Committee of Council Agenda

Tuesday, April 23, 2024
2:00 p.m.
Council Chambers
3rd Floor City Hall, 2580 Shaughnessy Street, Port Coquitlam, BC

Pages

1. CALL TO ORDER

2. ADOPTION OF THE AGENDA

2.1 Adoption of the Agenda

Recommendation:
That the Tuesday, April 23, 2024, Committee of Council Meeting Agenda be adopted as circulated.

3. CONFIRMATION OF MINUTES

None.

4. REPORTS

4.1 Development Permit Application for 3609 St. Thomas Street 6

Recommendation:
That Committee of Council approve Development Permit DP000522, which regulates a duplex development at 3609 St. Thomas Street.

4.2 Rezoning Application for 1654 Manning Avenue 27

Recommendation:
That Committee of Council recommend to Council that:

1. *The zoning of 1654 Manning Avenue be amended from RS1 (Residential Single Dwelling 1) to RS4 (Residential Single Dwelling 4); and*
2. *Prior to adoption of the amending bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
   a. *Demolition of existing buildings and structures;*
   b. *Submission of subdivision plans to the satisfaction of the*

Approving Officer

c. *Installation of protective fencing for on-site and off-site trees and hedges; and*

d. *Completion of design and submission of fees and securities for off-site works and services.*

4.3 Rezoning and Development Variance Permit Applications for 1160 Victoria Drive 31

Recommendation:
That Committee of Council recommend to Council:

1. *That the zoning of 1160 Victoria Drive be amended from RS3 (Residential Single Dwelling 3) to P3 (Parks and Natural Area) for a 1.04-acre portion and RS2 (Residential Single Dwelling 2) for the remaining 3.23-acres.*

2. *That prior to adoption of the amending bylaw the following conditions be met to the satisfaction of the Director of Development Services:*

   a. *Approval of a watercourse development permit that provides for realignment and connection of the onsite watercourse to Watkins Creek and enhancement of the watercourse protection area;*

   b. *Installation of tree protection as required by the Tree Bylaw.*

   c. *Subdivision to the satisfaction of the Approving Officer including dedication of a new road, lane and, a 2.5m wide pedestrian access route between the new road and Victoria Drive and dedication of the watercourse protection area to the City of Port Coquitlam;*

   d. *Submission of plans, fees and securities and agreements for offsite works and services that includes stormwater drainage works associated with the watercourse realignment, a crosswalk with pedestrian flashing beacons across Victoria Drive at Holtby Street, crosswalks along Lynwood Avenue and Wedgewood Street, and a raised crosswalk with lighting across Lynwood Avenue at Plymouth Crescent accessing Chelsea Park.*

   e. *Registration of a legal agreement to ensure installation of a 6ft tall privacy fence, planting a row of trees, and restricting rear yard second floor balconies for lots adjacent to the east property boundary, and limiting windows along the east interior side yard of lot 16 to either having high sills or frosted glass.*

3. *That Development Variance Permit DVP00096 lot depth variance request for lots 3-8 and 23-26 be supported and the rear yard setback variance request lots 3-8 and 11-16 be denied and that notification is*

given in accordance with s.499 of the Local Government Act.

4.4 Land Use Contract Review

310

Recommendation:
None.

5. COUNCILLORS' UPDATE

6. MAYOR'S UPDATE

7. CAO UPDATE

8. CLOSED ITEMS RELEASED TO PUBLIC

April 16, 2024, Closed Committee of Council

"That Committee of Council approves staff recommendations and directs staff to register as a partner in the GymWorks Program with the Canadian Sport Institute Pacific (CSIP) and PacificSport".

9. RESOLUTION TO CLOSE

9.1 Resolution to Close

Recommendation:
That the Committee of Council Meeting of Tuesday, April 23, 2024, be closed to the public pursuant to the following subsections(s) of Section 90(1) of the Community Charter:
Item 5.1

l. discussions with municipal officers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [annual municipal report].

Item 5.2

a. personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality.

Item 5.3

e. the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

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;

l. discussions with municipal officers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [annual municipal report].

10. ADJOURNMENT

10.1 Adjournment of the Meeting

Recommendation:
That the Tuesday, April 23, 2024, Committee of Council Meeting be adjourned.

Development Permit Application for 3609 St. Thomas Street

RECOMMENDATION:

That Committee of Council approve Development Permit DP000522, which regulates a duplex development at 3609 St. Thomas Street.

PREVIOUS COUNCIL/COMMITTEE ACTION

April 9, 2024 - Council adopted a Zoning Bylaw amendment to rezone 3609 St. Thomas St from RS1 (Residential Single Dwelling 1) to RD (Residential Duplex).

REPORT SUMMARY

This report describes an application for a development permit to regulate the design and landscaping of a duplex on the corner of St. Thomas Street and Patricia Avenue. The proposal conforms to the City's development permit objectives and guidelines. The proposal generally complies with zoning regulations, however, the applicant has requested a minor variance to floor area ratio (FAR) regulations. Approval of the development permit is recommended.

BACKGROUND

Proposal: The owner has submitted a development permit application to enable the construction of a duplex at 3609 St. Thomas Street.

Subject Property

Context: The subject property is located on the northwest corner of St. Thomas Street and Patricia Avenue in a neighbourhood consisting of single-detached houses and duplexes. The vacant 761 m^2 lot (~8,191 ft^2) is located within the floodplain and has rear lane access off of Patricia Avenue.

Policy and Regulations: The Official Community Plan (OCP) designates the site as Residential and the property is currently zoned RD (Residential Duplex) which allows for construction of two attached dwellings.

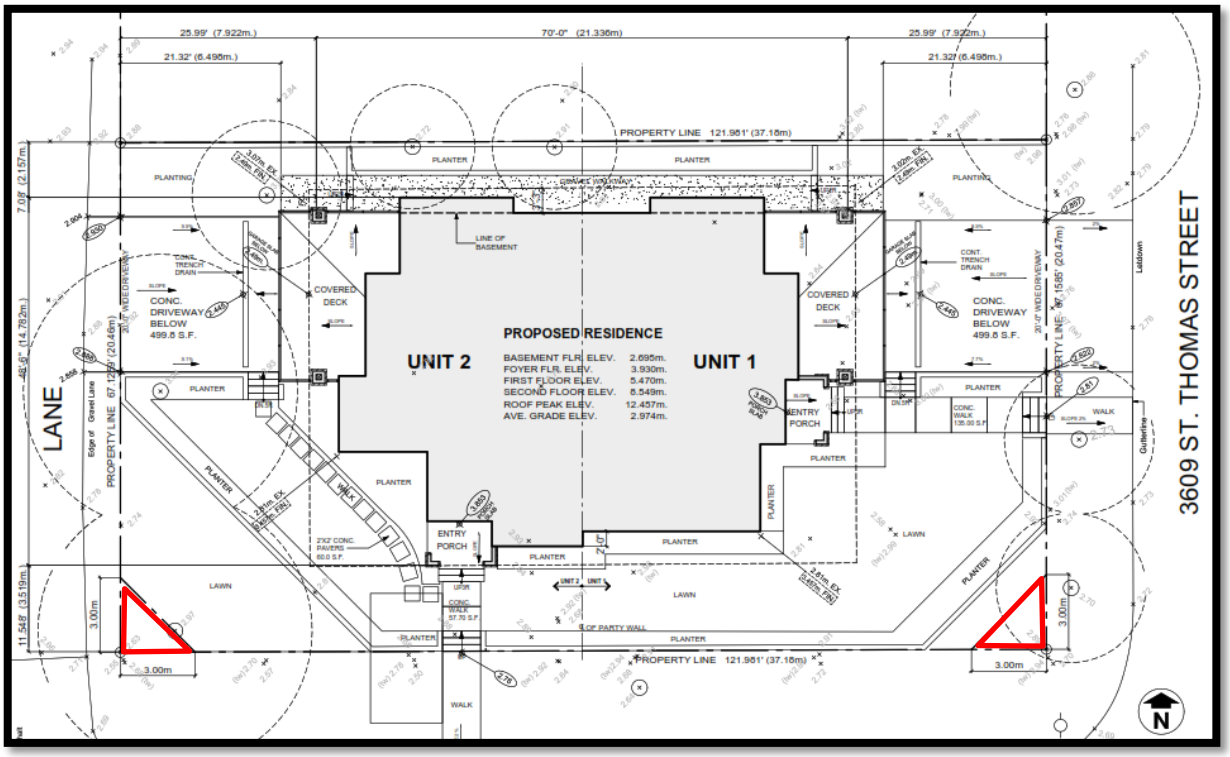
Duplexes are included in the Intensive Residential Development Permit Area and Environmental Conservation Development Permit area guidelines of the OCP. The residential design guidelines promote coordination of siting and building design; use of high-quality cladding materials; consideration of the relationship between buildings and open areas; and the overall visual impact of buildings and landscaping. The environmental conservation DPA objectives and guidelines encourage sustainable development and building design; efficient use of energy, water and other resources, and, reduction of waste and pollution.

The Delegation Bylaw allows the Director of Development Services to approve Development Permits for duplexes which fully conform to zoning regulations and development permit guidelines. As this application includes a requested variance to siting, Committee approval is required.

Project Description: The proposed two-storey duplex is in a side-by-side configuration as shown in the attached draft Development Permit. As a corner lot, the units are oriented towards each adjacent street, with Unit 1 having its front entry and driveway off of St. Thomas Street, and Unit 2 having its front entry on Patricia Avenue with driveway access off the lane. Both units contain four bedrooms and three bathrooms with a den and a two-car garage. Each unit has space on the driveway for two additional vehicles.

The design incorporates a hipped roof with covered balconies and entry porches and attached garages. The building is articulated and features setbacks at the upper levels and eaves that form a secondary roofline to reduce the overall visual impact. The façade utilizes a variety of materials in neutral tones and white accents, including stucco, cement board siding and cultured stone. The material is patterned to avoid large expanses of the same material.

Each unit has a landscaped yard space with lawn and planters along the property line and building containing a mixture of ground cover, shrubs, and hedges. Hedges, along with a wooden fence, are included along north property line to screen the new building from the existing home to the north. A Pacific dogwood and Sourwood tree are proposed for the yards. A significant western red cedar at the southwest corner of the property, within the corner cut area to be dedicated, will be retained.



Site Plan with corner cuts highlighted

In accordance with flood plain regulations, the below grade portions of the duplex below the 5.15 m flood construction elevation only contains non-habitable space. Each unit contains a mechanical room and lobby/foyer area, each limited to 10 m^2, and a garage, with all other floor area being crawl space. To obscure the portion of the crawl space appearing above grade, planters and planting are included around the perimeter of the building.

To comply with the Environmental Conservation DPA, the applicant is proposing a number of conservation features. These include low-flow fixtures, smart thermostats, lighting, and irrigation controls, and high-performance glazing. The HVAC systems and appliances are to be Energy-Star rated. Rough-ins for electric vehicle charging and solar panels are also included.

Rendering of the Unit 2 entrance as seen from Patricia Avenue

Rendering of the Unit 1 entrance as seen from St Thomas Street

Project Statistics

	Bylaw Regulations	Proposed	Variance
Floor Area Ratio	0.55 (413.6 m^2)	0.56 (418.3 m^2)	0.0062 (4.7 m^2)
Lot Coverage	40%	34%	-
Setbacks			
Front (St Thomas)	7.5 m	7.92 m	-
Rear (west/lane)	7.5 m	7.92 m	-
Side interior (north)	10% (max. 1.8 m)	2.16 m	-
Side exterior (south)	20% (max. 3.5 m)	3.52 m	-
Height	9 m	8.97 m	-
Impervious Surfaces	65%	50.7%	-
Parking	2 stalls per dwelling	2 stalls per dwelling + additional on driveway	-

Requested Variance: As a corner property, two corner-cut road dedications were required through the rezoning process; which decreased the final lot size by 9 m^2 (~97 ft^2) and the total permitted floor area by 4.7 m^2 (51 ft^2). The owner had already designed the duplex development based on the original lot area and floor area ratio calculation, and has requested a minor variance to allow for construction of the original design.

DISCUSSION

The application is generally in keeping with the regulations of the RD (Residential Zone) and OCP Development Permit guidelines and housing policies. The duplex has been designed to provide for retention of a significant tree and will provide for attractive street fronts on both Patricia Avenue and St. Thomas Street.

The requested variance to allow for a slightly larger floor area does not make a significant difference in the building's presentation from the street, particularly as these units only have crawl spaces instead of a full height basement. The resulting proposed design provides two spacious ground- and family-oriented dwellings within the community – both housing types recommended by the 2022 Housing Needs Report.

Staff recommend the approval of the development permit and requested variance.

FINANCIAL IMPLICATIONS

The new development is anticipated to raise the assessed value of the property resulting in increased property tax revenue for the City.

PUBLIC CONSULTATION:

A development sign was posted on the sign prior to the rezoning consideration. To date, staff have not received any comments regarding the Development Permit application.

Staff conducted a site visit on April 12, 2024 to confirm the development signs were standing and in good condition.

Development Sign on St. Thomas Street

OPTIONS (✓= Staff Recommendation)

	#	Description
✓	1	Approve issuance of DP000522.
	2	Request additional information or recommend amendments or conditions to address specified issues prior to deciding on the application.
	3	Recommend refusal of Development Permit DP000522, if the Committee is of the opinion that the proposal does not comply with the OCP objectives and design guidelines or is not supportive of the requested variance. Pursuant to the Delegation Bylaw, the applicant may appeal the decision to Council.

ATTACHMENTS

Attachment 1 – DP000522 DRAFT

Lead author(s): Paul Cloutier.

THE CORPORATION OF THE CITY OF PORT COQUITLAM

"DEVELOPMENT PROCEDURES BYLAW, 2013, NO. 3849"

DEVELOPMENT PERMIT

NO. DP000522

Issued to: JUAN RICARDO DUQUE
FABRIO ALBERTO DUQUE
ANDRES LOPERA MEDINA
(Owner as defined in the Local Government Act, hereinafter referred to as the Permittee)

Address: 1384 TRAFALGAR STREET, COQUITLAM, BC V3E 0E9

1. This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied by this Permit.

2. This Development Permit applies to and only to those lands within the Municipality described below, and any and all buildings, structures and other development thereon:

Address:	3609 ST THOMAS STREET
Legal Description:	LOT 59 SECTION 6 TOWNSHIP 40 NEW WESTMINSTER DISTRICT PLAN 19853
P.I.D.:	010-575-045

3. The above property has been designated as a Development Permit Area under Section 9.0 – Development Permit Area in the "Official Community Plan Bylaw, 2013, No. 3838".

4. "Port Coquitlam Zoning Bylaw, 2008, No. 3630" and "Parking and Development Management Bylaw, 2018, No.4078" are varied, supplemented or both in accordance with the following:

   a. The form and character of the building, including the siting, height and general design, shall be as shown on drawings numbered DP000522(1) to DP000522(10) which are attached hereto and form part of this permit.

   b. The form and character of on-site landscaping shall be as shown on drawing numbered DP000522(11) and the following standards for landscaping are imposed:

(i) All landscaping works and planting materials shall be provided in accordance with the landscaping plan and specifications thereon, which form part of this permit and is attached hereto.

(ii) All planting materials shall be able to survive for a period of one year from the date of the site landscape approval by the Municipality.

c. The building and landscaping shall provide the energy conservation, water conservation and GHG emission reduction elements as shown on Schedule A to the drawings which are attached hereto and form part of this permit.

5. <u>Landscape Security</u>

(a) As a condition of the issuance of this permit, the security set out below will be held by the Municipality prior to the issuance of a building permit to ensure satisfactory provision of landscaping in accordance with the terms and conditions as set forth in Clause 4 above. There is filed accordingly an irrevocable Letter of Credit or cash security in the amount $5,000 for the purpose of landscaping.

(b) Should any interest be earned upon the security, it shall accrue to the Permittee and be paid to the Permittee if the security is returned. A condition of the posting of the security is that should the Permittee fail to carry out the works or services as hereinabove stated, according to the terms and conditions of this permit within the time provided, the Municipality may use the security to complete these works or services by its servants, agents or contractors, and any surplus shall be paid over to the Permittee.

(c) The Permittee shall complete the landscaping works required by this permit within six months of the final inspection for the final phase of the development. Within the six-month period, the required landscaping must be installed by the Permittee, and inspected and approved by the Municipality.

If the landscaping is not approved within the six-month period, the Municipality has the option of continuing to hold the security until the required landscaping is completed or has the option of drawing the security and using the funds to complete the required landscaping, and recoup additional costs from the Permittee if necessary. In such a case, the Municipality or its agents have the irrevocable right to enter into the property to undertake the required landscaping for which the security was submitted.

(d) Should the Permittee carry out the works and services permitted by this permit within the time set out above, the security shall be returned to the Permittee.

6. The land described herein shall be developed strictly in accordance with the terms and conditions and provisions of this permit and any plans and specifications attached to this permit, which shall form a part hereof.

7. This permit shall lapse if the Permittee does not substantially commence the construction permitted by this permit within two years of the (issuance) date of this permit.

8. The terms of this permit or any amendment to it, are binding on all persons who acquire an interest in the land affected by this permit.

9. This permit is not a building permit.

APPROVED BY THE COMMITTEE OF COUNCIL THE _____ DAY OF _____MONTH 20__.

SIGNED THIS _____ DAY OF _____MONTH 20____.

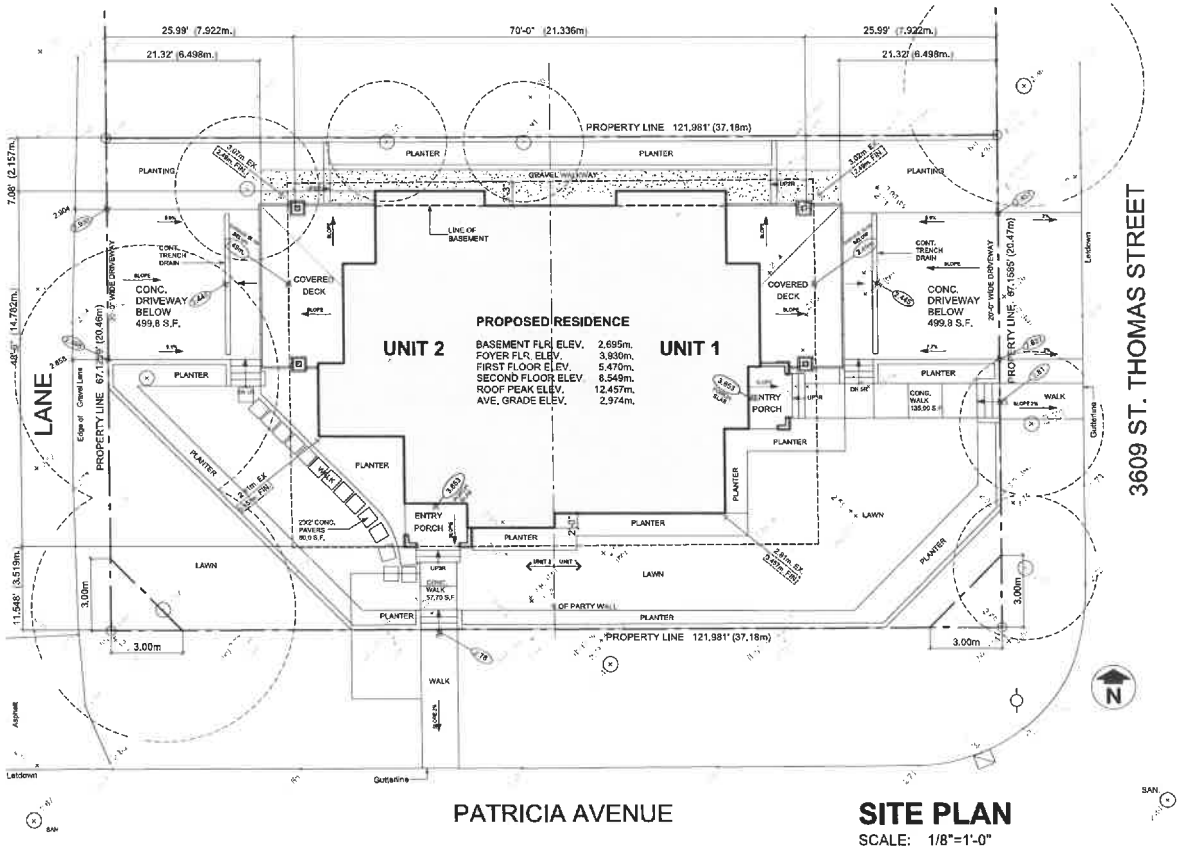
_____
Mayor

_____
Corporate Officer

I ACKNOWLEDGE THAT I HAVE READ AND UNDERSTAND THE TERMS AND

CONDITIONS UPON WHICH THIS PERMIT IS ISSUED.

_____
Applicant (or Authorized Agent or
Representative of Applicant)



SITE PLAN

SCALE: 1/8"=1'-0"

CIVIC ADDRESS
3609 ST. THOMAS STREET,
PORT COQUITLAM, B.C.

LEGAL DESCRIPTION
TOPOGRAPHIC SITE PLAN OVER
LOT 59 SECTION 6 TOWNSHIP 40
NEW WESTMINSTER DISTRICT PLAN 19653

ZONING : RD

LOT AREA : 8191.327 S.F. (761.0 S.M.)

FLOOR AREA IN BASEMENT
GARAGE: UNIT 1
PERMITTED: 496.139 S.F. (46.0 S.M.)
ACTUAL: 530.75 S.F. (49.306 S.M.)
FOYER / LOBBY: UNIT 1
PERMITTED 107.639 S.F. (10.0 S.M.)
ACTUAL: 104.81 S.F. (9.737 S.M.)
GARAGE: UNIT 2
PERMITTED: 496.139 S.F. (46.0 S.M.)
ACTUAL: 534.24 S.F. (49.632 S.M.)
FOYER / LOBBY: UNIT 2
PERMITTED: 107.639 S.F. (10.0 S.M.)
ACTUAL: 106.25 S.F. (9.87 S.M.)

FLOOR AREA:PRINCIPAL BLDG.
PERMITTED 4505.23 S.F.(0.55)
ACTUAL 4502.33 S.F. (418.28 S.M.)

LOT COVERAGE:
PERMITTED 3276.53 S.F. (40%)
ACTUAL 2771.20 S.F.

AREA BREAKDOWN:
HOUSE FOOTPRINT X 2: 2855.40 S.F.
DRIVEWAYS X 2 999.60 S.F.
WALKWAYS X 2 252.70 S.F.
TOTAL 4107.70 S.F.

IMPERVIOUS SURFACE:
PERMITTED 5324.24 S.F. (494.64S.M.)
ACTUAL 4107.70 S.F.

BUILDING HEIGHT:
PERMITTED 29.527' (9.0m)
ACTUAL 29.31' (8.933m)

FLOOR AREA BREAKDOWN	UNIT 1	UNIT 2
BASEMENT FLOOR	530.75 S.F. (49.306 S.M.)	212.44 S.F. (19.736 S.M.)
FIRST FLOOR	1068.0 S.F. (99.22 S.M.)	1100.0 S.F. (102.19 S.M.)
SECOND FLOOR	884.4 S.F. (83.09 S.M.)	969.9 S.F. (90.10 S.M.)
FOYER / LOBBY	104.81 S.F. (9.737 S.M.)	106.25 S.F. (9.87 S.M.)
2-CAR GARAGE	534.24 S.F. (49.632 S.M.)	557.0 S.F. (51.74 S.M.)
ENTRY PORCH	49.50 S.F. (4.598 S.M.)	50.80 S.F. (4.719 S.M.)
COVERED DECK	227.94 S.F. (25.62 S.M.)	227.94 S.F. (25.62 S.M.)

LEGEND :

- 320.50 EX. — EXISTING GRADE ELEVATIONS
- FINISHED GRADE ELEVATIONS
- T.O.CONCRETE WALL ELEVATIONS
- T.O. CONCRETE SLAB ELEVATIONS
- T.O. FLOOR ELEVATIONS
- DIRECTION OF DRAINAGE
- EXISTING TREES TO REMAIN

GENERAL NOTES:

1. DO NOT SCALE DRAWINGS.
2. BUILDER IS TO CHECK AND VERIFY ALL DIMENSIONS BEFORE COMMENCING.DIMENSIONS ALWAYS TAKE PRECEDENCE OVER SCALED MEASUREMENTS.
3. DIMENSIONS ARE TAKEN TO FACE OF STUD AND CONCRETE OF EXTERIOR WALLS AND TO CENTRE OF STUDS OF INTERIOR WALLS UNLESS NOTED OTHERWISE.
4. CONSTRUCTION METHODS ARE TO CONFORM TO THOSE PRESCRIBED BY B.C.B.C. 2018
5. SURVEY INFORMATION IS SUPPLIED BY OTHERS.IN EVENT OF DISCREPANCY BETWEEN THESE DRAWINGS AND THE INFORMATION PROVIDED BY THE SURVEYOR,THE DESIGNER MUST BE NOTIFIED IMMEDIATELY.
6. ALL MATERIALS ARE TO BE USED STRICTLY IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS.
7. PROVIDE TEMPORARY DRAINAGE TO KEEP THE SITE AND WORK WATER FREE AND REINSTATE THE SITE UPON COMPLETION.
8. FOOTINGS TO EXTEND BELOW FROST PENETRATION AND MUST REST ON SOLID BEARING. THE QUALITY OF BEARING MUST BE CONFIRMED BY THE AUTHORITY HAVING JURISDICTION.
9. LEAVE OPENINGS IN FOUNDATION FOR SERVICES REQUIRED.
10. EXPOSED SHEET METAL FLASHING SHALL BE 0.013" GALVANIZED STEEL UNLESS OTHERWISE INDICATED.
11. SHEET METAL FLASHINGSHALL BE INSTALLED OVER EXISTING OPENINGS.
12. WOOD MEMBERS IN CONTACT WITH CONCRETE SHALL BE PROTECTED WITH 45lb FELT.
13. ROOF TRUSSES TO BE DESIGNED BY OTHERS.
14. GLAZING WITHIN 12" OF THE FLOOR SHALL BE IN SAFETY GLASS.
15. GLASS IN WINDOWS & DOORS TO BE DOUBLE-GLAZED.ALL WINDOW FRAMES TO BE THERMALLY BROKEN.
16. GLASS SIDELITES & WINDOWS WITHIN 36" OF DOOR LOCKS ARE TO BE SAFETY GLASS.
17. GLASS SIDELITES GREATER THAN 20" IN WIDTH THAT COULD BE MISTAKEN FOR DOORS, TO BE SAFETY GLASS.
18. GLASS IN WINDOWS LESS THAN 8" ABOVE FORM FLOOR IS TO BE SAFETY GLASS.
19. GLASS IN ENTRANCE, SHOWER AND IN SIDING DOORS TO BE SAFETY GLASS.
20. ALL BATHTUBS TO BE WATERPROOFED TO A MINIMUM HEIGHT 5'-0" ABOVE FLOOR LEVEL.
21. ALL EXPOSED METAL (FLASHINGS,VENTS,DOWNSPOUTS,ETC.) SHALL BE PAINTED TO MATCH ADJOINING FINISH AS CLOSELY AS POSSIBLE.
22. WOOD FASCIAS AND BARGE BOARDS SHALL BE STAINED ON ALL SURFACES,INCLUDING ALL ON-SITE'S SAW CUT ENDS.
23. ENCLOSED ROOF AND ATTIC SPACES SHALL BE VENTED IN ACCORDANCE WITH B.C.B.C. 2018 (NOT LESS THAN 1/300 OF CEILING AREA).
24. ROOF VENTS MUST BE UNIFORMLY DISTRIBUTED WITH A MINIMUM OF 25% IN EAVE AND 25% IN ROOF TOP.
25. NATURAL VENTILATION OF ENCLOSED CRAWL SPACES SHALL BE PROVIDED IN ACCORDANCE WITH THE B.C.B.C. 2018 (NOT LESS THAN 1/500 OF CRAWL SPACE AREA AND AS EVENLY DISTRIBUTED AS POSSIBLE).
26. VAULTED CEILINGS SHALL BE VENTILATED TO 1/150 OF INSULATED CEILING AREA.INSULATION SHALL BE 1" BELOW TOP OF JOISTS.
27. CAULK ALL EXTERIOR OPENINGS.
28. PLUMBING INSTALLATIONS SHALL BE IN ACCORDANCE WITH V.B.B.L. 2018 AND ALL OTHER PLUMBING CODES.
29. THE DESIGN AND INSTALLATION OF THE HEATING SYSTEM SHALL BE IN ACCORDANCE WITH B.C.B.C. 2018 AND SHALL BE OTHER TYPE NOTED ON THE DRAWINGS.
30. THE ELECTRICAL INSTALLATION SHALL BE IN ACCORDANCE WITH THE B.C.B.C. 2018 , AND ALL APPLICABLE CODES.
31. THE BOTTOM OF AN OPENABLE WINDOW IN A BEDROOM IS NOT TO EXCEED 4'-11" ABOVE THE FLOOR LEVEL AND HAVE A MINIMUM OPENING DIMENSIONS OF 15" WITH AN AREA OF 3.78 SQ. FT.
32. HANDRAIL ACTING AS A GUARD IS TO BE BETWEEN 36" AND 38".
33. WATERPROOF WALLBOARD REQUIRED AS TILE BASE AROUND TUBS AND SHOWERS B.C.B.C. 2018.
34. R-12 RIGIID INSULATION UNDER ENTIRE SLAB WITH RADIANT HEAT.
35. NO MEMBER FACILITATING CLIMBING PERMITTED FROM 4" TO 36" ABOVE THE FLOOR OR WALKING SURFACE (ALL GUARDS).
36. MAXIMUM 4" OPENING IN ALL STAIR,DECK AND BALCONY GUARDS (INTERIOR & EXTERIOR) EXCEPT SPACE BETWEEN BOTTOM RAIL AND STAIR TREAD.
37. PROVIDE 8" CLEARANCE BETWEEN GRADE AND SIDING.
38. WALL TIES FOR MASONARY REQUIRED IN CONFORMANCE WITH B.C.B.C. 2018.
39. REVIEW STANDARDS FOR DWELLING SECURITY AS OUTLINED B.C.B.C. 2018.
40. N.R.P. HINGES REQUIRED FOR OUT SWINGING EXTERIOR DOORS.
41. SPRINKLER SYSTEM TO BE DESIGNED,CONSTRUCTED,INSTALLED AND TESTED IN CONFORMANCE WITH NFPA 13D (INSTALLATION OF SPRINKLER SYSTEM RESIDENTIAL OCCUPANCIES.
42. INSULATION WHERE SUBJECT TO MECHANICAL DAMAGE TO BE COVERED AS PER B.C.B.C. 2018.
43. LINOLEUM OR EQUAL REQUIRED TO BATHROOM FLOORS.
44. CONTINUOUS OR INTERMITTENT EXHAUST FANS TO ALL BATHROOMS AND KITCHENS.
45. ONE HARD WIRED-SMOKE ALARM REQUIRED PER FLOOR,ALL SMOKE ALARMS TO BE INTERCONNECTED.
46. SMOKE ALARMS REQUIRED ON EVERY FLOOR LEVEL WITHIN 5.0m OF BEDROOM DOOR AND 15.0m OF EACH OTHER.
47. A 5lb A,B,C, DRY CHEMICAL FIRE EXTINGUISHER IS REQUIRED NEAR THE KITCHEN.
48. SECURE HOT WATER TANK TO PREVENT OVERTURNING.
49. ALL WINDOWS AND DOORS AND THEIR INSTALLATION SHALL COMPLY WITH NWWA STANDARDS AND SPECIFICATIONS. SEE 9.7.4 OF THE 2018 B.C.B.C.
50. THE LEAKAGE OF AIR INTO AND OUT OF CONDITIONED SPACES SHALL BE CONTROLLED BY CONSTRUCTING A CONTINUOUS AIR BARRIER SYSTEM AS SPECIFIED IN 2018 B.C.B.C.3.1.9.1.
51. CONSTRUCTION OF AIR BARRIER DETAILS SHALL COMPLY WITH 2018 B.C.B.C.3.1.9.2.
52. SERVICE WATER HEATING SYSTEM SHALL COMPLY WITH 2018 B.C.B.C. 9.36.4.
53. MECHANICAL, ELECTRICAL AND PLUMBING COMPONENTS PLACED WITHIN AN EXTERIOR WALL MUST BE INSULATED BEHIND TO THE EFFECTIVE THERMAL RESISTANCE SPECIFIED IN SECTION 9.36.2.6. AND 9.36.2.8.
54. WALLS AND CEILINGS SEPARATING CONDITIOND SPACES FROM ATTACHED GARAGE ARE TO COMPLY WITH EFFECT THERMAL RESISTANCE MINIMUNS AS SPECIFIED IN SECTION 9.36.2.9. (EVEN IF GARAGE IS HEATED AND INSULATED)

oscar woodman design
1782 view st., port moody.
british columbia V3H3Y2
604 - 937 - 7640

project title

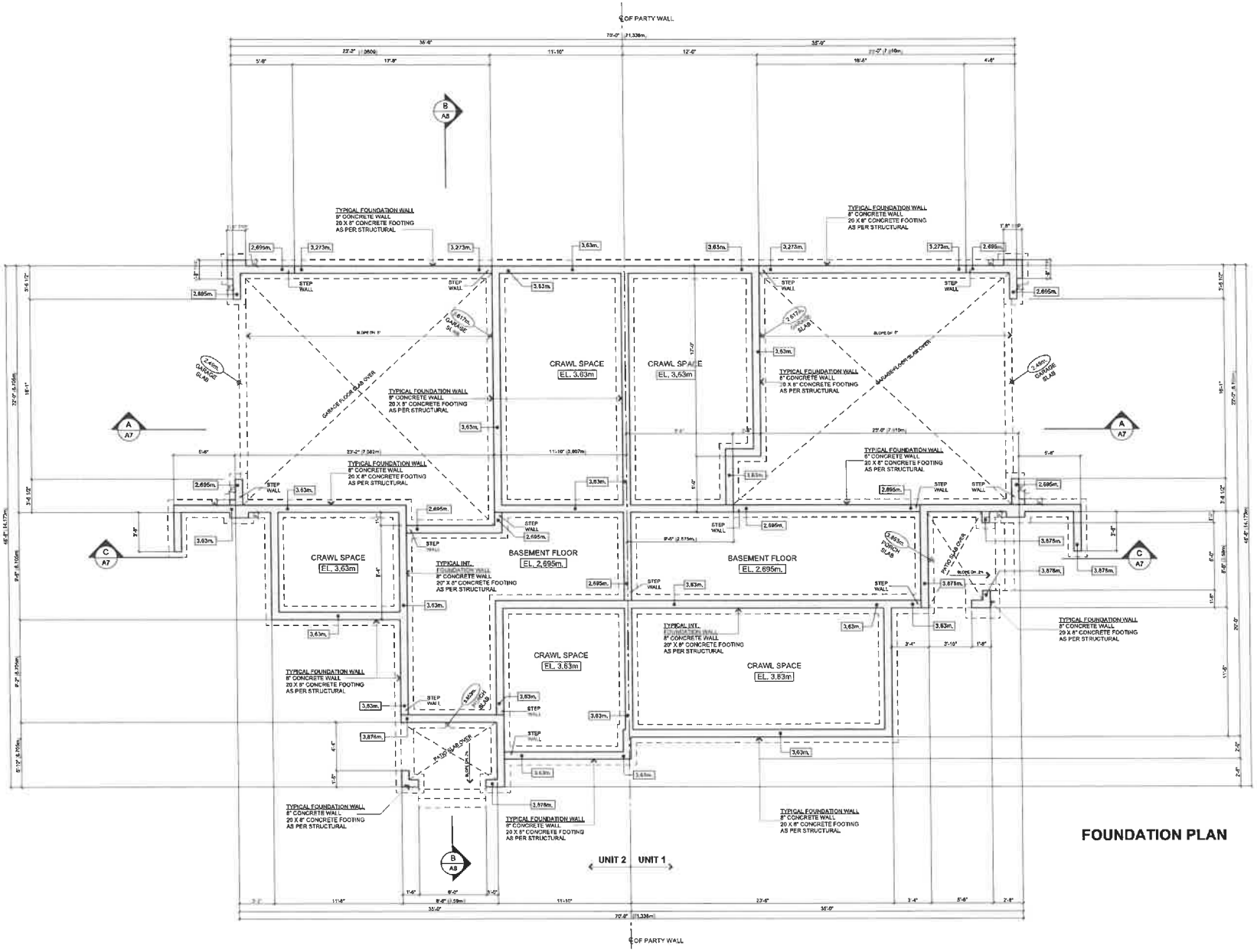
RESIDENCE - DUQUEZ / LOPERA
PROPOSED DUPLEX
3609 ST. THOMAS STREET,
PORT COQUITLAM, B.C.

sheet title

SITE PLAN

date started: APR. 2022 | issue.revision
job no.
drawn alexs | chkd.
scale: 1/8" = 1'-0"
sheet no.

A1
of 10



FOUNDATION PLAN

oscar woodman design
1782 view st., port moody.
british columbia V3H3Y2
604 - 937 - 7640

project title

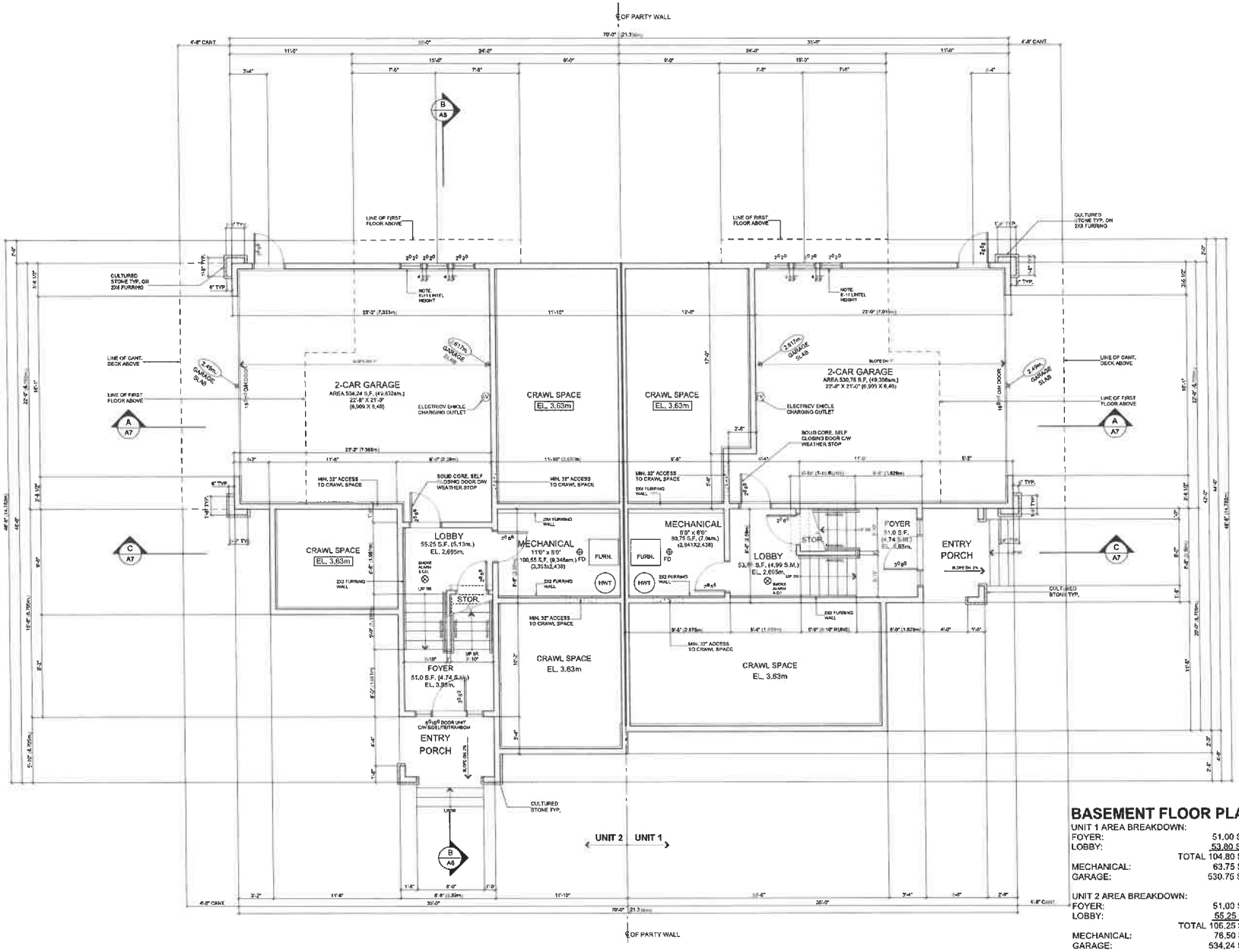
RESIDENCE - DUQUEZ / LOPERA
PROPOSED DUPLEX
3609 ST. THOMAS STREET,
PORT COQUITLAM, B.C.

sheet title

FOUNDATION PLAN

date started: MAY, 2022
job no.
issue,revision
drawn alexs
chkd.
scale: 1/4" = 1'-0"
sheet no.

A2
of 10



NOTE:
BUILDING MUST BE EQUIPPED WITH FIRE SPRINKLERS AS PER CITY OF PORT COQUITLAM CURRENT BUILDING AND PLUMBING BYLAW AND IN ACCORDANCE TO NFPA 13D STANDARDS

BASEMENT FLOOR PLAN

UNIT 1 AREA BREAKDOWN:

FOYER:	51.00 S.F.
LOBBY:	53.80 S.F.
	TOTAL 104.80 S.F. (9.74 S.M.)
MECHANICAL:	63.75 S.F. (5.92 S.M.)
GARAGE:	530.76 S.F. (49.308 S.M.)

UNIT 2 AREA BREAKDOWN:

FOYER:	51.00 S.F.
LOBBY:	55.25 S.F.
	TOTAL 106.25 S.F. (9.87 S.M.)
MECHANICAL:	76.50 S.F. (7.11 S.M.)
GARAGE:	534.24 S.F. (49.623 S.M.)

oscar woodman design
1782 view st., port moody.
british columbia V3H3Y2
604 - 937 - 7640

project title

RESIDENCE - DUQUEZ / LOPERA
PROPOSED DUPLEX
3609 ST. THOMAS STREET, PORT COQUITLAM, B.C.

sheet title

BASEMENT FLOOR PLAN

date started: issue,revision
job no.
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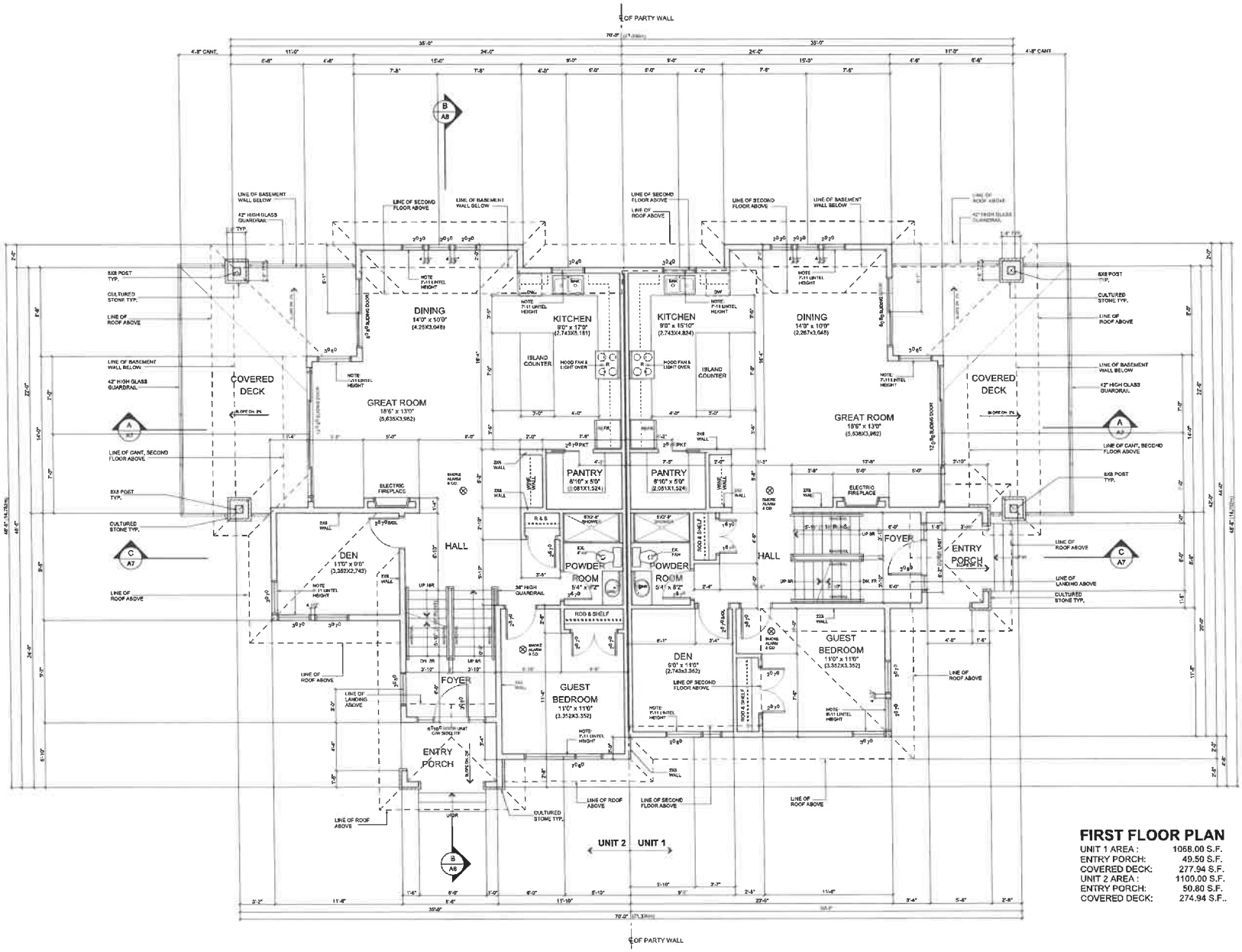
scale: ¼" = 1'-0"
sheet no.

A3 of 10



NOTE:
BUILDING MUST BE EQUIPPED WITH FIRE SPRINKLERS AS PER CITY OF PORT COQUITLAM CURRENT BUILDING AND PLUMBING BYLAW AND IN ACCORDANCE TO NFPA 13D STANDARDS

FIRST FLOOR PLAN

UNIT 1 AREA :	1068.00 S.F.
ENTRY PORCH:	49.50 S.F.
COVERED DECK:	277.94 S.F.
UNIT 2 AREA :	1100.00 S.F.
ENTRY PORCH:	50.80 S.F.
COVERED DECK:	274.94 S.F.

oscar woodman design
1782 view st., port moody.
british columbia V3H3Y2
604 - 937 - 7640

project title

RESIDENCE - DUQUEZ / LOPERA
PROPOSED DUPLEX
3609 ST. THOMAS STREET, PORT COQUITLAM, B.C.

sheet title

FIRST FLOOR PLAN

date started: MAY, 2022
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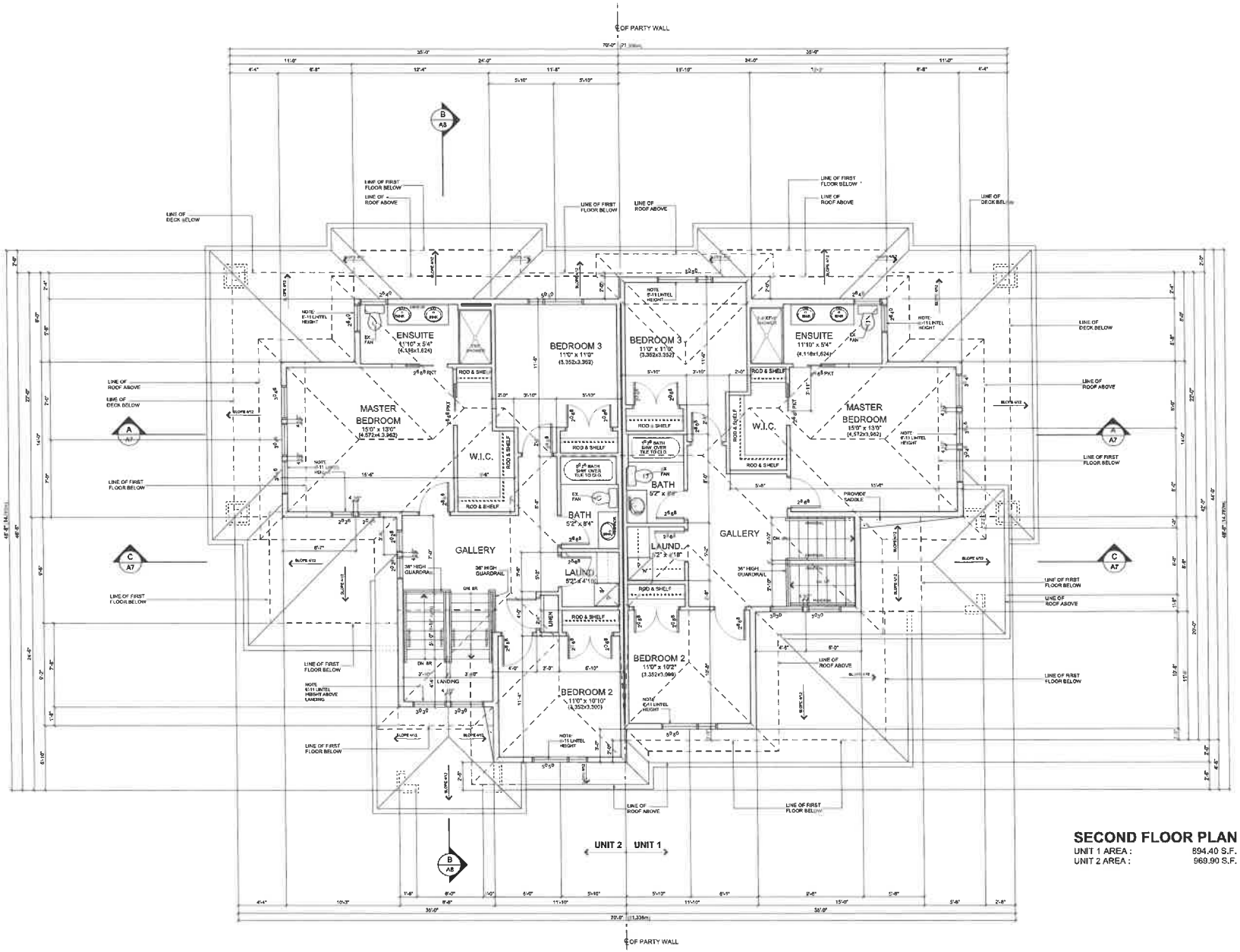
of 10



NOTE:
BUILDING MUST BE EQUIPPED WITH FIRE SPRINKLERS AS PER CITY OF PORT COQUITLAM CURRENT BUILDING AND PLUMBING BYLAW AND IN ACCORDANCE TO NFPA 13D STANDARDS

SECOND FLOOR PLAN

UNIT 1 AREA : 894.40 S.F.
UNIT 2 AREA : 969.90 S.F.

oscar woodman design
1782 view st., port moody.
british columbia V3H3Y2
604 - 937 - 7640

project title

RESIDENCE - DUQUEZ / LOPERA
PROPOSED DUPLEX
3609 ST. THOMAS STREET, PORT COQUITLAM, B.C.

sheet title

SECOND FLOOR PLAN

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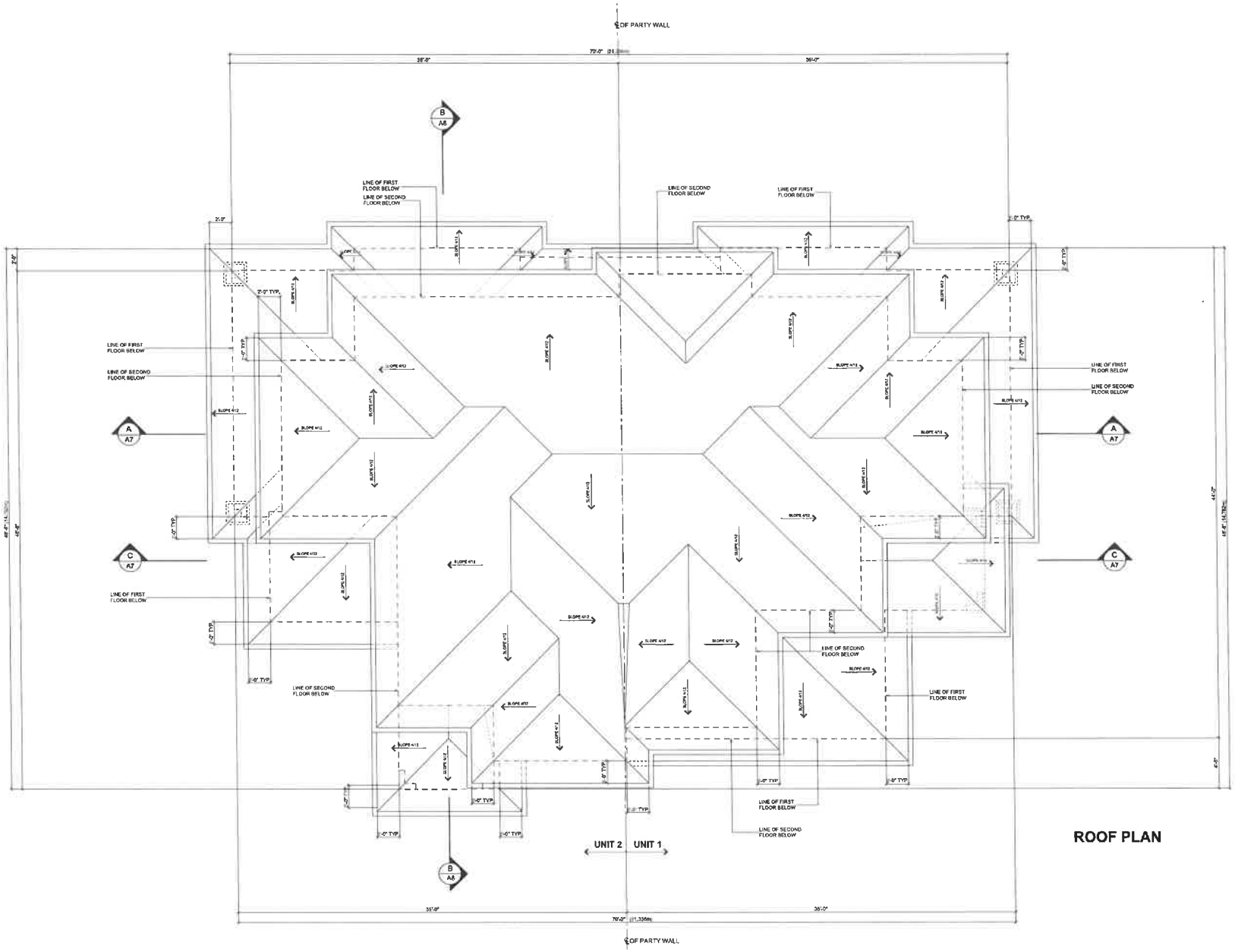
A5
of 10



oscar woodman design
1782 view st., port moody.
british columbia V3H3Y2
604 - 937 - 7640

project title

RESIDENCE - DUQUEZ / LOPERA
PROPOSED DUPLEX
3609 ST. THOMAS STREET, PORT COQUITLAM, B.C.

sheet title

ROOF PLAN

date started: MAY. 2022
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issue,revision
drawn alexs
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scale: 1/4" = 1'-0"
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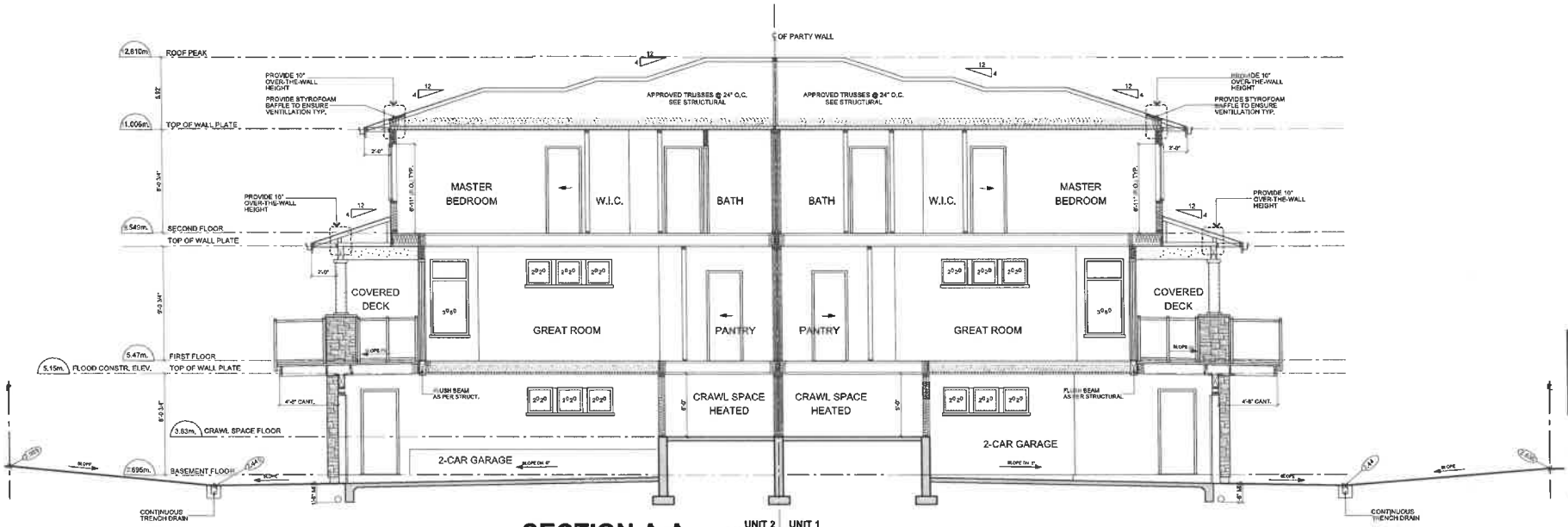
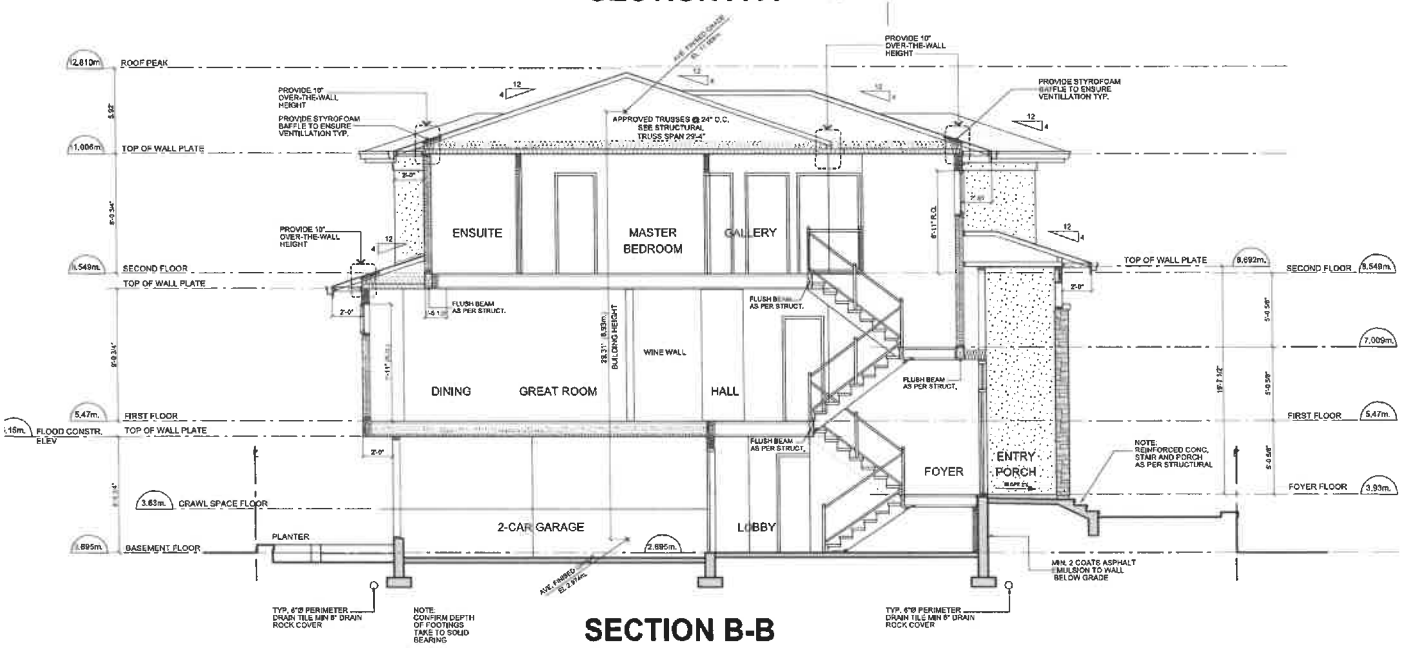
A6
of 10



SECTION A-A

UNIT 2 UNIT 1



SECTION B-B

oscar woodman design
1782 view st., port moody.
british columbia V3H3Y2
604 - 937 - 7640

project title
RESIDENCE - DUQUEZ / LOPERA
PROPOSED DUPLEX
3609 ST. THOMAS STREET, PORT COQUITLAM, B.C.

sheet title
SECTION A-A
SECTION B-B

date started: issue.revision
MAY. 2022
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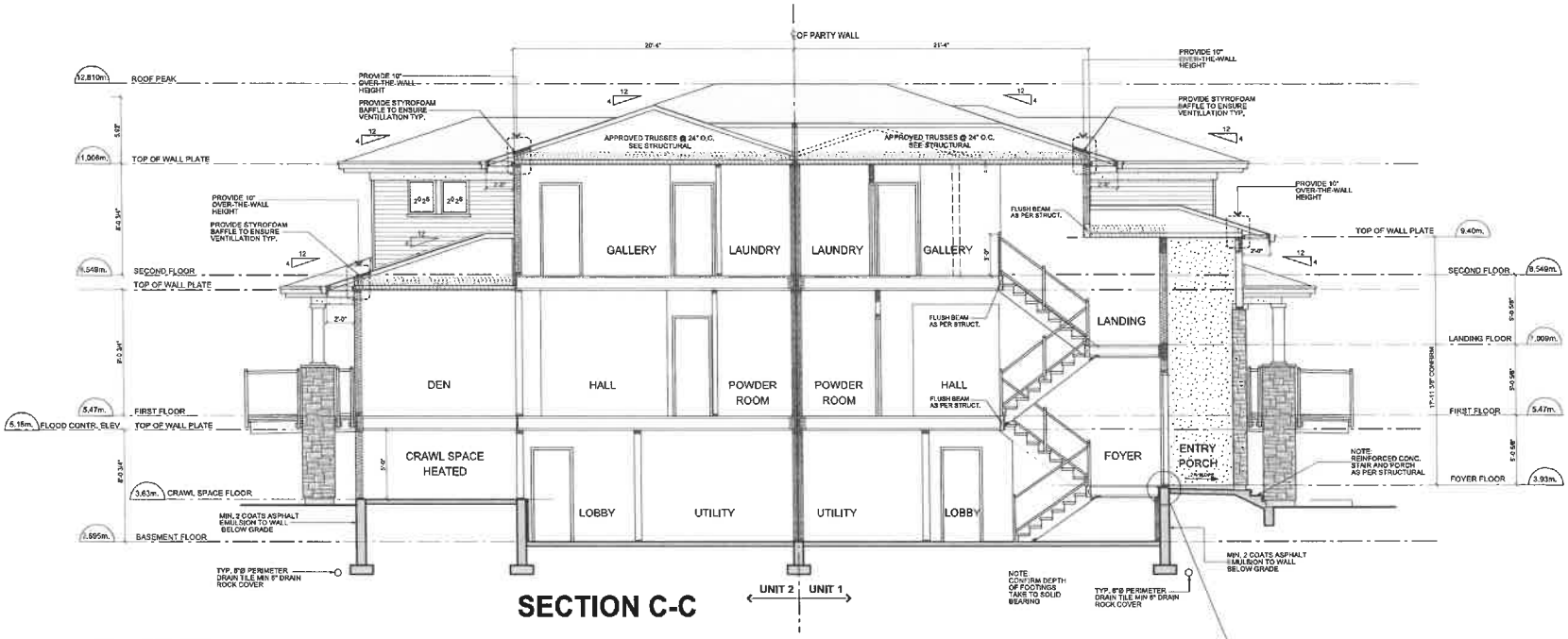
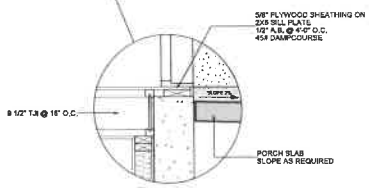
of 10



SECTION C-C



1 / A8 SECTION DETAIL
Scale: 1" = 1'-0"

SPECIFICATION

ROOF: PITCHED
PITCH 4/12 AS NOTED
ASPHALT SHINGLES (40 YEAR)
BUILDING PAPER 30 MIN.
1/2" PLYWOOD SHEATHING
APPROVED TRUSSES @ 24" o.c.
R-51 BATT. INSULATION
6 MIL. POLY V.B. FULLY CAULKED
5/8" GWB.

EAVE / GUTTER
5" CONT. ALUMINUM GUTTER
2X10 WOOD FASCIA BOARD
2X4 CONT. NAILER
BEADED VINYL SOFFIT

EXTERIOR WALL:
ACRYLIC STUCCO / STONE / HORIZONTAL HARDI SIDING
1X3 PT. STRAPPING
BUILDING PAPER 30 MIN. 2 LAYERS
1/2" PLYWOOD SHEATHING
2 x 6 STUDS @ 16" o.c.
R-24 BATT. INSULATION
6 MIL. POLY V.B. FULLY CAULKED
1/2" G.W.B.
NOTE: FLOOR END-JOISTS
R24 BATT INSULATION

EXTERIOR WALL: GARAGE
ACRYLIC STUCCO / STONE / HORIZONTAL HARDI SIDING
1X3 P.T. STRAPPING
BUILDING PAPER 30 MIN. 2 LAYERS
1/2" PLYWOOD SHEATHING
2 x 6 STUDS @ 16" O.C.
1/2" G.W.B.

