Council Regular Agenda

Council Chambers, 3rd Floor City Hall, 2580 Shaughnessy Street, Port Coquitlam, BC
Tuesday, July 10, 2018
Time: 7:00 p.m.

1. CALL TO ORDER

2. ADOPTION OF THE AGENDA

2.1 Adoption of the Agenda

Recommendation:

That the July 10, 2018, Regular Council Meeting Agenda be adopted as circulated.

3. BYLAWS

3.1 Official Community Plan Amendment Bylaw No. 4071 and Zoning Amendment Bylaw No. 4072 for 803 & 850 Village Drive – First Two Readings

Recommendation:

Smart Growth Committee recommends to Council that:

1) *Having given consideration to s.475 of the Local Government Act, the following consultation for the proposed Official Community Plan amendment be confirmed:*
   a) *the applicant's consultation with the community,*
   b) *on-site signage, and*
   c) *consideration of the application by Smart Growth Committee in open meetings;*
2) *The Official Community Plan be amended to include a new land use designation, Transit Corridor Commercial, and associated policy;*
3) *The land use designation for the mixed commercial/residential use portion of Fremont Village be changed from Highway Commercial to Transit Corridor Commercial;*
4) *Comprehensive Development Zone 31 be amended to:*
   a) *allow community commercial uses without being restricted as to size or percentages,*
   b) *allow 767 dwelling units of which 473 may locate in area C-1, and*
   c) *permit residential visitor parking spaces shared with commercial parking spaces;*
5) *The following conditions be met prior to adoption of the bylaw amendments to the satisfaction of the Director of Development Services:*
   a) *Submission of a report from an acoustical engineer with recommendations to mitigate highway noise for dwelling units and outdoor play spaces, if required, and registration of a legal agreement to ensure the dwelling units are constructed in accordance with the consultant's recommendations,*
   b) *Submission of sufficient fees and securities to ensure construction of a landscaped sound barrier along Lougheed Highway,*
   c) *Amendment of the design concept to include a children's playground designed to meet the needs of toddlers and young children living in Fremont Village,*
   d) *A determination of requirements for the applicant to comply with the City's density bonus policy for the additional dwelling units and the applicant fulfilling these requirements,*
   e) *A housing agreement to ensure:*
      i) *dwelling units within area C-2 will be restricted to rental occupancy for at least 10 years following the date of final occupancy, and,*

ii) 27 dwelling units to be rented as affordable units in perpetuity; and

6) Staff be directed to discuss the following with the applicant: extending the term of rental occupancy in area C-2 to 20 years, providing for 3-bedroom units, including carwash facilities for mixed-use buildings, and timing of the affordable units and community gardens for further report to Committee.

3.2 Zoning Amendment Bylaw No. 4073 for 853 & 867 Prairie Avenue – First Two Readings

Recommendation:

Smart Growth Committee recommends to Council:

1. *The zoning of 867 Prairie Avenue and a portion of 853 Prairie Avenue be amended from RS1 (Residential Single Dwelling 1) to RS2 (Residential Single Dwelling 2);*
2. *That prior to adoption of the amending bylaw, the subdivision be completed to the satisfaction of the Approving Officer;*
3. *That prior to adoption of the amending bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
   a. *Demolition of the existing building at 867 Prairie Avenue;*
   b. *Completion of design and submission of fees and securities for off-site works and services;*
   c. *Installation of tree protection barriers and submission of securities to ensure tree retention and on-site tree planting in the amount of $500 per tree;*
   d. *Registration of a legal agreement to ensure that the building design of each dwelling is substantially different in massing, location of windows, balconies and decks, façade materials and finishing.*

3.3 Somerset Street Reconstruction Local Area Service Establishment Bylaw No. 4070 - First Three Readings

Recommendation:

That Council give Somerset Street Reconstruction Local Area Service Establishment Bylaw, 2018, No. 4070 first three readings, and

That the 2018 financial plan be amended to include $120,000 from the general capital reserve for the City's share of the cost.

3.4 Zoning Amendment Bylaw No. 3958 for 3608/3620 Cedar Drive - Final Reading

Recommendation:

That Council give Zoning Amendment Bylaw No. 3958 for 3608/3620 Cedar Drive final reading.

3.5 Council Procedure Amendment Bylaw No. 4061 - Final Reading

Recommendation:

That Council give Council Procedure Amendment Bylaw No. 4061 final reading.

4. REPORTS

4.1 Community Cultural Development Investment Grant – Spring Intake 2018

Recommendation:

That Council approve funding for the following grant applications from the Community Cultural Development Investment Program for the following amounts:

Project Category:

- *Hyde Creek Watershed Society - $2,500*
- *Haney Farmers Market Society - $1,500*
- *Port Coquitlam Events Society - $7,500*
- *Art Focus Artists' Association - $1,500*

Development Category:

- *Theatrix Youtheatre Society - $5,000*
- *Friends of Leigh Square Society - $5,000*
- *PoCo Heritage Trees - $2,410*
- *Tri-City School of Music - $2,500*
- *Aurelia Bizouard Art - $2,500*
- *John Fitzgerald - $1000*

4.2 Zoning Amendment for 2850 Shaughnessy Street

Recommendation:

That the application to amend the Zoning Bylaw to allow for a child care facility accommodating 136 children at #3190 – 2850 Shaughnessy Street be refused.

5. STANDING COMMITTEE VERBAL UPDATES

5.1 Finance & Budget Committee

5.2 Healthy Community Committee

5.3 Smart Growth Committee

6. NEW BUSINESS

7. OPEN QUESTION PERIOD

8. ADJOURNMENT

8.1 Adjournment of the Meeting

Recommendation:

That the July 10, 2018, Regular Council Meeting be adjourned.

Smart Growth Committee Report

RECOMMENDATION:

Smart Growth Committee recommends to Council that:

1) Having given consideration to s.475 of the *Local Government Act*, the following consultation for the proposed Official Community Plan amendment be confirmed:
   a) the applicant's consultation with the community,
   b) on-site signage, and
   c) consideration of the application by Smart Growth Committee in open meetings;
2) The Official Community Plan be amended to include a new land use designation, Transit Corridor Commercial, and associated policy;
3) The land use designation for the mixed commercial/residential use portion of Fremont Village be changed from Highway Commercial to Transit Corridor Commercial;
4) Comprehensive Development Zone 31 be amended to:
   a) allow community commercial uses without being restricted as to size or percentages,
   b) allow 767 dwelling units of which 473 may locate in area C-1, and
   c) permit residential visitor parking spaces shared with commercial parking spaces;
5) The following conditions be met prior to adoption of the bylaw amendments to the satisfaction of the Director of Development Services:
   a) Submission of a report from an acoustical engineer with recommendations to mitigate highway noise for dwelling units and outdoor play spaces, if required, and registration of a legal agreement to ensure the dwelling units are constructed in accordance with the consultant's recommendations,
   b) Submission of sufficient fees and securities to ensure construction of a landscaped sound barrier along Lougheed Highway,
   c) Amendment of the design concept to include a children's playground designed to meet the needs of toddlers and young children living in Fremont Village,
   d) A determination of requirements for the applicant to comply with the City's density bonus policy for the additional dwelling units and the applicant fulfilling these requirements,
   e) A housing agreement to ensure:
      i) dwelling units within area C-2 will be restricted to rental occupancy for at least 10 years following the date of final occupancy, and,
      ii) 27 dwelling units to be rented as affordable units in perpetuity; and
6) Staff be directed to discuss the following with the applicant: extending the term of rental occupancy in area C-2 to 20 years, providing for 3-bedroom units, including carwash facilities for mixed-use buildings, timing of the affordable units and community gardens, for further report to Committee.

ATTACHMENTS

Attachment 1: 2018 07 03 Report to Smart Growth Committee

Official Community Plan Amendment and Rezoning Applications for Fremont Village (850 Village Drive)

RECOMMENDATIONS:

That Smart Growth Committee recommend to Council that:

1) Having given consideration to s.475 of the *Local Government Act*, the following consultation for the proposed Official Community Plan amendment be confirmed:
   a) the applicant's consultation with the community,
   b) on-site signage, and
   c) consideration of the application by Smart Growth Committee in open meetings.
2) The Official Community Plan be amended to include a new land use designation, Transit Corridor Commercial, and associated policy;
3) The land use designation for the mixed commercial/residential use portion of Fremont Village be changed from Highway Commercial to Transit Corridor Commercial;
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5) The following conditions be met prior to adoption of the bylaw amendments to the satisfaction of the Director of Development Services:
   a) Submission of a report from an acoustical engineer with recommendations to mitigate highway noise for dwelling units and outdoor play spaces, if required, and registration of a legal agreement to ensure the dwelling units are constructed in accordance with the consultant's recommendations;
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   c) Amendment of the design concept to include a children's playground designed to meet the needs of toddlers and young children living in Fremont Village;
   d) A determination of requirements for the applicant to comply with the City's density bonus policy for the additional dwelling units and the applicant fulfilling these requirements;
   e) A housing agreement to ensure:
      i) dwelling units within area C-1 will be restricted to rental occupancy for at least 10 years following the date of final occupancy; and,
      ii) 27 dwelling units to be rented as affordable units in perpetuity.

PREVIOUS COUNCIL/COMMITTEE ACTION

At the July 13, 2017, Smart Growth Committee meeting, the following motion was passed:

In consideration of an application to amend Official Community Plan policies to allow community commercial uses in the Fremont Village development, as well as additional residential units, that required consultation include an advertised opportunity for public comment at the Smart Growth Committee meeting, consultation with the downtown BIA and

other businesses, and referral to the City of Pitt Meadows.

Committee also provided the following direction to the applicant*:*

"..consider replacing the proposed mixed-use commercial developments with more residential units as part of the proposed consultation process and … obtain the opinions of business owners located throughout the community as part of that consultation."

At the March 20, 2018, Smart Growth Committee meeting, Committee requested that the applicant provide:

"*further information on options to accommodate additional community commercial uses, provision of rental / social housing units and redesign of the village concept to reflect the change in vision".*

Re Official Community Plan Land Use Policy:

At the May 11, 2017 Smart Growth Committee meeting, Committee resolved,

"That the Official Community Plan update include … policies to permit and guide transit-oriented development of nodes at rapid bus stop locations along the Lougheed Highway…

REPORT SUMMARY

This report describes Onni's application to amend regulations currently in place for Fremont Village to change the vision it would be a highway-oriented commercial centre to that of a vibrant mixed-use centre. Onni wishes to be permitted to lease more of its commercial spaces to community commercial uses and to construct up to 473 dwelling units in accordance with this vision, whereas it is currently restricted to a larger, highway-oriented commercial tenants and a maximum of 200 dwelling units. Onni advises it has been unable to find commercial tenants within its current zoning restrictions due to a changing commercial market.

A new designation, Transit Corridor Commercial, is proposed to be included in the Official Community Plan in keeping with the City's direction to allow for lands along the Lougheed Highway corridor to transition to higher density and mixed-use, transit-oriented development. As the update to the Plan has been deferred to 2019, bringing forward the designation at this time is proposed to accommodate the applicant's proposal in keeping with the intended direction.

The report further recommends the comprehensive development zone be amended in keeping with the change in vision. It proposes that Committee set a number of conditions to be met prior to bylaw amendment, including a requirement that the dwelling units remain rental for a minimum of ten years and that 10% of the additional units be affordable rental units (27 units). Other conditions are recommended to ensure mitigation of noise impacts of Lougheed Highway on dwelling units, an enhanced pedestrian realm, appropriate on-site space for children's play, compliance with the City's density bonus policy.

