

Committee of Council Agenda

Tuesday, May 28, 2024

2:30 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, May 28, 2024, Committee of Council Meeting Agenda be adopted as circulated.

3. CONFIRMATION OF MINUTES

None.

Reports to follow after item 4.1.

4. RESOLUTION TO CLOSE

4.1 Resolution to Close

Recommendation:

That the Committee of Council Meeting of Tuesday, May 28, 2024, be closed to the public pursuant to the following subsection(s) of Section 90(1) of the Community Charter:

Item 5.1

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

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

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 5.3

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].

5. REPORTS

5.1 Development Permit Application for 2821 Huntington Place

4

Recommendation:

That Committee of Council approve the issuance of Development Permit DP000576 to regulate the form and character of two accessory industrial buildings at 2821 Huntington Place.

5.2 Small-Scale Multi-Unit Housing (Bill 44) Bylaw Amendments

16

Recommendation:

That Committee of Council:

1. Recommend to Council they adopt the amendments to the:

- Zoning Bylaw (No. 3630),*
- Parking and Development Management Bylaw (No. 4078),*
- Development Procedures Bylaw (No. 3849),*
- Delegation of Authority Bylaw (No. 3876),*
- Fees and Charges Bylaw (No. 4345),*
- Official Community Plan Bylaw (No. 3838),*
- Ticket Information Utilization Bylaw (No. 2743) and*
- Bylaw Notice Enforcement (No. 3814),*
as outlined in this report and detailed in Attachment 1, in order to

comply with Bill 44: Housing Statues (Residential Development) Amendment Act 2023.

2. Direct staff to request a time-stated extension to the Bill 44 requirements for the area west of Shaughnessy Street bounded by Fraser and Manning Avenue, as depicted in Attachment 5; and

3. Direct staff to consider additional opportunities, as outlined under stage 2 of this report, to support increased housing supply through the Official Community Plan update.

5.3 Transit-Oriented Areas (Bill 47) Bylaw Amendments

41

Recommendation:

That Committee of Council:

- 1. Recommend to Council they adopt amendments to the Official Community Plan and Parking and Development Management Bylaws, as outlined in this report, in order to comply with Bill 47: Housing Statues (Transit-Oriented Areas) Amendment Act, 2023;*
- 2. Direct staff to consider additional opportunities to support transit-oriented development through the Official Community Plan update.*

6. COUNCILLORS' UPDATE

7. MAYOR'S UPDATE

8. CAO UPDATE

9. ADJOURNMENT

9.1 Adjournment of the Meeting

Recommendation:

That the Tuesday, May 28, 2024, Committee of Council Meeting be adjourned.

Development Permit Application for 2821 Huntington Place

RECOMMENDATION:
That Committee of Council approve the issuance of Development Permit DP000576 to regulate the form and character of two accessory industrial buildings at 2821 Huntington Place.

PREVIOUS COUNCIL/COMMITTEE ACTION

None.

REPORT SUMMARY

This report describes a Development Permit application to facilitate issuance of building permits for two existing, unpermitted accessory buildings at 2821 Huntington Place. Minor setback and parking variances are requested. Staff recommend the Development Permit be issued.

BACKGROUND

Proposal: The applicant, 1338505 BC Ltd, proposes the addition of two single storey accessory buildings in order to address storage and security concerns related to their industrial business activities at 2821 Huntington Place. The buildings were constructed on the site several years ago without necessary permits; the applicant has since applied for both a development permit and building permits to rectify the situation.

Site Context: The 2,229 m² (23,993 ft²) lot is located on a corner on the west side of Huntington Place across a lane from the CPR rail corridor. The lot is located within the Davies Industrial Area; surrounding properties are similarly zoned M1 lots to the rear and to the east side, with a M3-zoned lot to the north. The lot is developed with a two-storey industrial building dating from 1980 and the two accessory buildings that are described in this this report.



Subject Lot

Development Permit Application for 2821 Huntington Place

Policy and Regulations: The Official Community Plan (OCP) land use designation for the site is Light Industrial – in which OCP policies support economic development and job creation. The property is zoned M1 – General Industrial, which supports a wide variety of indoor industrial uses.

The site is regulated by the Official Community Plan’s Industrial Development Permit Area (DPA) guidelines that inform the form and character of buildings, structures and landscaping located within Industrial zones. Issuance of a Development Permit is required prior to issuance of a building permit for all building and structures regulated by this DPA.

As a lot within the Industrial DPA, the application falls under the Environmental Conservation DPA. The Environmental Conservation DPA encourages sustainable development and building design, efficient use of energy, water, and other resources, and the reduction of waste and pollution.

Project Description: The proposal is to permit two accessory storage buildings on the south side of the site next to the existing warehouse building and expansion of the driveway area within the front yard setback area. Building 1 has a floor area of 178 m² and a height of 6.3 m, while Building 2 has a floor area of 62 m² and height of 5.1 m.

The buildings are un-serviced and are used for secure storage of vehicles and equipment to support the existing sign manufacturing business. The applicant advises they were placed on the site during a rash of theft and break-ins and he was unaware permits would be required.



Building Locations on Site

Development Permit Application for 2821 Huntington Place

The buildings are utilitarian in appearance with shallow pitched gabled roofs and tan and brown metal cladding similar to that of the existing warehouse. Both buildings are windowless and have access doors on the east (Building 1) and north (Building 2) elevations respectively. Building 1 incorporates two shipping containers as building components on the north and south sides. Such a use is permitted provided that the container is permanently modified to serve as a building material and can comply with the Building Code.

The buildings are located within an area previously designated for vehicular parking. A revised parking plan has been prepared by the applicant that provides for parking that exceeds the Parking and Development Management Bylaw requirements (10 regular parking spaces and 2 loading spaces).

Proposed Variances:

The applicant has requested the following variances to accommodate the accessory structures:

- Variance to the required 7.5m drive aisle; the applicant has confirmed with staff that the proposed parking configuration is functional for their purposes.
- Variance to the 4.5m height limit for accessory buildings (Building 1: 1.8m over height; Building 2: 0.8m over height).
- Variance to the rear yard setback for Building 1 (from 1.2m to 0.68m); the applicant notes the building is adjacent to a rear lane and the CP rail yard.
- Variance to the maximum permitted impervious surface area (from 80% to 81.8%).
- Variance to required landscaping/tree enhancements along Huntington Avenue, lane, and within parking area; the applicant notes there is an existing landscape area with two trees on the north east portion of the site in front of the principle building.



Proposed Building 1 and Building 2 as seen from the parking area to the south of the principle building

Development Permit Application for 2821 Huntington Place

Project Profile

	Bylaw Regulations	Proposed	Variances
Impervious surface	80% (1,783.3m ²)	81.8% (1,825.2m ²)	1.8% (41.9m ²)
Building 1 height	4.5m	6.3m	1.8m
Building 2 height	4.5m	5.1m	0.8m
Parking (total)	10	13	-
Parking (regular – min. 75%)	10	10 (77%)	-
Parking (small car – max. 25%)	3	3 (23%)	-
Loading bays	2	2	-
Bicycle Parking	0	0	-
Drive Aisle (90 degrees)	7.5m	4.25m	3.25m
Setbacks:			
Front Yard Setback (Huntington)	6.0m	14.92m	-
Rear Yard Setback	1.2m	0.68m	0.52m
Interior Side Yard Setback (lane)	0m	2.65	-

Environmental Conservation

The buildings are not serviced, eliminating impacts to energy and water consumption, and have light coloured roofs to reflect heat. The application noted there is an EV charger on the north side of the warehouse building, supporting the GHG emission reduction objectives.

DISCUSSION

The buildings are simple in design but generally conform with the building character regulations of the Industrial DPA, which requires buildings on a site to be architecturally coordinated. The requested variances are minor and reflective of the site size and configurations; staff do not expect they will have a negative impact to neighbouring properties or the public realm. Approval is recommended.

FINANCIAL IMPLICATIONS

The addition of improvements to the site may increase the assessed value and potentially provide an increase in property taxes.

PUBLIC ENGAGEMENT

A sign providing notification of the application was posted on-site. Staff visited the site on May 22, 2024, and found the sign in good condition. To date, staff have not received any comments concerning the application.

Development Permit Application for 2821 Huntington Place



Development Sign

OPTIONS (✓ = Staff Recommendation)

	#	Description
<input checked="" type="checkbox"/>	1	Approve Development Permit DP000576.
	2	Request additional information or amendments to the application to better align the proposal with regulations and guidelines prior to a decision.
	3	Refuse the application if Committee is of the opinion the application does not conform with the intent of regulations and guidelines.

ATTACHMENTS

Attachment 1 - Draft Development Permit DP000576

Lead author(s): Paul Cloutier

THE CORPORATION OF THE CITY OF PORT COQUITLAM
“DEVELOPMENT PROCEDURES BYLAW, 2013, NO. 3849”

DEVELOPMENT PERMIT

NO. DP000576

Issued to: 1338508 B.C. LTD., INC. NO. BC1338508
(Owner as defined in the Local Government Act,
hereinafter referred to as the Permittee)

Address: 2821 HUNTINGTON PLACE

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: 2821 HUNTINGTON PLACE

Legal Description: LOT 117 DISTRICT LOT 379 GROUP 1 NEW WESTMINSTER
DISTRICT PLAN 59646

P.I.D.: 002-044-358

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 DP000576 (1) to DP000576 (4) which are attached hereto and form part of this permit.
 - b. 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. 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.

6. 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.
7. 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.
8. 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)

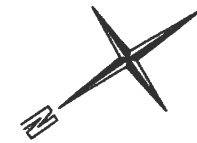
BPO 14067
2821 Huntington Pl.

HUNTINGTON PLACE

155'-9 3/4"
47.49m

26'-1 7/16"
7.96m

PROPERTY LINE



ROOF LINE

9'-7 5/16"
2.93m

Accessory Building area

AWNING STRUTURE

TEMPORARY BUILDING #2
9.18m X 6.72m
30' X 22'

Accessory Building No. 2

Accessory Building No. 1

129'-5 3/16"
39.45m

130'-9 3/4"
39.87m

LANE

CITY OF PORT COQUITLAM
RECEIVED - BUILDING

ISC
IMPERIAL SIGN CORPORATION
2821 HUNTINGTON PLACE
PORT COQUITLAM, BC
V3C 4T3

PH: 604-464-1211
FAX: 604-941-8496
EMAIL: info@imperialsign.com

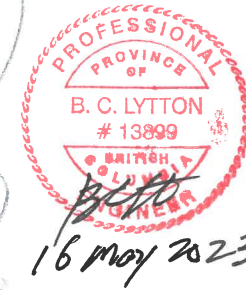
MAY 17 2023

THIS DRAWING, ITS PRINTS AND ALL PARTS THEREOF ARE AND SHALL REMAIN THE SOLE PROPERTY OF IMPERIAL SIGN CORPORATION, AND MAY NOT BE REPRODUCED OR USED FOR ANY PURPOSE WITHOUT WRITTEN CONSENT

FILE:

PROJECT:
IMPERIAL SIGN CORP
2821 HUNTINGTON PLACE
PORT COQUITLAM, B.C.

BUILDING LAYOUT



Permit to Practice
1000365

PROV. CERTIFICATE #11104625 CSA. #LL48748

Date: OCT. 31 2013 Design #:

Scale: 1/16"=1' Drawn by: RJ

Dwg: D.1 Sheet: 1 of 4

JOB No: 18983

171'-7 1/16"
52.3m

10'-4 13/16"
3.17m

12'-0"
3.66m

2'-8 5/8"
0.83m

STORAGE BIN #1

TEMPORARY BUILDING #1
14.63m X 12.15m
48' X 40'

INCLUDING 2 OF
2.45m x 12.15m
8' x 40'
SHIPPING CONTAINERS

STORAGE BIN #2

9'-10"
3.0m

STORAGE BIN #3

STORAGE BIN #4

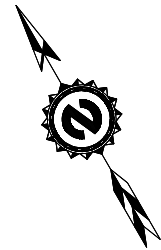
TOPOGRAPHIC SITE PLAN OVER LOT 117 DISTRICT LOT 379
 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 59646

CIVIC ADDRESS:
 2821 Huntington Place, Port Coquitlam
 PID: 002-044-358

SCALE 1 : 200

ALL DISTANCES ARE IN METRES

The intended plot size of this plan is 560mm in width
 by 432mm in height (C size) when plotted at a scale of 1:200.