PARTY WALL:
BCBC 2018
WALL NO. W13a
FRR: 1 HR.
STC: 57
5/8" GWB
6 MIL. POLY V.B. FULLY CAULKED
2X4 STUDS @ 16" O.C.
ON SEPARATE PLATE
R14 BATT INSULATION
1" AIR SPACE
R14 BATT INSULATION
2X4 STUDS @ 16" O.C.
ON SEPARATE PLATE
6 MIL. POLY V.B. FULLY CAULKED
5/8" GWB

INTERIOR WALLS:
1/2" GWB. BOTH SIDES OF
2 x 4 STUDS @ 16" O.C.
UNLESS NOTED OTHERWISE

FURRING WALL:
1/2" G.W.B.
6 MIL. POLY V.B. FULLY CAULKED
2 x 4 STUDS @ 24" O.C.
2" XPS (R20) RIGID INSULATION
MIN. 1/2" AIRSPACE
CONCRETE FOUNDATION WALL

FOUNDATION WALL:
2 x 6 CONT. SILL PLATE U.N.O.
1/2" ANCHOR BOLTS @ 4'-0" o.c.
45 # DAMPCOURSE
8" CONCRETE WALL
20" x 8" CONCRETE FOOTING U.N.O.
MIN.2 COATS ASPHALT EMULSION TO WALL AREA BELOW GRADE

FIRST / SECOND FLOOR:
FINISH FLOORING
5/8" T & G PLYWOOD SHEATHING
11 7/8" TJI @ 16" O.C
(REFER TO STRUCTURAL)
5/8" GWB
R28 BATT INSULATION

BASEMENT FLOOR:
FINISH FLOORING
3 1/2" CONCRETE SLAB
6 MIL POLY VB FULLY CAULKED
MIN. 6" COMPACTED SAND

CRAWL SPACE FLOOR:
3 1/2" CONCRETE SLAB
6 MIL POLY VB FULLY CAULKED
MIN. 8" COMPACTED SAND

ENTRANCE PORCH / STAIRS
4" CONC. SLAB (EXP. AGG. FINISH)
SLOPE MIN. 2%
REINF. AS PER STRUCTURAL
MIN. 6" COMPACTED SAND

GARAGE FLOOR
3 1/2" CONCRETE SLAB
REINF. AS PER STRUCTURAL
MIN. 6" COMPACTED SAND

COVERED DECK:
MIN. 2" CONCRETE TOPPING
EXPOSED AGG. FINISH
OR STAMPED CONCRETE
2 PLY WATERPROOF MEMBRANE
5/8" T & G PLYWOOD SHEATHING
9 1/2" TJI @ 16" O.C (2% SLOPE)
(REFER TO STRUCTURAL)
1/2" GWB TO GARAGE AREA
BEADED VINYL SOFFIT TO OVERHANG

STAIRS:
FIRST TO SECOND FLOOR
FLOOR HEIGHT: 10'-1 1/4"
16 EQUAL RISERS 7.578" RISE
RUN 10"
TYPICAL NOSING 1"
TYPICAL STRINGERS 2X10
TYPICAL HANDRAILS 2'-8" ABOVE NOSING

FIRST TO FOYER FLOOR
FLOOR HEIGHT: 5'-0 5/8"
8 EQUAL RISERS 7.578" RISE
RUN 10"
TYPICAL NOSING 1"
TYPICAL STRINGERS 2X10
TYPICAL HANDRAILS 2'-8" ABOVE NOSING

BASEMENT TO FOYER FLOOR
FLOOR HEIGHT: 4'-0 5/8"
7 EQUAL RISERS 6.946" RISE
RUN 10"
NOSING 1"
TYPICAL STRINGERS 2 x 10
TYPICAL HANDRAILS 2'-8" ABOVE NOSING

EXTERIOR CONC. STAIRS:
RISE 7.5" MAX.
RUN 11"

oscar woodman design
1782 view st., port moody.
british columbia V3H3Y2
604 - 937 - 7640

project title
RESIDENCE - DUQUEZ / LOPERA
PROPOSED DUPLEX
3609 ST. THOMAS STREET,
PORT COQUITLAM, B.C.

sheet title
SECTION C-C

date started: MAY, 2022 | issue.revision
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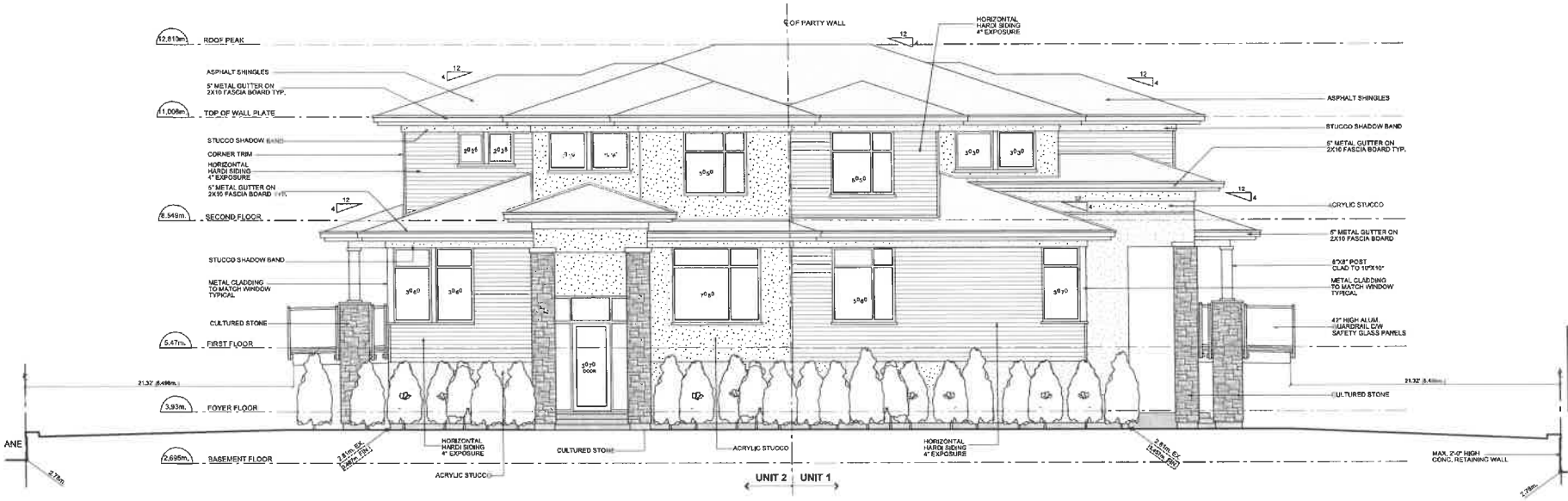
of 10



SOUTH ELEVATION (PATRICIA AVE.)

WEST ELEVATION (LANE)

oscar woodman design
1782 view st., port moody,
british columbia V3H3Y2
604 - 937 - 7640

project title
RESIDENCE - DUQUEZ / LOPERA
PROPOSED DUPLEX
3609 ST. THOMAS STREET,
PORT COQUITLAM, B.C.

sheet title
SOUTH ELEVATION
WEST ELEVATIONS

date started: MAY. 2022 | issue.revision
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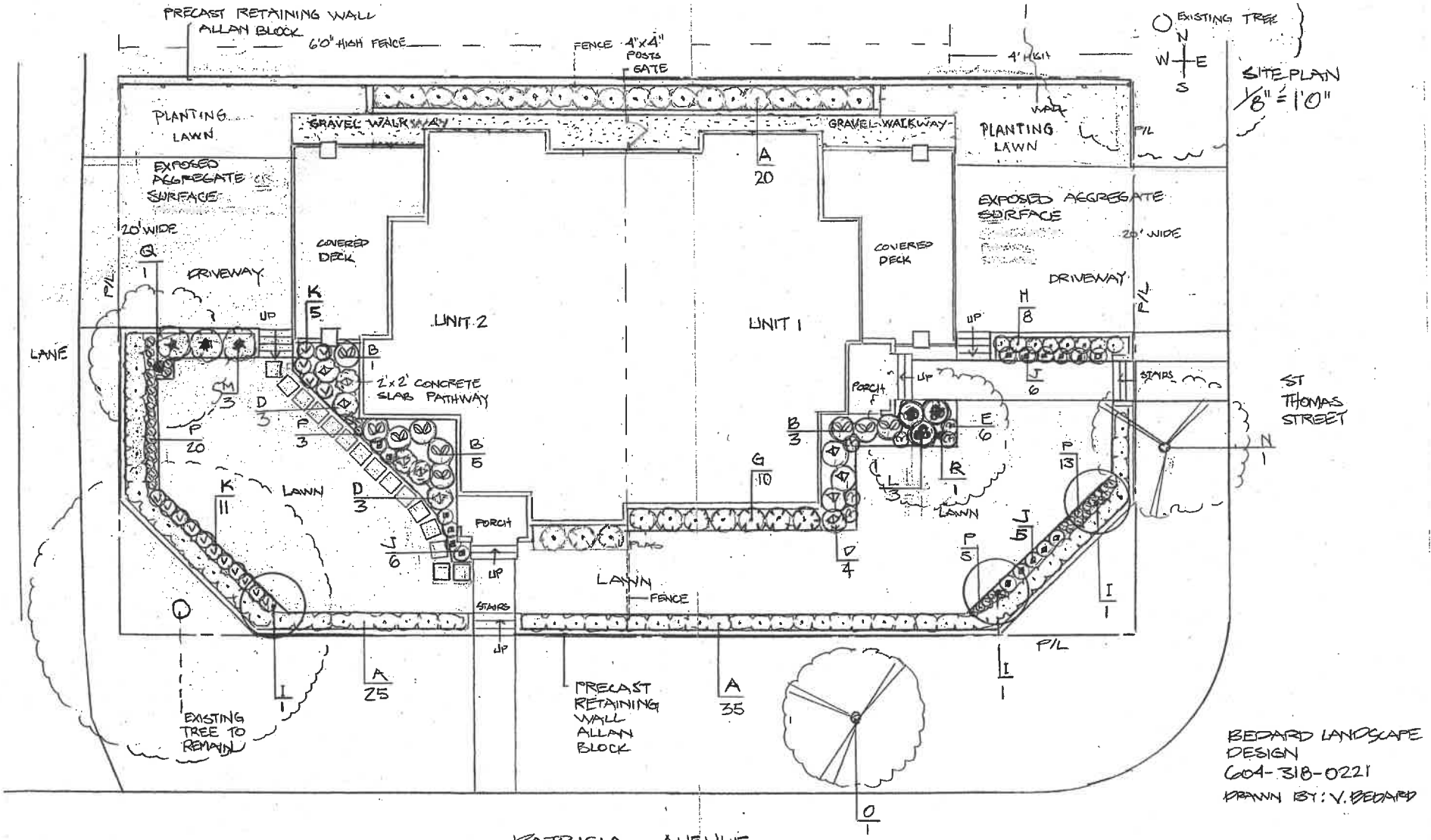
of 10



BEDARD LANDSCAPE DESIGN
604-318-0221
DRAWN BY: V. BEDARD

PATRICIA AVENUE

PLANT LIST

A CEDAR HEDGE #7 POTS (2'6" o.c.)
B VIBURNUM DAVIDII #5
C SPIREA BUMALDA 'MAGIC CARPET' #2
D RHODODENDRON DAVIESII #3
E BERBERIS CRIMSON PYGMY #2
F BERGENIA BRESSINGHAM BRONZE #1
G CHOISYA TERNATA #3
H BUXUS MICROPHYLLA 'GREEN GEM' #2
I HIBISCUS SYRIACUS GRAFTED ON STANDARD #7
J SALVIA MAY NIGHTS #1
K GERANIUM BROOKSIDE #1
L HYDRANGEA ARBORESCENS 'ANNABELLE' #3
M HYDRANGEA PANICULATA 'LITTLE LIME PUNCH' #2
N ACER RUBRUM ARMSTRONG - 2½" CALIPER
O GINKO BILOBA - 2½" CALIPER
P CAMPANULA CARPATICA 'WHITE CLIPS'
} PROPOSED STREET TREES

REPLACEMENT TREES

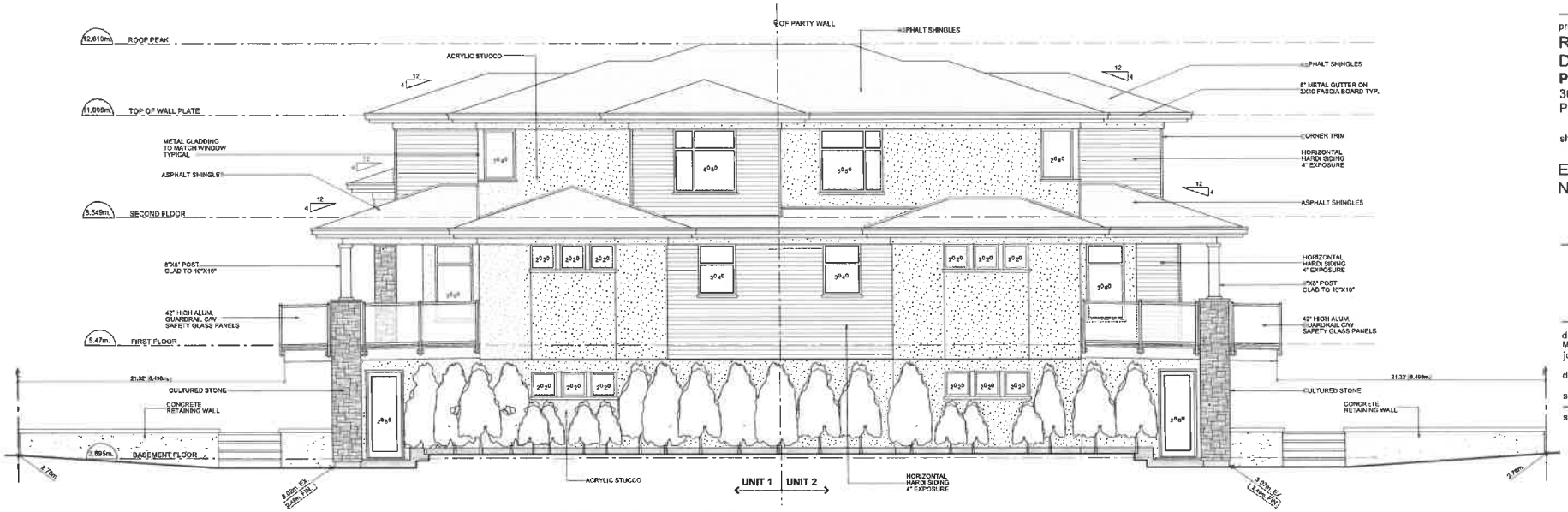
Q OXYDENDRON ARBOREUM - 2½" CALIPER
R CORNUS NUTTALLI 'EDDY'S WHITE WONDER' - 2½" CAL

3609 ST. THOMAS STREET
PORT COQUITLAM, B.C.

EAST ELEVATION (ST. THOMAS STREET)

NEIGHBOURING HOUSE PROFILE AT 3621 THOMAS STREET

oscar woodman design
1782 view st., port moody.
british columbia V3H3Y2
604 - 937 - 7640



NORTH ELEVATION

project title
RESIDENCE - DUQUEZ / LOPERA
PROPOSED DUPLEX
3609 ST. THOMAS STREET, PORT COQUITLAM, B.C.

sheet title
EAST ELEVATIONS
NORTH ELEVATIONS

date started: MAY, 2022
issue, revision
job no.
drawn
chkd.
scale: 1/4" = 1'-0"
sheet no.

A10 of 10

Rezoning Application for 1654 Manning Avenue

RECOMMENDATION:

That Committee of Council recommend to Council that:

1. *The zoning of 1654 Manning Avenue be amended from RS1 (Residential Single Dwelling 1) to RS4 (Residential Single Dwelling 4); and*
2. *Prior to adoption of the amending bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
   a) *Demolition of existing buildings and structures;*
   b) *Submission of subdivision plans to the satisfaction of the Approving Officer*
   c) *Installation of protective fencing for on-site and off-site trees and hedges; and*
   d) *Completion of design and submission of fees and securities for off-site works and services.*

PREVIOUS COUNCIL/COMMITTEE ACTION

None.

REPORT SUMMARY

This report described an application to amend the zoning of 1654 Manning Avenue from RS1 (Residential Single Dwelling 1) to RS4 (Residential Single Dwelling 4) to facilitate a two-lot subdivision of the existing property. The proposal conforms with the housing policies of the Official Community Plan (OCP), the Small Lot Residential lands use designation and the subdivision requirements of the RS4 zone. Approval is recommended.

BACKGROUND

Proposal: The applicant is proposing to rezone 1654 Manning Avenue from RS1 (Residential Single Dwelling 1) to RS4 (Residential Single Dwelling 4) to enable subdivision of the site into two smaller lots.

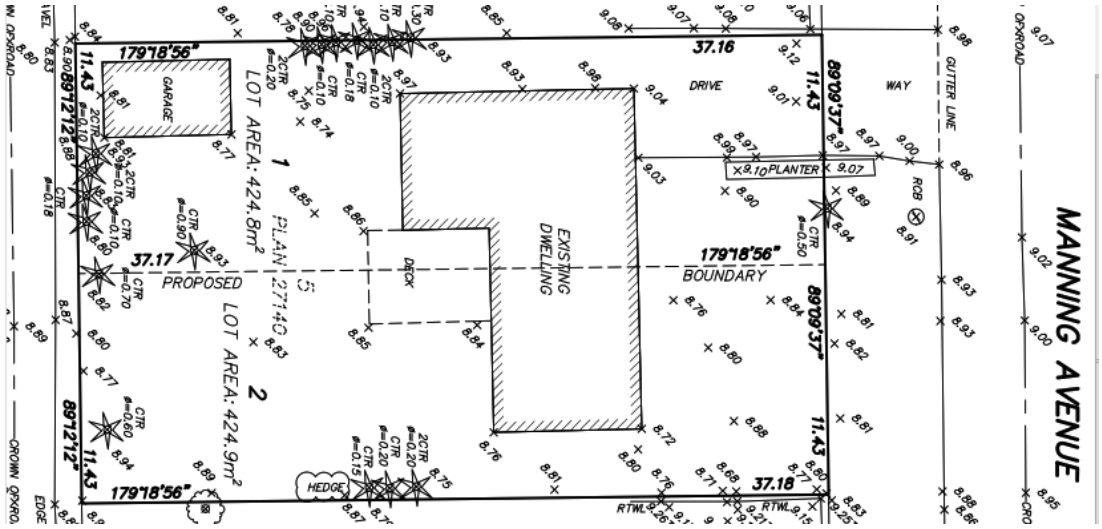
Context: The 849 m^2 (9,140 ft^2) property is on the south side of Manning Avenue between Wellington Street and Vincent Street. The lot was previously developed with an older single storey home that has since been demolished. The lot has lane access at the rear, is generally level, and not located within the floodplain. The neighbouring lots are developed with two-storey single residential homes and duplexes.

Policy and Regulations: The land use designation in the Official Community Plan (OCP) for the site is Small Lot Residential (RSL). OCP housing policy supports consideration of small lot RS4 zones in areas designated RSL. The RS4 zone is a development permit area and any future development would need to meet associated OCP design guidelines and Zoning bylaw regulations.

Subject Property

Proposed Subdivision: The applicant has provided a preliminary plan of subdivision to demonstrate the proposed lots would meet the subdivision requirements of the Zoning bylaw for RS4 zones. Both proposed lots exceed the minimum requirements.

	RS4 Zone Requirements	Proposed Lot 1	Proposed Lot 2
Lot Area	300.0 m^2	424.8 m^2	424.9 m^2
Lot Width	9.5 m	11.43 m	11.43 m
Lot Frontage	9.5 m	11.43 m	11.43 m
Lot Depth	28.0 m	37.16 m	37.17 m



Proposed Subdivision Plan

Off-site Infrastructure and Services: The proposed subdivision is subject to off-site works and servicing requirements in accordance with the Subdivision Servicing Bylaw. Such improvements include improvement of the road and lane with paving, curb and gutter, street lighting, and streets trees, upgrading of storm and sanitary services and installation of a new hydrant on Manning. New service connections will also be required for the lots. Vehicle access will be relocated to the lane.

Trees: The applicant provided an arborist report which identifies three significant and one non-significant Western redcedar in the rear yards as well as a Norway spruce tree in the front municipal boulevard. These trees are reported as in marginal condition or in direct conflict with future building footprints/required servicing works and removal of these trees is proposed.

Two off-site trees, a Norway maple and a common cherry, located on the neighbouring property to the east (1634 Manning Avenue) towards the rear will be protected during development. All removals are subject to issuance of a tree cutting permit and will require replacement.

DISCUSSION

The proposed rezoning and subdivision would help meet the demand for ground-oriented housing in the community. The proposed lots exceed the Zoning Bylaw's minimum subdivision requirements and complies with OCP housing polices that permit small lot residential uses on larger lots in areas designated Small Lot Residential.

The rezoning is recommended for approval with conditions to be met prior to adoption of the bylaw.

FINANCIAL IMPLICATIONS

The subdivision of the site and construction of new dwellings is anticipated to increase the assessed value of the lands, resulting in increased property tax revenue for the City.

PUBLIC CONSULTATION

The applicant advises that they have spoken with neighbours concerning the rezoning application, including the owner at 1634 Manning Avenue regarding potential impacts to trees.

Staff conducted a site visit on April 12, 2024, to ensure that the development sign is in good condition on the subject property.

As a residential application that is consistent with the Official Community Plan a public hearing for this bylaw is prohibited by provincial legislation (Bill 44 – 2023).

Development Sign

OPTIONS (✓= Staff Recommendation)

	#	Description
✓	1	Recommend to Council that the zoning of 1654 Manning be amended from RS1 to RS4 subject to the specified conditions being met prior to the adoption of the bylaw.
	2	Request additional information or amendments to the application, or require conditions to address specified issues prior to deciding on the application.
	3	Recommend to Council that the rezoning application be refused.

ATTACHMENTS

None.

Lead author(s): Paul Cloutier

Rezoning and Development Variance Permit Applications for 1160 Victoria Drive

RECOMMENDATIONS:

That Committee of Council recommend to Council:

1. *That the zoning of 1160 Victoria Drive be amended from RS3 (Residential Single Dwelling 3) to P3 (Parks and Natural Area) for a 1.04-acre portion and RS2 (Residential Single Dwelling 2) for the remaining 3.23-acres.*
2. *That prior to adoption of the amending bylaw the following conditions be met to the satisfaction of the Director of Development Services:*
    a. *Approval of a watercourse development permit that provides for realignment and connection of the onsite watercourse to Watkins Creek and enhancement of the watercourse protection area;*
    b. *Installation of tree protection as required by the Tree Bylaw.*
    c. *Subdivision to the satisfaction of the Approving Officer including dedication of a new road, lane and, a 2.5m wide pedestrian access route between the new road and Victoria Drive and dedication of the watercourse protection area to the City of Port Coquitlam;*
    d. *Submission of plans, fees and securities and agreements for offsite works and services that includes stormwater drainage works associated with the watercourse realignment, a crosswalk with pedestrian flashing beacons across Victoria Drive at Holtby Street, crosswalks along Lynwood Avenue and Wedgewood Street, and a raised crosswalk with lighting across Lynwood Avenue at Plymouth Crescent accessing Chelsea Park.*
    e. *Registration of a legal agreement to ensure installation of a 6ft tall privacy fence, planting a row of trees, and restricting rear yard second floor balconies for lots adjacent to the east property boundary, and limiting windows along the east interior side yard of lot 16 to either having high sills or frosted glass.*
3. *That Development Variance Permit DVP00096 lot depth variance request for lots 3-8 and 23-26 be supported and the rear yard setback variance request lots 3-8 and 11-16 be denied and that notification is given in accordance with s.499 of the Local Government Act.*

REPORT SUMMARY

This report provides for Committee consideration of an application to rezone a 4.3-acres (187,320 ft^2) site to facilitate a 27-lot subdivision consisting of 26 residential lots and a large 1.04-acre lot to be dedicated to the City as natural park for watercourse protection. The applicant has also requested consideration of a development variance permit to vary lot depth and rear yard building setbacks for a number of the proposed lots. In Staff's opinion, the proposed zoning and subdivision design meet the policies of the Official Community Plan and will provide an opportunity for new housing in the community as well as a substantial land dedication for the purposes of watercourse and riparian area protection. Staff recommend a number of bylaw conditions to ensure appropriate design, transportation improvements and completion of the watercourse realignment and enhancement. In

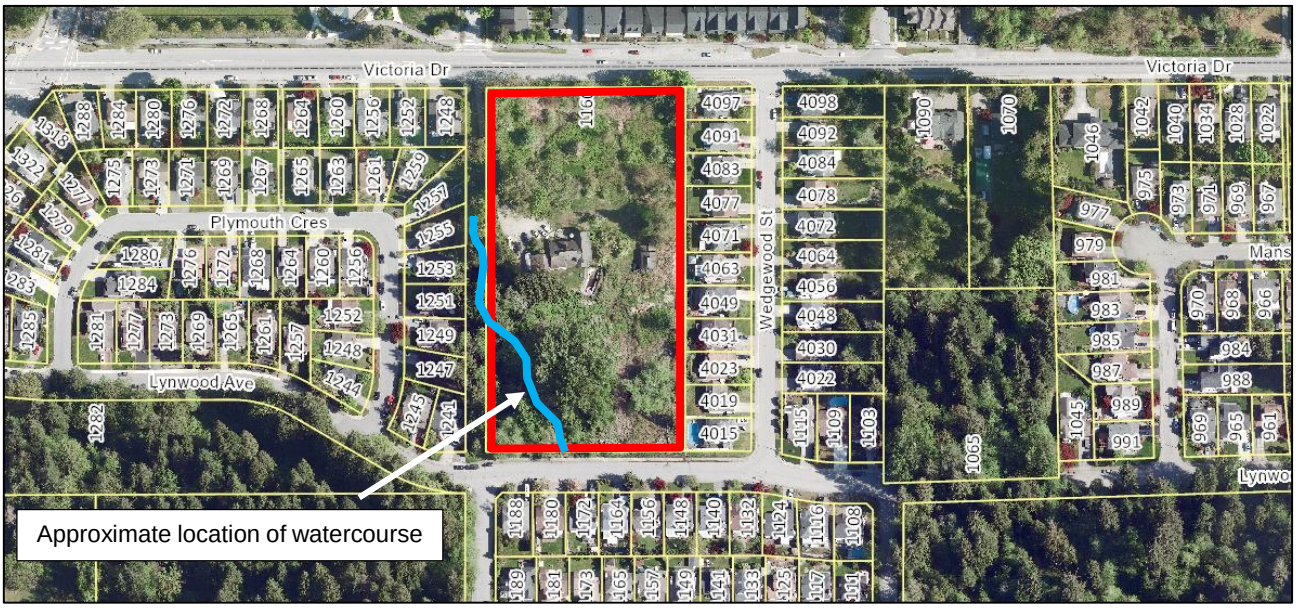
regards to the development variance permit, staff recommend Committee support the lot depth variance and deny the rear yard setback variance.

BACKGROUND

Proposal: The applicant, HY Engineering Ltd., has submitted a rezoning application to rezone 1160 Victoria Drive, a large 4.3-acres (187,320 ft^2) site, from RS3 (Residential Single Dwelling 3) to RS2 (Residential Single Dwelling 2) and P3 (Parks and Natural Areas) to facilitate development of a 26 residential lot subdivision. The proposal also includes modification and enhancement of a watercourse and dedication of approximately 25% of the land area to the City for ongoing watercourse and riparian area protection.

History: The proposal was first brought to the City for preliminary discussion pertaining to the watercourse in 2017, and the rezoning application was formally submitted in March 2019. The review process for this development has been extensive due to watercourse complexities, meeting subdivision layout requirements, as well as revisions and additional work to assess opportunities to address neighbourhood concerns.

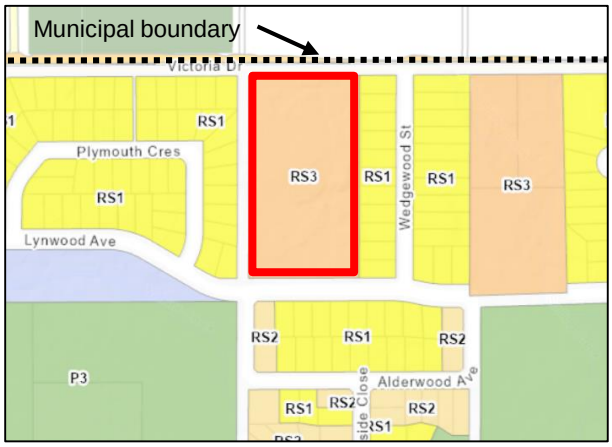
Site Context: The site is located between Victoria Drive and Lynnwood Avenue west of Wedgewood Street. The site is developed with an older house, accessory building and pool which have been vacant for a number of years. Through the application review process, a Class B watercourse was identified which is fed by a storm sewer outfall located south of Victoria Drive in an unopened portion of road adjacent to the west property line. There are a large number of trees on the site and the current landscaping is in a naturalized state. The site slopes downward approximately 7m from Victoria Drive to Lynwood Avenue with some steeper areas along portions of the unopened road.



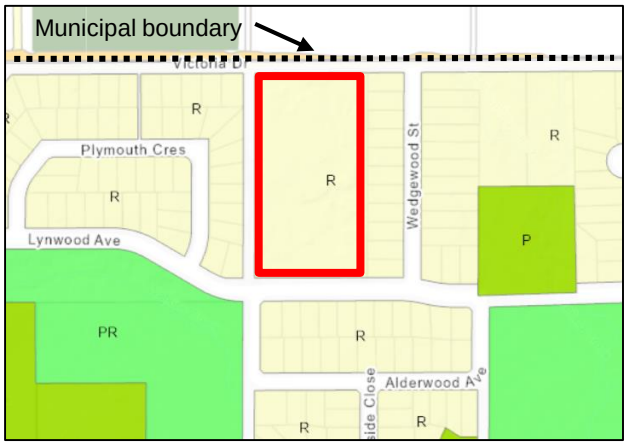
Location map

The site is a historic large property adjacent to areas that were rezoned and subdivided for residential purposes in the 1980s. Surrounding land uses include single residential homes (RS1 and RS2 zones) and duplexes on the Port Coquitlam side of Victoria Drive and a mixture of houses and townhouses on the Coquitlam side. The site is also in proximity to Watkins and Smiling Creeks, Chelsea Park, Victoria Park and Leigh Elementary.

Policy and Regulations: The site is currently zoned RS3, a historic large lot residential zone, (minimum 1-acre lot). The applicant has proposed the RS2 zone for the residential portion of the site and the P3 zone for the watercourse protection area to be dedicated to the City.



Site zoning - current



OCP land use designation

The land use designation in the Official Community Plan (OCP) for the site is R (Residential) which supports consideration of the residential and duplex zones. Housing policies of the Official Community Plan encourage a variety of housing types to accommodate different housing needs for the growing population in Port Coquitlam and encourage consideration of rezoning of property within a Residential land use designation to facilitate subdivision into smaller lots; if the rezoning would result in one or more of the following public benefits:

a. dedication of lands for roads, parks, watercourse protection, trail connections or similar public purposes;
b. installation of off-site infrastructure such as sidewalks, street trees and lighting for the subject property and, where appropriate, extension of this infrastructure to address gaps in service or connections within the immediate area;
c. retention of a heritage-listed home or landscape feature; or
d. design and construction of buildings and landscaping to achieve a superior quality of design and enhanced fit with the established neighbourhood character.

The site is subject to the objectives and design guidelines of the OCP Watercourse Protection Development Permit Area (DPA). The intent of the watercourse protection DPA is to protect and enhance the natural environment, ecosystems and the biological diversity of watercourses. The

Development Permit Area designation encourages considering watercourse areas in development design, encouraging development which supports the riparian function, and using innovative and flexible regulations to support compatible development.

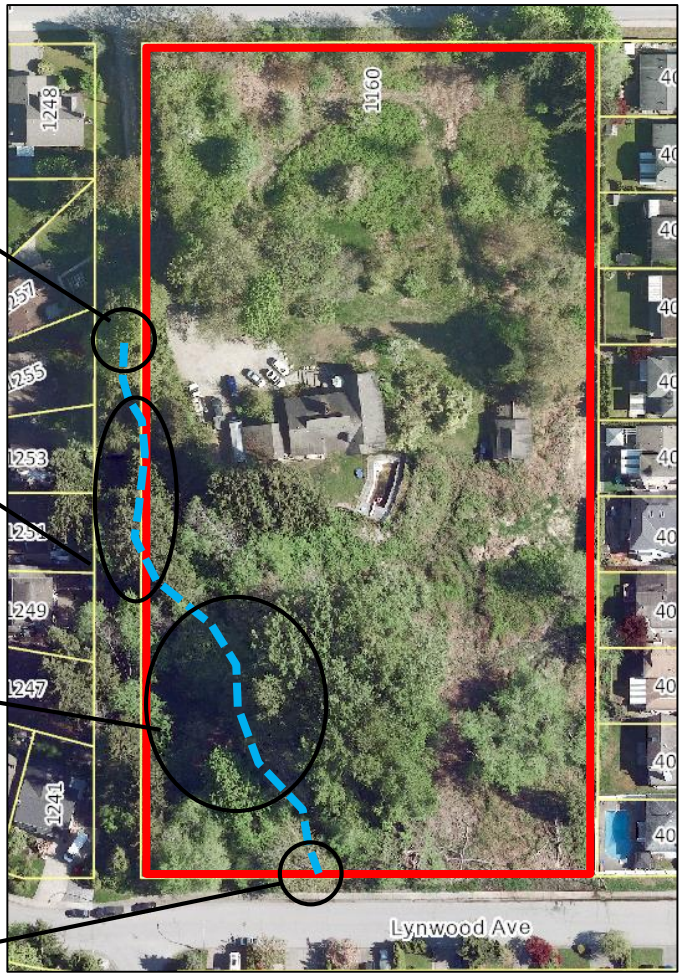
Proposed watercourse protection and park dedication: The applicant provided environmental assessment reports and management plans in 2020 which identified and assessed an unnamed Class B watercourse running along the south west portion of the site, originating from a storm sewer outlet located approximately 60m south of Victoria Drive in the adjacent narrow (~10m wide) and unopened road allowance. The watercourse flows southward through a portion of the unopened road and the southwest corner of the property and then re-enters the underground storm sewer along Lynnwood Avenue where it travels approximately 360m underground and daylights in a drainage ditch at 3940 Ambleside Close which later drains into Hyde Creek. The approximate location and photos of the watercourse are inset below.

Storm sewer outfall

Ravine in unopened road

Lower portion of site

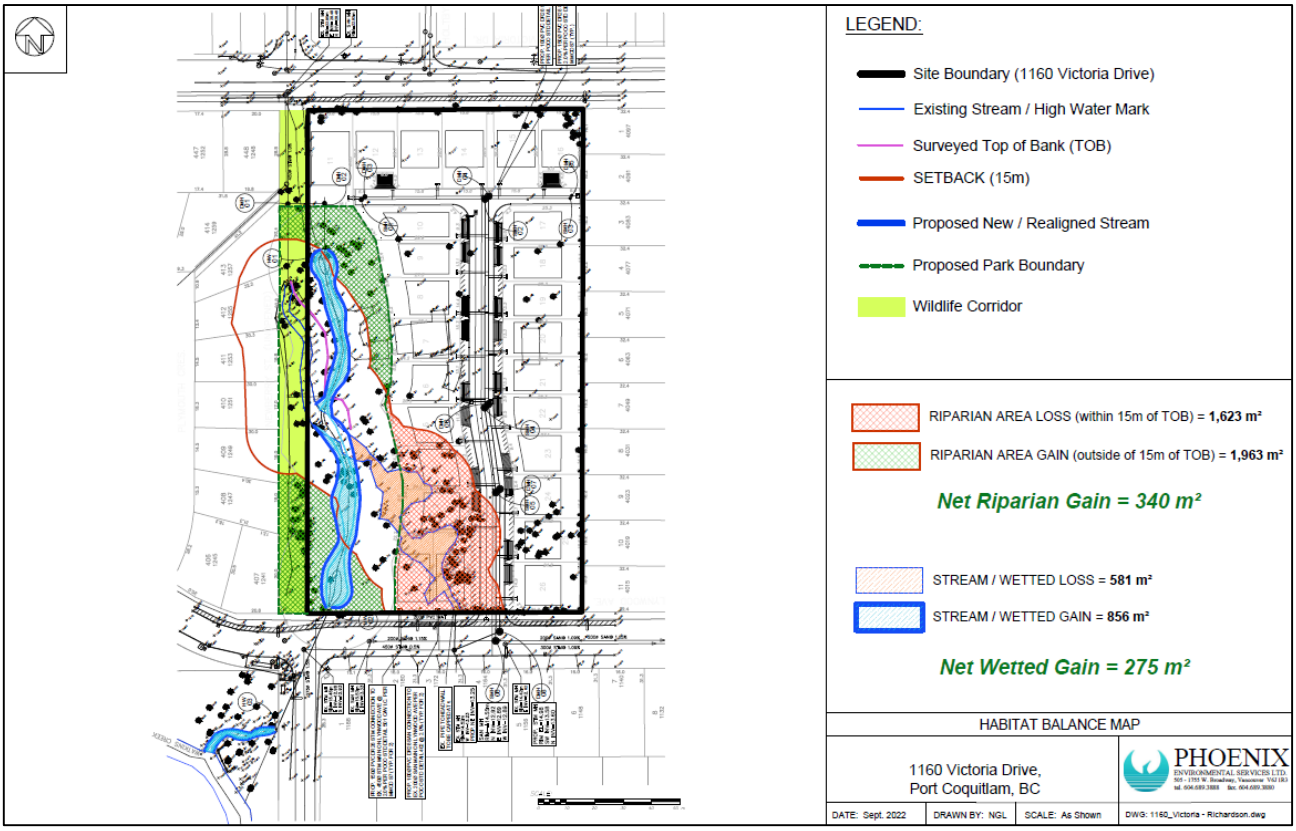
Storm sewer inlet



Approximate location of unnamed watercourse

The applicant has proposed to subdivide and rezone a one-acre portion of the site to P3 (Parks and Natural Area), undertake modifications to the watercourse to connect it to Watkins Creek through a fish passible culvert under Lynnwood Avenue, and dedicate this portion of the site containing the realigned watercourse and associated riparian habitat improvements to the City for long term protection as a natural park area.

The environmental consultant reports confirm the proposed modification would result in a 340m^2 increase in the riparian area and 275m^2 increase in wetted area, significant improvements to the function of the watercourse through regrading of the channel and incorporating pools and riffles, boulders and course woody debris, and significant riparian planting to improve insect drop, leaf litter and shading over the stream. This work would result in the watercourse being upgraded to a Class A(O) fish bearing watercourse. The habitat balance map below shows the realigned watercourse, loss and gain of riparian area, and the new connection to Watkins Creek.



Habitat balance map

This work will require Provincial and Federal Government consideration and approvals under the British Columbia Water Sustainability Act along with Committee of Council consideration of a watercourse development permit. The applicant submitted an application under the Water Sustainability Act in October 2022 and advises they have received positive preliminary feedback

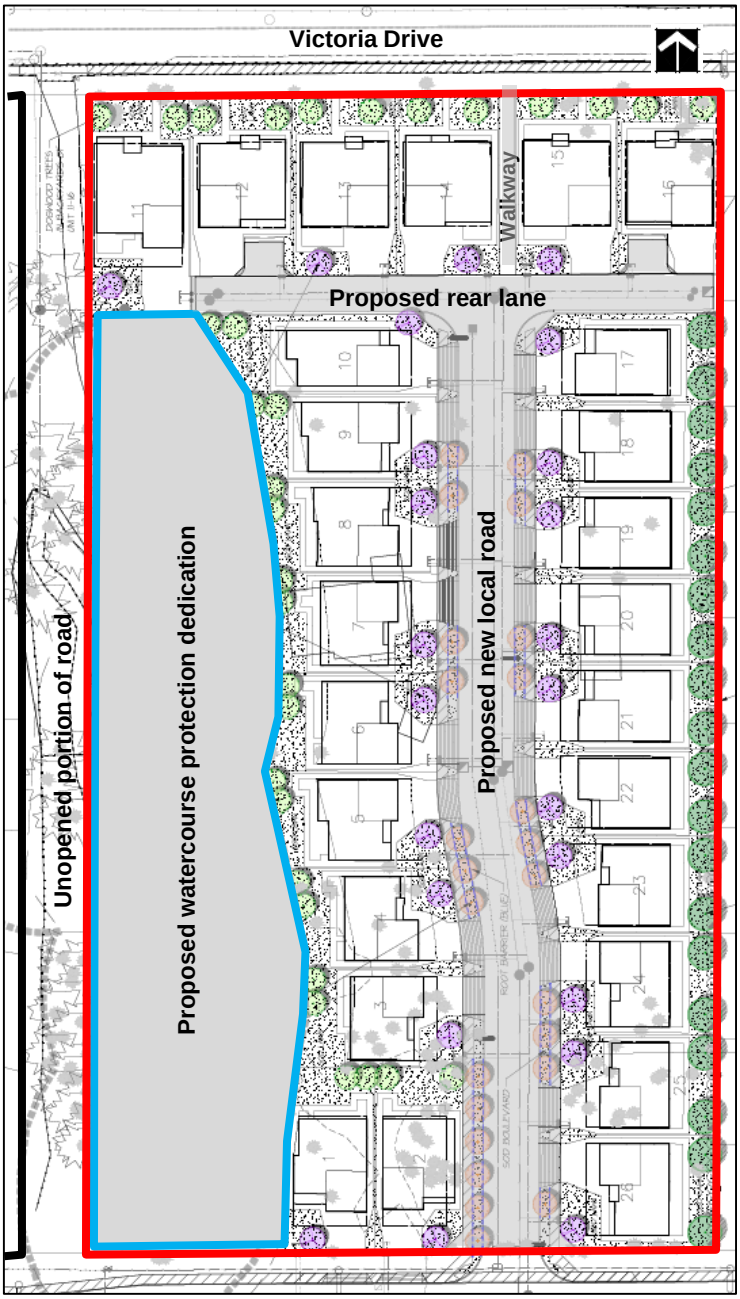
from both Federal and Provincial ministries. The applicant has consulted with Hyde Creek Watershed Society representatives on the proposal and has also received positive feedback. Further information and details of the watercourse modification and enhancements would be brought forward to Committee through the watercourse development permit application process if the rezoning proceeds.

Proposed residential subdivision: The applicant has proposed rezoning the remaining three acres of the site as RS2 (Residential Single Dwelling 2) to facilitate 26 residential lots as shown on the inset site plan. 6 lots front Victoria Drive, 1 lot fronts Lynwood Avenue and the remaining 19 lots would front either side of a new local road. The RS2 lots would range in size between 375 to 541m^2 (4,036 to 5,823ft^2).

The proposed residential subdivision layout is designed to support the watercourse protection and dedication area, limit impact on neighbouring properties and provide for safe vehicular and pedestrian movements.

Along with the 26 residential lots and the watercourse dedication area, the proposed development would provide a new local road connecting the new homes to Lynwood Avenue, a rear lane to provide rear yard vehicle access to the lots fronting Victoria Drive, and a 2.5m wide public walkway connecting the new road to Victoria Drive.

To help integrate the new residential development into the surrounding neighbourhood where new homes would be directly adjacent to existing rear yards for properties on the west side of Wedgewood Street, the applicant



Site plan

has proposed the installation of a 6ft tall privacy fence, planting a row of trees, and restricting rear yard second floor balconies for lots adjacent to the east property boundary. The applicant has also proposed limiting windows along the east interior side yard of lot 16 (located at the northeast corner of the site) to either having high sills or frosted glass.

Offsite works and services: The proposed development requires extensive offsite infrastructure upgrades to service and support the residential subdivision, along with drainage works associated with the watercourse modifications. These include:

- New road - dedication and construction of a new road with curb and gutter, sidewalk, street lights, street trees, watermain, sanitary and storm sewers and fire hydrant(s).
- Pedestrian pathway - dedication and construction of a 2.5m wide pedestrian pathway connecting the new road to Victoria Drive.
- Victoria Drive - to be reconstructed ½ road width complete with curb and gutter, sidewalk, street lights and street trees and road drainage.
- Lynwood Avenue – to be reconstructed ½ road width complete with curb and gutter, sidewalk, street lights and street trees.
- Watercourse drainage works – these works include realignment of the watercourse channel and connection of the watercourse through a fish passable culvert under Lynwood Avenue to Watkins Creek, the final scope of work would be determined through detailed design once Provincial and Federal authorities have determined their requirements.

Variance request: The zoning bylaw subdivision regulations for the RS2 zone require lots to have a minimum area of 375m^2, lot width of 12m, lot frontage of 7.5m and lot depth of 28m. The proposed lots meet or exceed the regulations for lot area, lot width and lot frontage. The applicant has requested consideration of a Development Variance Permit to reduce the required lot depth for 10 of the proposed lots, noting a desire to not encroach into the adjacent watercourse protection area and maintain an efficient subdivision layout.

	Lot area	Lot width	Lot frontage	Lot depth	Lot depth variance
Lot 1	375m^2	13.6m	13.6m	28.3	-
Lot 2	375m^2	13.4m	14.6m	28.3	-
Lot 3	375m^2	15.3m	15.3m	25.4m	2.6m
Lot 4	375m^2	15.37m	15.6m	24.7m	3.3m
Lot 5	375m^2	14.84m	15.1m	26.5m	1.5m
Lot 6	375m^2	15.1m	15.1m	26.5m	1.5m
Lot 7	375m^2	15.3m	15.3m	25.1m	2.9m
Lot 8	375m^2	14.4m	14.4m	27.3m	0.7m
Lot 9	375m^2	13.1m	13.1m	29.9m	-
Lot 10	408m^2	12.27m	13.5m	34.9m	-
Lot 11	541m^2	15.8m	15.8m	34m	-
Lot 12	441m^2	15.8m	15.8m	28m	-
Lot 13	441m^2	15.8m	15.8m	28m	-
Lot 14	441m^2	15.8m	15.8m	28m	-

Lot 15	441m^2	15.8m	15.8m	28m	-
Lot 16	438m^2	15.8m	15.8m	28m	-
Lot 17	383m^2	13.9m	10.9m	28.3m	-
Lot 18	375m^2	13.3m	13.3m	28.3m	-
Lot 19	375m^2	13.3m	13.3m	28.3m	-
Lot 20	375m^2	13.3m	13.3m	28.3m	-
Lot 21	375m^2	13.3m	13.3m	28.3m	-
Lot 22	375m^2	13.4m	13.5m	28.3m	-
Lot 23	383m^2	14.9m	14.9m	27.1m	0.9m
Lot 24	375m^2	15.5m	15.5m	24.5m	3.5m
Lot 25	375m^2	15.5m	15.5m	24.2m	3.8m
Lot 26	425m^2	17.7m	19.1m	24.2m	3.8m

The applicant has also requested a rear yard setback variance for proposed lots 3-8 and 11-16 to reduce the rear yard setback from 7.5m to 6m, with the intent to enable slightly larger building footprints on those lots.

Neighbourhood Consultation: This application has generated significant interest from the residents in the surrounding area; the applicant has hosted two formal consultation processes, as well as engaged in ongoing dialogue with neighbours throughout the application review process.

The first formal consultation was conducted via mailout between February 17th and March 14th 2021 during the COVID19 outbreak. The input received by the applicant included concerns about site access (e.g. through-road versus dead-end, access to Victoria or Lynwood), traffic and safety, secondary suites and parking, hydrology and drainage, displacement of wildlife and species at risk, land use and privacy, tree removal and replacement, construction management and erosion and sediment control. The applicant provided a summary of the 2021 consultation (attachment 2) that includes information to staff responding to the neighbourhood input and attaches all written input received by the applicant.

The second consultation was conducted in an open house format on June 8, 2023 at Hyde Creek Community Centre and 52 residents signed in as attendants. The input received by the applicant was similar to input received in 2021. The applicant provided a summary of the 2023 consultation (attachment 3) that includes information to staff responding to the neighbourhood input, the open house sign-in sheet and all written input received by the applicant.

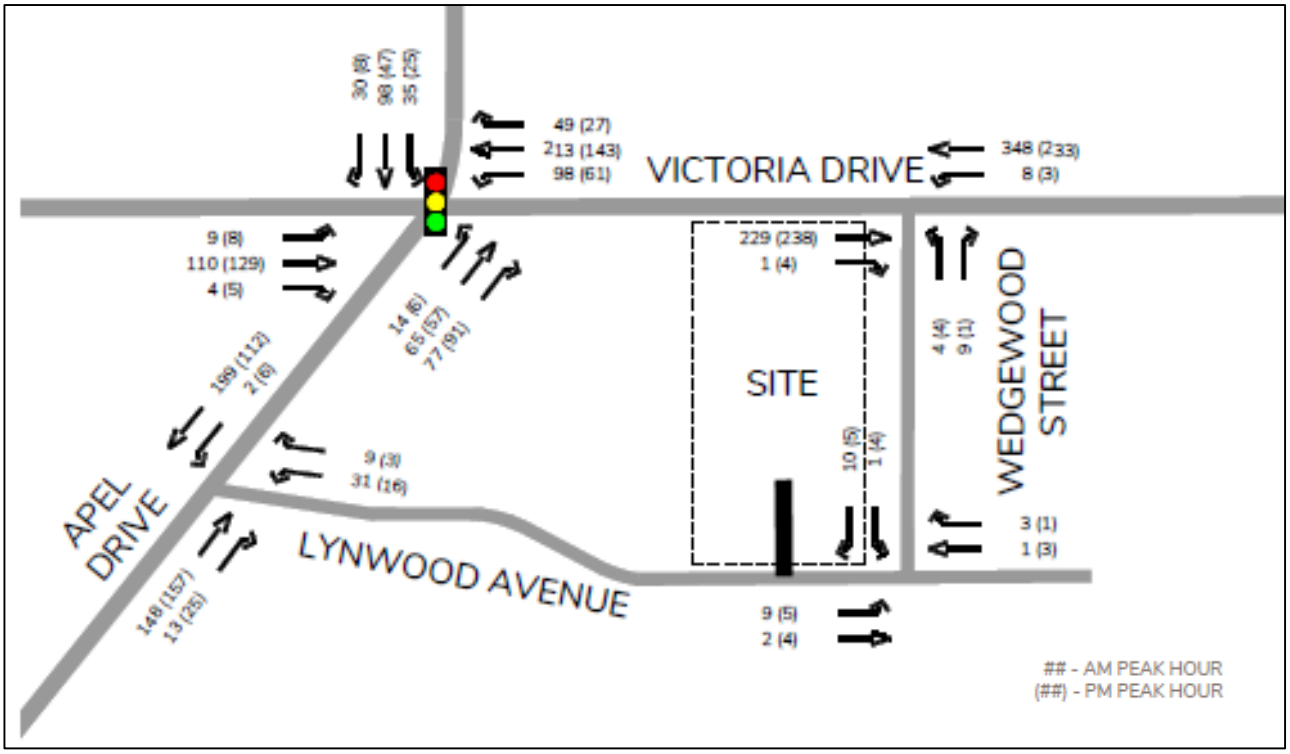
In addition to the consultation undertaken by the applicant, staff also received direct input from neighbours; the input included that provided to the applicant, but also included concerns about negative impact to property value, greenhouse gas emissions, impacts to children playing in the street, provision of park space, requests for signalized intersections, stop signs and crosswalks in the area, impact to neighbourhood satisfaction, sense of community and mental health, desire for larger lots, concern about wildlife fencing, and slope stability of the watercourse ravine. Staff heard from residents on Lynwood Ave and Wedgwood Street concerned about the impacts of a Lynwood

Avenue access point, as well as from residents along Victoria Drive concerned about the safety of a design that would provide access to the subdivision from Victoria Drive.

The applicant engaged in written and verbal dialogue with neighbours to address noted concerns and undertook assessments/reassessments and revisions to the proposal to mitigate noted impacts where possible. This includes amendments to the subdivision layout, house design, landscaping, watercourse improvements, and further assessment of site servicing. A transportation assessment was also conducted to assess concerns pertaining to traffic impacts, access and parking by neighbours.

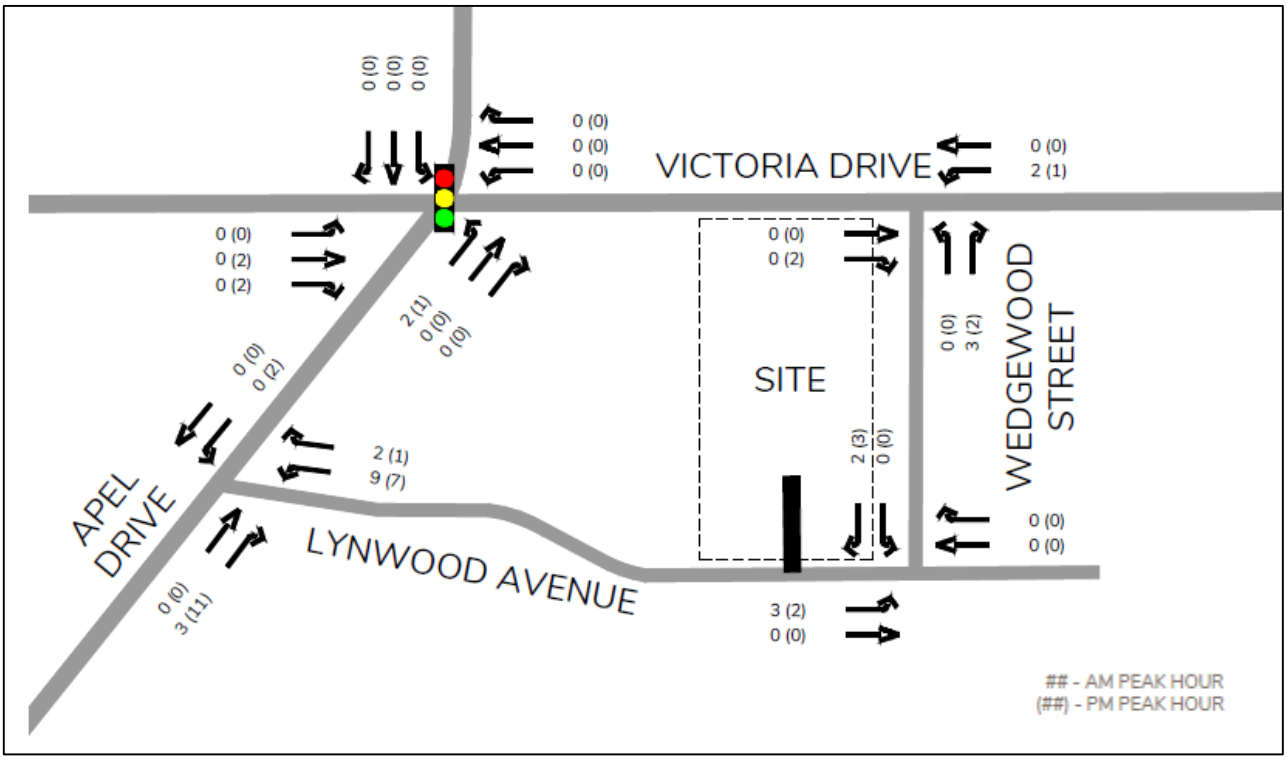
Transportation Impact Assessment: The transportation impact assessment report, prepared by Watt Consulting Group, includes an assessment of existing traffic activity, patterns and volume, and assessment of vehicle trips that will be generated by the proposed development, a review of site access and availability of on-street parking adjacent to the site (attachment 4).

The report provides current peak hour traffic counts and turning movements collected on a weekday (Wednesday September 27, 2023 between the hours of 8 to 9am and 4 to 5pm) for the Victoria/Wedgewood, Lynwood/Wedgewood, Victoria/Apel and Lynwood/Apel intersections. These counts indicate all intersections function at a high level as shown on the image below.



Watt Consulting Group - current traffic volumes and turning movements

The report, using Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition, estimates the site when developed will generate a total of 19 ingoing/outgoing vehicle trips in the AM peak hour and 25 vehicle trips in the PM peak hour which is anticipated to be distributed throughout the road network as shown on the image below.



Watt Consulting Group – site generated traffic volumes and turning movements

The report concludes the proposed development is not expected to add significant traffic volume to surrounding local streets.

The report further assessed the proposed road access from Lynwood Avenue and confirmed the road will exceed the minimum local road corner clearance from adjacent intersections and sightline standards will be met. In summary the report confirms vehicular site access at Lynwood Avenue is not expected to create any significant traffic issues in the neighborhood.

The City of Port Coquitlam transportation network consists of a hierarchy of road classifications (Local, Collector, and Arterial) with design standards to support the movement of vehicles, bicycles and pedestrians. The City limits new access to and from arterial roads where possible to safely and efficiently move large volumes of traffic.

In staff's review of the road network conditions in the area and in recommending/supporting Lynwood Avenue as the preferred point of intersection for the new road, staff note:

- Victoria Drive is classified as an arterial road in both Port Coquitlam and Coquitlam's road network;
- Traffic volume is anticipated to increase with the future construction of the Fremont Connector and ongoing development north of Victoria Drive in the City of Coquitlam;
- The existing spacing between intersections on either side of the development site along Victoria Drive is already well below the Transportation Association of Canada (TAC) design guidance of 200m on arterial roads;
- Proposed Victoria Drive road improvements by City of Coquitlam would introduce a dedicated left-turn lane at Wedgewood Street;
- Introduction of an additional access point to Victoria Drive would create further spacing issues, particularly for left-turn access – it could only be accommodated if access to the new subdivision was limited to right-in/right-out only on Victoria Drive. A through road through the subdivision would still be required to provide residents additional access to the road network (left hand turns onto Victoria from Wedgewood Street and from Lynwood Avenue onto Apel Drive).
- Local roads such as Lynwood Avenue and Wedgewood Street are designed to accommodate a significant volume of vehicle trips per day and given existing and anticipated volumes, the road network has more than adequate capacity for the anticipated volume of traffic for the development.

The TIA report also assessed on-street parking capacity adjacent to the site along the south side of Victoria Drive and the north and south side of Lynwood Avenue. Counts were conducted on a weekday (Wednesday September 27, 2023) between 8 to 9am and 4 to 5pm, and on a weekend (Saturday September 30, 2023) between 7 to 8pm and found on-street parking usage to be low along the site frontages with a peak parking utilization of 50% on the north side of Lynwood Avenue. The report noted 21 on-street parking spaces were observed to be available along the site frontages. The new road should also be able to accommodate 17 additional on-street parking spaces. Staff note future road improvements to Victoria Drive may impact availability of curbside parking.

DISCUSSION

The OCP establishes how the community is intended to develop, designates lands for uses in keeping with these policies and provides guidance on the types of land use the City should encourage. The OCP also establishes objectives and guidelines for watercourse protection.

Through their initial site investigation, the applicant identified the existence of an unmapped Class B watercourse and has since proposed significant modification and enhancement to this watercourse to facilitate the proposed development. The proposal includes realigning the watercourse to connect it to Watkins Creek, an increase in riparian and wetted area, and significant improvements to the watercourse function and landscaping with the goal of reclassifying the watercourse from class B non-fish bearing to A(O) fish bearing. Staff believe the proposal aligns with the OCP which

encourages consideration of watercourse areas in development design, encourages development which supports the riparian function, and the use of innovative and flexible regulations to support compatible development.

The site's Residential OCP land use designation and housing policy supports consideration of the proposed RS2 (Residential Single Dwelling 2) and P3 (Parks and Natural Areas) zones. The proposal provides for dedication of roads and watercourse protection, installation of public infrastructure including sidewalks, street lights, street trees, and a public pathway connection between the new road and Victoria Drive. The applicant has also proposed a number of design elements to help integrate the new homes into the established neighbourhood. These elements include installing a 6ft tall privacy fence, planting a row of trees, and restricting rear yard second floor balconies for lots adjacent to the east property boundary and limiting windows along the east interior side yard of the lot located at the northeast corner of the site to either having high sills or frosted glass.

The applicant has also requested consideration of a development variance permit to vary lot depth and rear yard setbacks for a number of specified lots. Staff recommend support of the request for a minor variance to lot depth for lots impacted by preservation of the watercourse protection area; this is not anticipated to have a negative impact and the variance is required in order to allow for the proposed subdivision layout to be accepted by the Approving Officer.

Staff recommend the request to vary the rear yard building setback be denied at this time; staff note the City will be making changes to siting regulations for single residential properties in the coming months in order to respond to Provincial legislation which may impact the requested setback variance. This variance would not impact the subdivision approval process and, if necessary, could be reconsidered at a later date when building designs are being finalized.

Vehicle speed and pedestrian safety were raised by residents through the consultation processes. While staff do not recommend provision of direct access to the proposed subdivision from Victoria Drive for the reasons outlined in this report, the following additional infrastructure improvements are recommended to help address resident concerns. These improvements are consistent with infrastructure improvements identified in the draft Master Transportation Plan and will support improved pedestrian and vehicular movements.

- Crosswalk across Wedgewood Street at Victoria Drive and a crosswalk with pedestrian flashing beacons across Victoria Drive at Holtby Street to improve pedestrian access to parks and schools in the area.

Approximate locations of Victoria Drive crosswalks with pedestrian flashing beacons

- Crosswalks along Lynwood Avenue at Plymouth Crescent and Wedgewood Street, crosswalk across Lynwood Avenue at Apel Drive, and a raised crosswalk with street lighting across Lynwood Avenue at Plymouth Crescent accessing Chelsea Park to slow traffic and improve crossing safety.

Approximate locations of crosswalks

Staff recommend that Committee of Council forward the rezoning application to Council with a recommendation to support consideration of the rezoning with the following conditions:

1. Prior to adoption of the amending bylaw, the following conditions be met to the satisfaction of the Director of Development Services:
    a. Approval of a watercourse development permit that provides for realignment and connection of the onsite watercourse to Watkins Creek and enhancement of the watercourse protection area;
    b. Installation of tree protection as required by the Tree Bylaw;
    c. Subdivision to the satisfaction of the Approving Officer including dedication of a new road, lane and, a 2.5m wide pedestrian access route between the new road and Victoria Drive and dedication of the watercourse protection area to the City of Port Coquitlam;
    d. Submission of plans, fees and securities and agreements for offsite works and services that includes stormwater drainage works associated with the watercourse realignment, a crosswalk with pedestrian flashing beacons across Victoria Drive at Holtby Street, crosswalks along Lynwood Avenue and Wedgewood Street, and a

raised crosswalk with lighting across Lynwood Avenue at Plymouth Crescent accessing Chelsea Park.

e. Registration of a legal agreement to ensure installation of a 6ft tall privacy fence, planting a row of trees, and restricting rear yard second floor balconies for lots adjacent to the east property boundary and limiting windows along the east interior side yard of the lot 16 to either having high sills or frosted glass.

Staff recommend that Committee of Council forward the development variance permit application to Council with a recommendation to authorize notification in accordance with Section 499 of the *Local Government Act* and support the requested lot depth variance for lots 3-8 and 23-26 and that the request to vary rear yard setbacks for lots 3-8 and 11-16 be denied.

FINANCIAL IMPLICATIONS

It is anticipated that there will be an increase in property tax and utility revenue with the rezoning and construction of the new homes. The watercourse protection area (approximately 1.04 acres of land) would be dedicated to the City and a number of the recommended pedestrian and traffic calming infrastructure improvements are aligned with the draft Master Transportation Plan and would be constructed at the developers cost.

OPTIONS (✓= Staff Recommendation)

	#	Description
✓	1	Recommend to Council that the Zoning Bylaw amendment and Development Variance Permit DVP00096 be considered for approval.
	2	Request additional information, amendments to the applications, or changes to recommended conditions prior to forwarding the applications to Council.
	3	Recommend to Council the rezoning and or development variance permit application be refused.

ATTACHMENTS

Attachment 1: Phoenix Environmental environmental assessment and supplemental reports

Attachment 2: 2021 Consultation Summary

Attachment 3: 2023 Consultation Summary

Attachment 4: Transportation Impact Assessment prepared by Watt Consulting Group

Attachment 5: Draft Development Variance Permit DVP00096

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December 23, 2020

Glenn Richardson
RBD Victoria Inc. and GRD Victoria Inc.
#41A 1145 Inlet Street
Coquitlam, BC
V3B 6E8

Dear Mr. Richardson:

Re: Environmental Impact Assessment – 1160 Victoria Drive, Port Coquitlam, B.C.

Phoenix Environmental Services Ltd. (Phoenix) is pleased to present this Environmental Impact Assessment report for the property located at 1160 Victoria Drive in Port Coquitlam (the Site). This report has been updated from an earlier draft report dated March 2019 in order to address the latest plans for the proposed residential subdivision at the Site. The latest plans reflect comments from the City of Port Coquitlam regarding preliminary development concepts as well as through stakeholder consultation (the Hyde Creek Watershed Society). This Environmental Impact Assessment has been carried out to address the City of Port Coquitlam's requirements for a Watercourse Development Permit (Watercourse DP) as specified under Division 10 – Watercourse Protection DPs under the City of Port Coquitlam Development Procedures Bylaw 2001, No. 3296.

This Environmental Impact Assessment (EIA) provides a description of existing environmental conditions of the Site such as vegetation communities, stream and aquatic habitats, and wildlife habitats, including Provincially-listed Species at Risk. This EIA also identifies the applicable Watercourse Protection Areas (WPA) under the City's Official Community Plan (OCP) Bylaw No. 3838; Watercourse Protection. This report also describes the proposed single-family residential re-development concept for the Site, provides an assessment of potential environmental impacts and recommends associated mitigation measures.

1 INTRODUCTION

The City of Port Coquitlam Official Community Plan (OCP) designates lands within 50 m of watercourses as Development Permit Areas and requires an Environmental Assessment as part of the Watercourse Development Permit (Watercourse DP) process, for any activities that impact watercourses. The Site is intersected by a watercourse that conveys flows from a storm sewer extending south from Victoria Avenue and discharges into a ravine situated in a City road allowance (Newberry St.) to the west of the Site, then flows in an angle southeastward through a natural channel in the south part of the Site, and enters into a storm sewer system at Lynnwood Avenue to the south of the Site. The Site is currently occupied by a single-family dwelling and barn accessed by a driveway from Victoria Drive.

The City's OCP identifies a need for new residential lots and states that there is some opportunity to create new lots through consolidation and subdivision of existing lots. The unnamed stream on the Site has been observed by Phoenix to be a permanent non-fish bearing watercourse ("Class B nutrient stream"), which under the OCP, Section 9.8 Watercourse Protection, is subject to a streamside riparian setback extending 30 m from the watercourse top of bank. The unnamed stream is a tributary of Hyde Creek, connecting

via the storm sewer network. The streams flow return from the storm sewer to an open channel in a vacant lot at 3940 Ambleside Close to the southeast of the Site. The subject unnamed stream provides flow and nutrient export to fish populations present in Hyde Creek, and as such functions as fish habitat.

In order to re-develop the Site for single-family residential lots, the Site owners, RBD Victoria Inc. and GRD Victoria Inc., propose to realign the unnamed stream at the Site so that it flows parallel to the western property boundary. In addition, connecting upstream fish migration from Watkins Creek into the unnamed stream is proposed via a new stream channel through the existing park land southwest of the Site extending from Watkins Creek and through a fish passable culvert that will include baffles to allow fish from Watkins Creek to access the unnamed stream at the Site.

A Preliminary Site Plan has been prepared by H.Y. Engineering showing the proposed single-family development and stream realignment for the Site (see Appendix C). As per Section 9.8 of the OCP, if a stream is fish bearing, a 30-m streamside setback is required; except in agricultural, single residential or duplex zones, where a 15-m setback applies. By realigning the unnamed stream to drain through a fish passable culvert to Watkins Creek, the subject unnamed stream will become a fish-bearing stream; which will change the stream classification to Class A such that a 15-m streamside setback is applicable at the Site as a single-family residential site. The remainder of the Site outside of the 15-m setback from the realigned stream top of bank is proposed to be developed as per the Proposed Subdivision Plan (Appendix C – Lot Grading Plan) and in accordance with the City's densification plan.

This report provides a biophysical inventory of the Site including a description of topographic and geologic features, vegetation communities, streams and aquatic habitat, wildlife and wildlife habitat, and potential occurrence of Species at Risk. This report also describes the measures incorporated into the proposed plan to provide aquatic and terrestrial habitat conservation, enhancement and restoration opportunities, protection of key environmental features, and the mitigation measures to be taken toward environmentally sound construction methods and development at the Site.

This EIA report is intended to support an application for a Watercourse Protection Development Permit. This EIA report is also intended to facilitate further review by the City of Port Coquitlam of the proposed residential subdivision planned for the Site such that City comments on the acceptability and any required modifications to the proposed development plan for the Site can be obtained.

2 PROJECT DESCRIPTION

The proposed development of the Site entails construction of 25 single-family residential lots accessed by new streets within the Site extending from Lynwood Avenue at the south edge of the Site. The proposed lot layout and streets are shown on the Lot Grading Plan prepared by H.Y. Engineering and presented in Appendix C.

The Site will be re-graded to meet existing elevations at Victoria Drive to the north, the unopened Newberry St. road allowance at the northwest edge of the Site, and the existing rear yards of the adjacent single-family residential lots to the east along Wedgewood Street. The internal new roads will be sloped 4-5% eastward and 4% southward to Lynwood Street. Storm sewers will collect stormwater runoff from the proposed new lots and convey stormwater from the Site into a different storm sewer catchment that

drains east along Lynwood Avenue to a storm outfall to Smiling Creek, another tributary of Hyde Creek, east of the intersection of Lynnwood Ave. and Alderwood Avenue.

The proposed development includes realigning the unnamed stream on the Site so that it flows predominantly south parallel to the western property boundary. The proposed stream realignment will enable fish migration from Watkins Creek to the southwest of the Site via a fish passable culvert into the unnamed stream at the Site that is presently non-fish bearing. The proposed realignment of the existing stream extends off of the existing stream a short distance downstream of the ravine containing the existing stream in the unopened Newberry St. road allowance and along mid-western edge of the Site. The existing stream within the ravine will be unaltered. The new stream alignment will avoid a grove of large cedar trees and will entail excavation of a new stream channel south through a partly forested area of the Site to a new fish-passable culvert to be constructed near the southwest corner of the Site. In addition, a new stream will be constructed to the east of the existing ravine and north of the existing stream. The new stream to the north of the existing stream will receive base flows from a flow-splitter manhole to be installed into the existing storm sewer beneath the unopened Newberry Street road allowance, which will divert a portion of existing stormwater flows to another manhole east within the Site and then south into the new stream channel to the north of the existing stream at the Site.