BACKGROUND

The adoption of the Official Community Plan in 2005 resulted in what is now known as Fremont Village being included in a "Highway Commercial" land use designation. Associated policies endorsed at the time reflected the Plan's vision for the Dominion Triangle to develop as a highway-oriented commercial area attracting a regional market and an expectation that, as such, the area would not significantly

impact businesses in the Downtown and Northside Centre. To achieve this policy direction, the regulations for Fremont Village generally restricted commercial uses to large format retail (big box) with substantial parking. The concept also allowed for residential uses as part of a comprehensive development to locate within the Highway Commercial designation of the Plan. Over time, provision has been also made for smaller tenancies, both in response to applications from the developer as well as its tenants.

After determining that the site's geotechnical conditions would not accommodate high rise construction, Onni's original concept to build two high rise apartment buildings with 550 units in the area shown below as "C-2" was replaced by two six-storey buildings with 294 units. These buildings are now under construction.

Official Community Plan
Current Land Use Designations

Existing Development
(mid-2016)

The large format retail sites to the north of Fremont Village, which include the Walmart and Canadian Tire businesses, are successfully developed in accordance with their highway commercial land use designation and zoning. However, the comprehensive commercial development envisaged for Fremont Village has been only partially completed with single-storey commercial buildings accommodating mid-sized retail and highway commercial uses. Approximately 1/3 of the commercial buildings remain unoccupied despite being built several years ago and approximately 25% of the site is still undeveloped.

Given the changing retail market, in 2017 Onni submitted an application to be permitted to reduce its permitted commercial square footage, allowed to have the full complement of retail and personal services uses located in smaller premises, and construct more residential units. As noted in the staff report to Committee in July 2017, Onni had provided a Retail Impact Assessment in support of this amendment. Its consultant concluded:

> *"The proposed [OCP amendment and] rezoning does not fundamentally change the role or primary customer draw of Fremont Village. The inclusion of some smaller stores and services (many of the same type already allowed under the CD31 guidelines) is expected to have little or no impact on shopping patterns in the Downtown or Northside. Due to wide differences in terms of locations, character, anchor tenants, business types/tenant mix, parking, and rental rates, Fremont Village, the Downtown, and Northside do not directly compete for tenants or*

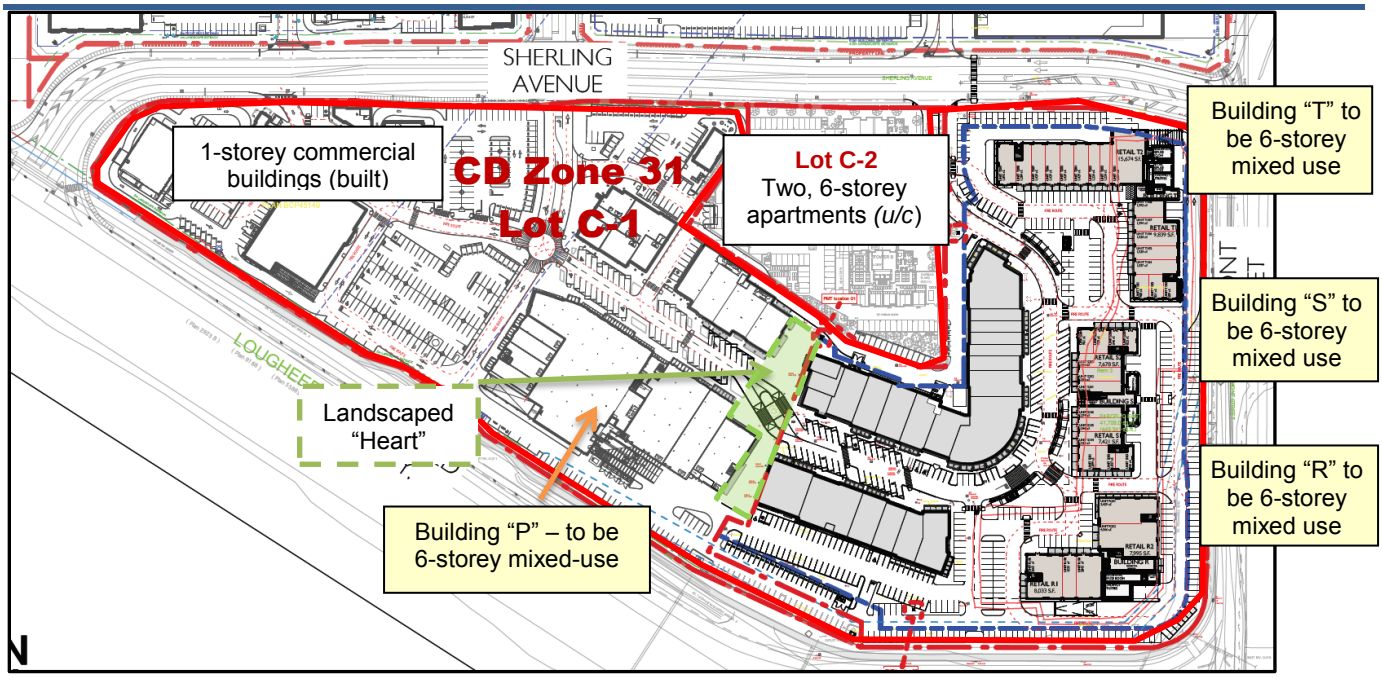
shoppers. Since Onni began marketing Fremont Village several years ago, no tenants have relocated to the site from the Downtown and only one from the Northside."

In order to assess these findings, the City had engaged a consultant to provide a peer review. Also as noted previously to Committee, that review confirmed the overall conclusions of the applicant and supported a recommendation to amend the Official Community Plan for Fremont Village to change the Highway Commercial designation to permit community-servicing uses. The Downtown Business Improvement Association submitted a letter indicating it did not support the amendment, noting its concern with potential impact on its members.

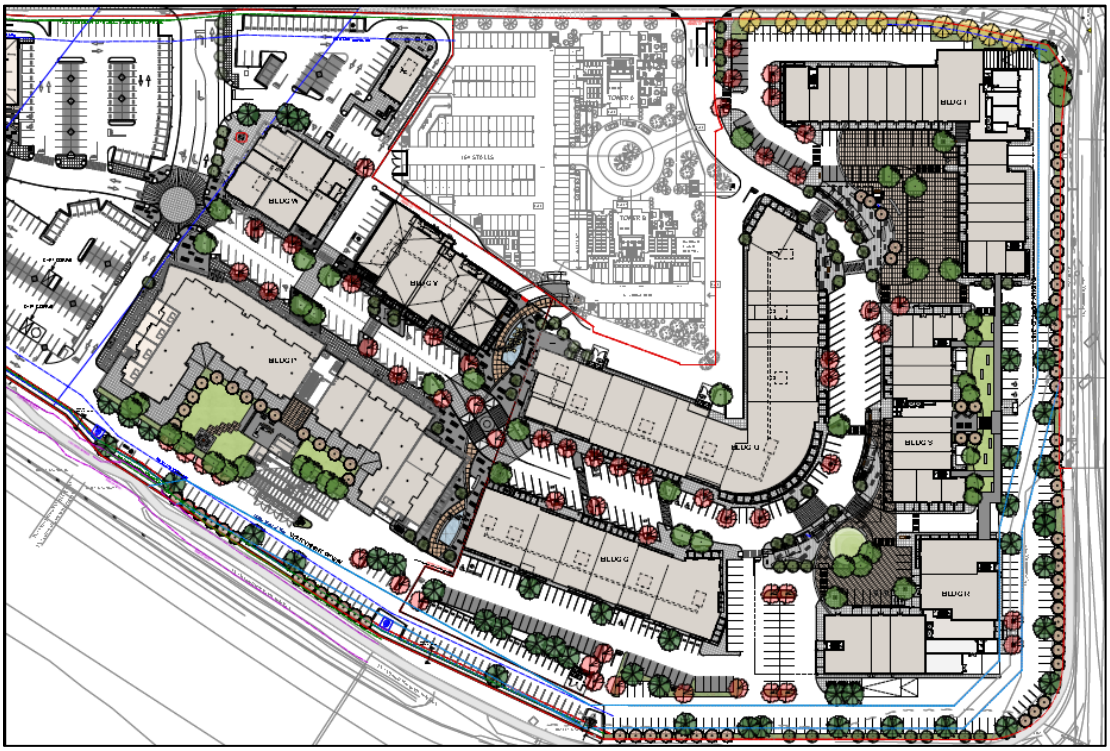
To accommodate the requested changes, Onni proposes to redesign the buildings which have not yet been built. In general, its proposal is to shrink the footprint of buildings "R", "S" and "T" and replace an upper storey commercial space with five residential storeys. Residential parking for tenants is proposed to be underground, 130 residential visitors' parking spaces would be at-grade and 5 spaces underground, and commercial parking would be at grade in the surface lots. Building "P" would also be redesigned to replace a second floor commercial floor area with five floors of residential, locating its resident parking underground (213 spaces), visitors' parking at grade (34 spaces), and commercial parking (100 spaces) underground and at grade. The applicant also proposes to enhance the landscaping compared to that proposed for the commercial development and treat some of the parking areas with brick pavers. The net changes are summarized in the following table:

Fremont Village	**Permitted per CD31**	**Proposal July 13th, 2017**	**Proposal July 3rd, 2018**
Commercial floor area	36,017 m^2	26,414 m^2 (reduced by 9,603 m^2)	22,792 m^2 (reduced by13,225 m2)
Residential			
Lot C-1 (mixed-use development)	Up to 200 units	303 (103 more than permitted)	473 (273 more than permitted)
Lot C-2 (residential)	Up to 600 units	294 units (306 less than permitted)	294 units (under construction)
Total Residential (C-1 and C-2)	Maximum 600 units	597 (3 less than zoning total)	767; (273 more units in C-1; 167 more than zoned)
Rental* (10 year commitment)	Not applicable	n/a	273
Rental, reduced rent	Not applicable	n/a	27 (10%)

Official Community Plan Amendment and Rezoning Applications for Fremont Village (850 Village Drive)



Amended proposal July 2018 – yellow-shaded text boxes indicate proposed construction



Proposed site development showing building footprints, surface parking and landscaping

DISCUSSION

Official Community Plan amendment: The current "Highway Commercial" land use designation and policies of the Official Community Plan are not considered to accommodate the intensity and type of land uses requested by Onni and the Plan must be amended for approval of the requested change in zoning. The recommendation that the Plan include a new designation, Transit Corridor Commercial, is in keeping with the direction provided by the Smart Growth Committee in 2017. While the update to the Official Community Plan in 2019 is anticipated to include other areas in this land use designation, a site-specific amendment is proposed for the Fremont Village lifestyle centre to accommodate the applicant's timing. Amending the Plan would recognize the proximity of Fremont Village to the Lougheed Highway corridor, enhanced transit service to be located on Lougheed, and the increasing role that the center plays in serving the eastern part of Port Coquitlam.

The following policy is also proposed to be included in the OCP amendment to guide applications for rezoning in the new land use designation of Transit Corridor Commercial:

> *That an amendment to the Zoning Bylaw to provide for a transit-oriented mixed use development will:*
>
> *a. include housing that will deliver a defined public benefit, such as secured rental, special needs, family-oriented, or non-market units;*
>
> *b. provide for development of an enhanced pedestrian and cycling-oriented streetscape with wider sidewalks, lighting, and street trees as well as infrastructure such as bus shelters, cycling facilities and crosswalks to promote connectivity; and,*
>
> *c. require project designs to mitigate the impact of the highway location including noise and pollution mitigation features.*

Zoning Bylaw Amendment and Conditions to be met prior to Bylaw Adoption: The proposed bylaw amendment would decrease the maximum amount of permitted commercial space, allow a full range of community commercial uses, increase the maximum number of dwelling units and allow more dwelling units to be located within area C-1. Attachment 2 presents a proposed draft amendment to the existing Comprehensive Development Zone 31 with these changes.