LEGEND

- m² DENOTES SQUARE METRES
- ☐ DENOTES CATCH BASIN - TOP ENTRY
- MWV DENOTES WATER VALVE
- SAN DENOTES SANITARY MANHOLE
- STM DENOTES STORM MANHOLE
- MMH DENOTES MISCELLANEOUS MANHOLE
- ⊙ DENOTES TREE AND CANOPY EXTENT
- ⊙ DENOTES GROUND ELEVATION
- (1w) DENOTES TOP OF RETAINING WALL ELEVATION
- Dec. DENOTES DECIDUOUS
- Con. DENOTES CONIFEROUS
- Conc. DENOTES CONCRETE
- Rt. DENOTES RETAINING WALL
- PP DENOTES POSTING PLAN
- (P) DENOTES PARAPET ELEVATION
- ⊠ DENOTES SIGN

NOTES:

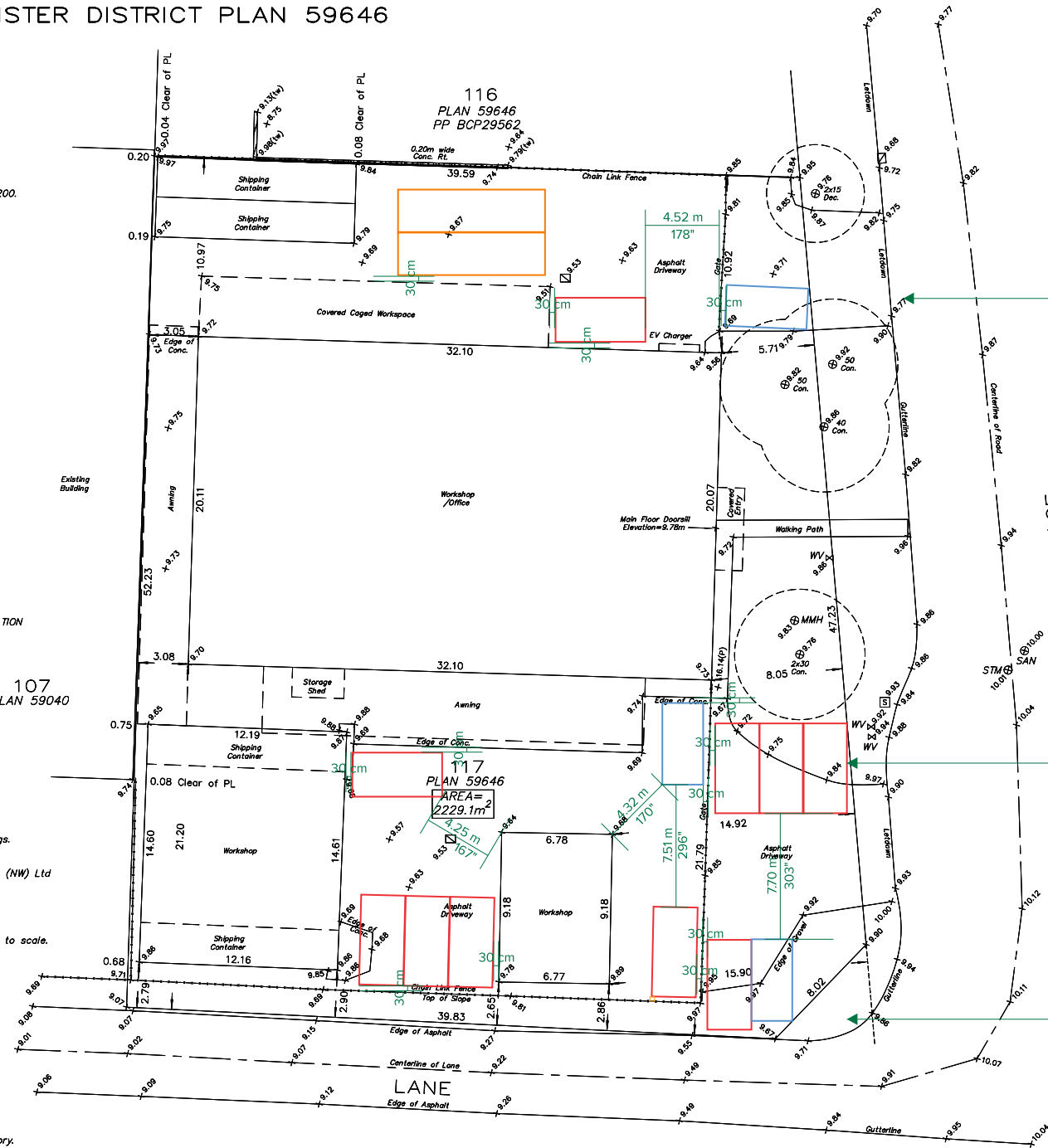
- Lot dimensions are derived from Field Survey.
- Measurements shown are to the exterior siding of buildings.
- If this plan is used in digital form, Target Land Surveying (NW) Ltd will only assume responsibility for information content shown on original unaltered drawing.
- Tree diameters are taken at 1.4m above grade and are shown in cm. Tree and stump symbols are not drawn to scale.
- Spot elevations along curb are taken in gutter

Elevations are Geodetic - derived from RTK GNSS survey
 Datum: CVD28GVRDZ018
 Ellipse: Geodetic Ref System 1980
 Geoid: MVRD

This Plan was prepared for architectural design and site servicing purposes, and is for the exclusive use of our client. The signatory accepts no responsibility or liability for any damages that may be suffered by a third party as a result of reproduction, transmission or alteration to this document without consent of the signatory.

TARGET
 LAND SURVEYING
 www.targetlandsurveying.ca
 FILE: N4921-TOPO

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AVAILABLE PARKING STALLS

5.5 m x 2.7 m

5 m x 2.5 m

LOADING STALLS

9 m x 2.6 m

HUNTINGTON PLACE

117
 PLAN 59646
 AREA = 2229.1m²

CERTIFIED CORRECT
 DATED THIS 14th DAY OF MARCH, 2024

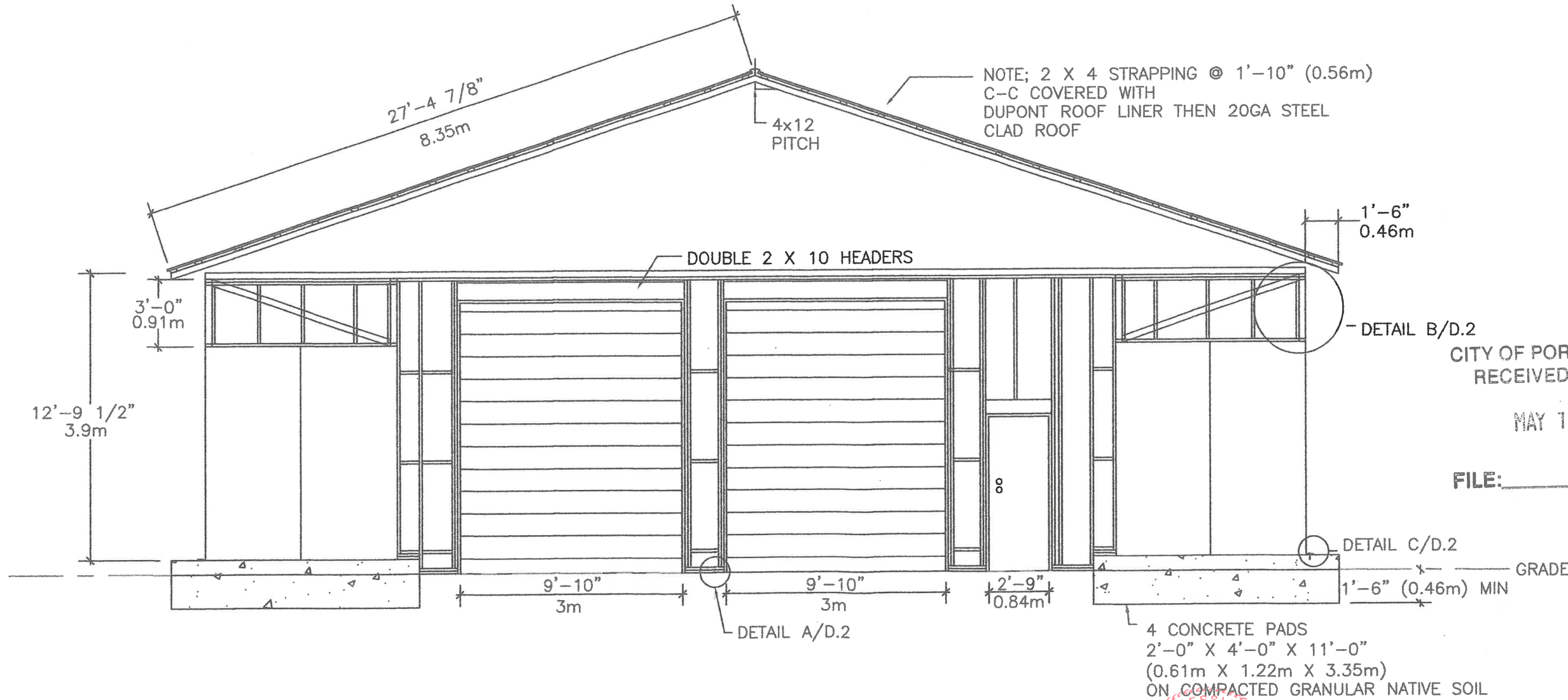
Michael Rinsma, B.C.L.S.
 B.C.L.S.

THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY SIGNED AND SEALED
 BUILDING OFFSETS SHOWN ON THIS PLAN ARE NOT TO BE USED TO RE-ESTABLISH PROPERTY LINES OR CORNERS



SCALE: 1/32" = 1'-0"

DESIGN LOADS: BCBC 2018, Part 4
 SNOW LOAD = 2.8 kPa = S_s ; 0.2 kPa = S_t
 WIND LOAD: 950 = 0.47 kPa (RB RT)
 SEISMIC DATA: $S_a(2) = 0.800$; $S_a(5) = 0.4$; $S_a(10) = 0.27$
 $S_d(20) = 0.24$; $S_d(50) = 0.17$; $S_d(100) = 0.15$
 $PGA = 0.347$; $PGV = 0.522$



NOTE: 2 X 4 STRAPPING @ 1'-10" (0.56m) C-C COVERED WITH DUPONT ROOF LINER THEN 20GA STEEL CLAD ROOF

REVISIONS:	DATE:	(ELECTRICAL / PERMIT SPECS) CIRCUITS:-	WEIGHT:	lbs COPY AREA:	% VALUE:	\$	V.A.:



IMPERIAL SIGN CORPORATION
 2821 HUNTINGTON PLACE
 PORT COQUITLAM, BC
 V3M 4T3
 PH: 604-464-1211
 FAX: 604-941-8496
 EMAIL: info@imperialsign.com

CITY OF PORT COQUITLAM
 RECEIVED BUILDING
 MAY 17 2023

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PROJECT:
 IMPERIAL SIGN CORP.
 2821 HUNTINGTON PLACE
 PORT COQUITLAM, B.C.
 TEMPORARY STRUCTURE
 BUILDING DETAILS

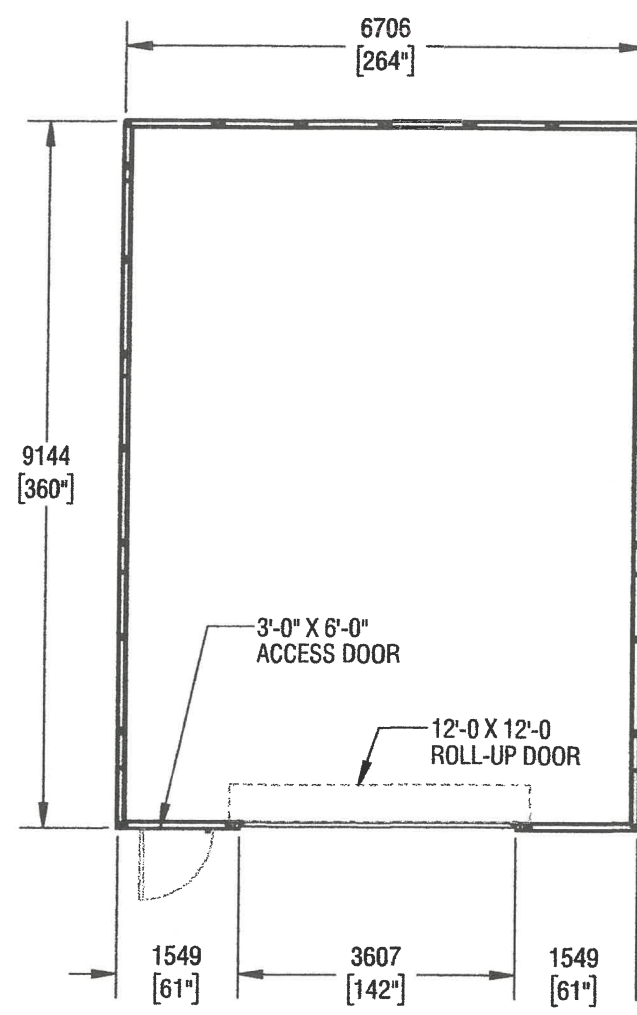
PROV. CERTIFICATE #11104625 CSA.#LL48748
 Date: OCT 31 2013 Design #:
 Scale: 3/16"=1'-0" Drawn by: RJ
 Dwg: D.1 Sheet: 2 OF 4
 JOB No: 18983

PROFESSIONAL
 PROVINCE OF
 B. C. LYTTON
 # 13899
 BRITISH COLUMBIA
 ENGINEER

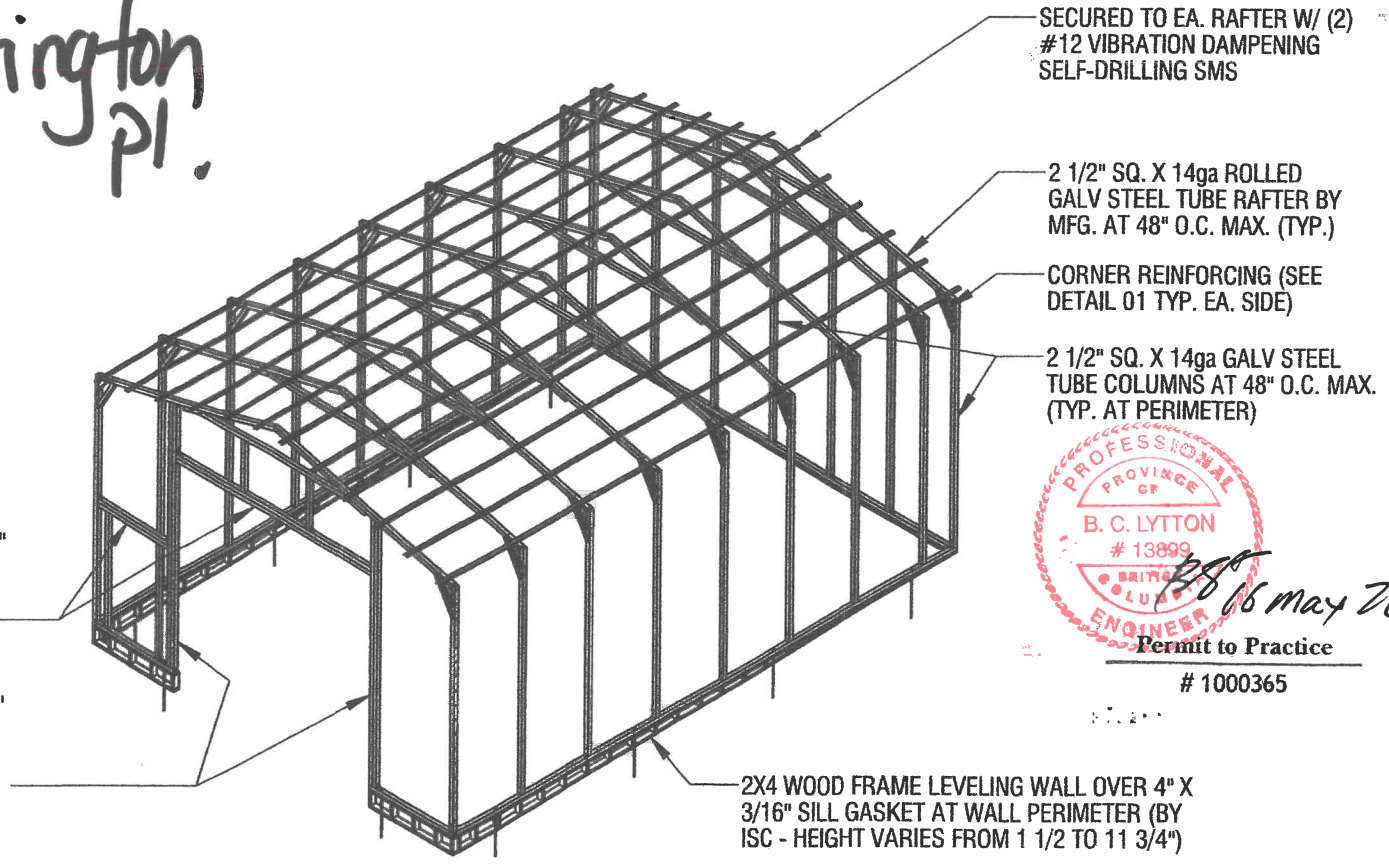
Permit to Practice
 # 1000365

16 MAY 2023

BPO 14066
2821 Huntington
Pl.