To provide fish migration into the new stream alignments within the Site, and the existing ravine stream, a culvert with baffles and embedded gravels in the bottom of the culvert between the baffles will be constructed across Lynwood Ave. and Alderwood Ave. as a fishway. The alignment of the proposed fishway is constrained by sanitary pump station infrastructure at the southwest corner of Lynwood and Alderwood Ave. and by existing underground utilities under both streets. The proposed alignment of the fishway culvert results in the shortest length of fish-passable culvert. A new stream channel will be constructed through the City park to the southwest of the Site along an alignment minimizing tree loss and following existing topography to Watkins Creek just upstream of existing log and boulder bank revetments at a bend in Watkins Creek. The grades of the new channel within the park will enable salmonids and other fish in Watkins Creek to migrate upstream and through the fishway (fish-passable culvert) into the new stream network at the Site.

Refer to the Phoenix drawing, Channel Realignment and Setback Map, presented in Appendix A for an overview of the new streams at the Site and the nearby park connected by the fishway to Watkins Creek, including a detail inset for the new stream in the park to Watkins Creek. Refer to H.Y. Engineering drawings, Stream Plan and Profile and the Lot Grading Plan, presented in Appendix C. The H.Y. Stream Plan and Profile drawing (Appendix C) presents inset details for the proposed fish passable culvert / fishway, as well as channel profiles for the new streams at the Site.

3 METHODS

Phoenix conducted a preliminary field assessment on November 20, 2017, and a complete field assessment on March 5, 2019, to determine the location of any watercourses, wildlife use and presence, vegetation communities, invasive species, and any environmentally significant features. Phoenix also attended the Site on April 12, 2018 to assess the water levels of the stream.

Prior to the field assessments, Phoenix reviewed the City's PoCoMAP mapping database to identify mapped watercourses and associated fisheries watercourse classifications, and existing land use and riparian area characteristics. As the Site is located on Victoria Drive, which is the boundary between Port

Coquitlam and Coquitlam, the City of Coquitlam's GIS mapping database (QtheMap) was also reviewed for environmental features, watercourses, and infrastructure that should be considered in relation to the Site. Aerial photos, topography (0.5 m contours), and zoning designations have been reviewed by Phoenix. Phoenix has also reviewed the Ministry of Environment's (MOE) Conservation Data Centre (CDC) database of known and potential occurrences of provincially-listed (i.e., red-listed or blue-listed) plant and animal species, and federally-listed species on Schedule 1 of the Species at Risk Act (SARA) and the Committee on the Status of Endangered Wildlife in Canada (COSEWIC). Phoenix also conducted a search of the Fisheries Information Data Queries (FIDQ) database for the onsite and adjacent streams.

A land and topographic survey was completed on January 10, 2018 by Vernon C. Goudal & Associates which identified the top of bank for the existing watercourses on site, as well as structures, infrastructure, encumbrances, roads and significant tree stands on site. The top of bank shown on the topographic survey is based on top of bank flagging by another environmental consultant. The top of bank locations shown on the topographic survey have been assessed by Phoenix to be accurate for the purposes of this Environmental Impact Assessment of the the Site and proposed residential re-development. The Land and Topographic Survey is included as Appendix D.

An arborist assessment was conducted by Stickleback Environmental on December 27 and 28, 2017 to document the trees on/near the Site and give recommendations for tree retention and removal for the proposed development and watercourse realignment. The arborist report is available separately and has been referenced for this EIA.

A geotechnical assessment was completed by Cornerstone Geo-Structural Engineering Ltd. on January 9 and 12, 2018. The geotechnical assessment report is attached as Appendix E.

4 SITE DESCRIPTION

The Site is 1.73 hectares in size and comprises one legal lot at 1160 Victoria Drive in Port Coquitlam. The Site is located at the northern boundary of Port Coquitlam. Properties and services to the north fall under the jurisdiction of Coquitlam.

The Site is occupied by a single-family residential dwelling with a detached garage and a pool. There is also a small horse stable/barn to the east of the residence along the eastern property boundary. The Site is currently zoned RS3 (to accommodate and regulate detached dwellings on large lots with at least 30 m [~100 ft.] wide lots). The Site is bounded to the east, west and south by residential lots zoned RS1 (to accommodate and regulate detached dwelling units on lots that are at least 15 m [50 ft.] wide).

To the southwest of the Site is Hyde Creek Nature Park. Within Hyde Creek Nature Park, Watkins Creek extends from the northwest at Apel Drive and flows east towards the Site coming to within 60 m of the southwest corner of the Site. Watkins Creek then turns south and conveys flows into Hyde Creek which flows into De Boville Slough which in turn drains to the Pitt River. Watkins Creek is classified and mapped (PoCoMAP) as a permanent, fish-bearing stream.

To the north of the Site is predominantly residential multi-family homes (townhouses) and an Elementary School in Coquitlam.

The location of the Site in Port Coquitlam is shown on Figure 1.

Figure 1: Site Location in Port Coquitlam (PoCoMAP, 2019).

5 TOPOGRAPHY AND GEOLOGY

The Site topography is gently sloping to the south with a small east-west slope bisecting the Site approximately midway. A small unnamed stream is entrenched in a steep-sided ravine that flows along the western boundary of the Site for approximately 35 m before the stream turns southeastward and enters a storm sewer at Lynnwood Ave. near the centre of the south boundary of the Site. Where the stream turns southeastward, the ravine opens to a broad, relatively flat area in the south-central part of the Site. Gentle slopes from the east and west adjoin the low-lying area in the south-central area of the Site where the existing unnamed stream at the Site meanders in shallow and bifurcated channels with couple of wet seepage zones along the east (left) banks of the stream channel. Refer to the topographic survey drawing in Appendix D for additional details on the topographic features and existing stream at the Site.

The Geological Survey of Canada describes the surficial geology of the Site area as Vashon Drift and Capliano sediments (VD) which consist of glacial drift including: lodgement and minor flow till, lenses and interbeds of substratified glaciofluvial sand to gravel, and lenses and interbeds of glaciolacustrine laminated stony silt; up to 25 m thick but in most places less than 8 m thick (correlates with Va, b); overlain by glaciomarine and marine deposits similar to Cd normally less than 3 m but in places up to 10 m thick. Marine derived lag gravel normally less than 1 m thick containing marine shells casts has been found mantling till and glaciomarine deposits up to 175 m above sea level; above 175 m till is mantled by bouldery gravel that may be in part ablation till, in part colluvium, and in part marine shore in origin.

This Site and vicinity are listed as Unclassified in the BC Soil Survey mapping (Soils of the Langley-Vancouver Map Area, Luttmerding, 1980).

The geotechnical report (see Appendix E) describes the site topography as sloping gently to the south with a drop in elevation towards the central portion of the lot with slope heights varying from 1.0 m to 2.0 m and slope gradients not exceeding 50%. Based on analysis of five test holes (TH) dug at the Site, the soils were described as topsoil which is underlain by till described as very stiff, moist/wet, clayey silt, with the exception of TH-3 where soils consisted of random fill (found only in test hole 3) underlain by soft clayey silt which is underlain by till as described above.

The geotechnical assessment has concluded that the proposed development is feasible provided the recommendations in the geotechnical report are followed (refer to Appendix E – Geotechnical Report).

6 WATERCOURSES

The Site is within the drainage catchment area (i.e. watershed) of Hyde Creek. Hyde Creek (Watershed Code: 100-026700-07200-97700) is a permanent fish bearing stream under Port Coquitlam's Watercourse Protection classification system. Hyde Creek supports 6 species of salmonids including coho salmon (*Oncorhychus kisutch*), chum salmon (*O. keta*), pink salmon (*O. gorbuscha*), Chinook salmon (*O. tshawytscha*), cutthroat trout (*O. clarkii*), and both rainbow and steelhead trout (*O. mykiss*), as well as other fish species (e.g. Lamprey, sculpin, and threespine stickleback). Hyde Creek is one of the primary drainage catchments in Port Coquitlam.

The Site is located near Hyde Creek Nature Park. Within Hyde Creek Nature Park, Watkins Creek flows near the southwestern corner of the Site and conveys flows into Hyde Creek. Although Watkins Creek (Watershed Code: 100-026700-07200-97700-1743) has no records of fish presence in the Province of BC's Fish Inventory Data Queries (FIDQ) database, coho and chum salmon have been observed spawning at or above the confluence with Hyde Creek as per the Hyde Creek Integrated Watershed Management Plan.

An unnamed stream enters the Site from the western property boundary via a storm sewer outfall extending south from Victoria Drive. The stream conveys stormwater flows from a 450 mm concrete storm main, located to the west of the Site, across the southwestern corner of the Site and drains into the storm sewer system to the south of the Site through a 375 mm concrete culvert at Lynwood Avenue. Flows from this storm sewer system flow through the single-family residential subdivision to the south of the Site and are conveyed into Hyde Creek.

The unnamed stream at the Site is shown in PoCoMap as a storm ditch (non-permanent, non-fish bearing). However, based on field observations by Phoenix in November 2017, it has been determined that the existing unnamed watercourse at the Site should be classified as Class B stream (permanent, non-fish-bearing). The existing unnamed stream has been observed by Phoenix to be flowing in November 2017 and April 2018, as well as during a Site visit on March 5, 2019 after a period of 7 days with no rain (as per City of Coquitlam Rainfall Monitoring – Flow works – Burke Mountain Rain Gauge). During the Site visit on March 5, 2019 flow volumes in the stream appeared to be larger towards Lynwood Avenue than at the storm sewer outfall area at the head of the ravine, indicating that the stream is also groundwater fed. There were also groundwater seepages observed along the east side of the low-lying reach of the stream in the south-central area of the Site.

Due to the change in classification from a storm ditch to a permanent Class B (non-fish bearing) stream, the setback that should be applied as per the OCP Section 9.8 Watercourse Protection is 30 m measured from the stream (or ravine) top of bank. However, if the subject stream is made fish accessible and becomes fish-bearing, the streamside setback would be 15 m from stream/ravine top of bank.

The northernmost reach of the unnamed stream is confined within a steep-sided ravine within the adjacent unopened (Newberry St.) road allowance to the west of the Site. The stream flows south and slightly east within the ravine until it crosses the western property line of the Site where the ravine condition ends. The stream appears to have been diverted by a large boulder and adjacent slope to the south causing the stream to bend and flow southeast across an area with fairly flat topography. Refer to the Photos in Appendix B for additional details regarding features along the stream and within the Site.

Within the Site, the stream meanders for approximately 75 m, and then the channel becomes braided for approximately 40 m before rejoining to a single channel and passing over an apparently constructed boulder weir. Beyond the weir, the stream channel becomes braided again for approximately 45 m and once again rejoins to a single stream channel for approximately 30 m before passing through a headwall into the storm sewer system at Lynwood Avenue. There are multiple seepages near where the stream channel is braided that convey groundwater into the stream and contribute to the flows. There are indications of higher flows along the stream within the low-lying areas. However, the high flow events do not appear to be substantially variable; that is, the stream at the Site appears to have relatively stable baseflows. While having a storm sewer source of flows, in addition to groundwater-based low flows, the higher velocity and volume flows associated with storm events has not scoured a deep stream channel; except near the storm outfall where the existing ravine slope on the west side has eroded and undermined an adjacent wood retaining wall. Rather, the stream channels throughout the Site are shallow (<30 cm bank height) with low flows around 5- 10 cm deep. The stream substrate comprises predominantly sand, silt and gravel with some scattered boulders and some areas of high silt/organics, particularly near the south end of the stream near the storm sewer inlet headwall at Lynwood Avenue.

The stream top of bank was observed by Phoenix to be between 0.5 m and 1.3 m wide and follows the stream channel, not the bottom of the slope along the east side as is indicated on the Land and Topographic Survey. However, there are two seepage zones adjacent to the stream and the east slope which are delineated as the top of bank on the topographic survey. These low-lying seepage areas are part of the stream and this EIA has applied the surveyed top of banks shown on the topographic survey (Appendix D).

7 VEGETATION COMMUNITIES

The Site is located within the Coastal Western Hemlock dry maritime sub-zone (CWHdm), as described by the Biogeoclimatic Ecosystem Classification (BEC) system developed for the Province of British Columbia. Coastal Western Hemlock dry maritime forests are typically dominated by Douglas-fir (*Pseudotsuga menziesii)*, western red cedar (*Thuja plicata*), and western hemlock (*Tsuga heterophylla*) with a shrub understory of salal (*Gaultheria shallon*) and red huckleberry (*Vaccinium parvifolium*) and less commonly vine maple (*Acer circinatum)*, bracken fern (*Pteridium aquilinum*) and sword fern (*Polystichum munitum*).

Tree species noted at the Site in the arborist report (Stickleback Environmental) are red alder (*Alnus rubra*), black cottonwood (*Populus trichocarpa*), western red cedar (*Thuja plicata*), Sitka spruce (*Picea*

sitchensis), fruit trees (*Prunus sp.*), shore pine (*Pinus contorta*), Norway spruce (*Picea abies*), big-leaf maple (*Acer macrophyllum*), and bitter cherry (*Prunus emarginata*).

The Site appears to have been used as a hobby farm historically. There was a small stable/barn that still had hay present, although it is now being used as a storage shed and for recreation. The Site can be divided roughly north to south along the hill slope with the upper area around the house and to the north as disturbed/farm areas and the southern area has been left to naturalize with scattered mature trees and shrub and field grass-dominated riparian vegetation along the unnamed stream channel.

The invasive plants noted on the Site include Himalayan blackberry (*Rubus armeniacus*), yellow archangel (*Lamium galeobdolon*), English holly (*Ilex aquifolium*), English ivy (*Hedera helix*), morning glory (*Calystegia sepium*), reed canary grass (*Phalaris arundinacea*), bamboo (*Phyllostachys sp.*), and English laurel (*Prunus laurocerasus*).

7.1 Mature Riparian Mixed Forest Vegetation Type

The riparian vegetation within the ravine consists mainly of mature trees including Norway spruce, western red cedar, red alder, big-leaf maple, and western hemlock. The understory within the ravine is fairly sparse but is dominated by English ivy and yellow archangel with some sword fern.

The southern area of the Site is dominated by mature red alder and black cottonwood with some western red cedar, and big-leaf maple. There are large stands of hardhack to the south of the house and north of the unnamed stream. Along the unnamed stream channel within the Site there is extensive reed canary grass. Some skunk cabbage has been observed within the stream channel towards the western property boundary. The remainder of the southern portion of the site is dominated by salmonberry thickets with some blackberry, particularly along Lynwood Ave.

7.2 Disturbed Vegetation Type

The northern half of the Site is upslope of the stream and associated riparian area. The area immediately surrounding the house is maintained lawn with some ornamental garden plants (e.g. rhododendron) next to the house. There is a large patch of bamboo between the house and the stable/barn. Directly in front (north) of the house, underneath some large and decadent fruit trees, there is circular standpipe and cap within a wooden box that had the appearance as a possible well. Beyond the fruit trees, there is a large open area that has been used as a fire pit. To the north of the fire pit, a number of large fruit trees had been planted. There was a large area to the north of the stable/barn that appeared to have been mulched with heavy black plastic and had salmonberry planted in rows for cultivation. These areas all appeared to be overgrown. The fruit trees were in need of heavy pruning and there was morning glory growing on top of the salmonberry thickets indicating that they had not been maintained. To the south of the stable/barn, there is a large patch of reed canary grass that had some cold-frame greenhouse structures and raised planter box present indicating that this was intended to be a garden area.

The rest of the northern area consists of stands of hardhack, salmonberry, and blackberry. There are mature alder trees along the northern property boundary. In the northwest corner, the trees are mainly bitter cherry and alder with a cedar hedge along the property boundary on the north and west. In the northeast corner, the trees are a mixture of deciduous and conifers including big-leaf maple, red alder,

Norway spruce, Sitka spruce and shore pine. Cedar hedging extends along neighbouring house lots to the east.

8 WILDLIFE

8.1 Observed Wildlife and Wildlife Habitats

The primary wildlife habitats on the Site are associated with the mixed mature riparian forest along the unnamed stream. There is some wildlife value in the overgrown agricultural area, the stable/barn, and the mature trees that are clustered in the northeast and northwest corners of the Site. During the field assessments, these areas were observed for any wildlife presence, wildlife use, or specific wildlife features.

During the Site visit on March 6, 2019 there were many songbirds foraging, calling, displaying breeding behaviours, and travelling through the site. The species observed on the Site include northern flicker, fox sparrow, black-capped chickadee, dark-eyed junco, American robin, varied thrush, Anna's hummingbird, spotted towhee, song sparrow, winter wren, and northwestern crow. An old barn swallow nest is present within the rafters of the stable/barn as well as numerous paper wasp nests.

No raptor nests have been observed at or near the Site during the site visits. There are several suitable trees on and near the Site that offered suitable perching habitat for raptors, but with limited potential for nesting due to surrounding residential uses. The Site offers some foraging habitat for raptors due to the overgrown previous agricultural uses (i.e. the salmonberry plantation) and tall field grass areas.

Phoenix observed several wildlife trees within the Site. A wildlife tree is any standing dead or living tree with special features that provide present or future critical habitats for the maintenance or enhancement of wildlife. There was evidence of woodpecker feeding on some of the wildlife trees (i.e. northern flicker and red-breasted sapsucker).

No mammals were observed during the site visit; however, upon speaking with the resident of the house to the southwest of the Site, raccoons, coyote, black bear and black-tailed deer have been observed using a wildlife trail that begins within the adjacent road allowance at the south and follows the stream into the ravine area. The neighbour said that bear have been using the area heavily as a corridor between Hyde Creek Regional Park and areas to the north in Coquitlam. Phoenix observed evidence of bear scratching on a downed log along the wildlife trail. It is expected that the Site would also support or provide habitat for small mammal species (e.g. skunk, opossum, shrew, vole, bats) that are common within riparian forests and suburban areas.

8.2 Potential Rare, Threatened or Endangered Wildlife and Plant Species

Phoenix has reviewed the Ministry of Environment's (MOE) Conservation Data Centre (CDC) database of known and potential occurrences of provincially listed (i.e., red-listed or blue-listed) plant and animal species and federally listed species from Schedule 1 of the Species at Risk Act (SARA) and from the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) candidate list. Search parameters were: Lower Mainland, Chilliwack Forest District, Metro Vancouver, Coastal Western Hemlock Biogeoclimatic Zone. A short list of rare and endangered wildlife and plant species at risk which may potentially or occasionally occur at the Site has been narrowed down from CDC list. This has been

informed by Phoenix's experience in this area and nearby sites in Coquitlam, and the limited habitat capability of the subject suburban disturbed site.

No species at risk have been observed on the Site during any of the Site visits conducted. However, an intact barn swallow (*Hirundo rustica*) nest has been observed within the stable/barn. Barn swallows use the same nest over multiple years, slowly increasing the size of the nest each year which could indicate active use by barn swallows. There was also evidence of an old barn swallow nest location nearby, but the nest was absent. The barn swallow nest was not active during the Site visit; however, the Site visit occurred outside of the breeding period. It is also possible that the observed barn swallow nest has become inactive. There is low potential for species at risk to be utilizing the other disturbed areas of the Site, except for potential bird foraging within the old fruit trees and salmonberry plantation, or roosting within the mature trees around the Site.

The riparian forest area and wetted portions along the unnamed stream could provide suitable foraging habitat for occasional use Great Blue Heron (*Ardea herodias fannini*), olive-sided flycatcher (*Contopus cooperi*), barn swallow (*Hirundo rustica*), and Band-tailed Pigeon (*Patagioenas fasciata*). Northern red-legged frog (*Rana aurora*) may use the stream for movement and foraging.

8.3 Mapped Known Occurrences of Species at Risk

The BC-CDC mapping tool also has been referenced to determine if there are any known species at risk occurrences or ecosystems of concern at or near the Site. No mapped known occurrences of species and ecological communities at risk were reported on the Site.

There is a polygon for green heron (*Butorides virescens*) approximately 850 m east of the Site. The Site does not offer suitable habitat for green heron.

9 ENVIRONMENTAL PROTECTION

The primary environmental impacts associated with the proposed residential re-development at the Site are alteration of existing stream habitat at the Site, the loss of trees for proposed new lots and streets, soil excavation and re-grading with associated potential for erosion and sedimentation, and modified site hydrology through increases in impervious ground surfaces and re-direction of existing stormwater drainage.

The proposed development of the Site entails construction of 25 single-family residential lots accessed by new streets within the Site extending from Lynwood Avenue at the south edge of the Site. The Site will be re-graded to match the elevations of surrounding lands and to construct a more even slope across the central area of the Site from north to south. The Lot Grading Plan in Appendix C shows proposed lot grades for each lot, as well as the minimum building elevations (MBE) for each building at each lot. Environmental mitigation and protection associated with re-grading of the Site will require stabilization of exposed soils and other erosion and sediment controls during site clearing, utilities installation, house-building and yard area landscaping. Environmental mitigation and protection during site clearing will entail avoiding tree removals during the bird breeding period or being preceded by a songbird nesting survey to protect trees or shrubs containing an active nest (i.e. nests containing bird eggs and young birds).

The existing unnamed stream on the Site is proposed to be realigned so that it flows predominantly south parallel to the western property boundary. The proposed stream realignment will enable fish migration from Watkins Creek southwest of the Site via a fish passable culvert into the unnamed stream at the Site that is presently non-fish bearing. The proposed stream realignment along the west edge of the south half of the Site will protect a prominent grove of large cedar trees at the opening of the existing ravine and nearby to the west of the new stream channel alignment. Within Hyde Creek Regional Park, a small channel will be constructed to connect the culvert to Watkins Creek. The proposed channel has been flagged by Phoenix and is shown on the Channel Realignment and Setback Map in Appendix A. A mature alder tree will be impacted by the construction of the stream channel along with two immature big-leaf maple trees and some vine maples. A new stream will also be constructed north of the existing stream and east of the existing ravine as shown on Channel Realignment and Setback Map in Appendix A. To construct the proposed new stream and realigned stream, much of the new stream alignment will require excavation below existing ground surfaces. The excavations for the new channel at the north are around 2 m, while those along the realigned stream in the south part of the Site are shallower. Along the southern realigned channel, there will be a defined stream channel top of bank and beyond the new stream top of bank, there will be graded slopes that are flatter than 3H:1V to meet the existing grades along the west edge of the Site. Refer to the Stream Plan and Profile drawing by H.Y. Engineering, as well as the stream cross-section drawings, in Appendix C for additional details. Environmental protection will include commonly applied best management practices (BMP) for in-stream works (ISW) such as adherence to low risk construction timing windows (August-September), construction works in isolation of flowing water, and enhancing stream morphology and habitat complexity within the new stream channels. Environmental protection of stream and riparian habitat will also be achieved by dedicating the stream and riparian habitats at the Site to the City as natural area park.

9.1 Fish and Fish Habitat Protection

The proposed new streams at the Site will become accessible to salmonids and other fish species that can migrate into the realigned and new stream, as well as the existing ravine stream, through installation of a fishway/fish passable culvert across Lynwood and Alderwood Ave. and connecting the fishway to a new stream channel through Hyde Creek Nature Park to Watkins Creek. By establishing fish access to the Site, the existing and proposed new streams will become fish-bearing, Class A streams. This would result in fish habitat enhancement and qualitative gains in fish habitat at the Site.

As per Section 9.8 of the OCP, if a stream is fish bearing, a 30-m streamside setback is required; except in agricultural, single residential or duplex zones, where a 15-m setback applies. Refer to the Channel Realignment and Setback Map by Phoenix in Appendix A. The Channel Realignment and Setback Map shows 15-m and 30-m setback lines that extend from the existing ravine stream reach within the Site and adjacent road allowance and into residential lots adjacent tom the west. The existing stream and ravine will be retained and protected within the Site by proposed streamside setbacks and park dedication of those streamside setback areas. The proposed realigned stream at the south and new stream to the north are shown with proposed top of banks in dark blue and high water marks in light blue. The proposed setbacks, which are 15 m from top of bank, are shown in bold red lines. The proposed new streamside setbacks will not impose streamside setbacks on any of the adjacent lots that are not already subject to streamside setbacks (upon any future re-development). The alignment of the proposed fish-passable culvert/fishway is shown by a green line across the existing streets. The Channel Realignment and Setback Map also presents an inset showing the proposed new stream channel within Hyde Creek Nature Park connecting Watkins Creek to the proposed fishway. Existing spot elevations and surveyed significant trees

are also more visible in the inset map. The proposed realigned stream and new streams at the Site and in the Park avoid losses of existing trees as much as possible; particularly within Hyde Creek Nature Park.

Also presented in Appendix A is the Habitat Balance Map prepared by Phoenix. The Habitat Balance Map has used the existing topographic survey as a base and includes the proposed new roads for the residential development at the Site as part of the map base. As with the Channel Realignment and Setback Map, the Habitat Balance Map shows the proposed new streams at the Site and in the Park outlined in blue. The existing unnamed stream within the ravine and the lower reach that will be eliminated and replaced by the new realigned stream and new stream to the north are outlined in blue and the portions to be lost for the proposed residential lots is shaded in orange hatching. A 15-m streamside setback boundary along the existing stream is shown on the Habitat Balance Map by a bold red line. As it is proposed for the existing and realigned stream to be made fish accessible by extending a new channel west along the south Site boundary to the proposed fish-passible culvert inlet, a 15-m streamside setback has been applied to the existing and realigned stream for the purposes of the Habitat Balance comparison of existing fish habitat losses to proposed fish habitat gains on a quantitative basis (e.g. square metre loss to square metre gain).

On the basis that the City may accept the streamside setback for the southern realigned stream channel extending into the unopened (Newberry St.) road allowance, and relative to the 15-m setback that applies to the new stream to the north of the existing stream, the area outside of the existing stream setback is shown with green hatching on the Habitat Balance Map as added streamside setback area within the proposed park dedication. As noted on the Habitat Balance Map, with the proposed stream realignment and new stream at the Site and proposed residential lot development, the loss of existing riparian fish habitat (1,602 m^2) is offset by gains in additional riparian fish habitat (1,891 m^2), with a net gain (289 m^2) of riparian habitat. The loss of existing wetted stream habitat would be 581 m^2, is offset by 741 m^2 of new wetted stream habitat; resulting is net gain of 160 m^2 of wetted fish habitat under the proposed development plan for the Site. While there will be quantitative net gains in fish habitat , there will also be qualitative gains in fish habitat associated with improved stream channel morphology (e.g. pools and riffles, increased stream depth at low flows) and enhanced streamside vegetation by planting overhanging new shrubs and trees for greater insect drop, leaf litter and shading than is currently provided by the existing stream habitat to be lost to the proposed development.

Fish habitat protection can also be implemented during the construction phase of the new stream and realigned stream at the Site and in the Hyde Creek Nature Park. The alignment of the new streams has been selected to avoid loss of existing mature trees as much as possible. The new stream channels can be constructed in isolation of flowing water by temporary diversion of flows around the work areas and continued flows into the existing storm sewers draining to Hyde Creek. Construction can be timed for August-September which is the regional least risk window for carrying out instream works. Environmental monitoring during channel construction can enable amphibian salvage and release prior to de-watering the existing stream for temporary pump-around of stream flows, minimizing siltation during temporary diversion and restoration of flows into new channels, avoidance and mitigation (with project arborist involvement) of damage to critical root zones for trees to be retained, placement of gravel substrates in new channels, planting of streambank vegetation, construction of the fish-passable culvert, and similar impact mitigation measures.

Further environmental protection of fish habitat would be achieved by dedicating the streamside areas at the Site to the City as park. Dedicating the streamside setback areas and park to the City will afford greater

safeguarding of the fish habitat at the Site than by restrictive covenant. As shown on the Lot Grading Plan in Appendix C, the proposed lots adjacent to the new streamside setback area conform with the streamside setback boundaries.

9.2 Wildlife and Wildlife Habitat Protection

The most valuable wildlife habitat on the Site is located within the riparian forest associated along the unnamed stream, particularly along the western boundary of the Site. The riparian area includes many of the mature trees on the Site, wildlife corridors, coarse woody debris, and habitat for birds, small mammals, and bats. Through review of the March 2019 draft EIA, an on-site meeting and commentary provided by the Hyde Creek Watershed Society, the development proposal for the Site now includes designation of the unopened Newberry St. road allowance as a wildlife corridor, as shown shaded in light green on the Habitat Balance Map in Appendix A.

Prior to works beginning on Site, a temporary no-clearing barrier fence (wood frame, 2X4, orange snow fence) should be erected along / around the protected area. The protection fencing should extend to protect the roots and drip lines of trees at the edge of the clearing areas. All trees designated to be retained outside of the SPEA and park areas must be protected including their tree root zone with protective fencing. If a post-clearing Hazard Tree Risk Assessment identifies any potential danger trees, cutting of those trees to wildlife trees should be considered, wherever possible. Some large coarse woody debris (trunks, root wads) from tree clearing can be retained and placed within the SPEA as habitat enhancement, but branches and slash should be removed to avoid unnecessary fire hazard. The invasive plants throughout the Site should be removed and controlled in conjunction with implementation and maintenance of restoration planting areas. The primary invasive species at this Site is Himalayan blackberry; although there is also English holly, English ivy, yellow archangel (Lamium), English laurel, morning glory, and reed canary grass present on the Site or within the ravine adjacent to the Site. Clearing and removal of invasive species should avoid the spreading of seeds or plant material around the site or transplanted off-site.

The stable/barn provides nesting habitat for Barn Swallows which are listed as a threatened species in Canada (COSEWIC, May 2011). While the direct cause of population decline in barn swallows is not well understood, it is known that with increasing modernization of agricultural buildings, a loss of artificial nesting sites is occurring as well as the loss of open agricultural areas for foraging. As a balance for the loss of the nesting habitat with the stable/barn, artificial barn swallow nesting structures could be built within the SPEA to provide nesting habitat for this species.

It is recommended that any land clearing and tree removal be timed to avoid the songbird breeding window (March 15 to August 1). If tree removal and land clearing activities cannot avoid this construction timing window, then songbird nesting surveys will need to be conducted by a QEP to ensure compliance with the B.C. Wildlife Act provisions protecting birds, eggs and their young. While no raptor nests were observed on site during the assessment, prior to land clearing beginning, a survey should be conducted to confirm that no raptors are nesting in any trees on or near the site due to the active use of this site as a raptor perching and foraging habitat.

9.3 Stormwater Management

While adequate conservation of fish and aquatic habitat is important for sustaining fish habitat functions, stormwater management plays an important role in preventing and minimizing impacts to existing watercourses through channel erosion, bank failure, siltation and water quality degradation. A common impact associated with residential redevelopment is an alteration of the hydrologic regime, typically because of extensive areas of permeable ground surfaces which slow and infiltrate rainwater runoff are replaced with impervious ground surfaces such as buildings, road, driveways, and sidewalks.

The development of a Stormwater Management Plan is recommended once initial feasibility of the proposed residential subdivision at the Site has been determined. The Stormwater Management Plan should incorporate measures to separate sources of stormwater to increase infiltration of stormwater to slow, sink and spread stormwater as much as possible. Water quality treatment prior to stormwater leaving the Site should also be incorporated into the Stormwater Management Plan.

The proposed development and preliminary servicing plan (Appendix C) would direct stormwater from lots and streets within the development area into a different storm sewer network than that receiving flows from the existing stream at the Site. Both storm sewer networks eventually discharge into Hyde Creek, and it appears unlikely that the re-directed storm sewer discharge from the development area at the Site will reduce flow contributions into Hyde Creek or Smiling Creek

10 CONCLUSIONS AND RECOMMENDATIONS

This Environmental Impact Assessment has included a review of available information and field assessments of the key environmental attributes at the Site including vegetation communities, stream and aquatic habitats, wildlife habitat, and wildlife use at the Site. The redevelopment plan for the subject Site would entail clearing of all structures on the Site, many of the existing mature deciduous and coniferous trees, and construction of 25 single family residential lots with associated internal roads, driveway and landscaped yard spaces. The proposed development includes realigning the existing unnamed stream on the Site so that it flows predominantly south parallel to the western property boundary. The proposed stream realignment will enable fish migration from Watkins Creek southwest of the Site through a fish passable culvert into the unnamed stream at the Site that is presently non-fish bearing.

This Environmental Impact Assessment has determined that the existing unnamed stream is currently a permanent, non-fish bearing stream ("Class B nutrient stream"), and with the width of existing and potential vegetation, is subject to a streamside setback area that is 30 m from the top of bank. By connecting a realigned stream and new stream through a fish passable culvert to Watkins Creek, the streams at the Site can become Class A, fish-bearing streams; for which in single-family residential areas the applicable streamside setback extends 15 m from top of bank. As shown on the Habitat Balance Map by Phoenix (Appendix A), the loss of existing riparian fish habitat is offset by additional new riparian fish habitat and the loss of existing wetted fish habitat will be offset by new wetted fish habitat, for a net gain in fish habitat. In addition, there will be qualitative gains in the new fish habitat features to be construct at the Site as part of the proposed development plan

The most valuable wildlife habitat on the Site is located within the riparian forest associated along the unnamed stream, particularly along the western boundary of the Site. The riparian area includes many of

the mature trees on the Site, wildlife corridors, coarse woody debris, and habitat for birds, small mammals, and bats. The impacts on wildlife habitat at the Site can be mitigated by retaining mature trees where possible, protecting tree root protection zones around retained trees, by avoiding impacts to breeding birds, and safeguarding the most valuable wildlife habitat along the west edge of the Site with a park dedication to the City. In addition, a proposed wildlife corridor will extend along the unopened road allowance of Newberry St. which is known to be used as an existing wildlife corridor by local residents.

Changes to the hydrologic regime at the Site can be mitigated by incorporating best management practices (e.g. slow, sink and spread stormwater) into a Stormwater Management Plan once an acceptable development layout has been confirmed through discussions with the City regarding a forthcoming rezoning and subdivision application. This EIA report has been prepared in support of a Watercourse Protection Development Permit application for the Site.

CLOSURE

It is hoped that this Environmental Impact Assessment has adequately described environmental features at the Site, the proposed development plan for the existing rural residential lot, probable impacts associated with the planned residential development, including effective measures to mitigate potential impacts and to protect and enhance key environmental values at the Site.

Please contact us if you require any clarification or additional information regarding this report.

Sincerely,
Phoenix Environmental Services Ltd.

Ken Lambertsen, R.P.Bio.
Principal

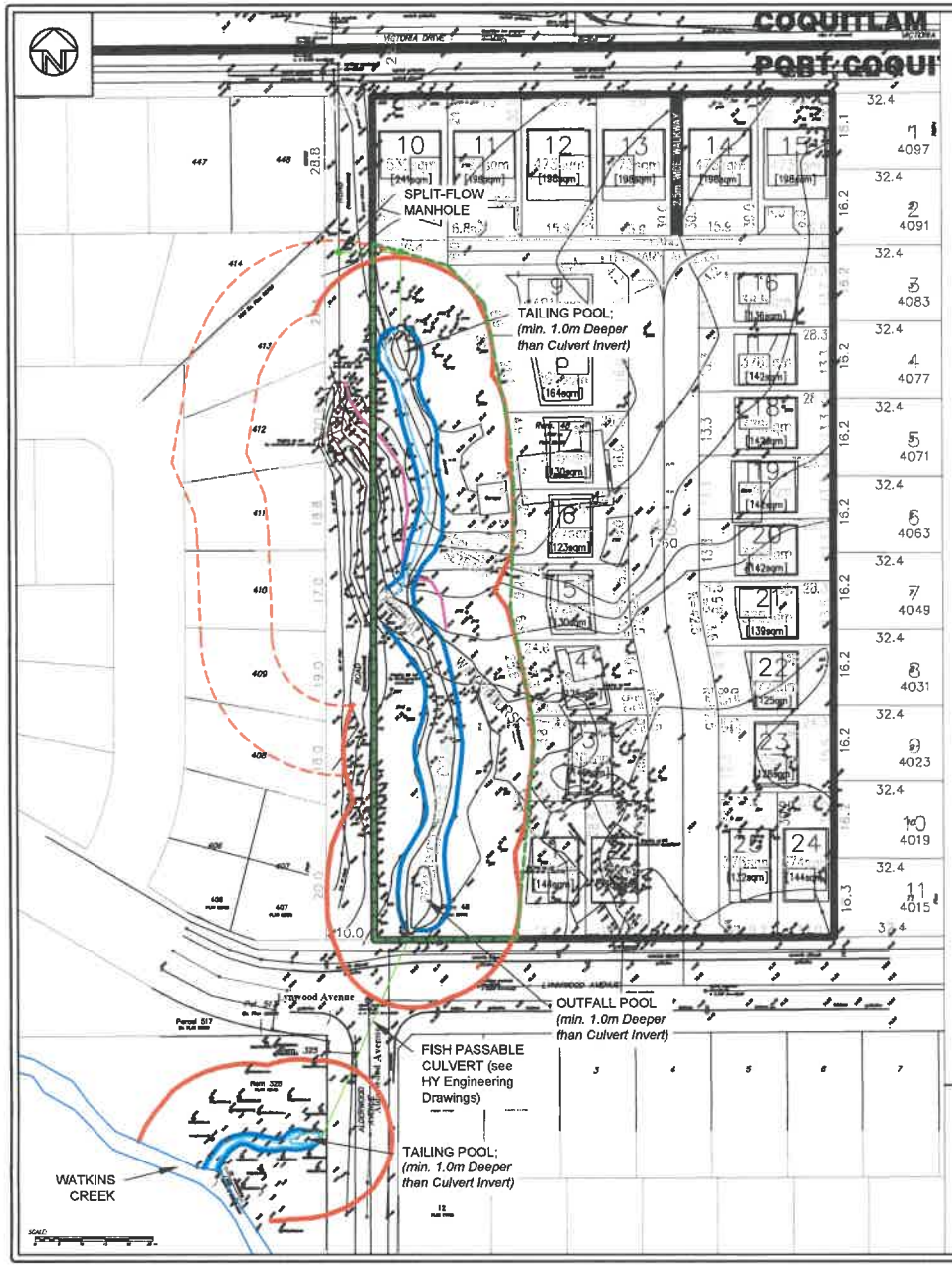
Charlotte Adamson, M.Sc., BIT
Project Biologist

Enclosures: Appendix A - Figures
Appendix B – Photos
Appendix C – Engineering Drawings, H.Y. Engineering Inc.
Appendix D – Land and Topographic Survey
Appendix E – Geotechnical Report

c.c. City of Port Coquitlam

APPENDIX A

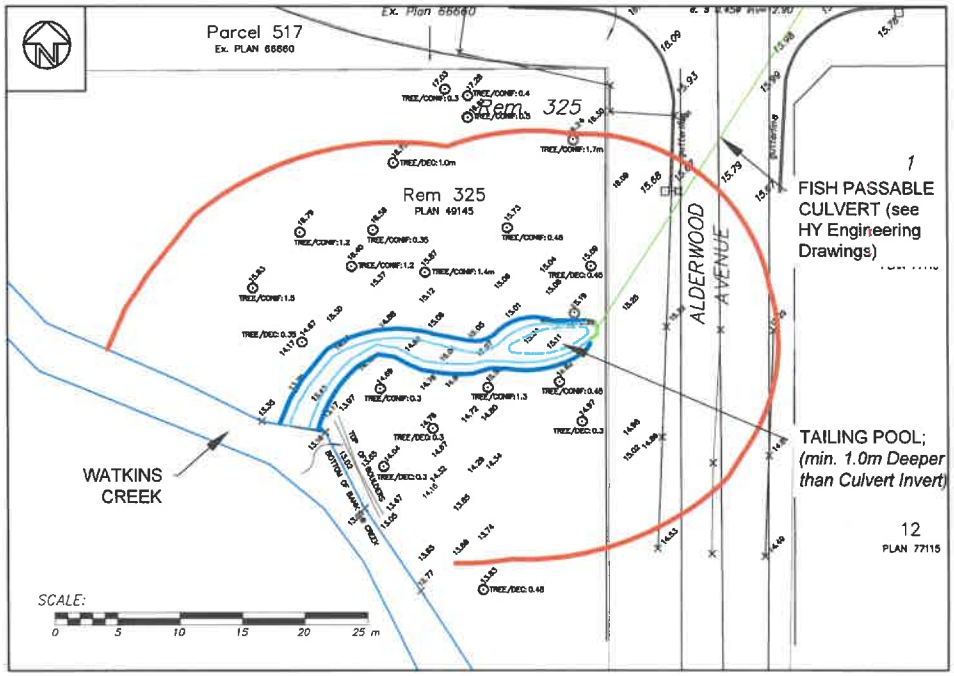
Figures



LEGEND:

- 1160 Victoria Drive, Port Coquitlam, BC
- Existing Watercourse
- Surveyed Top of Bank (TOB)
- NEW Watercourse(s)
- SETBACK FROM NEW WATERCOUSES (15 m)
- NEW High Water Marks
- Storm Sewer / Culverts / Headwalls
- Existing Setback (15 / 30 m)
- Pooling Areas *(min. 1.0m deeper than adjacent culvert inverts)*
- Proposed Park Boundary

INSET OF TIE-IN TO WATKINS CREEK:

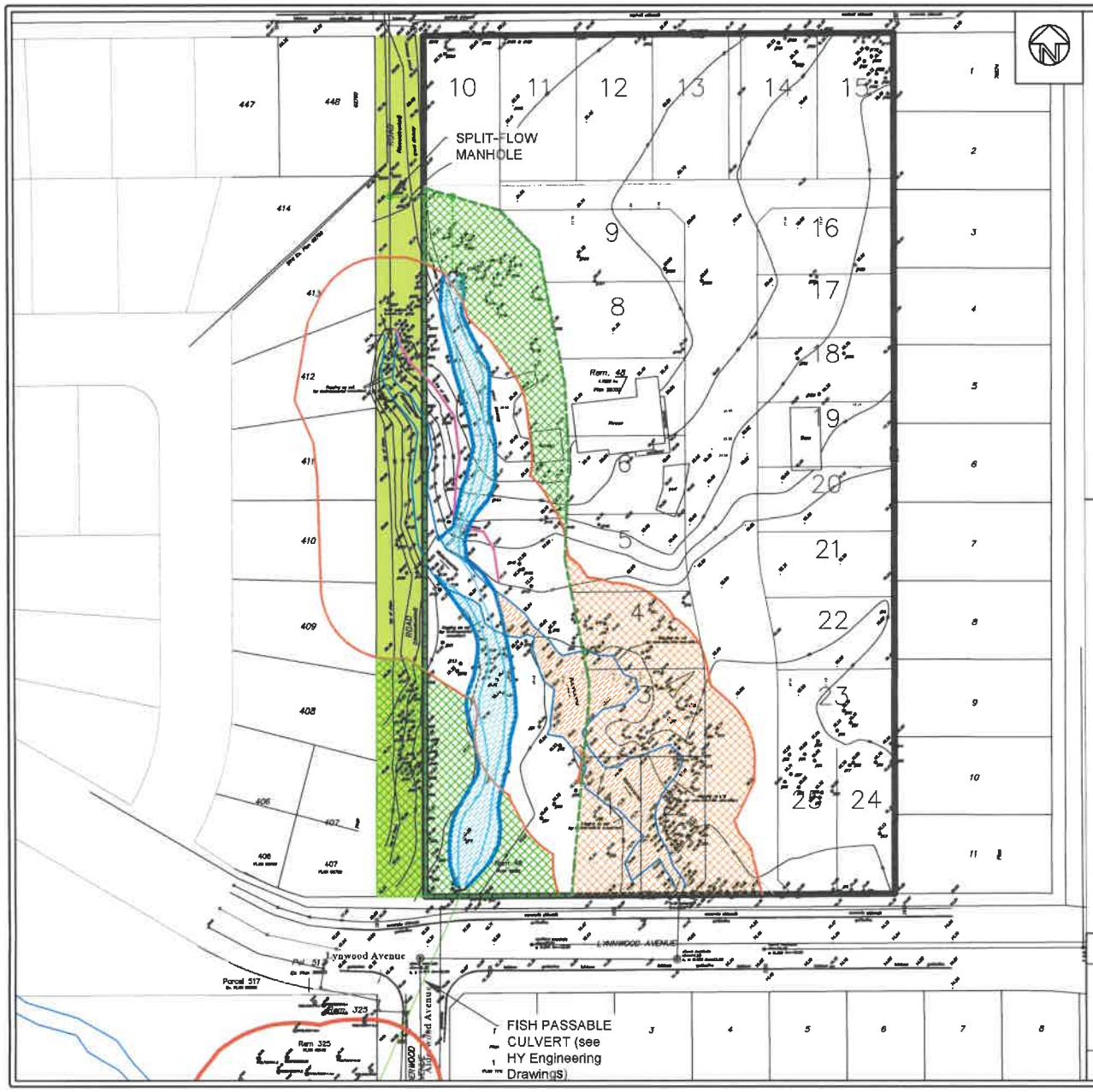


CHANNEL REALIGNMENT & SETBACK MAP

Glenn Richardson
1160 Victoria Drive,
Port Coquitlam, BC

PHOENIX ENVIRONMENTAL SERVICES LTD.
505 - 1755 W. Broadway, Vancouver V6J 1R3
tel. 604.689.3888 fax. 604.689.3880

DATE: DEC. 2020	DRAWN BY: NGL	SCALE: As Shown	DWG: 1160_Victoria - Richardson.dwg



LEGEND:

- Site Boundary (1160 Victoria Drive)
- Existing Stream / High Water Mark
- Surveyed Top of Bank (TOB)
- SETBACK (15m)
- Proposed New / Realigned Stream
- Proposed Park Boundary
- Wildlife Corridor

RIPARIAN AREA LOSS (within 15m of TOB) = **1,602 m²**

RIPARIAN AREA GAIN (outside of 15m of TOB) = **1,891 m²**

Net Riparian Gain = 289 m²

STREAM / WETTED LOSS = **581 m²**

STREAM / WETTED GAIN = **741 m²**

Net Wetted Gain = 160 m²

HABITAT BALANCE MAP

Glenn Richardson
1160 Victoria Drive,
Port Coquitlam, BC

PHOENIX ENVIRONMENTAL SERVICES LTD.
501 - 1755 W. Broadway, Vancouver V6J 1R3
tel. 604.689.3885 fax. 604.689.3880

DATE: DEC. 2020	DRAWN BY: NGL	SCALE: As Shown	DWG: 1160_Victoria - Richardson.dwg

APPENDIX B

Photos

Photo 1: Storm water outfall to the unnamed stream.

Photo 2: View of the unnamed stream within the ravine adjacent to the Site.

Photo 3: The unnamed stream turns and continues to flow southeast towards the center of the Site. A small gravel bar has formed in front of the boulder.

Photo 4: View of the unnamed stream as it flows across the Site. The width of the stream was between 0.5 m to 1.3 m.

Photo 5: View of the unnamed stream where braiding of the stream was occurring. A tree had fallen into the stream channel which may have changed the flow of the stream. There were groundwater seepages along the toe of the slope in this area contributing to stream flows.

Photo 6: A man-made rock berm was located within the stream channel in between two areas where the stream was braided.

Photo 7: View of the unnamed stream where it becomes braided near the center of the Site. The substrate in this area was siltier with high organic matter.

Photo 8: View of the headwall and culvert where the unnamed stream discharges into the storm sewer that crosses Lynwood Avenue.

Photo 9: Sand and gravel substrate that was typical within most of the unnamed stream channel.

Photo 10: View of the house on the Site. Surrounding the house was grass and some landscaped garden areas. To the east of the house (shown on the left in the photo) was a large patch of bamboo that extended almost to the barn.

Photo 11: View of the small stable/barn on the Site.

Photo 12: View of the area to the north of the house that was being used as a fire pit.

Photo 13: View of the well located just to the north of the house on the other side of the driveway.

Photo 14: The area to the south of the stable/barn appeared to be in the process of being converted into a garden.

Photo 15: View of some of the overgrown fruit trees that had been planted at the northern end of the Site.

Photo 16: View of the salmonberry plantation to the north of the stable/barn.

Photo 17: The area within the salmonberry had thick black plastic which was acting as a mulch to prevent weeds from growing.

Photo 18: A barn swallow nest was observed inside the stable/barn in the rafters of the first floor.

Photo 19: An old stump along the unnamed stream had signs of woodpecker feeding on it.

Photo 20: A wildlife trail that enters the site from the southwest corner and continues up to and along the unnamed stream within the ravine.

Photo 21: Signs of bear scratching were evident on this downed log along the wildlife trail.

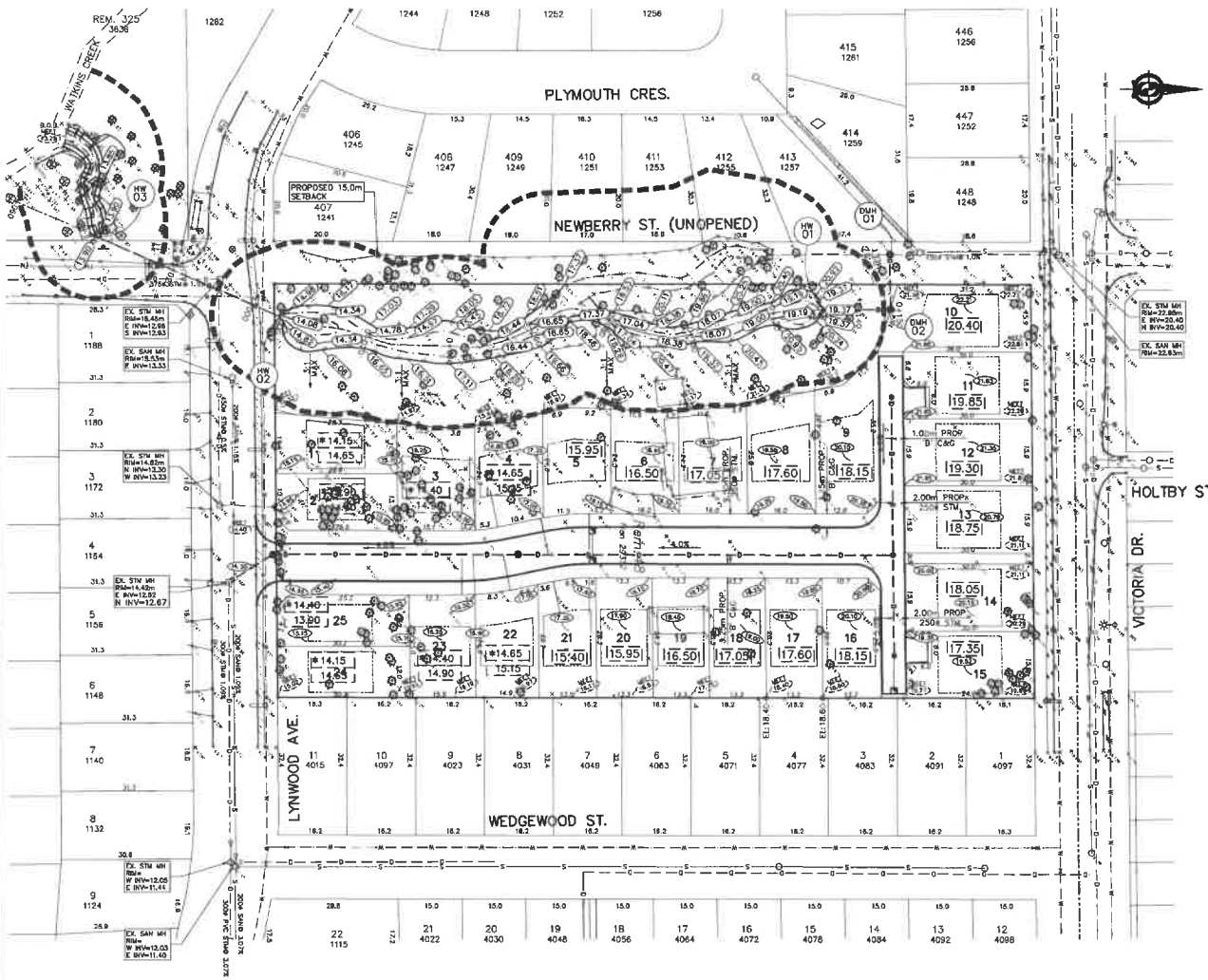
Photo 22: View from Alderwood Ave. towards Hyde Creek Regional Park where the stream realignment will be undertaken.

Photo 23: View from within Hyde Creek Regional Park towards Alderwood Ave. where the stream realignment will be undertaken showing the vegetation that will be impacted. The pink flagging denotes the proposed stream edges.

Photo 24: View of the bank of Watkins Creek where the new stream will be constructed.

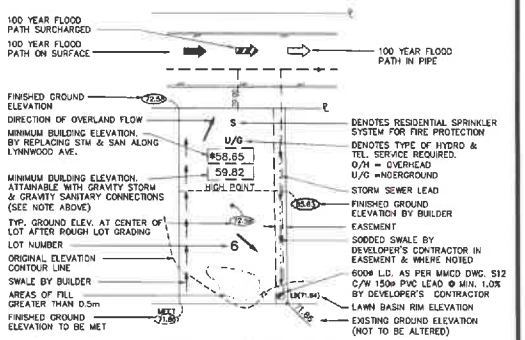
APPENDIX C

Engineering Drawings, H.Y. Engineering Inc.

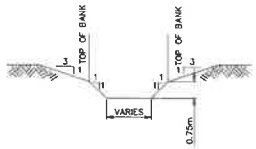


M.B.E. NOTES: (ELEV. IN BOX)

MINIMUM TOP OF CONCRETE SLAB ELEVATION OR UNDERSIDE OF FLOOR JOISTS ELEVATION IN CRAWLSPACE FOR 100yr FLOOD PROTECTION (MIN 300mm ABOVE THE 100yr HGL). CRAWLSPACE SHALL NOT BE USED FOR STORAGE OF GOODS OR EQUIPMENT DAMAGEABLE BY FLOOD WATERS.

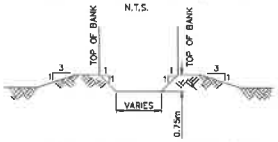


TYPICAL LOT GRADING DETAIL



PROPOSED STREAM FILL SECTION DETAIL

N.T.S.



PROPOSED STREAM CUT SECTION DETAIL

N.T.S.

TREE LEGEND

- EXISTING CONIFER TO BE RETAINED
- EXISTING CONIFER TO BE REMOVED
- EXISTING DECIDUOUS TO BE RETAINED
- EXISTING DECIDUOUS TO BE REMOVED
- PROPOSED REPLACEMENT TREE
- TREE PROTECTION FENCING

NOTES:

1. ROUGH LOT GRADING BY DEVELOPER'S CONTRACTOR.
2. FINISHED LOT GRADING BY BUILDER'S.
3. FILL PLACED ON LOTS BY CONTRACTOR TO BE FREE OF ROOTS, CONSTRUCTION DEBRIS AND LARGE BOULDERS.
4. ALL LOT GRADING WITHIN THE LOTS IS TO BE A CONSTANT SLOPE THAT IS LINEAR (STRAIGHT LINE GRADE) BETWEEN THE DESIGN ELEVATIONS INDICATED ON THE PLAN.
5. ALL ROOF LEADERS TO DISCHARGE TO SPLASH PADS.
6. ALL DRIVEWAYS TO BE A MINIMUM OF 1.00m FROM STREET LIGHTS AND 1.50m FROM FIRE HYDRANTS.
7. ENGINEER-OF-RECORD TO CERTIFY ROUGH GRADING AT TIME OF FINAL INSPECTION. LOT GRADING TO BE IN ACCORDANCE WITH PLAN.
8. CRAWL SPACE DEFINES SPACE BETWEEN FLOOR AND UNDERLYING GROUND. (MAX. HEIGHT 1.50m TO UNDERSIDE JOIST) NOT TO BE USED FOR STORAGE OF GOODS OR EQUIPMENT DAMAGEABLE BY FLOOD WATER.

LEGAL DESCRIPTION LOT 48, SECTION 7, TOWNSHIP 40, N.W.D., PLAN NWP28352, EXCEPT PLAN 77115

SURVEY BENCHMARK: MON 77H4138 N E — SCALE 0.9998 — ELEV 44.843m

REV.	DATE	DESCRIPTION	BY

"BY SEALING AND SIGNING THIS DRAWING, I CERTIFY THAT THE INFORMATION CONTAINED IN THESE DRAWINGS ACCURATELY REFLECTS THE ORIGINAL DESIGN, ADDENDA, CHANGE ORDERS AND MATERIAL DESIGN CHANGES MADE DURING CONSTRUCTION AND FIELD REVIEWED BY ME, OR MY REPRESENTATIVE, AND THAT THE AS-CONSTRUCTED WORKS SUBSTANTIALLY COMPLY WITH THE ORIGINAL DESIGN INTENT. HOWEVER, I DO NOT ACCEPT RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE AS-CONSTRUCTED INFORMATION SUPPLIED BY OTHERS CONTAINED IN THESE DRAWINGS."

CONSULTANT

H.Y. ENGINEERING LTD.

#200-9128-152nd. ST. Surrey, BC V3R 4E7 — TEL 604-583-1816 — Website: www.hyengineering.com — FAX 604-583-1737

CITY OF PORT COQUITLAM

CLIENT: RBD/GRD Cariboo DEV. LTD.

41A – 1145 INLET STREET COQUITLAM, BC

TITLE: LOT GRADING PLAN

SEAL

SCALE: HOR. 1:500 VERT. N/A

DATE (YYYY.MM.DD): 2018.02.23

H Y PROJ. NO.: 174762

DESIGNED: NJM

DRAWN:

REVIEWED: WKB

DWG. NO.: 03

REV.

MUNICIPALITY: CITY OF PORT COQUITLAM

MUNICIPAL PROJECT NUMBER: City Proj#

DRAWING TYPE

DESTROY ALL PRINTS BEARING PREVIOUS NUMBER

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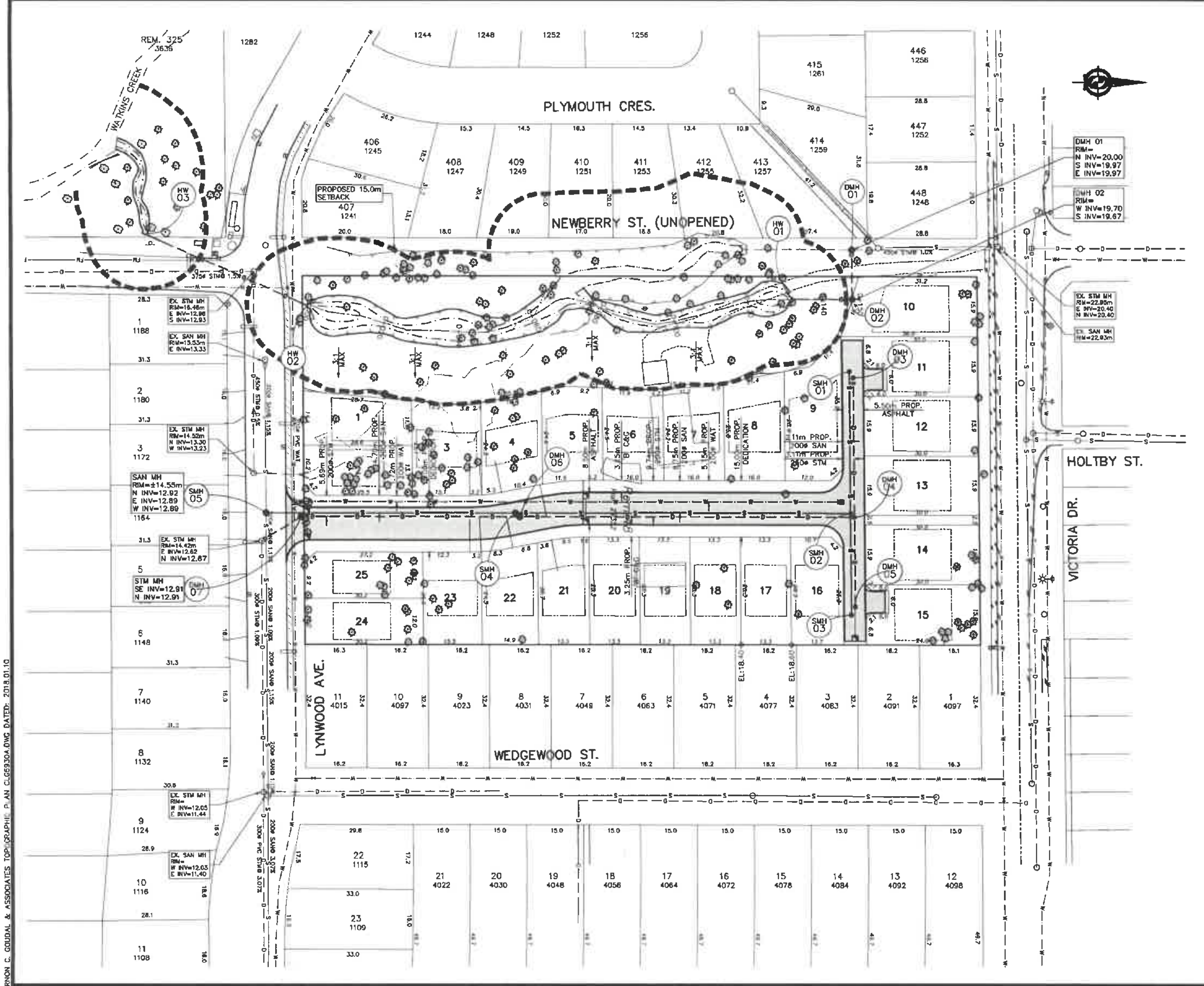
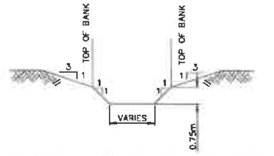
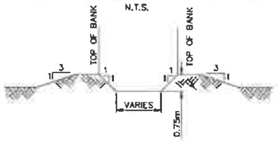



PROPOSED STREAM FILL SECTION DETAIL
N.T.S.


PROPOSED STREAM CUT SECTION DETAIL
N.T.S.

TREE LEGEND

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- EXISTING CONIFER TO BE REMOVED
- EXISTING DECIDUOUS TO BE RETAINED
- EXISTING DECIDUOUS TO BE REMOVED
- PROPOSED REPLACEMENT TREE
- TREE PROTECTION FENCING

NOTES:

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7. ENGINEER-OF-RECORD TO CERTIFY ROUGH GRADING AT TIME OF FINAL INSPECTION. LOT GRADING TO BE IN ACCORDANCE WITH PLAN.
8. CRAWL SPACE DEFINES SPACE BETWEEN FLOOR AND UNDERLYING GROUND. (MAX. HEIGHT 1.50m TO UNDERSIDE JOIST) NOT TO BE USED FOR STORAGE OF GOODS OR EQUIPMENT DAMAGEABLE BY FLOOD WATER.

DRAWINGS BASED ON VERNON C. GOUDAL & ASSOCIATES TOPOGRAPHIC PLAN CLG6930A.DWG DATED: 2018.01.10

GAL DESCRIPTION LOT 48, SECTION 7, TOWNSHIP 40, N.W.D., PLAN NWP29352, EXCEPT PLAN 77115

RVEY BENCHMARK
MON 77H4135 N E
SCALE 0.9996
ELEV 44.843m

REV.	DATE	DESCRIPTION	BY

"BY SEALING AND SIGNING THIS DRAWING, I CERTIFY THAT THE INFORMATION CONTAINED IN THESE DRAWINGS ACCURATELY REFLECTS THE ORIGINAL DESIGN, ADDENDA, CHANGE ORDERS AND MATERIAL DESIGN CHANGES MADE DURING CONSTRUCTION AND FIELD REVIEWED BY ME, OR MY REPRESENTATIVE, AND THAT THE AS-CONSTRUCTED WORKS SUBSTANTIALLY COMPLY WITH THE ORIGINAL DESIGN INTENT, HOWEVER, I DO NOT ACCEPT RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE AS-CONSTRUCTED INFORMATION SUPPLIED BY OTHERS CONTAINED IN THESE DRAWINGS."

CONSULTANT
H.Y.ENGINEERING LTD.
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•Website: www.hyengineering.com •FAX 604-583-1737

CITY OF
PORT COQUITLAM

CLIENT
RBD/GRD Cariboo DEV. LTD.
41A - 1145 INLET STREET
COQUITLAM, BC

TITLE
PRELIMINARY
SERVICING PLAN

SEAL

SCALE: HOR. 1:500 VERT. N/A
SIGNED NJM
RAWN
VIEWED WKB
ATE (YYYY.MM.DD) 2018.02.23
Y PROJ. NO. 174762
WG. NO. 02
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MUNICIPAL PROJECT NUMBER City Proj#
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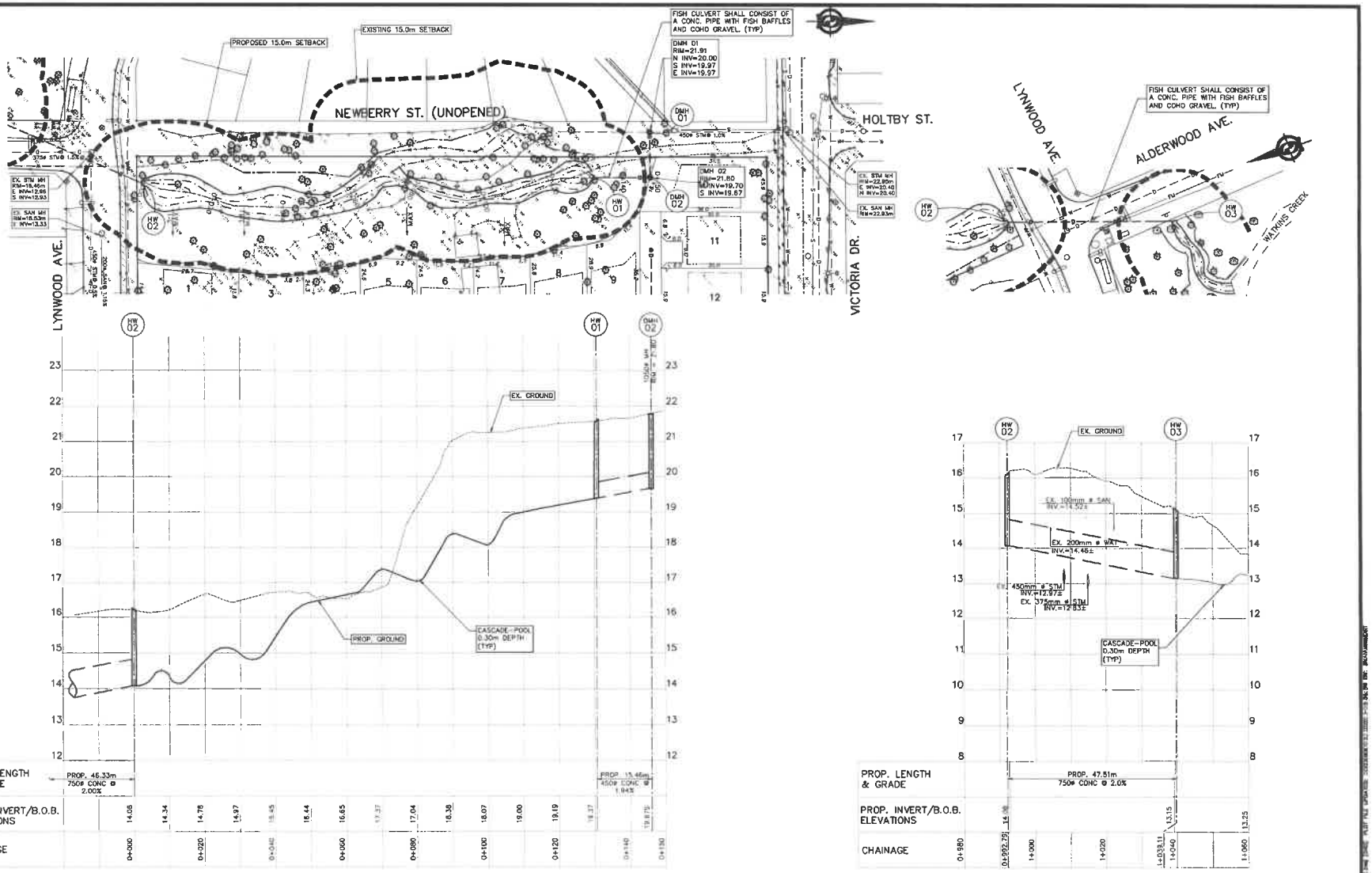

LEGAL DESCRIPTION LOT 48, SECTION 7, TOWNSHIP 40, N.W.D., PLAN NWP28352, EXCEPT PLAN 77715

SURVEY BENCHMARK MGN 72H4133 N E SCALE 0.9996 ELEV 44.845m

REV.	DATE	DESCRIPTION	BY

"BY SEALING AND SIGNING THIS DRAWING, I CERTIFY THAT THE INFORMATION CONTAINED IN THESE DRAWINGS ACCURATELY REFLECTS THE ORIGINAL DESIGN, ADDENDA, CHANGE ORDERS AND MATERIAL DESIGN CHANGES MADE DURING CONSTRUCTION AND FIELD REVIEWED BY ME, OR MY REPRESENTATIVE, AND THAT THE AS-CONSTRUCTED WORKS SUBSTANTIALLY COMPLY WITH THE ORIGINAL DESIGN INTENT. HOWEVER, I DO NOT ACCEPT RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE AS-CONSTRUCTED INFORMATION SUPPLIED BY OTHERS CONTAINED IN THESE DRAWINGS."