In Committee's previous consideration of the proposal, the Downtown Business Improvement Association had advised it did not support the application due to concern an increased number of smaller-scale commercial uses in Fremont Village could impact the viability of its businesses. Committee requested staff provide information on options to the amendment as proposed with the intent that the bylaw could continue to distinguish between the size and type of commercial uses permitted in the Downtown and North Side compared to that permitted in Fremont Village. The primary option would be to continue to maintain a maximum percentage of community commercial uses, but increase that number, or continue to require these uses to locate in larger premises, but reduce that size. Staff do not recommend either direction as it would be difficult to administer and unlikely to achieve the desired objective. If the increase in dwelling units is approved for Lot C-1, then residents are likely to anticipate having access to a full range of community commercial uses within their neighbourhood.

Onni has determined that it is possible to locate the parking for residents, but not visitors, within the buildings. The zoning bylaw amendment as drafted would allow for residential visitor spaces to be located in the surface parking being developed for the commercial uses and shared with this use. Such parking arrangements are generally common in larger mixed-use centres and the proposal is not expected to create any significant issues.

Onni has submitted preliminary design information indicating how it would accommodate the additional dwelling units, but has not finalized a number of detailed design issues. The following conditions precedent to bylaw adoption are recommended to ensure residents' needs would be met in the future development:

- submission of a design for an appropriate children's play space,
- confirmation that the proposed pedestrian and bicycle connections meet residents' needs for convenient, safe access to transit stops and other destinations; and
- a determination that the impact to residents from high traffic volumes on Lougheed Highway can be mitigated by submission of a report from an acoustical engineer with recommendations to mitigate highway noise for dwelling units and outdoor play spaces, if required, registration of a legal agreement to ensure the dwelling units are constructed in accordance with the report, and construction of an acoustical fence.

Onni proposes to operate 10% of the additional units (i.e., 27 units) in accordance with the housing income limits set by BC Housing. The City can ensure provision of the affordable units by requiring a housing agreement and an appropriate monitoring system could be defined in drafting the agreement.

The change from a higher percentage of commercial space to more residential units may result in increased property value. The City would need to determine if an increase in value is realized as would be determined by a 3rd party appraisal (paid for by the applicant). Once this information is obtained, a report would be submitted to Committee for further consideration to ensure compliance with the City's policy.

FINANCIAL IMPLICATIONS

The request to increase residential density and decrease in commercial square footage with a change in commercial uses will impact tax revenues. With the consultant indicating limited demand for the approved amount of commercial square footage, amending the Official Community Plan as requested is expected to facilitate completion of the Fremont Village development, increasing overall tax revenue, whereas a decision to not amend the bylaw at this time would continue the issue of vacant retail space and vacant development sites, to the detriment of both revenues and the surrounding area.

PUBLIC CONSULTATION

As part of its consultation in 2017, Onni reached out to existing businesses at Fremont Village by hand-delivering letters and following up with emails, contacted residents located in the Fremont Neighbourhood by emailing the strata management, mailed information to 496 business addresses in

the Northside Center and Ottawa Street commercial area, and met with the Port Coquitlam Business Improvement Association (BIA).

The requested amendment to an Official Community Plan requires confirmation of the opportunities for consultation with the public as recommended by this report.

OPTIONS

Smart Growth Committee may:

#	Description
1 ✓	Proceed with consideration of the Official Community Plan and Zoning bylaw amendment as described in this report to change the designation of Fremont Village to Transit Corridor Commercial and to amend Comprehensive Development Zone 31.
2	Request additional information prior to considering the recommendations of this report, or
3	Determine that it does not wish to amend the Official Community Plan and Zoning Bylaw as requested. Pursuant to the delegated authority bylaw, the applicant may appeal the decision to Council.

Note: Reports referenced in this report and previously considered by the Smart Growth Committee are available from the Planning Division on request or may be viewed on the Smart Growth Committee's agenda pages posted on www.portcoquitlam.ca .

CITY OF PORT COQUITLAM

OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW, 2018

Bylaw No. 4071

Whereas an Official Community Plan was adopted by the "Official Community Plan Bylaw, 2013, No. 3838"

And whereas an amendment to the Official Community Plan has been prepared and after First Reading of this Bylaw the Council has:

(a) considered the amendment to the plan in conjunction with the City's financial plan;

(b) determined that no applicable waste management plan exists for consideration;

(c) determined that sufficient opportunities for consultation on the amendment to the plan have been provided;

(d) determined that the amendment to the plan does not affect the City of Coquitlam, District of Pitt Meadows, School District No. 43, the Metro Vancouver Regional District, TransLink, the Kwikwetlem First Nation or the provincial or federal government or their agencies.

The Council of the Corporation of the City of Port Coquitlam enacts as follows:

1. **Citation**

This Bylaw may be cited as "Official Community Plan Bylaw, 2013, No. 3838, Amendment Bylaw, 2018, No. 4071.

2. Administration

1) That Map 16 of the "Official Community Plan Bylaw, 2013, No. 3838" be amended by applying the land use designation Transit Corridor Commercial (TCC) to the area of land as shown on Schedule 1, attached to and forming part of this Bylaw.

2) That Section 7.6 of the "Official Community Plan Bylaw, 2013, No. 3838" be amended by adding the following section 13 under *Policies for Design*:

"13. *An amendment to the Zoning Bylaw to provide for a transit-oriented mixed use development will:*

a. include housing that will deliver a defined public benefit, such as secured rental, special needs, family-oriented, or non-market units;

b. provide for development of an enhanced pedestrian and cycling-oriented streetscape with wider sidewalks, lighting, and street trees as well as infrastructure such as bus shelters, cycling facilities and crosswalks to promote connectivity; and,

c. require project designs to mitigate the impact of the highway location including noise and pollution mitigation features.

3) That Section 8.2 of the "Official Community Plan Bylaw, 2013, No. 3838" be amended by including the following land use designation and description:

"**Transit Corridor Commercial** – The Transit Corridor Commercial designation allows for comprehensive developments with a mix of commercial and residential uses located in close proximity to transportation services.

4) That Section 8.2 of the "Official Community Plan Bylaw, 2013, No. 3838" be further amended by including 'Transit Corridor Commercial' in the table column headed, "OCP Designations", and by identifying "CD Comprehensive Development" as a permitted zone within this designation.

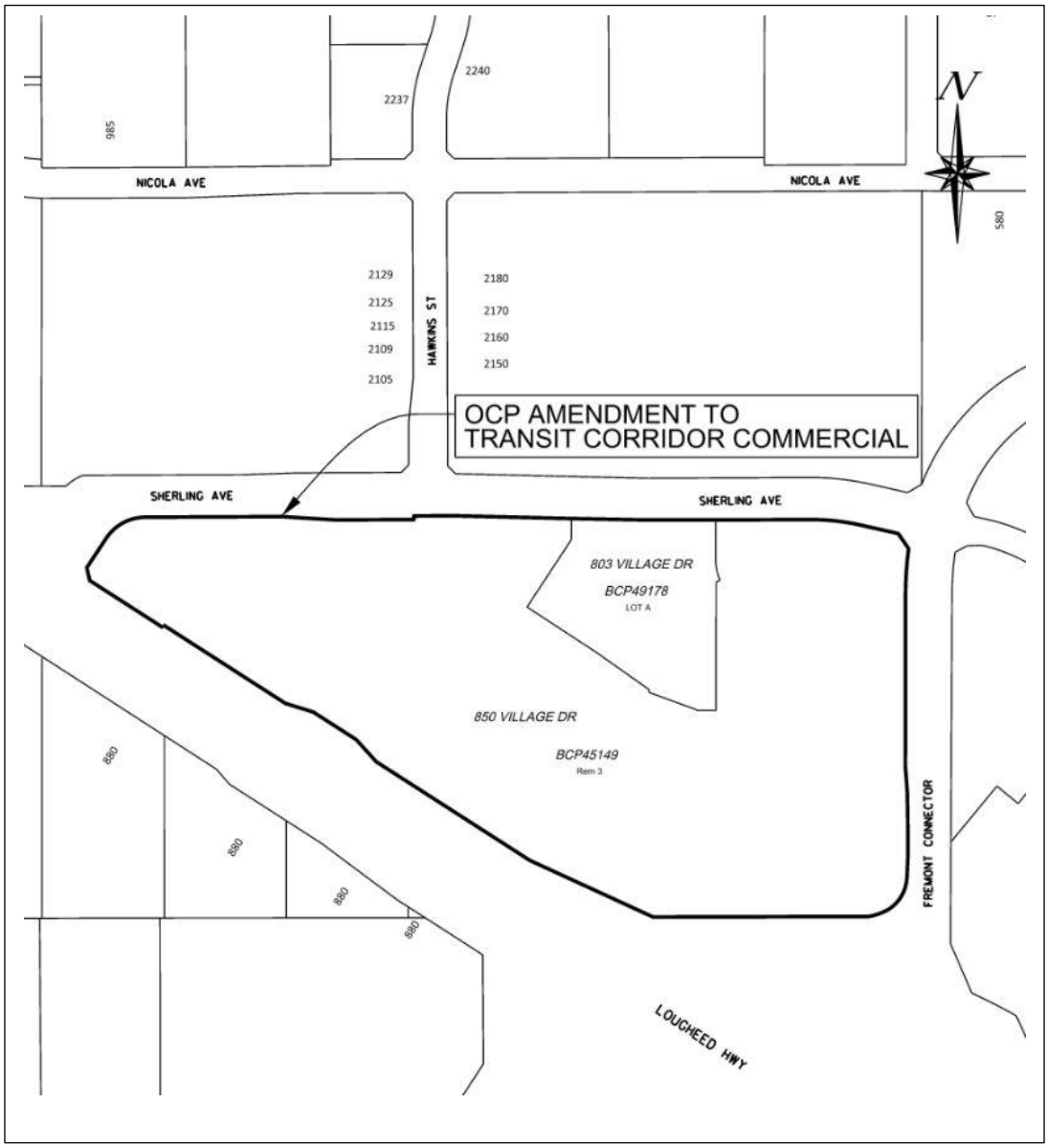
READ A FIRST TIME this 10th day of July, 2018

READ A SECOND TIME this 10th day of July, 2018

Mayor

Corporate Officer

SCHEDULE 1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OCP AMENDMENT TO
TRANSIT CORRIDOR COMMERCIAL
SHERLING AVE
SHERLING AVE
803 VILLAGE DR
BCP49178
LOT A
850 VILLAGE DR
BCP45149
Rem 3
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FREMONT CONNECTOR
LOUGHEED HWY

CITY OF PORT COQUITLAM

ZONING AMENDMENT BYLAW, 2018

Bylaw No. 4072

The Council of the Corporation of the City of Port Coquitlam enacts as follows:

1. **Citation**

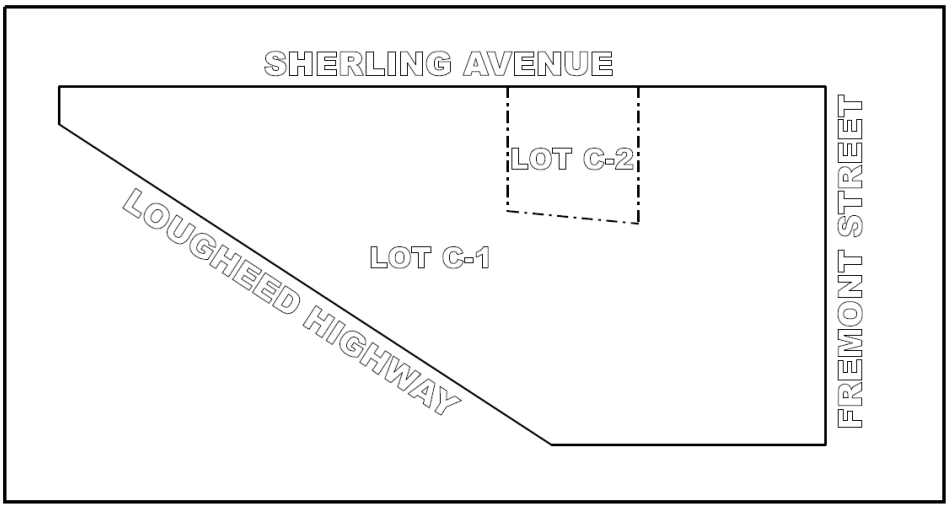
This Bylaw may be cited as "Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2018, No. 4072.