PLAN VIEW



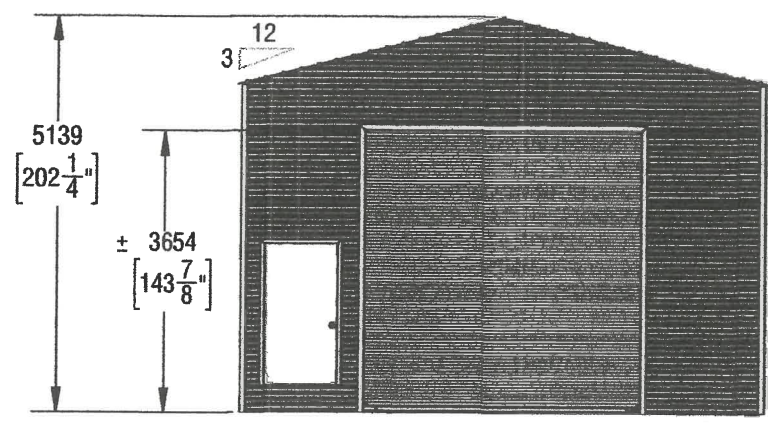
FRAMING DETAIL ISO VIEW



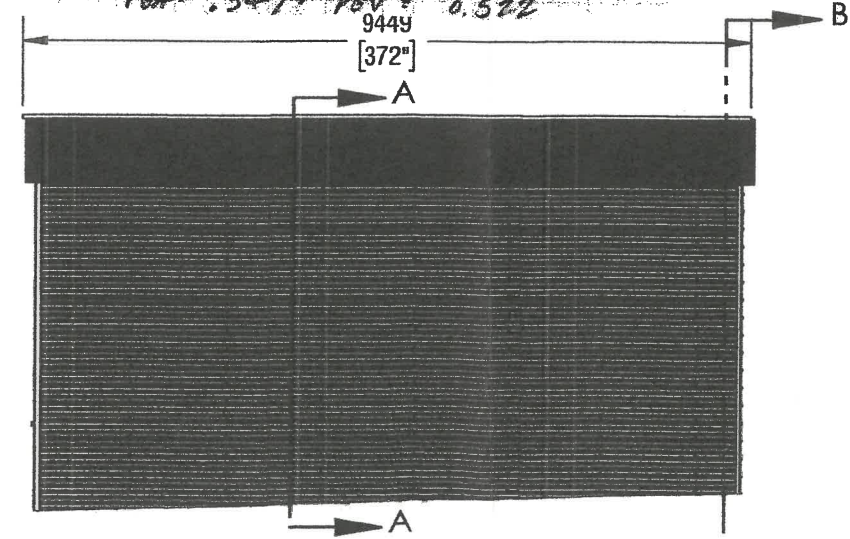
DESIGN LOADS: BCBC 2018, Part 9
 SNOW LOAD = 2.8 kPa = s_s ; 0.2 kPa = s_f
 WIND LOAD: $q_{50} = 0.47 \text{ kPa}$ (RB PIP)
 DYNAMIC DATA: $d_n(2) = 0.800$; $d_n(5) = 0.704$; $d_n(10) = 0.61$
 $d_n(20) = 0.54$; $d_n(50) = 0.477$; $d_n(100) = 0.427$
 $PGA = 0.347$; $PGV = 0.522$

GENERAL NOTES:

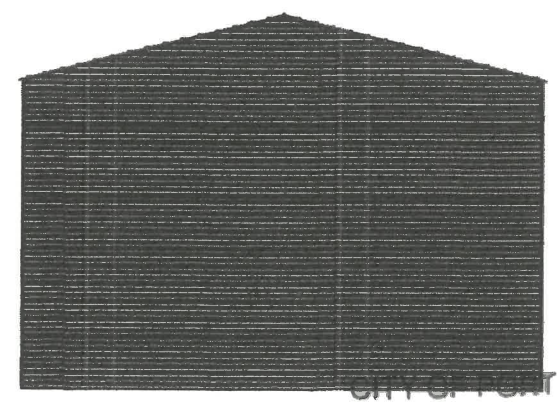
1. STEEL FRAME IS PRE-MANUFACTURED BY JAW PORTABLE BUILDINGS, ASSEMBLED AND ERECTED ON-SITE BY ISC.
2. ALL NECESSARY STRUCTURAL SHAPES, CLIPS, AND FASTENERS FOR ASSEMBLY AND ERECTION SHALL BE PROVIDED BY JAW PORTABLE BUILDINGS.
3. ISC SHALL PROVIDE WOOD FRAMED WALL ABOVE ASPHALT DRIVEWAY FOR FLUSH AND LEVEL MOUNTING SURFACE.



ELEVATION - FRONT



ELEVATION - SIDE



ELEVATION - REAR

CITY OF PORT COQUITLAM
RECEIVED - BUILDING

MAY 17 2023

FILE:

• Geotechnical: minimum 2000 psf allowable soil bearing capacity.

DATE:	REVISIONS:
ELECTRICAL / PERMIT SPECS	
CIRCUITS:	
WEIGHT:	
COPY AREA:	
VALUE:	
 ISC	
IMPERIAL SIGN CORPORATION 2821 HUNTINGTON PLACE PORT COQUITLAM, BC, V3C 4T3 PH: 604-464-1211 FAX: 604-941-8496 EMAIL: info@imperialsign.com	
THIS DRAWING, ITS PRINTS AND ALL PARTS THEREOF ARE AND SHALL REMAIN THE SOLE PROPERTY OF IMPERIAL SIGN CORPORATION AND MAY NOT BE REPRODUCED WITHOUT WRITTEN CONSENT	
PROJECT: ISC-TEMPORARY GARAGE 2821 HUNTINGTON PL. PORT COQUITLAM, BC TG02	
PROV. CERTIFICATE #LEL0004625 CSA # LL48748	
DATE:	04/01/23
SCALE:	1/8" = 1'-0"
DWG:	ISC_PORTABLE SHED ASM
DESIGN #:	xx-xxxxx
DRAWN BY:	EES
SHEET:	1 OF 2
TITLE:	BUILDING VIEWS
JOB NO:	18983
	14

Schedule A

Energy Conservation:

Conservation Measure	Verification Method
Buildings not serviced	DP review; written confirmation by owner at BP stage and staff review of BP plans

Water conservation:

Conservation Measure	Verification Method
Buildings not serviced	DP review; written confirmation by owner at BP stage and staff review of BP plans

GHG Reduction:

Conservation Measure	Verification Method
Installation of electric vehicle charger	DP review; written confirmation by owner at BP stage and staff review of BP plans

per OCP Sec. 9.11 Environmental Conservation DPA designation

RECOMMENDATION:

That Committee of Council:

1. *Recommend to Council they adopt the amendments to the:*

- *Zoning Bylaw (No. 3630),*
- *Parking and Development Management Bylaw (No. 4078),*
- *Development Procedures Bylaw (No. 3849),*
- *Delegation of Authority Bylaw (No. 3876),*
- *Fees and Charges Bylaw (No. 4345),*
- *Official Community Plan Bylaw (No. 3838),*
- *Ticket Information Utilization Bylaw (No. 2743) and*
- *Bylaw Notice Enforcement (No. 3814),*

as outlined in this report and detailed in Attachment 1, in order to comply with Bill 44: Housing Statutes (Residential Development) Amendment Act 2023;

2. *Direct staff to request a time-stated extension to the Bill 44 requirements for the area west of Shaughnessy Street bounded by Fraser and Manning Avenue, as depicted in Attachment 5; and*

3. *Direct staff to consider additional opportunities, as outlined under stage 2 of this report, to support increased housing supply through the Official Community Plan update.*

PREVIOUS COUNCIL/COMMITTEE ACTION

None.

REPORT SUMMARY

This report provides a summary of bylaw amendments proposed as a response to the Small-Scale Multi-Unit Housing {*Bill 44: Housing Statutes (Residential Development) Amendment Act 2023*} legislation. The report recommends zoning bylaw amendments to pre-zone properties designated for apartment development in the Official Community Plan (OCP) to Residential Apartment 1 (RA1) and to provide for the construction of four or six housing units on most properties zoned for single residential uses. Additional bylaw amendments are recommended to reduce parking requirements, streamline the Development Permit approval process, and ensure consistency in terms and definitions. The report further recommends Committee direct staff to request the Province permit an extension to implementing the Bill 44 requirements in the Fraser and Manning area, to monitor implementation of the proposed amendments, and to consider additional changes to support increased housing supply and opportunity through the Official Community Plan update process.

BACKGROUND

On November 30, 2023, *Bill 44: Housing Statutes (Residential Development) Amendment Act* was enacted by the Province of British Columbia. The legislation, and the accompanying Local

Small-Scale Multi-Unit Housing (Bill 44) Bylaw Amendments

Government Zoning Bylaw Regulation, introduced significant changes to the *Local Government Act*, specifically pertaining to municipal land use planning framework and development approval processes. These included requirements for local governments to:

- Eliminate public hearings for residential rezoning which are consistent with an Official Community Plan (immediate implementation);
- Allow increased density on lots currently zoned for single family or duplex homes (by June 30, 2024);
- Complete an updated Housing Needs Report using a 20-year timeframe (by January 1, 2025); and
- Update Official Community Plans and Zoning bylaws to align and accommodate a 20-year housing projection (by December 31, 2025).

The Province subsequently passed several other pieces of complementary legislation which include the following additional requirements or provisions:

- Established prescribed Transit-Oriented Areas (TOA) with minimum allowable heights and densities and restrictions on parking requirements. Municipalities must designate these TOAs by bylaw by June 30, 2024 *{Bill 47: Housing Statues (Transit-Oriented Areas) Amendment Act, 2023}*.
- Amended the provisions and tools by which municipalities can finance capital costs associated with new development, including introducing Amenity Cost Charges (ACC). Existing municipal policies and bylaws pertaining to amenity and density bonusing will need to be amended and an ACC bylaw adopted by December 31, 2025 *{Bill 46: Housing Statues (Development Financing) Amendment Act 2023}*.
- New powers related to site level infrastructure and transportation requirements for new development, provision for municipalities to adopt Tenant Protection Bylaws (TPB), and new requirements pertaining to inclusionary zoning and use of density bonusing provisions. This legislation is effective immediately, or as provided in previous legislation *{Bill 16: Housing Statues Amendment Act, 2023}*.

Legislative Framework for Small-Scale Multi-Unit Housing (Province):

Bill 44 legislation targets single residential and duplex zoned properties by defining Restricted Zones and then setting out parameters pertaining to the minimum number of units which must be permitted on a Restricted Zone property. The intent is to provide for small-scale, multi-unit housing in areas previously used to accommodate single residential homes.

Restricted Zones are defined as zones which restrict uses to single residential with or without the provision for one additional suite (coach house or secondary suite) or a duplex with or without secondary suites. All municipalities must amend their bylaws to allow for a minimum of two dwellings within a Restricted Zone.

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For municipalities with a population greater than 5,000 and for properties contained within an Urban Containment Boundary (defined area identified for long-term regional growth), the following additional minimum densities are required within a Restricted Zone:

- 3 units for lots 280 m² or less
 - 4 units for lots greater than 280 m²
 - 6 units for parcels greater than 280 m² that are located within 400 m of a prescribed bus stop.
- Municipalities are also restricted from enacting required parking minimums for these parcels.

The legislation sets out provisions under which lands can be exempt from these requirements, including protected heritage properties, properties that are not connected to water or sewer services, properties that are larger than 4050 m² or within a zone that has a minimum subdivision size of 4050 m². The legislation also provides an exemption for lands otherwise located within a designated TOA, and lands which are subject to a hazardous condition where a qualified professional has certified that the increased density would significantly increase the threat/risk, and the threat/risk cannot be practically mitigated.

Local governments are able to apply for an extension for specific areas under limited conditions, including where a municipality is in the process of upgrading infrastructure needed to safely support the prescribed density and in extraordinary circumstances. An application for an extension must be submitted to the Minister of Housing by June 1, 2024.

While the number of required units for restricted zones was prescribed within the legislation, other regulatory and design provisions such as form and character, siting, building form, housing tenure and parking (in part) remain under municipal jurisdiction provided that the regulation or policy does not unreasonably prohibit or restrict the use of density permitted under Bill 44. In addition, the Province released the *Provincial Policy Manual and Site Standards (Small-Scale, Multi-Unit Housing)* in December 2023. This Manual includes recommended standards which must be considered by municipalities when making the necessary changes to regulations and policies.

Municipalities must be in compliance with the Bill 44 legislation and must provide notification to the Minister of Housing confirming compliance, including a list of exempted properties and any granted extensions, by June 30, 2024. Municipalities that do not comply with these legislative requirements may be subject to a ministerial order which overrides non-compliant bylaws.