CONSULTANT
H.Y. ENGINEERING LTD.
#200-9128-152nd. ST. Surrey, BC V3R 4E7 TEL 604-583-1616
Website: www.hyengineering.com FAX 604-583-1737

CITY OF PORT COQUITLAM

CLIENT
RBD/GRD Cariboo DEV. LTD.
41A - 1145 INLET STREET COQUITLAM, BC

TITLE
STREAM PLAN AND PROFILE

SEAL

SCALE: HOR. 1:500 VERT. 1:50
SIGNED NJM
DRAWN
REVIEWED WKB

DATE (YYYY.MM.DD) 2018.02.23
PROJ. NO. 174762
DWG. NO. 04
REV.

MUNICIPALITY CITY OF PORT COQUITLAM
MUNICIPAL PROJECT NUMBER City Proj#
DRAWING TYPE

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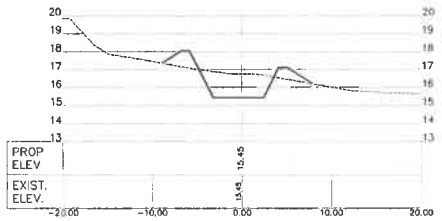

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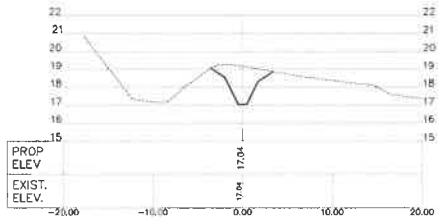

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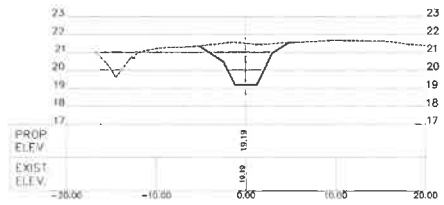

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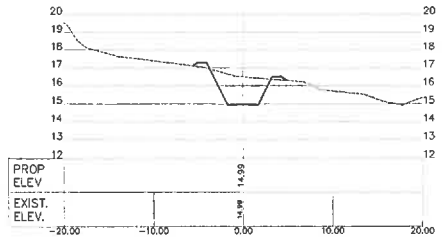

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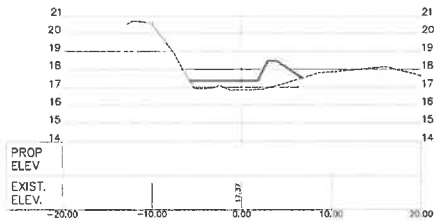

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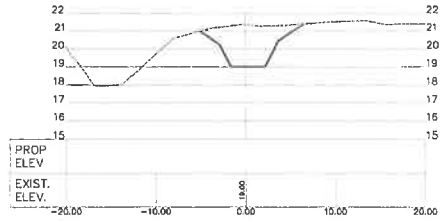

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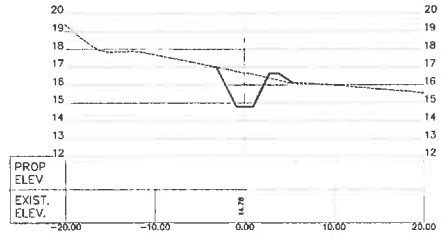

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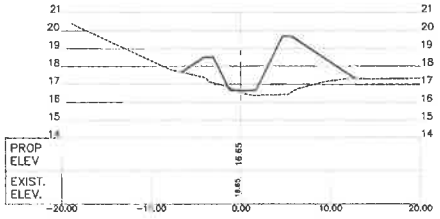

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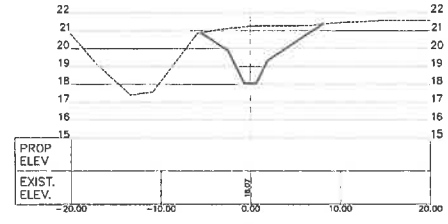

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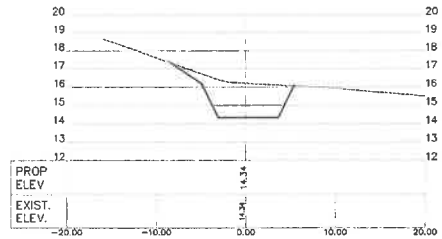

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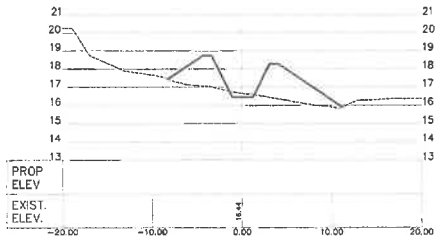

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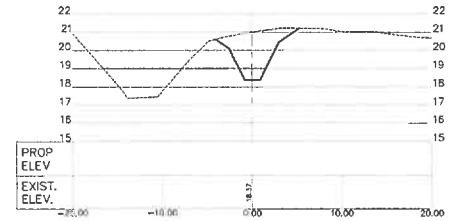

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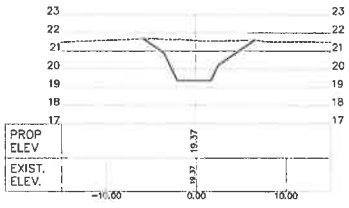

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DRAWINGS BASED ON VERNON C. COUDAL & ASSOCIATES TOPOGRAPHIC PLAN CL06930A.Dwg DATED: 2018.01.10

LEGAL DESCRIPTION LOT 46, SECTION 7, TOWNSHIP 40, N.W.D., PLAN NWP29352, EXCEPT PLAN 77115

SURVEY BENCHMARK MON 77H1135 N E SCALE 0.99996 ELEV 44.843m

REV.	DATE	DESCRIPTION	BY

"BY SEALING AND SIGNING THIS DRAWING I CERTIFY THAT THE INFORMATION CONTAINED IN THESE DRAWINGS ACCURATELY REFLECTS THE ORIGINAL DESIGN, ADDENDA, CHANGE ORDERS AND MATERIAL DESIGN CHANGES MADE DURING CONSTRUCTION AND FIELD REVIEWED BY ME, OR MY REPRESENTATIVE, AND THAT THE AS-CONSTRUCTED WORKS SUBSTANTIALLY COMPLY WITH THE ORIGINAL DESIGN INTENT. HOWEVER, I DO NOT ACCEPT RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE AS-CONSTRUCTED INFORMATION SUPPLIED BY OTHERS CONTAINED IN THESE DRAWINGS."

CONSULTANT

H.Y. ENGINEERING LTD.

• #200-9128-152nd. ST. Surrey, BC V3R 4E7 • TEL 604-583-1616
• Website: www.hyengineering.com • FAX 604-583-1737

CITY OF PORT COQUITLAM

CLIENT **RBD/GRD Cariboo DEV. LTD.**

41A - 1145 INLET STREET
COQUITLAM, BC

TITLE DITCH- PLAN, PROFILE & X-SEC

SEAL

SCALE: HOR. 1:250 VERT. N/A

DATE (YYYY.MM.DD) 2018.02.23

HY PROJ. NO. 174762

DESIGNED NJM

DRAWN

REVIEWED WKB

DWG. NO. 05

REV.

MUNICIPALITY CITY OF PORT COQUITLAM

MUNICIPAL PROJECT NUMBER City Proj#

DRAWING TYPE

DESTROY ALL PRINTS BEARING PREVIOUS NUMBER

APPENDIX D

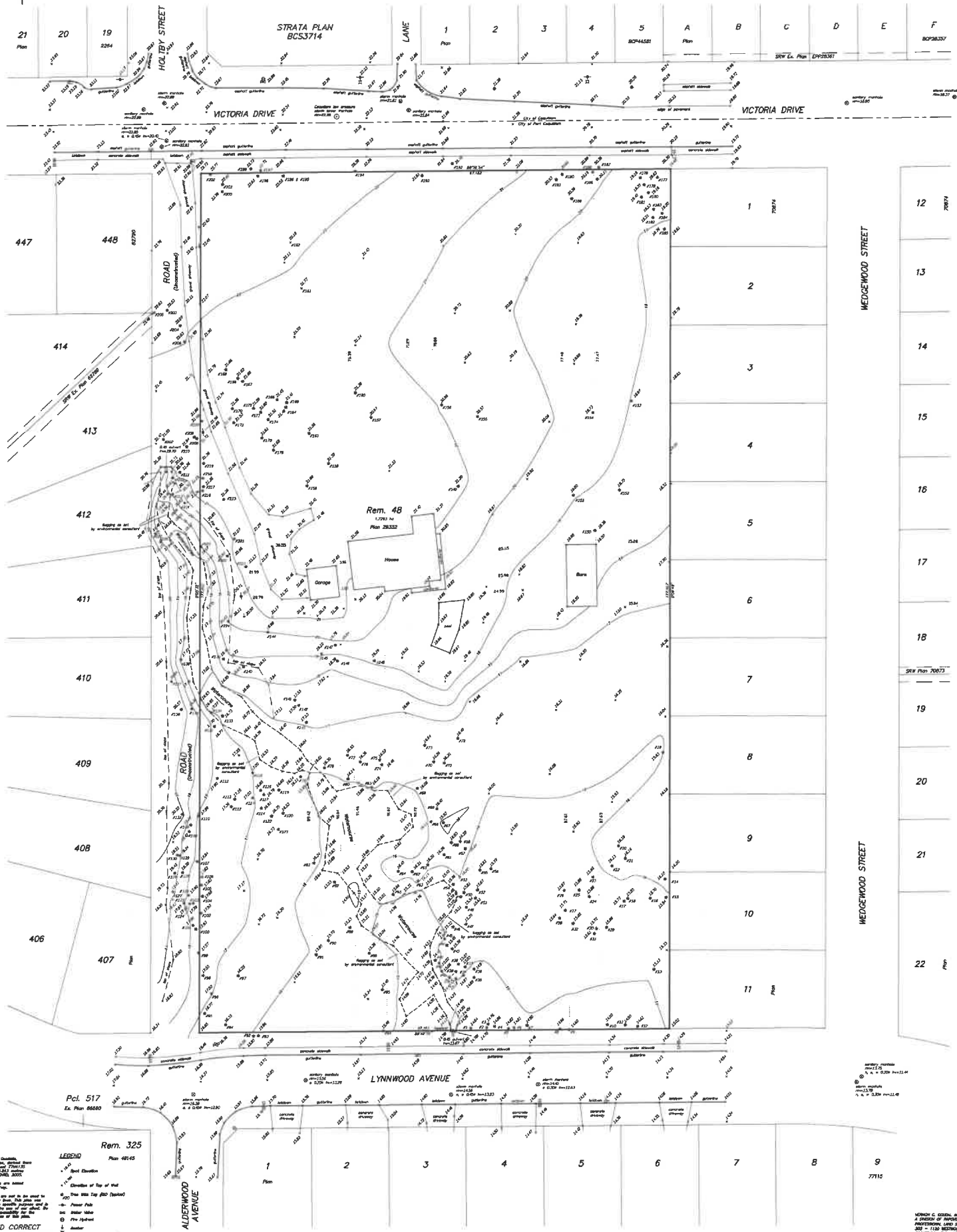
Land and Topographic Survey

TOPOGRAPHICAL PLAN OF LOT 48, EXCEPT: PART DEDICATED ROAD ON PLAN 77115, SECTION 7, TOWNSHIP 40, NEW WESTMINSTER DISTRICT, PLAN 29352

SCALE: 1:250

All distances are in metres

PARCEL IDENTIFIER 001-622-251
CMC ADDRESS 1160 Victoria Drive
Port Coquitlam, B.C.



Elevations are Geodetic, shown in metres, derived from Central Monument 77M135 Elevation = 41.843 metres Datum: CVD28GVRD, 2005.

All dimensions are based on ground survey.

Utilities shown are not to be used to define property lines. This plan was prepared for a specific purpose and is for the exclusive use of our client. We assume no responsibility for the misinformed use of this plan.

LEGEND

- Spot Elevation
- Elevation of Top of Wall
- Tree With Trap DBH (Typical)
- Power Pole
- Water Valve
- Fire Hydrant
- Anchor
- Power Pole / Lamp Standard
- Lamp Standard
- Catch Basin

CERTIFIED CORRECT
this 10th day of January, 2018.

W. PAROVE B.C.L.S.

VERNON C. COXON & ASSOCIATES
A DIVISION OF PAROVE
PROFESSIONAL LAND SURVEYORS INC.
203 - 1130 WESTWOOD STREET
COQUITLAM, B.C. V3B 7N3
TEL : (604) 941-8456
FAX : (604) 941-8474

FILE NUMBER : 968504

APPENDIX E

Geotechnical Report

January 22nd, 2018

F.A.R. GROUP
Attn. Mr. Glenn Richardson
#41A 1145 Inlet Street
Coquitlam, BC V3B 6E8

Ref.: 1160 Victoria Drive, Port Coquitlam, BC – Proposed Single-Family Residential Development - Geotechnical Report

Dear Sirs:

As requested, Cornerstone Geo-Structural Engineering Ltd. (Cornerstone) conducted a geotechnical study at the above-referenced property for the construction of a proposed town home residential development. The purpose of the study is to assess the geotechnical subsoil conditions and conduct the assessment of potential geotechnical hazards affecting the site and provide recommendations for structural design and construction of the proposed building.

This report includes the description of the site, of the subsoil investigation carried out, summarizes the ground conditions, and provides geotechnical recommendations as stated above. The scope of this report is for geotechnical purposes only and does not include the study of environmental aspects of the site.

1. Site and Project Description

The subject site is located at 1160 Victoria Drive, in northern Port Coquitlam at the boundary with the City of Coquitlam, BC, in a parcel located south of Victoria Drive (See Figure 1). The lot, is identified with the following legal description:

LOT 48, SEC. 7, TWP. 40, NWD PLAN NWP29352 EXCEPT PLAN 77115

The property is also bounded by Lynwood Avenue to the south, by a strip of land corresponding to Newberry Street -non-built yet- to the west and by residential buildings to the east. At the time of conducting this study, the lot was occupied by a single-family dwelling and a shed, both to be demolished for the construction of the proposed development. The remainder of the lot is covered by trees, shrubs, grass and brush.

The geomorphological description of the site is shown in Section 4.2 of this report.

The proposed development consists of the subdivision of the for the construction of single-family residential buildings; the final lot layout is not defined at this moment but it is expected to range between 21 and 28 units; Figure 2, attached, shows one of the possible subdivision layouts. The homes are anticipated to be built using conventional timber structure.

2. Background Information

Cornerstone reviewed the following information relevant to the project:

- City of Port Coquitlam Official Community Plan, Bylaw No. 3838
- City of Port Coquitlam Zoning Bylaw No. 3630
- City of Port Coquitlam Building and Plumbing Bylaw No. 3710
- City of Port Coquitlam PoCo Map
- Topographic map, from PoCo Map
- Proposed lot layout by H.Y. Engineering Ltd., supplied by the client
- Geological Survey of Canada (GSC) Map 1484A - Surficial Geology New Westminster
- Geotechnical Information from Cornerstone archives on nearby projects

3. Geotechnical Investigation

The subsoil investigation was carried out on January 9, 2018. A Cornerstone's geotechnical engineer conducted a geotechnical site assessment and visual inspection on January 12, 2018. Five test holes (TH-1 through TH-5) were excavated using a track-mounted hoe excavator supplied by the client, to a maximum depth of 1.8 m. A Cornerstone's representative laid out the test holes, logged the soil conditions and collected soil samples for laboratory identification. The approximate location of the test holes was recorded using a handheld GPS. The location of the Test Holes (TH) is shown in Figures 2 and 3, attached.

The summary of the soil conditions and test hole logs are described in Section 4.3, below.

4. Geology, Geomorphology and Soil & Bedrock Condition

4.1 Geologic Setting

The Geological Survey of Canada GSC Map 1484a – Surficial Geology New Westminster (See Figure 4, below) and the BCGS Geology Map indicate that the materials underlying the area consist of Glacial Drift of the Vashon Drift and Capilano Sediments geologic unit (VC) including lodgment and minor flow till. An excerpt of the geological map at the area of interest is shown in Figure 4, below.

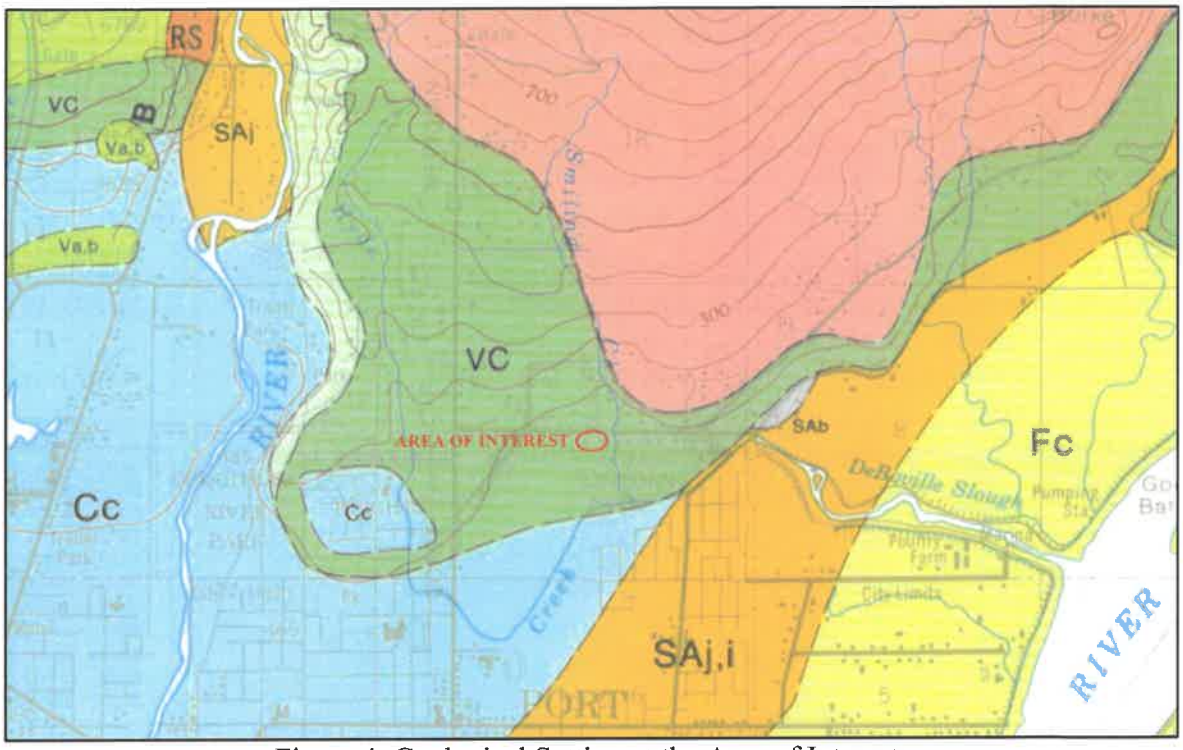


Figure 4. Geological Setting at the Area of Interest
(Taken from GSC Map 1484a – Surficial Geology New Westminster)

4.2 Topography and Geomorphology

The site is located at the toe of Burke Mountain, between elevations 14 m.a.s.l and 23 m.a.s.l., sitting on hard, fine grained glacial soil deposits.

The topography of the parcel slopes gently to the south, with slopes gradients varying generally between 2% and 10%; a drop in elevations takes place towards the central portion of the lot, resulting in slopes gradients no exceeding 50% and slope heights varying from 1.0 m to 2.0m as seen in the topographic map shown in Figure 3.

A small a small water course traverses the lot from the center of the west property line towards the center of the south property line, approximately, and discharges into the city's storm system.

Due to the gentle topography, the soil characteristics and good vegetation coverage, no signs of soil instability or erosion are present over the property.

4.3 Subsoil Condition

Based on the Test Holes excavated, the soil units exposed are consistent with those described by the geologic map reviewed and can be summarized as follows:

a. TOP SOIL & RANDOM FILL – Top soil varies in thickness from 0.3 m to 0.6 m; random fill, 1.2 m thick, found at TH-3 only. This layer overlies (b) or (c)

b. CLAYEY SILT – Soft consistency; found at TH-3 only; 0.6 m thick, overlying (c)

c. TILL – Very stiff, moist/wet, clayey silt; some fine sand seams observed at TH-4.

No water table or groundwater seepage was observed at the depth of investigation.

The detailed description of the soils at the Test Holes is shown below. The depths are measured from the top of the ground surface at each location.

Test Hole TH-1:

From 0.0 m to 0.6 m	Top soil
From 0.6 m to 1.5 m	Very stiff, moist/wet, mottled, light brown clayey silt
	End of Test Hole at 1.5m

No groundwater or water seepage observed at the depth of investigation.

Test Hole TH-2:

From 0.0 m to 0.6 m	Top soil
From 0.6 m to 1.5 m	Very stiff, moist/wet, mottled, light brown clayey silt
	End of Test Hole at 1.5m

No groundwater or water seepage observed at the depth of investigation.

Test Hole TH-3:

From 0.0 m to 1.2 m	Random fill
From 1.2 m to 1.8 m	Soft, wet, clayey silt
1.8 m	Very stiff, moist/wet, mottled, light brown clayey silt
	End of Test Hole at 1.8m

No groundwater or water seepage observed at the depth of investigation.

Test Hole TH-4:

From 0.0 m to 0.3 m	Top soil
From 0.3 m to 0.9 m	Stiff, moist/wet, mottled light brown clayey silt

From0.9 m to 1.5	Very stiff, moist/wet, mottled, light brown clayey silt
	End of Test Hole at 1.5m

No groundwater or water seepage observed at the depth of investigation.

Test Hole TH-5:

From 0.0 m to 0.6 m	Top soil
From 0.6 m to 1.5 m	Very stiff, moist/wet, mottled, light brown clayey silt
	End of Test Hole at 1.5m

No groundwater or water seepage observed at the depth of investigation.

5. Geotechnical Hazard Assessment

5.1 Area of Interest

The primary area to be assessed corresponds to the portion of terrain within the boundaries of the parcel identified in Section 1 of this report.

5.2 Methodology

The identification of geotechnical hazards was carried out based on the guidelines presented in the Hazard Acceptability Thresholds document (Cave, 1993). Slope stability analysis were carried out following the guidelines of APEGBC (2010). The methodology adopted to estimate the probability in this study is of qualitative character based on our field observations and desktop review.

5.3 Hazards

Seismic Hazard & Seismic Site Response

Based on the soil condition assessment and geological information reviewed for the site, the Site Classification for the structural design of the proposed building is C – "Very Dense Soil and Soft Rock" per the BC Building Code (2012).

Per the National Building Code of Canada (NBC 2010, Division B, Appendix C – Seismic Hazard), the parameters used to represent hazard for a specific geographical location are the 5%-damped horizontal spectral acceleration values for 0.2, 0.5, 1.0 and 2.0 second periods and the horizontal Peak Ground Acceleration (PGA) value that have a 2% probability of being exceeded in 50 years.

The Peak Ground Acceleration and spectral values -for Site Class C- to be used in the structural design for the 2% probability of exceedance in 50 years as provided by National Resources Canada (http://www.earthquakescanada.nrcan.gc.ca) are:

PGA = 0.46
Sa(0.2) = 0.928
Sa(0.5) = 0.623
Sa(1.0) = 0.316
Sa(2.0) = 0.167

Amplification factors Fa and Fv to be determined based on the above parameters and Site Classification, per the BC Building Code 2012.

Small Scale, Localized Landslides

Based on the topographic characteristics of the site and geomechanical properties of the soils present, the potential for small scale, localized landslides is non-existent and the assigned probability of occurrence is << 1:10,000 (See Table 1 for comparative purposes).

Table 1. Indicative Measures of Landslide Likelihood (Australian Geomechanics Society, 2000)

Level	Descriptor	Description	Indicative Annual probability
A	Almost Certain	The event is expected to occur	$> \approx 10^{-1}$
B	Likely	The event will probably occur under adverse conditions	$\approx 10^{-2}$
C	Possible	The event could occur under adverse conditions	$\approx 10^{-3}$
D	Unlikely	The event might occur under very adverse circumstances	$\approx 10^{-4}$
E	Rare	The event is conceivable but only under exceptional circumstances	$\approx 10^{-5}$
F	Not Credible	The event is inconceivable or fanciful	$< 10^{-6}$

Other Hazards

Other potential geotechnical hazards including mountain stream erosion or avulsion, debris flow / debris torrent, debris flood, rockfall, major catastrophic landslide and liquefaction were considered in our assessment and are deemed to be inexistent in this property.

6. Discussion and Recommendations

6.1 General

Based on the geotechnical assessment of the subject site, it is our professional opinion that the construction of the proposed building is feasible from a geotechnical point of view provided that the recommendations presented below are followed.

6.2 Hazard Assessment

Based on the estimated likelihood of the hazard events described above, it is Cornerstone's professional opinion that the land may be used safely for the use intended provided that the recommendations described below are implemented. The above is based on the comparison of the assigned probabilities of occurrence of the hazards assessed to the Cave (1993) acceptability criteria.

6.3 Site Preparation

Top soil, fill, and any other deleterious or soft soils must be removed prior to construction of building footings or grading fills if necessary. The foundation soil must be inspected and approved by the geotechnical engineer prior to construction.

It is anticipated that due footings will be founded on the native till-deposits or on structural fill in case grading fills are required.

Temporary excavations into the stiff or very stiff glacial deposits can be carried out at a maximum inclination of 0.5H:1V (H=horizontal; V=vertical); excavations into fill or soft soils must be carried out at 1.5H:1V. Excavations at depths larger than 1.8 m must be supervised by a qualified geotechnical engineer.

If fills are required for grading purposes, structural fill compacted to a minimum density of 100% Standard Proctor Maximum Dry Density (SPMDD) must be placed under the supervision of the geotechnical engineer. The structural fill must extend to a minimum horizontal distance beyond the outer edge of the perimeter footings equal to the greater of: (i) two times the footing width or (ii) the thickness of the structural fill. Fill must be placed in 300 mm (1 ft.) thick loose lifts when compacted using large compaction equipment such as vibrating rollers. Lift thickness must be reduced to 150 mm in smaller plate compactors are used.

Cornerstone must approve the structural or grading fill prior to its use; it shall consist of sound, durable, well graded granular material, free of earth lumps or deleterious materials, with a maximum size of 75 mm and fine contents (material passing sieve 0.075 mm/No. 200) less than 12% and plasticity index measured on the fraction of soil passing sieve No. 40 lower than 6 percent.

Proctor compaction testing must be carried out on representative samples of any structural fill prior to its use in the project and the results submitted for Cornerstone's review.

Although no underground water or water seepage was observed during our subsoil investigation, a geotechnical engineer must inspect the excavation for basements and assess the need for permanent drainage measures.

A 100 mm min. thickness layer of granular material containing not more than 10% of material passing a 4 mm sieve, placed on top of the native foundation material, must be installed underneath Slabs-on-grade; a 0.15 mm poly vapor barrier must be installed in between the granular fill and the slab.

Roof and surface runoff water from yards and other areas must be collected and discharged into the storm system.

Due to the low permeability of the till-like soils present at the site, infiltration of storm water through rock pits is not feasible. The estimated percolation rate of these materials is greater than 120min/2.54cm.

6.4 Bearing Capacity

Footings founded on the native, very stiff till or on structural fill or, can be designed based on a factored bearing pressure (ULS condition) of 150 kPa (≅3,000 psf), for a resistance factor φ of 0.5. The serviceability (SLS condition) bearing pressure is 100 kPa (≅2,000 psf.).

This above allowable bearing pressures do not consider the effect of load inclination or proximity of the footings to the slope edge.

Strip footings must have a minimum width of 450 mm (18 in.) and pad (square) footings must have a minimum width of 900 mm (3 ft.), or larger as required by the structural engineer recommendations. A minimum burial depth of 450 mm must be provided for frost protection.

7. Review and Inspection

We recommend retaining Cornerstone Engineering to conduct the following activities:

- Review of final lot grading plan and foundation layout
- Excavation and foundation soil review

8. Limitations and Closure

The recommendations provided in this report are based on the analysis of the results of the subsoil investigation and geomorphological conditions of the site and our engineering judgement. Due the variable nature of the subsoil and limitations inherent to the subsoil investigation, unexpected conditions may be found; Cornerstone Geo-Structural Engineering must be informed by the client in this event to conduct the necessary reviews. This report has been prepared in accordance with general accepted engineering practice for the exclusive use of the client for the purposes stated. No other warranty, expressed or implied is made.

Reviewed,

PROFESSIONAL PROVINCE OF G. A. CAJIGAS SILVA # 36878 22 JAN 2018 BRITISH COLUMBIA ENGINEER

PROFESSIONAL PROVINCE OF J. E. SILVA GUTIERREZ # 32020 BRITISH COLUMBIA ENGINEER

German A. Cajigas Silva, M.Eng., P.Eng.
Senior Geotechnical Engineer

Jorge Silva, P.Eng.
Principal

APPENDIX 1. ATTACHMENTS

- Figure 1. General Site Location
- Figure 2. Proposed Lot Layout and Approximate Location of Test Holes
- Figure 3. Site Topography (From PoCo Map)

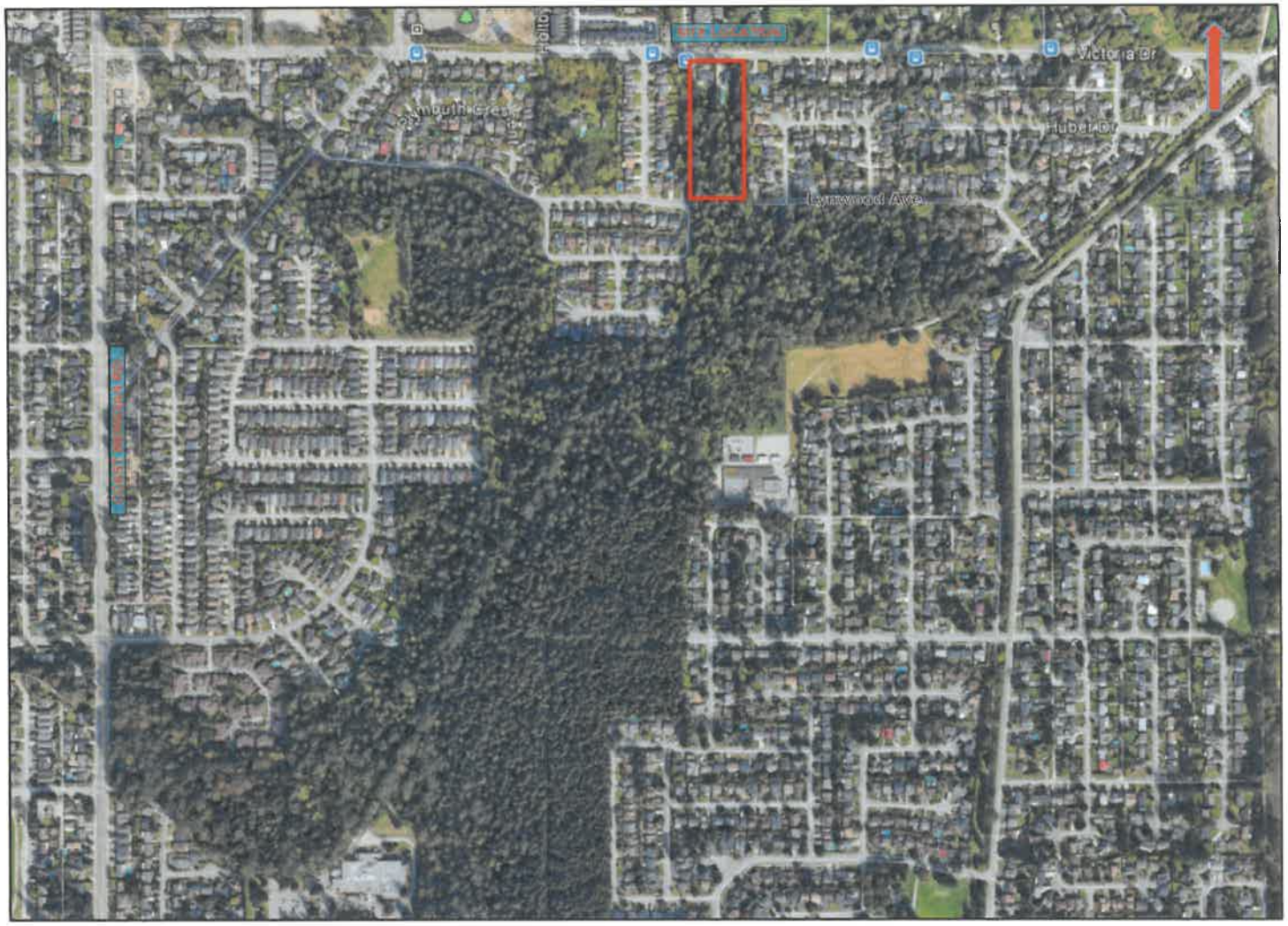
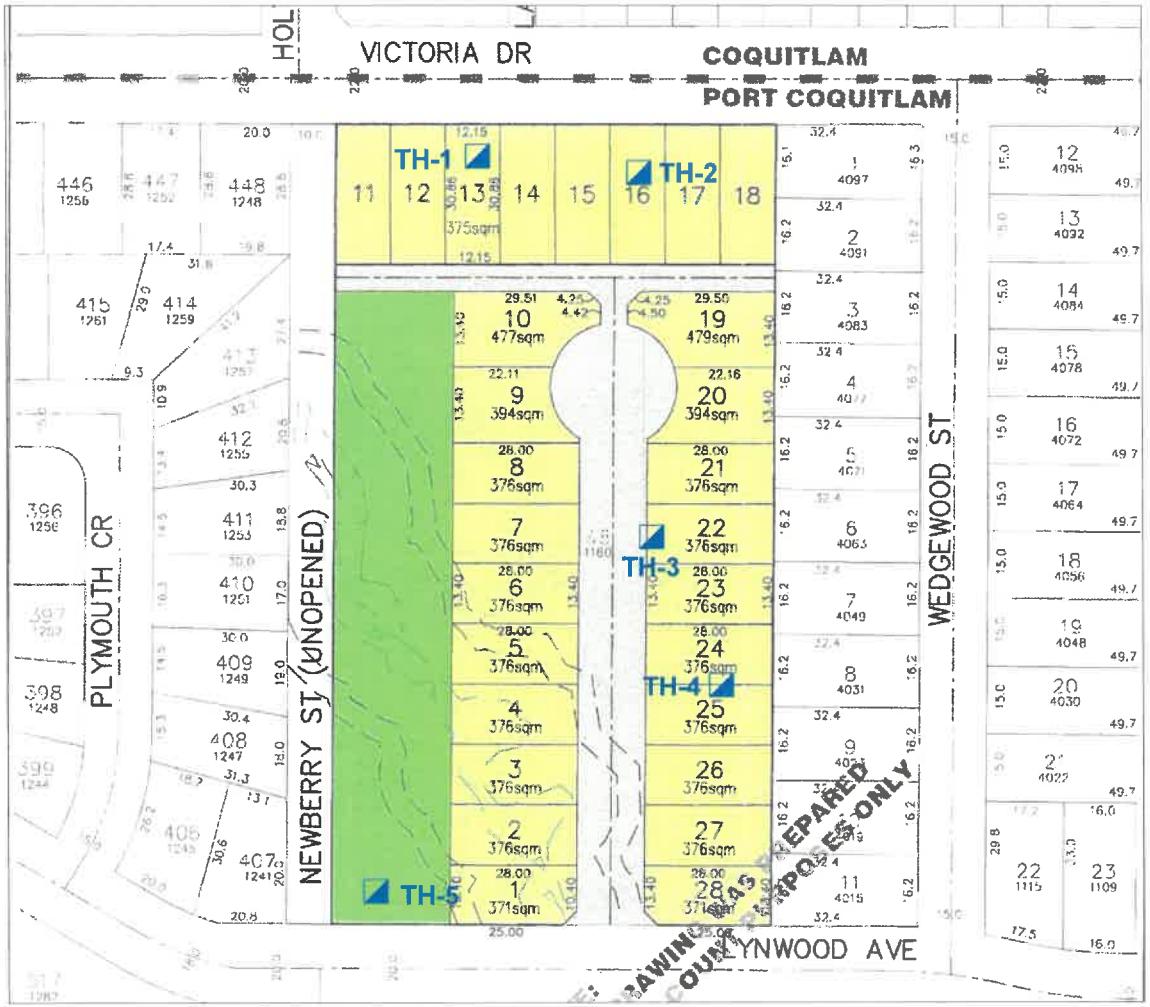


Figure 1. General Site Location (NTS – Taken from Google Earth)



CORNERS ONE
GEO-STRUCTURAL ENGINEERING LTD
1B-30508 Great Northern Avenue
Abbotsford, BC, V2T 6H4
Phone/Fax : (604) 746 5070
Cell phone : (778) 928 7589
Email: cornerstoneng@shaw.ca
PROFESSIONAL SERVICES BUILT UPON THE ROCK

FIG. 2 PRELIMINARY LOT LAYOUT

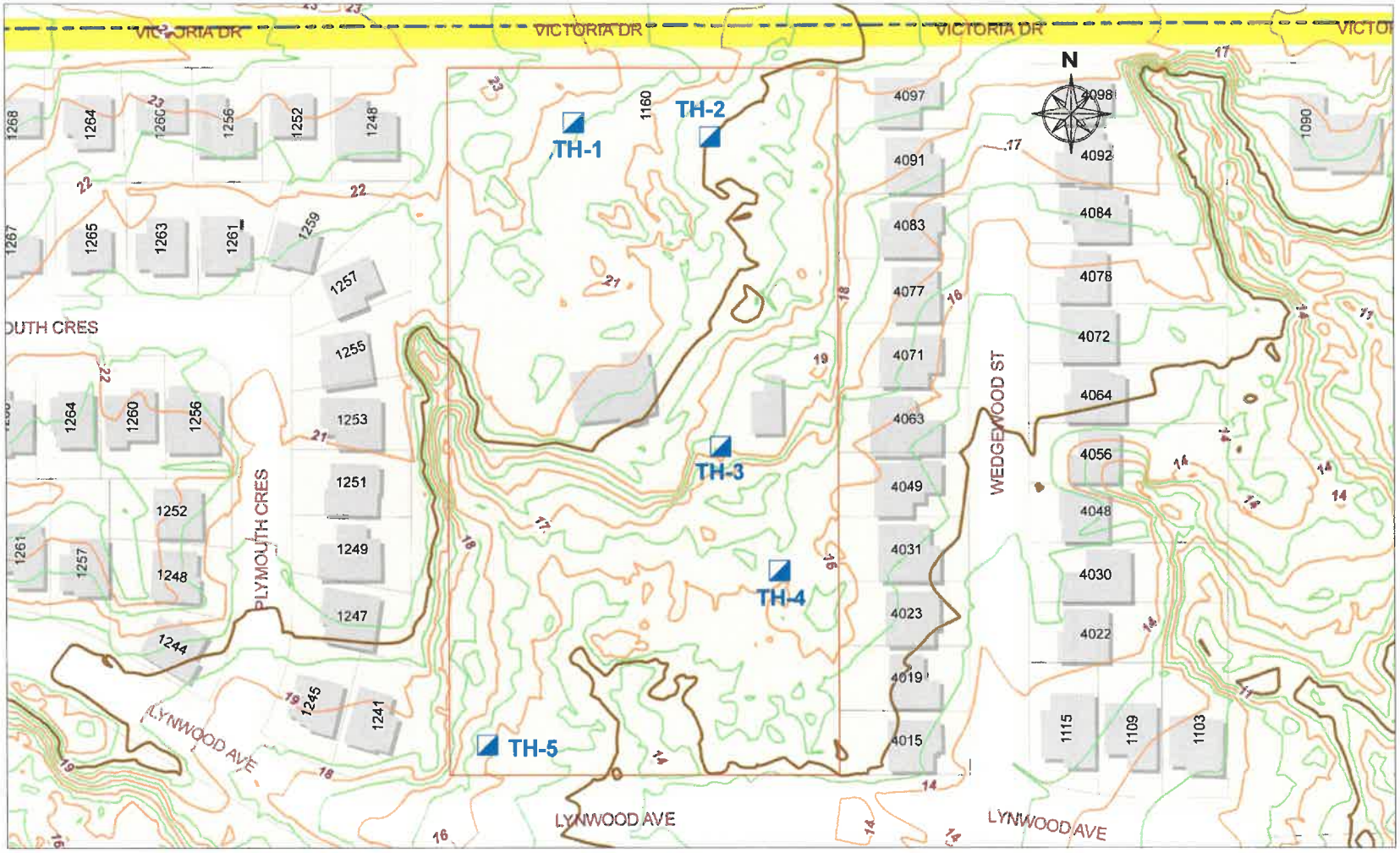
SITE: 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

CLIENT: F.A.R. GROUP

Drawn: German Cajigas | Date: January 22, 2018

Revised: Jorge Silva | SCALE: 1:1000 | 1/1

REVISIONS	
0	ISSUED FOR BUILDING PERMIT



APPROXIMATE TOPOGRAPHY FROM POCO MAP

CORNERSTONE
GEO-STRUCTURAL ENGINEERING LTD
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Cell phone : (778) 928 7589
Email: cornerstoneng@shaw.ca
PROFESSIONAL SERVICES BUILT UPON THE ROCK

FIG. 3 SITE TOPOGRAPHY

SITE: 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

CLIENT: F.A.R. GROUP

Drawn: German Cajigas

Date: January 22, 2018

Revised: Jorge Silva

SCALE: 1:1000

1/1

REVISIONS	
0	ISSUED FOR BUILDING PERMIT

2022 Supplementary Project Information

SUPPLEMENTARY PROJECT OVERVIEW

STREAM REALIGNMENT & ENHANCEMENT
at 1160 Victoria Drive, Port Coquitlam, BC
Proponent: RBD Victoria Inc. & GRD Victoria Inc.

1. OVERVIEW

Phoenix Environmental Services Ltd. (Phoenix) has been retained by RBD Victoria Inc. and GRD Victoria Inc. (the proponent) to provide Qualified Environmental Professional services in support of a proposed 25 lot residential subdivision at 1160 Victoria Drive, Port Coquitlam, BC (the site). The site is currently occupied by a single-family dwelling, barn, and areas of lawn and gardens, and also contains part of a non-fish-bearing unnamed stream. The stream originates at a storm outlet in the unopened road allowance west-adjacent to the site, before flowing southeastward into the southern portion of the site and then into a storm sewer inlet at Lynwood Avenue to the south of the Site.

Modifications to the stream are proposed in order to facilitate development at the site and to enhance fish habitat. The proposed modifications, supported by the City of Port Coquitlam (the City), involve realigning the stream along the western edge of the site, which will include the City dedicating the road allowance as park area. The stream on site, which is currently non-fish-bearing, will be made accessible to fish through installation of a fish-passable culvert beneath Lynwood Avenue, and the creation of a new channel directing flows from the on-site stream to Watkins Creek, within Hyde Creek Nature Reserve. There will be no net loss of aquatic or riparian habitat associated with this realignment, and it is expected to result in an increase in fish-bearing area. The proposed realignment is considered the most appropriate option that will result in both enhanced fish habitat and increased residential density, and the design seeks to minimise impacts as much as possible (e.g. retaining riparian trees where possible, shortest possible fish-passable culvert, completing instream components as quickly as possible and during dry weather in reduced-risk window).

This Supplementary Project Overview has been prepared in support of the proposed stream realignment and enhancement, and is intended to provide a summary of pertinent information for authorisation applications under the BC Water Sustainability Act and Canada Fisheries Act. An Environmental Impact Assessment has also been prepared by Phoenix, dated December 23, 2020, which has been used to inform the design of the proposed work. Consultation with local residents and members of Hyde Creek Watershed Society (HCWS) has been initiated, and the HCWS President and Director are in general support of the project.

The proposed stream modifications are not expected to impact habitat downstream of the works nor alter groundwater connectivity. The proposed works are not expected to negatively impact nearby stakeholders or downstream licensees. Works will be conducted on the site and on City land (unopened Newberry Street road allowance, Lynwood Avenue, Hyde Creek Nature Reserve), and the City is in full support of the proposed development plan. The proposed development is considered to serve the public interest through provision of housing from subdivision of existing disturbed lots, consistent with identified needs in the City's OCP, and through enhancement of fish habitat.

1.1. Proposed Works

Please see the attached Development Plan, Grading Plan, and Servicing Plan for details of the proposed residential subdivision and associated infrastructure. Please refer to the attached Habitat Balance Plan, the Stream Restoration Plan, the Riparian Planting Plan, and the Stream Plan, Profile, and Sections drawings for details regarding the stream modifications.

The proposed development of the Site entails construction of 25 single-family residential lots accessed by new streets within the Site extending from Lynwood Avenue at the south edge of the Site. The Site will be re-graded to meet existing elevations at Victoria Drive to the north, the unopened Newberry St. road allowance at the northwest edge of the Site, and the existing rear yards of the adjacent single-family residential lots to the east along Wedgewood Street.

Storm sewers will collect stormwater runoff from the proposed new lots and convey stormwater from the Site into the existing 450 mm diameter City storm sewer within Lynwood Avenue. This small storm sewer network discharges to a Hyde Creek tributary that originates at the storm outfall within 3940 Ambleside Close. As the proposed stream modification will redirect the on-site stream flows to Watkins Creek, this represents a reduction of flows to the 3940 Ambleside watercourse. However, as the proposed development at site will direct to this watercourse stormwater from the residential development and any groundwater that is intercepted by foundation drainage, there is not expected to be a significant reduction in flows to this short tributary.

The existing stream on site is first contained within a north-south oriented ravine before turning southeastward upon leaving the ravine, shortly after forming braided channels at a location with groundwater seepages, and finally entering the Lynwood storm sewer. The stream realignment on site involves retention of the ravine section and modification of the channel south of the ravine to a north-south orientation, slightly offset from the ravine alignment to retain a mature cedar grove and to provide setbacks on the subject site (i.e. no new setbacks will be imposed on neighbouring residential properties). Although the ravine section of stream will remain, a split-flow manhole will be installed upslope of the ravine to divert some of the flows and create a new channel running broadly parallel to and east of the ravine, with a confluence of the two channels located as the ravine opens up.

A fish-passable culvert, including baffles and embedded gravels, will be installed from the realigned stream to a new channel extending from Watkins Creek to Alderwood Avenue. The culvert alignment is constrained by sanitary pup station infrastructure and other underground utilities, and the proposed alignment is deemed to be the shortest possible. The fish-passable culvert will be 47.51 m long and will have a slope of 2.0 %. The new channel within Hyde Creek Nature Reserve has been proposed based on existing topography and minimising impacts to existing trees.

The stream will feature enhancements intended to improve habitat for the fish expected to use this new stream section: particularly coho and chum salmon that have known spawning locations above the Watkins confluence with Hyde Creek. The stream design incorporates pools and riffles, boulders and coarse woody debris, and the cross-sectional morphology will increase stream depth at low flows. Tailing and outfall pools of 1.0 m or deeper than culvert inverts will be constructed. Riparian enhancements involve planting native shrubs and trees to improve insect drop, leaf litter, and shading over the stream.

The proposed stream modifications on site and within the unopened road allowance (i.e. excluding the short new channel to be created on Hyde Creek Nature Reserve) will result a net quantitative gain of both aquatic and riparian habitats, and are expected to result in considerable qualitative improvements to fish habitat. The area of aquatic loss of 581 m^2 (the southeast-oriented existing section of stream, predominantly braided and including groundwater seepages) will be offset by an aquatic gain of 856 m^2 (realigned channel at southwest of site and new channel from flow-split manhole), resulting in a 275 m^2 net gain. Based on the applicable municipal protected riparian areas of 15 m above top of bank, a calculated loss of 1623 m^2 of riparian area (the riparian area surrounding the braided channels and groundwater seepages) is offset by a gain of 1963 m^2, resulting in a net gain of 340 m^2 riparian area.

Although the proposed stream modifications involve the infill of a small area with seasonal groundwater seepages, the grading of the site and the elevation of the realigned stream channel is expected to result in groundwater in the site being intercepted by the realigned stream channel or, for the eastern portion of the site, drained by foundation drainage to the storm sewer that currently drains the existing stream.

As a result of the realignment Watkins Creek will receive flows from the on-site watercourse that currently drain to the 3940 Ambleside watercourse. Although both ultimately flow into Hyde Creek, this change will result in a section of Watkins Creek and Hyde Creek receiving an increase in flows. Because the catchment of the on-site watercourse is relatively small (i.e. small groundwater seepage on site and stormwater from residential lots on the south of Victoria Drive to the west of site), the redirection of these flows is not expected to result in impacts (e.g. increased erosion or flooding) to the natural channels of Watkins and Hyde Creek. As stormwater falling on the subject site and groundwater intercepted by foundation drainage will be directed to the 3940 Ambleside watercourse, the reduction in flows in this small tributary due

to redirecting the on-site watercourse will be mitigated and is not considered likely to result in a significant impact.

Instream Works

To construct the proposed new stream and realigned stream, much of the new stream alignment will require excavation below existing ground surfaces. The excavation depth for the new channel at the north is around 2 m, while that along the realigned stream in the south part of the Site is shallower. Along the southern realigned channel section, there will be a defined stream channel top of bank and beyond the new stream top of bank, there will be graded slopes that are flatter than 3H:1V to meet the existing grades along the west edge of the Site. Environmental protection will include commonly applied best management practices (BMP) for instream works such as adherence to low-risk construction timing windows (August 1 – September 15), conducting works in isolation of flowing water and during dry weather, and typical ESC measures. Long term environmental protection will be achieved by dedicating the stream and the 15 m from top of bank riparian habitats at the site to the City as natural area park, and by erecting fencing to limit encroachment from the new residential lots including during construction at the individual lots.

Isolation of flowing water at the stream on site can be achieved by plugging the stormwater outfall in the Newberry Street road allowance (or at the existing upstream manhole for installation of the new flow-split manhole) and bypass pumps can discharge to the existing stormwater inlet at Lynwood Avenue to avoid erosion. As the works are to be conducted in late summer, the seasonal groundwater seepages, likely formed by telluric seepage above the fine-textured native soils (clayey silts and firm till), are not expected to be actively discharging at the time of instream works. Should it be necessary, small sumps can be excavated such that any flows are able to be pumped to the Lynwood storm inlet.

Although the proposed alignment was chosen to minimise impacts to trees, several trees will require removal and other vegetation will be stripped for the work. No trees or vegetation should be removed between March 1 and September 1. Should removal of trees or vegetation during this period be unavoidable, a bird nesting survey will be conducted by Phoenix with particular focus on habitat features used by species-at-risk relevant to the site (see Habitat section, below, for further information). Excavation, fill, and grading will then proceed with the channel being dressed and disturbed soils being covered with straw and seed as works progress.

Construction of the new channel from the fish-culvert to Watkins Creek will also require isolating a small section of Watkins Creek so that the new channel can tie into the existing stream. Prior to any work within Watkins Creek a precautionary fish salvage will be conducted and the work area isolated with mesh exclusion fencing. The work will be conducted within a period of dry weather in August/September when Watkins Creek has low flows, and cofferdams will be installed within Watkins Creek to isolate the area of bank that will be modified, with

bypass pumps available to direct flows around the work area as necessary. A skilled operator and a small excavator will be used to carefully pull back the low bank of Watkins Creek without disturbing areas outside of the new watercourse. The new confluence will be graded, with its channel stabilised with cobble and any disturbed soils protected with erosion-control blankets or dense straw and seed. A cofferdam will then be installed immediately upstream of the new stabilised confluence such that works can continue upslope in isolation of Watkins Creek (note that no flows will be directed here until after installation of the culvert and completion of the on-site stream realignment). The Watkins Creek cofferdams will then be removed with any disturbed areas manually restored. Work will progress toward the location of the new fish-passable culvert, and the stream channel and riparian areas will be fully stabilised and dressed as works progress.

Environmental monitors will be present during the set-up, prior to reintroduction of flows, and any other environmentally-sensitive activities (Watkins Creek and riparian area, fish-passable culvert installation, creation of pools, weirs etc.), and will provide guidance throughout the instream works. The project arborist will be present for any work that is to occur within the dripline of retained trees. Should any dewatering be necessary during the works, turbid water will be pumped to on-site ESC facilities or to established vegetation away from watercourses. Spill kits will be maintained on site at all times.

2. SUPPLEMENTARY STREAM DESCRIPTION / INFORMATION

Phoenix have conducted field and watercourse assessments at 1160 Victoria Drive on November 20. 2017, April 12, 2018, and March 5, 2019. An arborist assessment was conducted by Stickleback Environmental on December 27 and 28, 2017. A geotechnical assessment was completed by Cornerstone Geo-Structural Engineering Ltd. on January 9 and 12, 2018.

The Site is 1.73 hectares in size and comprises one legal lot at 1160 Victoria Drive in Port Coquitlam. The Site is located at the northern boundary of Port Coquitlam. Properties and services to the north fall under the jurisdiction of Coquitlam. The Site is occupied by a single-family residential dwelling with a detached garage and a pool. There is also a small horse stable/barn to the east of the residence along the eastern property boundary. The Site is currently zoned RS3 (to accommodate and regulate detached dwellings on large lots with at least 30 m wide lots). The Site is bounded to the east, west and south by residential lots zoned RS1 (to accommodate and regulate detached dwelling units on lots that are at least 15 m wide).

To the southwest of the Site is Hyde Creek Nature Park. Within Hyde Creek Nature Park, Watkins Creek extends from the northwest at Apel Drive and flows east towards the Site coming to within 60 m of the southwest corner of the Site. Watkins Creek then turns south and conveys flows into Hyde Creek which flows into De Boville Slough which in turn drains to the Pitt River. Watkins Creek is classified and mapped (PoCoMAP) as a permanent, fish-bearing stream. To the

north of the Site is predominantly residential multi-family homes (townhouses) and an Elementary School in Coquitlam.

The Site topography is gently sloping to the south with a small east-west slope bisecting the Site approximately midway. The materials underlying the area consist of Vashon Drift and Capilano Sediments (VC) including lodgement and minor flow till, as per the Geological Survey of Canada Map 1484a. The soils at the site were described in the geotechnical assessment report as topsoil underlain by till described as very stiff, moist/wet, clayey silt, with the exception of one test pit (TH-3) where soils consisted of random fill underlain by soft clayey silt which is underlain by the till type described above. No groundwater or seepages were encountered during the geotechnical investigation, with test pits typically terminated at 1.5 m depth below ground surface and within the very stiff, moist or wet clayey silt. Based on this information, it is expected that the seepage feeding the stream is a seasonal telluric seepage within the surficial soils.

Stream Overview

The Site is within the drainage catchment area (i.e. watershed) of Hyde Creek. Hyde Creek (Watershed Code: 100-026700-07200-97700) is a permanent fish bearing stream under Port Coquitlam's Watercourse Protection classification system. Hyde Creek supports 6 species of salmonids including coho salmon (Oncorhychus kisutch), chum salmon (O. keta), pink salmon (O. gorbuscha), Chinook salmon (O. tshawytscha), cutthroat trout (O. clarkii), and both rainbow and steelhead trout (O. mykiss), as well as other fish species (e.g. Lamprey, sculpin, and threespine stickleback). Hyde Creek is one of the primary drainage catchments in Port Coquitlam.

The unnamed subject stream enters the Site from the western property boundary via a storm sewer outfall extending south from Victoria Drive. The stream conveys stormwater flows from a 450 mm concrete storm main, located to the west of the Site, across the southwestern corner of the Site and drains into the storm sewer system to the south of the Site through a 375 mm concrete culvert at Lynwood Avenue. This storm sewer network discharges at 3940 Ambleside Creek into a small tributary of Hyde Creek.

The unnamed stream at the Site is shown in PoCoMap as a storm ditch (non-permanent, non-fish bearing). However, based on field observations by Phoenix in November 2017, it has been determined that the existing unnamed watercourse at the Site should be classified as Class B stream (permanent, non-fish-bearing). The existing unnamed stream has been observed by Phoenix to be flowing in November 2017 and April 2018, as well as during a Site visit on March 5, 2019 after a period of 7 days with no rain (as per City of Coquitlam Rainfall Monitoring – Flow works – Burke Mountain Rain Gauge). During the Site visit on March 5, 2019 flow volumes in the stream appeared to be larger towards Lynwood Avenue than at the storm sewer the head of the ravine, indicating that the stream is also groundwater fed. There were also

groundwater seepages observed along the east side of the low-lying reach of the stream in the south-central area of the Site.

The northernmost reach of the unnamed stream is confined within a steep-sided ravine within the adjacent unopened (Newberry St.) road allowance to the west of the Site. The stream flows south and slightly east within the ravine until it crosses the western property line of the Site where the ravine condition ends. The stream appears to have been diverted by a large boulder and adjacent slope to the south causing the stream to bend and flow southeast across an area with fairly flat topography.

Within the Site, the stream meanders for approximately 75 m, and then the channel becomes braided for approximately 40 m before rejoining to a single channel and passing over an apparently constructed boulder weir. Beyond the weir, the stream channel becomes braided again for approximately 45 m and once again rejoins to a single stream channel for approximately 30 m before passing through a headwall into the storm sewer system at Lynwood Avenue. There are multiple seepages near where the stream channel is braided that convey groundwater into the stream and contribute to the flows. There are indications of higher flows along the stream within the low-lying areas. However, the high flow events do not appear to be substantially variable; that is, the stream at the Site appears to have relatively stable baseflows. While having a storm sewer source of flows, in addition to groundwater-based low flows, the higher velocity and volume flows associated with storm events has not scoured a deep stream channel; except near the storm outfall where the existing ravine slope on the west side has eroded and undermined an adjacent wood retaining wall. Rather, the stream channels throughout the Site are shallow (<30 cm bank height) with low flows around 5- 10 cm deep. The stream substrate comprises predominantly sand, silt and gravel with some scattered boulders and some areas of high silt/organics, particularly near the south end of the stream near the storm sewer inlet headwall at Lynwood Avenue.

The stream top of bank was observed by Phoenix to be between 0.5 m and 1.3 m wide and follows the stream channel, not the bottom of the slope along the east side as is indicated on the Land and Topographic Survey. However, there are two seepage zones adjacent to the stream and the east slope which are delineated as the top of bank on the topographic survey. These low-lying seepage areas are considered part of the stream.

The riparian vegetation within the ravine consists mainly of mature trees including Norway spruce, western red cedar, red alder, big-leaf maple, and western hemlock. The understory within the ravine is fairly sparse but is dominated by English ivy and yellow archangel with some sword fern.

The southern area of the Site is dominated by mature red alder and black cottonwood with some western red cedar, and big-leaf maple. There are large stands of hardhack to the south of the house and north of the unnamed stream. Along the unnamed stream channel within the Site there

is extensive reed canary grass. Some skunk cabbage has been observed within the stream channel towards the western property boundary. The remainder of the southern portion of the site is dominated by salmonberry thickets with some blackberry, particularly along Lynwood Ave.

Habitat Overview

The primary wildlife habitats on the Site are associated with the mixed mature riparian forest along the unnamed stream. There is some wildlife value in the overgrown agricultural area, the stable/barn, and the mature trees that are clustered in the northeast and northwest corners of the Site. An old barn swallow nest is present within the rafters of the stable/barn and there are several suitable trees on and near the site that offered suitable perching habitat for raptors, but with limited potential for nesting due to surrounding residential uses.

No mammals were observed during the site visit; however, upon speaking with the resident of the house to the southwest of the Site, raccoons, coyote, black bear and black-tailed deer have been observed using a wildlife trail that begins within the adjacent unopened Newberry Street road allowance at the south and follows the stream into the ravine area. The neighbour said that bear have been using the area heavily as a corridor between Hyde Creek Regional Park and areas to the north in Coquitlam. Phoenix observed evidence of bear scratching on a downed log along the wildlife trail. It is expected that the Site would also support or provide habitat for small mammal species (e.g. skunk, opossum, shrew, vole, bats) that are common within riparian forests and suburban areas.

Phoenix has reviewed the Ministry of Environment's (MOE) Conservation Data Centre (CDC) database of known and potential occurrences of provincially listed (i.e., red-listed or blue-listed) plant and animal species and federally listed species from Schedule 1 of the Species at Risk Act (SARA) and from the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) candidate list. No species at risk have been observed on the site during any of the site visits conducted. However, the intact barn swallow (*Hirundo rustica*) nest in the barn may be reused in subsequent years. Barn swallows are SARA-listed as Threatened and are Provincially Blue-listed. In addition, the site is approximately 3 km from a known occurrence of a different Blue-listed species, which may use the barn or other areas on site. This species-at-risk is considered sensitive and the CDC does not allow the release of information without confidentiality agreements in place. However, Phoenix has reviewed information regarding the occurrence data and has incorporated the following mitigation measures:

- Phoenix must attend site prior to any access, work, or demolition within the barn or other disused buildings on site, in order to confirm that no species-at-risk are present. It is recommended that demolition is conducted between September and May, commencing within 72 hours of Phoenix having confirmed the absence of species-at-risk.
- No trees or vegetation should be removed between March 1 and September 1. Should removal of trees or vegetation during this period be unavoidable, a bird nesting survey

will be conducted by Phoenix with particular focus on habitat features used by species-at-risk relevant to the site. Due to the ecology of the sensitive species-at-risk, it may not be possible to discount presence during a typical bird survey and, as a precaution, particular trees (determined by the QEP) may require protection even where positive identification of the species-at-risk are not possible. As such, removal of vegetation (particularly any large trees that must be removed) between September and March is strongly recommended to minimise potential disturbance and survey effort.

- To offset the loss of nesting sites caused by removal of the barn, artificial barn swallow nesting structures are to be built in or adjacent to the SPEA.
- Riparian planting will include native willow (*Salix spp.*), native cherry (*Prunus spp.*), and thimbleberry (*Rubus parviflorus*).

The riparian forest area and wetted portions along the unnamed stream could provide suitable foraging habitat for occasional use Great Blue Heron (Ardea herodias fannini), olive-sided flycatcher (Contopus cooperi), barn swallow (Hirundo rustica), and Band-tailed Pigeon (Patagioenas fasciata). Northern red-legged frog (Rana aurora) may use the stream for movement and foraging. The BC-CDC mapping tool also has been referenced to determine if there are any known species at risk occurrences or ecosystems of concern at or near the Site. No CDC mapped known occurrences of species and ecological communities at risk were reported on the Site. There is a polygon for green heron (Butorides virescens) approximately 850 m east of the Site. The Site does not offer suitable habitat for green heron. No aquatic species at risk or associated critical habitats are considered to be found or potentially found within a 1 km buffer surrounding the site, based on the DFO Aquatic Species at Risk Map.

The area surrounding the Site is characterised by a mixture of natural areas and residential areas. The natural areas are predominantly those associated with streams (in particular Hyde Creek Nature Reserve), but also include as-yet undeveloped lots within Coquitlam. The housing is generally single-family residential in Port Coquitlam (to the east, south, west) and multi-family residential in Coquitlam (to the north). Some older and larger residential lots remain in the area, including the subject site, but in general these lots are undergoing development to higher density housing. The subject site at its southwest and western edge, closest to Hyde Creek Nature Reserve, will be retained and enhanced as natural area and will include dedication of Newberry Street as a riparian area and wildlife corridor. Although wildlife travelling north-south to Hyde Creek Nature Reserve through the subject site must then pass through a residential/school area north of Victoria Drive, based on resident observations a variety of wildlife does use this corridor. As such, the dedication of riparian area as park land, associated with the proposed stream realignment, will protect this section of wildlife corridor in perpetuity.

2022 Construction Environmental Management Plan

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

RBD Victoria Inc. and GRD Victoria Inc.
1160 Victoria Drive, Port Coquitlam, BC

1. OVERVIEW

Phoenix Environmental Services Ltd. (Phoenix) has been retained by RBD Victoria Inc. and GRD Victoria Inc. (the proponent) to provide Qualified Environmental Professional services in support of a proposed 25 lot residential subdivision at 1160 Victoria Drive, Port Coquitlam, BC (the site). The following development activities at the site are environmentally-sensitive:

- Removal of existing structures and trees that may be used by Species at Risk;
- Realignment of an on-site stream, creation of new stream channels on site;
- Installation of a fish-passable culvert across Lynwood Avenue;
- Creation of a new stream channel to connect the fish-passable culvert to Watkins Creek (within Hyde Creek Nature Reserve); and
- Planting and maintaining riparian areas associated with the new and realigned stream channels.

The on-site stream is regulated under the Water Sustainability Act (WSA) and provides fish habitat value protected by the Canada Fisheries Act. No works are permitted within the on-site stream or its riparian area until authorised under the WSA. Disturbance to existing buildings and removal of large trees requires a QEP to confirm the absence of Species-at-Risk and active bird nests in the days preceding demolition, felling etc.

This Construction Environmental Management Plan (CEMP) is intended as a stand-alone document to outline the environmental protection requirements for contractors and others involved in the development. The CEMP details protection measures, best management practices, and contact information for the environmental management team.

2. ENVIRONMENTAL PROTECTION REQUIREMENTS

The proposed development involves removal of existing buildings (including a disused barn with indications of use by federally-listed (SARA) Threatened barn swallows), clearing of vegetation, regrading the site, realigning the on-site stream to the western edge of the site, installing a fish-passable culvert beneath Lynwood Avenue, creating a new channel (off-site) at Hyde Park Nature Reserve, and creation of the 25-lot subdivision including servicing. As many of these

activities have potential to impact fish and wildlife habitat, the restrictions below must be followed.

2.1. Construction Activities

The following restrictions apply to clearing of vegetation, demolition and disassembly of existing buildings. These restrictions are required due to the potential for ongoing use of the site by Species at Risk, including barn swallows and other species known by the BC CDC to use the area containing the site:

- Phoenix must attend site prior to any access, work, or demolition within the barn or other disused buildings on site, in order to confirm that no species-at-risk are present. It is recommended that demolition is conducted between September and May, commencing within 72 hours of Phoenix having confirmed the absence of species-at-risk.
- No trees or vegetation should be removed between March 1 and September 1. Should removal of trees or vegetation during this period be unavoidable, a bird nesting survey will be conducted by Phoenix with additional focus on habitat features used by species-at-risk relevant to the site. Due to the ecology of the sensitive species-at-risk, it may not be possible to discount presence during a typical bird survey and, as a precaution, particular trees (determined by the QEP) may require protection even where positive identification of the species-at-risk is not possible. As such, removal of vegetation (particularly any large trees that must be removed) between September and March is strongly recommended to minimise potential disturbance and survey effort.

The below restrictions apply to any work within the existing on-site stream, any work within its riparian area (15 m from top of bank), and any work within Hyde Park Nature Reserve:

- Prior to commencement of development on site, the riparian area associated with the on-site stream (15 m from top of bank) is to be surveyed and marked with stakes, boundary tape, or temporary (e.g. snow) fencing.
- Work within the on-site stream, within 15 m of its top of bank, and within Hyde Park Nature Reserve (i.e. new channel and culvert install) is to be scheduled for dry weather during the fisheries reduced-risk window of August 1 to September 15. The exception to this is for the use of the existing driveway for access (i.e. for demolition of existing buildings), and works within the existing roadway (Lynwood Avenue).
- ESC measures are to be installed outside of the on-site stream 15 m streamside setback area prior to any development on site. If the existing driveway is to be used to access the buildings to be demolished, silt fencing must be installed at the edge of the roadway to protect the stream. Loose sediment, turbid water, and any other pollutants must be prevented from entering streams throughout development.

- ESC measures are to be installed in advance of any works within Hyde Park Nature Reserve, including the fish-passable culvert installation. The ESC measures are to be installed at the direction of the QEP.
- The environmental monitor must attend Site and confirm absence of wildlife, salvaging if necessary, in advance of any work within the on-site existing stream. The environmental monitor must conduct a fish salvage in Watkins Creek prior to isolation of the work area for the confluence with the new channel.
- The environmental monitor will be present for all environmentally-sensitive operations (isolation of flows, work within Hyde Park Nature Reserve, culvert installation, reintroduction of flows etc.) and will provide input throughout the instream works. The environmental monitor has the authority to stop work.
- All works below top of bank are to be conducted in isolation of flows. Cofferdams will be installed and/or storm pipes plugged and flows are to be maintained downstream of the work area with bypass pumps.
- Whenever possible, machinery shall be operated from above top of bank and on existing paved surfaces (e.g. the existing roadway).
- The project arborist will be present for any work that is to occur within the dripline of retained trees.
- Should dewatering be required, turbid water is to be pumped to on-site ESC facilities or to established vegetation distant from watercourses.
- Storage of material, equipment, and machinery shall occur distant from the watercourses and on paved surfaces wherever possible.