2. Administration

That "Zoning Bylaw, 2008, No. 3630" be amended by replacing 6.31 – CD31 Comprehensive Development Zone 31 with the following:

CD31 Comprehensive Development Zone 31 (Fremont Village)

Figure 6.31



Property Description

Area C-1 - Lot 3, Block 6N, Section 8, Range 1E, New West District, Plan BCP45149

Area C-2 - Lot A, Block 6N Section 8, Range 1E, New West District, Plan BCP49178

Permitted Uses

Table 6.31.1: Comprehensive Development Zone 31 Permitted Uses

	Lot C-1	Lot C-2
Apartments	■ Note 2	■ Note 2
Boarding	■ Note 3	■ Note 3

Child care facilities	■ Note 4	■ Note 4
Commercial indoor recreation	■	■ Note 5
Community commercial uses permitted in the CC-Community Commercial Zone	■	
Drive-through restaurants	**S** Note 6	
Drive through financial institutions	**S** Note 7	
Neighbourhood pub	**S** Note 8	
Packaged liquor sales	**S** Note 9	
Parks and playgrounds	■	■
Accessory home businesses	■	■

Notes to Table 6.31.1

Note 1. The symbol ■ indicates that the use is permitted in the lot in question. The symbol **S** indicates that the use is permitted in the zone at a specified location.

Note 2. Apartment uses are subject to the following conditions:

a. Premises for apartment uses in Lot C-1 shall be located above the first storey of a building and shall have a separate entrance at ground level;

b. No uses other than apartment uses shall be located on the same storey as an apartment use other than accessory home businesses, child care facilities and boarding uses; and

c. Dwelling units must have an interior floor area of at least 45 m^2.

Note 3. One boarder is permitted per apartment dwelling provided that the apartment has at least two bedrooms and two bathrooms.

Note 4. The conditions of s.8.5 apply to child care facilities in this zone.

Note 5. Commercial indoor recreation use in Lot C-2 is permitted within an apartment building provided that the building has at least 150 dwelling units.

Note 6. Premises for drive-through restaurant use shall be located west of Lot C-2 and must not be located adjacent to the promenade with the exception of drive-through restaurant premises flanking Sherling Avenue.

Note 7. Premises for drive-through financial institutions shall be located west of Lot C-2 and must not be located adjacent to the promenade with the exception of drive-through financial institutions flanking Sherling Avenue.

Note 8. No more than one neighbourhood pub with up to 125 indoor seats and 52 outdoor patio seats is permitted.

Note 9. Packaged liquor sales use is permitted in no more than one liquor retail outlet with a floor area of up to 2,044 m^2.

Regulations

Table 6.31.2: Comprehensive Zone 31 Regulations

	Building Height	Floor Area Ratio	Lot Coverage	Setback	Dwelling Units
Lot C-1	25 m Note 1	-	50%	9 m Note 5	Maximum 473 units Note 6
Lot C-2	12 m Note 1	0.50 Note 2	80% Note 4		Maximum 600 units Note 6
Lot C-2 with bonus density	85 m Notes 1 & 3	4.25 Note 2	80% Note 4		Maximum 600 units Note 6

Notes to Table 6.31.3

Note 1. "Finished grade" for the purpose of the calculation of height is the elevation level 5.15 geodetic.

Note 2. In the calculation of floor area ratio, the following may be excluded as floor area:

a. Floor area comprising entrances, elevator shafts, stairwells and hallways common to two or more dwelling units, electrical rooms and mechanical rooms;

b. Exterior balconies and decks;

c. Floor area within a basement or underground structure; and

d. Floor area within the building used for required off-street parking.

Note 3. The floor area ratio of an apartment building may be up to 4.25 if the following condition for bonus density is met:

a. The design and construction of the building achieves a minimum LEED® (Silver) Certification or equivalent, as determined by a certified professional.

Note 4. Underground parking structures and floor area used for off-street parking within a building may cover up to 95% of Lot C-2.

Note 5. All setbacks from a provincial highway must be at least 9 m.

Note 6. A combined total of 767 dwelling units may be located within this zone.

Additional Regulations

INDOOR AMENITY SPACE AND OPEN SPACE

For the purposes of this section, "indoor amenity space" is a common area within a building designed to accommodate meetings, fitness or recreational activities available for use by occupants of the building and "usable open space" is a common outdoor area available for recreation and leisure activity use by all residential occupants within this zone.

1. Apartment uses in Lot C-1 must provide:

a. Indoor amenity space in the amount of 2 m^2 per dwelling unit; and

b. Usable open space in the amount of 3.5 m^2 per dwelling unit.

2. Apartment uses in Lot C-2 must provide:

   a. A combined total amount of indoor amenity space and usable open space of at least 400 m^2;

   b. At least 25% of the total amount of indoor amenity space and usable open space provided within this lot must be indoor amenity space; and

   c. At least 50% of the total amount of indoor amenity space and usable open space provided within this lot must be usable outdoor space.

ON-SITE CIRCULATION AND LANDSCAPING

3. A driveway must be provided at the time any part of the portion of Lot C-1 located south and east of the intersection between Hawkins Street and Sherling Avenue is developed for a permitted use. For this purpose, a "driveway" means a connection for vehicles and pedestrians connecting to Sherling Avenue at either end and comprised of the following:

   a. Paved driveway with an average width of 6.4 metres, curb and gutter; and

   b. A sidewalk with a minimum width of 1.5 metres wide adjacent to the driveway.

4. A promenade must be provided at the time any building abutting a driveway within Lot C-1 is constructed. For this purpose, "promenade" means a landscaped connection for vehicles and pedestrians connecting to Sherling Avenue at either end and comprised of the following:

   a. A paved road with a width of at least 18 m at portions of the road providing angle parking on the same side of the road as the building and circulation for vehicles;

   b. Pedestrian promenade crossings with a width less than 6.6 m;

   c. Sidewalks on the side of the road as the building with a minimum width of 3.0 m metres; and

   d. At least 1 tree per 9m length of any sidewalk.

5. An outdoor amenity space of least 1500 m^2 must be provided, and for this purpose "outdoor amenity space" is a common area developed with a combination of landscaping, seating, pedestrian lighting, public art, and performance space.

6. The following areas must be provided:

   a. In Lot C-1:

      i. A lighted pedestrian path to connect the building with the on-site parking area, and for this purpose "pedestrian path" means a sidewalk at least 1.80 m in width and a landscaped strip with an average width of 1.5 m on each side;

      ii. A landscaped strip with an average width of 2.0 m and minimum width of 1.5 m along the boundaries;

iii. A landscaped strip with an average width of 3.0 m and minimum width of 2.0 m abutting Lougheed Highway and the Fremont Connector;

iv. Landscaped islands at least 2 m in width and 5.5 m in length at the terminus of all parking aisles, each planted with at least one tree;

v. Off-street parking areas with at least 1 tree per 2.5 parking stalls interspersed within the parking area; and

vi. A landscaped outdoor amenity area.

b. In Lot C-2:

i. A landscaped area constituting a minimum of 5% of Lot C-2 area; and

ii. At least 1 tree per 9 m length of sidewalk on each side of any sidewalk.

OFF-STREET PARKING

7. Parking for apartment uses must be provided underground or within a structure.

8. Notwithstanding Section 7:

a. Up to 40 parking spaces required for visitor parking purposes at Lot C-2 may be located at grade within Lot C-1;

b. Visitor parking spaces required for an apartment use at Lot C-1 may be provided at grade within Lot C-1; and

c. At grade residential visitor parking may be shared with commercial parking.

9. Signage must be provided within Lots C-1 and C-2 to indicate where residential visitors are permitted to park.

BICYCLE STORAGE

10. Despite Section 11 of Parking and Development Management Bylaw, 2005, No. 3525, bicycle parking facilities must be capable of storing one bicycle per 1.7 dwelling units in Lot C-2.

READ A FIRST TIME this 10th day of July, 2018

READ A SECOND TIME this 10th day of July, 2018

Mayor

Corporate Officer

Smart Growth Committee Report

Rezoning Application RZ000152 – 867 & 853 Prairie Avenue

RECOMMENDATION:

Smart Growth Committee recommends to Council:

1. *The zoning of 867 Prairie Avenue and a portion of 853 Prairie Avenue be amended from RS1 (Residential Single Dwelling 1) to RS2 (Residential Single Dwelling 2);*
2. *That prior to adoption of the amending bylaw, the subdivision be completed to the satisfaction of the Approving Officer;*
3. *That prior to adoption of the amending bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
    a. *Demolition of the existing building at 867 Prairie Avenue;*
    b. *Completion of design and submission of fees and securities for off-site works and services;*
    c. *Installation of tree protection barriers and submission of securities to ensure tree retention and on-site tree planting in the amount of $500 per tree;*
    d. *Registration of a legal agreement to ensure that the building design of each dwelling is substantially different in massing, location of windows, balconies and decks, façade materials and finishing.*

Committee Recommendation

At the June 19, 2018, Smart Growth Committee Meeting, Development Services Report, *Rezoning Application RZ000152 – 867 & 853 Prairie Avenue* was considered, and the above motion was passed.

ATTACHMENTS

Attachment 1: Development Services Report dated June 19, 2018, *Rezoning Application RZ000152 – 867 & 853 Prairie Avenue*

Rezoning Application RZ000152 – 867 & 853 Prairie Avenue

RECOMMENDATION:

That the Smart Growth Committee recommend to Council that:

1. The zoning of 867 Prairie Avenue and a portion of 853 Prairie Avenue be amended from RS1 (Residential Single Dwelling 1) to RS2 (Residential Single Dwelling 2);
2. Prior to adoption of the amending bylaw, completion of the subdivision to the satisfaction of the Approving Officer;
3. 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 building at 867 Prairie Avenue;
   b. Completion of design and submission of fees and securities for off-site works and services;
   c. Installation of tree protection barriers and submission of securities to ensure tree retention and on-site tree planting in the amount of $500 per tree;
   d. Registration of a legal agreement to ensure that the building design of each dwelling is substantially different in massing, location of windows, balconies and decks, façade materials and finishing.