Existing Policies and Regulations (Port Coquitlam):

The Official Community Plan (OCP) is the City's vision for future growth and development of the community. The OCP designates lands for specified uses, establishes policies to guide land use changes through rezoning processes in accordance with land use designations, and defines objectives and design guidelines through development permit designations to regulate new

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development. The OCP aligns with the Regional Growth Strategy (Metro 2050) and directs growth within the Urban Containment Boundary.

The OCP designates almost one-third of the City's land base for single residential neighbourhoods and includes policies which encourage consideration of innovative approaches to infill development in these areas, including small lot subdivision, duplex, triplex and coach houses. The OCP designates areas close to commercial hubs, transit, services and amenities for multi-family developments (apartment, rowhouse and townhouse forms); the properties within these areas are largely still zoned for single residential uses, and the OCP includes policies to encourage multi-family redevelopment, ensuring these areas develop in a coordinated fashion to avoid "orphaned" lots. The OCP further recognizes the unique and varied character of different residential neighbourhoods and includes policies and design guidelines that reflect this context.

The OCP also establishes Development Permit Areas (DPAs) and regulates the form and character of new development, including small lot residential homes, duplexes and coach houses. DPAs are also established to guide development in hazardous and environmentally sensitive areas, adjacent to watercourses and to achieve environmental conservation measures.

The Zoning Bylaw establishes the specific uses permitted on a property and associated regulations. The bylaw provides for four single residential zones (RS1 to RS4) each with specific regulations pertaining to land uses, density, form, siting, height, subdivision and other aspects of development. The RS zones provide for single residential, secondary suites and coach houses uses, however there are limitations on which properties can accommodate secondary suites and/or coach houses. Duplexes are permitted within the RS4 zone (with limitations) and outright in the RD (Residential Duplex) zone.

Other residential zones intended to support multi-family or higher density infill uses include RTh1-3 (Townhouse) RA1-2 (Residential Apartment) and RRh (Rowhouse).

The Parking and Development Management Bylaw establishes the minimum parking stalls required for different forms of residential development and is generally based on unit size.

The Development Procedures and Delegation of Authority Bylaws establish the application standards and approval process for different forms of development, and the Subdivision Servicing Bylaw establishes the required servicing and infrastructure standards applicable to new development. Additional relevant documents include the Density Bonus Policy and the Affordable and Family-Friendly Policy.

DISCUSSION

The recommended approach is reflective of the constrained timeframes for implementation decreed by the Province, which prevented the City from undertaking a comprehensive and collaborative planning process to identify opportunities for additional housing options. At minimum, an appropriate process would be collaborative and informed by numerous technical assessments, forecasts and expert analyses of relevant factors such as housing needs, infrastructure, services, amenities, parks and hazards. Accordingly, the approach is designed to be implemented in two successive stages in order to achieve the best outcome for the community; Stage 1 includes bylaw amendments to ensure compliance with legislation by the June 30, 2024 deadline, while Stage 2 will expand on the opportunities.

Stage 1: Initial Compliance

The recommended Stage 1 approach is intended to meet the intent and spirit of the new legislation to permit small-scale multi-unit housing in single residential neighbourhoods; reflect the unique and varied context of Port Coquitlam's geography and established neighbourhoods; provide housing options to meet identified needs; balance environmental, social, and economic objectives; and ensure effectual approval processes. The recommended policies and standards further consider and reflect, where appropriate, the recommendations and guidance contained within the Provincial Policy Manual and Site Standards (Site Standards).

The recommended bylaw amendments are summarized in the sections below; additional details are included in Attachment 1.

Amendments to Permitted Land Uses:

The majority of properties zoned RS1-4 are within a Restricted Zone and subject to a prescribed density of four units. In order to meet the legislative requirements for these properties, the zoning bylaw would be amended to permit the following uses in RS 1-4 zones:

- single residential or duplex;
- secondary suite (within a single residential or duplex building); and,
- Accessory Dwelling Unit (coach house) on a lot containing a single residential use.

For properties within 400 meters of a prescribed bus stop, a triplex with secondary suites would also be permitted in order to meet the required 6-unit density. A draft map depicting the properties impacted by this bylaw amendment is included in Attachment 2.

The new provisions would apply equitably across properties, eliminating current zoning regulations which restrict some RS 1-4 zoned properties from constructing an Accessory Dwelling Unit (ADU) or secondary suite. The resulting provisions are intended to provide flexibility for property owners to construct up to four dwelling units, and include several housing typologies as suggested by the provincial Site Standards. With options for a variety of housing types (e.g. single, duplex and triplex), with secondary suites and ADUs, this approach would reflect the recommendations of the City's

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2022 Housing Needs Report by enabling a range of unit size to meet the needs of families, couples and singles, a variety of affordability levels, as well as a mix of tenure options (fee simple, strata and rental).

Housekeeping and administrative changes would include amendments to zone names and intent, definitions, supplemental and additional regulations. Several Comprehensive Development (CD) zones and smaller properties with a historic Agricultural (A) zoning will also be amended to reflect the new provisions, and the existing Residential Duplex (RD) zone will be consolidated with the RS1 zone. Designated heritage properties, lots larger than one acre or not serviced (including ALR properties), are also excluded. A full list of excluded properties is provided in Attachment 3.

The legislation does not exempt Restricted Zone properties (e.g. RS 1-4) which are located in an area designated in the OCP for other land uses, such as apartment and townhouse. The recommended approach is to amend the zoning of restricted residential properties located within an area designated in the OCP for Apartment uses to RA1 (Residential Apartment 1) as depicted in Attachment 4. The intent of this change is to prevent construction of new small-scale housing on these lots which may impact the ability of these areas to transition to the intended higher-density multi-family apartment uses. The City successfully took this approach in the early 2000's when it pre-zoned properties for apartment uses in the Downtown area.

Properties excluded from this pre-zoning include those already developed for townhouse, apartment or rowhouse uses, and small existing "orphaned" properties that could not feasibly develop as an apartment use.

In addition, staff recommend requesting the Province provide for a time-stated extension for the area west of Shaughnessy Street bounded by Fraser and Manning Avenues (Attachment 5). The area is currently zoned for single and duplex residential uses and designated in the OCP for apartment, however, the City has identified this area as potentially accommodating higher density, transit-oriented development through an area planning process. The City has purchased a number of lots within the area to support implementation, however, several remain under private ownership. Additional work to identify appropriate land use and densities, and to undertake technical considerations including watercourse setbacks, archaeological assessment, infrastructure and servicing requirements, and transportation network improvements is required. An extension request for this area would allow sufficient time for the City to complete this work, in consultation with stakeholders.

Amendments to Siting Provisions:

The recommended siting provisions and regulations consider the provincial Site Standards within the context of Port Coquitlam's established single residential neighbourhoods. Staff note these neighbourhoods include a variety of lot sizes, configurations and depths, many without lane access,

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sidewalks, boulevards or a convenient level of transit. In addition, a significant portion of these areas are located within a floodplain or heavily sloped. The Site Standards acknowledges these contextual challenges may result in municipalities adopting regulations that differ from those suggested.

The recommended provisions would be consistent within the RS zones and reflective of existing regulations in the small lot residential (RS4), residential duplex (RD) and townhouse/rowhouse (RTh3/RRh) zones.

	Prov. Site Standards	Existing	Proposed	Comments
Front setback	2 m 4-6 m (if no sidewalk or boulevard)	6 m - 7.5 m	6 m 4 m (lane)* 4 m (triplex)	Provides attractive streetscape interface and buffer to road (w/out sidewalk or boulevard), retains space for trees, landscaping and parking, utilities
Rear setback <i>Principal and Accessory Dwelling Unit (ADU)</i>	1.5 m 5 m (parking) 1.5 m (ADU)	7.5 m 1.2 m (ADU)	7.5 m 6 m (triplex) 1.2 m (ADU)	Retains opportunity for all dwellings to have private outdoor space, accommodates parking, garage, stormwater management, trees and ADUs (coach houses)
Side setback	1.2 m - 3 m 0 m (non-combustible)	1.2 m - 1.8 m (interior) 2.4 m – 3.5 m (exterior)	1.2 m (interior) 2.4 m (exterior)	Reflects existing RS4, building and fire codes, retains street buffer
Building Height	11 m 3-4 stories	7 m – 9.5 m 2.5 stories	10.5 m 3 stories	Provides sufficient flexibility for building design and fit; aligns with Rth3 and RRh zones
Lot Coverage	50-60%	40-50%	50% 55% (triplex)	Aligns with RS4 and RRh
Building Depth	n/a	18 m or 50% lot depth	20 m or 50% lot depth	Slight increase to allow more flexibility on longer lots
Impervious Surface	n/a	65-70%	70%	Reflects existing RS4

*One vehicular access is permitted and must be from the lane (if available).

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In addition, provisions pertaining to ADUs (coach houses) would be updated as follows:

- Replace the term “Coach House” with “Accessory Dwelling Unit” (ADU); this is in line with Provincial recommendations and terminology.
- Increase the permitted size to 90m² and exempt from floor area ratio calculation; this will provide for family-friendly units and reduce confusion when calculating densities.
- Reduce fire access path to 1 meter; this width is sufficient for fire fighting purposes and the reduction will provide greater flexibility and opportunities for construction of these dwellings.
- Landscaping buffers, tree planting, and private open space requirements (minimum of 15 m² or 150 ft²) would also be updated and standardized for all RS zones.

Amendments to parking requirements:

The Provincial Site Standards suggest significant reductions to typical parking requirements will be necessary to support the densities required in Bill 44.

The following requirements are recommended:

	Prov. Site Standards	Existing	Proposed	Comments
Required Parking per Dwelling Unit (DU)	0-1 stall / DU	2 stall/ DU (principal) 1 stall/DU (ADU/sec. suite) *must be independently accessible	1 stall/DU Max 3 required stalls per property Minor changes to stall dimensions *must be independently accessible	More than 3 independently accessible spaces would impact feasibility of 4 units on narrow lots.

The Bill 44 legislation prohibits municipalities from implementing minimum parking requirements for properties within 400 meters of a prescribed bus stop.

Amendments to the Development Approval process

Recommended amendments to the development approval process are intended to balance the need for streamlined and effective approval processes, as suggested by the Site Standards, while ensuring a high quality of design and character. These changes include:

- Updated Development Permit Guidelines to consolidate the existing duplex and coach house (ADU) design guidelines in to a new Small-Scale Multi-Unit Housing Development Permit

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Area to regulate duplexes, triplexes and accessory dwelling units but exempt single residential buildings with a secondary suite;

- Administrative updates to the OCP Policies for Housing and Design, descriptions of land use designations, and a number of the DPA boundaries to reflect small-scale multi-unit housing and changes to the zone names;
- Updated application process removing signage and notification requirements for these developments; and,
- Streamlined approval process that delegates approvals of these developments, including minor variances to siting, to the Director of Development Services.


Stage 2: Additional Opportunities

The recommended approach includes a more comprehensive assessment of additional opportunities and options for small-scale multi-unit housing in a second stage of implementation. This additional work would be undertaken as part of the upcoming OCP update and would be informed by the updated Housing Needs Report; neighbourhood level land use and population forecasts; redevelopment feasibility, hazard, and complete community assessments; parks, amenities, service and infrastructure analyses; community amenity contribution and density bonusing analysis; and contextual housing typology design and feasibility studies. Additional work is also expected to consider appropriate housing typology options for areas currently designated for townhouse uses and identify areas to accommodate higher density growth, including midrise and high-rise apartment densities.

FINANCIAL IMPLICATIONS

Construction of new housing units is anticipated to increase the assessed value of the lands, but is also anticipated to require the provision of additional services, infrastructure and amenities. A full financial assessment of the impacts of this change has not been undertaken.

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Recommend to Council that the bylaw amendments recommended as a response to Bill 44 be approved.
	2	Request additional information or amendments to the proposed amendments.

ATTACHMENTS

Attachment 1: Summary of Bylaw Amendments

Attachment 2: Map of Residential Properties within 400 meters of Prescribed Bus Stop

Small-Scale Multi-Unit Housing (Bill 44) Bylaw Amendments

Attachment 3: List of Excluded Properties

Attachment 4: Map of Properties to be rezoned to RA1

Attachment 5: Map of Area Subject to Extension Request

Lead author(s): Jennifer Little

Contributing author(s): Bryan Sherrell, Graeme Muir, Natalie Coburn, Paul Cloutier, Ben Ricketts

Attachment 1: Summary of Bylaw Amendments

Zoning Bylaw (No. 3630)	
Current Regulations	Proposed Regulations
<p>Definitions</p> <ul style="list-style-type: none"> - Apartment - Coach house - Duplex - Floor area ratio - Kitchenette - Secondary Suite 	<p>Add new definitions:</p> <ul style="list-style-type: none"> - Accessory dwelling unit (replaces Coach house) - Prescribed bus stop - Principal dwelling - Triplex <p>Revise definitions:</p> <ul style="list-style-type: none"> - Apartment - Duplex - Floor area ratio - Secondary Suite <p>Delete definitions:</p> <ul style="list-style-type: none"> - Coach house - Kitchenette
<p>Residential Zones</p> <ul style="list-style-type: none"> - RS1 (Residential Single Dwelling 1) - RS2 (Residential Single Dwelling 2) - RS3 (Residential Single Dwelling 3) - RS4 (Residential Single Dwelling 4) - RD (Residential Duplex) 	<p>Residential Zones Renamed</p> <ul style="list-style-type: none"> - RS1 (Residential Small-Scale 1) - RS2 (Residential Small-Scale 2) - RS3 (Residential Small-Scale 3) - RS4 (Residential Small-Scale 4) - RD zone deleted