2.2. Erosion and Sediment Control

Loose sediment, turbid water, and any other pollutants must be prevented from entering streams throughout development. An ESC Plan is to be developed and shall include:

- Silt fences are to be keyed in above top of bank of the existing stream (until modified under WSA authorisation) and above top of bank of the new sand realigned stream (once flows reintroduced).
- Stockpiling of soils or other erodible materials should be located more than 30 m from watercourses wherever possible. Should stockpiling near watercourses be necessary, the stockpiles are to be covered with anchored poly prior to rainfall and at the end of every day;
- Existing and new catch basins are to be protected (i.e. inlet silt sacks);

- Paved roads are to be frequently swept clean of tracked sediment to prevent tracking beyond the work area;
- Spare pumps should be maintained on Site. Should dewatering of excavations be required, turbid water must be pumped to detention ponds or to vegetated areas such that turbid water does not enter ditches. If a sump is excavated, the pump should be seated on ¾" clear crush.
- Washing of trucks or any materials or equipment that has been in contact with concrete must not be conducted within 30 m from ditches and at a designated area.
- Any disturbed soils should be covered with anchored poly or dense straw once the area is inactive and before the end of the day;
- Erosion control blankets may be required on the slopes of the new and realigned stream at the discretion of the ESC or environmental monitor.

Appointment of an ESC Monitor will be necessary to inspect ESC measures and report to the City.

2.3. Spill Management Plan

Please refer to the 2-page spill management plan appended to this document. The 'Spill Response' page should be displayed on Site such that personnel can properly respond to spills in the vicinity of watercourses.

2.4. Planting Plan

An area of riparian planting is required in association with the instream works. Planting works will involve:

- A field visit by the environmental monitor prior to riparian planting works to verify and flag planting areas.
- All invasive species (e.g. Himalayan blackberry) will be grubbed out and removed from the Site prior to plant installation. Should they occur on Site, noxious species (e.g. knotweeds) will be managed appropriately under the direction of the environmental monitor. Invasive and noxious plants are to be bagged prior to transport and disposed of at approved locations.
- Should invasive species be encountered, ongoing management of invasive species is expected to occur at least three times during the growing season for the duration of the maintenance and monitoring period.

- Planting should occur in fall to promote plant survival. Planting during winter or summer may require frost protection or a watering schedule (following recommendations of environmental monitor).
- Any alterations made to the planting plan (e.g. planting locations, spacing, substitutions), must be approved by the environmental monitor.
- Maintenance and monitoring of the planting area must be conducted for a minimum period of three years. Annual monitoring assessments and reports are to be provided by the environmental monitor and will include plant survival rates, presence of invasive species, condition of restoration works, and measures required to address any deficiencies or issues. Monitoring at a greater frequency may be required, at the proponent's expense and the discretion of the environmental monitor, to ensure success of the planting area.
- Maintenance and monitoring will no longer be required after three years if shrub/herbaceous survival rates exceed 80 %, tree survival rates are 100 %, and the area is free of invasive vegetation.

3. ENVIRONMENTAL MANAGEMENT TEAM – ROLES AND RESPONSIBILITIES

The Environmental Management Team will include the QEP/Environmental Monitor (EM), the Developer, the Project Arborist, the ESC Monitor, and the Contractor. A brief description of key team members, their general roles and responsibilities, and lines of communication, is as follows:

Proponent (RBD Victoria Inc. and GRD Victoria Inc.)

Contact: Glenn Richardson

Direct Phone:
Email:

- Owner (or representative of the owner) of the subject Site with overall responsibility for environmental compliance and supervision of General Contractor's performance in achieving and maintaining environmental compliance.
- Point of contact for General Contractor, Environmental Monitor, Project Arborist, and ESC Monitor
- Reviews and retains monitoring and/or construction inspection reports from EM, ESC Monitor, Project Arborist, and Project Engineer/Architect, and provides summaries as required to the Owner and Township including, where appropriate, the Parks Department.

General Contractor (TBD)

- Responsible for implementing environmental protection measures on-site, directly and indirectly through supervision of designated sub-contractors, as recommended and directed by Environmental Monitor, Project Arborist, and ESC Monitor.
- Coordinates and communicates with Environmental Monitor, Project Arborist, ESC Monitor and the Developer on implementation of environmental protection measures and provides recommendation on improving implementation.
- Reports directly to the Developer

Environmental Monitor (Phoenix Environmental Services Ltd.)

Contact: Ken Lambertsen, B.Sc., R.P.Bio - Senior Qualified Environmental Professional

Direct Phone: [illegible]
Email: [illegible]

- Supervise instream works (ditch infill, headwall installation) including conducting wildlife salvages.
- If required, provide songbird nesting surveys prior to any clearing works necessary between 1 March and 15 August.
- Supervision of installation and subsequent annual monitoring, for three years, the planting areas, including assessment of potential re-growth of invasive vegetation.
- Provide advice on best management practices for the mitigation and prevention of environmental impacts.
- Reports directly to the Developer.

Arborist (Stickleback Environmental Consulting Services)

Contact: TBD

Direct Phone: TBD
Email: TBD

- Designate and inspect the Tree Root Protection fencing installed by the General Contractor.
- Attend Site during excavation within 2.0 m of tree protection fencing, to review protection measures, undertake root pruning, direct low impact methods, and recommend BMPs.
- Supervise and inspect the planting of replacement trees where necessary.
- Reports directly to the Developer.

ESC Monitor (to be determined)

- Oversee and regularly inspect the implementation of ESC measures.
- Prepare ESC Monitoring reports for submission to the Township and provide copies to the Developer.
- Work with the General Contractor to respond to any appropriate changes or refinements to ESC measures as construction proceeds.
- Reports directly to the Developer.

4. ADDITIONAL CONTACTS

Land Owner – 1160 Victoria Drive (RBD Victoria Inc. and GRD Victoria Inc)

Land Owner – Roadways, Hyde Park Nature Reserve (City of Port Coquitlam)

Engineering (H.Y. Engineering Ltd.)

SPILL MANAGEMENT PLAN
1160 VICTORIA DRIVE – INSTREAM WORKS

This spill management plan outlines the spill avoidance and spill response plan associated with the proposed instream works (watercourse realignment, new watercourses, culvert install) at 1160 Victoria Drive and on adjacent City land. In general, the project is anticipated to have a low risk of spills. The greatest spill risk is likely associated with petroleum or antifreeze products leaking from vehicles or machinery operated above top of bank.

Spill Avoidance

The following risk mitigation procedures are recommended:

- All vehicles and machinery will be operated from above top of bank, using existing paved surfaces wherever possible.
- No refuelling will be allowed on unpaved surfaces or any surface within 30 m of any watercourse.
- No fuel storage shall occur within 30 m of any watercourse.
- No equipment maintenance or repair will be allowed within 30m of any watercourse. Any essential equipment maintenance or repair should occur as far as reasonably possible from watercourses.
- All waste liquids and products (filters, oily rags, etc.) will be removed from the Site on a regular basis by a duly-licensed contractor, and disposal records will be maintained.
- No concrete pours or washout areas will be present within 30 m of watercourses. Concrete use near to watercourses is limited to grouting and will be conducted during dry weather in isolated ditch sections. Any spilled concrete on site will be contained with earth berms and any material in contact with concrete will be properly disposed of.

Spill Kits

Spill kits are to be readily available in the vicinity of ongoing construction. At a minimum, each spill kit should contain sufficient hydrophobic absorbent material (e.g. oil absorbent pads and socks) to contain and clean up potential drips, leaks, or spills (e.g. ruptured hydraulic line), as well as gloves and heavy plastic bags to receive used absorbent materials and affected soils or wastes. Standard spill kits will contain the following, at minimum:

- 150 Absorbent Pads: 15" x 18" (Oil, Gas & Diesel)
- 50 Universal Absorbent Pads (Antifreeze and Non-Haz)
- 6 Absorbent Socks: 3" by 4'
- 4 Absorbent Socks: 3" by 8'
- 2 Linkable Absorbent Boom Sections: 5" by 10'
- 2 Oil Absorbent Pillows: 18" by 18"
- 1 Neoprene Drain Cover: 36" by 36"
- 1 Jar of Plug n Dike (Leak Stop): 1 Lb.
- 10 HD Hazmat Disposal Bags with Ties
- 2 Pairs of Nitrile Gloves
- 1 Spill Instruction Sheet
- 1 Laminated List of Contents

Any heavy equipment should be affixed with spill "boom" kits containing absorbent pads/socks, which may be used for "first response" in the event of a spill from the equipment.

Signage on each kit should identify the contents to ensure that kits are fully stocked. Signage should also be placed on-Site to identify the locations of the spill kits. The location and contents of spill kits must be regularly monitored to ensure they are fully stocked and easily accessible.

Spill Response

A list identifying the response personnel and their contact numbers should be posted at strategic locations on the Site, including at site offices and inside spill kits. The lists will be updated regularly to ensure they have the most current information:

Emergency Management BC / Provincial Emergency Program (Spill Reporting)	1-800-663-3456
Fisheries and Oceans Canada	1-866-845-6776 604-607-4186
WorkSafeBC	1-800-661-2112 1-866-922-4357 (after hours EMERGENCY) 1-604-273-7711 (after hours EMERGENCY)
Site Supervisor	*TBC* -
Environmental Monitor	604-880-4055

The following presents the immediate steps required in response to a spill:

1. Identify the severity of emergency and associated injuries and/or casualties;
2. Locate the source of the spill or emergency, the immediate area of risk and the potential for the situation to escalate;
3. Initiate evacuation procedures for non-essential personnel if needed;
4. Implement procedures for the protection of personnel, property and the environment;
5. Alert the emergency response services (911) if appropriate;
6. Alert the Emergency Management BC Spill Reporting Hotline;
7. Mobilize resources to isolate the hazard; and
8. Begin clean-up procedures once all imminent hazards have been mitigated.

Equipment and vehicles may be required to be moved in order to access a spill area and undertake clean-up; this should occur only after the risks of such moving work have been assessed and deemed acceptable.

All spills of any amount that enter, or are likely to enter, a watercourse must be immediately reported to the Provincial Emergency Response (PEP) Spill Reporting Hotline (1-800-663-3456).

Any material (e.g. soil) impacted as a result of a spill, as well as the spill abatement materials used, must be disposed of by a duly-licenced contractor, and disposal records will be maintained.

Site remediation may be required depending on a variety of conditions including but not limited to: the size of the spill, type of hazardous substance, time between release and containment, location of the spill. A contaminated site specialist shall determine whether or not site assessment and/or remediation is required.

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W hyengineering.com

April 1, 2021

Via E-Mail to sherrellb@portcoquitlam.ca and Mail

H.Y. ENGINEERING FILE: 174762
PORT COQUITLAM PROJECT: SUB00169

City of Port Coquitlam
Planning Department
#200 – 2564 Shaughnessy Street
Port Coquitlam, BC V3C 3G4

Attention: Mr. Bryan Sherrell, Planner 3

Dear Bryan,

RE: PROPOSED SINGLE-FAMILY SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

We are pleased to provide you with the following information and comments regarding the Neighbourhood Consultation Packages that were provided to the surrounding neighbourhood residents. A total of 98 Neighbourhood Consultation Packages (including one to the Hyde Creek Watershed Society) were mailed on Wednesday, February 17, 2021. Each package included the Proposed Subdivision Layout, Proposed Site Plan/Parking Plan, Proposed Habitat Balance Map and a Comment Sheet (incl. self-addressed, stamped envelopes). Per the covering letter, residents were requested to provide their comments by Sunday, March 14, 2021 to H.Y. Engineering Ltd. We received eighteen (18) comments by mail and nineteen (19) comments by email from the adjacent residents (please see attached).

The following outlines the comments and questions that were raised and our responses to address each of the items.

Access from Victoria Drive / Traffic and Safety
The main concern raised by the neighbours is regarding the existing traffic and safety conditions of the area including the blind curve on Lynwood Avenue and Alderwood Avenue, as well as sufficient width of the proposed road for access by emergency vehicles. The residents suggested that Lynwood Avenue is a busy road that poses an unsafe environment for children and pedestrians. They feel that the increase in traffic due to the proposed development will worsen the existing conditions. The residents suggested that the proposed road within the development should be a thru-road with an entrance and exit from Victoria Drive as well as Lynwood Avenue. Some residents also suggested

that access to the proposed development should be from Victoria Drive only, potentially at Victoria Drive and Holtby Street at the west side of the development (with a signalized intersection or pedestrian crosswalk), and that the access from Lynwood Avenue should be removed. Some also suggested implementing traffic calming measures such as: signage, speedbumps, signalization on Apel Drive and Lynwood Avenue, crosswalks on Lynwood Avenue and Victoria Drive on either side of the development, and sidewalk improvements on Lynwood Avenue.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments expressed concerns with potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Furthermore, the ultimate right-of-way for the proposed road is 15m. This is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles (including the proposed lane).

Two neighbours also asked about the proposed road and lane network and why a cul-de-sac is not required. To clarify, the lane is required to provide access to the lots fronting Victoria Drive. A cul-de-sac option was considered; however, the City's Engineering and Transportation Departments found it unfavourable to have a cul-de-sac with a tee at the end for safety and accessibility concerns.

With regards to the intersection at Holtby Street, there is an existing dedication for an unopened road (Newberry Street) continuing south, adjacent to the western property line of the development, following the same alignment as Holtby Street to the north on the Coquitlam side. This stretch of unopened road is currently being used by wildlife, and in order to retain the existing wildlife habitat, it was determined that this unopened road should be retained as a wildlife corridor through extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental Services) and the Hyde Creek Watershed Society. Additionally, the City has also previously advised that the anticipated additional traffic from the development would not be significant and of concern, and we believe that appropriate measures to address the traffic and pedestrian concerns can be addressed through the detailed design in coordination with the City.

Secondary Suites and Parking

Some neighbours expressed concerns that secondary suites would also worsen the existing parking issues of the area. However, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided, including a separate parking spot for secondary suites in addition to the four parking spots provided for each house. Therefore, secondary suite potential for these lots is not guaranteed. Each home will also provide a double car garage and double car driveway for a total of four (4) cars, and we believe that the proposed road will also be able to accommodate parking on both sides for a

total of approximately fifteen (15) cars. We believe that the parking provided for each house combined with the potential on-street parking along the proposed road will provide ample space to accommodate parking without impacting the surrounding area(s).

Hydrology and Drainage

Some neighbours expressed concerns regarding site hydrology, including floodplain, and water overflow and run-off from the subject site leading to overflow and pooling at the sidewalk and road at the southeast corner of the site, as well as increased stormwater flows from tree removal. The neighbours on Wedgewood Street also expressed concerns of displaced water from the development, pre (during) and post-construction, and from pre-loading. Some also expressed concerns of water seepage into their backyards due to a high-water table and underground streams located at the subject site.

With regards to hydrology, the on-site watercourse is fed by a storm main carrying flows from Apel Drive and Victoria Drive to the east, which extends south in the unopened Newberry Road dedication where it daylights and enters the site at approximately the mid-west portion. The on-site watercourse currently drains into a storm main on Lynnwood Avenue and is conveyed west to Alderwood, then south and east along Alderwood, and exits south into a park at the east side of Ambleside Close where it daylights and drains into Hyde Creek. Please note, no water table or ground water seepage was observed during the geotechnical assessment and testing.

With regards to Stormwater Management and Drainage, although natural features such as watercourses, riparian areas and landscaped areas do help with stormwater management and drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

Furthermore, a Geotechnical and Hazard Assessment Report, prepared by Cornerstone Geo-Structural Engineering, confirms the stability and feasibility of the proposed use of the site. Geotechnical Recommendations have also been provided for site preparation that will be followed, including recommendations for foundation footings, inspection of the foundation soil by the Geotechnical Consultant prior to construction and approval

of the type and amount of grading fill being used. The site will be regraded to establish a more even slope from north to south while maintaining the existing grades and elevations with adjacent properties. Additionally, due to the topsoil being underlain by very stiff clayey silt glacial till, we do not anticipate that pre-loading of the site will be required. It has also been confirmed the by Environmental Consultant that this composition of materials below the ground surface is also not conducive to underground streams. Furthermore, the site is also located outside of the flood plain areas identified by the City.

Displacement of Wildlife and Species at Risk

A few neighbours expressed concerns regarding the displacement of wildlife and species at risk and asked about wildlife mitigation measures. Others also expressed concerns regarding the concentration of wildlife in the wildlife corridor proposed for the unopened Newberry Street dedication to the west of the site.

An Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental Services which includes an assessment of wildlife habitat features at the site, and an assessment of endangered or species at risk. The report notes that no raptor (hawk, owl, etc.) nests are present at the site. Existing streams and ravines, such as Smiling Creek and the watercourse at the west of the subject site (unnamed stream), are commonly used for wildlife movement corridors from which some animals may disperse for feeding opportunities. The EIA report includes a search of species-at-risk databases and notes that the riparian forest area and wetted portions along the unnamed stream could provide suitable foraging habitat for occasional use by Great Blue Heron, Olive-sided Flycatcher, Barn Swallow, and Band-tailed Pigeon. Northern Red-legged Frog may use the stream at the site for movement and foraging. An inactive Barn Swallow nest was observed in the barn and the EIA report suggests erecting artificial Barn Swallow nesting structures within the streamside setback area.

It should be noted that the proposed development is not proposing to shift and concentrate wildlife at the western portion of the site by incorporating a wildlife corridor in this area. Rather, the unopened road allowance located to west of the site is already being used as a wildlife corridor by bear, deer and other wildlife and will be retained in its current state further to extensive consultation with the City, the project Environmental Consultant and the Hyde Creek Watershed Society. Furthermore, we believe that the width of the unopened road allowance combined with the width of the riparian area will provide adequate space to maintain wildlife movement through the site, as well as mitigate and minimize wildlife displacement.

Land Use and Privacy
Some of the neighbours have expressed concerns that the proposed zone and lots are smaller and out of character with the surrounding properties, while some also suggested that clustered housing and coach houses should be considered for this site.

The proposed zone and subdivision layout have been prepared with consideration of the neighbouring properties to keep them as consistent as possible with the surrounding properties, while minimizing the variances required given the significant constraints imposed by the on-site watercourse and riparian area dedication. As illustrated by the attached Proposed Subdivision Layout drawing, the riparian area dedication, and the City's standards for the proposed road to access the development have resulted in a very limited developable area on either side of the road.

Due to these constraints, particularly to the lot depths, meeting the minimum lot area requirement of the RS-1 zone of the surrounding properties would require the proposed lots to provide widths of 20m or more, resulting in these lots being significantly wider and more out of character with the surrounding properties in the neighbourhood. Therefore, we believe that the RS-2 zone is more appropriate for this development to ensure that the proposed lots and houses maintain the character of the surrounding properties and neighbourhood as much as possible. Furthermore, there are also other RS-2 zoned properties in the surrounding area.

In addition to the above, the proposed development will respect the character of the existing homes in the neighbourhood. The proposed homes will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height and setback requirements of the zoning bylaw. To preserve privacy of the neighbouring properties, upper floor decks would be discouraged, and privacy fencing would also be installed along the side and rear lot lines, and shade trees would be planted in the rear and front yards.

Tree Removal and Replacement
Some of the neighbours have expressed that they would like to see the City's Tree Bylaw requirements being followed.

A Tree Evaluation Report has been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location, and species factors. Trees which are in conflict with the proposed development footprint, watercourse realignment, in poor health, or of little long term retention value are recommended for removal. Tree retention and replacement will also be considered during the Construction and Building Permit Stage of the project and additional trees will be retained where possible. Per the Tree Bylaw, a Tree Replacement Plan will be provided and contributions to the City's Green City Fund will be required in lieu of the replacement trees that cannot be accommodated on the proposed lots.

Construction Management and Erosion and Sediment Control (ESC)
Some of the neighbours expressed concerns of vibrations, dirt, and property damage during construction and tree removal. With regards to this concern, construction activities will be conducted using best practices and care to ensure that damage to neighbouring properties does not occur and will follow the recommendations provided by the project Geotechnical Consultant, Environmental Consultant and Arborist. Furthermore, the City mandates that developers and contractors carry liability insurance as specified by the City.

In addition to the Geotechnical Recommendations noted above, Environmental Recommendations as provided by the Environmental Consultant will also be followed including stabilization of exposed soils and Erosion and Sediment Control (ESC) measures during construction activities including site clearing, utilities installation and house construction to ensure that dust, debris, and stormwater from the construction works are managed on-site and do not impact the neighbouring properties or the existing watercourse. Tree management will be conducted as directed by the Project Arborist (Stickleback Environmental) and City Arborist, and Arborist recommendations will also be followed.

It is our understanding that although typical vibrations may be felt during construction, they will not be in excess of the typical vibrations encountered with developments of this type. Furthermore, the developer will take extra care to ensure that the construction work is being done within the permitted hours according to the City's bylaws.

We believe our recommendations and clarifications provided above address the neighbourhood's comments and concerns. Please review the above and attached, and if you have any questions, or if you require additional information, please do not hesitate to contact the undersigned.

Sincerely,

H.Y. ENGINEERING LTD.

Fahad Abrahani, RPP, MCIP, CPT
Planner

FXA/am
Attachments
cc: RBD Victoria Homes Inc.
Attn: Mr. Glenn Richardson (via e-mail to gprich7@gmail.com)
..\174762 Letter Neighbourhood Consultation Summary

PROPOSED SUBDIVISION LAYOUT

CITY OF PORT COQUITLAM
Planning & Development Department
200 – 2654 Shaughnessy St., Port Coquitlam
British Columbia, Canada V3C 3G4
Tel: 604-927-5442 Email: planning@portcoquitlam.ca

File No:
EXIST. ZONE: RS-3
PROP. ZONE: RS-2

CIVIC ADDRESS: 1160 VICTORIA DR., PORT COQUITLAM, BC
LEGAL: LOT 48, SECTION 7, TOWNSHIP 40, N.W.D., PLAN NWP29352; EXCEPT PLAN 77115

557sqm LOT AREA
[272sqm] GROSS AREA OF BUILDING ENVELOPE

✻ D.V.P. MAY BE REQUIRED TO REDUCE THE LOT DEPTH FROM 28.0m TO 24.0

NOTE: BUILDING FOOTPRINTS ARE APPROXIMATELY 120sqm AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

NOTE: ALL EXISTING ONSITE STRUCTURES ARE TO BE REMOVED UNLESS NOTED OTHERWISE

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• Website: www.hyengineering.com • FAX 604-583-1737

GROSS SITE AREA: 17,285sqm (4.27ac)
PARK AREA: 4,232sqm (1.04ac) (24%)
ROAD DEDICATION: 2,640sqm (0.65ac)
RIGHT OF WAY: 76.50sqm (0.02ac)

H.Y.#: 174762	ALTERNATIVE#: 15C-1	DATE: 2020.03.30 (YYYY.MM.DD)	SCALE: 1:1000

DRAWING PATH: E:\PROJECTS\174762\PLANNING\174762-ALT15C.DWG [LAYOUT] PLOT FILE UPDATED: NOVEMBER 26 2020 – 8:39:20 AM BY: ADHINDSA

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H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] DUDLEY live at [redacted] LYNWOOD AVE

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

Roadway - enterance/exit off Victoria as Lynwood cannot accomodate an increase in traffic due to roadside parked cars. Headon collasions!
High impact on surrounding neighbourhood

☐ We do not support the project because:

Signed: [redacted]

Date: FEB 22/2021

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MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We The [redacted] Family live at [redacted] Plymouth Crescent.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☑ We do not support the project because:

Chelsea Park is and always has been greatly used and enjoyed by our local community. Many of us benefit from our morning strolls through the park, our evening runs in its connecting trails, taking our children to its playground and walking our dogs through its open areas. Especially in times like these last months with Covid restrictions, we need locations like Chelsea Park to safely escape to and enjoy the fresh air.

Signed: [redacted]

Date: February 23, 2021

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H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] family live at [redacted] Lynwood ave

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

the proposed entrance will be moved to Victoria Drive, rather than from Lynwood. The proposed entrance will be situated directly across from our ~~home~~ house which raises many issues.
1. vehicle traffic. All cars will need to pass infront of our house ~~where we~~, increasing pollution (cars stalling to make a turn), noise from cars,

see backside

☐ We do not support the project because:

Signed: [redacted]

Date: Feb. 24, 2021.

ight pollution as cars drive down the proposed road. The light will go ~~the~~ into our home.

) ~~to~~ Decrease in our house cost. As our house will be situated on the T-junction, it will greatly ~~affec~~ decrease our property value ~~when~~ if we choose to sell this home.

)Construction. During construction, all trucks and machinery will be going through ~~that~~ in front of our home, causing an increase in dust and debris (not ~~to~~ to mention the noise levels.) Furthermore, any ~~unequipment~~ leftover materials and equipment will litter the road in front of our house, which can cause damage to our vehicles parked on the road.

) House facing other houses. We first bought this home specifically because it iced the forest. With the proposed construction, we will be facing other homes. If ossible, could unit 1, 2, 24, 25 ~~because part of zon~~ be zoned as part of the wildlife ~~too~~ corridor.

If the proposed project is passed, we would like detailed ~~update~~ information on construction ~~time, plea~~ start and end time, ~~the~~ where you will keep all construction lated ~~machiner~~ materials & equipment, and how you will compensate e ~~to~~ ~~homes who~~ families affected by the construction and rezoning of e area from the dust, noise and general inconvenience this will ause.

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MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Loh live at [redacted] Victoria Dr. Port Coq

I/We have reviewed the proposed plans for the above referenced projects and:

☒ We support the project as presented.

☐ We would support the project if:

☐ We do not support the project because:

Signed: [redacted]

Date: February 24/21

[redacted]

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MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/~~We~~ [redacted] live at [redacted] ALDERWOOD AVE

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ I ~~We~~ would support the project if:

Road entrance and exit should be off VICTORIA DRIVE not coming back into resident, extra traffic in area not safe for school children, also how about fire trucks??

☑ I ~~We~~ do not support the project because:

Signed: [redacted]

Date: feb 25 2021

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PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] HILGERDENAAR live at [redacted] VICTORIA DRIVE
[redacted] MALASPINA [redacted]

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

- there is proactive enforcement and monitoring of noise bylaw hours and compliance periods
- The sediment control plan for air particulate and air quality concerns is robust and compliant with all provincial and municipal regulations
- contractor parking is on site to mitigate parking challenges in the neighbourhood during construction
- there is a wall built to minimize neighbourhood noise impact directly on the north west side. My property is [redacted] and I have concern about increase in densification and subsequent noise

Signed: [redacted]

Date: 25 FEBRUARY 2021

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PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] HANKINS live at [redacted] WEDGEWOOD ST.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☑ We do not support the project because:

- INCREASED TRAFFIC IN QUIET AREA (MAIN STREET ENTRY SHOULD BE RELOCATED TO VICTORIA DR.)
- WILDLIFE WILL BE DISPLACED WHEN TREES ARE TURN DOWN
- REALIGNING STREAM WILL NEGATIVELY AFFECT FISH/WILDLIFE.

Signed: [redacted]

Date: Feb. 26/21

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MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We _____ live at [redacted] ALDERWOOD AVE POCO

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

YOU NEED TO HAVE AN EXIT-ENTRANCE ON VICTORIA AS WELL AS LYNWOOD BOTH FOR SAFETY AND TRAFFIC FLOW. WE DO NOT WANT ALL THAT TRAFFIC COMING ONTO LYNWOOD. IT'S BAD NOW TRYING TO GET ONTO APEL SO IF YOU ADD THAT MANY MORE VEHICLES IT WOULD BE MORE UNSAFE.

☐ ~~We do not support the project because:~~

SAFETY VEHICLES SHOULD ALSO HAVE ROOM TO GET IN AND OUT QUICKLY.

Signed: [redacted]

Date: FEB/26/21

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MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Lazaruk live at [redacted] Lynwood Ave

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☒ We do not support the project because:

* Already overloaded with daily traffic on Lynwood Ave, increased dramatically over last 2 years. This addition of so many residences would make it unbearable. We moved here for the quiet residential atmosphere. So bad for environment as well. Property has huge variety of birds and other wildlife.

Signed: G Lazaruk

Date: Feb 27, 2021.

The proposal indicates no respect for our quiet neighborhood but rather a greed to achieve as much money as possible at the expense of our community, our wildlife, our need to address climate change. Its complete disregard, as evidenced by a small example of the number of times our city has had to contact property owners that Lynwood sidewalk is NEVER accessible due to complete lack of upkeep.

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PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] McKitchie live at [redacted] Lynwood Ave, Port Coquitlam BC

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

- Secondary suites are not allowed in the single family homes (suites for rental)

☐ We do not support the project because:

Signed: [redacted]

Date: Feb 28/2021

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PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Schroeder live at [redacted] Alderwood Avenue Port Coquitlam BC V3B 7G3

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

A traffic light was put in at Apel & Lynwood to ease the impact of traffic out of our enclosed subdivision.
These extra 50+ cars will cause traffic problems.

☐ We do not support the project because:

Signed: [redacted]

Date: February 28, 2021

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PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/W [redacted] BEVERIDGE live at [redacted] ALDERWOOD

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

THERE WAS AN EXIT ONTO VICTORIA DRIVE.

☐ We do not support the project because:

Signed [redacted]

Date: FEBRUARY 28, 2021

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MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We Mr. & Mrs. Ledsham live at [redacted] Alderwood Avenue

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

- Lynwood Avenue cannot handle the extra traffic. Traffic should flow out to Victoria. Also we don't need excessive parking on Lynwood and Alderwood when special events mean more guests.
- cause of concern of foot traffic through Alderwood to access the trails.
- will the change in the watercourse affect the watertables on Lynwood and Alderwood?

☐ We do not support the project because:

Signed: [redacted]

Date: March 3, 2021

H.Y. ENGINEERING LTD.
CIVIL ENGINEERS • BC LAND SURVEYORS • PLANNERS

#200 – 9128 152 Street
Surrey, BC V3R 4E7
T (604) 583-1616
W hyengineering.com

H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Kendrick live at [redacted] Alderwood

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

either 2 exits - Lynnwood & Victoria. or just 1 exit @ Victoria. Is street wide enough for street parking? - Most people dont use garage for parking.

☐ We do not support the project because:

Signed: [redacted]

Date: Mar 5/21

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MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

[redacted]

I/We [redacted] Vance live at [redacted] Ambleside Close

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

If the main entry point was off Victoria. There will be far too much traffic coming in on Lynwood. Should be two entrances in case of emergencies.

☐ We do not support the project because:

Signed: [redacted]

Date: Mar 5/21

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H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Respondent live at [redacted] Wedgewood st.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

We have attached pictures of [redacted] retaining wall. We need the retaining wall and the row of hedges to be exactly as they are now after the project is complete.

☐ We do not support the project because:

Signed: [redacted]

Date: March 9, 2021

[redacted] Wedgewood st

[redacted] Wedgewood SC.

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H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Worms Worms live at [redacted] Wedgewood st

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

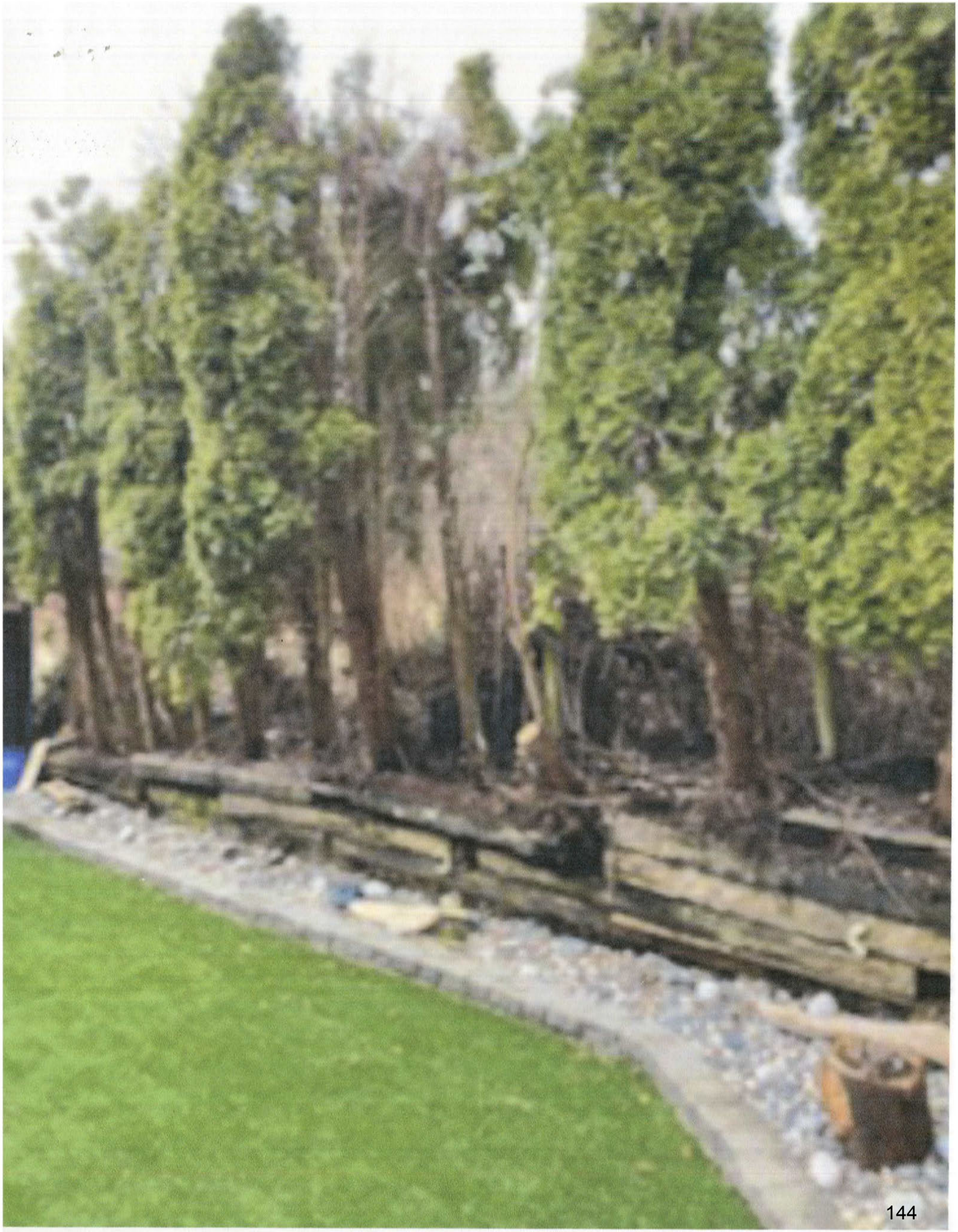
There are hedges on the proposed property that have been leaning into our yard for years! Remove them & build a fence and we are happy. Preference would be no upper balcony/decks as you've already stated. It would be great if Victoria could be used initially to clear it so dump trucks could exit on Victoria in initial stage. We just want the hedges gone/fence built.

☐ We do not support the project because: We would also like to know how the grade change will be addressed. Retaining wall?

Pics enclosed

Signed: [redacted]

Date: MAR 9/2021



Fahad Abrahani

From: [redacted]
Sent: March 05, 2021 10:17 AM
To: Fahad Abrahani
Subject: 1160 Victoria Dr., your file#174762, SUB00169 Port Coquitlam
Attachments: Scan20210305.pdf

[redacted]

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Surrey, BC V3R 4E7
(604) 583-1616
hyengineering.com

H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] GIROUX live at [redacted] VICTORIA DR.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

- LOTS 10-15 were shorter in depth and the lane was wider.
- WILL THE CITY ALLOW CARRIAGE/COACH HOMES OVER THE GARAGE (YES PLEASE!)
- WHO WILL TAKE RESPONSIBILITY FOR THE WILDLIFE CORRIDOR MAINTENANCE? (fallen trees, damage, flooding...)
- THESE LOTS ARE NOT STRATAS

☐ We do not support the project because:

Signed: [redacted]

Date: March 05/21

Fahad Abrahani

From: [redacted]
Sent: March 01, 2021 9:27 PM
To: Fahad Abrahani
Cc: planning@portcoquitlam.ca; [redacted]
Subject: RZ000196 1160 VictoriaDr

My name is [redacted] Gordon of [redacted] Wedgewood Street, one of the lots backing onto the noted development. Having been invited to share our concerns regarding the development of the noted property, I submit the following questions. I am mostly concerned about drainage, in particular regarding the underground streams that run through that property and that have been causing drainage problems in our properties.

1) A lot of attention is being paid to the western lots. What drainage plans, if any, exist for the back yards of the eastern units backing on to our lots on Wedgewood Street?
2) The houses are on very small lots, it seems that there will be little privacy at the 2nd floor level, in fact it is likely that the top floors of the new houses will be looking down directly into our 2nd floor rooms. What height differential is planned between the development and our lots? Do the plans call for just levelling, or will there be changes to existing levels of the proposed lots?
3) What plans are in place to mitigate risks to our trees, bushes, retaining walls (from construction activities, landscaping, weight pressure from the new houses, drainage when current trees and bushes are removed etc.)?
4) What Insurance/contingency funds are in place for claims against any damage to our properties by the construction?
5) I also want to note that I really don't want to see that stand of cottonwoods removed (on the southern edge of the subject property). It seems inevitable that they are to be removed as they are not noted in the development plans. If so, were drainage plans formed with the removal of those trees in mind? I know that trees of that type and stature remove a vast amount of water daily from the surrounding lands. What guarantees are there that the proposed development drainage plans suffice for the increase in water retention for the new development?

Regards,

[redacted]

Fahad Abrahani

From:	Fahad Abrahani
Sent:	March 09, 2021 1:43 PM
To:	[redacted]
Cc:	planning@portcoquitlam.ca; [redacted]
Subject:	RE: RZ000196 1160 VictoriaDr

Hello [redacted],

Thank you very much for taking the time to review the details of the proposed development and for providing your comments and questions. We will be sure to include your comments in our submission to the City and we would also like to provide some clarification to your questions.

With regards to Stormwater Management and Drainage, although natural features such as watercourses, riparian areas and landscaped areas do help with stormwater management and drainage, the City requires each development to provide adequate servicing in addition to such pre-existing natural features to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions of the area.

With regards to the proposed homes, these homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the heigh requirement of the zoning bylaw. In order to preserve privacy with the homes at the rear, the proposed floor plans will also be prepared with consideration of maximizing the privacy of the subject and surrounding homes. Upper floor decks will be discouraged and privacy fencing would also be installed along the side and rear lot lines along with shade trees along the rear property lines. The proposed homes will also have a setback of 7.5m from the rear property line, consistent with those provided for the adjacent homes on Wedgewood Street. Based on preliminary review of the site topography, we anticipate minor grade changes to the center of the lots backing onto your property and towards the new road. We do not anticipate any grade changes along your rear property line.

With regards to risk mitigation, construction activities will be conducted using best practices and care to ensure that damage to neighbouring properties does not occur. Tree management will conducted as directed by the Project and City Arborists and Arborist recommendations will be followed. A Geotechnical Consultant (Cornerstone Geo-Structural Engineering) has also reported on the feasibility of residential construction on the subject site and Geotechnical recommendations will also be followed.

With regards to insurance, the City mandates that developers and contractors carry liability insurance as specified by the City.

Please feel free to contact us if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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#200 - 9128 152 Street, Surrey, BC V3R 4E7
[redacted]
W: www.hyengineering.com
Proudly Celebrating Over 40 Years in Business

From: [redacted]
Sent: March 01, 2021 9:27 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>
Cc: planning@portcoquitlam.ca; [redacted]
Subject: RZ000196 1160 VictoriaDr

My name is [redacted] Gordon of [redacted] Wedgewood Street, one of the lots backing onto the noted development. Having been invited to share our concerns regarding the development of the noted property, I submit the following questions. I am mostly concerned about drainage, in particular regarding the underground streams that run through that property and that have been causing drainage problems in our properties.

1) A lot of attention is being paid to the western lots. What drainage plans, if any, exist for the back yards of the eastern units backing on to our lots on Wedgewood Street?
2) The houses are on very small lots, it seems that there will be little privacy at the 2nd floor level, in fact it is likely that the top floors of the new houses will be looking down directly into our 2nd floor rooms. What height differential is planned between the development and our lots? Do the plans call for just levelling, or will there be changes to existing levels of the proposed lots?
3) What plans are in place to mitigate risks to our trees, bushes, retaining walls (from construction activities, landscaping, weight pressure from the new houses, drainage when current trees and bushes are removed etc.)?
4) What Insurance/contingency funds are in place for claims against any damage to our properties by the construction?
5) I also want to note that I really don't want to see that stand of cottonwoods removed (on the southern edge of the subject property). It seems inevitable that they are to be removed as they are not noted in the development plans. If so, were drainage plans formed with the removal of those trees in mind? I know that trees of that type and stature remove a vast amount of water daily from the surrounding lands. What guarantees are there that the proposed development drainage plans suffice for the increase in water retention for the new development?

Regards,
[redacted]

Fahad Abrahani

From: [redacted]
Sent: March 02, 2021 8:20 AM
To: Fahad Abrahani; Fahad Abrahani
Subject: RZ000196 - Proposed rezoning and 25-lot subdivision at 1160 Victoria Drive
Attachments: holtby.jpg

As a resident of Lynwood Avenue I have concerns with the proposed development of 1160 Victoria Drive as provided in the letter from H.Y. Engineering Ltd, February 16, 2021:

1. The proposed subdivision layout indicates a road and lane (t-layout) - Why would a "cul-de-sac" not be required to accommodate traffic flow/capacity and continuity with the existing neighborhood?

2. What are the proposed height/floors for the new properties? HY Engineering's letter indicates "*main floor decks and patios... **upper floor decks would be discouraged***" – the possibility of 3 or more storey homes on the proposed re-zoned/smaller lots will be a striking contrast to existing Lynwood/Wedgewood neighborhood.

3. The possible addition of a secondary suite within these newly constructed homes means possibly 50 families in this new development – I do not believe the proposed site plan accommodates parking for suite occupants as the City requires a separate, dedicated and independently accessible parking spot for the suite occupants.

4. Drainage from 1160 Victoria has always been an issue along the east side of the property (Lynwood/ Wedgewood) with the water running over the sidewalk (freezing into ice during cold weather) onto Lynwood - the habitat balance map does not appear to address this water issue. Property owners in this area knows there are existing drainage/water issues, this development may impact and worsen the current issues.

    a. It is not clear what happens to the existing stream that flows under Lynwood (between 1172 & 1164 Lynwood); this is a "daylighted" stream that runs through 1160 Victoria Drive and is cause for concern if the stream is re-routed and the area developed for residential use.

5. Victoria Drive should have been considered as an access point to this new development as this has been the case for the City of Coquitlam with the multiple developments it has permitted along Victoria Drive.

   Creating an intersection at Holtby, utilizing the current access point to 1160 Victoria Drive (image attached), would allow for the installation of a crosswalk and safe access for area residents to Victoria Park. This new intersection could help to address the ongoing speeding along Victoria Drive and highlight the 30km/h speed limit. The City of Port Coquitlam has indicated that speed enforcement is required while it considers development/road improvements (Speeding near Port Coquitlam parks, shopping areas prompts action - Tri-City News) see page 86 of the City of Port Coquitlam Council Agenda, October 6, 2020 and the discussion of 2019 traffic count.

I request the developer and City consider revising the proposed development, taking into consideration the existing residential area and the concerns of area residents.

Thank you,
[redacted] Stewart
[redacted] Lynwood Ave


HOLTBY ST
1200

Fahad Abrahani

From: [redacted]
Sent: March 14, 2021 8:52 AM
To: Fahad Abrahani; planning@portcoquitlam.ca; Ann Pratt
Cc: westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject: Re: RZ000196 - Proposed rezoning and 25-lot subdivision at 1160 Victoria Drive

Thank you for responding to my email- ultimately I do not agree with allowing the subject property to be rezoned.

[redacted] Stewart

Sent using OWA for iPhone

From: Fahad Abrahani <f.abrahani@hyengineering.com>
Sent: Tuesday, March 9, 2021 12:29:31 PM
To: [redacted] planning@portcoquitlam.ca; Ann Pratt
Cc: westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject: RE: RZ000196 - Proposed rezoning and 25-lot subdivision at 1160 Victoria Drive

CAUTION: This email originated from outside of BCIT. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello [redacted],

Thank you very much for taking the time to review the details of the proposed development and for providing your comments and questions. We will be sure to include your comments and suggestions in our submission to the City; however, we would also like to provide some clarification to your questions.

With regards to road and lane (t-layout), the lane is required to provide access to the lots fronting Victoria Drive. A cul-de-sac option was considered; however, the City's Engineering and Transportation departments found it unfavourable to have a cul-de-sac with a tee at the end for safety and accessibility concerns.

With regards to the proposed homes, these homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the heigh requirement of the zoning bylaw. In order to preserve privacy with the homes at the rear, the proposed floor plans will also be prepared with consideration of maximizing the privacy of the subject and surrounding homes. Upper floor decks will be discouraged and privacy fencing would also be installed along the side and rear lot lines along with shade trees along the rear property lines. The proposed homes will also have a setback of 7.5m from the rear property line, consistent with those provided for the adjacent homes on Wedgewood Street.

With regards to secondary suites and parking; yes, the City requires a separate, dedicated and independently accessible parking spot for the suite occupants. In addition to parking, there are also a list of other site specific and lot specific requirements that need to be met for secondary suites to be provided. Therefore, secondary suite potential for these lots is not guaranteed.

With regards to Stormwater Management and Drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions of the area.

With regards to the existing stream under Lynwood (between 1172 and 1164 Lynwood), the on-site watercourse currently drains into a storm main on Lynnwood Avenue and is conveyed west to Alderwood, then south and east along Alderwood, and exits south into a park at the east side of Ambleside Close where it daylights and drains into Hyde Creek. The watercourse does not run under the properties on Lynnwood Avenue. As noted in the comment above, the rerouted watercourse will connect directly to Watkins Creek to the south through a 750mm diameter drainage pipe/fish passable culvert crossing the intersection of Lynnwood Avenue and Alderwood Avenue.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again.

With regards to the intersection at Holtby Street, there is an existing dedication for an unopened road (Newberry Street) continuing south to the west of the subject site, that follows the same alignment as Holtby Street to the north on the Coquitlam side. This stretch of unopened road is currently being used by wildlife, and in order to retain the existing wildlife habitat, it was determined that this unopened road should be retained as a wildlife corridor, through extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental) and the Hyde Creek Watershed Society. We will work closely with the City to implement reasonable measures to improve pedestrian safety in the area.

Please feel free to contact us if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

Fahad Abrahani

From: [redacted] Robertson [redacted]
Sent: March 03, 2021 7:44 AM
To: Fahad Abrahani; pennerd@portcoquitlam.ca
Subject: Proposed rezoning at 1160 Victoria

Good morning. In reply to your requests for comments relating to the above noted subdivision proposal I submit the following, and I am copying Councillor Darrell Penner since he was the Chair of the Traffic Solutions Committee and lives in the area.

I have lived in the area directly south of the noted property since 1989. As development around us in the Coquitlam Burke Mountain area has increased, so too has the traffic. There is no doubt this new development of yours will add many more cars to the streets in our area, especially Lynwood Avenue from your location to Apel Drive, because most people will use that route to exit the area rather than Victoria which includes a school zone and a traffic signal.

Nonetheless I would not oppose the development of the property as long as the City of Port Coquitlam would address the street parking at the dangerous blind curve on Lynwood just west of Alderwood Avenue. The allowable parking on the south side of Lynwood starts at the curve, and there is large pickup truck which has parked here for many years. Often there are cars parked on the opposite side of the street as well, and most dog-walkers walk on the roadway on this side of the street so their pets can use the park as they walk.

When approaching the curve from either direction a driver can't see oncoming traffic or pedestrian traffic due to this visual obstruction. I have raised this issue with the City and requested that they relocate the "No Parking" sign far enough to the west that anyone parking next to it wouldn't be obstructing the view of motorists using the roadway. They didn't even come to the site but used Google Streetview to tell me that people are supposed to alternate when seeing an oncoming vehicle. I assume they would also tell me that people walking their dogs should use the sidewalk on the north side of the street but that's not the reality of what actually occurs. Unfortunately the city worker missed the point - the danger is not being able to see what is coming as you approach the curve, and it has nothing to do with alternating traffic.

If your proposal takes this danger into account and includes a proposal that the City move the "No Parking" sign 25 metres to the west, thereby creating an unobstructed view at this curve, then I will not voice any further opposition. Perhaps you will have better luck in having the City remedy a dangerous situation.

[redacted] Robertson
[redacted] Ambleside Close
Port Coquitlam

Fahad Abrahani

From: Fahad Abrahani
Sent: March 03, 2021 3:48 PM
To: [redacted] Robertson
Cc: Councillor Darrell Penner
Subject: RE: Proposed rezoning at 1160 Victoria

Hi [redacted],

Thank you very much for taking the time to review the details of the proposed development and for providing your comments. We will certainly include your comments, concerns, and suggestions into our submission to the City.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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#200 - 9128 152 Street, Surrey, BC V3R 4E7
[redacted]
E: f.abrahani@hyengineering.com
W: www.hyengineering.com
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From: Councillor Darrell Penner <pennerd@portcoquitlam.ca>
Sent: March 03, 2021 12:55 PM
To: [redacted] Robertson [redacted]; Fahad Abrahani <f.abrahani@hyengineering.com>
Subject: Re: Proposed rezoning at 1160 Victoria

Hi Joe thanks for your comments. I will definitely have your concerns brought forward. Thanks again.

On: 03 March 2021 10:33,
"[redacted] Robertson" [redacted] wrote:

Good morning. In reply to your requests for comments relating to the above noted subdivision proposal I submit the following, and I am copying Councillor Darrell Penner since he was the Chair of the Traffic Solutions Committee and lives in the area.

I have lived in the area directly south of the noted property since 1989. As development around us in the Coquitlam Burke Mountain area has increased, so too has the traffic. There is no doubt this new development of yours will add

Fahad Abrahani

From: [redacted]
Sent: March 04, 2021 1:36 PM
To: Fahad Abrahani; planning@portcoquitlam.ca; [redacted]
Subject: Future development of 25 homes off Lynwood Ave.

Hi,
My main concern is that the access from Lynwood onto Apel is a reasonably sloped access and winter weather that produces snow or ice at the intersection, at times, causes a backup of traffic on Lynwood and problems getting onto Apel 'quickly' and safely. A much smoother, safer access would be onto Victoria Drive and moving house 13 down to Lynwood. This would minimize the potential issues at Lynwood and Apel in the cold winter weather.

My second concern is the increased traffic on Lynwood that would be created by another 25 homes and associated cars going in and out on Lynwood. Victoria drive is much more capable of handling the additional traffic.

Sincerely,
[redacted] Squires
Plymouth Crescent
PoCo

Fahad Abrahani

From: Fahad Abrahani
Sent: March 04, 2021 5:05 PM
To: [redacted] Squires; planning@portcoquitlam.ca; [redacted]
Subject: RE: Future development of 25 homes off Lynwood Ave.

Hi [redacted],

Thank you very much for taking the time to review the details of the proposed development and for providing your comments. We will certainly include your comments and concerns into our submission to the City.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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[redacted]
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From: [redacted] Squires [redacted]
Sent: March 04, 2021 1:36 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>; planning@portcoquitlam.ca; [redacted]
Subject: Future development of 25 homes off Lynwood Ave.

Hi,
My main concern is that the access from Lynwood onto Apel is a reasonably sloped access and winter weather that produces snow or ice at the intersection, at times, causes a backup of traffic on Lynwood and problems getting onto Apel 'quickly' and safely. A much smoother, safer access would be onto Victoria Drive and moving house 13 down to Lynwood. This would minimize the potential issues at Lynwood and Apel in the cold winter weather.

My second concern is the increased traffic on Lynwood that would be created by another 25 homes and associated cars going in and out on Lynwood. Victoria drive is much more capable of handling the additional traffic.

Sincerely,
[redacted] Squires
[redacted] Plymouth Crescent
PoCo

Fahad Abrahani

From:	[redacted] Town [redacted]
Sent:	March 07, 2021 10:26 AM
To:	Fahad Abrahani; planning@portcoquitlam.ca <planning@portcoquitlam.ca>
Cc:	westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject:	Proposed plans for a development at 1160 Victoria Drive

Thank you for sending the package detailing proposed plans for a development at 1160 Victoria Drive.

H. Y. Engineering File: 174762
Port Coquitlam Project: SUB00169

I have had a chance to review the plans and to ask questions of both the developer and the city. Upon reflection, I feel that the lot sizes that are proposed are too small. I also feel that if there is only a single point of access to the new development via Lynwood Avenue, the traffic flow will be problematic for the residents of the new development as well as for the residents on Lynwood and Wedgewood.

My preference would be:

1) That the lots in the new development be larger so that they are similar in size to the lots in the surrounding neighbourhood.

2) That the new development be accessed via both Lynwood Avenue and Victoria Drive – the same way that Wedgewood Street, one block to the East, is accessible from both Lynwood and Victoria.

    a. Creating access from both Lynwood and Victoria would ease a traffic pinch point for the existing neighbourhood as well as for residents in the new development.

    b. Construction vehicles as well as Emergency vehicles needing access to the new development will have an easier time if there are two access points.

    c. Two access points will make it easier and safer for city works to service the new development.

With 25 homes and the possibly of a secondary suite in each home, the development as currently proposed will result in a very congested street. There is no doubt that the congestion will spill out into the surrounding neighbourhood.

Our neighbourhood is currently active with families biking running or walking with children and dogs to access the local trails and parks. We are a close-knit community that enjoys the simple pleasure of stopping to chat with a neighbour and we also enjoy our annual block parties.

Increasing the lot sizes and opening up the new street to have access on both Lynwood and Victoria will allow the developer to bring the best characteristics of the existing neighbourhood into the new development. Let's work together to maintain the positive community feel in the current neighbourhood and bring it to the new development so that our future neighbours can enjoy everything that makes this such a special place to live.

Regards,
[redacted] Town
Lynwood Avenue.

Sent from Mail for Windows 10

Fahad Abrahani

From: Fahad Abrahani
Sent: March 08, 2021 12:25 PM
To: [redacted] Town; planning@portcoquitlam.ca <planning@portcoquitlam.ca>
Cc: westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject: RE: Proposed plans for a development at 1160 Victoria Drive

Hi [redacted],

Thank you very much for taking the time to review the details of the proposed development and for providing your comments. We will be sure to include your comments and suggestions in our submission to the City.

I also wanted provide some background information and clarification with regards to access from Victoria Drive and Secondary Suites.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments and suggestions, we will discuss this option with the City again.

With regards to secondary suites, as advised in one of my previous emails, the zoning that is being proposed for this development does permit secondary suites; however, there are a list of site specific and lot specific requirements (including separate on-site parking) that need to be met for secondary suites to be provided. Therefore, secondary suite potential for these lots is not guaranteed.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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Fahad Abrahani

From: [redacted]
Sent: March 07, 2021 1:37 PM
To: Fahad Abrahani; planning@portcoquitlam.ca
Cc: pennerd@portcoquitlam.ca; westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupont@portcoquitlam.ca; maccurrachn@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject: Proposed rezoning and 25-lot subdivision at 1160Victoria DR.

After revising the proposed project SUB00169 from H.Y Engineering, I would like to contribute the following comments:

1. If only one entrance is allowed, the new proposed subdivision should be accessed from Victoria Dr (not Lynwood) and be self-contained.
   Opening on Lynwood would only add to more traffic problems in this existing long establish and community-friendly neighborhood.
   This would also help prevent overflowing of parking into existing areas especially if suites are created.

2. Although we cannot change what's called "progress," the creation of an RS1 instead of an RS 2 zoning would be more fitted in this particular corner of our city.
   As a [redacted] for more than 35 years in Port Coquitlam, I strongly believe that the current market would support the creation of larger lots rather than smaller.
   In this pandemic time, there is a tremendous demand for more distancing and privacy. Families want more space.

3. There is a real concern about the management of water resulting from the manipulation and preloading of this already saturated parcel.
   Water is already flowing out on part of Lynwood sidewalk and the neighborhood is worried about potential future flooding.
   What kind of protection/guarantees are there in case of oversaturation leading for example to house sinking or yard flooding?

4. This parcel is also a well-documented wildlife corridor where animals will hopefully adapt to a new entrance from Victoria Drive to Hyde Creek Nature Reserve.
   In its current proposal, lot #10 should be eliminated to reflect a similar width to the proposed realigning water course. A larger access means more chance for wildlife.

Regards,

[redacted] Preville
[redacted] Lynwood

Fahad Abrahani

From: Fahad Abrahani
Sent: March 08, 2021 12:22 PM
To: [redacted] Preville; planning@portcoquitlam.ca
Cc: pennerd@portcoquitlam.ca; westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupont@portcoquitlam.ca; maccurrachn@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject: RE: Proposed rezoning and 25-lot subdivision at 1160Victoria DR.

Hello [redacted],

Thank you very much for taking the time to review the details of the proposed development and for providing your comments. We will be sure to include your comments and suggestions in our submission to the City.

I also wanted provide some background information and clarification with regards to access from Victoria Drive and Stormwater Management and Drainage.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments and suggestions, we will discuss this option with the City again.

With regards to Stormwater Management and Drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions of the area.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

Fahad Abrahani

From:	[redacted] RATICH [redacted]
Sent:	March 09, 2021 8:12 AM
To:	Fahad Abrahani; planning@portcoquitlam.ca
Cc:	westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject:	Proposed Subdivision 1160 Victoria Drive
Attachments:	Empty Lot Mitigation.docx

Please find attach questions and comments that we have mailed to H.Y. Engineering on the Proposed Subdivision Layout at 1160 Victoria Drive, Port Coquitlam.

H. Y. Engineering File:	174762
Port Coquitlam Project:	SUB00169

Regards,
[redacted] Ratich
[redacted] Lynwood Avenue,
Port Coquitlam,
V3B6S3

Fahad Abrahani, RPP, MCIP, CPT
Planner

City of Port Coquitlam

Please refer to each numbered question when answering. As this is a 'way of life' altering development, my request is to be provided answers from both the city and developer.

Until the below questions are answered, reviewed and allotted the appropriate time to give meaningful feedback to the developers and the City of Port Coquitlam, I cannot at this time support the project. I also do not at anytime support the rezoning of RS3 to RS2.

Mitigation

1) What accommodations have been made for priority animal species i.e. barred owl?
2) Has there been an Endangered Species Assessment and Mitigation report done? Inclusive of Protected Species Identification and habitat narrative for plants and animals.
3) What conservation measures that include the planting of native vegetation between the residences and the proposed area around the "realigned water course" been proposed?
4) Will invasive plants be removed and monitored over a 5 year period as to mitigate regrowth?
5) Will there be a mitigation surety attached to the as built report be monitored over 5 years to assure native growth and to assure invasive species have been removed for each property as proposed plans would be inclusive but not limited to lots 1 through 10 excluding lot 2.
6) Will there be a covenant and agreement attached to each of the affected properties?
7) Will "Critical Area" signs be posted at the edge of the buffer?
8) What accommodations have be made to assess the affects of dog waste?
9) Could an off leash dog area and small play area be implemented?
10) As residences from Wedgewood, Lynwood, Ambleside Close and on the other side of Smiling Creek including those from the Coquitlam side of Victoria Drive use Lynwood Avenue to walk their dogs (sometimes these are caregivers with strollers or small children), will a sidewalk on the south side of Lynwood Avenue be constructed to assure the safety of the dog walkers?
11) If so, what accommodations will be made for run off and storm water during storm events (unobstructed water drainage)?
12) What are the plans for re-routing all the underground streams?
13) What are the ecological guidelines for mitigating this?
14) What fill is proposed for 1160 Victoria Drive and does it account for, "City of Port Coquitlam Soil Removal and Deposit Bylaw 2002, bylaw No. 3331?" With emphasis on #9,(1) a,b,e,f, paying particular attention to f.

> "(1) The applicant shall not be entitled to a permit if the proposed removal or deposit of soil or other material would:"

"(f) result in soil on the lands or on adjacent lands becoming susceptible to erosion, slippage, landslides, slumping or settling;"
As we are aware that erosion and settling happens over a long period of time.

15) Will the city ask the developers to put up a 10-15 year bond to cover erosion costs or attach a covenant to each property so as owners have full disclosure?

For example, there is a residence on Ambleside Close that required extensive under pinning to the foundation that was caused by erosion over a period of time. City passed inspection and the resident was left with cost of repair as they had no recourse. These are not small costs.

16) Has there been an Impact assessment that covers inclusively:
Type of Impact;
(a) What is the square footage buffer that is required between a dwelling and wetland?
(b) What is the water quality impact?
(c) What is the Flood Storage?
(d) What wildlife and Land Species are Impacted?
(e) What is the Hydrological Regime?
i. Cumulative Impacts;
ii. Effects Determination;
(a) What are the listed Species and Critical Habitat?
(b) What is the Floodplain Habitat
(c) What are the effects and impacts of storm water and water quality running into Smiling Creek, which is a salmon spawning habitat?
(d) What are the Primary Constituent Elements?

17) Will dispersion trenches be required for all properties?
18) Were will the wastewater go?

During construction

19) What is the construction management in regards to:
(a) Native Species and habitat?
(b) Storm water disposal effect on Smiling Creek "realigned water course"?

Geological Studies

20) How much above grade will the houses foundation be built with attention to base elevation and top of slab?
21) What fill is to be required?
22) How will it effect run off and elevation to neighboring properties?

23) Has any tsunami and earthquake hazard and inundation estimates (water depth and flow rate, ect) for the sub division been addressed?

To determine applicable estimated water inundation depth, estimated flow velocity for foundation design and recommended finished floor elevation of the residences:

24) Will a certified geologist recommend and state the risk to the structure and habitants if an averse geological event were to occur?
25) What are the risk factors for earthquake and sink holes?
26) Why would the city allow rezoning the proposed subdivision from RS-3 to RS-2?

"RS3 To accommodate and regulate detached dwellings on large lots with at least 30m lot widths." RS2 does not comply with the surrounding neighborhood; "to accommodate and regulate detached dwelling units on smaller lots with at last 12m lot widths".
RS3 as zoned is more in keeping with traffic flow and density for this area.

28) If rezoning is to be passed will rezoning be allowed in Birchland and Lincolin Park in the future?
29) Will the height of new construction be in alignment with housing in the area?
30) Will the width of the street should be the same width as Lynwood Avenue to allow for street sweepers and emergency vehicles?
31) Will there need to be sewer and or water upgrades? If so what will the disturbance to the surrounding area consist of?
32) Will there be an effort to increase opportunities for non-auto transportation including bicycles, pedestrian networks, and buses.
33) What are the transportation planning and traffic management initiatives for sustainable urban development?
34) What efforts are to be implemented to relieve traffic congestion?

Zoning to RS2 will cause a very significant parking issue.

As there is already a drive way onto Victoria Drive this should be the exit from the sub division to elevate undue stress on Lynwood Avenue. Or at the very minimal have two exits for congestion and safety issues.

When the city was first approached to develop the lot at 1388 Apel Drive the city declared the zoning must keep with the housing in the surrounding area. This has remained consistent to date with the new construction. All the same points that were initially discussed at that meeting apply here.

According to the city of Port Coquitlam "for many generations, block parties have served as a way for neighbours to meet each other. Block parties may be a way for residents to work together around issues (such as traffic or vandalism) affecting the neighbourhood or to start a neighbourhood preparedness program. Whatever the motive, block parties often lead to further gatherings of neighbours and may lead to local improvement projects, new playground equipment, or a neighbourhood clean-up campaign."

For the last several years our neighbouhood has embraced this initiative and hosted block parties on Lynwood Ave. By changing the location of the feeder road to the middle of the street (rather than at the stop sign as originally proposed) this decision would effectively hinder the event due to traffic from high density thus creating a disconnect. Please refer to the City of Port Coquitlam website on Block Parties https://www.portcoquitlam.ca/recreation/events-attractions/block-party/

Looking forward to your reply,
[redacted] Ratich
[redacted] Lynwood Avenue,
Port Coquitlam, B.C.
V3B6S3

Fahad Abrahani

From: Fahad Abrahani
Sent: March 22, 2021 10:51 AM
To: [redacted]RATICH; planning@portcoquitlam.ca
Cc: westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject: RE: Proposed Subdivision 1160 Victoria Drive

Hello [redacted]

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your questions that we are able to provide at this time.

An Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental which has included assessment of wildlife habitat features at the site, and assessment of endangered or species at risk. The report noted that no raptor (hawk, owl) nests are present. Existing streams and ravines, such as Smiling Creek and the watercourse at the west of the subject site (unnamed stream), are commonly used for wildlife movement corridors from which some animals may disperse for feeding opportunities. The wildlife corridor proposed for the unopened road allowance west of the site is already used by bear, deer and other wildlife. The EIA report included a search of species-at-risk databases and noted that the riparian forest area and wetted portions along the unnamed stream could provide suitable foraging habitat for occasional use by Great Blue Heron, Olive-sided Flycatcher, Barn Swallow, and Band-tailed Pigeon. Northern Red-legged Frog may use the stream at the site for movement and foraging. An inactive Barn Swallow nest was observed in the barn and the EIA report suggested erecting artificial Barn Swallow nesting structures within the streamside setback areas proposed at the Site.

The EIA has proposed that restoration planting of the streamside protection area be provided. The restoration planting plan will be based on removal and control of invasive plants within the streamside setback area and planting of a variety of native tree and shrub species. Commonly, there is a 5-year maintenance (weeding, invasive plant control, irrigation, replacement of plantings that have not survived) and annual monitoring period until the riparian forest plantings have become well established and free to grow. The costs of restoration planting and associated maintenance and monitoring are typically covered by bonding and securities provided to and held by the City until the 5-year period has elapsed and the planted area has been successfully established as enhanced riparian vegetation.

A Geotechnical and Hazard Assessment Report has been completed by Cornerstone Geo-Structural Engineering confirming the feasibility of the proposed use of the site. Geotechnical Recommendations have also been provided for site preparation that will be followed, including recommendations for foundation footings, inspection of the foundation soil by the Geotechnical Consultant prior to construction and approval of the type and amount of grading fill being used. The site will be regraded to establish a more even slope from north to south while maintaining the existing grades and elevations with adjacent properties. We anticipate minor grade changes to the center of the lots backing onto the rear and towards the new road. We do not anticipate any grade

changes along the shared property lines with adjacent properties. All grading works will be completed in accordance with the City's bylaws and permitting requirements. Additionally, due to the topsoil being underlain by very stiff clayey silt glacial till, we do not anticipate that pre-loading of the site will be required. The proposed homes will respect the proposed grading approved by the City and the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height requirement of the zoning bylaw.

In addition to the Geotechnical Recommendations, Environmental Recommendations as provided by Phoenix Environmental will also be followed including stabilization of exposed soils and Erosion and Sediment Control (ESC) measures during construction activities including site clearing, utilities installation and house construction to ensure that sediment and dirt from the construction works are managed on-site and do not impact the neighouring properties or the existing watercourse. Tree management will be conducted as directed by the Project Arborist (Stickleback Environmental) and City Arborist, and Arborist Recommendations will also be followed.

With regards to hydrology and rerouting streams, the on-site watercourse currently drains into a storm main on Lynnwood Avenue and is conveyed west to Alderwood, then south and east along Alderwood, and exits south into a park at the east side of Ambleside Close where it daylights and drains into Hyde Creek. No water table or groundwater seepage was observed during the geotechnical assessment and testing, and the site is also located outside of the flood plain areas identified by the City.

The City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions. Servicing upgrades will also include a new sanitary main and watermain in the proposed road to service the proposed development.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again. Furthermore, the ultimate right-of-way for the proposed road is 15m. This is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles. The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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From: [redacted] RATICH [redacted]
Sent: March 09, 2021 8:12 AM
To: Fahad Abrahani <f.abrahani@hyengineering.com>; planning@portcoquitlam.ca
Cc: westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject: Proposed Subdivision 1160 Victoria Drive

Please find attach questions and comments that we have mailed to H.Y. Engineering on the Proposed Subdivision Layout at 1160 Victoria Drive, Port Coquitlam.

H. Y. Engineering File:	174762
Port Coquitlam Project:	SUB00169

Regards,
[redacted] Ratich
[redacted] Lynwood Avenue,
Port Coquitlam,
V3B6S3

Fahad Abrahani

From: [redacted] HOWES [redacted]
Sent: March 10, 2021 1:28 PM
To: Fahad Abrahani
Cc: [redacted]
Subject: 1160 Victoria Drive - Environmental Report
Attachments: Comments 1160 Victoria Drive 14 March 2021.docx

Fahad....