PREVIOUS COUNCIL/COMMITTEE ACTION

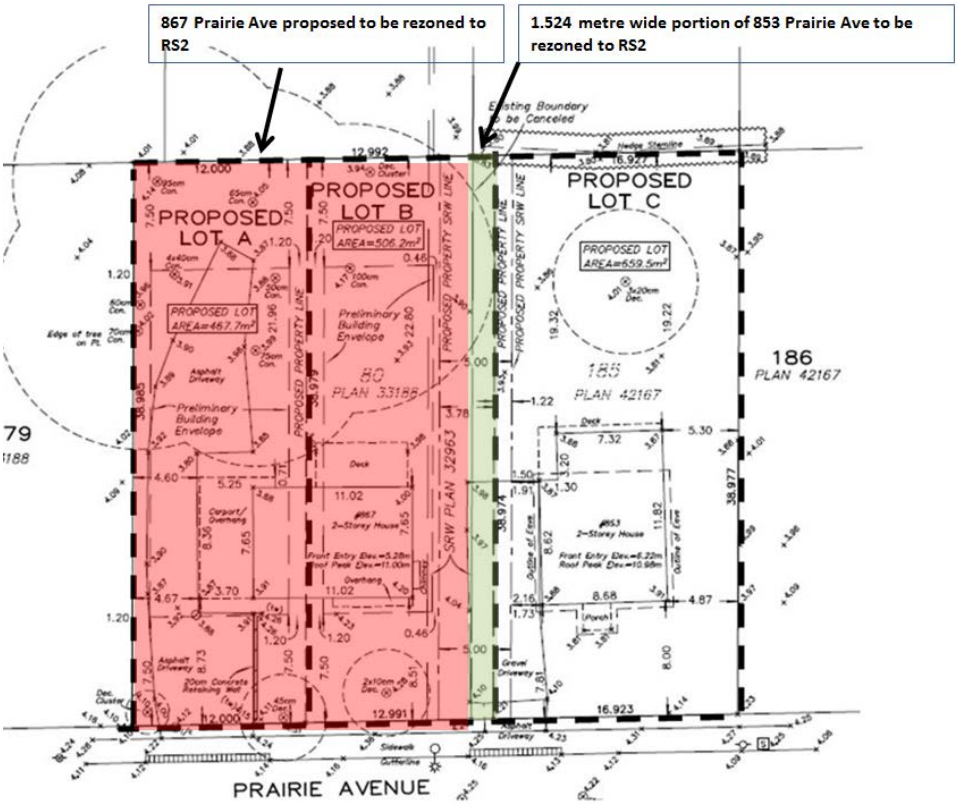
None.

REPORT SUMMARY

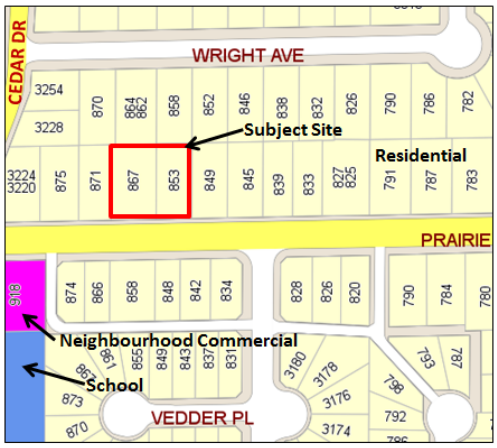
This report describes a rezoning application that is intended to provide for the creation of an additional lot by re-subdividing two larger lots located at 867 and 853 Prairie Avenue. The proposal is in keeping with the Official Community Plan's policy in support of rezoning from the Single Residential RS1 zone (~50' frontage) to the RS2 zone (~40' frontage) as it would result in a public benefit of an upgraded sanitary line as well as additional ground-oriented housing. The report recommends Council require that the applicant meet conditions to help ensure a fit between the future homes and the established neighbourhood through a design covenant and tree replacement requirements.

BACKGROUND

The subject property is comprised of two lots located on the north side of Prairie Avenue and developed with two older single family houses and mature landscaping. The proposal is to consolidate and re-subdivide these lots to create three lots, two of which would be approximately 40' wide and the third which would have a width of about 50', as shown in the preliminary subdivision plan below.



The properties are designated in the Official Community Plan as R – Residential. Their current zoning is RS1 – Residential Single Dwelling 1; the proposed zoning for the west portion of the site (867 Prairie Avenue along with a 1.524m strip of 853 Prairie Avenue) is RS2 – Residential Single Dwelling 2 and the east portion would retain its RS1 zoning. Council's policies allow for consideration of rezoning from RS1 to RS2 to facilitate subdivision, if the rezoning would result in a public benefit.



Current OCP Land Designation

Current Zoning

	RS2 Zone Regulation	Proposed Lot A	Proposed Lot B	RS1 Zone Regulation	Proposed Lot C
Minimum Lot Area	375m^2 (4,036.6 sq.ft.)	467.7m^2 (5,034.2 sq.ft.)	506.2m^2 (5,448.6 sq.ft.)	500m^2 (5,382 sq.ft.)	659.5m^2 (7,098.79 sq. ft.)
Lot Width	12m (39.4ft)	12.00m (39.3ft)	12.99m (42.6ft)	15m (49.2ft)	16.92m (55.51ft)
Lot Depth	28m (91.9ft)	38.97m (127.85ft)	38.97m (127.85ft)	28m (91.9ft)	38.97m (127.85ft)

DISCUSSION

The proposed subdivision would meet the increasing demand for ground-oriented housing in the community and is in keeping with Council direction. To avoid the potential construction of identical dwelling units and promote a street-friendly design, it is recommended that a design covenant be registered on title to ensure the new houses are not identical in building massing, location of windows, balconies and decks, façade materials and finishing as a condition of bylaw adoption.

The development requires extensive off-site and on-site upgrades to meet the standards of the Subdivision Servicing Bylaw including: curb, gutter, road drainage, replacement sidewalk and street lighting with ½ road plus one meter along Prairie Avenue; relocation of sanitary and storm sewer mains between Lots B and C; registration of a 5-metre wide right-of-way for sanitary and storm sewers located on the properties; sanitary sewer in the right-of-way to be upsized to 200 mm diameter; serviced with underground Hydro, TELUS and CATV service connections; and Development Cost Charges are applicable (credits will be given to the existing lot). A submission of civil design and fees and securities for off-site works and services is recommended to be required as a condition of approval prior to adoption of the amending bylaw.

Planting new trees at the time of construction of the new dwellings is proposed to help restore the existing treed character of the area. The intent is to retain as many trees as possible, including three at the back of the property and a Japanese Maple at the front of proposed Lot B. It is recommended that a security of $500 per tree be taken for the purpose of tree retention and tree replacement, for a total security of $6,000. The installation of tree protection fencing would be required for all trees being retained. The proposed tree replacement includes a mix of both deciduous and coniferous trees to help enhance the aesthetics of the site and reflects the current direction being taken by the City with respect to its tree policies.

FINANCIAL IMPLICATIONS

None.

PUBLIC CONSULTATION

A development sign has been posted on the property fronting Prairie Avenue. Planning staff have not received any comments in association with the rezoning application.

OPTIONS

(Check = Staff Recommendation)

#	Description
1 ✓	Recommend to Council that the zoning of 867 and a portion of 853 Prairie Avenue be amended from RS1 to RS2 and that specified conditions be met prior to adoption of the rezoning
2	Request additional information or amendments to the application to address specified issues prior to making a decision on the application
3	Recommend to Council that the rezoning application be refused.

ATTACHMENT

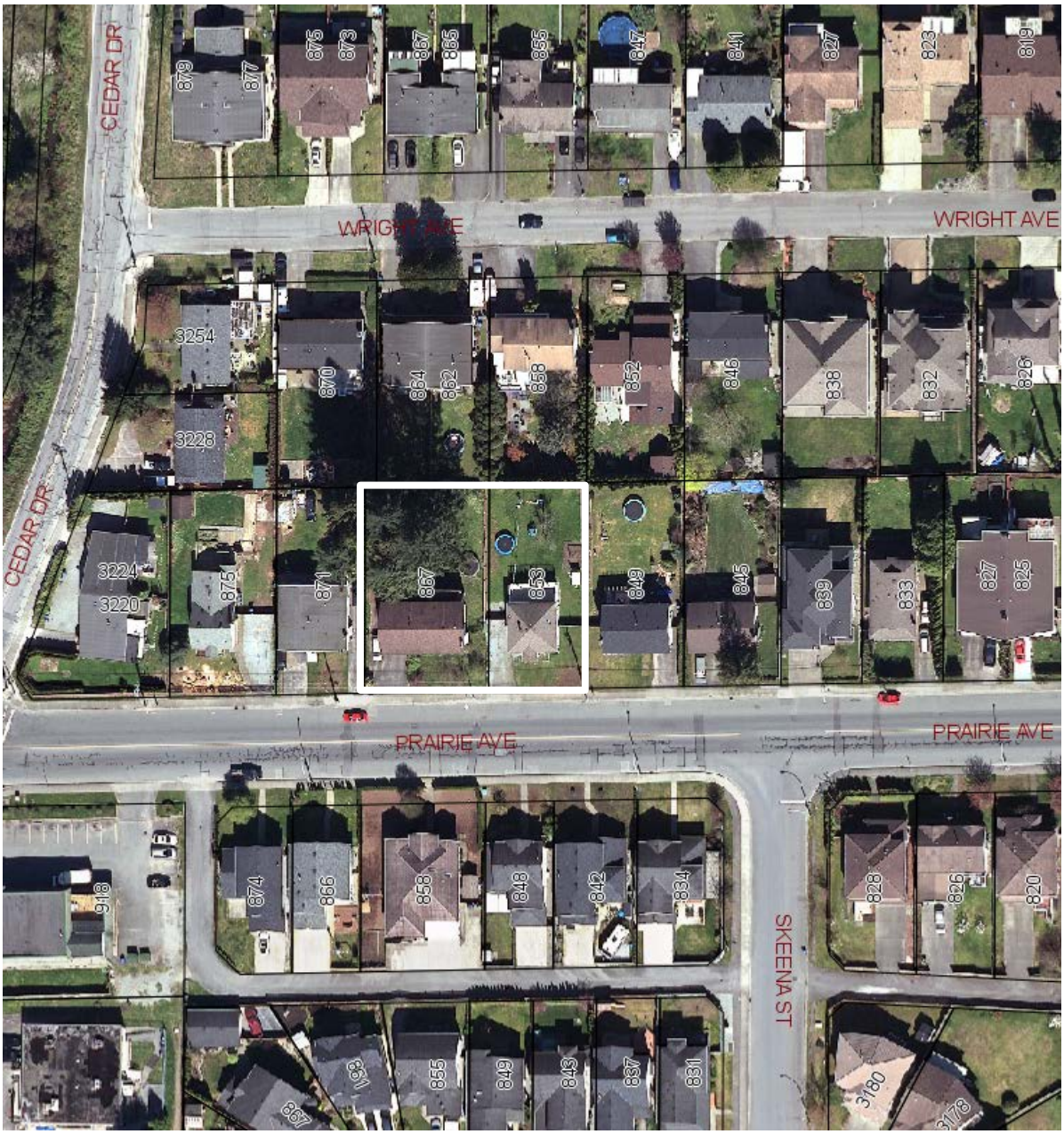
Attachment #1: Location Map – 853 & 867 Prairie Avenue

ATTACHMENT 1

CITY OF PORT COQUITLAM

DEVELOPMENT APPLICATION LOCATION

PROJECT ADDRESS: 853 & 867 Prairie Avenue **FILE NO: RZ000148**



CITY OF PORT COQUITLAM

ZONING AMENDMENT BYLAW, 2018

Bylaw No. 4073

The Council of the Corporation of the City of Port Coquitlam enacts as follows:

1. Citation

This Bylaw may be cited as “Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2018, No. 4073.

2. Administration

2.1 The Zoning Map of the "Zoning Bylaw, 2008, No. 3630" be amended to reflect the following rezoning:

Civic: 867 Prairie Avenue and a portion of 853 Prairie Avenue

Legal: Lot 80, Section 6, Township 40, New West District, Plan NWP33188 and a 1.524 metre wide potion of Lot 185, Section 6, Township 40, New West District, Plan NWP42167

From: RS1 (Residential Single Dwelling 1)

To: RS2 (Residential Single Dwelling 2)

as shown on Schedule 1 attached to and forming part of this Bylaw.