Current Regulations	Proposed Regulations
Permitted Uses in the RS Zones <ul style="list-style-type: none"> - Single Residential - Secondary Suite - Coach house (on lots larger than 370m² or 740m² if house has a secondary suite) - Duplex (only on lots 500m² or greater with a lot width 19m or less in the RS4 zone) 	Permitted Uses in the RS Zones <ul style="list-style-type: none"> - Single Residential - Secondary Suite - Accessory Dwelling Unit (replaces coach house) - Duplex - Triplex (only on lots within 400m of prescribed bus stop)
Building Height <ul style="list-style-type: none"> - maximum 7.5m if flat roof, 9.0m if sloped 	Building Height <ul style="list-style-type: none"> - maximum 10.5m and 3 storeys (includes basement)
Lot Coverage <ul style="list-style-type: none"> - 40% for RS1, RS2, RS3, RD - 50% for RS4 	Lot Coverage <ul style="list-style-type: none"> - 50% for single residential houses with or without ADU and for duplexes - 55% for triplexes
Floor Area Ratio (FAR) - <i>excludes basement</i> <ul style="list-style-type: none"> - 0.50 for all RS zones - 0.55 for RD zone 	Floor Area Ratio (FAR) - <i>includes basement</i> <ul style="list-style-type: none"> - 0.50 for single residential house - 0.60 for single residential house and secondary suite - 0.75 for duplex (including any suites) - 1.0 for triplex (including any suites)
Front Setback <ul style="list-style-type: none"> - 7.5m for RS1, RS2, RS3, RD - 6.0m for RS4 	Front Setback <ul style="list-style-type: none"> - 6.0m for all RS zones - 4.0m if: <ul style="list-style-type: none"> ▫ lot has access to a lane, ▫ parking is provided at the rear, or ▫ lot is within 400m of a prescribed bus stop
Interior Side Setback <ul style="list-style-type: none"> - 10% of lot width for RS1 and RD (1.2m - 1.8m) - 1.2m for RS2 and RS4 - 1.8m for RS3 	Interior Side Setback <ul style="list-style-type: none"> - 1.2m for all RS zones

Current Regulations	Proposed Regulations
<p>Exterior Side Setback</p> <ul style="list-style-type: none"> - 20% of lot width for RS1 and RD (2.4m - 3.5m) - 3.5m for RS2 and RS4 - 1.8m for RS3 	<p>Exterior Side Setback</p> <ul style="list-style-type: none"> - 2.4m for all RS zones
<p>Rear Setback</p> <ul style="list-style-type: none"> - 7.5m for RS and RD zones 	<p>Rear Setback</p> <ul style="list-style-type: none"> - 7.5m for all RS zones - 6.0m for lots within 400m of a prescribed bus stop
<p>Building Depth</p> <ul style="list-style-type: none"> - 50% up to a maximum of 18m for all RS zones - n/a for RD zone 	<p>Building Depth</p> <ul style="list-style-type: none"> - 50% up to a maximum of 20m for all RS zones - n/a for a triplex
<p>Impervious Surface Area</p> <ul style="list-style-type: none"> - 65% for RS1, RS2, RS3, RD - 70% for RS4 	<p>Impervious Surface Area</p> <ul style="list-style-type: none"> - 65% for RS3 - 70% for RS1, RS2, RS4
<p>Density of Development</p> <ul style="list-style-type: none"> - One residential building for RS and RD zones - Two residential buildings for RS zones if buildings are a house and coach house and the lot is larger than 370m² or 740m² if house has a secondary suite. 	<p>Density of Development</p> <ul style="list-style-type: none"> - Up to 3 dwelling units on lots 280m² or less - Up to 4 dwelling units on lots 281m² to 4050m² - Up to 6 dwelling units on lots 281m² to 4050m² and within 400m of a prescribed bus stop
<p>Usable Open Space</p> <ul style="list-style-type: none"> - 15m² for a coach house 	<p>Usable Open Space</p> <ul style="list-style-type: none"> - 15m² for each dwelling unit
<p>Secondary Suites</p> <ul style="list-style-type: none"> - Floor area not exceeding the lesser of 90m² and 40% of the floor area of the building - Permitted in a single residential house only 	<p>Secondary Suites</p> <ul style="list-style-type: none"> - Floor area not exceeding 40% of the floor area of the principal dwelling unit - Permitted in a house, duplex and triplex where dwelling units are vertically separated

Current Regulations	Proposed Regulations
<p>Coach House</p> <ul style="list-style-type: none"> - 70m² floor area limit - Included in FAR calculation - Limited to RS lots >740 m² or RS lots > 370m² without secondary suites - Decks and balconies excluded from FAR up to 7.5m² - No basements permitted - 2m wide firefighting access path to entrance 	<p>Accessory Dwelling Unit (ADU)</p> <ul style="list-style-type: none"> - 90m² floor area limit - Excluded from FAR calculation - Allowed on all RS lots, except on those with duplexes or triplexes - No enclosed balconies or decks and no covered balconies or decks exceeding 7.5m² - Up to 50% of dwelling unit can be within basement - 1m wide firefighting access path to entrance with 45m max. distance to fire truck and 90m to fire hydrant
<p>Screening, Landscaping, Outdoor Storage and Fencing</p> <ul style="list-style-type: none"> - References RS and RD zones 	<p>Screening, Landscaping, Outdoor Storage and Fencing</p> <ul style="list-style-type: none"> - Remove reference to RD zones
<p>Accessory Home Businesses</p> <ul style="list-style-type: none"> - Regulations based on zone (i.e., A, RS and RD zones and RTh, RRh, RA, CD and C zones) 	<p>Accessory Home Businesses</p> <ul style="list-style-type: none"> - Regulations based on dwelling type (farm residence, single residential dwelling and duplex principal dwelling unit and triplex, townhouse, rowhouse and apartment dwelling unit and secondary suite or accessory dwelling unit)
<p>Child Care Facilities</p> <ul style="list-style-type: none"> - Up to 25 children in RS zones provided the building complies with the BC Building Code for assembly occupancy. - Up to 8 children in other residential zones provided the dwelling unit has exterior access. - The daycare operator must reside in the building. - Not permitted in buildings with secondary suites or accessory home businesses or in coach houses. 	<p>Child Care Facilities</p> <ul style="list-style-type: none"> - Up to 25 children in a single residential dwelling provided the building complies with the BC Building Code for assembly occupancy. - Up to 8 children in duplex or triplex dwelling provided the dwelling unit has exterior access. - Not permitted in conjunction with secondary suites or accessory home businesses or in accessory dwelling units.

Parking and Development Bylaw (No. 4078)	
Current Regulations	Proposed Regulations
<p>Off-street Parking Space Requirements</p> <ul style="list-style-type: none"> - Single residential or duplex: 2 per dwelling - Secondary suite: 1 per dwelling - Coach house: 1 per dwelling 	<p>Off-street Parking Space Requirements</p> <ul style="list-style-type: none"> - Single residential or duplex, Secondary suite, and ADU: 1 per dwelling to a max. of 3 on RS lots - Triplex (within 400m of prescribed bus stop): excluded from parking requirements
<p>Independent Accessibility</p> <ul style="list-style-type: none"> - Parking spaces for coach houses and secondary suites must be independently accessible 	<p>Independent Accessibility</p> <ul style="list-style-type: none"> - Parking spaces for dwelling units in RS zones must be independently accessible from those of another dwelling unit
<p>Parking Space Dimensions</p> <ul style="list-style-type: none"> - RS lots follow general requirements: <ul style="list-style-type: none"> - 75% of spaces must have a min. width of 2.7m and min. length of 5.5m - 25% spaces must have a min. width of 2.5m and min. length of 5m 	<p>Parking Space Dimensions</p> <ul style="list-style-type: none"> - Differentiate between parallel and non-parallel: <ul style="list-style-type: none"> - 75% of non-parallel spaces must have a min. width of 2.7m and min. length of 5.5m - 25% of non-parallel spaces must have a min. width of 2.5m and min. length of 5m - 100% of non-parallel spaces on RS lots must have a min. width of 2.5m and min. length of 5.5m - Include parallel parking dimensions: min. width of 2.7 m and min. length of 7.0 m
<p>Maneuvering Aisle Width</p> <ul style="list-style-type: none"> - For 90-degree parking: min. 7.5m aisle or 6.5m if in underground or building 	<p>Drive and Maneuvering Aisle Width</p> <ul style="list-style-type: none"> - Distinguish between aisle widths required for access to parking/loading areas (drive aisle) and for maneuvering aisle required for parking (maneuvering aisle). - For 90-degree parking: min. 7.5m maneuvering aisle or min. 6.5m maneuvering aisle if in underground, within building, or on a RS lot

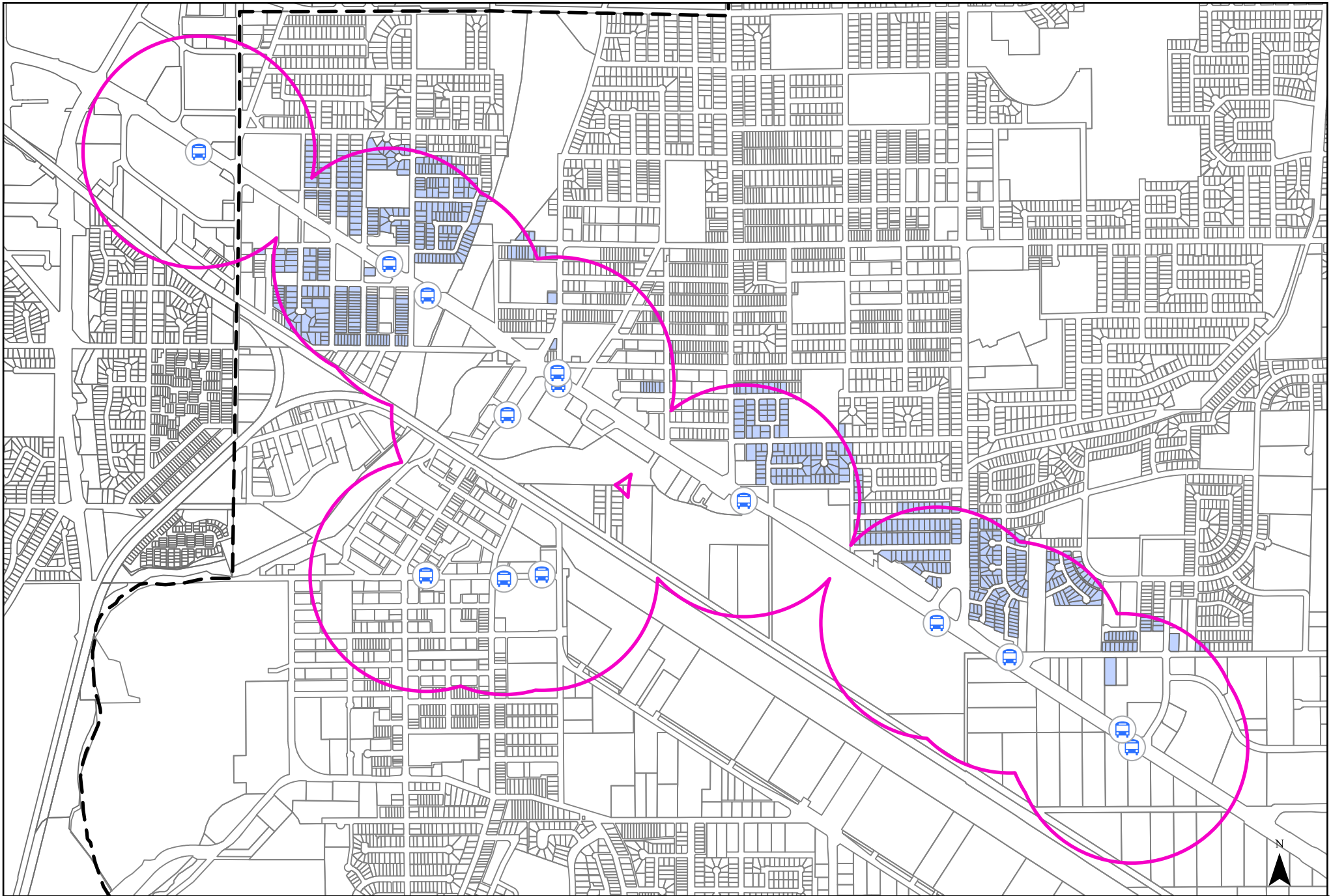
	<ul style="list-style-type: none"> - Min. 3.5m one-way drive aisle and min. 7.5m two-way drive aisle
Development Procedures Bylaw (No. 3849)	
Current Regulations	Proposed Regulations
<p>Definitions</p> <ul style="list-style-type: none"> - Application - Coach house - Development permit – Coach house - Development permit – specialized - Green roof - Small lot dwelling 	<p>Definitions</p> <ul style="list-style-type: none"> - Delete obsolete definitions - Revise definitions for Application and Development permit – specialized - Define Small-scale residential building
<p>Application Requirements</p> <ul style="list-style-type: none"> - Additional consultation requirements for Coach House Development Permit (DP) applications 	<p>Application Requirements</p> <ul style="list-style-type: none"> - Delete
<p>Notification and Signage</p> <ul style="list-style-type: none"> - Notification requirements for public hearings, public meetings and opportunities for public input - Sign requirements for Coach House DP applications - Standards specifications for all Development Signs 	<p>Notification and Signage</p> <ul style="list-style-type: none"> - Revise notification requirements for public hearings, public meetings, opportunities for public input, first reading of a bylaw (when public hearing is prohibited) and Temporary Use Permit and Development Variance Permit applications to reflect provincial legislation. - Delete sign requirements for Coach House DP applications. - Revise specifications for Development Signs to reflect type of application
<p>Bylaw Amendment Procedures</p>	<p>Bylaw Amendment Procedures</p> <ul style="list-style-type: none"> - Add when a public hearing must not be held for residential development applications