Thank you for sending this more detailed EIA for the development at 1160 Victoria Drive, Port Coquitlam, BC.

Hyde Creek Watershed Society in general supports the project in particular the use of the unopened road, Newberry Steet, as a wildlife corridor and realignment and improvements to the unnamed stream and linkage via fishway passable culvert to Watkins Creek to make this a fish-bearing stream.

We have some additionlal comments and questions that are included as an attachment.

Let me know if you have any questions.

[redacted] Howes
Director, Hyde Creek Watershed Society

From: "Fahad Abrahani" <f.abrahani@hyengineering.com>
To: [redacted]
Cc: [redacted]
Sent: Tuesday, March 2, 2021 4:14:46 PM
Subject: 1160 Victoria Drive - Environmental Report

Hi [redacted],

Further to [redacted] request to me, below please find the link to the most current Environmental Report which includes drawings and information regarding the culvert.

https://www.dropbox.com/s/6rm0hvddihzql83/Environmental%20Impact%20Assessment%20-%201160%20Victoria%20Drive%2C%20Port%20Coquitlam_Dec%202020.pdf?dl=0

Thank you,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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H.Y. ENGINEERING LTD
CIVIL ENGINEERING*BC LAND SURVEYORS* PLANNERS

H.Y. ENGINEERING FILE: 174762
MUNICIPAL PROJECT: SUB001 69

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

We are members of the Hyde Creek Watershed Society (HCWS) with a hatchery and education center at 3636 Coast Meridian Road, Port Coquitlam, BC.

We have reviewed the plans and in general support the project, in particular (1) the use of the unopened road, Newberry Street, as a wildlife corridor and (2) re-alignment and improvements to the on-site unnamed stream and linkage via a fishway passable culvert to Watkins Creek as these actions will facilitate the on-site stream becoming a fish-bearing stream.

However, we do have some additional comments/questions as this project is contingent on getting approvals from municipal and federal agencies, any of which could adversely affect the project as shown.

Our questions are:

1. How will the project be affected if the City of Port Coquitlam:
    a. is unwilling or unsuccessful in getting the fenced 15 m setback on the properties off Plymouth Court as this will negatively affect the integrity of the wildlife corridor?
    b. does not allow the project to claim Riparian Area Gain on the southern end of the Newberry Street ROW. This could mean a net loss of Riparian Area. Are there other options on-site?
    c. does not approve the new stream channel through Hyde Creek Nature Park which will preclude the on-site stream from becoming a fish-bearing stream?
    d. does not want the stream and riparian habitats for a "natural park area"? What would this mean for the protection of the stream and the riparian habitats? What would be the cost to the City to maintain this area into the future?
2. Has DFO approved in principle a fishway passable culvert under Lynnwood and Aldergrove? Without a fishway passable culvert, the on-site stream will not be fish-bearing and the size of setbacks will increase.
3. When will the work on the realignment of the on-site stream begin? Concurrently during grading of the site? How will the stream be protected from sedimentation, etc. during construction.

4. Presuming the project progresses, when will the Stormwater Management Plan be available for review? Water availability in Hyde Creek has always been an issue for the HCWS.

Signed:

[redacted] Peachman, President, HCWS

[redacted] Howes, Director, HCWS

Date: 14 March 2021

Fahad Abrahani

From: Fahad Abrahani
Sent: March 23, 2021 12:05 PM
To: [redacted] HOWES'
Cc: 'Jean Peachman'
Subject: RE: 1160 Victoria Drive - Environmental Report

Sorry, I missed one response:

1. Presuming the project progresses, when will the Stormwater Management Plan be available for review? Water availability in Hyde Creek has always been an issue for the HCWS.
   The Stormwater Management Plan will be prepared once the project receives 3rd Reading from Council following the Public Hearing. We will share it with you as soon as it is ready.

Thank you,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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[redacted]
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From: Fahad Abrahani
Sent: March 23, 2021 12:00 PM
To: [redacted] HOWES [redacted]
Cc: [redacted] Peachman [redacted]
Subject: RE: 1160 Victoria Drive - Environmental Report

Hi [redacted],

Thank you very much for taking the time to review the details of the proposed development and for the Hyde Creek Watershed Society's support of the project. Please see below for clarification to your questions.

1. How will the project be affected if the City of Port Coquitlam:
   a. is unwilling or unsuccessful in getting the fenced 15 m setback on the properties off Plymouth Court as this will negatively affect the integrity of the wildlife corridor?

The setbacks shown at the rear of the properties on Plymouth Crescent extend from the existing watercourse within the unopened Newberry Street allowance, and not from the proposed realigned and new watercourse. The existing watercourse was originally classified as a stormwater ditch, and therefore, streamside setbacks were not applied when these lots were created, or, these lots may have been created before the streamside setbacks began to be applied in the 1980's. The setbacks shown on these properties will not be brought into effect until such time that they are re-developed.

b. does not allow the project to claim Riparian Area Gain on the southern end of the Newberry Street ROW. This could mean a net loss of Riparian Area. Are there other options on-site?
The City has indicated that there is willingness to consider allowing use of the Newberry St. road allowance for a wildlife corridor and part of the proposed stream riparian area at the south end. The proposed layout and habitat balance map have been reviewed by the City and this was not been indicated as a concern.

c. does not approve the new stream channel through Hyde Creek Nature Park which will preclude the on-site stream from becoming a fish-bearing stream?
The new stream channel was discussed with the City several times and has not been indicated to be a concern.

d. does not want the stream and riparian habitats for a "natural park area"? What would this mean for the protection of the stream and the riparian habitats? What would be the cost to the City to maintain this area into the future?
It is typical that environmental/riparian areas be dedicated to the City as park/open space. In very few instances, lots are allowed to extend into riparian area as long as the area of the lot within the riparian area is protected by restrictive covenant and fencing. In this scenario, the City had requested that all lots be outside of the riparian area. Fencing will also be installed at the rear property lines to ensure the protection and integrity of the riparian area. The City has reviewed the proposed layout and has not indicated concern with dedicating this area to the City.

2. Has DFO approved in principle a fishway passable culvert under Lynnwood and Aldergrove? Without a fishway passable culvert, the on-site stream will not be fish-bearing and the size of setbacks will increase.
We have not had pre-application discussions with DFO about the proposed fishway or the stream plans for the site, pending indications from the City that the proposed residential subdivision plan may be generally acceptable. We are currently in the process of preparing the required applications to the Provincial and Federal authorities.

3. When will the work on the realignment of the on-site stream begin? Concurrently during grading of the site? How will the stream be protected from sedimentation, etc. during construction.
The phasing of the realignment of the on-site stream with consideration of the site grading will be determined as the project approaches the construction stage. We believe that the stream realignment works can only be completed during the low risk construction timing window (fisheries window) and will likely be prioritized to be completed first.

Please feel free to let me know if you have any other questions.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

HY ENGINEERING SURVEYING
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#200 - 9128 152 Street, Surrey, BC V3R 4E7
[redacted]
E: f.abrahani@hyengineering.com
W: www.hyengineering.com
Proudly Celebrating Over 40 Years in Business

From: [redacted] HOWES [redacted]
Sent: March 10, 2021 1:28 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>
Cc: [redacted] Peachman [redacted]
Subject: 1160 Victoria Drive - Environmental Report

Fahad....

Thank you for sending this more detailed EIA for the development at 1160 Victoria Drive, Port Coquitlam, BC.

Hyde Creek Watershed Society in general supports the project in particular the use of the unopened road, Newberry Steet, as a wildlife corridor and realignment and improvements to the unnamed stream and linkage via fishway passable culvert to Watkins Creek to make this a fish-bearing stream.

We have some additionlal comments and questions that are included as an attachment.

Let me know if you have any questions.

[redacted] Howes
Director, Hyde Creek Watershed Society

From: "Fahad Abrahani" <f.abrahani@hyengineering.com>
To: [redacted]
Cc: "[redacted] Peachman" [redacted]
Sent: Tuesday, March 2, 2021 4:14:46 PM
Subject: 1160 Victoria Drive - Environmental Report

Hi [redacted],

Further to [redacted] request to me, below please find the link to the most current Environmental Report which includes drawings and information regarding the culvert.

Fahad Abrahani

From:	[redacted] Shannon [redacted]
Sent:	March 10, 2021 1:58 PM
To:	Fahad Abrahani
Cc:	planning@portcoquitlam.ca
Subject:	H.Y. Engineering File: 174762, Municipal Project: SUB00169

Re: Proposed rezoning and 25-Lot subdivision located at 1160 Victoria Drive, Port Coquitlam BC

I, [redacted] Shannon, live at [redacted] Plymouth Crescent, Port Coquitlam BC

I have reviewed the proposed plans for the above referenced project and;

Support the project if:

I would like to understand what plans you have in place to ensure the stability and safety of the yards backing onto the existing waterway (specifically lots 408 through 413), i.e. will retaining walls be put in place to ensure any disruption of the waterway will not degrade the stability of our yards, will fences be installed to protect our yards and occupants from increased wildlife coming through the proposed wildlife corridor? I am concerned over the stability of the trees / yards along the existing waterway and that they will fall with disruption, and vibrations from construction and heavy equipment – has a geotechnical engineer been brought in to look at the stability of both sides of the ravine, and if so can we be provided a copy of their report to assess how the construction and wildlife corridor with affect us? What form of Developers insurance will be in place for unforeseen bank destabilization for either side of the existing / proposed waterway?

Will the wildlife corridor be at water level (in alignment with the realigned watercourse), or will it be closer in alignment with the yards of lots 408 through 413?

Also, specifically for [redacted] lot 411), the proposed subdivision layout drawing does not display any trees directly behind it, however, I am assuming that all existing trees [redacted] surveyed property line will remain intact and unharmed?

As for access to this proposed subdivision, I do have concerns over the only access point being off of Lynwood. An additional access point off of Victoria (with a pedestrian controlled light to make park and bus stop access easier), similar to Wedgewood would make much more sense. Otherwise, the impact of increased traffic on Lynwood would be unfavorable. Currently, turning off of Plymouth Crescent onto Lynwood (the end closest to the proposed subdivision) is already very difficult. It is a blind corner, and cars tend to drive quite fast through this corner. If the traffic is increased, this can become a bigger problem.

Thank you in advance for working with our community to ensure a safe outcome for all.

[redacted] Shannon

Fahad Abrahani

From:	Fahad Abrahani
Sent:	March 31, 2021 3:02 PM
To:	[redacted]Shannon
Cc:	planning@portcoquitlam.ca
Subject:	RE: H.Y. Engineering File: 174762, Municipal Project: SUB00169

Hello [redacted]

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again. The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

Construction activities will be conducted using best practices and care, and will be done in accordance with the recommendations of the project Arborist and Geotechnical Consultant to ensure that damage to neighbouring properties does not occur. The existing watercourse that comes down the unopened road allowance/wildlife corridor from the north and enters the subject site approximately midway is proposed to be retained, and an additional section of the watercourse will be created within the subject property to the east. There is also no disturbance, grading or construction work proposed in the unopened road allowance between the properties on Plymouth Crescent and the subject site, except for the removal of very few trees that are already in poor condition. No trees to the rear of your property in the unopened road allowance are currently proposed for removal. Protection fencing will be installed around all retained trees, including those in the unopened road allowance between the properties on Plymouth Crescent and the subject site, as recommended by the project Arborist, to ensure that their stability is protected.

A Geotechnical Consultant (Cornerstone Geo-Structural Engineering) has also completed a geotechnical report confirming the stability of the site and the feasibility of the proposed use. A copy of the report can be provided once the proposed layout is confirmed and the final report is prepared. Furthermore, the City mandates that developers and contractors carry liability insurance as specified by the City.

With regards to wildlife movement, the unopened road allowance west of the site is already used as a wildlife corridor by bear, deer and other wildlife and is only proposed to be retained in its current state further to extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental Services) and the Hyde Creek Watershed Society. Riparian fencing is typically required on the development site and additional fencing along the western boundary of the unopened road allowance and the rear property lines of the adjacent properties on Plymouth Crescent can be considered and provided upon confirmation from the City.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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#200 - 9128 152 Street, Surrey, BC V3R 4E7
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From: [redacted] Shannon [redacted]
Sent: March 10, 2021 1:58 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>
Cc: planning@portcoquitlam.ca
Subject: H.Y. Engineering File: 174762, Municipal Project: SUB00169

Re: Proposed rezoning and 25-Lot subdivision located at 1160 Victoria Drive, Port Coquitlam BC

I, [redacted] Shannon, live at [redacted] Plymouth Crescent, Port Coquitlam BC

I have reviewed the proposed plans for the above referenced project and;

Support the project if:

I would like to understand what plans you have in place to ensure the stability and safety of the yards backing onto the existing waterway (specifically lots 408 through 413), i.e. will retaining walls be put in place to ensure any disruption of the waterway will not degrade the stability of our yards, will fences be installed to protect our yards and occupants from increased wildlife coming through the proposed wildlife corridor? I am concerned over the stability of the trees / yards along

Fahad Abrahani

From: [redacted]S [redacted]
Sent: March 11, 2021 2:36 PM
To: Fahad Abrahani; planning@portcoquitlam.ca
Cc: westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject: Proposed Plans for Development at 1160 Victoria Drive
Attachments: 4083 Wedgewood St Response to HY Engineering File#174762 Port Coquitlam Project# SUB00169.pdf; H.Y. Engineering Letter RE Port Coquitlam Project# SUB000169.pdf; Proposed Subdivision Layout & Drawings.pdf

Good Afternoon,

RE: HY Engineering File# 174762 & Port Coquitlam Project# SUB00169

Please find attached 4083 Wedgewood St's response and offering of suggestions for the Proposed Development at 1160 Victoria Drive along with the documents sent to neighbours of 1160 Victoria Drive (for reference).

I would also like to add, post script, that I have been told by the City of Port Coquitlam that there are No Plans to put in a Crosswalk along Victoria Drive between Soball and Upper Victoria. With bus stops across from on both sides of Victoria Drive by Wedgwood Street there are Children and Adults continuously running across the street to get to these Bus Stops. I have seen near misses, cars speeding dangerously down towards Victoria Park, Construction Vehicles barrel down the road. It is getting very dangerous along this road and with only the ability to cross it, safely, at Soball or up at Upper Victoria. If we are going to look at adding, potentially, 50 new families and upwards of 75 new vehicles to this area we absolutely need a safe way to cross to access Bus Stops and Victoria Park that don't require walking 2kms to safely cross.

Thank you so much for your time and support,
[redacted]Scontrino, Home Owner
[redacted] Wedgwood Street
Port Coquitlam, BC V3B 6R4

[redacted] Scontrino
[redacted] Wedgewood Street
Port Coquitlam, BC V3B 6R4

[redacted]

March 11th, 2021

H.Y. Engineering Ltd.
City of Port Coquitlam Council
City of Port Coquitlam Development & Planning Department

RE: H.Y. Engineering File: 174762
Port Coquitlam Project: SUB00169

Dear Sirs & Madams,

I do not oppose the possible development of 1160 Victoria Drive Port Coquitlam, I do, however, have concerns regarding the safety to the public/public works/Emergency Services, wildlife, and surrounding properties if the development were to continue as proposed. Please find below a list of concerns and suggestions to mitigate possible damages and improve development plans.

1. Surrounding Property Damage:
    a. Preloading the property will displace the water into the yards and houses surrounding 1160 Victoria Drive. Presently, all houses along Wedgewood Street (West Side) have some form of Perimeter (or other) Drainage around their houses/back yards and a sump connecting to the storm drains in the front. Even in the height of Summer water is still draining from 1160 Victoria Drive into the sumps. *When the watermain to 1160 Victoria Drive burst in the Summer of 2020, our drainage was not able to keep up with the influx of water and the back yards at the top of Wedgewood flooded for several days.* Preloading may redirect underground streams, and will move excess water, onto our properties.
        We need to know:
        i. How will displaced water/underground streams be dealt with?
        ii. Who will be responsible for property damages during and after construction?
        iii. Was there a Geotechnical study done to check for underground streams etc.?
    b. Without knowing the proposed/planned grading of this property there are concerns for any existing retaining walls and other height differences between properties.
        i. Presently, 4083 Wedgewood is about 3.5ft lower than 1160 Victoria Drive. How will this height difference be approached? Additionally, 4083 Wedgewood does not have a proper fence, just pig wire, separating so that migrating wildlife can cross without damaging any kind of expensive fencing while keeping trespassers off the property.
        ii. At the highest point (the North West side) 1160 Victoria Drive is 22.95 while the lowest point (the South East side) is 14.00 with water always draining from the 1160 Victoria Drive onto Lynwood to drain into the storm drains.
            1. How will this be graded and approached?
            2. Will there be a large build up of the South side of the Property?
            3. Was there a Geotechnical study done to check for underground streams etc.?
            4. As this area is a wetland, has there a biological study done to determine if there are any protected species of special concern (including vegetation)?

[redacted]
[redacted] Wedgewood Street
Port Coquitlam, BC V3B 6R4

[redacted]

c. 4015 Wedgewood has a pool in their back yard and the proposed properties 24/25 are incredibly close to their back yard.
    i. How will the safety and integrity of their property be maintained during and after construction?
    ii. What height difference will there be between their property and 1160 Victoria Drive?
    iii. How close will 24 and 25 be to 4015 Wedgewood St's lot?

2. Wildlife, Trees, Animal Corridor, Realigned Water Course:
    a. Presently, there are number of Wildlife Species that permanently call 1160 Victoria Drive their home. These Animals include: Year-round Hummingbirds, Horned Owls, Barred Owls, Deer, Frogs, Squirrels, Birds and more. Seasonally, other animals use this property for Food, Shelter and Safety including: Bears, Lynx and more. If this area is stripped down to 1/10th the size of Wildlife area there will be massive displacement and damage to habitats.
    b. The Placement of the Animal Corridor does not make sense for Wildlife nor the Safety of Children at Victoria Park.
        i. Presently, one of the main ways that Bear, Deer, Lynx and other wildlife access 1160 Victoria (for Shelter, Food and Safety) is via Wedgwood Street (West Side) from Smiling Creek and Wedgewood (East Side). As Smiling Creek, the green space, and the wildlife on that side will not be moving, it does not make sense to make the Animal Corridor on the opposite side of 1160 Victoria Drive.
            1. If construction moves ahead as outlined in the documents sent out to the surrounding property owners – the proposed lane will just become a "corridor" for wildlife from Smiling Creek, through 4083 Wedgewood Street (My property) and 4091 Wedgewood Street, through the Proposed Lane to get there.
            2. In the present plans Lot 10 would constrain part of the Wildlife Corridor – which should be noted.
        ii. Placing the "end" of the Animal Corridor at Holtby does not make sense unless we would like to see Bear and other wildlife end up at Victoria Park where children play.
            1. There is no ingress of wildlife from Holtby/Victoria park to move them through to Hyde Creek trails. There is, however, a clear ingress of wildlife from Smiling Creek via Wedgewood Street.
    c. It is understood that redirecting the Water Course may make sense for creating a new Salmon habitat, however, it does not work for wildlife nor for the property owners on the East side of Plymouth.
        i. Phoenix Environmental Services Drawing shows that the 15m Setback from the Proposed new Water Course would now invade the properties 413, 412, 411, 410, and 409 as indicated.
            1. Could this potentially cause property loss for these homeowners should the City of Port Coquitlam need to regain some of this area for the new Water Course now or years down the road?
        ii. Riparian Area Gain outside of the 15m of TOB does not equal the amount of Riparian Area LOSS
        iii. Proposed Lots 1, 2, 3, 4, 24, and 25 would be built upon existing wetlands.

[redacted]
[redacted] Wedgewood Street
Port Coquitlam, BC V3B 6R4

[redacted]

d. City of Port Coquitlam Tree Bylaw, 2019, Bylaw No. 4108 Page 9, Section 7 indicates that every tree cutting permit shall provide a tree replacement plan for each tree proposed to be cut. What plans are there for tree replacement?

3. Access, Traffic, and Traffic Calming:
   a. With 25 proposed homes and an unknown number of secondary suites there is a high probability for at least 75 new vehicles could be added to our neighbourhood just from this development. This could lead to:
      i. Traffic and congestion would increase along Wedgewood, Lynwood, Plymouth and the Proposed New Street. It would, also, continue at the intersections of Wedgewood & Victoria Drive, Lynwood & Apel, and Lynwood & Wedgewood.
         1. Safety concerns for children playing / pedestrians walking
         2. Safety concerns for current residents driving/accessing these routes
      ii. Speeding – presently, we already have cars zooming through to avoid both the Park/School Zone as well as the Traffic Calming "Speed Bumps" along Apel. Increasing natural traffic to the area will only be cause for more speeding, congestion, and potential for injury
      iii. Safety – as noted above.
   b. With access to the development proposed to be accessed via Lynwood there are some concerns about Traffic issues as well as Access for Emergency or City Vehicles.
      i. The Proposed Lane would not offer enough space for Firetrucks or other Large Vehicles or machinery to turn around/navigate safely or effectively
      ii. Increased vehicle traffic will cause Street Safety issues for children at play on Lynwood and Wedgewood Streets as well as persons walking pets and crossing roads.
4. Suggestions: I would suggest that the following updates or changes be made:
   a. Create a U-Shaped Wildlife Corridor at the West, South and East sides of 1160 Victoria Drive rather than just along the West Side and make the Development a Cul-de-Sac with Victoria Drive Access
      i. This would allow for more Trees and Safe Wildlife Refuge Areas that make sense to their natural migration and ingress into the area
      ii. This would encourage wildlife to move through the "wildlife safe areas" rather than through the neighbourhoods or properties
      iii. This would increase the separation between the new construction and existing properties and could help mitigate any damages by displaced water, preload, or construction upon the existing properties
      iv. This would move the main access to the new development to Victoria Drive which would also help with:
         1. Emergency Services / Public Works access to the Development (as proposed, the lane would not offer enough space for Fire Trucks or large trucks or equipment to move around efficiently)
         2. Would ease traffic on Lynwood, Plymouth, and Wedgewood Streets
         3. Would reduce Wildlife movement through the new development
      v. Presently, 1160 Victoria Drive is ONLY accessible from Victoria Drive
   b. Only allow rezoning of RS1 to match existing, surrounding neighbourhoods

[redacted]
[redacted] Wedgewood Street
Port Coquitlam, BC V3B 6R4

[redacted]

c. Continue to work with the existing homeowners to blend this new neighbourhood and wildlife areas into the existing landscape.

I am including a link to a Dropbox Folder with just some of the wildlife we see come through our yard and into 1160 Victoria Drive (including: Bear, Deer, Lynx, and Owls).
[redacted]

We have lived at [redacted] Wedgewood Street since 2011 and my grandparents before us, so we know and love this area. We would love to see it stay safe, family centric, and wildlife friendly.

Thank you in advance for your time, consideration, and support.

[redacted] Homeowner
[redacted] Wedgwood Street
Port Coquitlam, BC V3B 6R4

Fahad Abrahani

From:	Fahad Abrahani
Sent:	March 22, 2021 4:06 PM
To:	[redacted]S; planning@portcoquitlam.ca
Cc:	westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject:	RE: Proposed Plans for Development at 1160 Victoria Drive

Hello [redacted],

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your questions that we are able to provide at this time.
An Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental Services which has included assessment of wildlife habitat features at the site, and assessment of endangered or species at risk. The report noted that no raptor (hawk, owl) nests are present. Existing streams and ravines, such as Smiling Creek and the watercourse at the west of the subject site (unnamed stream), are commonly used for wildlife movement corridors from which some animals may disperse for feeding opportunities. The wildlife corridor proposed for the unopened road allowance west of the site is already used by bear, deer and other wildlife. The EIA report included a search of species-at-risk databases and noted that the riparian forest area and wetted portions along the unnamed stream could provide suitable foraging habitat for occasional use by Great Blue Heron, Olive-sided Flycatcher, Barn Swallow, and Band-tailed Pigeon. Northern Red-legged Frog may use the stream at the site for movement and foraging. An inactive Barn Swallow nest was observed in the barn and the EIA report suggested erecting artificial Barn Swallow nesting structures within the streamside setback areas proposed at the Site.

The EIA has proposed that restoration planting of the streamside protection area be provided. The restoration planting plan will be based on removal and control of invasive plants within the streamside setback area and planting of a variety of native tree and shrub species. Commonly, there is a 5-year maintenance (weeding, invasive plant control, irrigation, replacement of plantings that have not survived) and annual monitoring period until the riparian forest plantings have become well established and free to grow. The costs of restoration planting and associated maintenance and monitoring are typically covered by bonding and securities provided to and held by the City until the 5-year period has elapsed and the planted area has been successfully established as enhanced riparian vegetation.

With regards to environmental setbacks, the setbacks shown at the rear of the properties on Plymouth Crescent extend from the existing watercourse within the unopened Newberry Street allowance, and not from the proposed realigned and new watercourse. The existing watercourse was originally classified as a stormwater ditch, and therefore, streamside setbacks were not applied when these lots were created, or, these lots may have been created before the streamside setbacks began to be applied in the 1980's. The setbacks shown on these properties will not be brought into effect until such time that they are re-developed. Furthermore, the subject site is not classified as a watershed and all of the proposed lots are outside of the applicable environmental/riparian setback area.

A Geotechnical and Hazard Assessment Report has been completed by Cornerstone Geo-Structural Engineering confirming the feasibility of the proposed use of the site. Geotechnical Recommendations have also been provided for site preparation that will be followed, including recommendations for foundation footings, inspection of the foundation soil by the Geotechnical Consultant prior to construction and approval of the type and amount of grading fill being used. The site will be regraded to establish a more even slope from north to south while maintaining the existing grades and elevations with adjacent properties. We anticipate minor grade changes to the center of the lots backing onto the rear and towards the new road. We do not anticipate any grade changes along the shared property lines with adjacent properties. All grading works will be completed in accordance with the City's bylaws and permitting requirements. Additionally, due to the topsoil being underlain by very stiff clayey silt glacial till, we do not anticipate that pre-loading of the site will be required.

A Tree Evaluation Report has also been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location and species factors. Trees which are in conflict with the watercourse realignment, with poor health, or of little long term retention value are recommended for removal. Tree retention and replacement will also be considered during the Construction and Building Permit Stage of the project and trees will be retained where possible. A Tree Replacement Plan will be provided and contributions to the City's Green City Fund will also be provided in lieu of the replacement trees that cannot be accommodated on the proposed development.

The proposed homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height requirement of the zoning bylaw. In order to preserve privacy with the homes at the rear, the proposed floor plans will also be prepared with consideration of maximizing the privacy of the subject and surrounding homes. Upper floor decks will be discouraged and privacy fencing would also be installed along the side and rear lot lines along with shade trees along the rear property lines. The proposed homes will also have a setback of 7.5m from the rear property line, consistent with those provided for the adjacent homes on Wedgewood Street. Because proposed Lot 24 will have a side yard abutting 4015 Wedgewood Street, the proposed house will be setback a minimum of 1.2m from the east property line of this lot. With regards to secondary suites, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided. Therefore, secondary suite potential for these lots is not guaranteed.

The City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

Construction activities will be conducted using best practices and care to ensure that damage to neighbouring properties does not occur, and will follow the recommendations provided by the

project Geotechnical Consultant, Environmental Consultant and Arborist. Furthermore, the City mandates that developers and contractors carry liability insurance as specified by the City.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again. Furthermore, the ultimate right-of-way for the proposed road is 15m. This is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles (including the proposed lane). The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

HY ENGINEERING SURVEYING
CIVIL ENGINEERS • BC LAND SURVEYORS • PLANNERS
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[redacted]
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From: [redacted]S [redacted]
Sent: March 11, 2021 2:36 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>; planning@portcoquitlam.ca
Cc: westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca
Subject: Proposed Plans for Development at 1160 Victoria Drive

Good Afternoon,

RE: HY Engineering File# 174762 & Port Coquitlam Project# SUB00169

Please find attached [redacted] Wedgewood St's response and offering of suggestions for the Proposed Development at 1160 Victoria Drive along with the documents sent to neighbours of 1160 Victoria Drive (for reference).

I would also like to add, post script, that I have been told by the City of Port Coquitlam that there are No Plans to put in a Crosswalk along Victoria Drive between Soball and Upper Victoria. With bus stops across from on both sides of Victoria

Fahad Abrahani

From: [redacted]
Sent: March 13, 2021 1:55 PM
To: Fahad Abrahani
Subject: RZ000196 1160 VictoriaDr

Hello,

My name is [redacted] Neighbour and our property ([redacted] Wedgewood) backs onto the noted development project. We would like to ask how high the new privacy fence will be, and the timing of the project. Also, there is a straight stand of evergreen trees directly along our fence line. While we are unsure if these are on our property or not, we would like to strongly request that these trees remain intact as they are fully mature, and provide both privacy and shade to our yard.

Any comment you have would be welcome.
Regards,
[redacted] Neighbour

Fahad Abrahani

From: Fahad Abrahani
Sent: April 01, 2021 10:18 AM
To: [redacted]
Subject: RE: RZ000196 1160 VictoriaDr

Hello [redacted],

Thank you very much for taking the time to review the details of the proposed development and for your questions and comments. Please see below for some clarification that we are able to provide at this time.

With regards to fencing, typical fencing provided is approximately 4ft to 5ft.

The timing of the project is dependent on the City's approvals. As the project is still in the preliminary stages, it could take approximately 1 to 1.5 years before the house construction begins.

A Tree Evaluation Report has also been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location and species factors. Trees which are in conflict with the proposed development footprint, watercourse realignment, in poor health, or of little long term retention value are recommended for removal. With regards to the trees along your rear property line, these trees are not depicted on the Topographic/Tree Survey or the Arborist Report prepared for the site. This could be either because they are undersized, or because they may be on your side of the property line. Regardless, the developer's intention is to retain as many trees as possible. No removal of trees on neighbouring properties is proposed and we do not anticipate that the trees along your rear property line will need to be removed.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

H.Y. ENGINEERING SURVEYING
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Proudly Celebrating Over 40 Years in Business

Fahad Abrahani

From: [redacted] Ferrari [redacted]
Sent: March 13, 2021 5:26 PM
To: Fahad Abrahani; planning@portcoquitlam.ca; Bryan Sherrell
Cc: pennerd@portcoquitlam.ca
Subject: Feedback re: 1160 Victoria Dr proposed subdivision
Attachments: 1160VictoriaDr.SubdivisionResponse.JF.20210313.pdf

Hello,
Please find attached our feedback for the 1160 Victoria Dr subdivision.

Thank you
[redacted] Ferrari
[redacted]

Sent from Outlook

[redacted] Ferrari
[redacted] Wedgewood Street
Port Coquitlam, BC V3B 6R4
[redacted]

March 13, 2021

H.Y. Engineering Ltd.
#200 – 9128 152 Street
Surrey, BC V3R 4E7
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f.abrahani@hyengineering.com

City Hall Annex
Planning Division
200-2564 Shaughnessy Street
Port Coquitlam, BC V3C 3G4
604-927-5442
planning@portcoquitlam.ca
sherrellb@portcoquitlam.ca

Re: Proposed Subdivision from H.Y. Engineering for subject property at 1160 Victoria Dr, Port Coquitlam

Hello my name is [redacted] Ferrari and I would like to submit mine and my husband's comments, concerns and suggestions regarding the proposed subdivision at subject property 1160 Victoria Dr, Port Coquitlam.

I would like to address four (4) main areas of concern based on the drawings for the subject property as presented to us via paper mail dated February 16, 2021 from H.Y. Engineering: wildlife and human safety; house placement; drainage and property protection; traffic and pedestrian safety. I have included a Google Drive link* at the end of this document to a sampling of pictures and videos that help support my feedback.

My first concern is around safety between wildlife and human interaction. Our neighbourhood is one that spends a lot of time out of doors; playing in backyards, engaging with others on the street, walking our community streets and trails, and successfully sharing the outdoor spaces with all wildlife in a respectful manner. The subject property must include a minimum 10m treed wildlife corridor along the Eastern side of the property as to mirror the 10m wildlife corridor currently shown on the Western side of the subject property drawing. The natural migration path of the local larger wildlife is such that they enter and exit the subject property along the Northeast border (the back fence line of 4097 Wedgewood Street) and the Southeast border (the back fence line (Southwest side) of my property at [redacted] Wedgewood Street). The larger wildlife consists of deer, bears, bobcats, cougars, and coyotes. In

addition to those larger roaming wildlife, the Southeast border of the subject property also sees many avian species such as humming birds, woodpeckers, owls, and heron. Our backyard and surrounding area is also frequented nightly by bats. I have attached a link* to my Google Drive with pictures and videos[1] of some of the recent wildlife I've seen from my property as well as pictures of the well-worn paths of the larger roaming wildlife at both entry points of the northeast and southeast side of the subject property.

The current proposal drawing does make note of a 2.5m walkway between proposed lots 13 & 14, however this narrow walkway in actuality aids in the likelihood of human/wildlife conflict. The proposed walkway is located near enough to the current natural migration path of the larger wildlife that it is logical to assume it will be frequented by the wildlife because of sheer necessity (the blockage of their natural path by building Lot 15). It is not reasonable to think that bears, cougars, deer, et al, will continue to walk along Victoria Dr and enter their now "designated Western wildlife corridor". The Western side of the subject property is not currently an overt natural migration path for the larger wildlife. The proposed 2.5m walkway basically becomes a trap, a proverbial cattle chute, funneling wildlife and humans together into potentially dangerous confrontations. By preserving a minimum 10m treed wildlife corridor along the Eastern length of the subject property both animal and human interactions can be kept to a minimum, local indigenous ecology can be maintained, and privacy for the existing Wedgewood Street properties can be upheld.

The proposed introduction of a fish bearing capable stream on the subject property will increase the number of larger roaming wildlife that migrate through the new subdivision. The subject property will also be removing a large source of natural food by way of fruit bearing trees and blackberry bushes. Providing effective ways for wildlife and humans to stay segregated even with the draw of food sources on site, whether natural like fish or unnatural like residential garbage, should succeed in limiting any increase in dangerous confrontations. I believe my proposed solution of an Eastern wildlife corridor will actually alleviate several more obstacles within the current proposal as I will further demonstrate.

House placement is a huge concern for us as our property is the most effective by the new subdivision. The current drawing shows Lot 24 to have a house that basically is sitting on our back fence line. The minimum amount of clearance needed for building is only around 8 feet I believe. With the proposed changes of zoning to RS-2, it will be likely that these new houses will include secondary suites. Secondary suites typically have side entrances. These entrances will possibly be right in the natural migration path of larger wildlife if there is no Eastern corridor.

Beyond wildlife, our personal enjoyment and satisfaction as a homeowner is being threatened. What is the height of the new house going to be if secondary suites are allowed? Regardless of fencing between the new house and our yard, the second and potentially third story windows of the house on Lot 24 will look directly into our in-ground pool, our entire backyard, and across to our sundeck/kitchen windows. All conversations and activities in our backyard will no longer be enjoyable or private in any way. We will be forced to keep all our blinds closed in the kitchen to have some privacy while eating. Additionally the shadowing that will result from a house so close will mean an increased cost to our utilities for heating our pool and increased draw on the city's resources. There is no need for Lot 24 & 25 to be turned perpendicular to the rest of the lots. If Lot 24 & 25's house orientations were aligned with the rest of the proposed street, at the very least there would be a minimum 25+ feet rear clearance

between the house and the fence line. I can't stress enough how having a house so close to our backyard fence line will negate any privacy we currently enjoy.

In addition to the lack of future enjoyment within our property, having the house placement so close to our fence line devalues our property. It devalues it in personal enjoyment yes but also devalues it in future saleability. A new house built so close takes our large, quiet, sunny, desirable inside corner lot with an in-ground pool and turns it into a large, loud, no privacy, totally shaded, center of the traffic circle corner lot. This is absolutely unacceptable to us.

Again the addition of the Eastern wildlife corridor could appease some of these concerns.

Water overflow and run-off, natural drainage, building drainage, and property damage concerns are my next topic. Nearly 365 days a year the sidewalk at the Southwest corner of our property has water overflow and run-off. When it rains, the overflow is significant. When it doesn't rain, the overflow is still very visible. When it's freezing temperatures in the winter, the overflow is significant enough to freeze several centimeters thick creating a hazard that my husband tries to mitigate by profusely salting. I have attached a link* to my Google Drive with pictures and videos[2] showing the run-off and water flow. These pictures and videos were taken on consecutive days in March 2021 after zero rainfall for a week. As you can see the sidewalk is flooded and the street gutter has continuous flowing water into the storm drain.

When we built our fence in 2016 we found out that there was already significant water diversion work done to our property when it was first built in the 1980s. There are huge boulders embedded around the property to help stifle the flow of water and stabilize the surrounding area's soil and clay. When we were sinking some of the fence posts we didn't even need to add water to the dry cement mix; the post hole would be filled with enough water already that we could simply pour the dry mix in and stir. It is a lot of water that runs over, through and under the land on the South side of the subject property (ie: creek, underground springs, etc).

How is the developer going to protect our home from the impacts of the water displacement during construction? How is the developer going to handle preloading on the subject property so that our pool doesn't implode and our house doesn't sink? What happens if our house floods as a result of the water displacement or pool damage? What recourse will we have if damages are done to our property? What recourse will we have if those damages aren't apparent for 5, 10, 15, years?

Again the addition of the Eastern wildlife corridor could appease some of these concerns and help mitigate drainage, soil stability and property damage obstacles along the entire length of existing Wedgewood St. properties.

Last but not any less significant are the traffic safety, parking, and pedestrian safety concerns regarding having the subdivision's access point be on Lynwood Ave. Reasons to disqualify Lynwood Ave as an access point are plentiful. First, the road is too narrow to support 2 way traffic with its existing street parking. The city would need to make significant improvements to Lynwood Ave for it to accommodate another 100+ daily vehicles. I have attached a link* to my Google Drive with pictures and videos[3] showing some 2 way traffic and the crowded feeling of the road when vehicles are parked. The winding nature of Lynwood Ave also creates blind corners for traffic flow and the existing side streets. The corner of Apel and Lynwood has an awkward curve and often has cars parked close to the corner. All of

these factors can make Lynwood difficult to navigate with its current traffic density and will only get worse if the subdivision access is from the South side.

Because Apel has had speedbumps installed in the last few years, traffic often funnels its way along Victoria Dr and Wedgewood St so they can be avoided. Wedgewood Street is also too narrow to support 2 way traffic flow with street parking allowed. The stop sign at the corner of our property (Wedgewood St and Lynwood Ave) often has drivers who only do a "California stop" and who cut the corner severely when coming from Lynwood Ave onto Wedgewood St. People often drive down the middle of Wedgewood Street because of the cars parked on the street. Access to my driveway will be impeded and potentially create rear end accidents due to the funneling of traffic that will result on Wedgewood St. These risk factors will be exacerbated with the additional traffic if the subdivision accesses from Lynwood Ave.

The proposed orientation of Lots 1, 2, 24 & 25 coupled with the subdivision access point on Lynwood Ave means there will be less availability for street parking. Additionally, having 4 driveways and a road in the path of pedestrians makes for a very dangerous stretch of sidewalk. Changing the orientation of Lots 1 & 2 to align with the rest of the subdivision's Western lots, terminating the new subdivision road between Lot 2 and 25, expanding the Eastern Wildlife corridor to include Lot 24 and using Lot 25 for visitor parking and an appropriately sized vehicle turnaround for emergency and city vehicles would greatly improve the odds of pedestrian safety along Lynwood Ave with the added bonus of leaving the already meager options for street parking for existing neighbourhood residents intact.

Victoria Drive already supports proper 2 way traffic flow and street parking. I have attached a link* to my Google Drive with pictures and videos[4] demonstrating traffic flow, parking and the avid use of the park on Victoria Drive. Victoria Drive is the natural access point that should be considered for the subdivision. This natural access should terminate as a dead end/cul de sac at the South end of the subject property. The current driveway for the subject property is already on Victoria Dr. Other recent subdivisions built along Victoria Dr have their access point on Victoria Dr, e.g. 1488 Victoria Drive – Watkins Creek. Having the access point on Victoria Drive also assists in superior and timely access for emergency vehicles and city service vehicles. The current drawing does a very poor job at demonstrating emergency and city vehicle access to Lots 10-15.

By having the subdivision's access point onto Victoria Drive, the city can also put a much needed official pedestrian crossing in. Currently there is no safe place for pedestrians to cross Victoria Drive at all between Soball St. and where the new development passed Rocklin St is (at the Victoria Drive split). Every day, multiple times a day, at all hours day and night, in all weather and light conditions, pedestrians are forced to jaywalk across Victoria Drive to access public transit, the park, walking trails, and their homes. Having an official crossing on Victoria Drive will also assist in helping drivers slow down before entering the 30km school/park zone when travelling westbound.

I can see many adjustments that could be made to the current subject property drawing that would yield positive and favourable results for the developer, the city, and the existing residents, some are noted above within my explanations of our position as homeowners and community members. Others are:

1. Remove Lot 10, slide the entire subject property drawing westward to accommodate the Eastern wildlife corridor, alleviate privacy issues, drainage, and potential property damage. As

the watercourse is already planning to be 100% reinvented and realigned, what difference does it make to move it to a more accommodating width and area? The Eastern treed wildlife corridor and all its benefits noted above is a must to obtain our support of the subdivision in any iteration.

2. If the subdivision is to empty onto Lynwood Ave, turn all Lots 1, 2, 24, 25 inward to be in line with the rest of the lots. This will preserve street parking, pedestrian visibility and provide additional backyard distancing for Lots 24 & 25 and existing Wedgewood St residents.
3. If the subdivision is to empty onto Victoria Dr, turn lots 1, 2, 11, 12, 14, 15 inwards to align with rest of lots, remove Lot 10 and 13 altogether, assign Lots 24, 25 as functional turnaround and additional parking at the terminating end of the subdivision road.
4. If the subdivision is to have a through road that empties onto both Lynwood Ave and Victoria Dr, see #3 above in addition to assigning the now turned end Lots 1 and 25 as green space. These end lots used as green space are to maximize traffic and pedestrian visibility and to keep with the current neighbourhood design; demonstrated by all neighbouring corner properties already having large open green spaces for traffic visibility and curb appeal.

I thank you very kindly for considering our feedback. We look forward to more discussions and seeing how we can work together to develop a prosperous, dynamic and beautiful neighbourhood.

*Google Drive supporting pictures and videos:
[redacted]

Sincerely,
[redacted]

Cc: pennerd@portcoquitlam.ca

Fahad Abrahani

From: Fahad Abrahani
Sent: April 01, 2021 12:03 PM
To: [redacted] Ferrari; planning@portcoquitlam.ca; Bryan Sherrell
Cc: pennerd@portcoquitlam.ca
Subject: RE: Feedback re: 1160 Victoria Dr proposed subdivision

Hello [redacted]

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification that we are able to provide at this time.

With regards to human and wildlife interaction, an Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental Services which has included assessment of wildlife habitat features at the site. The report finds that existing streams and ravines, such as Smiling Creek and the watercourse at the west of the subject site (unnamed stream), are commonly used for wildlife movement corridors from which some animals may disperse for feeding opportunities. The unopened road allowance west of the site is already used as a wildlife corridor by bear, deer and other wildlife and will be retained in its current state further to extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental Services) and the Hyde Creek Watershed Society. Riparian fencing will be provided to maintain the integrity of the riparian area and wildlife corridor, and minimize wildlife and human interaction.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Furthermore, the ultimate right-of-way for the proposed road is 15m. the proposed road is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles (including the proposed lane). The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

With regards to Stormwater Management and Drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

With regards to the proposed homes and secondary suites, the development will maintain the existing grades and elevations with adjacent properties. Furthermore, the proposed homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height and setback requirements of the zoning bylaw. With regards to secondary suites and parking, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided, including a separate parking space for secondary suites in addition to the four parking spots provided for each house. Therefore, secondary suite potential for these lots is not guaranteed.

Erosion and Sediment Control (ESC) measures will be implemented during construction, including site clearing, utilities installation, and house construction to ensure that sediment, dirt, and stormwater from the construction works are managed on-site and do not impact the neighouring properties or the existing watercourse. Construction activities will be conducted using best practices and care to ensure that damage to neighbouring properties does not occur and will follow the recommendations provided by the project Geotechnical Consultant, Environmental Consultant and Arborist. Furthermore, the City mandates that developers and contractors carry liability insurance as specified by the City.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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From: [redacted] Ferrari [redacted]
Sent: March 13, 2021 5:26 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>; planning@portcoquitlam.ca; Bryan Sherrell <sherrellb@portcoquitlam.ca>
Cc: pennerd@portcoquitlam.ca
Subject: Feedback re: 1160 Victoria Dr proposed subdivision

Hello,
Please find attached our feedback for the 1160 Victoria Dr subdivision.

Thank you

Fahad Abrahani

From: [redacted] Browne [redacted]
Sent: March 14, 2021 12:52 PM
To: Fahad Abrahani; planning@portcoquitlam.ca
Subject: 1160 Victoria Drive - SUB00169

Mar 14, 2021

RE: 1160 Victoria Drive - SUB00169

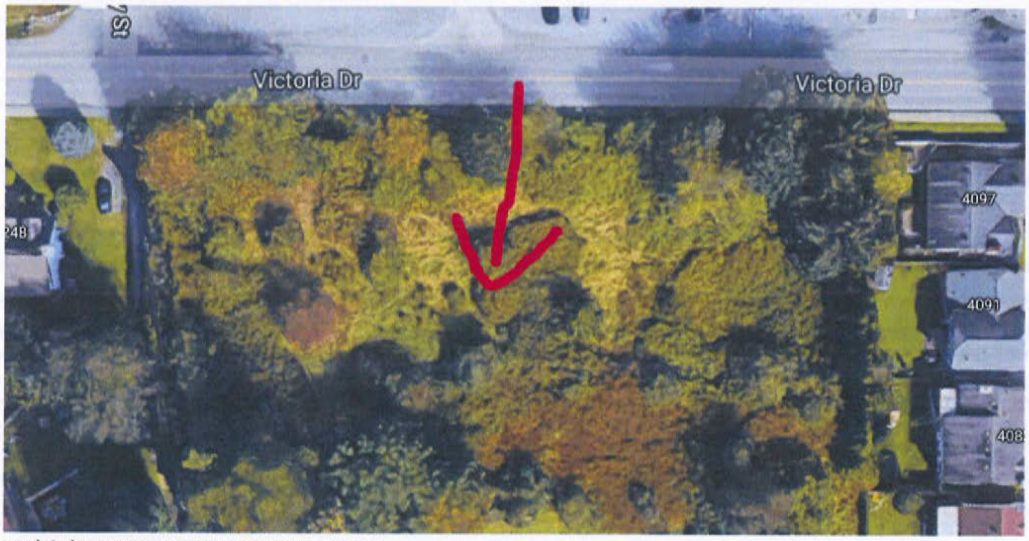
I write in reply to the letter and drawing package from HY Engineering dated Feb 16, 2021, inviting comment regarding a potential subdivision at 1160 Victoria Drive in Port Coquitlam (SUB00169).

A few comments:

1. Vehicle access from Victoria Drive

Preferably, vehicle access would be from Victoria Drive to minimize increased traffic volume on Lynwood Drive. Coquitlam has been very progressive in overcoming old-school road classification dogma (that would treat it as a limited access arterial) and has encouraged new development roads to directly join Victoria Drive, in support of their vision of Victoria Drive as, yes, an arterial - but an arterial that is also slower speed and safe for other road users like bikes and pedestrians, rather than a fast "car sewer". Left without some "friction", Victoria Drive will remain a high speed, dangerous street. So the goal of limiting access to Victoria Drive is unhelpful. Granted, this vision of Victoria Drive as a lower speed arterial is being implemented in bits and pieces as development allows, but it is a vision that works and will serve the neighbourhood well once complete.

To that end, PoCo should allow and insist that this development site be accessed via a new road that directly joins only Victoria Drive (and not Lynwood), along with a pedestrian activated crossing-light, of which there are at present too few on Victoria Drive. Otherwise, Lywnood Drive will continue to be subject to increased, speeding traffic, as it was when Wedgewood/Alderwood was first developed.

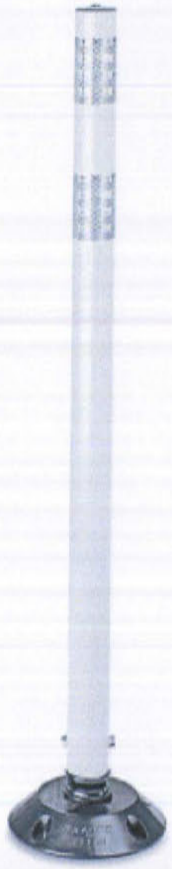


Vehicle access via Victoria Drive

2. Vehicle access alternative: Limiting Lynwood Avenue access

Alternatively, should PoCo not allow access via Victoria Drive, Lynwood Avenue should be made limited access immediately west of Alderwood Avenue (generally in line with the pump station) such that only emergency vehicles could travel through that point e.g. with the use of partial curb and "flexible delineator posts" or similar, while still allowing bikes and pedestrians to travel freely. This will limit the impact of increased traffic and restore a quiet, calm, safe Lynwood Avenue. In this case, vehicles would access the development site from Victoria Drive via Wedgewood Street. A pedestrian walkway joining Lynwood to the south would of course be welcomed (a reversal of the proposal which has vehicles via Lynwood and ped walkway to Victoria).

Limiting access on Lynwood to emergency vehicles / evacuations only



Flexible delineator post

3. Vehicle access alternative: Traffic calming Lynwood Avenue

Alternatively, should PoCo not allow limited access on Lynwood at approximately the pump station, appropriate traffic calming should be installed on Lynwood. This is the least desirable solution because traffic calming also comes with increased acceleration, engine, and braking noise as people slow down and then "punch the throttle".

Traffic calming, a least desired solution

4. Housing type and parking

New housing supply is important. To that end, some component of townhomes should be encouraged on some of the development land. That may also include better parking supply, and increased off-street parking. People will not realistically tandem park, instead opting for limited street parking. Development drawings that rely on tandem parking are a bit of a fantasy.

5. Hydro-G

The site is very wet and an overland creek runs all year south onto Lynwood. If I were immediately adjacent, I would be concerned about changes in overland and subsurface water flow having a negative impact on my property. Either the

water table here is high, or its "hung" on a clay layer, or some combination, but this area is known for being wet. A good example, uphill even, is Chelsea Park. It has been wet since it was developed. A detailed hydro-geological study is required. No doubt the land is developable in some form, but there is complexity that must be dealt with appropriately and not left to chance. At present the reality is that an underground stream fed from the north (foot of Burke Mtn) daylights itself on the property, and that water won't just magically disappear. It may be the case that less of this site is reasonably developable than the landowner would prefer, and that only a smaller portion of the site is available to be developed (albeit, perhaps, as townhomes - "cluster development").

Thank you.

Regards,

[redacted] Browne [redacted]
[redacted] Plymouth Crescent
Port Coquitlam, BC
[redacted]

Fahad Abrahani

From: Fahad Abrahani
Sent: March 29, 2021 10:48 AM
To: [redacted] Browne; planning@portcoquitlam.ca
Subject: RE: 1160 Victoria Drive - SUB00169

Hello [redacted],

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again. The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

With regards to hydrology, the on-site watercourse is fed by a storm main carrying flows from Apel Drive and Victoria Drive to east, that extends south in the unopened Newberry Road dedication where it daylights and enters the site at approximately the mid-west portion. The on-site watercourse currently drains into a storm main on Lynnwood Avenue to the south and is conveyed west to Alderwood, then south and east along Alderwood, and exits south into a park at the east side of Ambleside Close where it daylights and drains into Hyde Creek. A Geotechnical and Hazard Assessment Report has been prepared by Cornerstone Geo-Structural Engineering confirming the feasibility of the proposed use of the site and no water table or groundwater seepage was observed during the geotechnical assessment and testing.

With regards to Stormwater Management and Drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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From: [redacted] Browne [redacted]
Sent: March 14, 2021 12:52 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>; planning@portcoquitlam.ca
Subject: 1160 Victoria Drive - SUB00169

Mar 14, 2021

RE: 1160 Victoria Drive - SUB00169

I write in reply to the letter and drawing package from HY Engineering dated Feb 16, 2021, inviting comment regarding a potential subdivision at 1160 Victoria Drive in Port Coquitlam (SUB00169).

A few comments:

1. Vehicle access from Victoria Drive

Preferably, vehicle access would be from Victoria Drive to minimize increased traffic volume on Lynwood Drive. Coquitlam has been very progressive in overcoming old-school road classification dogma (that would treat it as a limited access arterial) and has encouraged new development roads to directly join Victoria Drive, in support of their vision of Victoria Drive as, yes, an arterial - but an arterial that is also slower speed and safe for other road users like bikes and pedestrians, rather than a fast "car sewer". Left without some "friction", Victoria Drive will remain a high speed, dangerous street. So the goal of limiting access to Victoria Drive is unhelpful. Granted, this vision of Victoria Drive as a lower speed arterial is being implemented in bits and pieces as development allows, but it is a vision that works and will serve the neighbourhood well once complete.

To that end, PoCo should allow and insist that this development site be accessed via a new road that directly joins only Victoria Drive (and not Lynwood), along with a pedestrian activated crossing-light, of which there are at present too few on Victoria Drive. Otherwise, Lywnood Drive will continue to be subject to increased, speeding traffic, as it was when Wedgewood/Alderwood was first developed.

Fahad Abrahani

From: [redacted] Browne [redacted]
Sent: March 14, 2021 1:57 PM
To: Fahad Abrahani; planning@portcoquitlam.ca
Subject: Fwd: 1160 Victoria Drive SUB00169

See below for our email; my original email did not have the correct City Poco planning email.

---------- Forwarded message ---------
From: [redacted] **Browne** [redacted]
Date: Sun, Mar 14, 2021 at 1:52 PM
Subject: RE: 1160 Victoria Drive SUB00169
To: <f.abrahani@hyengineering.com>, <planning@portcoqutilam.ca>
Cc: Ray Browne [redacted]

Mar 14, 2021

RE: 1160 Victoria Drive SUB00169 HY Engineering File 174762

We are writing with regards to our concerns related to the above noted project.

1) Access to new development:

We strongly believe the access should only be from Victoria Drive. The city has shown opposition to allowing access onto an arterial, however various access points from other developments along the Victoria corridor are servicing other subdivisions. There is a severe lack of pedestrian controlled lights along Victoria and we would suggest this would be a good opportunity to install one allowing easier access to the park and school across the street as well as bus stops.

Lynwood Street is used by families and their children for bike riding, playing with friends and the increased traffic if access is not from Victoria will dramatically change the tone of the neighbourhood and result in destroying a now family friendly street.

2) Traffic Calming:

If no access is provided from Victoria Drive, we would insist upon traffic calming along Lynwood. We reside at the corner of Lynwood and Plymouth Crescent. Attempting to turn onto Lynwood from Plymouth by our home can be difficult due to the blind corner east of our property and the speed of some vehicles. We would not like to see a stop sign on Lynwood as this would increase noise due to acceleration from the stop sign.

3) Parking:

The plans show 4 vehicles parked at each residence. Two in the garage and two on the driveway. This is not reality in that rarely do you ever see homes where this occurs. You will see owners also parking on the street. With basement suites, these tenants will also be parking on the street. The plans show 25 homes. If half of the owners park on the street and conservatively if half of the homes have suites with tenant parking on the street - this will result in a minimum of 25 vehicles requiring street parking. I believe an email received by our neighbourhood regarding street parking noted there would be 15 spaces for street parking in the development. This leaves a minimum of 10 cars parking along Lynwood, most likely it would be more. The street will now have parking on both sides resulting in a narrow corridor for vehicle traffic, making it unsafe for neighbourhood children.

4) Looking further ahead re construction:

We have lived at our current address for about [redacted] years. When the Wedgewood, Alderwood subdivision was under construction, heavy equipment was allowed to be moved on and off site in the middle of the night. I was told by the city at that time that they were not actually working on site so were not restricted by the construction hours bylaw. We would like the city to ensure that moving of equipment takes place during the construction bylaw hours.

We also have concerns with regards to waterways and drainage, but Wedgewood and Lynwood residents have noted their concerns in their responses to the development as this would impact their properties more so than ours.

Regards

[redacted] Browne
[redacted] Plymouth Crescent
Port Coquitlam, BC
[redacted]

Fahad Abrahani

From:	Fahad Abrahani
Sent:	March 26, 2021 4:56 PM
To:	[redacted] Browne; planning@portcoquitlam.ca
Cc:	[redacted] Browne
Subject:	RE: 1160 Victoria Drive SUB00169

Hello Kathy,

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time.

With regards to secondary suites and parking, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided, including a separate parking space for secondary suites in addition to the four parking spots provided for each house. Therefore, secondary suite potential for these lots is not guaranteed.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Furthermore, the ultimate right-of-way for the proposed road is 15m. the proposed road is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles (including the proposed lane). The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

With regards to Stormwater Management and Drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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From: [redacted] Browne [redacted]
Sent: March 14, 2021 1:57 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>; planning@portcoquitlam.ca
Subject: Fwd: 1160 Victoria Drive SUB00169

See below for our email; my original email did not have the correct City Poco planning email.

---------- Forwarded message ---------
From: [redacted] **Browne** [redacted]
Date: Sun, Mar 14, 2021 at 1:52 PM
Subject: RE: 1160 Victoria Drive SUB00169
To: <f.abrahani@hyengineering.com>, <planning@portcoqutilam.ca>
Cc: [redacted]

Mar 14, 2021

RE: 1160 Victoria Drive SUB00169 HY Engineering File 174762

We are writing with regards to our concerns related to the above noted project.

1) Access to new development:

We strongly believe the access should only be from Victoria Drive. The city has shown opposition to allowing access onto an arterial, however various access points from other developments along the Victoria corridor are servicing other subdivisions. There is a severe lack of pedestrian controlled lights along Victoria and we would suggest this would be a good opportunity to install one allowing easier access to the park and school across the street as well as bus stops.

Lynwood Street is used by families and their children for bike riding, playing with friends and the increased traffic if access is not from Victoria will dramatically change the tone of the neighbourhood and result in destroying a now family friendly street.

Fahad Abrahani

From: [redacted] Heureux [redacted]
Sent: March 14, 2021 5:36 PM
To: Fahad Abrahani; sherrellb@portcoquitlam.ca; pennerd@portcoquitlam.ca; planning@portcoquitlam.ca; dupontl@portcoquitlam.ca; citycouncil@portcoquitlam.ca; [redacted]
Subject: Proposed rezoning and 25-Lot Subdivision Located at 1160 Victoria Dr, Port Coquitlam

Good afternoon,

Thank you again for sending the information package and for the opportunity to comment and ask questions.

First of all, I would like to mention that our community consisting of Lynwood Ave, between Plymouth Cr. and Smiling Creek, and Wedgewood St, is a tightly knit community. We moved here almost 14 years ago and built relationships and friendships with our neighbours. We hang out with each other, help each other. I, with two other friends/neighbours, organized a Block Watch Group and have been organizing yearly block parties in front of our house (until COVID-19 happened). Through these venues, we also discuss (in person or virtually) matters that are relevant to and common to many of us in our neighbourhood. My family and I are also the [redacted]; we keep Lynwood Ave, from Apel to over Smiling Creek, clear of littered items.

When the advertisement signage was put up on Lynwood Ave, more than a year ago, I and many neighbours immediately contacted each other, sent emails to the Port Coquitlam Planning Division with many questions, as we were concerned by what was being proposed. I'm glad to see that the number of homes went from 28 originally to 25, but that is still a lot. We are an organized neighbourhood/community and had many discussions about this proposed development during block parties, street chats, via emails and a Zoom call.

Please find below my comments/questions. Some may be overlapping or repetitive and are not in order of importance. Some may be more aimed at the City of Port Coquitlam Planning Division.

- Main access should be from Victoria Dr and not Lynwood Ave. Many people use this street to walk, bike and play (hockey, badminton, frisbee, basketball, volleyball).

  Our neighbourhood used to be fairly quiet. We have seen vehicle traffic increasing over the years due to:

  - the housing development in Coquitlam north of Victoria Dr
  - drivers wanting to avoid the speed bump between Lynwood Ave and Victoria Dr and the street light at Apel and Victoria Dri; they use Lynwood Ave and Wedgewood St as a shortcut and don't necessarily respect the speed limit or the stop sign at Lynwood Ave and Wedgewood

  A few neighbours and I have been (before COVID-19) in the process of exploring traffic-calming solutions, with the City of Port Coquitlam. If the main access is to remain from Lynwood Ave (which I am not supporting), traffic calming devices should be installed on Lynwood Ave and Wedgewood Ave,

  By leaving the main access on Lynwood Ave, you will be creating a community within our community which will change the dynamics of our neighbourhood that is, from what I heard, the pride of Port Coquitlam. Traffic will definitely increase, and more vehicle owners, associated with this new proposed development, will park on Lynwood Ave, since the proposed subdivision layout does not include visitor parking, nor tenant parking (as we have not received a definite answer regarding the possibility of rental suites). I am pretty certain that people

living on lots 1, 2, 24 and 25 will be parking on Lynwood Ave, unless they will be allowed to park on the primary access road?

- Regardless if the main access is from Lynwood Ave (with a wide walkway to Victoria Dr) or Victoria Drive, there should be a pedestrian crossing between the south sidewalk of Victoria Dr and the southeast corner of Victoria Park. Families with young children and teenagers are not and will not be walking all the way to the Victoria Dr and Apel to cross. There should also be a stop sign on Victoria Dr, at Wedgewood St. This will force drivers especially coming from the east end of Victoria Dr) to slow down and increase pedestrians' and families' safety.

- Will the homes have basements or be built on concrete slabs?

- I know that the ultimate objective for both the developer and the City is to maximize the number of lots to gain the maximum of revenues from selling and municipal taxes, and nothing else. But from a community planning point of view, one needs to look beyond the financial benefits and focus on sustainability and reasonable growth. Why not rezoning (from RS-3) to RS-1, to be consistent with the rest of the surrounding neighbourhoods/streets?

- Lot no. 10 restrains the proposed enhancement (riparian habitat and watercourse realignment) and wildlife corridor. It may not belong there.

- The lane seems narrow for emergency service vehicles to access it. Were the Port Coquitlam Emergency Services, BC Ambulance Services and RCMP consulted?

- We are seeing a lot of wildlife transiting through this property (1160 Victoria Dr), from Smiling Creek (corner of Victoria Dr and Burke Mountain Rd) to Chelsea Park (corner of Lynwood Ave and Alderwood Ave) and vice versa, entering/exiting the northeast corner of the property. We cannot expect that the wildlife will get the memo to change their route and access the property one block further east. It was my understanding, from talking to representatives of the Hyde Creek Watershed Society (HCWS), that there would also be a green corridor along the east side of the property at 1160 Victoria Dr. Would it be possible to see the written agreement between HCWS and H.Y. Engineering?

- Given the presence of a watercourse and wetland on the lot, was there some survey done by a certified biologist to determine the presence of species protected under BC legislation for species at risk and wildlife?

- Will a certified arborist and/or biologist be consulted on the selection of trees, shrubs and plants to be planted in the riparian area, so they are native and drought resistant? Will some of the existing trees on the left hand side of the subject lot be retained, as they are very mature, provide shade and shelter to wildlife. Preserving an existing ecosystem is always preferable to destroying it and trying to recreate it.

- Trees, shrubs and plants to be planted by the developer on each lot should be native and drought resistant.

- Is FLNRO (Ministry of Forests, Lands, **Natural Resource** Operations and Rural Development) playing a role in approving or commenting on this proposed development, particularly the net riparian and net wetted gain, and vegetation offset plan to compensate what will be lost due to construction? What are the standards/requirements that you followed?

- As you will have noticed, there's water constantly draining from the southeast corner of the subject lot onto Lynwood Ave. Was there extensive geological survey work done, as there may be other underground water veins running through the property.

- If preloading is the method to be used to remove dry out/displace the water from the existing stream and wetted area/wetland, how/where will the surplus water be directed/managed?

- If there were to be negative consequences from preloading on neighbouring properties, how will these property owners be compensated? Or will there be a mitigation plan to prevent such a situation?

- My understanding is that the existing water way runs through a culvert, underneath Lynwood Ave to Smiling Creek (east end of Lynwood Ave), and that the proposed realignment will have the steam running into Watkins Creek (southwest corner of Lynwood Ave and Alderwood Ave). Can you please confirm?

- I am asking that a virtual info session with our neighbours, yourself, a City Planning Division representative, a Hyde Creek Watershed Society rep, and possibly the developer be organized. Although many of us have submitted written comments, sharing them verbally provides a different context and perspective and allows participants to emphasize some of their thoughts/input; it may lead to better clarity and understanding from all parties.

My husband, [redacted] will send his comments separately.

Thank you for your consideration.

[redacted] L'Heureux
[redacted] Lynwood Ave, Port Coquitlam

Fahad Abrahani

From: Fahad Abrahani
Sent: March 25, 2021 9:15 AM
To: [redacted]sherrellb@portcoquitlam.ca; pennerd@portcoquitlam.ca; planning@portcoquitlam.ca; dupontl@portcoquitlam.ca; citycouncil@portcoquitlam.ca; [redacted]
Subject: RE: Proposed rezoning and 25-Lot Subdivision Located at 1160 Victoria Dr, Port Coquitlam

Hello [redacted],

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your questions and concerns that we are able to provide at this time.

An Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental Services which has included assessment of wildlife habitat features at the site, and assessment of endangered or species at risk. The report noted that no raptor (hawk, owl) nests are present. Existing streams and ravines, such as Smiling Creek and the watercourse at the west of the subject site (unnamed stream), are commonly used for wildlife movement corridors from which some animals may disperse for feeding opportunities. The unopened road allowance west of the site is already used as a wildlife corridor by bear, deer and other wildlife and will be retained in its current state further to extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental Services) and the Hyde Creek Watershed. Providing an additional wildlife/green corridor along the east side of the site was not discussed to be a requirement. The EIA report included a search of species-at-risk databases and noted that the riparian forest area and wetted portions along the unnamed stream could provide suitable foraging habitat for occasional use by Great Blue Heron, Olive-sided Flycatcher, Barn Swallow, and Band-tailed Pigeon. Northern Red-legged Frog may use the stream at the site for movement and foraging. An inactive Barn Swallow nest was observed in the barn and the EIA report suggested erecting artificial Barn Swallow nesting structures within the streamside setback areas proposed at the Site.

The EIA has proposed that restoration planting of the streamside protection area be provided. The restoration planting plan will be based on removal and control of invasive plants within the streamside setback area and planting of a variety of native tree and shrub species. Commonly, there is a 5-year maintenance (weeding, invasive plant control, irrigation, replacement of plantings that have not survived) and annual monitoring period until the riparian forest plantings have become well established and free to grow. The costs of restoration planting and associated maintenance and monitoring are typically covered by bonding and securities provided to and held by the City until the 5-year period has elapsed and the planted area has been successfully established as enhanced riparian vegetation.

With regards to the drainage of the existing on-site watercourse, the on-site watercourse currently drains into a storm main on Lynnwood Avenue and is conveyed west to Alderwood, then south and east along Alderwood, and exits south into a park at the east side of Ambleside Close where it daylights and drains into Hyde Creek. The rerouted watercourse will connect directly to Watkins Creek to the south through a 750mm diameter drainage pipe/fish passable culvert crossing the intersection of Lynnwood Avenue and Alderwood Avenue.

Consultation with FLNRO will be initiated upon acceptability of the Proposed Subdivision Layout.

A Geotechnical and Hazard Assessment Report has been completed by Cornerstone Geo-Structural Engineering confirming the feasibility of the proposed use of the site. Geotechnical Recommendations have also been provided for site preparation that will be followed, including recommendations for foundation footings, inspection of the foundation soil by the Geotechnical Consultant prior to construction and approval of the type and amount of grading fill being used. The site will be regraded to establish a more even slope from north to south while maintaining the existing grades and elevations with adjacent properties. All grading works will be completed in accordance with the City's bylaws and permitting requirements. Additionally, due to the topsoil being underlain by very stiff clayey silt glacial till, we do not anticipate that pre-loading of the site will be required.

A Tree Evaluation Report has also been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location and species factors. Trees which are in conflict with the proposed development footprint, watercourse realignment, in poor health, or of little long term retention value are recommended for removal. Tree retention and replacement will also be considered during the Construction and Building Permit Stage of the project and additional trees will be retained where possible. A Tree Replacement Plan will be provided and contributions to the City's Green City Fund will also be provided in lieu of the replacement trees that cannot be accommodated on the proposed development.