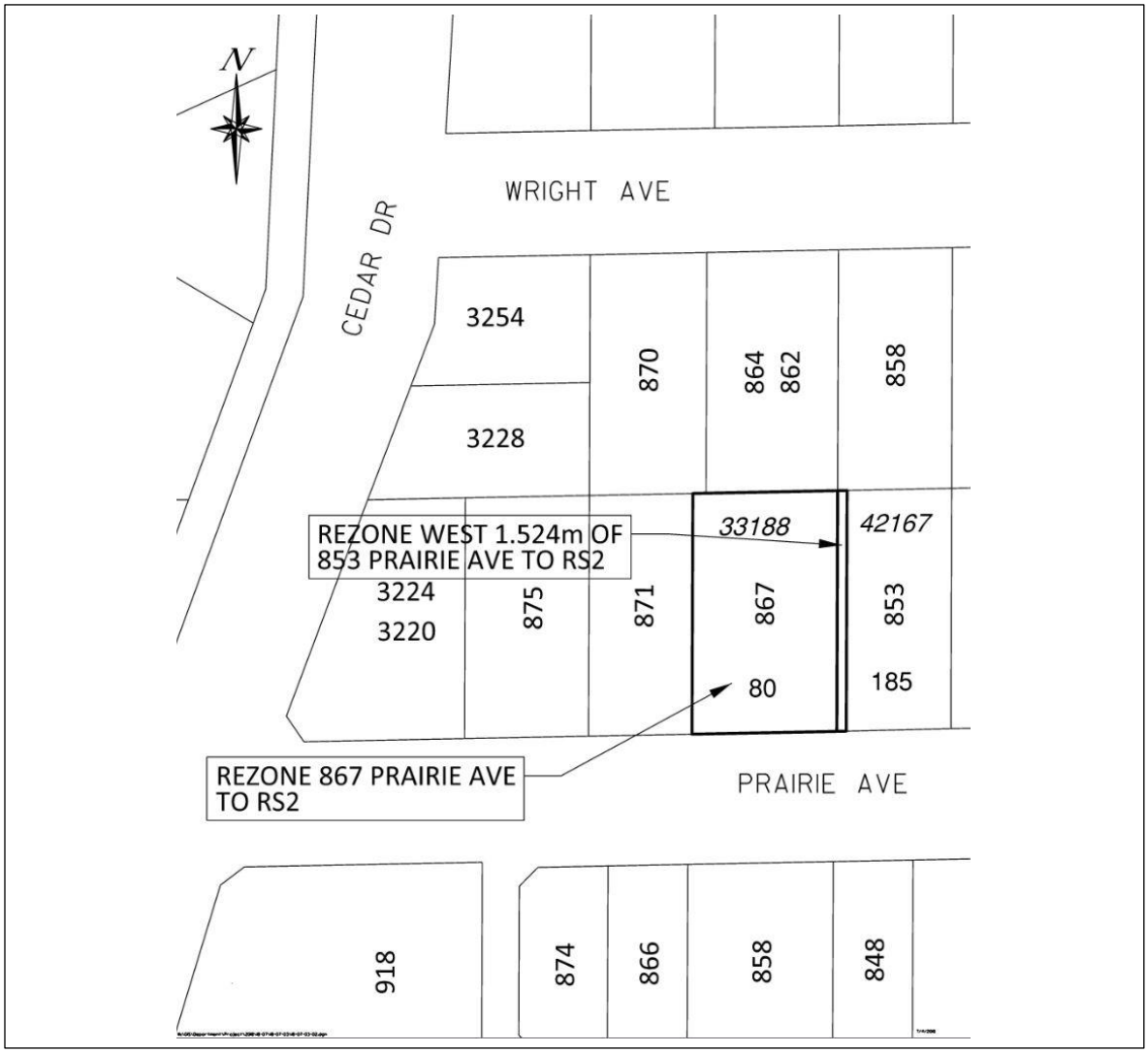
READ A FIRST TIME this 10th day of July, 2018

READ A SECOND TIME this 10th day of July, 2018

Mayor

Corporate Officer

SCHEDULE 1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853 PRAIRIE AVE TO RS2
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REZONE 867 PRAIRIE AVE
TO RS2
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Somerset Street Local Area Service

RECOMMENDATION:

That Council give Somerset Street Reconstruction Local Area Service Establishment Bylaw, 2018, No. 4070 first three readings, and

That the 2018 financial plan be amended to include $120,000 from the general capital reserve for the City's share of the cost.

PREVIOUS COUNCIL/COMMITTEE ACTION

None

REPORT SUMMARY

The report provides information to Council in consideration of a resident-initiated local area service, which seeks to add curb, gutter and drainage works to a City capital project for road rehabilitation on Somerset Street. Pursuant to the City's local area service bylaw, the petition has received the required support, and the associated bylaw is in front of Council for consideration. The City's share of the local area service is estimated to be $120,000, to be funded from the general capital reserve.

BACKGROUND

As part of the City's 2018 Neighborhood Rehabilitation (NR) program, Somerset Street between Lincoln Avenue and Raymond Avenue was identified as needing utilities replaced, and removal and repaving of the existing asphalt road. In order to rehabilitate as much of the network as possible, the NR projects have been developed with a focus on replacing existing infrastructure only, rather than bringing each road up to today's current standard.

Somerset Street, from the midblock lane south, does not currently have curb and gutter, and therefore the design did not include installing new curb and gutter along this section. Furthermore, there are several ditches where drainage infrastructure does not currently exist and the scope of work did not include filling the ditches, which would require a new storm sewer. Seven residences on Somerset Street are not currently serviced by storm sewer infrastructure.

DISCUSSION

Residents on Somerset Street south of the lane first submitted a petition to Council requesting the City fill the ditches and construct curb and gutter. At the March 13, 2018, Council Meeting, Council was made aware of the petition and took no further action. Staff advised the residents that while

the City would not be changing the scope of work for the capital project, the improvements could still be achieved through a local area service, initiated and cost shared by the benefiting residents.

Following the March 13, 2018, meeting, staff worked with the residents and a formal petition for local area service was received on May 25, 2018. The scope of the petition is as follows: new concrete curb and gutter, ditch infill and installation of 58m of storm sewer and service connections to the lots on Somerset Street that do not currently have service connections. Sixteen properties are subject to the local area service.

If the City were to have initiated the local service, each property would have been assessed the estimated cost for the improvements directly in front of their property. However, as part of the resident initiated local area service, the property owner's requested that the cost for all of the improvements be split evenly amongst all sixteen residences which are subject to the local area service.

The City has received petitions from ten of the sixteen properties, meeting the required 50% support as outlined in the City's Local Improvement Bylaw. Six of these favorable petitions were owners of the properties that benefit more due to the proposed storm sewer works. Four of the nine properties that benefit less also petitioned for the work to move forward. However, several residents on Somerset Street contacted staff to express their disaccord with the petition, indicating that they never agreed to nor supported splitting the cost evenly amongst all sixteen residences. It was suggested by some residents that the 50% majority is unfair in this particular case, considering that seven properties benefit more as a result of the storm sewer works, and that perhaps 50% of the other nine properties should have to petition favourably as well so that the seven properties do not control the outcome of the local area service.

Despite the City's bylaw, Council is under no obligation to pass the Local Service Area Bylaw. However, Council cannot change the cost share arrangement without re-issuing a petition for that particular proposal. As a result, Council's options in consideration of the bylaw are limited to either supporting the bylaw as presented, taking no action (rejecting the bylaw), or directing staff to issue a new petition.

As a result of the City's commitment to work with the residents on Somerset Street and help to facilitate the local area service process, the construction start date for this neighborhood rehabilitation project has been delayed significantly. Consequently, if the works on Somerset Street proceed this summer, it is anticipated that the underground utility works and ditch infills could be completed, but that paving and road works would likely be deferred to spring of 2019.

FINANCIAL IMPLICATIONS

Total costs of this local area service are estimated to be $207,344.50. As stated in the City's Local Improvement Bylaw, approximately $120,000 of this cost would be funded by the City, and

$87,724.21 would be cost shared between all property owners subject to the local area service ($5,482.76 each). As previously mentioned, had the City initiated this local area service, each property would have been assessed costs for the improvements being done directly in front of each individual lot. This would have resulted in seven of the benefitting property owners paying approximately $8,045 for road and drainage works and the remaining nine owners paying approximately $3,500.

Historically, the City did include funding in the Financial Plan in the event that local area service bylaws came forward. However, in 2013, this practice was discontinued as there was little, if any, uptake, and the City instead decided to deal with these on a case by case basis. As a result, the City's portion of almost $120,000 is not currently funded in the Financial Plan, and would require a Financial Plan amendment. If approved, it is recommended the funds come from the general capital reserve.

The property owners would have the option of paying the charges as a one-time lump sum amount, or as an annual charge as part of their property taxes (amortized over 15 years at an interest rate of 5.22%).

PUBLIC CONSULTATION

Public consultation first started at a public open house hosted by the City on March 1, 2018. Residents were given the opportunity to ask questions and provide feedback on the various rehabilitation projects being constructed over the year. Following the open house, staff has communicated abundantly with residents on Somerset Street via email and phone and by assisting with facilitating the local area service process.

OPTIONS (Check = Staff Recommendation)

#	Description
1 ✓	Give the Bylaw first three readings
2	Take no action
3	Direct staff to issue another petition for an alternative funding proposal.