<p>Permit Procedures</p> <ul style="list-style-type: none"> - Opportunity for public comment prior to Council consideration of a Coach House DP application 	<p>Permit Procedures</p> <ul style="list-style-type: none"> - Delete - Add when notice must be given for a Temporary Use Permit
<p>Development Variance Permit Procedures</p>	<p>Development Variance Permit Procedures</p> <ul style="list-style-type: none"> - Add Section outlining the process for Minor Development Variance Permit applications delegated to the Director of Development Services
<p>Landscaping Security</p> <ul style="list-style-type: none"> - \$5,000 for development permits in single residential or duplex zones - \$2,500 for coach house development permit 	<p>Landscaping Security</p> <ul style="list-style-type: none"> - \$5,000 for development permits in small-scale residential zones - \$2,500 for development permits for an ADU only
<p>Other (<i>throughout the bylaw</i>)</p> <ul style="list-style-type: none"> - References single residential and duplex zones 	<p>Other (<i>throughout the bylaw</i>)</p> <ul style="list-style-type: none"> - Update zone references to small-scale residential zones - Update references to the <i>Local Government Act</i>
<p>Delegation of Authority Bylaw (No. 3876)</p>	
<p>Current Regulations</p>	<p>Proposed Regulations</p>
<p>Land Use and Development Approvals</p> <ul style="list-style-type: none"> - Delegate authority to Director of Development Services to issue development permits for small lot residential, duplexes and coach houses 	<p>Land Use and Development Approvals</p> <ul style="list-style-type: none"> - Delegate authority to Committee of Council to waive public hearings that are consistent with the Official Community Plan - Delegate authority to the Director of Development Services to issue <ul style="list-style-type: none"> o small-Scale residential development permits (duplex, triplex, ADU) o minor development variance permits established by criteria and guidelines (e.g. complies with policies, minor in nature)

Landscape Securities - References development permits located in agricultural single residential and duplex zones	Landscape Securities - Amend development permit references to Agricultural (A) and Residential Small-Scale (RS) zones
Fees and Charges Bylaw (Schedule D) (No. 4345)	
Current Regulations	Proposed Regulations
Section 7: Acronyms - RS4 - Residential Single Dwelling 4 zone - RT - Duplex zone	Section 7: Acronyms - Delete obsolete zone reference - Add RS - Residential Small-Scale zone - Add RA - Residential Apartment zone
Table 1 Application Fees: Single Residential, Duplex and Agricultural Zones - DP in RD zone: \$1725/unit + \$300 - DP in RS4 zone: \$1150 + \$100 (conforms) RS4 zone: \$1725 + \$100 (variances) - DP for Coach House: \$1000 + \$100 (conforms) Coach House: \$1500 + \$100 (variances)	Table 1 Application Fees: Residential Small-Scale and Agricultural Zones (applied to duplex, triplex, ADU) - DP in RS zone: \$1725/principal unit + \$300 (conforms) RS zone: \$2000/ principal unit + \$300 (variances) - DP for an Accessory Dwelling Unit (same as Coach House)
Table 2 Application Fees: Multi Dwelling Zones	Table 2 Application Fees: RRh, RTh and RA Zones
Table 6 Fees and Charges for Other Development Applications - Development Variance Permit: o Single Residential and Institutional Zones o Multiple Dwelling, Commercial, Industrial and CD Zones - Watercourse Development Permit: o Agricultural, Single Residential and Duplex Zones o Commercial, Industrial, Multiple Dwelling, Institutional and CD Zones	Table 6 Fees and Charges for Other Development Applications - Development Variance Permit: o Residential Small-Scale and Institutional Zones o Commercial, Industrial, RRh, RTh, RA and CD Zones - Watercourse Development Permit: o Agricultural and Residential Small-Scale Zones o Commercial, Industrial, Institutional, RRh, RTh, RA and CD Zones - Minor Development Variance Permit \$500 + \$100 application fee

Official Community Plan Bylaw (No. 3838)	
Current	Proposed
<p>Section 7.2 Housing and Neighbourhoods</p> <ul style="list-style-type: none"> - References consideration of duplexes subject to distance criteria - References future exploration of coach houses and triplexes 	<p>Section 7.2 Housing and Neighbourhoods</p> <ul style="list-style-type: none"> - Update section to reflect inclusion of duplexes, triplexes and Accessory Dwelling Units in residential neighbourhoods
<p>Section 7.2 Housing Policies</p> <ul style="list-style-type: none"> - Policy 4 provides policy for duplex rezoning - Policy 5 provides policy for secondary suites excluding the Riverwood neighbourhood - Policy 6 encourages consideration of coach houses and triplexes for infill development 	<p>Section 7.2 Housing Policy</p> <ul style="list-style-type: none"> - Delete policy 4, 5 and 6
<p>Section 8.2 Implementation</p> <ul style="list-style-type: none"> - Land use designation Residential and Small Lot Residential descriptions include only single-detached and two-unit attached residential uses 	<p>Section 8.2 Implementation</p> <ul style="list-style-type: none"> - Revise Residential and Small Lot Residential land use designation descriptions to include three-unit attached residential uses. - Update the name of Residential Single Dwelling 1 to 4 with Residential Small-Scale 1 to 4 and remove reference to RD zone.
<p>Section 9.1 Introduction</p> <ul style="list-style-type: none"> - Lists of Development Permit Areas 	<p>Section 9.1 Introduction</p> <ul style="list-style-type: none"> - Add Small-Scale Multi-Unit Housing to the list of Development Permit Areas
<p>Section 9.2 Exemptions</p> <ul style="list-style-type: none"> - Lists types of development that may be exempt from development permit area (DPA) regulations 	<p>Section 9.2 Exemptions</p> <ul style="list-style-type: none"> - Update exemption 2.a to increase the value of building alterations from \$50,000 to \$100,000 - Update exemption 2.c to clarify accessory buildings (e.g. sheds or detached garages) in RS1 to RS4 zones are exempt - Add new exemption for development limited to a principal dwelling and a secondary suite.

Current Regulations	Proposed Regulations
Section 9.3 Downtown DPA - Designates DPA boundaries, establishes DPA objectives and design guidelines	Section 9.3 Downtown DPA - Remove reference to the RD zone
Section 9.4 Northside Centre DPA - Designates DPA boundaries, establishes DPA objectives and design guidelines	Section 9.4 Northside DPA - Remove reference to the RD zone
Section 9.5 Intensive Residential DPA - Designates DPA boundaries, establishes DPA objectives and design guidelines	Section 9.5 Intensive Residential DPA - Revise the DPA boundaries to remove RS1, RS2, RS3 and RS4 zones and coach houses. - Remove location specific guidelines for RS4 zone, lots with coach houses and duplexes
Section 9.11 Environmental Conservation DPA - Designates DPA boundaries, establishes DPA objectives and design guidelines	Section 9.11 Environmental Conservation DPA - Revise DPA boundaries to include Small-Scale Multi-Unit Housing
Section 9.12 Small-Scale Multi-Unit Housing DPA	Section 9.12 Small-Scale Multi-Unit Housing DPA - Add new DPA specific to Small-Scale Multi-Unit Housing to apply to all RS zones
Ticket Information Utilization Bylaw (No. 2743)	
Current Regulations	Proposed Regulations
- References RD (Duplex) zone	- General housekeeping of Zoning Bylaw section references and phrasing, delete outdated references
Bylaw Notice Enforcement Bylaw (No. 3814)	
- References RD (Duplex) zone	- General housekeeping of Zoning Bylaw section references and phrasing, delete outdated references



Properties within a designated TOA are exempt from SSMUH legislation and are subject to higher density requirements.