The City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

The proposed homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height requirement of the zoning bylaw. With regards to secondary suites, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided. Therefore, secondary suite potential for these lots is not guaranteed.

Construction activities will be conducted using best practices and care to ensure that damage to neighbouring properties does not occur, and will follow the recommendations provided by the project Geotechnical Consultant, Environmental Consultant and Arborist. Furthermore, the City mandates that developers and contractors carry liability insurance as specified by the City.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again. Furthermore, the ultimate right-of-way for the proposed road is 15m. Although the Port Coquitlam Emergency Services, BC Ambulance Services and RCMP have not

been consulted as yet, the proposed road is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles (including the proposed lane). The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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From: [redacted] LHeureux [redacted]
Sent: March 14, 2021 5:36 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>; sherrellb@portcoquitlam.ca; pennerd@portcoquitlam.ca; planning@portcoquitlam.ca; dupontl@portcoquitlam.ca; citycouncil@portcoquitlam.ca; Rob [redacted]
Subject: Proposed rezoning and 25-Lot Subdivision Located at 1160 Victoria Dr, Port Coquitlam

Good afternoon,

Thank you again for sending the information package and for the opportunity to comment and ask questions.

First of all, I would like to mention that our community consisting of Lynwood Ave, between Plymouth Cr. and Smiling Creek, and Wedgewood St, is a tightly knit community. We moved here almost 14 years ago and built relationships and friendships with our neighbours. We hang out with each other, help each other. I, with two other friends/neighbours, organized a Block Watch Group and have been organizing yearly block parties in front of our house (until COVID-19 happened). Through these venues, we also discuss (in person or virtually) matters that are relevant to and common to many of us in our neighbourhood. My family and I are also the Adopt-a-Spot volunteers; we keep Lynwood Ave, from Apel to over Smiling Creek, clear of littered items.

When the advertisement signage was put up on Lynwood Ave, more than a year ago, I and many neighbours immediately contacted each other, sent emails to the Port Coquitlam Planning Division with many questions, as we were concerned by what was being proposed. I'm glad to see that the number of homes went from 28 originally to 25, but that is still a lot. We are an organized neighbourhood/community and had many discussions about this proposed development during block parties, street chats, via emails and a Zoom call.

Fahad Abrahani

From: [redacted]Goetz [redacted]
Sent: March 14, 2021 6:31 PM
To: Fahad Abrahani; planning@portcoquitlam.ca
Subject: Comments concerning the proposed re-zoning at 1160 Victoria Drive

HY Engineering File: 174762
Port Coquitlam Project: SUB00169

Hello,

Thank you for sending the plans for the new development plans at 1160 Victoria Drive in Port Coquitlam. As a resident in this neighbourhood, I appreciate the opportunity to engage in this process.

I am pleased to see that there is intent to retain similar development characteristics compared to the surrounding neighbourhood. Our primary concern is that this new development not significantly change the look and feel of the area; specifically, that houses are detached single-family dwellings of no more than 2 storeys.

I do have concerns about the number of lots proposed, in particular the arrangements for parking. Given that it's likely secondary suites will be included in the development plans, I expect the City and the developer to honour the requirement that separate, accessible parking be allocated for any property that contains a secondary suite.

In addition, you should be aware (if you aren't already) that groundwater is seeping through the roadway on Lynwood Avenue near lots 24 and 25. As part of this development and for the sake of existing homeowners on Wedgewood Street, I hope and expect that the City and developer will take every measure necessary to ensure that groundwater is properly rerouted and drained.

Finally, I would appreciate some assurance that the one-for-one tree cutting regulation is observed for this development. Specifically, will the developer plant the same number and kind of trees **in this development** as the number that are being removed? I am aware that the tree bylaw allows for replacement trees to be planted elsewhere in the city, so I would like clarification and confirmation that all of the significant trees will be replaced on this same parcel of land.

I look forward to the completion of this project and to welcoming new neighbours into our neighbourhood.

[redacted]Goetz
Wedgewood St
[redacted]

Fahad Abrahani

From: Fahad Abrahani
Sent: March 26, 2021 3:38 PM
To: [redacted] Goetz; planning@portcoquitlam.ca
Subject: RE: Comments concerning the proposed re-zoning at 1160 Victoria Drive

Hello [redacted],

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time.

The proposed homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height requirement of the zoning bylaw. With regards to secondary suites, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided, including a separate parking space for secondary suites in addition to the four parking spots provided for each house. Therefore, secondary suite potential for these lots is not guaranteed.

The City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

A Tree Evaluation Report has also been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location and species factors. Trees which are in conflict with the proposed development footprint, watercourse realignment, in poor health, or of little long term retention value are recommended for removal. Tree retention and replacement will also be considered during the Construction and Building Permit Stage of the project and additional trees will be retained where possible. A Tree Replacement Plan will be provided and contributions to the City's Green City Fund will also be provided in lieu of the replacement trees that cannot be accommodated on the proposed development.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT

Fahad Abrahani

From: [redacted] L'H [redacted]
Sent: March 14, 2021 8:31 PM
To: Fahad Abrahani; sherrellb@portcoquitlam.ca; pennerd@portcoquitlam.ca; planning@portcoquitlam.ca; dupontl@portcoquitlam.ca; citycouncil@portcoquitlam.ca
Cc: [redacted]
Subject: 1160 Victoria Drive - SUB00169

Mar 14, 2021

RE: 1160 Victoria Drive - SUB00169

Below are my comments in reply to the letter and drawing package from HY Engineering dated Feb 16, 2021, inviting comment regarding a potential subdivision at 1160 Victoria Drive in Port Coquitlam (SUB00169).

Keep Neighbourhood Characteristics Consistent

While the property at 1160 Victoria will need to be rezoned from RS-3 to another zone to permit construction of several houses, I am unclear why it needs to be RS-2 rather than RS-1. I can appreciate that the developer would like to maximize the number of properties that can be developed. Yet, it is inconsistent with the look and feel of the surrounding neighbourhood. It DOES look like it will be consistent with the houses/properties north of Victoria in Coquitlam. From my perspective, I would like to see Port Coquitlam follow a consistent density plan with the zoning it permits for existing neighbourhoodls., and if this involves using a grandfather clause to make the lots RS-1, then it would be appropriate.

Traffic on Lynwood

Ideally, access to 1160 Victoria Drive developed property would be via Victoria. Lynwood already has issues with traffic speed. Coupled with a big increase in volume, this will substantially impact our enjoyment of this neighbourhood area.

Traffic on Victoria

Again, ideally, the new street accessing 1160 Victoria drive would coincide with Holtby Street. It could be a four way stop or a flashing Green pedestrian crossing.

Victoria can be a speedway. Having a traffic calming arrangement by the playground in Victoria park would be very welcome. I think of the four-way stops on Lincoln between Coast Meridien and Shaunessey as a comparison. It would be great if drivers had a solid reason to stay within a tolerable speed on Victoria.

Neighbourhood cohesiveness

Ambleside Close is a very tight neighbourhood and Lynwood/Wedgewood is also a close neighbourhood. It would be a shame to lose the cohesiveness that has been developed over the past years. I believe managing traffic effectively and neighbourhood characteristics carefully will go a long way to sustaining the great neighbourhood that has been cultivated over the past number of years.

Thanks,

[redacted] Mowat

[redacted] Lynwood Ave.

Port Coquitlam

Fahad Abrahani

From: Fahad Abrahani
Sent: March 25, 2021 9:12 AM
To: [redacted] L'H; sherrellb@portcoquitlam.ca; pennerd@portcoquitlam.ca; planning@portcoquitlam.ca; dupontl@portcoquitlam.ca; citycouncil@portcoquitlam.ca
Cc: [redacted]
Subject: RE: 1160 Victoria Drive - SUB00169

Hello [redacted],

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time regarding access to the proposed development.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again.

With regards to the intersection at Holtby Street, there is an existing dedication for an unopened road (Newberry Street) continuing south to the west of the subject site, that follows the same alignment as Holtby Street to the north on the Coquitlam side. This stretch of unopened road is currently being used by wildlife, and in order to retain the existing wildlife habitat and protect the existing watercourse and riparian area, it was determined that this unopened road should be retained as a wildlife corridor, through extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental Services) and the Hyde Creek Watershed Society.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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Fahad Abrahani

From: [redacted] U [redacted]
Sent: March 14, 2021 10:59 PM
To: planning@portcoquitlam.ca; Fahad Abrahani; citycouncil@portcoquitlam.ca
Subject: Proposed Rezoning- Port Coquitlam Project SUB00169, H.Y. Engineering File: 174762

To whom it may concern,

RE: 1160 Victoria Drive. Port Coquitlam Project SUB00169. H.Y. Engineering File: 174762

We are writing in regards to our concerns of the above noted project that we currently DO NOT SUPPORT.

1) Access to the development and increase in traffic
We are vehemently opposed to having the entrance to the development from Lynwood for many reasons, including:

- Lynwood Avenue is a relatively quiet street and provides a great pedestrian and cyclist throughfare, providing access to the Poco Dyke and Hyde Creek Trail systems. Adding more traffic on Lynwood Avenue would disrupt this throughfare and make it unsafe, leading to cyclist/pedestrian/vehicle conflict. We are very happy that the City of Port Coquitlam is beginning to increase the safety of pedestrian and cycling routes (Prairie Avenue for example) but this decision seems to go against all the positive work that has been done.

- Lynwood Avenue is a winding street with blind corners which makes it difficult for traffic from Alderwood Avenue and Plymouth Crescent to access Lynwood Avenue safely. Adding more traffic would increase this difficulty and lead to the likelihood of more motor vehicle incidents.

- The neighbourhood is a family orientated area that is used by families with children and young adults who enjoy playing outside on or near the street. We live close to the stop sign at Lynwood Avenue and Wedgewood Street and we would not feel safe letting our children play near the street with this significant increase in traffic.

Having the entrance off of Victoria Drive would negate the above-mentioned concerns. Additionally, if it were to be a controlled intersection, it would also allow pedestrian access to the North side of Victoria Drive. Currently, in order to cross Victoria Drive safely, one must either walk the long way to Apel Drive/Soball Street or the even longer walk to the crosswalk at 832 Victoria Drive. The entrance will also contribute to the safety of Coquitlam's popular Victoria Park and Leigh Elementary. Speeding traffic is ever present through the 30km/hr park zone and a newly created entrance and potentially, intersection, near/or just prior to Holtby Street would help slow traffic into the park and school zone.

2) Parking
The current proposal would no doubt lead to most of the homes having basement suites which would further increase the need for parking. The current design does not allow a practical solution to the extra vehicles. It is stated there is room for 4 vehicles in the garage and the driveway, however, we all know this is not practical, as people will not want to shuffle cars around (especially if there are renters).

Most of the vehicles will be forced to park outside of their own neighbourhood on Lynwood Avenue or even further on Wedgewood Street and Plymouth Crescent. This will lead to more unsafe situations, as Lynwood Avenue (as already mentioned) is a winding street with blind corners, and was never meant to accommodate many parked cars on the street.

3) Water

There is an abundance of water that seeps out from the property all year round. We are extremely concerned what will happen with all this water when all of the trees are removed from the lot.
The majority of the trees on the lot are large Cottonwoods. Cottonwoods, being an extremely fast grower, uptake a lot of water from their environment. The removal of all these Cottonwoods will certainly have a detrimental effect on the water absorption from the lot.

It is stated in the Port Coquitlam Tree Bylaw that:
"If the tree cutting permit is sought in respect of a lot in a development permit area identified in the Official Community Plan, 2013, No.3838:
(i)where applicable, a report from an engineer assessing issues relating to slope stability, flooding, and erosion on the lot, certifying that the
proposed cutting or removal of the tree(s) will not destabilize slopes
or cause flooding or erosion, and specifying any conditions under which the proposed cutting or removal of the tree(s) may take place, including the appropriate extent, timing, and phasing of the cutting or removal to address public health and safety concerns, minimize
impacts to adjacent properties, protect retained trees, and protect other environmental features or functions"
Based on this, there must be a Geotechnical survey or Engineer's report addressing the issue of flooding from this lot.

4) Tree Removal

Although the predominant species of tree on the lot are Cottonwoods, there are some significant trees on the property (Douglas Firs and Red Cedars greater than 60cm DBH) and a variety of dead snags used as wildlife habitat. We have heard many Barred Owl calling from this property, so it is a testament that they are using the trees as habitat. We would like to be assured that this property would need to follow Port Coquitlam's Tree bylaw, and have 2 replacement trees planted per significant tree (or snag) removed.

Final points

The 2020 Corporate Strategic Plan lists the #2 strength of Port Coquitlam as being "proud of our community and having a culture of community involvement". Furthermore, one of their outcomes from the Strategic Plan is to have a "Sense of Community", and to achieve this by "supporting and planning for a connected, happy community", and "promoting an active, healthy community and appropriate models that benefit an individual's healthy living".

It is hypocritical to on one hand imply the want to promote a sense of community and healthy lifestyle, while at the same time, destroy opportunities for the local residents to enjoy the outdoors provided by safe city streets.

We certainly hope the developers and the City of Port Coquitlam will take our concerns seriously and offer alternative solutions. If not, we are willing to fight for our children's and neighbour's rights to enjoy their lives in their homes and outdoors and to protect **OUR** sense of community.

Sincerely,

[redacted] Sinclair
[redacted] Lynwood Avenue

Fahad Abrahani

From: Fahad Abrahani
Sent: March 24, 2021 4:40 PM
To: [redacted] U; planning@portcoquitlam.ca; citycouncil@portcoquitlam.ca
Subject: RE: Proposed Rezoning- Port Coquitlam Project SUB00169, H.Y. Engineering File: 174762

Hello [redacted]

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time.

An Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental Services which has included assessment of wildlife habitat features at the site, and assessment of endangered or species at risk. The report noted that no raptor (hawk, owl) nests are present at the site. A Tree Evaluation Report has also been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location and species factors. Trees which are in conflict with the proposed development footprint, watercourse realignment, with poor health, or of little long term retention value are recommended for removal. Tree retention and replacement will also be considered during the Construction and Building Permit Stage of the project and additional trees will be retained where possible. A Tree Replacement Plan will be provided and contributions to the City's Green City Fund will also be provided in lieu of the replacement trees that cannot be accommodated on the proposed development.

A Geotechnical and Hazard Assessment Report has been completed by Cornerstone Geo-Structural Engineering confirming the feasibility of the proposed use of the site and no water table or groundwater seepage was observed during the geotechnical assessment and testing.

With regards to Stormwater Management and Drainage, although natural features such as watercourses, riparian areas and landscaped areas do help with stormwater management and drainage, the City requires each development to provide adequate servicing in addition to such pre-existing natural features to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will

discuss this option with the City again. Furthermore, the ultimate right-of-way for the proposed road is 15m. Based on our preliminary engineering plans, we believe that the proposed road should be able to accommodate parking on both sides for a total of approx. 15 cars. The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

With regards to secondary suites and parking, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided, including a separate parking space for secondary suites in addition to the four parking spots provided for each house. Therefore, secondary suite potential for these lots is not guaranteed.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT
Planner

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#200 - 9128 152 Street, Surrey, BC V3R 4E7
[redacted]
E: f.abrahani@hyengineering.com
W: www.hyengineering.com
Proudly Celebrating Over 40 Years in Business

From: [redacted] U [redacted]
Sent: March 14, 2021 10:59 PM
To: planning@portcoquitlam.ca; Fahad Abrahani <f.abrahani@hyengineering.com>; citycouncil@portcoquitlam.ca
Subject: Proposed Rezoning- Port Coquitlam Project SUB00169, H.Y. Engineering File: 174762

To whom it may concern,

RE: 1160 Victoria Drive. Port Coquitlam Project SUB00169. H.Y. Engineering File: 174762

We are writing in regards to our concerns of the above noted project that we currently DO NOT SUPPORT.

1) Access to the development and increase in traffic
We are vehemently opposed to having the entrance to the development from Lynwood for many reasons, including:

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June 30, 2023

Via E-Mail to sherrellb@portcoquitlam.ca and Mail

H.Y. ENGINEERING FILE: 174762
PORT COQUITLAM PROJECT: SUB00169

City of Port Coquitlam
Planning Department
#200 – 2564 Shaughnessy Street
Port Coquitlam, BC V3C 3G4

Attention: Mr. Bryan Sherrell, Planner 3

Dear Bryan,

RE: PROPOSED SINGLE-FAMILY SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

We are pleased to provide you with the following information and comments regarding the Public Information Meeting that was held on June 8, 2023, at the Hyde Creek Recreation Centre. A total of 91 invitations were mailed to the neighbours on Wednesday, May 24, 2023. The Public Information Meeting was attended by fifty-two (52) neighbours. Fifteen (15) comment sheets were completed at the Public Information Meeting, and four (4) comment submissions were made by email.

The following outlines the concerns that were raised and our responses to address each of the items.

Access from Victoria Drive / Traffic and Safety
The main concern raised by most of the neighbours is regarding the existing traffic and safety conditions of the area. The residents feel that the increase in traffic from the proposed development will worsen the existing conditions. Some residents expressed that the proposed road within the development should be a thru-road with an entrance and exit from Victoria Drive as well as Lynwood Avenue, while others suggested that access to the proposed development be from Victoria Drive only (with a signalized intersection or pedestrian crosswalk). Some also suggested implementing traffic calming measures such as signage, speedbumps, signalization on Apel Drive and Lynwood Avenue, crosswalks on Lynwood Avenue and Victoria Drive on either side of the development, and sidewalk improvements on Lynwood Avenue.

A few neighbours asked about the ultimate right-of-way for the proposed road and lane. The proposed right-of-way of 15.0m is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west, and has been designed to accommodate maintenance and emergency vehicles (including the 6.0m proposed lane).

Secondary Sites and Parking

Some neighbours expressed concerns about parking for the secondary suites. To address this concern, each home will provide on-site parking in the garage for the suite with an exit door for access to the suite from the side of the home, which complies with the City's bylaw. There will also be two (2) parking spaces provided for the principal residence; one (1) in the garage, and one (1) in the driveway. We believe that the proposed road will also be able to accommodate parking on both sides for a total of approximately fifteen (15) cars. The combination of on-site parking and potential off-site street parking along the proposed road will provide ample space to accommodate parking without impacting the surrounding area(s).

Hydrology and Drainage

Some neighbours on Wedgewood Street expressed concerns about groundwater and seepage on their properties as well as Lynwood Avenue. With regards to Stormwater Management and Drainage, although natural features such as watercourses, riparian areas and landscaped areas help with stormwater management and drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe.

With regards to groundwater and seepage, the Geotechnical and Hazard Assessment Report prepared by Cornerstone Geo-Structural Engineering states that no water table or groundwater seepage was observed up to a 1.8m depth of investigation. However, groundwater and seepage were encountered at depths ranging between 2.1m and 2.7m. The Report also provides recommendations for ensuring that groundwater seepage does not negatively impact neighbouring properties. Should excavation occur into layers conducive to seepage, the Report suggests that potential seepage can be collected through perimeter drains and discharged into the City's storm system. The Report also provides recommendations for a more permeable soil composition surrounding the perimeter drains to ensure that any seepage is adequately absorbed and captured by the drains. The Report also provides recommendations for the

watercourse realignment channel, including low permeability fill material to ensure that no seepage occurs through the berms. Furthermore, the Report notes that the proposed measures and recommendations will enable the proper handling of the surface water flows, as well as groundwater seepage, preventing the occurrence of displacement and negative impacts on neighbouring properties. The project Geotechnical Consultant has also confirmed that no additional groundwater flows will be generated through the development.

We believe the recommendations and improvements noted above will adequately address and improve the existing drainage conditions.

Land Use and Privacy

Some of the neighbours on Wedgewood Street expressed concerns regarding the proposed lot sizes and privacy.

With regards to the lot sizes, the proposed zone and subdivision layout have been prepared with consideration of the neighbouring properties to keep them as consistent as possible with the surrounding properties, while minimizing the variances required given the significant constraints imposed by the on-site watercourse and riparian area dedication. The riparian area dedication, and the City's standards for the proposed road to access the development have resulted in a very limited developable area on either side of the road.

Due to these constraints, particularly to the lot depths, meeting the minimum lot area requirement of the RS-1 zone of the surrounding properties would require the widths of the proposed lots to be 18m-20m or more, resulting in the lots and proposed homes being more out of character with the surrounding properties. Therefore, we believe that the RS-2 zone is more appropriate for this development to ensure that the proposed lots and homes maintain the character of the surrounding properties. Furthermore, there are also other RS-2 zoned properties in the surrounding area.

In addition to the above, the proposed development will respect the character of the existing homes in the neighbourhood. The proposed homes will be similar to the heights of the adjacent homes, adhering to the height and setback requirements of the zoning bylaw. To preserve privacy of the neighbouring properties on Wedgewood Street, upper floor decks are not proposed on the adjacent homes, and a 6.0 ft privacy fence would also be installed along the eastern property line along with privacy landscaping to maintain privacy. A few neighbours appreciated the addition of the privacy fencing and landscaping.

Tree Removal and Replacement

Some of the neighbours on Wedgewood Street have expressed the desire to retain trees located at the rear of their properties. Further to the Tree Evaluation Report prepared by Stickledback Environmental, no trees on neighbouring properties are proposed to be removed for the development.

Please review the above and attached, and if you have any questions, or if you require additional information, please do not hesitate to contact the undersigned.

Sincerely,

H.Y. ENGINEERING LTD.

Fahad Abrahani, RPP, MCIP, CPT
Planner Manager

FXA/nb
Attachments

cc: RBD Victoria Homes Inc.
Attn: Mr. Glenn Richardson (via e-mail to gprich7@gmail.com)

..\174762 Letter Public Information Meeting Summary

SIGN IN 1162 VICTORIA DR. PUBLIC INFO

First Name	Last Name	Address	Phone	Email
[redacted]	HOUGHTON	[redacted] PLYMOUTH CR	[redacted]	[redacted]
	Penner	Plymouth Cr		
	SHANNON	3 Plymouth Cr		
	MALADRINA	VICTORIA DR.		
	Hall	Lynwood Ave		
	Webb	Lynwood Ave		
	Mowat	Lynwood Ave		
	Kendrick	Alderwood		
	L'Heureux	Lynwood Ave		
	SOLINO	ALDERWOOD AVE		
	Patrick	Lynwood Ave		
	lee	Lynwood ave		
	LARSON	ALDERWOOD		
	PREVILLE	Lynwood Ave		
	Paquette	3 LYNWOOD AVE		
		Wedgewood St		
		Wedgewood St		
	HIGGINS	5 LYNWOOD		
	Burrows	Wedgewood St		
	Preville	Lynwood Ave		
		Wedgewood		
	Jenkins	Lynwood Ave.		
	DUALEY	LYNWOOD AVE		
	Eapen	2 WEDGEWOOD ST		
	ANDERSON	VICTORIA DR		
	ROGERS	AMBLESIDE CLOSE		
	Naighbour	Wedgewood St		

SIGN IN 1162 VICTORIA DR. PUBLIC INFO

First Name	Last Name	Address	Phone	Email
[redacted]	Stoutmire	[redacted] Wedgewood	[redacted]	[redacted]
	Ferrari	5 Wedgewood		
	DARWIN	58 PLYMOUTH CRS		
	DARWIN	" "		
	JACOBSEN	0 APEX DR		
	JACOBSEN	"		
	Flasch	7 Ambleside Cl		
	FLASCH	17 Ambleside Cl		
	McDOUGALL	Allenwood		
	Browne	Plymouth		
		5 VICTORIA DR		
	Yan	Wedgewood St		
		AMBLESIDE		
	Stewart	ynwood Ave		
	Arsenault	ynwood Ave		
	Wpaniak	Lynwood Ave		
	Sinclair	1 Lynwood Ave		
	Town	8 Lynwood Ave		
	Glinski	3 Lynwood Ave		
	Twesoo	Lynwood Ave		
	LAMBERTSEN	476 W.10th Ave		
	Baun	Lynwood Ave		
	SEE	Lynwood Ave		
	SEE	Lynwood Ave		

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H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Neighbour live at [redacted] Wedgewood St

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

Portagese laurel and 1.8m ht fence behind our property.

☐ We do not support the project because:

Signed: [redacted]

Date: June 8/23

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MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We The Arsenault's live at [redacted] Lynwood Ave

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

If the entrance/exit was positioned onto Victoria drive.

☑ We do not support the project because:

We understand that development will happen, but we do not support the entrance/exit funnelling ~~[illegible]~~ onto Lynwood. Consideration must be made to have the entrance/exit onto Victoria. In 20 yrs Poco has had no streets funnel to Victoria but Coquitlam since 2006 has had 5+ streets & more coming. An entrance/exit on Victoria would allow for more safety plans (lights/crosswalk to be added to assist in access to the bus stop/park, etc

Signed: [redacted] Date: June 8/23

* See Attached Sheet.

Arsenaults [redacted] Lynwood Ave

June 6, 2023

email: [redacted]

1. Why not a cul-de-sac that dead ends at the South end of the property with access from Victoria Drive? (Since 2003 Port Coquitlam has not built/opened a street on to Victoria Drive between Coast Meridian Road and Cedar Drive. The City of Coquitlam has built/opened many roads on to Victoria Drive in this same time period (see attached). When the 'original' houses were built in our neighbourhood none were designed with suites. This development is proposing 25 new homes all with suites which amounts to up to 50 new families living along this one street. Where is everyone going to park? Why can the street not open on to Victoria Drive – Coquitlam has provided multiple access points to Victoria Drive to 100's if not 1000's of homes in the past 20 years. The current property has access from Victoria Drive why not keep it that way?
2. What will the proposed intersection between the new street and Lynwood look like? How will people not obeying a stop sign be handled (see comment below re. safety at corner of existing intersection of Wedgewood Street and Lynwood Ave.)
3. **Other Concerns**
    - Quality of life (i.e access/use of street, parking, traffic (people already use Wedgewood St. as a cut through from Apel Drive – intersection at corner of Wedgewood St. and Lynwood Ave. is dangerous)
    - Will change character of neighbourhood i.e suites
    - Diverting water course – what affects will this have on existing homes along Lynwood Ave., Plymouth Crescent and Wedgewood Street.? Clearly large amounts of ground water on property just go look along Lynwood Ave.. Has a geotechnical survey been completed? What is the suggested scope of the water course diversion?
4. What type of legacy will be left by the developer? Any frontage improvements? Amenity space?
5. The proposed East/West portion of the new road (at North end of property named lane on drawings) will only be 6m wide. Has the fire department been contacted for comment re. access? Fire department access routes are required to be a min. of 6m wide – does this mean the 6 houses facing that portion of the new road will not be able to park on the street in front of their houses?

I would love a response to these questions.

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PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Jenkin's live at [redacted] Lynwood Ave.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

The access was directed to Victoria Drive – where the property resides currently. Access should exit to connect w/ Hothby – a crosswalk and access to Victoria Park added.

☑ We do not support the project because:

This will add an incredible amount of traffic to roads already busy – unnecessarily diverting cars through residential

Signed: [redacted]

Date: June 8, 2023.

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MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Brian live at [redacted] Lynnwood Ave

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☒ We do not support the project because:

Nothing positive for the neighborhood
Traffic will triple; speeders on Lynnwood

Signed: [redacted]

Date: June 8, 2023

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MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Hall live at [redacted] Lynwood Ave

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☑ We do not support the project because:

because of the traffic to Lynwood. The street is not equipped for all that extra traffic. Plus the home all with suites.

Signed: [redacted]

Date: June 8 '23

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PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Webb live at [redacted] Lynwood Ave.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

The entrance is moved to Victoria

☑ We do not support the project because:

The amount of traffic that will be added to Lynwood will negatively impact our residences. Lynwood is not properly equipped to handle the amount of vehicles that will be driving on Lynwood.

Signed: [redacted]

Date: June 8/23

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PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Glinski Twarog live at [redacted] Lynwood Ave

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

Traffic were to enter and exit on Victoria Dr. Lynwood Ave is now too busy with many cars speeding. in both directions

☐ We do not support the project because:

Signed: [redacted]

Date: June 8, 2023

June 8, 2023

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MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We THE HIGGINS live at [redacted] LYNWOOD AVE.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

EXIT ONTO VICTORIA

☒ We do not support the project because:

TRAFFIC ON LYNWOOD WILL TRIPLE

Signed: [redacted]

Date: JUNE 08/23

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PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] L'Heureux + [redacted] Mowat + family live at [redacted] Lynwood Ave

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☒ We do not support the project because:

Loss of privacy ~~on~~ in backyards of Wedgewood St properties.
Significant increase in traffic along Lynwood/Wedgewood because of a lack of an ~~open~~ access from Victoria Dr.
Unclear plans to guarantee that waterway won't just be buried during construction.

Signed: [redacted]

Date: June 8th, 2023

June 8, 2023

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PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] ROBERTSON live at [redacted] AMBLESIDE CL, PORT COQ

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☒ We do not support the project because:

THE TRAFFIC ON LYNWOOD WOULD NOT ALLOW US TO PROCEED TO OUR HOUSE WITHOUT EITHER ON WEDGEWOOD OR LYNWOOD. PUT ROAD THRU TO VICTORIA

Signed: [redacted]

Date: June 8/23

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PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We Lee family live at [redacted] Lynwood ave.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☑ We do not support the project because:

of the increase in traffic that will inevitably happen on Lynwood ave. ~~then~~ Having only one access point on Lynwood will create a safety hazard, congestion and destruction of wildlife.

Signed: [redacted]

Date: June 8, 2023

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PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Hensand live at [redacted] Wedgwood St.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☒ We do not support the project because:

The added traffic on Lynnwood and Wedgewood is a major concern. If the City thinks these streets can handle the traffic, then surely Victoria drive could handle it instead. It is a safety concern and would take away the ability of children to play street hockey, bike, etc.

Move the opening to Victoria!!!

Signed: [redacted]

Date: June 8, 2023

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PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Sinclair live at [redacted] Lynwood Ave

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☑ We do not support the project because:

traffic/parking concerns are not adressed. Most people will not park in garage and will park on the street. There is limited street parking due to prioximity of houses, leading to more cars on Lynwood. Outlet needs to be on Victoria!!!

Signed: [redacted]

Date: June 8, 2023

To protect Lynwood and Surrounding residential areas.

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PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] Hensnud live at [redacted] Wedgewood St

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☐ We do not support the project because:

Please ensure protection fencing prior to construction around the tree that is designated to be saved on lot 23!

Signed: [redacted]

Date: June 8 2023.

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H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 26-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [redacted] ROGERS live at [redacted] AMBLESIDE CLOSE

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☑ We would support the project if:

There was an exit (vehicle) onto Victoria. That part of Victoria is a safety concern currently and an exit onto Victoria would reduce impact of traffic on family neighbourhood streets as well as managing safety concerns at Victoria Park crossing.

☐ We do not support the project because:

Signed: [redacted]

Date: Jun 8 2023

Fahad Abrahani

From: [redacted] Abrahani
Sent: June 29, 2023 2:10 PM
To: [redacted] westb@portcoquitlam.ca; darlings@portcoquitlam.ca; petriwp@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; littlej@portcoquitlam.ca; planning@portcoquitlam.ca
Subject: Re: CONCERNS – proposed develop at 1160 Victoria Drive
Attachments: 1160 Victoria Dr - Geotech Report (assembled)- DSigned-GC 20220815.pdf

Hi [redacted]

Thank you very much for your email and comments. By way of this email, we trust that your comments have been received by the City and we will continue working them on the comments provided by the neighbours. However, please find our responses and additional information below.

1. With regards to groundwater and seepage, the project Geotechnical Report (copy attached) speaks to these items and the depts at which these were found. The Geotechnical Report notes that should excavation occur into layers conducive to seepage, the potential seepage can be collected through perimeter drains and discharged into the storm system. The Report also provides recommendations for permeable soil composition surrounding the drains (where such soil composition may not currently exist) to ensure that seepage can be adequately captured by the drains and not dispersed into neighbouring properties. The Geotechnical Report also provides recommendations for the watercourse realignment and construction, including low permeability fill material to ensure that no seepage occurs through the ditch berms, which may currently be contributing to the seepage and ponding in the low-lying areas of the site. The Report notes that the proposed drainage measures will enable the proper handling of the surface water flows as well as water collected from groundwater seepage, preventing the occurrence of negative effects of the surrounding properties. The Geotechnical Consultant has also confirmed that no additional groundwater flows will be generated as a result of the development. The Geotechnical Consultant will also be required to be present during construction work to ensure that the work is being installed as per their recommendations.

   The City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently through rear yard swales and lawn basins and direct it to the City's infrastructure. Additionally, the new watercourse alignment will provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned and regraded watercourse

to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe.

We believe that the combination of the Geotechnical Recommendations with the new storm main in the proposed road and the surface and sub-surface stormwater mitigation measures, will improve the existing drainage conditions. We will work with the City to install any additional features as required to ensure that surface and sub-surface water is adequately managed and does not impact the neighbouring properties.

2. We will continue to work with the City as we seek further direction on the road network for the development.
3. The proposed zone and subdivision layout have been prepared with consideration of the neighbouring properties to keep them as consistent as possible with the surrounding properties, while minimizing the variances required given the retention of the watercourse and riparian area protection, as well as the proposed road per the City's standards. In order to meet the minimum area requirements of the RS-1 zone, the proposed lots would require widths of approximately 18m to 21m, which would be significantly wider and more out of character with the surrounding neighbourhood. Additionally, the heights of the proposed houses will be in accordance of the zoning bylaw and the lots will match the existing grades at the rear property line. There are also no second storey decks or patios proposed to ensure the privacy of the adjacent homes on Wedgewood Street is maintained.

If you have any other questions, please do not hesitate to ask.

Fahad Abrahani, RPP, MCIP, CPT

Planning Manager

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#200 - 9128 152 Street, Surrey, BC V3R 4E7

[redacted]

E: f.abrahani@hyengineering.com

W: www.hyengineering.com

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From: [redacted] Hensrud [redacted]
Sent: Saturday, June 17, 2023 9:45 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>; westb@portcoquitlam.ca <westb@portcoquitlam.ca>; darlings@portcoquitlam.ca <darlings@portcoquitlam.ca>; petriwp@portcoquitlam.ca <petriwp@portcoquitlam.ca>; mccurrachn@portcoquitlam.ca <mccurrachn@portcoquitlam.ca>; pennerd@portcoquitlam.ca <pennerd@portcoquitlam.ca>; pollockg@portcoquitlam.ca <pollockg@portcoquitlam.ca>; washingtond@portcoquitlam.ca <washingtond@portcoquitlam.ca>; littlej@portcoquitlam.ca <littlej@portcoquitlam.ca>; planning@portcoquitlam.ca <planning@portcoquitlam.ca>
Subject: CONCERNS – proposed develop at 1160 Victoria Drive

You don't often get email from [redacted] Learn why this is important

External Email: Be aware of any links or attachments.

Hello,

After attending the public information session about the proposed development at 1160 Victoria Drive on Thursday, June 8th, we would like to express the following concerns and ensure they are heard by the developer, City staff and Council.

We, [redacted] Hensrud & [redacted] Punchak of [redacted] Wedgewood Street, **DO NOT support** this development as presented.

We do not support the development because:

1. We did not receive detailed plans for how the developer plans to deal with the groundwater issues on the property. There are unmarked ponds and streams on the East side of the property that the developer has not acknowledged nor provided any guidance for how they will mitigate damage caused from developing these areas.

As a property that backs directly onto the new development, we are extremely concerned new construction could create a shift in the water table and increase runoff into neighbouring properties. If water displacement occurs, existing foundations never subjected to that amount of hydrostatic pressure could give way and cause our basements to leak when the ground is saturated.

The City and developer need a plan to prevent increased runoff to the existing properties, beyond just the usual perimeter drainage near to the foundations of the proposed new properties. There is standing water/ponds on the East border of the property, we are concerned where this water will pool and run once development has started. Land surveys need to be completed to assess the water table on all areas of the property especially nearest to the existing houses. The land surveys need to be shared with existing neighbours to the proposed development. Who would be liable if damage occurs on the neighbouring properties – the City or the developer? We need assurance that the development won't cause any negative impact or increased waterflow to the drainage of the existing properties.

2. We have safety concerns about the increase in traffic flowing onto Lynnwood and Wedgewood St. With the proposed 26 homes and an additional 26 secondary suites, there will likely be over 100 additional cars, resulting in a drastic increase to local traffic and further parking and congestion issues in the area. This creates a safety risk to pedestrians and other drivers – including the many children who play in the area.

During the meeting it was mentioned that one of the reasons the City's preference to not have the road open on to Victoria drive was because Victoria drive is a "corridor" and that it is at capacity. Where does the City think all of the new cars will

go after they exit the development? They will head north on Wedgewood and then enter onto Victoria, having the same impact to traffic on Victoria Drive.

3. We do not believe the proposed development matches the character of the existing neighbourhood. The developer has proposed adding houses that are significantly larger than the existing neighbors, on lot sizes that are much smaller than those that exist on either side of the lot. The development should be restricted in the number of houses it can have on the lot, with enough front / back/ side spacing to match the existing neighborhood. The houses should not be permitted to be taller than the existing neighbors as this is invasive in the privacy to the existing neighbours and ruins the character of the neigbourhood.

We would be more likely to support the project if:

1. There was assurance about the integrity of the plans to deal with the groundwater issues on the proposed developed. We need the developer to guarantee that the development won't cause any negative impacts to the drainage and water table on existing properties. Further, it should be in writing that the developer will be liable for any damage to existing properties that may occur because of the development.

2. The road to the development opens onto Victoria Drive instead of Lynnwood. The developer indicated they had initially proposed that the road open onto Victoria Drive. The City of Poco should work with the City of Coquitlam to propose a solution that makes sense for the area, with the traffic of the new development exiting onto Victoria drive. Speed of vehicles is increasing on Victoria, with a new light and crosswalks, this will greatly reduce the speed of vehicles accelerating past the park on Victoria drive.

3. The density of the proposed development matched the existing established neighborhood – where new houses needed to have:
   a. At least 5000 sqft lots;
   b. At least 10m setbacks from the existing property lines; and
   c. Could not exceed existing neighbours' heights.

Regards,

[redacted] Hensrud & [redacted] Punchak

--

[redacted] Hensrud

[redacted]

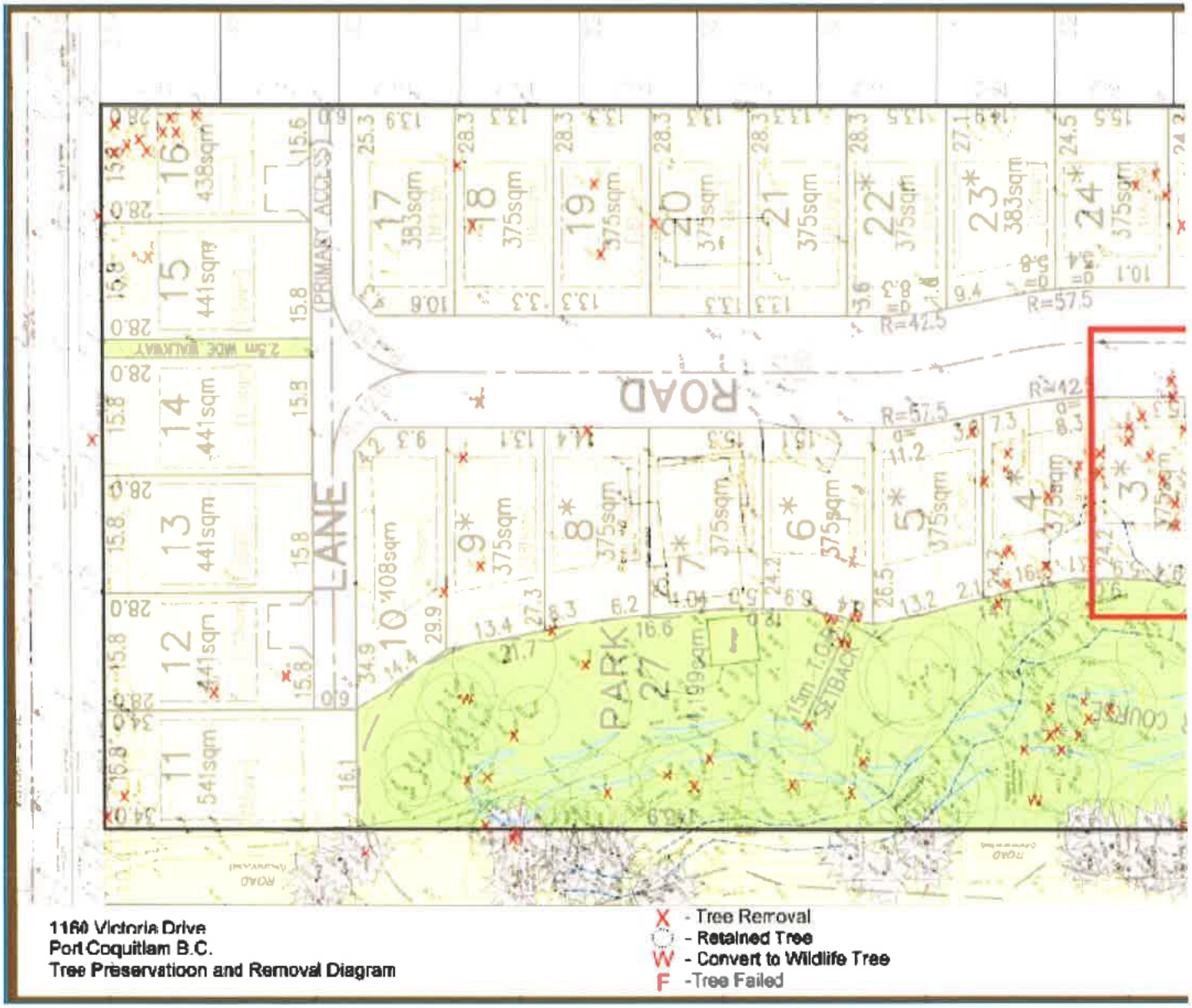
Fahad Abrahani

From: Fahad Abrahani
Sent: June 15, 2023 5:28 PM
To: [redacted]
Cc: 'Jennifer Little'; 'Bryan Sherrell'
Subject: Re: Development Proposal Lynwood/Wedgewood

Hi [redacted],

Are you referring to the trees in the red box on the image below? The project Arborist has recommended these trees to be removed due to various factors, including conflict with the proposed road, building footprint, or condition.

Feel free to let me know if you have any other questions.



Fahad Abrahani, RPP, MCIP, CPT

Planning Manager

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#200 - 9128 152 Street, Surrey, BC V3R 4E7

[redacted]

E: f.abrahani@hyengineering.com

W: www.hyengineering.com

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From: [redacted]
Sent: Wednesday, June 14, 2023 6:14 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>
Cc: 'Jennifer Little' <littlej@portcoquitlam.ca>; 'Bryan Sherrell' <sherrellb@portcoquitlam.ca>
Subject: RE: Development Proposal Lynwood/Wedgewood

> You don't often get email from [redacted] Learn why this is important

Hi Fahad, thank you for your prompt and reassuring response! Although I'm a little concerned about the comment about underground streams based on our own experience and the history of the area before development, I think I take your point that the plans will at least divert current rainfall from the property surface into the city system through the middle drain, so would alleviate the current drainage issues.

I do have one more question: will the current stand of Cottonwood trees in the south west corner remain? (I hope so, but understand development exigencies.)

Regards,
[redacted]

From: Fahad Abrahani <f.abrahani@hyengineering.com>
Sent: Wednesday, June 14, 2023 5:33 PM
To: [redacted]
Cc: Jennifer Little <littlej@portcoquitlam.ca>; Bryan Sherrell <sherrellb@portcoquitlam.ca>
Subject: Re: Development Proposal Lynwood/Wedgewood

Hi [redacted]

Thank you very much for your email and wishing you a speedy recovery. Please see responses to your questions below in red.

1. There is a 4 foot difference between the development property's [redacted] border and my yard. I have a retaining wall and a line of cedar trees at the back of my yard. Can you tell me the plan for landscaping and if there will be any major changes such as elevation changes for the back yards of the eastern lots of the property, in particular those lots in the middle of that eastern property line?
   The development proposes privacy landscaping as well as a 6 ft privacy fence along the eastern property line. Please see the attached Landscape Plan. The new lots will also meet the existing grades along the eastern property line at the rear.

3. I understand that most of the drainage discussion is with regards to the western stream re-routing, and that drainage plans are to direct other stream flows to the centre street of the development. There is a significant flow of water from various underground streams that run from the development property and through the backing properties on Wedgewood Street. Will the drainage plans address those eastern border outflows? Per discussions you have had with other Wedgewood St property owners, it sounds like much of that drainage will be taken into the main system in the centre of the property and thus no longer flow through our properties. Is that correct?
   The City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently through rear yard swales and lawn basins and direct it to the City's infrastructure. It has also been confirmed by the project's Environmental Consultant that the composition of materials below the ground surface is not conducive to underground streams. The projects Geotechnical Consultant has also provided recommendations for foundation drainage and soil composition to improve permeability and capture and subsurface water.

4. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the combination of surface and sub-surface stormwater mitigation measures, will improve the existing drainage conditions.

The project team was available at the Public Information Meeting to answer technical questions similar to the above that were asked by several of the neighbours on Wedgewood Street. However, we would be happy to coordinate a virtual meeting with the project team to answer any additional questions that you and your neighbours may have, as we understand that not everyone may be able to attend an in-person meeting.

Please feel free to let me know if you have any other questions.

Sincerely,

Fahad Abrahani, RPP, MCIP, CPT
Planning Manager

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#200 - 9128 152 Street, Surrey, BC V3R 4E7
[redacted]
E: f.abrahani@hyengineering.com
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From: [redacted]
Sent: Saturday, June 10, 2023 7:28 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>
Subject: Development Proposal Lynwood/Wedgewood

You don't often get email from [redacted] Learn why this is important

External Email: Be aware of any links or attachments.

Hi Fahad, I live at [redacted] Wedgewood St. Our property backs on to the proposed development. I was unable to attend the information session on June 8th (I was recovering from a medical procedure). While generally supportive of the new development, I share the common concerns regarding on-street parking and traffic volumes. However I have a couple of specific concerns with other aspects:

1. There is a 4 foot difference between the development property's [redacted] border and my yard. I have a retaining wall and a line of cedar trees at the back of my yard. Can you tell me the plan for landscaping and if there will be any major changes such as elevation changes for the back yards of the eastern lots of the property, in particular those lots in the middle of that eastern property line?

2. I understand that most of the drainage discussion is with regards to the western stream re-routing, and that drainage plans are to direct other stream flows to the centre street of the development. There is a significant flow of water from various underground streams that run from the development property and through the backing properties on Wedgewood Street. Will the drainage plans address those eastern border outflows? Per discussions you have had with other Wedgewood St property owners, it sounds like much of that drainage will be taken into the main system in the centre of the property and thus no longer flow through our properties. Is that correct?

Would you, or somebody representative of the development, be prepared to meet with us in person, and walk us through the specific changes that would affect our particular concerns? (I am sure my immediate neighbours would also be interested in attending such a meeting, which would cut down on having to address us all individually.)

Regards,

[redacted]

Fahad Abrahani

From: Fahad Abrahani
Sent: June 14, 2023 4:43 PM
To: [redacted]
Cc: Jennifer Little; Bryan Sherrell
Subject: Re: 1160 Victoria Drive

Hi [redacted]

Thank you for your email. A transportation impact study has not specifically been required by the City as yet. However, we will continue working with the City as we seek further direction on the road network for the development. Feel free to let me know if you have any other questions.

Sincerely,

Fahad Abrahani, RPP, MCIP, CPT
Planning Manager

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From: [redacted]
Sent: Monday, June 12, 2023 8:58 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>
Subject: 1160 Victoria Drive

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External Email: Be aware of any links or attachments.

Hi Fahad,

Was HYE required by Port Coquitlam to include a transportation impact study as part of the development application?

If so, could you share the results of this study?

Thanks,

[redacted]

[redacted] Pilfold
[redacted] Wedgewood Street

Sent from Mail for Windows

Fahad Abrahani

From: Fahad Abrahani
Sent: June 14, 2023 4:41 PM
To: [redacted]
Cc: westb@portcoquitlam.ca; darlings@portcoquitlam.ca; petriwp@portcoquitlam.ca; mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; littlej@portcoquitlam.ca; planning@portcoquitlam.ca <planning@portcoquitlam.ca>; Bryan Sherrell
Subject: Re: We DO NOT SUPPORT the proposed development at 1160 Victoria Drive

Hi [redacted]

Thank you for attending the Public Information Meeting and for providing your comments. We trust that staff have received your comments and we will continue to work with the City as we seek further direction on the road network.

Sincerely,

Fahad Abrahani, RPP, MCIP, CPT
Planning Manager

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#200 - 9128 152 Street, Surrey, BC V3R 4E7
[redacted]
E: f.abrahani@hyengineering.com
W: www.hyengineering.com
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From: [redacted]
Sent: Saturday, June 10, 2023 12:42 PM
To: Fahad Abrahani <f.abrahani@hyengineering.com>
Cc: westb@portcoquitlam.ca <westb@portcoquitlam.ca>; darlings@portcoquitlam.ca <darlings@portcoquitlam.ca>; petriwp@portcoquitlam.ca <petriwp@portcoquitlam.ca>; mccurrachn@portcoquitlam.ca <mccurrachn@portcoquitlam.ca>; pennerd@portcoquitlam.ca <pennerd@portcoquitlam.ca>; pollockg@portcoquitlam.ca <pollockg@portcoquitlam.ca>; washingtond@portcoquitlam.ca <washingtond@portcoquitlam.ca>; littlej@portcoquitlam.ca <littlej@portcoquitlam.ca>; planning@portcoquitlam.ca <planning@portcoquitlam.ca> <planning@portcoquitlam.ca>
Subject: We DO NOT SUPPORT the proposed development at 1160 Victoria Drive

External Email: Be aware of any links or attachments.

Hello

Thank you for hosting the Public Information session on Thursday June 8th.

I thought it was very helpful that Ms. Little was able to attend the meeting and pass along information on behalf of the city.

I did not take the comment sheet that was passed out at the meeting – Will my email response serve the same purpose?

We [redacted] Town & [redacted] Paquette live at [redacted] Lynwood Avenue and we DO NOT support this project as it is presented.

We do not support it because:

- You are proposing 26 homes and each will have the potential for a secondary suite. If every home has two cars and every secondary suite has two cars, that is 104 cars in the development.
    - 104 additional cars driving on Lynwood and Wedgewood dramatically increases traffic and creates a safety hazard that doesn't currently exist.
    - You indicated that there will be two off street parking spots for each home and one off street parking spot for each suite, That takes care of 78 cars, but it leaves 26 cars looking for a place to park and you indicated that there would only be room for POSSIBLY 14 street parking spots in the development.
        - Where are the remaining 12 cars going to park?
        - Where are guests going to park?
        - The answer is that they will park on Lynwood and make Lynwood much more congested.
    - 104 additional cars coming and going via Lynwood along with a dozen or more cars parked on Lynwood creates a safety risk for residents, pedestrians and drivers.

We would support the project if:

- We would support it if the project exited onto Victoria Drive instead of Lynwood Avenue.

We have heard that Port Coquitlam would prefer that the proposed development not exit onto Victoria Drive as Victoria Drive is an arterial route. A resident at the meeting pointed out that Coquitlam has recently created a number of new streets that exit onto Victoria Drive. Ms. Little stated that Victoria Drive is a shared road (Coquitlam and Port Coquitlam) and that the two municipalities work together on it's use.

Perhaps Port Coquitlam and the developer could work with Coquitlam to show them that, like so Many Coquitlam developments, the proposal to redevelop 1160 Victoria Drive needs to exit onto Victoria Drive.

Regards,
[redacted] Town & [redacted] Paquette

1160 VICTORIA DRIVE, PORT COQUITLAM

Transportation Impact Assessment (TIA)

Jason Yuen, EIT
Transportation Engineer-in-Training
Author

Jeeshan Ahmed, P.Eng., RSP1
Transportation Planning Engineer
Reviewer

PERMIT TO PRACTICE
WATT CONSULTING GROUP LTD.
SIGNATURE
DATE
PERMIT NUMBER 1001432
ENGINEERS & GEOSCIENTISTS
BRITISH COLUMBIA

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
J. K. AHMED
54522
2024-03-22

Prepared For: RBD Victoria Homes Inc. (RBD),
C/O H.Y. Engineering Ltd.
Date: March 22, 2024
Our File No: 3602.B01

WATT VANCOUVER
380 – 825 Homer Street
Vancouver, BC V6B 2W2
778-309-1253

TABLE OF CONTENTS

APPENDICES

FIGURES

TABLES

1.0 INTRODUCTION

WATT Consulting Group (WATT) was retained by RBD Victoria Homes Inc., C/O H.Y. Engineering Ltd. to prepare a Transportation Impact Assessment (TIA) for the proposed development application at 1160 Victoria Drive in Port Coquitlam, BC for the City of Port Coquitlam (City).

The TIA forms part of the development application and determines any transportation impacts and their associated mitigation measures due to the development.

1.1 The Site Today

The development site is bounded by Victoria Drive to the north, Lynwood Avenue to the south, and existing single-family homes to the east and west.

The site location and lot layout are illustrated in **Figure 1.** The existing site is occupied by a single-family home.

Figure 1
Site Location

1.2 Proposed Development

The proposed development includes 26 single-family residential units. Vehicle parking is proposed at the respective garages and driveway pads of the single-family dwelling units. Vehicular access to the homes is proposed from Lynwood Avenue (through the construction of a new north-south local road) while pedestrian access is proposed from both Victoria Drive (through the construction of a new north-south walkway) and Lynwood Avenue.

The development will replace the existing single-family home. The date of occupancy of the development is expected to be in 2028.

1.3 This Report

This report is provided as part of the rezoning application being submitted to the City. The report contains the following:

- An overview of the proposed development program.
- An overview of the transportation context in the vicinity of the site, including vehicular, pedestrian, cycling, and transit facilities, and area travel characteristics.
- An assessment of the existing traffic activity patterns and traffic volumes in the study area during the weekday morning and afternoon peak periods.
- An assessment of the trip generation and assignment characteristics of the proposed development.
- A review of vehicular traffic operations at intersections in the area under existing (2023), opening year (2028), and five-year horizon following the opening year (2033) conditions with and without the proposed development.
- A review of the proposed site access.
- A review of parking impacts in the vicinity of the site.

2.0 TRANSPORTATION CONTEXT

2.1 Road Network

The existing road network, lane configuration, and intersection control are illustrated in **Figure 2**. The study area consists of five roadways.

Victoria Drive is an east-west arterial road that borders both the City of Port Coquitlam and City of Coquitlam. It extends from Coast Meridian Road in the west, to Huber Drive in the east, where it continues as Cedar Drive. Victoria Drive has a posted speed limit of 50 km/h. Between Apel Drive and Holtby Street, Victoria Drive has a three-lane cross-section with one lane in each direction and a center left turn lane. East of Holtby Street, Victoria Drive has a two-lane cross-section with one lane in each direction. The speed limit reduces to 30 km/h west of Apel Drive/Soball Street due to a school zone (Leigh Elementary) from 8am to 5pm on school days, while a 30km/h speed limit also exists between Apel Drive/Soball Street and Holtby Street due to a playground zone (Victoria Park) at all times. A Multi-Use Pathway (MUP) is available on the north side of the road as part of the City's bike route. Curbside parking is available on the south side of the road west of Apel Drive/Soball Street while parking on both sides of the road is available east of the intersection. Walking facilities are available on both sides – MUP on the north side and sidewalk on the south side.

Apel Drive and Soball Street are collector roads under the jurisdiction of the City of Port Coquitlam and the City of Coquitlam respectively. Apel Drive extends diagonally between Coast Meridian Road in the southwest and Victoria Drive in the northeast, where it continues north as Soball Street as it enters the jurisdiction of the City of Coquitlam. Within the study area, Apel Drive/Soball Street has a two-lane cross-section with one lane in each direction. Both roads have a posted speed limit of 50 km/h. In the study area, the speed limit reduces to 30 km/h on Apel Drive north of Derby Crescent, and on Soball Street due to the school zone (Leigh Elementary) from 8am to 5pm on school days. Apel Drive is part of the City's designated on-street bike route with bike route guide signs. On Soball Street, a MUP is available on the west side of the road as part of the bike route. The MUP ends just north of the intersection with Wilkie Avenue. Curbside parking is available on both sides of Apel Drive, and on the west side of Soball Street within the study area. On Apel Drive, sidewalks are available on the east side of the road, and on the west side of the road for approximately 50m south of Victoria Drive. On Soball Street, walking facilities are available on both sides – MUP on the west side and sidewalk on the east side.

Wedgewood Street is a north-south local road under the jurisdiction of the City. It extends from Victoria Drive in the north, to Lynwood Avenue in the south. Wedgewood Street has a two-lane cross section with one lane in each direction, and a posted speed limit of 50 km/h. There are no cyclist facilities. Curbside parking is available on both sides of the road. Sidewalk is available on the west side of the road.

Lynwood Avenue is an east-west local road under the jurisdiction of the City. This section of Lynwood Avenue extends from Apel Drive in the west, to Alderwood Avenue in the east passing the intersection with Wedgewood Street. Lynwood Avenue has a two-lane cross section with one lane in each direction, and a posted speed limit of 50 km/h. There are no cyclist facilities. Curbside parking is available on both sides of the road. Sidewalk is available on the north side of the road. After Lynwood Avenue terminates at Alderwood Avenue, a gravel trail is available for pedestrians and cyclists to continue east and connect to the Traboulay Trail.

2.2 Study Intersections

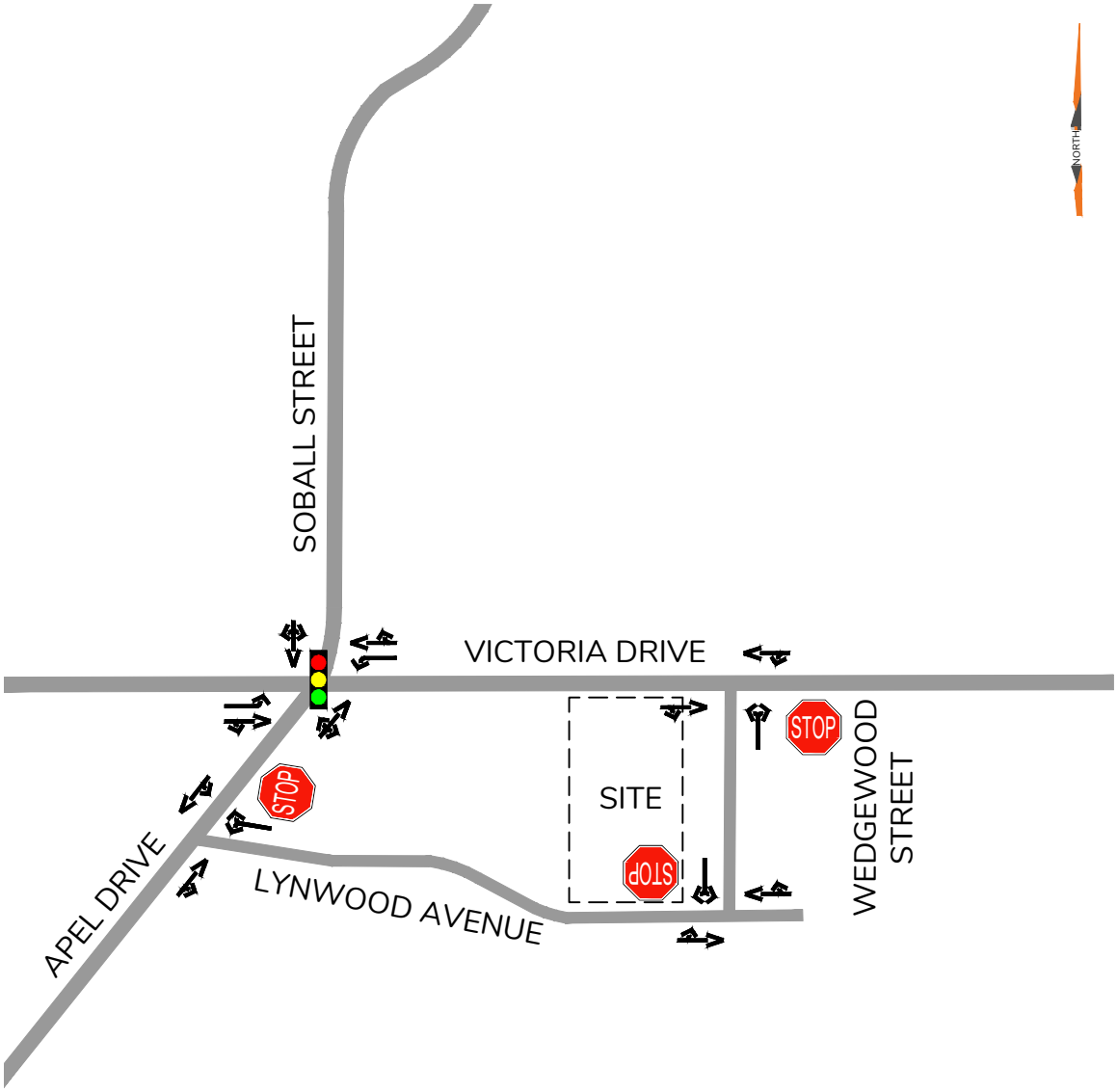
The study area consists of four intersections.

Victoria Drive & Apel Drive / Soball Street is a signalized four-legged intersection. The eastbound and westbound approaches have a shared through-right turn lane and a dedicated left turn lane. The northbound and southbound approach have a single shared lane for all movements. Pedestrian crossings are available on all legs of the intersection. The crossing on the north leg is a multi-use crossing for both pedestrians and cyclists as part of the MUP connection.

Victoria Drive & Wedgewood Street is an unsignalized three-legged intersection with stop control on the northbound approach and free movements for eastbound and westbound approaches. All approaches have a single shared lane for all movements. No signed pedestrian crosswalk is available at this intersection.

Apel Drive & Lynwood Avenue is an unsignalized three-legged intersection with stop control on the westbound approach and free movements for northbound and southbound approaches. All approaches have a single shared lane for all movements. No signed pedestrian crosswalk is available at this intersection.

Wedgewood Street & Lynwood Avenue is an unsignalized three-legged intersection with stop control on the southbound approach and free movements for eastbound and westbound approaches. All approaches have a single shared lane for all movements. No signed pedestrian crosswalk is available at this intersection.


APEL DRIVE
STOP
LYNWOOD AVENUE
SITE
STOP
STOP
WEDGEWOOD STREET
VICTORIA DRIVE
SOBALL STREET
NORTH

2.3 Transit Network

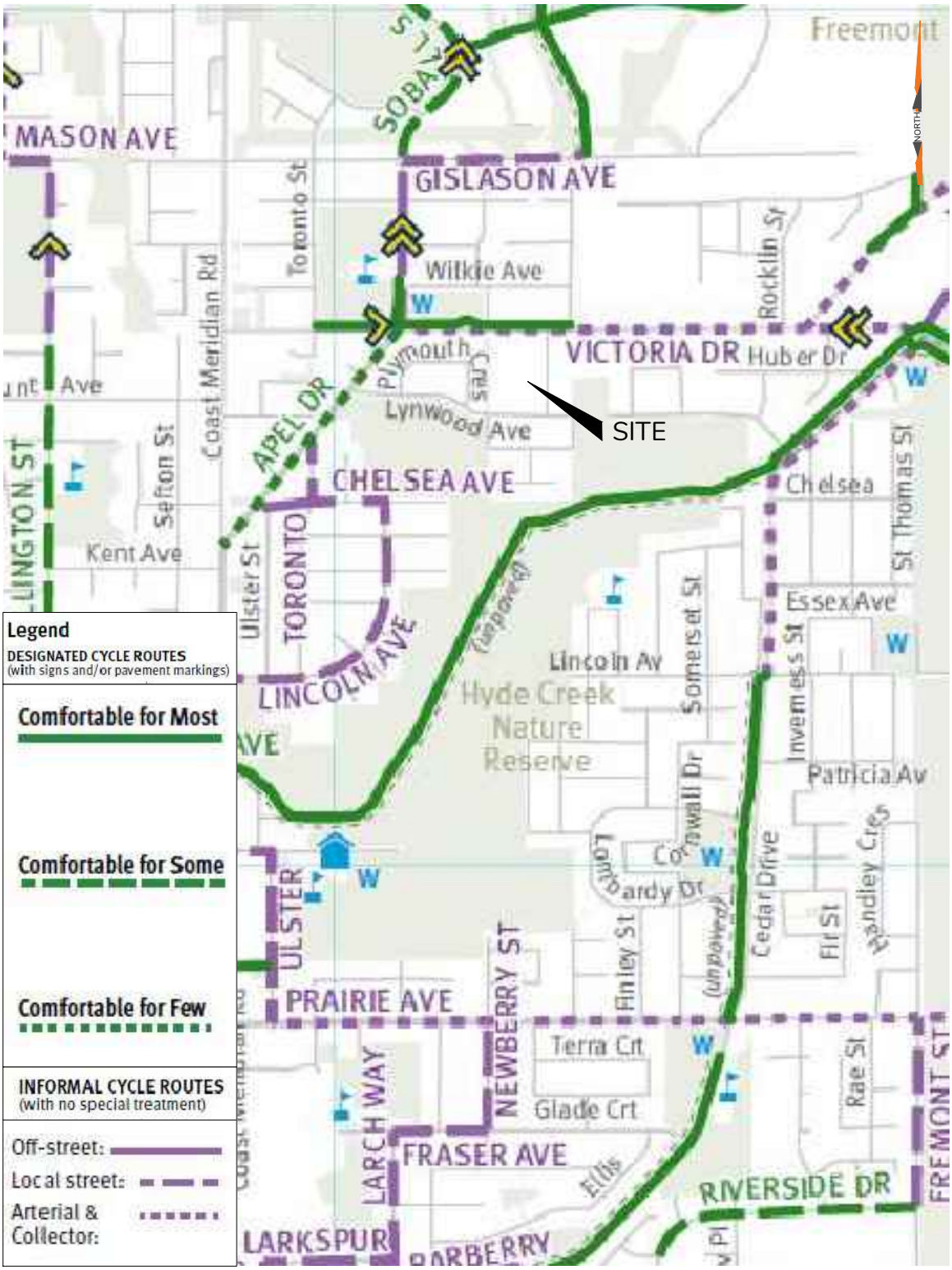
Table 1 summarizes the transit route in the site vicinity. Although there is only one bus route directly serving the development, the bus route terminates shortly east of the site on Victoria Drive and continues on Cedar Drive as another bus route, making it two bus routes. Together they provide connections to key employment, institutional, and recreational locations such as Downtown Port Coquitlam, various commercial stores near the intersection of Coast Meridian Road & Prairie Avenue, Shaughnessy Station Mall, Port Coquitlam Community Centre, Port Coquitlam Station, before terminating at Coquitlam Central SkyTrain Station, allowing connection to the Millennium Line. A School Special bus route also operates two trips from Terry Fox Secondary School in the afternoon. The existing bus stop is within 250 metres (i.e., a 3-minute walk) from the development.

Table 1 - Existing Transit Services

Route	Direction	Walking Distance	Service Frequency (Peak Hours)
174 – Coquitlam Central Station / Rocklin	East/West	100 m	15 min
173 – Coquitlam Central Station / Cedar	East/West	150 m	15 min
863 – Terry Fox Secondary Special	Circular	250 m	Single Trip

2.4 Cycling Network

The existing area cycling network is illustrated in **Figure 3**. Multi-use pathways (MUP) are available along Victoria Drive and Soball Street. Apel Drive is a part of the City's designated on-street bike route. Future residents at the development site will also be able to connect to the Traboulay PoCo Trail by travelling 500m east of the Lynwood Avenue / Alderwood Avenue intersection. The Traboulay PoCo trail provides an off-street active transportation loop connection around the City.


Freemont
MASON AVE
GISLASON AVE
Toronto St
Wilkie Ave
Rocklin St
Coast Meridian Rd
VICTORIA DR
Huber Dr
Plymouth Cres
Lynwood Ave
SITE
APEL DR
Sefton St
CHELSEA AVE
Chelsea
St Thomas St
Kent Ave
Ulster St
TORONTO
Essex Ave
Lincoln Av
Somerset St
Inverness St
LINCOLN AVE
Hyde Creek Nature Reserve
Patricia Av
Cornwall Dr
Cedar Drive
Fir St
Randley Cres
ULSTER
PRAIRIE AVE
NEWBERRY ST
Finley St
Terra Crt
Glade Crt
Rae St
FREMONT ST
LARCH WAY
FRASER AVE
RIVERSIDE DR
LARKSPUR
BARBERRY
Legend
DESIGNATED CYCLE ROUTES
(with signs and/or pavement markings)
Comfortable for Most
Comfortable for Some
Comfortable for Few
INFORMAL CYCLE ROUTES
(with no special treatment)
Off-street:
Local street:
Arterial & Collector:

2.5 Pedestrian Environment

There is adequate walking infrastructure in proximity to the site. Sidewalks are available on the west side of Wedgewood Street and on the north side of Lynwood Avenue. Sidewalk is also available on the south side of Victoria Drive, and walking facility as part of the MUP on the north side of Victoria Drive. Apel Drive has sidewalk on the east side of the road, and for approximately 50 meters south of Victoria Drive on the west side of the road. On Soball Street, a MUP is available on the west side of road, and sidewalk is available on the east side of the road. Signed and marked crossings are available on all four legs of the Apel Drive / Soball Street & Victoria Drive intersection.