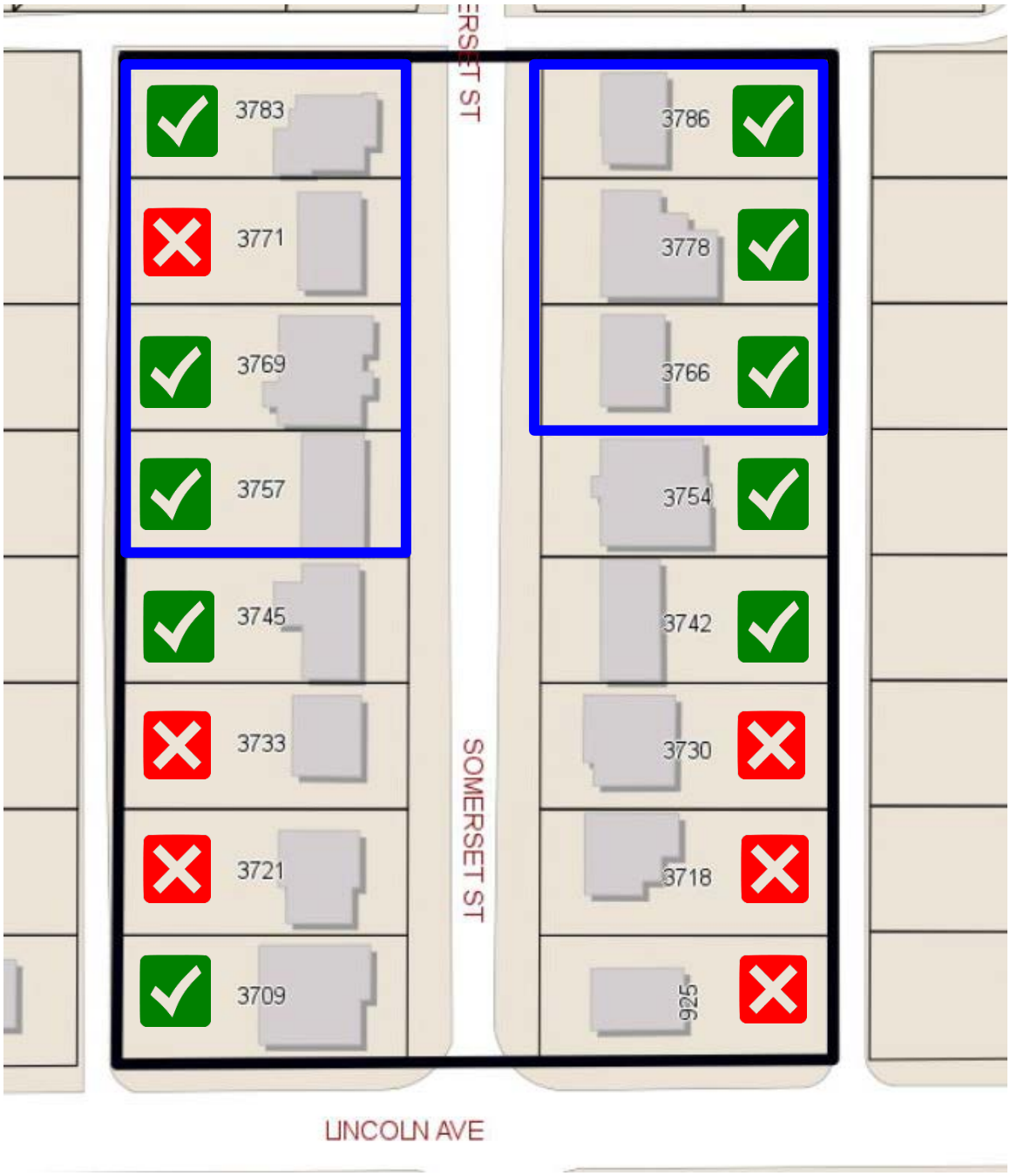
ATTACHMENTS

Attachment #1: Somerset Street Local Area Service Parcel Voting Map

Attachment #2: Bylaw 4070 - Somerset Street Local Area Service

Lead author(s): Jason Daviduk

Somerset Street Local Area Service Parcel Voting Map



Property owners voted in favour of Local Area Service via signed petition.

Property owners indicated opposition to Local Area Service by not returning a signed petition, and/or correspondence with the City.

Land parcels that will benefit from proposed storm sewer installation.

CITY OF PORT COQUITLAM

SOMERSET STREET RECONSTRUCTION LOCAL AREA SERVICE ESTABLISHMENT BYLAW, 2018

Bylaw No. 4070

The Council of the Corporation of the City of Port Coquitlam enacts as follows:

1. Citation

This Bylaw may be cited as “Somerset Street Reconstruction Local Area Service Establishment Bylaw, 2018, No. 4070”.

2. Service

The reconstruction of Somerset Street between Lincoln Avenue and Raymond Avenue is hereby established as a local area service. For the purposes of this Bylaw, the service includes adding curb, gutter and drainage works (storm sewer).

3. Service Area

The boundaries of the local service area are shown in heavy black outline on the plan attached as Schedule "A" and form part of this Bylaw. The 16 parcels shown within the boundaries on Schedule "A" form the local service area.

4. Parcel Tax Cost Recovery

a) The total local area service cost to be recovered from the local service area in the form of a parcel tax is $87,724.21. The cost shall be recovered by an equal charge ($5,482.76) levied upon all 16 parcels of land within the local service area.

b) Land owners shall be given the option to pay their portion as an annual charge (amortized over 15 years at an interest rate of 5.22%) or pay the amount as a lump sum.

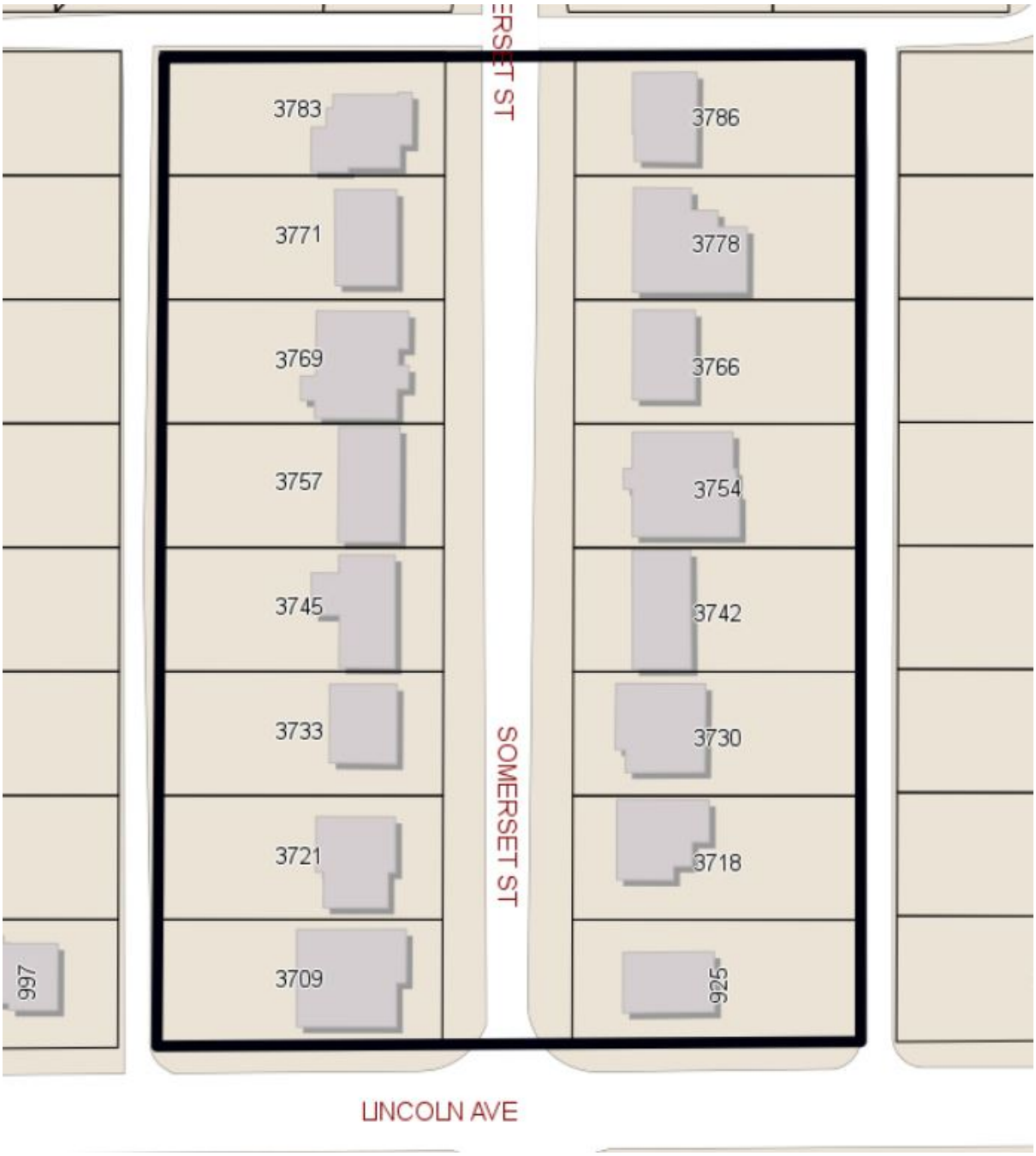
c) The balance of the local area service cost (estimated to be $119,620.29) is to be recovered from general property taxes.

READ A FIRST TIME this	10th day of	July, 2018
READ A SECOND TIME this	10th day of	July, 2018
READ A THIRD TIME this	10th day of	July, 2018

Mayor

Corporate Officer

SCHEDULE A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SOMERSET ST
LINCOLN AVE

CITY OF PORT COQUITLAM

ZONING AMENDMENT BYLAW, 2016

Bylaw No. 3958

The Council of the Corporation of the City of Port Coquitlam enacts as follows:

1. Citation

This Bylaw is cited as “Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2016, No. 3958”.

2. Administration

The Zoning Map of the "Zoning Bylaw, 2008, No. 3630" be amended to reflect the following rezoning:

Civic: 3608 & 3620 Cedar Drive

Legal: Lots 2 and 3, Section 8, Township 40, New Westminster District, Plan NWP 19637

From: RS1 (Residential Single Dwelling 1)

To: RS2 (Residential Single Dwelling 2)

all as shown on Schedule 1 attached to and forming part of this Bylaw.

READ A FIRST TIME this	27th day of	June, 2016
READ A SECOND TIME this	27th day of	June, 2016
PUBLIC HEARING HELD this	11th day of	July, 2016
READ A THIRD TIME this	11th day of	July, 2016
ADOPTED this	10th day of	July, 2018

Mayor

Corporate Officer

SCHEDULE “1”

Bylaw No. 3958

CITY OF PORT COQUITLAM

COUNCIL AND COMMITTEE PROCEDURES AMENDMENT BYLAW, 2018

Bylaw No. 4061

The Council of the Corporation of the City of Port Coquitlam enacts as follows:

1. Citation

This Bylaw is cited as "Council and Committee Procedures Bylaw, 2015, No. 3898, Amendment Bylaw, 2018, No. 4061".

2. Administration

That the "Council and Committee Procedures Bylaw, 2015, No. 3898", be amended by replacing the existing Section 10 "Use of Audio and Video Recording Devices" as follows:

Use of Audio and Video Recording Devices

10. Any person may use or operate devices to record audio and/or video at an open Council or committee meeting, provided that:

a) No recording device may emit an audible sound, so as to disturb or distract any person in the meeting room;
b) No photography or video recording device may emit a flash or other artificial light, except when meeting business has been temporarily stopped for official presentations or recognition ceremonies;
c) No person may use a recording device in such a way that blocks or interferes with the ability of another person to view the meeting proceedings;
d) All members of the public or media who desire to use shoulder-mounted or tripod-mounted recording devices must do so in an area designated by the Corporate Officer.

READ A FIRST TIME this	26th day of	June, 2018
READ A SECOND TIME this	26th day of	June, 2018
READ A THIRD TIME this	26th day of	June, 2018
ADOPTED this	10th day of	July, 2018

Mayor

Corporate Officer

Healthy Community Committee Report

Community Cultural Development Investment Grant – Spring Intake 2018

Committee Recommendation

At the June 28, 2018, Healthy Community Committee Meeting, the staff report, Community Cultural Development Investment Grant – Spring Intake 2018 was considered. In addition to the staff recommendation, Committee recommended an additional Development Category grant application from the Community Cultural Development Investment Program be funded for the amount listed below:

- John Fitzgerald - $1000

Subsequently, the following motion is now before Council for decision:

That Council approve funding for the following grant applications from the Community Cultural Development Investment Program for the following amounts:

Project Category:

- *Hyde Creek Watershed Society - $2,500*
- *Haney Farmers Market Society -$1,500*
- *Port Coquitlam Events Society - $7,500*
- *Art Focus Artists' Association - $1,500*

Development Category:

- *Theatrix Youtheatre Society - $5,000*
- *Friends of Leigh Square Society - $5,000*
- *PoCo Heritage Trees - $2,410*
- *Tri-City School of Music - $2,500*
- *Aurelia Bizouard Art - $2,500*
- *John Fitzgerald - $1000*

ATTACHMENTS

Attachment#1: 2018-06-28 Community Cultural Development Investment Grant Program – Spring Intake

Community Cultural Development Investment Grant Program – Spring Intake, 2018

RECOMMENDATION:

That Healthy Community Committee recommend to Council that the following Project Category grant applications from the Community Cultural Development Investment Program, be funded for the amounts listed below:

- Hyde Creek Watershed Society - $2,500;
- Haney Farmers Market Society -$1,500;
- Port Coquitlam Events Society - $7,500; and,
- Art Focus Artists' Association - $1,500.