**Prescribed Bus Stops 400m
 (City of Port Coquitlam)**



Prescribed Stops



Parcel



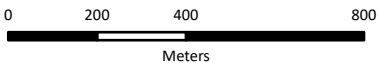
400m



Municipal Boundary



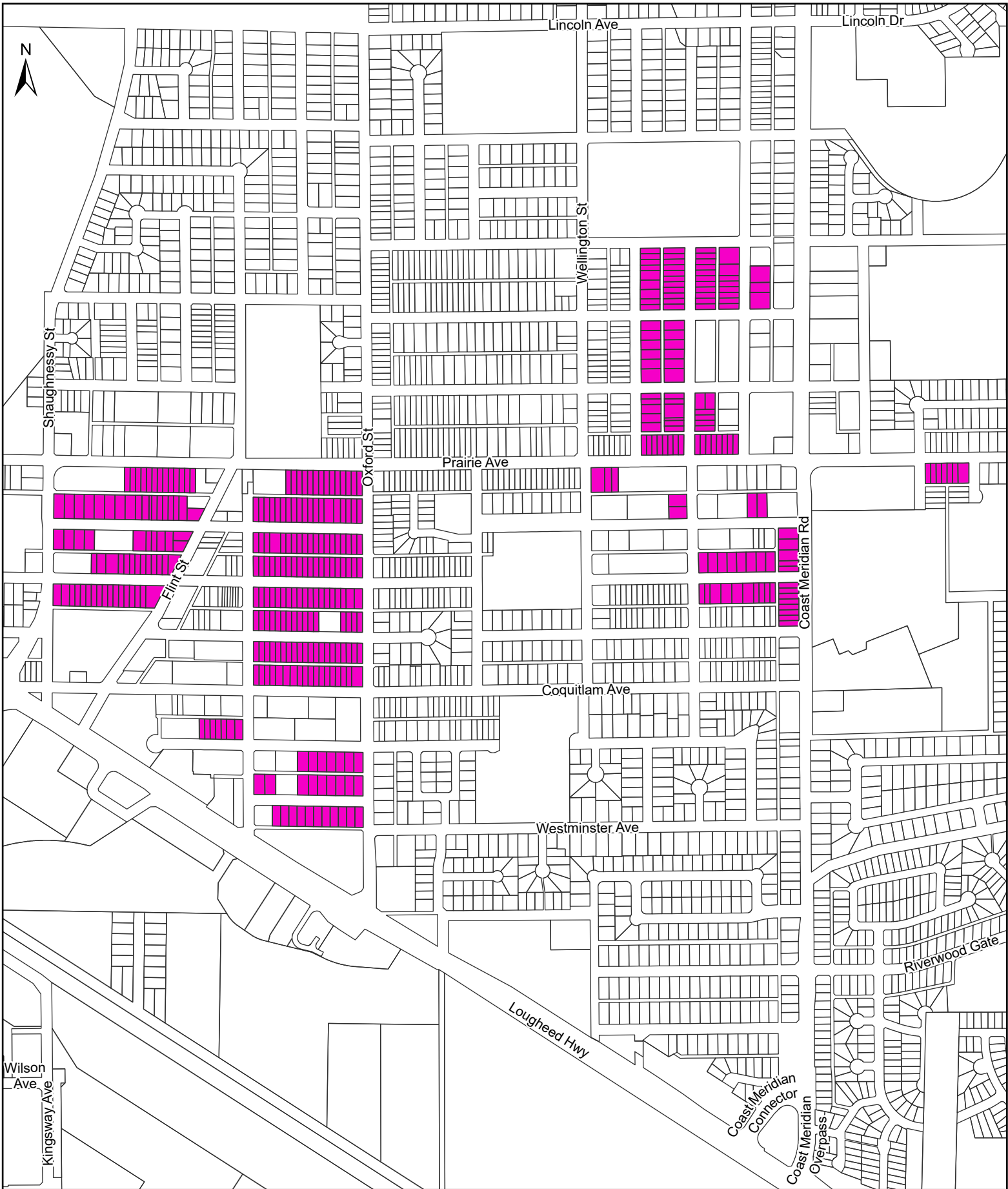
Impacted Parcels

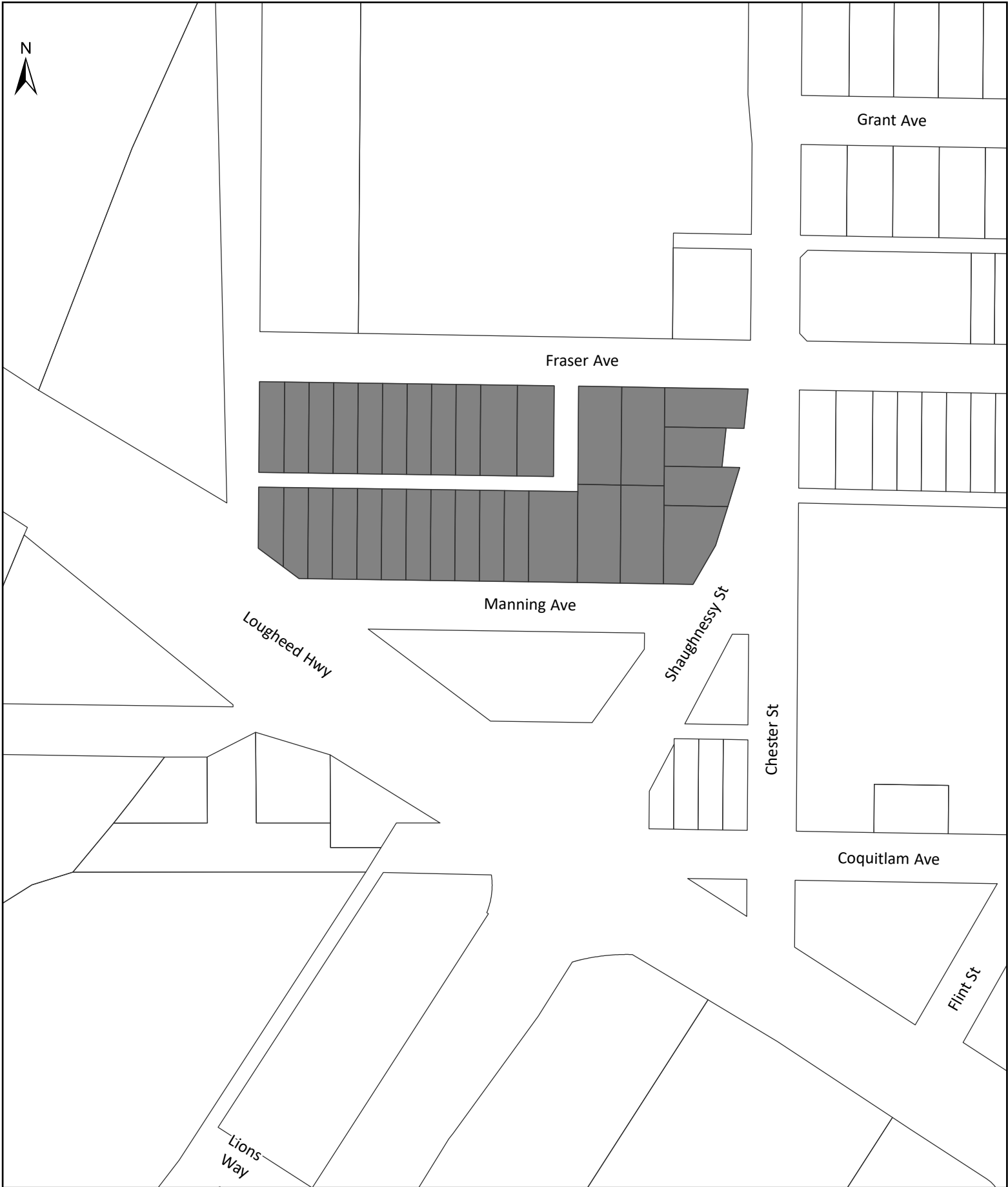


Properties zoned for single residential use that are exempted

Address	Zoning	Lot Size	Reason for Exemption
1381 Dominion Ave	A	24,256 m ²	Greater than 4050 m ²
1415 Dominion Ave	A	5,324 m ²	Greater than 4050 m ²
1185 Dominion Ave	A	5,698 m ²	Greater than 4050 m ²
1131 Dominion Ave	A	4,954 m ²	Greater than 4050 m ²
1127 Dominion Ave	A	5,351 m ²	Greater than 4050 m ²
2430 Ottawa St	A	4,060 m ²	Greater than 4050 m ²
953 Dominion Ave	A	60,889 m ²	Greater than 4050 m ²
719 Dominion Ave	A	4,315 m ²	Greater than 4050 m ²
590 Dominion Ave	A	20,231 m ²	Greater than 4050 m ² – (<i>rezoning application in process</i>)
3150 Cedar Dr (School)	A & P1	± 19,500 m ²	Greater than 4050 m ²
2405 Lougheed Hwy	A	8,648 m ²	Greater than 4050 m ² and not connected to water and sanitary
2350 Lougheed Hwy	A	4,004 m ²	Not connected to water or sanitary
No Address – 2700 block of Shaughnessy St	A	2,409 m ²	Not connected to water or sanitary
No Address – south of Chine Ave	A	40,185 m ²	Greater than 4050 m ² and not connected to water and sanitary
2633 Bedford St	A	31,258 m ²	Greater than 4050 m ² and not connected to water and sanitary
2591 Pitt River Rd	A	1,211 m ²	Not connected to water or sanitary
2422 Lobb Ave	A	6,432 m ²	Greater than 4050 m ² and not connected to water and sanitary
No Address – just south of 2422 Lobb	A	21,118 m ²	Greater than 4050 m ² and not connected to water and sanitary
1787 Shaughnessy	A	83,126 m ²	Greater than 4050 m ²
No Address – just south of McChessney St	A	397 – 1,393 m ² (16 lots)	Not connected to water or sanitary
1563 Shaughnessy	A	11,478 m ²	Greater than 4050 m ²
2101 Argue St	A	46,969 m ²	Greater than 4050 m ²
No Address – Dyke south of Kebet Way	A	25,928 m ²	Greater than 4050 m ²
No Address – Dyke south of Kebet Way between Coast Meridian and Mustang	A	6,851 m ²	Greater than 4050 m ²
1150 Kingsway Foreshore	A	5,644 m ²	Greater than 4050 m ²

Address	Zoning	Lot Size	Reason for Exemption
750 Holland	A	4,686 m ²	Greater than 4050 m ²
725-773 Kingsway	A	501 m ² each (8 lots)	Not connected to water or sanitary
1681-1703 Trenton St	A	409 m ² each (5 lots)	Not connected to water or sanitary
727 Lougheed Hwy Waterfront south of Dominion Park	A	22,015 m ²	Greater than 4050 m ²
2000 Argue Street	RS3	6,587 m ²	Greater than 4050 m ²
1990 Argue Street	RS3	4,286 m ²	Greater than 4050 m ²
1950 Argue Street	RS3	17,318 m ²	Greater than 4050 m ²
1101 Pitt River Rd	RS3	4,675 m ²	Greater than 4050 m ²
1896 Argue Street	RS3	1,222 m ²	Not connected to water
1160 Victoria Dr	RS3	17,292 m ²	Greater than 4050 m ² – (<i>rezoning application in process</i>)
1090 Victoria Dr	RS3	4,089 m ²	Greater than 4050 m ²
1070 Victoria Dr	RS3	4,089 m ²	Greater than 4050 m ²
1065 Lynwood Ave	RS3	7,936 m ²	Greater than 4050 m ²
750 Victoria Dr	RS3	2,577 m ²	Not connected to sanitary
2280 Kingsway Ave	RS3	1,072 m ² total (3 lots)	Not connected to water or sanitary
2282 Kingsway Ave	RS3	146 m ²	Not connected to water or sanitary
2276 Kingsway Ave	RS3	1,140 m ²	Not connected to water or sanitary
2276 Kingsway Ave	RS3	685 m ²	Not connected to water
2252 Kingsway Ave	RS3	720 m ²	Not connected to water or sanitary
2246 Kingsway Ave	RS3	610 m ²	Not connected to water or sanitary
2236 Kingsway Ave	RS3	889 m ²	Not connected to water or sanitary
2230 Kingsway Ave	RS3	305 m ² each (2 lots)	Not connected to water or sanitary
1840 McLean Ave	RS3	4,085 m ²	Greater than 4050 m ²
965 Fort Fraser Rise	RS1	4,881 m ²	Greater than 4050 m ²
2542 Patricia Ave	RS1	4,669 m ²	Greater than 4050 m ²
1863 Windermere	RS1	5,116 m ²	Greater than 4050 m ² – (<i>subdivision application in process</i>)
690 Prairie Ave	RS3	11,807 m ²	Greater than 4050 m ² and not connected to sanitary and outside the Urban Containment Boundary
Properties within the Agricultural Land Reserve (ALR)	A	Various sizes	Not connected to sanitary and outside the Urban Containment Boundary
Properties designated Frequent Transit Development (FTD)	RS1, RS2, RS3	Various sizes	Within a Transit Oriented Area prescribed by Provincial legislation





■ Areas subject to extension request

RECOMMENDATION:

That Committee of Council:

- 1. Recommend to Council they adopt amendments to the Official Community Plan and Parking and Development Management Bylaw, as outlined in this report, in order to comply with Bill 47: Housing Statues (Transit-Oriented Areas) Amendment Act, 2023;*
- 2. Direct staff to consider additional opportunities to support transit-oriented development through the Official Community Plan update.*

PREVIOUS COUNCIL/COMMITTEE ACTION

None.

REPORT SUMMARY

This report provides a summary of bylaw amendments proposed as a response to the Transit-Oriented Areas {*Bill 47: Housing Statues (Transit-Oriented Areas) Amendment Act 2023*} legislation. The report recommends that lands contained within the three prescribed Transit-Oriented Areas (TOA) be given a Frequent Transit Development land use designation in the OCP, that policies to support consideration of development within these areas be included in the Housing section of the OCP and that the Parking and Development Management Bylaw be amended to remove the requirement for residential parking in a TOA. The report further recommends that additional opportunities to support transit-oriented development be considered as part of the Official Community Plan update process.

BACKGROUND

On November 30, 2023, *Bill 47: Housing Statues (Transit-Oriented Areas) Amendment Act 2023* was enacted by the Province of British Columbia. The legislation, and the accompanying Transit-Oriented Areas Regulations, introduced a requirement for municipalities to permit minimum heights and densities for residential development on lands within set distance tiers from prescribed transit stations (TOA). The legislation also implemented a restriction on parking requirements for residential development within a prescribed TOA. Municipalities must designate these TOA by bylaw by June 30, 2024.

The Province passed several other pieces of complementary legislation which include the following additional requirements or provisions:

- Under *Bill 44: Housing Statues (Residential Development) Amendment Act 2023*, enacted requirements for municipalities to:
 - Eliminate public hearings for residential rezoning which are consistent with an Official Community Plan (immediate implementation);
 - Allow increased density on lots currently zoned for single family or duplex homes (by June 30, 2024);

Transit-Oriented Areas (Bill 47) Bylaw Amendments

- Complete an updated Housing Needs Report using a 20-year timeframe (by January 1, 2025); and,
- Update Official Community Plans and Zoning bylaw to align and accommodate 20-year housing projection (by December 31, 2025).
- Under *Bill 46: Housing Statues (Development Financing) Amendment Act 2023*, amended the provisions and tools by which municipalities can finance capital costs associated with new development, including introducing Amenity Cost Charges (ACC). Existing municipal policies and bylaws pertaining to amenity and density bonusing will need to be amended and an ACC bylaw adopted by December 31, 2025.
- Under *Bill 16: Housing Statues Amendment Act 2023*, provided municipalities new powers related to site level infrastructure and transportation requirements for new development, provision for municipalities to adopt Tenant Protection Bylaws (TPB), and new requirements pertaining to inclusionary zoning and use of density bonus provisions. This legislation is effective immediately, or as provided in previous legislation.

Legislative Framework for Transit-Oriented Areas (Province):

Bill 47 legislation establishes TOA around transit stations. The stations are separated into categories based on location and transit technology; within each category, the legislation sets a series of tiers based on distance from the transit station and then sets required minimum heights and densities for each of their tiers. In Port Coquitlam, two TOAs were effective as of December 7, 2023, and one TOA is effective as of June 30, 2024.

The legislation does not require municipalities to pre-zone lands, and does not change established rezoning processes (including submission requirements and fees) or the ability to require other approval processes such as development permits and building permits. It does not preclude the need for a rezoning application where a development proposes a density or height greater than what is permitted by current zoning; however, municipalities must adhere to the new minimum allowable densities and heights when exercising zoning authority in relation to rezoning applications and may not deny a rezoning application based solely on the density or height proposed if it is at or below the density and height set out in the Bill 47 legislation. Municipalities are also prohibited from requiring off-street residential parking stalls within a TOA development.

This legislation only applies to properties within a TOA zoned to permit a residential land use; including mixed commercial/residential land uses but not ancillary residential permitted with a principal industrial and agricultural use. For purposes of applying density bonus policies, municipalities are temporarily permitted to consider density within existing zoning as the base density; this provision will end December 30, 2025, when municipalities are expected to have an updated OCP with an associated Amenity Cost Charge bylaw in place.

The Province released the Provincial Policy Manual: Transit-Oriented Areas in December 2023

Transit-Oriented Areas (Bill 47) Bylaw Amendments

(updated in February 2024). This Manual includes recommended standards which must be considered by municipalities when making the necessary changes to regulations and policies to implement the TOA legislation and when making the following land use decisions related to lands in TOAs:

- Designating TOAs by bylaw
- Developing or amending an Official Community Plan
- Developing or amending zoning bylaws
- Developing or adopting parking regulation bylaws

Municipalities must designate TOAs by bylaw by June 30, 2024, and must provide notification to the Province once adoption of the bylaw is complete. Municipalities that do not comply with these legislative requirements may be subject to a ministerial order which overrides non-compliant bylaws.

Existing policies and regulations (Port Coquitlam):

The Official Community Plan (OCP) is the City's vision for future growth and development of the community. The OCP designates lands for specified uses, establishes policies to guide land use changes through rezoning processes in accordance with land use designations, and defines objectives and design guidelines through development permit designations to regulate new development.

The OCP includes the Frequent Transit Development (FTD) land use category, which allows for comprehensive developments with a mix of commercial and attached residential uses located in close proximity to a rapid transit station. The lands currently designated for FTD are within a defined triangular area bounded by Westwood Street and Woodland Avenue, in proximity to Lincoln SkyTrain Station.

The OCP also includes policies to support consideration of development within an FTD designated area, which includes ensuring development is transit-oriented and designed in a comprehensive manner, includes enhanced pedestrian and cycling oriented streetscapes, public realm and connections, appropriate building forms and commercial/residential land uses, a variety of housing tenure, compatible transition and design to adjacent lands and vehicular access.

The Zoning Bylaw establishes the specific uses permitted on property and associated regulations. The OCP contemplates lands within an FTD designated area would be rezoned to a Comprehensive Development Zone which allows site specific regulations pertaining to land uses, densities and other aspects of development.

Other relevant documents include the Parking and Development Management Bylaw, which establishes the minimum parking stalls required for different forms of development, and the Density Bonus Policy which establishes the conditions by which the City will consider residential density which is over and above the density permitted within the existing zone or designation (in an area

Transit-Oriented Areas (Bill 47) Bylaw Amendments

designated as FTD in the OCP. (The policy specifies residential density in excess of a 1.5 FAR may be considered with a contribution of \$50/ft²).

Prescribed Transit-Oriented Areas in Port Coquitlam:

The legislation prescribes three TOAs in Port Coquitlam; Coquitlam Central TOA and Lincoln Station TOA are Category 1 TOA (Skytrain Station) and Port Coquitlam Station TOA is a Category 2 TOA (Bus Exchange or West Coast Express Station). Land within each TOA is divided into tiers based on their distance from the transit station. Maps which depict the extent of each TOA are included in Attachment 1. The tables below show a summary of the categories, tiers, and permitted densities for these TOAs.

Category 1 TOA (Skytrain)	Tier	Distance from Station	Minimum Density (FAR)	Minimum Height (Stories)	Comments
Lincoln Station and Coquitlam Central	1	200m or Less	Up to 5.0	Up to 20	No lands in either TOA
	2	200m-400m	Up to 5.0	Up to 12	Lands in Lincoln Station TOA
	3	400m-800m	Up to 5.0	Up to 8	Lands in both TOAs

Category 2 TOA (Bus/WCE)	Tier	Distance from Station	Minimum Density (FAR)	Minimum Height (Stories)	Comments
Port Coquitlam Station	1	200m or Less	Up to 4.0	Up to 12	
	2	200m-400m	Up to 3.0	Up to 8	

DISCUSSION

The recommended approach is reflective of the constrained timeframes for implementation decreed by the Province and designed to be implemented in two successive stages.