The proposed development is planned to include a north-south walkway at Victoria Drive, providing direct access to/from the site at Victoria Drive.

3.0 PROPOSED DEVELOPMENT

3.1 Overview

The proposed development site plan is provided in **Appendix A**. The transportation-related elements of the proposed site plan are summarized in **Table 2**.

Table 2 - Development Program

Site Element	Details
Residential Units	26 units
New Roads	A north-south local road with an 8.5m road width connecting with Lynwood Avenue and an east-west laneway with a 6m road width connecting with the new north-south road will be constructed as part of the developments.
Vehicular Access	Vehicular access (including loading and waste collection) to the proposed residential units is provided from Lynwood Avenue.
Pedestrian Access	Pedestrian access will be provided from Victoria Drive through the proposed north-south walkway. Access will also be available from the existing north side sidewalk on Lynwood Avenue.

4.0 TRAFFIC VOLUMES

4.1 Traffic Analysis Scenarios and Design Periods

Vehicle traffic operational analysis has been undertaken for the weekday morning (AM) and afternoon (PM) peak hour under the following conditions:

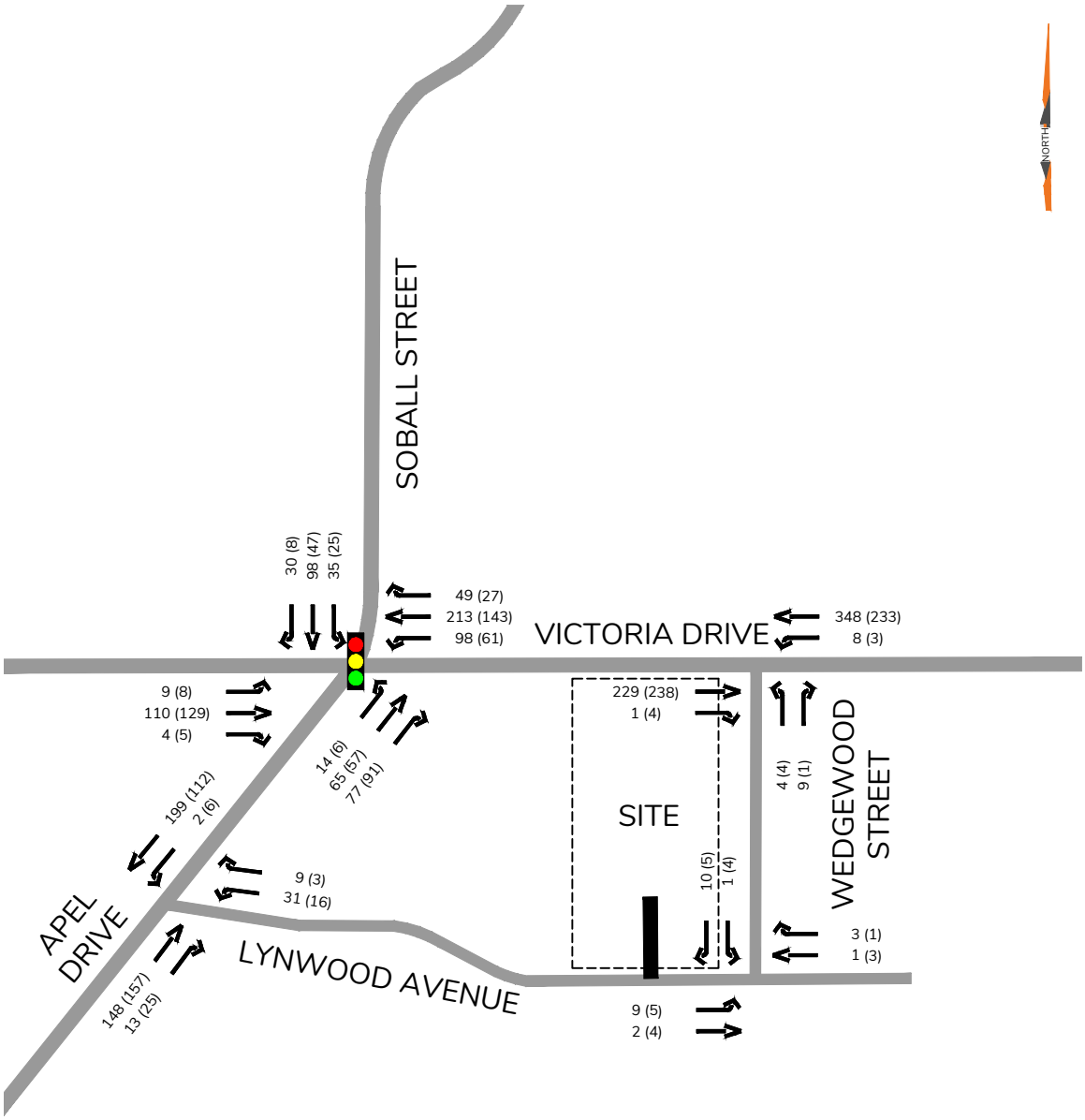
- **Existing traffic:** traffic activity under current conditions.
- **Background traffic:** traffic activity levels in the future, which includes allowances for corridor growth and other background developments.
- **Post-development traffic:** traffic activity levels in the future with the site redeveloped and projected site-generated traffic added to the road network.

Traffic operations are discussed in the following sections for these scenarios:

- 2023: Existing Conditions
- 2028: Opening Day, background and post-development conditions
- 2033: Five-year horizon after opening day, background and post-development conditions

4.2 Existing Traffic

Turning movement volumes were collected on Wednesday September 27th, 2023, between 8:00AM and 9:00AM for the AM peak hour, and 4:00PM to 5:00PM for the PM peak hour at the study intersections. It should be noted that the afternoon peak hour in the study area may also have an additional school peak hour due to the nearby Leigh Elementary School. However, the school peak hour does not coincide with the expected peak hour of the proposed development and is rather expected to coincide with the commuter traffic peak hour data that has been collected for the intersection. The existing traffic volumes for the weekday AM and PM peak hour are illustrated in **Figure 4**.



- AM PEAK HOUR
(##) - PM PEAK HOUR

4.3 Background Traffic Volumes

4.3.1 Corridor Growth

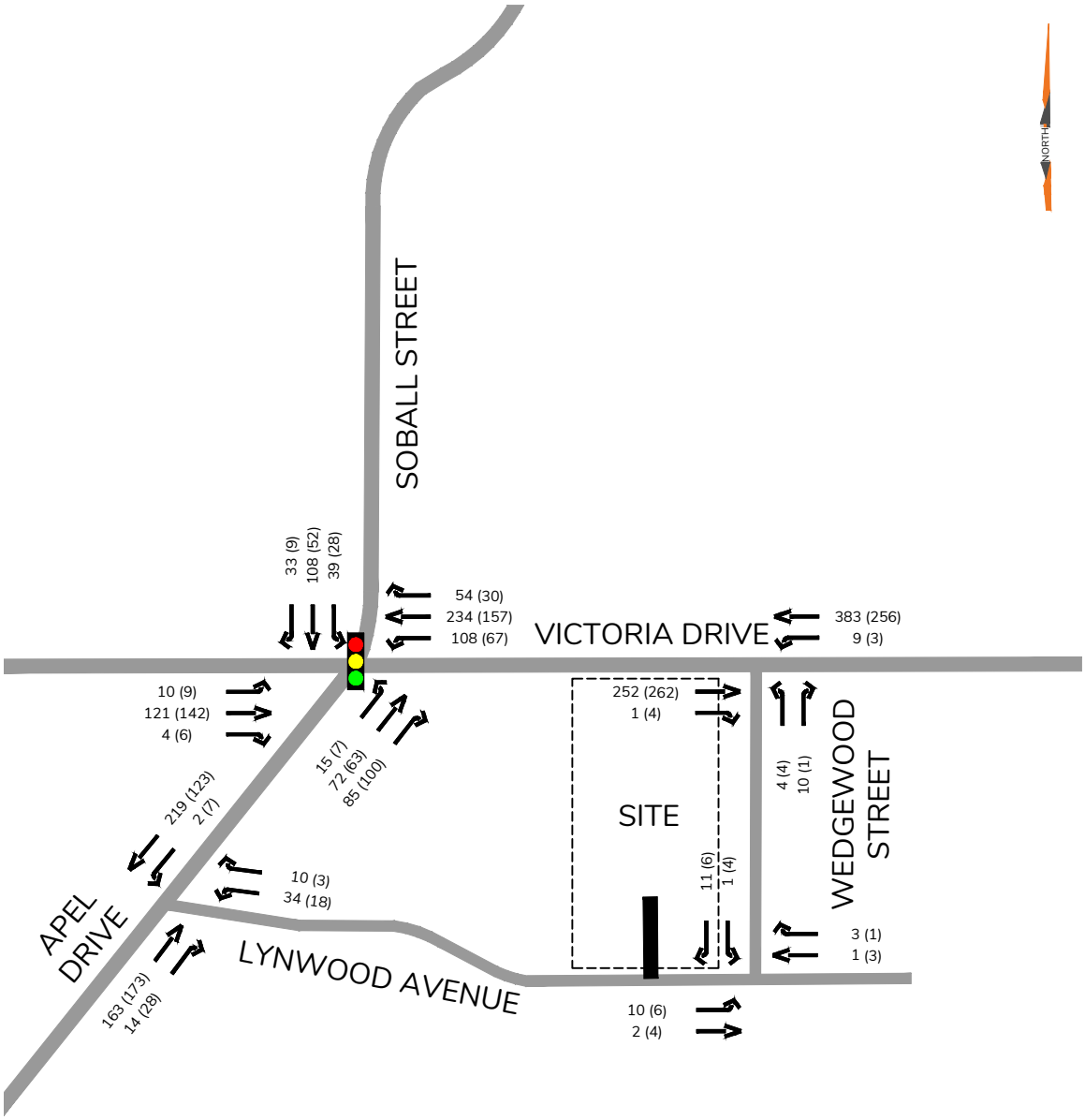
The study area has undergone recent road upgrades along Victoria Drive between Toronto Street and Holtby Street which included a center turn lane to ease access to residential driveways, maintain street parking on the south side of Victoria Drive, widen the eastbound travel lane so that moving traffic can pass parked vehicles without crossing the center line, and provide a multi-use pathway on the north side of Victoria Drive. The upgrades are expected to extend further east between Holtby Street and Wedgewood Street in the future.

Additional road network upgrades related to the study area include the Fremont Connector Project which is planned to connect the east end of Victoria Drive at Cedar Drive to the Lougheed Highway and Mary Hill Bypass with a north-south arterial road (see **Figure 5**). This project is expected to increase background traffic along Victoria Drive from the east end via the connector road while reducing traffic along Victoria Drive from existing roads in the network such as Coast Meridian Road and Cedar Drive. For the purposes of the Transportation Impact Assessment for the subject site development, background traffic growth for the Victoria Drive corridor and all study area roads was forecast using a +2.0% annual linear growth rate applied to the existing 2023 volumes to all the horizon years. This growth rate would capture background traffic growth and assume a conservative traffic model to identify any possible development generated traffic impacts at the study area intersections due to the subject site.

Figure 5: Map of Fremont Street Connector Project

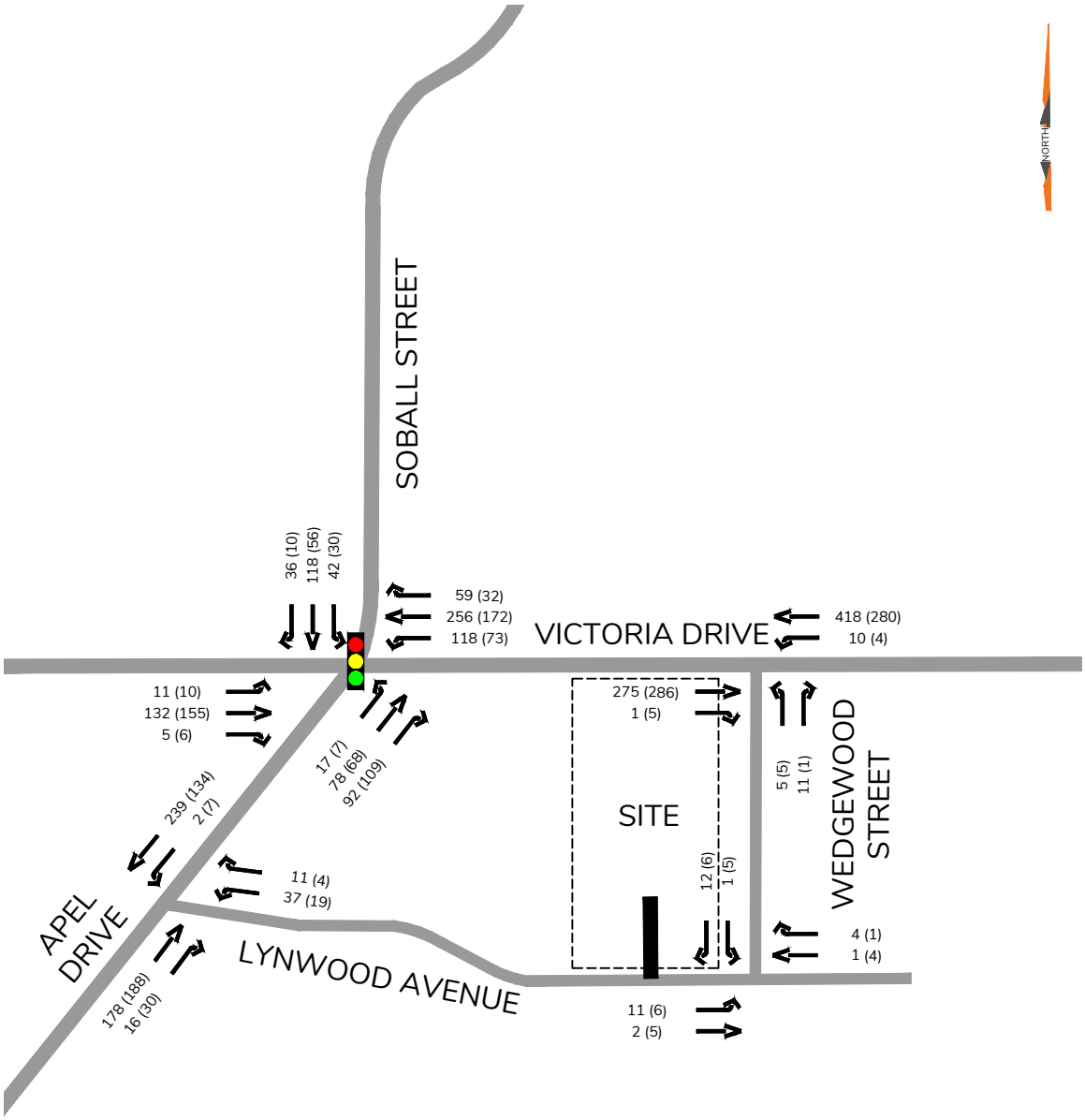
4.3.2 Background Traffic Volumes

Background traffic volumes are the sum of the existing traffic volumes and corridor growth. Background traffic volumes for the 2028 opening day and the 2033 five-year horizon year are illustrated in **Figure 6** and **Figure 7**.



- AM PEAK HOUR
(##) - PM PEAK HOUR

Figure 6
Opening Day Background Traffic Volumes



- AM PEAK HOUR
(##) - PM PEAK HOUR

Figure 7
2033 Horizon Year Background Traffic Volumes

4.4 Site Traffic Volumes

The weekday peak hour trip generation rates are obtained from Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition. They are then used to estimate the number of site-generated trips for the proposed development. The trip generation rates are summarized in **Table 3**.

Table 3 - Trip Generation Rates

Land Use	Trip Generation Source	Setting	Units	Trip Type	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
					Rate	In	Out	Rate	In	Out
Single-family	ITE 210: Single-Family Detached Housing	General Urban/ Suburban	Dwelling Units	Vehicles	0.70	25%	75%	0.94	63%	37%

Based on the vehicle trip generation rates notes above, the number of external vehicle trips expected to be generated by the proposed development are shown in **Table 4**. The proposed development is expected to generate a total of 19 vehicle trips in the AM peak hour and 25 vehicle trips in the PM peak hour. This is equivalent to approximately 1 vehicle trip every 3 minutes in the AM peak hour and approximately 1 vehicle trip every 2.5 minutes in the PM peak hour. These additional trips are considered low and therefore, the proposed development is not expected to create any significant traffic issues in the neighborhood and the surrounding streets. Traffic modelling is performed in section 5 of this report to further confirm and validate these findings.

Table 4 - Trip Generation, External Vehicle Trips

Land Use	Trip Generation Source	Setting	Units	Trip Type	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
					Total	In	Out	Total	In	Out
Single-family	ITE 210: Single-Family Detached Housing	General Urban/ Suburban	26	Vehicles	19	5	14	25	16	10
Net Vehicle Trips					**19**	**5**	**14**	**25**	**16**	**10**

Note: Totals may not add up due to rounding effects

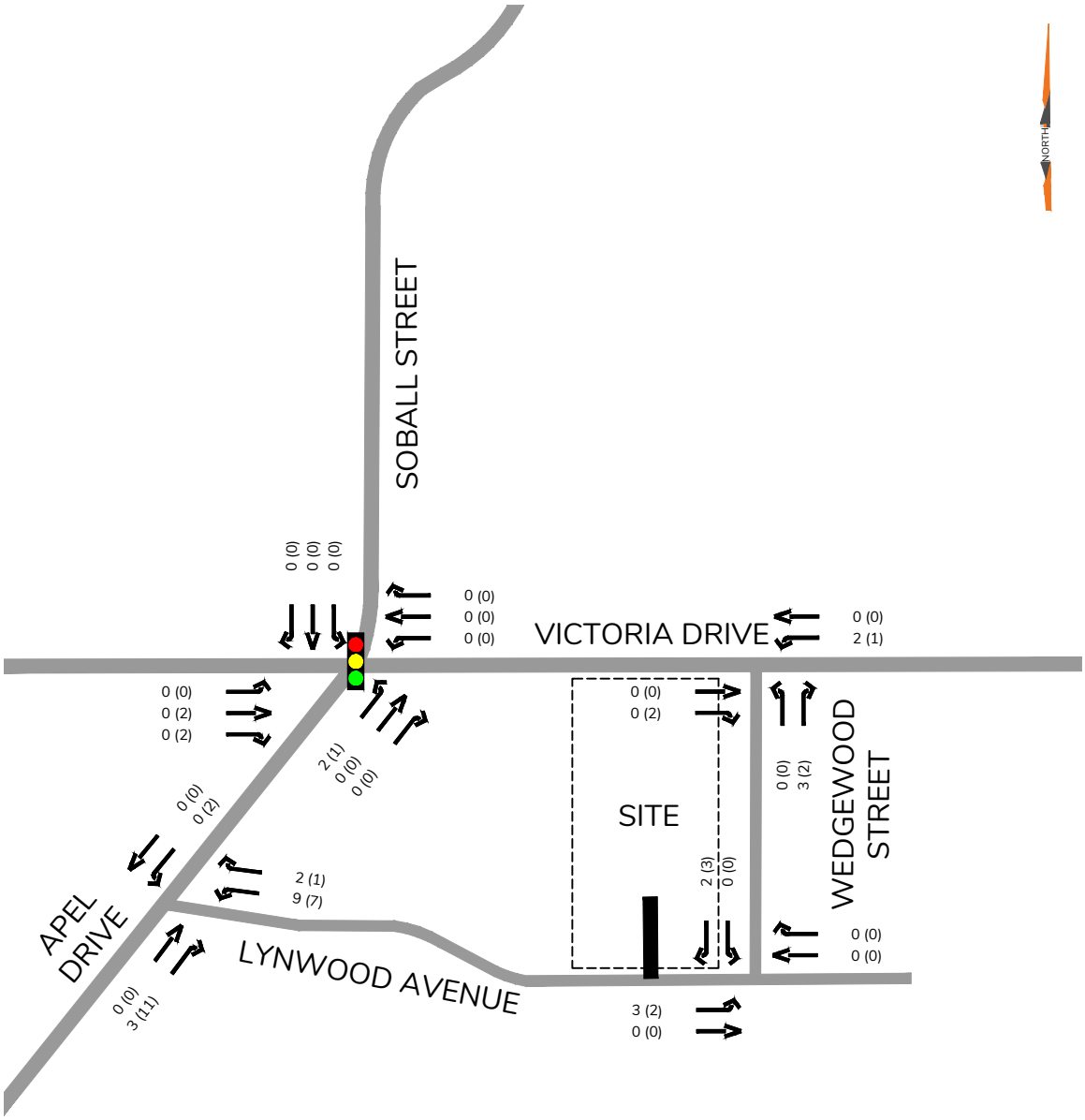
4.4.1 Trip Distribution and Assignment

The trip distribution pattern for site-generated traffic was established based on the existing traffic patterns at each intersection.

The distribution of inbound and outbound traffic adopted for the proposed development is summarized in **Table 5**. The net new site traffic volumes assigned to the area road network are illustrated in **Figure 8**.

Table 5 – Site Trip Distribution

Route	From /To	AM Peak Hour		PM Peak Hour	
		Inbound	Outbound	Inbound	Outbound
Victoria Drive	West	12%	18%	27%	12%
	East	38%	18%	9%	21%
Apel Drive	South	50%	64%	64%	67%
	Total	**100%**	**100%**	**100%**	**100%**



- AM PEAK HOUR
(##) - PM PEAK HOUR

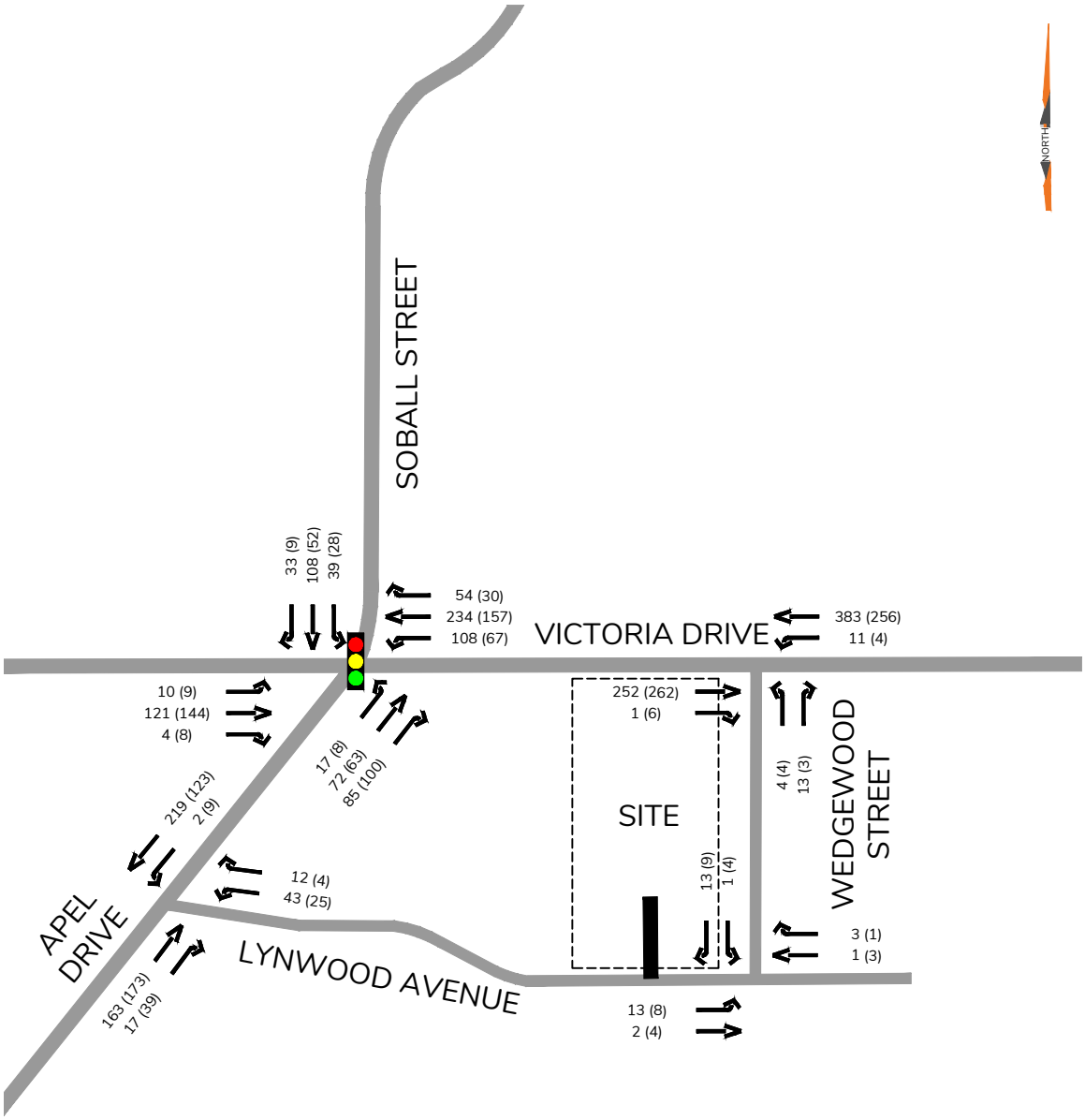
4.5 Post-Development Traffic Volumes

Post-development traffic volumes are the sum of the background traffic volumes and net new site traffic volumes. The proportion of the new site traffic volumes compared to the post development total traffic volumes provide an understanding of the level of development traffic at each of the study area intersections. **Table 6** summarizes the percentage of site generated traffic volumes compared to the total traffic volumes at the study area intersections which indicates that site generated traffic is adding a maximum of 17% of the total traffic volumes at Lynwood Avenue / Wedgewood Street intersection. This is an intersection comprised of local streets and therefore, site generated traffic impacts is expected to be minimal (see **Section 5)**. At the Victoria Drive / Apel Drive / Soball Street intersection, which is comprised of arterial and collector streets, the addition of site generated traffic is less than 1%.

Table 6: Proportion of Site Traffic Volumes to Total Traffic Volumes

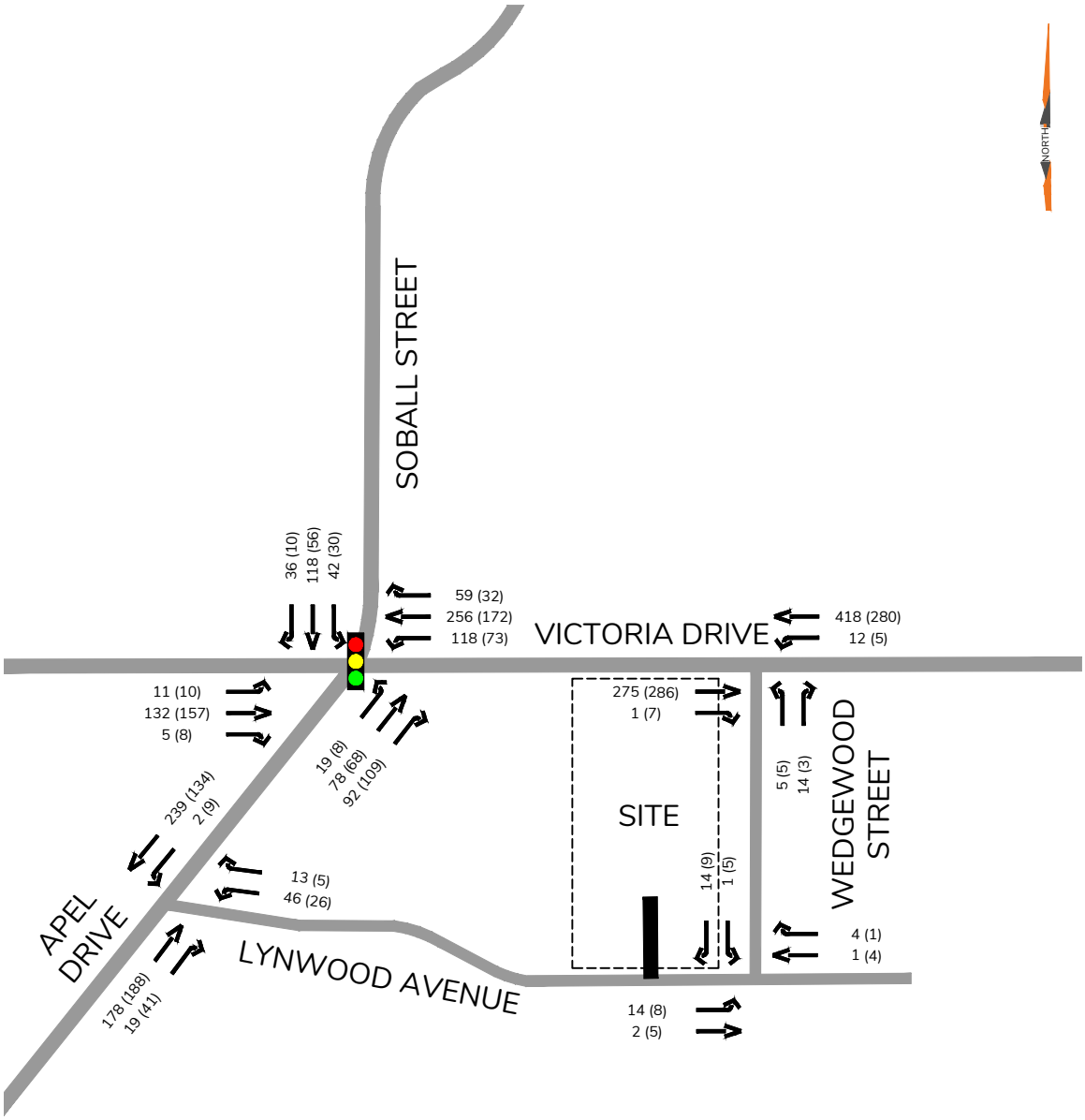
Intersection	Site Traffic Volumes / Total Traffic Volumes			
	2028 AM	**2028 PM**	**2033 AM**	**2033 PM**
Victoria Dr and Apel Dr / Soball St	2 / 885 = **0.3%**	5 / 675 = **0.7%**	2 / 966 = **0.2%**	5 / 733 = **0.7%**
Victoria Dr and Wedgewood St	5 / 664 = **0.8%**	5 / 535 = **0.9%**	5 / 725 = **0.7%**	5 / 586 = **0.9%**
Apel Dr and Lynwood Ave	14 / 456 = **3%**	21 / 373 = **6%**	14 / 497 = **3%**	21 / 403 = **5%**
Lynwood Ave and Wedgewood St	5 / 33 = **15%**	5 / 29 = **17%**	5 / 36 = **14%**	5 / 32 = **16%**

Post-development traffic volumes for opening day (2028) and five-year horizon (2033) are illustrated in **Figure 9** and **Figure 10**.



- AM PEAK HOUR
(##) - PM PEAK HOUR

Figure 9
Opening Day Post-Development Traffic Volumes



- AM PEAK HOUR
(##) - PM PEAK HOUR

Figure 10
2033 Horizon Year Post-Development Traffic Volumes

5.0 TRAFFIC OPERATIONS ANALYSIS

5.1 Methodology

Analysis of vehicular traffic conditions at the study area intersections was undertaken using Synchro version 11. Synchro and SimTraffic is a two-part traffic modelling software that provides analysis of traffic conditions based on Highway Capacity Manual sixth edition evaluation methodology. A detailed description is provided in **Appendix B**.

5.2 Input and Calibration Parameters

Heavy Vehicle

Heavy vehicle percentages incorporated into the analysis were based on information provided as part of the intersection turning movement counts.

Peak Hour Factor

Peak hour factors (PHF) incorporated into the analysis were calculated from the intersection turning movement counts.

Lane Configuration

Lane configuration mirrored existing conditions for all scenarios within the report.

5.3 Victoria Drive & Apel Drive / Soball Street

Traffic analysis results for the Victoria Drive & Apel Drive / Soball Street intersection are summarized in **Table 7**.

Under existing conditions:

- All movements at this intersection are operating at LOS C or better which indicates no significant vehicle delay. With a volume / capacity (V/C) ratio of 0.67 or lower, all lanes are currently operating within capacity. There are no vehicle queueing issues for any movements and the left turn lanes have sufficient storage lengths to manage existing queues.

Under the opening day (2028) conditions:

- Without development traffic, all movements continue to operate at LOS C or better with no significant vehicle delays. The V/C ratio is expected to be 0.73 or lower and therefore, is not expected to have any lane capacity issues. No vehicle queues are expected.
- With development traffic, no significant additional traffic operational impacts are expected. Vehicle delay is expected to continue to operate at LOS C or better. The V/C is expected to remain the same at 0.73 or lower. No significant change in vehicle queuing is expected and the left turn lane storage lengths are expected to be sufficient to manage vehicle queues.

Under the opening day + five-year horizon (2033) conditions:

- Without development traffic, all movements are expected to continue to operate at LOS C or better, thus no significant vehicle delays. The V/C ratio is expected to be 0.76 or lower for all movements, well within lane capacities. No significant vehicle queuing is expected, and the left turn lane storage lengths are expected to be sufficient for managing vehicle queues.
- With development traffic, all movements are expected to continue to operate at LOS C or better. The V/C ratio is expected to remain the same at 0.76 or lower for all movements and no significant vehicle queues are expected. The left turn lane storage lengths are expected to be sufficient for managing any additional vehicle queues due to the development.

Table 7 – Victoria Drive & Apel Drive / Soball Street Traffic Operations

Key Movement	Existing (2023)				Background				Post Development			
	LOS	V/C Ratio	Delay (s)	Queue (m)	LOS	V/C Ratio	Delay (s)	Queue (m)	LOS	V/C Ratio	Delay (s)	Queue (m)
2023/28 Horizon Year (Opening Day)												
EBL	B (B)	0.03 (0.02)	15 (13)	5 (5)	B (B)	0.03 (0.02)	15 (14)	5 (5)	B (B)	0.03 (0.02)	15 (14)	5 (5)
EBTR	B (B)	0.41 (0.47)	17 (16)	30 (25)	B (B)	0.44 (0.50)	18 (16)	30 (30)	B (B)	0.44 (0.50)	18 (16)	30 (30)
WBL	C (B)	0.67 (0.47)	24 (19)	25 (15)	C (C)	0.73 (0.49)	26 (20)	25 (15)	C (C)	0.73 (0.49)	26 (20)	25 (15)
WBTR	A (A)	0.45 (0.26)	9 (7)	35 (20)	A (A)	0.49 (0.28)	10 (8)	40 (30)	A (A)	0.49 (0.28)	10 (7)	40 (25)
NB	B (B)	0.40 (0.39)	16 (14)	20 (20)	B (B)	0.44 (0.42)	16 (15)	25 (20)	B (B)	0.44 (0.43)	16 (15)	25 (20)
SB	B (B)	0.40 (0.19)	15 (13)	25 (15)	B (B)	0.44 (0.21)	16 (13)	30 (15)	B (B)	0.44 (0.21)	16 (14)	30 (15)
2033 Horizon Year (5-Year Post Build)												
EBL	-	-	-	-	B (B)	0.04 (0.03)	16 (14)	5 (5)	B (B)	0.04 (0.03)	16 (14)	5 (5)
EBTR	-	-	-	-	B (B)	0.47 (0.52)	18 (17)	30 (35)	B (B)	0.47 (0.52)	18 (17)	35 (30)
WBL	-	-	-	-	C (C)	0.76 (0.51)	27 (21)	30 (20)	C (C)	0.76 (0.52)	27 (21)	30 (20)
WBTR	-	-	-	-	B (A)	0.53 (0.30)	10 (8)	40 (25)	B (A)	0.53 (0.30)	10 (8)	45 (30)
NB	-	-	-	-	B (B)	0.47 (0.45)	17 (15)	25 (20)	B (B)	0.47 (0.45)	17 (15)	25 (20)
SB	-	-	-	-	B (B)	0.47 (0.22)	17 (14)	35 (15)	B (B)	0.47 (0.22)	17 (14)	35 (15)

Notes: XX (XX) = AM (PM); # = storage length; 95th percentile queue lengths are rounded to the nearest 5 metres.

5.4 Victoria Drive & Wedgewood Street

Traffic analysis results for the Victoria Drive & Wedgewood Street intersection are summarized in **Table 8**.

Under existing conditions:

All movements are operating at LOS B or better, thus no significant vehicle delays. The V/C ratio for all movements are well within capacity at 0.16 or lower. There is no significant vehicle queuing at this intersection.

Under the opening day (2028) background conditions:

- Without development traffic, this intersection is expected to continue to operate at LOS B or better for all movements. The V/C ratio is expected to be 0.18 or lower for all movements. No significant vehicle queuing is expected.
- With development traffic, traffic operations are not expected to deteriorate any further with no noticeable change in vehicle delay, capacity, or queuing.

Under the opening day + five-year horizon (2033) conditions:

- Without development traffic, this intersection is expected to continue to operate at LOS B or better, V/C ratio of 0.20 or lower and no significant vehicle queues for all movements.
- With development traffic, traffic operations are expected to remain the same as background conditions for all movements, and therefore, no significant traffic issues are expected due to the development.

Table 8 - Victoria Drive & Wedgewood Street Traffic Operations

Key Movement	Existing (2023)				Background				Post Development			
	LOS	V/C Ratio	Delay (s)	Queue (m)	LOS	V/C Ratio	Delay (s)	Queue (m)	LOS	V/C Ratio	Delay (s)	Queue (m)
2023/28 Horizon Year (Opening Day)												
EB	A (A)	0.16 (0.15)	0 (0)	0 (0)	A (A)	0.18 (0.17)	0 (0)	0 (0)	A (A)	0.18 (0.17)	0 (0)	5 (0)
WB	A (A)	0.01 (0.00)	8 (8)	5 (0)	A (A)	0.01 (0.00)	8 (8)	5 (0)	A (A)	0.01 (0.00)	8 (8)	10 (5)
NB	B (B)	0.03 (0.01)	11 (12)	10 (5)	B (B)	0.03 (0.01)	12 (12)	10 (5)	B (B)	0.04 (0.01)	11 (11)	10 (5)
2033 Horizon Year (5-Year Post Build)												
EB	-	-	-	-	A (A)	0.20 (0.18)	0 (0)	0 (0)	A (A)	0.20 (0.19)	0 (0)	0 (5)
WB	-	-	-	-	A (A)	0.01 (0.00)	8 (8)	10 (5)	A (A)	0.01 (0.00)	8 (8)	10 (5)
NB	-	-	-	-	B (B)	0.04 (0.01)	12 (13)	10 (5)	B (B)	0.04 (0.02)	12 (12)	10 (10)

Notes: XX (XX) = AM (PM); # = storage length; 95th percentile queue lengths are rounded to the nearest 5 metres.

5.5 Apel Drive & Lynwood Avenue

Traffic analysis results for the Apel Drive & Lynwood Avenue intersection are summarized in **Table 9**.

Under existing conditions:

All movements at this intersection are operating at LOS B or better for all movements, indicating no significant vehicle delays. The V/C ratio is 0.12 or lower for all movements, indicating lanes are operating well within capacity. There is no significant vehicle queuing for any movement.

Under the opening day (2028) background conditions,

- Without development traffic, all movements are expected to continue to operate at LOS B or better, V/C ratio of 0.13 or lower, and no significant vehicle queues for all movements.
- With development traffic, no significant change in traffic operations is expected with LOS B or better, V/C ratio of 0.14 or lower and no increase in vehicle queues for all movements.

Under the opening day + five-year horizon (2033) conditions:

- Without development traffic, all movements are expected to continue to operate at LOS B or better, V/C ratio of 0.15 or lower, and no significant vehicle queues for all movements.
- With development traffic, no change in traffic operations is expected from background conditions and therefore, no significant traffic issues are expected due to the development.

Table 9 – Apel Drive & Lynwood Avenue Traffic Operations

Key Movement	Existing (2023)				Background				Post Development			
	LOS	V/C Ratio	Delay (s)	Queue (m)	LOS	V/C Ratio	Delay (s)	Queue (m)	LOS	V/C Ratio	Delay (s)	Queue (m)
2023/28 Horizon Year (Opening Day)												
WB	B (B)	0.09 (0.03)	12 (11)	10 (10)	B (B)	0.11 (0.04)	12 (11)	10 (10)	B (B)	0.13 (0.05)	13 (11)	10 (10)
NB	A (A)	0.09 (0.12)	0 (0)	0 (0)	A (A)	0.13 (0.13)	0 (0)	0 (0)	A (A)	0.14 (0.14)	0 (0)	0 (0)
SB	A (A)	0.00 (0.01)	8 (8)	0 (5)	A (A)	0.00 (0.01)	8 (8)	0 (5)	A (A)	0.00 (0.01)	8 (8)	0 (5)
2033 Horizon Year (5-Year Post Build)												
WB	-	-	-	-	B (B)	0.12 (0.04)	13 (11)	10 (10)	B (B)	0.15 (0.06)	13 (11)	15 (10)
NB	-	-	-	-	A (A)	0.15 (0.15)	0 (0)	0 (0)	A (A)	0.15 (0.15)	0 (0)	0 (0)
SB	-	-	-	-	A (A)	0.00 (0.01)	8 (8)	5 (5)	A (A)	0.00 (0.01)	8 (8)	0 (5)

Notes: XX (XX) = AM (PM); # = storage length; 95th percentile queue lengths are rounded to the nearest 5 metres.

5.6 Wedgewood Street & Lynwood Avenue

Traffic analysis results for the Wedgewood Street & Lynwood Avenue intersection are summarized in **Table 10**.

Under existing conditions:

This intersection is operating at LOS A for all movements, which indicates no vehicle delay. The V/C ratio is 0.01 or lower for all movements, which indicates no lane capacity issues. There are no vehicle queuing issues for any movement.

Under the opening day (2028) background conditions:

- Without development traffic, this intersection is expected to continue to operate at LOS A, V/C ratio of 0.02 or lower, and no significant vehicle queues for all movements.
- With development traffic, this intersection is not expected to experience any significant change in traffic operations with LOS A, V/C ratio of 0.02 or lower, and no increase in vehicle queues for all movements.

Under the opening day + five-year horizon (2033) conditions:

- Without development traffic, this intersection is expected to continue to operate at LOS A, V/C ratio of 0.02 or lower, and no significant vehicle queues for all movements.
- With development traffic, this intersection is not expected to experience any significant change in traffic operations with LOS A, V/C ratio of 0.02 or lower, and no increase in vehicle queues for all movements.

Table 10 – Wedgewood Street & Lynwood Avenue Traffic Operations

Key Movement	Existing (2023)				Background				Post Development			
	LOS	V/C Ratio	Delay (s)	Queue (m)	LOS	V/C Ratio	Delay (s)	Queue (m)	LOS	V/C Ratio	Delay (s)	Queue (m)
2023/28 Horizon Year (Opening Day)												
EB	A (A)	0.01 (0.00)	7 (7)	0 (0)	A (A)	0.01 (0.01)	7 (7)	0 (0)	A (A)	0.01 (0.01)	7 (7)	0 (0)
WB	A (A)	0.00 (0.00)	0 (0)	0 (0)	A (A)	0.00 (0.00)	0 (0)	0 (0)	A (A)	0.00 (0.00)	0 (0)	0 (0)
SB	A (A)	0.01 (0.01)	9 (9)	10 (10)	A (A)	0.02 (0.01)	9 (9)	10 (10)	A (A)	0.02 (0.02)	9 (9)	10 (10)
2033 Horizon Year (5-Year Post Build)												
EB	-	-	-	-	A (A)	0.01 (0.01)	7 (7)	0 (0)	A (A)	0.01 (0.01)	7 (7)	0 (0)
WB	-	-	-	-	A (A)	0.00 (0.00)	0 (0)	0 (0)	A (A)	0.00 (0.00)	0 (0)	0 (0)
SB	-	-	-	-	A (A)	0.02 (0.02)	9 (9)	10 (10)	A (A)	0.02 (0.02)	9 (9)	10 (10)

Notes: XX (XX) = AM (PM); # = storage length; 95th percentile queue lengths are rounded to the nearest 5 metres.

6.0 SITE ACCESS REVIEW

6.1 Sightlines and Access Spacing

Vehicular access to the proposed residential units is proposed from Lynwood Avenue. The Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads* (2017) provides recommended minimum intersection sight distances for drivers turning onto a road from a stop-controlled intersection. For this study, the design vehicle used was a passenger vehicle and the design speed was set to 50 km/h. Drivers should be provided with 65 metres of sight distance looking to the right and looking to the left when exiting at the Lynwood Avenue / New Road intersection. There are no sightline obstructions within 65 metres on either side of the intersection and therefore, no sightline issues are expected.

The TAC *Geometric Design Guide for Canadian Roads (2017)* also provides suggested minimum corner clearances from adjacent intersections on local or collector roads which is 15 meters. The Lynwood Avenue / New Road intersection is 65m from the nearest intersection to the east at Lynwood Avenue / Wedgewood Street and 65m from the nearest intersection to the west at Lynwood Avenue / Alderwood Avenue and therefore, the site access meets the recommended access spacing.

6.2 Neighborhood Traffic Impacts

With the vehicular site access at Lynwood Avenue, average traffic volumes during the peak hour along Lynwood Avenue are expected to increase by only 10 vehicles due to the proposed development as summarized in **Table 11** below. This increase in minimal and therefore, the proposed development is not expected to create any significant traffic issues in the neighborhood. The intersection traffic operations based on traffic modelling results summarized in Section 5 further support this conclusion.

Table 11: Lynwood Avenue - Corridor Volumes

Roadway	Peak Hour Traffic Volumes (Two-way) *	
	2028 – Without Development	2028 – With Development
Lynwood Avenue	42	52

*Average corridor volume calculated from intersection volumes in Figure 5 and Figure 8

Lynwood Avenue has a 10m roadway width with curbside parking on both sides of the road. The presence of on-street parking reduces the effective travel lane width of the road which supports neighborhood traffic calming. The site visit performed for traffic data collection also did not indicate any speeding issues along Lynwood Avenue.

7.0 PARKING REVIEW

7.1 Off-Street Parking

The off-street vehicle parking supply requirement for the proposed development is reviewed by comparing with the City's Parking and Development Management bylaw. **Table 12** summarizes the bylaw requirements and the proposed parking supply. The proposed development is meeting the bylaw requirements for off-street vehicle parking supply.

Table 12 – Off-Street Vehicle Parking Requirements

Residential Use	Bylaw Reference	Required		Proposed	
		Rate	Number	Rate	Number
Single Family	Bylaw No. 4078, Section 8	2.0/unit	52	2.0/unit	52
Secondary Suite	Bylaw No. 4078, Section 8	1.0/unit	26	1.0/unit	26

In terms of off-street parking layout, the proposed two-vehicle garage per residential unit are intended to accommodate one vehicle for the principal residence and one vehicle for the secondary suite while the second vehicle for the principal residence is intended to be accommodated on the driveway pad of the garage directly behind the principal residence parked vehicle in the garage. This provides an independently accessible parking space for the secondary suite.

Moreover, the Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition, provides a vehicle parking rate of 1.41 vehicles per single-family home. This indicates that the bylaw requirement of 2 vehicles per single-family home is a conservative requirement and not all homes in the proposed development are expected to have a second vehicle for the principal residence. As such, the proposed layout for off-street parking supply is sufficient.

7.2 On-Street Parking

Figure 11 illustrates the on-street parking supply along the site frontages on Victoria Drive and Lynwood Avenue. A total of 27 parking spaces are available on-street. The parking supply accounts for any parking restrictions due to presence of driveways and intersecting roads or pathways. The parking supply count is based on a 6m length per car which assumes a standard passenger car (5.6m long) and spacing between successive cars (0.4m).

Figure 11: On-Street Parking Supply

Parking utilization counts were conducted along the site frontages on a weekday (September 27, 2023) and a weekend (September 30, 2023) to determine the existing on-street parking demand. **Table 13** summarizes the on-street parking data collection results. On-street parking usage was found to be low along the site frontages with a peak parking utilization of 50% on the north side of Lynwood Avenue. This indicates 24 on-street parking spaces will still be available in case of any resident parking spillover from the proposed development to the surrounding streets.

The proposed development is not required to provide visitor parking spaces as per the City's Parking and Development Management bylaw. However, assuming a visitor parking rate of 0.2 parking spaces / dwelling unit, 5 visitor parking space demand is estimated for the proposed development. This demand can be accommodated by the 24 on-street parking spaces expected to be available along the street frontages on Victoria Drive and Lynwood Avenue.

Table 13: On-Street Parking Utilization

Street	Parking Supply	Parking Demand			Peak Parking Utilization (%)	Parking Spaces Available
		Weekday (8-9am)	Weekday (4-5pm)	Weekend (7-8pm)		
Victoria Drive (south side)	15	0	0	0	0%	15
Lynwood Avenue (north side)	6	1	3	0	50%	3
Lynwood Avenue (south side)	6	0	0	0	0%	6
					TOTAL	**24**

It should be noted that the proposed development will include the construction of the new north-south local road which will connect with Lynwood Avenue. The new road is planned to have an 8.5m road width as per the City's Subdivision Servicing Bylaw requirements for a local road. This is expected to provide additional on-street parking supply to the neighborhood street network, ensuring sufficient parking spaces will be available for residents and visitors alike. An estimated 17 curbside parking spaces are expected to available at the new road assuming parking will be allowed on both sides of the street.

8.0 CONCLUSIONS

The proposed development is to convert an existing large lot with a single-family home at 1160 Victoria Drive into 26 single-family homes. The development will also include the construction of a new north-south local road connecting with Lynwood Avenue, an east-west laneway connecting with the new north-south local road, and a north-south walkway to provide direct pedestrian access from Victoria Drive. Vehicular site access is proposed at the Lynwood Avenue / New Local Road intersection.

The proposed development is expected to generate a total of 19 vehicle trips in the AM peak hour and 25 vehicle trips in the PM peak hour. This is equivalent to approximately 1 vehicle trip every 3 minutes in the AM peak hour and approximately 1 vehicle trip every 2.5 minutes in the PM peak hour. These additional trips are considered low and therefore, the proposed development is not expected to create any significant traffic issues in the neighborhood and the surrounding streets. A traffic operational analysis of the study area road network indicated all movements at all intersections in the study area in the 2033 horizon year are expected to operate at LOS C or better, a V/C ratio of 0.76 or lower and no queuing issues. The development traffic does not deteriorate the traffic operations and all movements continue to operate at the same levels in terms of vehicle delay, capacity, and queuing.

The proposed development is within 250 meters from the existing bus stop (i.e., a 3-minute walk) which provide connections to Downtown Port Coquitlam, Shaughnessy Station Mall, Port Coquitlam Community Centre, Port Coquitlam Station, Coquitlam Central SkyTrain Station (Millennium Line) and Terry Fox Secondary School. The cycling network in the site vicinity consists of multi-use pathways (MUP) and on-street bike routes. Walking facilities are adequate around the site. Future residents of the development will also be 500m away from the Traboulay PoCo off-street active transportation loop trail.

The proposed site access at Lynwood Avenue / New Local Road intersection meets the recommended sightlines and access spacing guidelines. With access at Lynwood Avenue, traffic volumes along Lynwood Avenue are only expected to increase by 10 vehicles in the peak hour. This increase is minimal and is not expected to create any significant neighborhood traffic issues. Lynwood Avenue has on-street parking on both sides which reduces the effective travel lane width and supports neighborhood traffic calming. The site visit to the proposed site did not indicate any speeding issues along Lynwood Avenue.

The proposed development is meeting the bylaw requirements for off-street parking. Based on ITE parking rates of 1.41 vehicles per single-family home, the proposed supply of 2 vehicles per single-family home is higher than the effective parking rate. As such, the proposed layout of off-street parking with 2 spaces in the garage, shared between the principal resident and the secondary suite, and 1 space on the driveway pad is sufficient for independent accessibility to parking spaces. On-street parking usage along the site frontages are low at 50% peak parking utilization. Based on collected data, 24 street parking spaces will be available to accommodate any parking spillover due to the proposed development. The new north-south local road is also expected to have on-street parking availability which will further increase the on-street parking supply by as estimated 17 spaces.

APPENDIX A: SITE PLAN

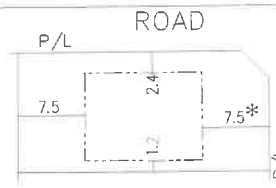
PROPOSED SUBDIVISION LAYOUT

LAYOUT CONCEPT

CITY OF PORT COQUITLAM
Planning & Development Department
200 - 2654 Shaughnessy St., Port Coquitlam
British Columbia, Canada V3C 3G4
Tel: 604-927-5442 Email: planning@portcoquitlam.ca

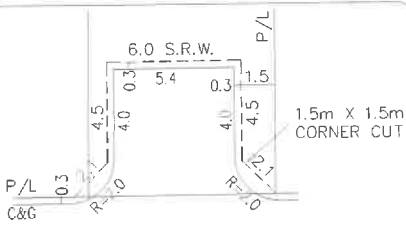
File No:
EXIST. ZONE: RS-3
PROP. ZONE: RS-2

CIVIC ADDRESS: 1160 VICTORIA DR., PORT COQUITLAM, BC
LEGAL: LOT 48, SECTION 7, TOWNSHIP 40, N.W.D., PLAN NWP29352; EXCEPT PLAN 77115



* THE FRONT YARD SETBACK MAY BE REDUCED TO 6.0m FOR A MAXIMUM 7.0m WIDE PORTION OF THE GROUND FLOOR OF THE PRINCIPAL BUILDING

MINIMUM BUILDING SETBACKS
SCALE: N.T.S.



TURNAROUND S.R.W. DETAIL
SCALE: 1:200

LEGEND :

- = LOT 1 - 10
- = LOT 11 - 16
- = LOT 17 - 26
- = PROPOSED GARAGE
- = PROPOSED DRIVEWAY & WALKWAY
- = PARK
- = 2.5m WIDE WALKWAY
- = VICTORIA PARK
- = ROAD, LANE
- = TREE

JOSS
B500 - 20020 84 AVENUE, LANGLEY, BC
EMAIL: INFO@JOSSDESIGN.CA
TEL : 778 323-8873

APPENDIX B: SYNCHRO BACKGROUND

SYNCHRO MODELLING SOFTWARE DESCRIPTION

The traffic analysis was completed using Synchro and SimTraffic traffic modelling software. Results were measured in delay, level of service (LOS), and 95th percentile queue length.

SimTraffic integrates established driver behaviours and characteristics to simulate actual conditions by randomly "seeding" or positioning vehicles travelling throughout the network. The simulation is run ten times (ten different random seedings of vehicle types, behaviours and arrivals) to obtain statistical significance of the results.

Levels of Service

Traffic operations are typically described in terms of levels of service, which rates the amount of delay per vehicle for each movement and the entire intersection. Levels of service range from LOS A (representing best operations) to LOS E/F (LOS E being poor operations and LOS F being unpredictable/disruptive operations). LOS E/F are generally unacceptable levels of service under normal everyday conditions. A LOS C or better is considered acceptable operations, while D is considered to be on the threshold between acceptable and unacceptable operations. Operations will typically need to operate at LOS C or better for through movements and LOS E or better for other traffic movements with lower order roads. The hierarchy of criteria for grading an intersection or movement not only includes delay times, but also takes into account traffic control type (stop signs or traffic signal). For example, if a vehicle is delayed for 19 seconds at an unsignalized intersection, it is considered to have an average operation, and would therefore be graded as an LOS C. However, at a signalized intersection, a 19 second delay would be considered a good operation and therefore it would be given an LOS B. The table below indicates the range of delay for LOS for signalized and unsignalized intersections.

Table B1 – LOS Criteria by Intersection Traffic Control

Level of Service (LOS)	Unsignalized Intersection Average Vehicle Delay (sec/veh)	Signalized Intersection Average Vehicle Delay (sec/veh)
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

THE CORPORATION OF THE CITY OF PORT COQUITLAM

"DEVELOPMENT PROCEDURES BYLAW, 2013, NO. 3849"

DEVELOPMENT VARIANCE PERMIT

NO. DVP00096

Issued to: GRD VICTORIA HOMES INC, INC. NO. BC1096067
RBD VICTORIA HOMES INC, INC. NO. BC1096064
(Owner as defined in the Local Government Act, hereinafter referred to as the Permittee)

Address: 41A-1145 INLET STREET COQUITLAM BC V3B 6E8

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied by this permit.

2. This Development Variance Permit applies to and only to those lands within the Municipality described below, and any development thereon:

   Address: 1160 Victoria Drive

   Legal Description: LOT 48 EXCEPT: PART DEDICATION ROAD ON PLAN 77115, SECTION 7 TOWNSHIP 40 NEW WESTMINSTER DISTRICT PLAN 29352

   P.I.D.: 001-622-251

3. The Zoning Bylaw, 2008, No. 3630 is varied as follows:

   - Table 2.2: Residential Zones Subdivision Regulations are varied to reduce the minimum lot depth of proposed lots numbered 3-8 and 23-26 as indicated in the table below and shown on the drawing numbered DVP00096 (1) which is attached hereto and form part of this permit.

Lot number	Minimum lot depth
Lot 3	25.4m
Lot 4	24.7m
Lot 5	26.5m
Lot 6	26.5m
Lot 7	25.1m
Lot 8	27.3m

Lot 23	27.1m
Lot 24	24.5m
Lot 25	24.2m
Lot 26	24.2m

For clarity, this variance applies to and only to Residential Zones Subdivision Regulations associated with rezoning application RZ000196 and subdivision application SUB00169.

APPROVED BY COUNCIL THE ____DAY OF _____ 2024.

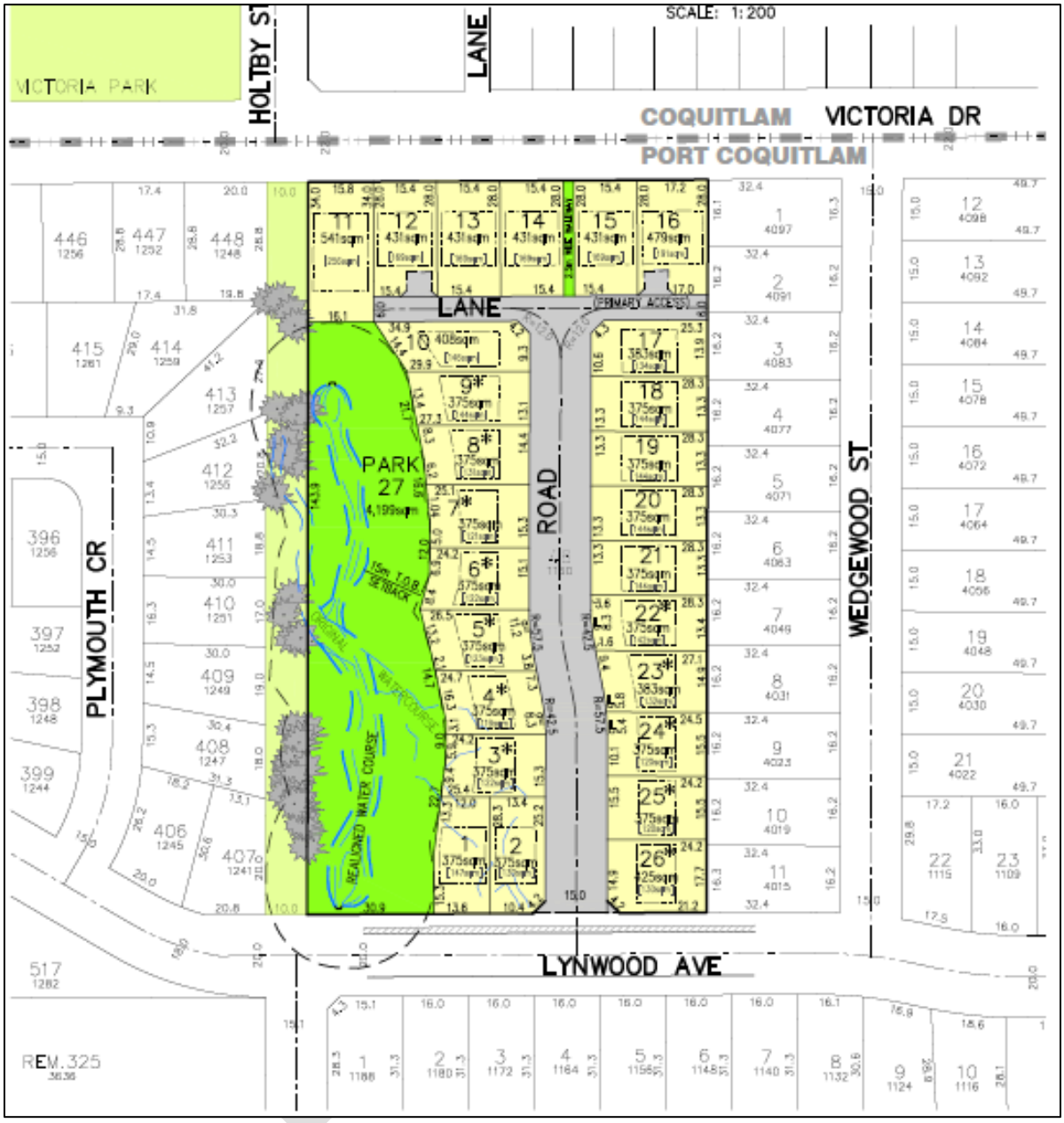
SIGNED THIS _____ DAY OF_____2024.

_____
Mayor

_____
Corporate Officer

I ACKNOWLEDGE THAT I HAVE READ AND UNDERSTAND THE TERMS AND CONDITIONS UPON WHICH THIS PERMIT IS ISSUED.

_____
Applicant (or Authorized Agent or Representative of Applicant)


SCALE: 1:200
VICTORIA PARK
HOLTBY ST
LANE
COQUITLAM
VICTORIA DR
PORT COQUITLAM
LANE
(PRIMARY ACCESS)
PARK 27
ROAD
PLYMOUTH CR
WEDGEWOOD ST
LYNWOOD AVE
REM.325

DVP00096 (1)

Land Use Contract Review

RECOMMENDATION:

None.

REPORT SUMMARY

This report provides information on the City's existing Land Use Contracts (LUCs), which will expire on June 30th, 2024, in accordance with Provincial legislation. The report further describes the provisions contained within these contracts, and confirms the underlying zoning and OCP designations which are in place for these properties. Staff will ensure information on this change is available on our website and will provide additional information to impacted Port Coquitlam property owners as required.

BACKGROUND

***Provincial Legislation**:* Land Use Contracts (LUCs) were a form of land use and development control used by BC municipalities from 1971 to 1978 to allow more flexibility than traditional zoning. LUCs were registered on title and included a specific, contractual arrangement between local governments and landowners that typically included permitted land uses, as well as matters such as subdivision layout, parking, servicing, infrastructure and building design.

When the Provincial legislation allowing for LUCs was repealed in 1978 many of the existing LUCs remained in place, overriding zoning and other development controls on a property, however no new contracts could be created. While the Contracts provide certainty to both parties, under contractual law they are complex to administer, modify or terminate, and often resulted in municipalities being challenged to implement public objectives or property owners being unduly restricted by outdated development provisions.

In 2014, the Province amended the *Local Government Act* to phase-out Land Use Contracts, with all LUCs terminating on June 30, 2024. Local Governments were given time to ensure zoning and other bylaws were in place and were given an option for early termination (June 30, 2022) in situations that were merited. The *Act* further provides that LUC properties with development that does not meet the requirements of the zoning applied upon termination are protected as non-conforming.

***Port Coquitlam Land Use Contracts**:* Between 1971 and 1978, the City entered into 30 Land Use Contracts. Over time, a number of these contracts have been voluntarily discharged by the land owner; at present, there are 14 remaining LUCs regulating 239 properties in the City. The Contracts apply to a variety of land development, including single residential subdivision, multi-family development, multi-tenant industrial building and commercial or mixed-use developments.

The City has historically taken a proactive approach to LUC properties and has applied appropriate underlying zoning to all LUC properties to provide certainty and direction to those seeking to discharge the Contract. These zoning designations have been updated over time, most recently in 2008 when the City adopted Zoning Bylaw 3630. In addition, the 2005 OCP establishes land use designations for all LUC properties, and the underlying zoning identifies development permit guidelines, subdivision and servicing provisions for the LUC properties.

DISCUSSION

In the lead up to Contract termination, staff have undertaken a detailed assessment of the provisions contained in the existing LUCs in relation to the underlying zoning and current development provisions. Staff's assessment notes that while most of the Contracts reference outdated land use, siting, parking and development provisions from the 1970's, there are generally only minor discrepancies to current provisions which are unlikely to constitute a hardship. Several properties include a form of multi-family development ("detached townhouses") which would not be permitted under current zoning provisions, however these properties are afforded non-conforming protection under the Act. Two LUCs for properties in the Downtown included a provision to lease parking from the City, an arrangement which would also be permitted to continue (staff note that the City is in process of restructuring the provision of public parking in the Downtown, which is anticipated to phase out downtown parking lease arrangements). A full assessment of the existing LUCs is included in Attachment 1.

The proactive steps undertaken by the City over time to ensure updated and appropriate underlying zoning, OCP designation and development controls were in place for LUC properties has been successful in eliminating the need for a comprehensive review and consultation process prior to the Contracts expiring. In general, staff expect the LUC termination will benefit property owners who are subject to outdated or restrictive regulations contained within the Contract or have been constricted in making minor building or landscape alterations without a substantial process to amend the Contract.

In accordance with Provincial legislation, LUCs will expire on June 30th after which LUC properties will be regulated by the City's Zoning Bylaw and other applicable regulatory provisions. Information on this change and links to the Provincial Land Use Contract website will be posted on the City's website and communicated to property owners as required.

FINANCIAL IMPLICATIONS

Staff do not anticipate the termination of the Land Use Contracts will have a significant financial implication to the City.

OPTIONS (✓= Staff Recommendation)

	#	Description
✓	1	Receive this report for information.
	2	Request additional information or clarification on specific matters in this report.

ATTACHMENTS

Attachment 1: List of Land Use Contracts

Lead author(s): Jennifer Little
Contributing author(s): Natalie Coburn

Address	LUC Overview	Underlying Zoning	OCP Designation	Comments
2425 Shaughnessy Street	4 storey apartment building with 15 strata dwelling units	RA1	AH	
2381 Bury Avenue	3 storey apartment building with 43 strata dwelling units	RA1	AH	
3120/3150/3156 Coast Meridian Road	Metro Vancouver housing development consisting of 130 townhouse units, 72 apartment units in 2 buildings and a group daycare (83 children) in separate building	RTh3	A	Apartment buildings will be permitted non-conforming use in townhouse zone.
Chester Place	11 lot fee simple subdivision with single residential homes	RS4	RSL	Some lots may not comply with current siting or size requirments.
3397 Hastings Street	Strata development with 27 detached dwelling units; Maple Creek running through northwest portion.	RTh3	RT	Buildings do not comply with current townhouse definition (3 or more attached dwelling units).
2957 Oxford Street	3 townhouse buildings with a total of 16 strata units	RTh3	A	
2719 St. Michael Street	Bare land strata development with 60 semi-detached dwelling units	RTh3	RT	Buildings do not comply with current townhouse definition.
Lombardy Subdivision	Fee simple subdivision consisting 206 single residential lots, 6 duplex lots and Evergreen Park.	RS1 & RD	R	Some lots may not comply with current setback requirements.
2986 Coast Meridian Road	Bare land strata development with 42 detached dwelling units.	RTh3	RT	Buildings do not comply with current townhouse definition.
3091 Flint Street	5 unit strata townhouse development	RTh3	A	
2540 Shaughnessy Street	3 storey multi-tenant commercial building.	CC	D	Contract with City to lease parking.
2334/6/8 Marpole Avenue	3 storey mixed-use strata building with 2 commercial units at grade and 10 residential units above	CC	D	

Address	LUC Overview	Underlying Zoning	OCP Designation	Comments
2548/50 Shaughnessy Street	2 storey multi-tenant commercial building	CC	D	Contract with City to lease parking.
1750/60/70/80 McLean Avenue	4 lots, each with a multi-tenant industrial building.	M3	IL	Contract references outdated version of M3 zone - some existing business may be non-conforming.