Stage 1: Initial Compliance

The recommended Stage 1 approach is intended to meet the requirements of the new legislation to designate prescribed TOAs, remove parking requirements for residential development within a TOA and to ensure compliance with the Provincial Policy Manual: Transit-Oriented Areas (Manual). The recommended bylaw amendments are summarized below:

- Section 7.2 *Housing and Neighbourhoods* in the Official Community Plan will be amended to include a new TOA section containing maps depicting the three prescribed TOAs and includes a description of each TOA, including transit category, relevant tier(s) per distance, minimum allowable density and minimum allowable height.
- Section 8.2 *OCP Land Use Designations and Zoning* will be amended to designate residential or mixed residential and commercial properties within the three prescribed TOAs as Frequent Transit Development (FTD), and the definition of this land use designation amended accordingly.
- Policies to support consideration of development within an FTD land use designation will be amended to note compliance with Bill 47 legislation and consideration of the Manual, include policies to support commercial/mixed use developments within appropriate contexts, ensure provisions of services and utilities to support higher density uses, design/transition criteria to ensure fit within community context and adherence to the Density Bonus Policy for lands designated FTD; and
- Amendments to the Parking and Development Management Bylaw to remove residential parking requirements for developments located within a prescribed TOA.

Stage 2: Additional Opportunities

Through the upcoming OCP review process, a more comprehensive assessment of the policies, regulations and opportunities pertaining to transit-oriented development would be undertaken. This would include consideration of expanding the TOA boundaries where they currently end mid-block with graduated densities and heights to help transition to surrounding neighbourhoods.


Consideration would also be given to expanding the TOA policies and FTD land use designation to other areas of the City, such as Shaughnessy and Lougheed Highway, subject to consideration of matters such as the provision of appropriate services, infrastructure, utilities, and amenities and clarity on matters such as encouraged unit type, size and tenure for transit-oriented development, amenity and density bonus provisions and affordable housing requirements.

FINANCIAL IMPLICATIONS

Construction of new housing units associated with the prescribed densities is anticipated to increase the assessed value of the lands but also anticipated to require the provision of additional services, infrastructure and amenities. A full financial assessment of the impacts of this change has not been undertaken.

Transit-Oriented Areas (Bill 47) Bylaw Amendments

OPTIONS (✓ = Staff Recommendation)

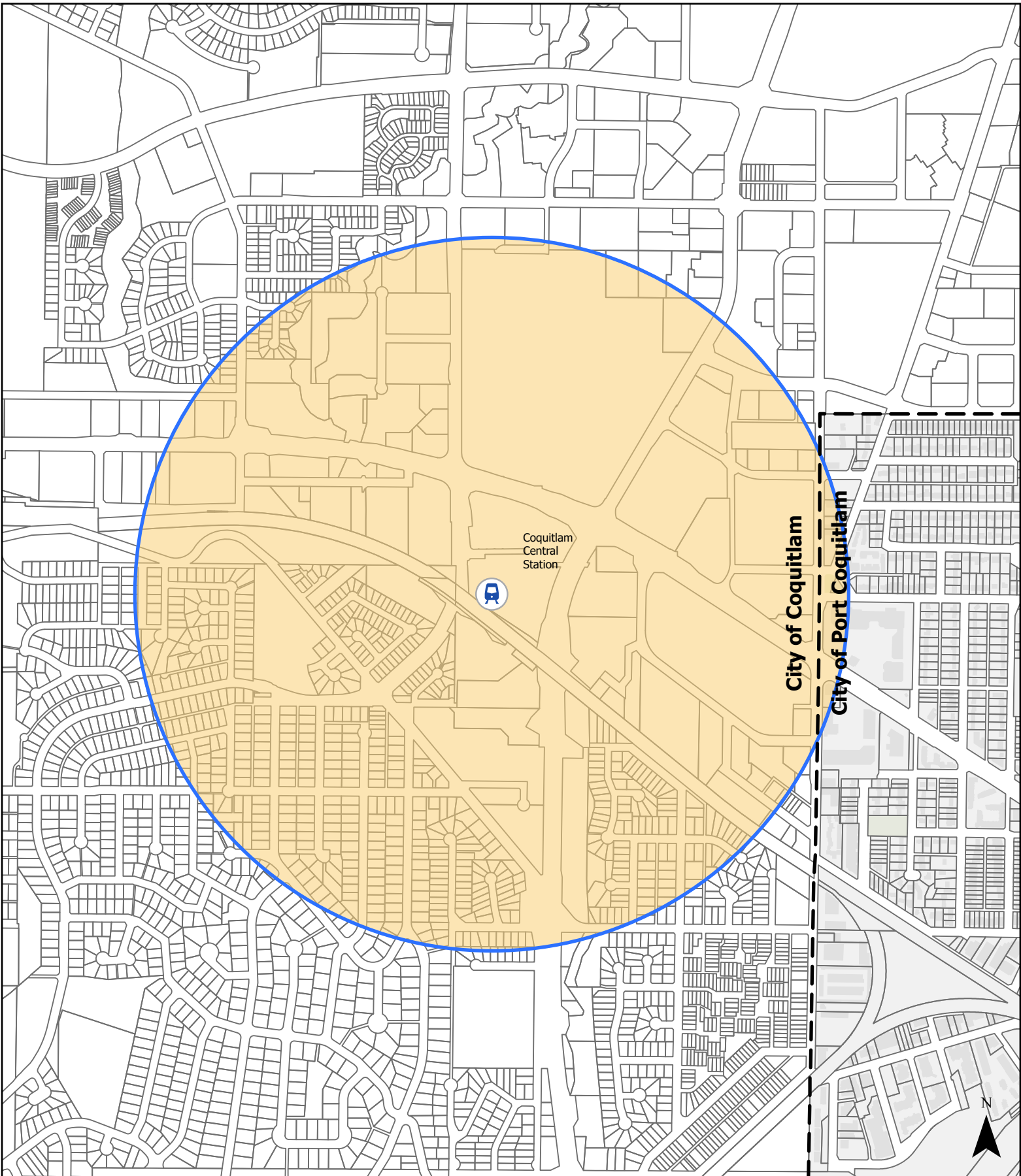
	#	Description
	1	Recommend to Council that the bylaw and policy amendments recommended in this report as a response to Bill 47 be approved.
	2	Request additional information or amendments to the proposed amendments.

ATTACHMENTS

Attachment 1- Maps of prescribed TOAs

Lead author(s): Jennifer Little

Contributing author(s): Bryan Sherrell, Graeme Muir



**Coquitlam Central Station
(City of Port Coquitlam)**



Coquitlam Central Station



800m (Tier 2)



Transit Oriented Area



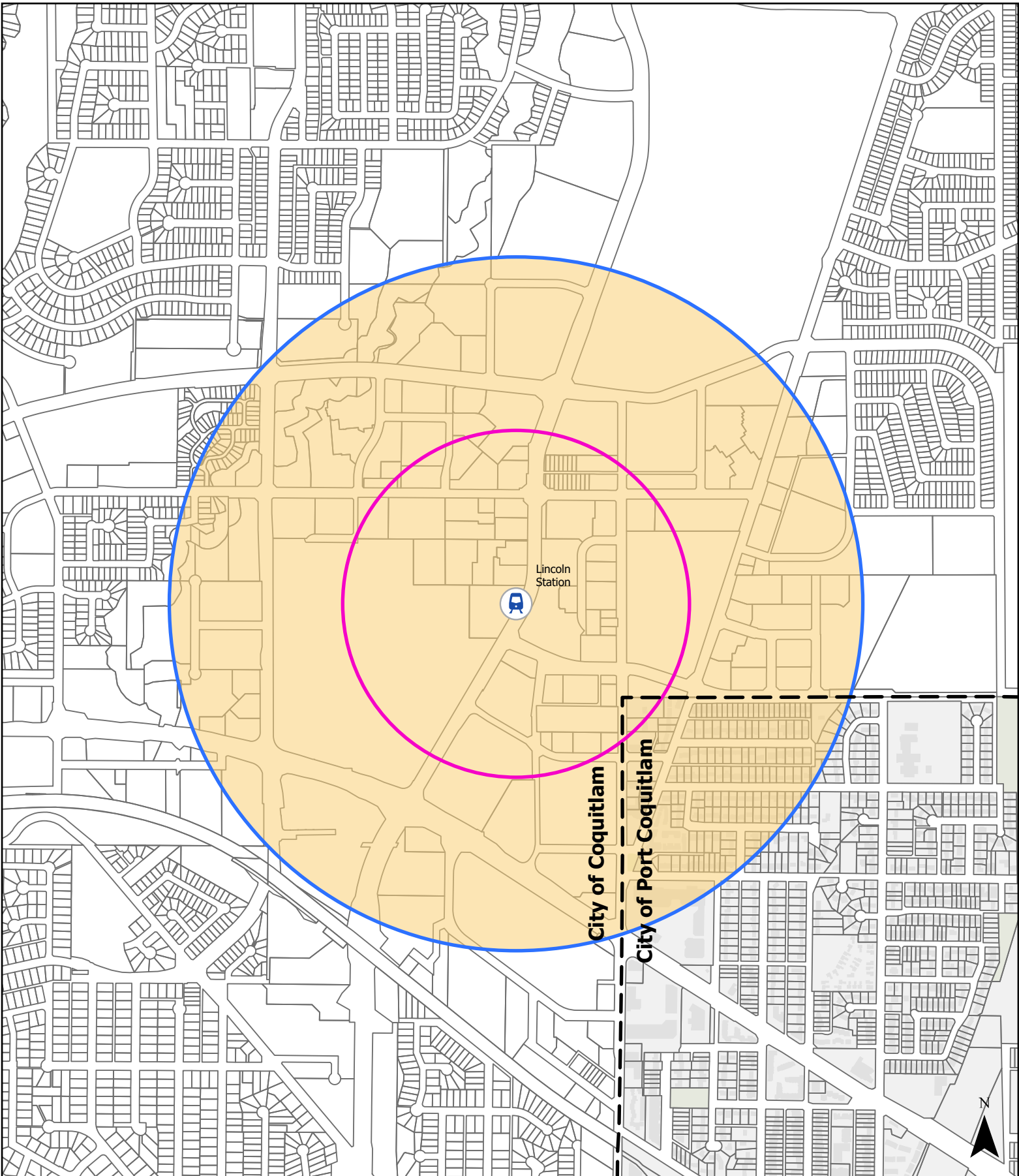
Parcel



Municipal Boundary



Meters



Lincoln Station
(City of Port Coquitlam)



Lincoln Station



Transit Oriented Area



400m (Tier 1)



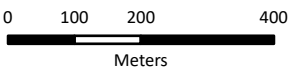
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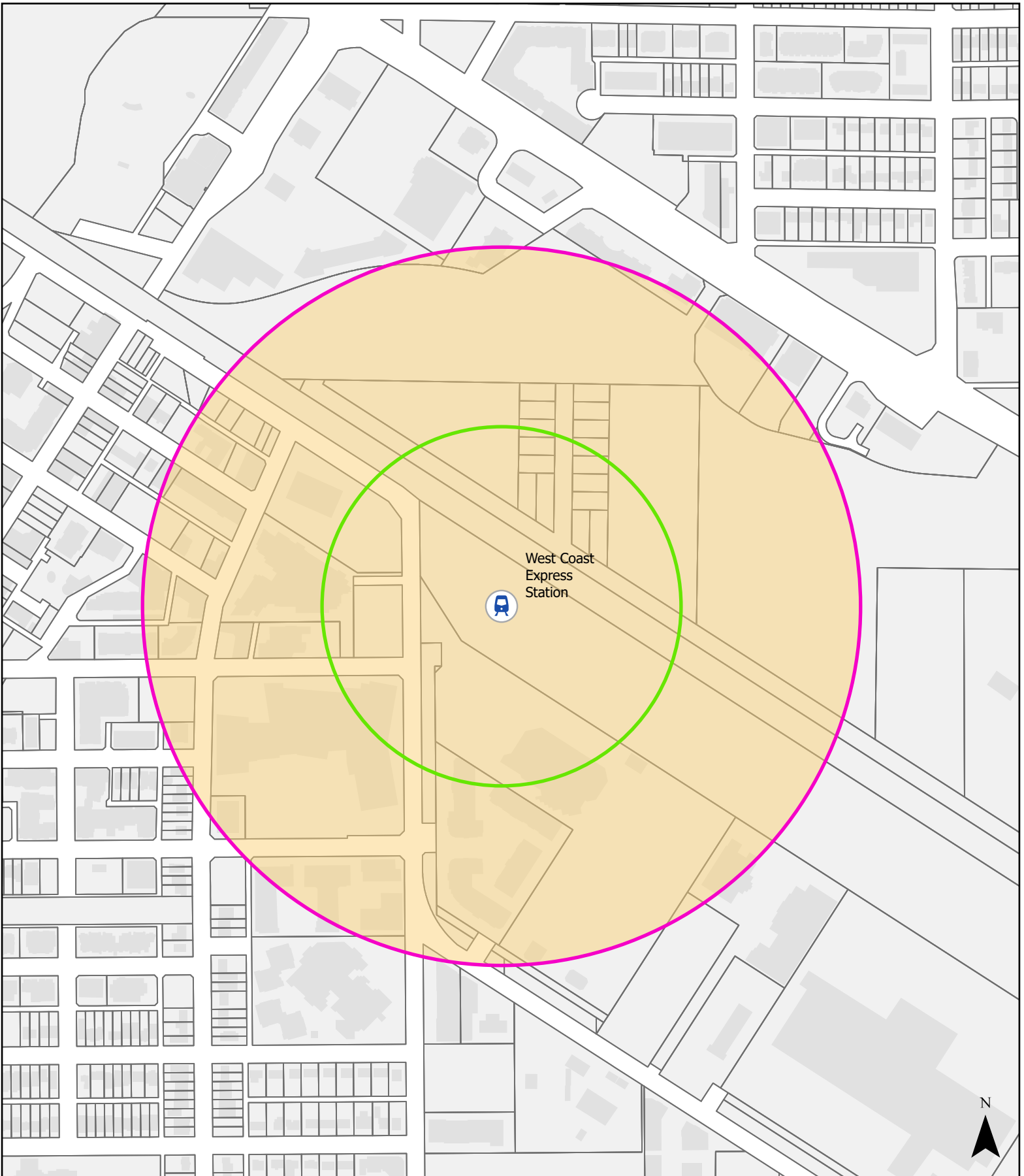


800m (Tier 2)



Municipal Boundary





**West Coast Express Station
 (City of Port Coquitlam)**



West Coast Express Station



Transit Oriented Area



200m (Tier 1)



Parcel



400m (Tier 2)



Municipal Boundary