That Healthy Community Committee recommend to Council that the following Development Category grant applications, from the Community Cultural Development Investment Program, be funded for the amounts listed below:

- Theatrix Youtheatre Society - $5,000;
- Friends of Leigh Square Society - $5,000;
- PoCo Heritage Trees - $2,410;
- Tri-City School of Music - $2,500; and,
- Aurelia Bizouard Art - $2,500.

PREVIOUS COUNCIL/COMMITTEE ACTION

At the Budget and Infrastructure Committee meeting on January 25, 2016, the following motion was passed:

That $60,000 for D-R04 Festivals & Events Committee be included in the 2016 Financial Plan, as a one-time enhancement funded from surplus.

At the Budget and Infrastructure Committee Meeting on December 13, 2016, the following motion was passed:

That $60,000 for Festival Support funded in 2017 from 2016 Festival carryover funds be included in the Financial Plan.

At the Budget and Infrastructure Committee Meeting on April 18, 2017, the following motion was passed:

That the proposed 2017 Festival Development Work Plan be approved.

Community Cultural Development Investment Grant Program – Spring Intake, 2018

REPORT SUMMARY

The Community Cultural Development Investment Program encourages and supports the development of arts, heritage and cultural activities in Port Coquitlam. The Community Cultural Development Investment Program includes three categories:

- Project and Festival – up to $5,000 for not-for-profit organizations applying for arts, culture, heritage projects/events (deadline April 30 and September 30).
- Development: (deadline April 30 and September 30):
  - Capacity Building Program – up to $5,000 for an organization's strategic development;
  - Professional Development Program – up to $1,000 for individual professional development;
  - Community Initiative Program – up to $2,500 for new arts, culture and heritage groups, collectives or individuals who do not have not-for-profit status but who have projects that serve the community.
- Operating – for overall operating costs of well-established non-profit organizations (deadline April 30).

A Evaluation Committee ranked applications based on project budget, community support, benefit to the community, ability to deliver the project, and project design. The decisions will be announced by the end of July.

BACKGROUND

The Community Cultural Development Investment Program was developed in consultation with the community during the creation of the 2001 Cultural Plan and Policy. It is designed to provide financial resources to develop arts, cultural and heritage experiences.

The grant program application forms were updated in January 2018 to integrate festivals and align with *Imagine Port Coquitlam*, the City's Cultural Plan, launched in 2016. A free grant-writing workshop was offered in January 2018 to review the new application process, provide an update on the expanded grant opportunities and offer tips on how to write a successful application.

This is the first intake following the grant writing workshop and promotion of the new application forms. Staff were very excited to receive a total of 20 applications for this intake. The average number of applications received for previous Spring intakes (since 2010) was three.

DISCUSSION

The Evaluation Committee reviewed all of the applications using a check list and score sheet based on the program criteria which is clearly outlined in each grant category's application package. The organizations that are recommended meet the criteria for funding. Several organizations were not evaluated because incomplete applications were submitted, or they were not eligible for funding. An exception was made for the car show application recommending

funding above $5000 in order to support the organizing group through their transition to an independent society, and safeguard the continued success of this event that attracts more than 50,000 attendees and is now in its 14th year.

Staff will contact the unsuccessful applicants and offer to explain why they did not receive funding and will encourage them to strengthen and resubmit their application for the fall intake.

Previously, the Polonez Tri-City Polish Association was awarded $4,000 (May 22, 2018) by City Council. This application was brought forward separately because their event was held on May 27, 2018, prior to this evaluation process. Please see below for a summary of the applicants, a brief application/project description, the amount requested and the recommended grant award.

Project Category

Applicant	Application Description	Request	Recommended Grant
Polonez Tri-City Polish Association	13th Annual Polish Culture and Heritage Festival	$5,000	$4,000 *Awarded*
Hyde Creek Watershed Society	Educational activity book with drawing, puzzles and activities geared toward elementary aged children which focuses on the Hyde Creek Watershed, salmon life cycle, storm drain markings and how to keep the Watershed healthy. The Evaluation committee felt that this applicant could apply for other funding sources.	$5,000	$2,500
Haney Farmers Market Society	Partnering with S.U.C.C.E.S.S. and the Tri-Cities Local Immigration Partnership Program to host a multicultural themed market day to build awareness, connections and a sense of community with new immigrants and refugees in Port Coquitlam. Programming includes international cooking demonstrations, cultural music/dance, multicultural arts, literacy, hands-on activities and a showcase of immigrant and refugee start-up businesses.	$1,500	$1,500
Port Coquitlam Events Society	Funding to support the 14th annual Downtown Port Coquitlam Car Show; specifically to cover the electrical contract and event insurance, in addition to other related expenses.	$7,500	$7,500
Art Focus Artists' Association	Art demonstration nights running from September 2018 to June 2019. Evaluation score was low because project details were not included.	$2,500	$1,500
Friends of Leigh Square Society	This application for "Art Lives Here" was not recommended because the application did not include the society's letter of incorporation, project details (time-line, locations, resources), production expenses	$5,000	$0

	nor artist fees.		
Simply Ballet	The application to produce *Cinderella*, a dance performance at the Terry Fox Theatre, was incomplete. It did not include an annual report, letter of incorporation or demonstrate a clear community benefit.	10,000	$0

Development Category – Capacity Building

Applicant	Capacity Building Initiative	Request	Recommended Grant
Theatrix Youtheatre Society	Phase One of their succession planning, mentorship and training program for their next Director, Executive Director and General Manager; funds will enable them to continue the operational management of the company.	$5,000	$5,000
Friends of Leigh Square Society	Organizational assessment, strategic and organizational planning facilitated by Vantage Point, a Vancouver company that trains board members to govern their organization and achieve their goals.	$5,000	$5,000
Good Company Crafting	This application was incomplete. It did not include a certificate of incorporation, a recent annual report, list of board of directors or application statement (organization profile, project description, expected outcomes).	$1,215	$0

Development Category – Community Initiative

Applicant	Community Initiative	Request	Recommended Grant
PoCo Heritage Trees	"Connecting Our Community to Port Coquitlam's Natural History" is a series of initiatives including interactive programming and the development of a data base, brochure and tree-walk map in order to raise awareness about the importance of trees in Port Coquitlam's urban forest and to encourage residents to interact with natural spaces.	$2,410	$2,410
Tri-City School of Music	Establish a choir for youth under the age of 18, to be led by a professionally trained choral director, at the Outlet. This choir will be subsidized to provide accessible opportunities for youth to connect, develop musicianship and perform for the community.	$2,500	$2,500

Aurelia Bizouard	"Live Light Painting" is the creation of a community engaged mural using light art projections. Residents connect with art and each other as they develop the concept and paint a mural, facilitated by artist, Aurelia Bizouard. Aurelia has exhibited her paintings and art work at festivals, in art galleries and in public spaces across Canada in the United States.	$2,500	$2,500
Mary Hill Safe Streets	This application for a soap box derby was incomplete.	$2,500	$0
Tri City India Heritage Network	There was no description of the "Raga Experience" project; the application was incomplete.	$2,500	$0
John Fitzgerald	Sport tournaments or games are not eligible based on the grant definition and criteria so the application for a memorial ball game is ineligible.	$1,000	$0

Development Category – Professional Individual

Applicant	Professional Development	Request	Recommended Grant
J. Peachy	A Coquitlam resident attended a Puppet Power Conference. This opportunity did not demonstrate a strong benefit to Port Coquitlam residents so funding is not recommended.	$332.51	$0
Mamas Latinas Tricities	No description of their project; the application was incomplete.	$2,500	$0
Margo Levae	Equipment and licensing costs to start-up a business (music program) are not eligible for funding.	$1,000	$0

Operating Category

Applicant	Description	Request	Recommended Grant
Tri-Cities Community TV Society	The Evaluation Committee reviewed the application and deemed it incomplete because it did not include the required letter of incorporation, list of Board of Directors, an annual report or year-end financial statements.	$15,000	$0
Friends of Leigh Square Society	The Evaluation Committee reviewed the application and deemed it weak because there was limited diversity in revenue sources and no fundraising plan. The Evaluation Committee recommends that the organization develop a strategic operating plan prior to applying for operating funding.	$20,000	$0

FINANCIAL IMPLICATIONS

2017 Carry Forward Funding from the Festival Work Plan (one-time only funding)	$20,000
2017 CCD Grant Unspent Funding	$14,000
2018 CCD Grant Annual Funding - Project & Development Categories	$25,000
Total Funding for 2018	**$59,000**
2018 CCD Grant January 31 Intake for Winter Festivals	-$8,000
2018 CCD Grant Early Spring Intake for Polish Culture and Heritage Day	-$4,000
2018 CCD Grant Spring Intake Recommended Funding	-$30,410
Total Funding Available CCD Grant Fall Intake	**$16,590**

The 2018 approved budget allocation for the Community Cultural Investment Grant Program's Project and Development Categories is $25,000. There is an additional $34,000 available for 2018 from the unspent money in 2017 which includes the $20,000 carried forward from the 2017 Festival Development Work Plan (one-time only funding). The total operating budget available for this Investment Grant Program totals $59,000 in 2018. There was an early intake on January 31, 2018 in order to provide funding opportunities for winter and spring festivals. The total award for the January 31 intake was $8,000 ($4,000 each to Tricities Iranian Mini Soccer Festival and the Polonez Polish Canadian Dance Society). Due to the timing of the Polish Culture and Heritage Day on May 27, 2018, Council granted the Polonez Tri-City Polish Association $4,000 at the May 22, 2018 Council meeting leaving a balance of $47,000 for the remaining two intakes in 2018 (April 30 and September 30). If the total recommended grants are awarded for this spring intake in the amount of $30,410 that would leave $16,590 for the fall intake.

OPTIONS

(Check = Staff Recommendation)

#	Description
1 ✓	Recommend to Council to fund each organization as recommended by the Evaulation Committee.
2	Recommend to Council to fund each organization at a level determined by the Healthy Community Committee.
3	Do not fund any of the organizations that requested financial support.

Smart Growth Committee Report

Rezoning Application RZ000149 – #3190-2850 Shaughnessy Street for Child Care Facility

RECOMMENDATION:

Smart Growth Committee recommends to Council:

That the application to amend the Zoning Bylaw to allow for a child care facility accommodating 136 children at #3190 – 2850 Shaughnessy Street be refused.

Committee Recommendation

At the July 3, 2018, Smart Growth Committee Meeting, Development Services Report, *Rezoning Application RZ000149* – #3190 – 2850 Shaughnessy Street Child Care Facility was considered, and the above motion was passed.

ATTACHMENTS

Attachment 1: Development Services Report dated July 3, 2018, *#3190 - 2850 Shaughnessy Street (Shaughnessy Station Mall) Rezoning Application RZ000149 for a Child Care Facility*

#3190 - 2850 Shaughnessy Street (Shaughnessy Station Mall) Rezoning Application RZ000149 for a Large Child Care Facility

RECOMMENDATION:

That the Smart Growth Committee recommend to Council that the application to amend the Zoning Bylaw to allow for a child care facility accommodating 136 children at #3190 – 2850 Shaughnessy Street be refused.

PREVIOUS COUNCIL/COMMITTEE ACTION

Smart Growth Committee resolution July 27, 2016:

That the application to amend the Zoning Bylaw to allow for a child care facility accommodating up to 136 children at 3190 – 2850 Shaughnessy Street be refused.

Smart Growth Committee resolution October 27, 2016:

That Council be advised that the additional information [provided by the applicant to Council] *be received for information.*

Council resolution November 14, 2016:

That the application to amend the Zoning Bylaw to allow for a child care facility accommodating up to 136 children at #3190 – 2850 Shaughnessy Street be refused.

REPORT SUMMARY

Terracap Corp., owner of the Shaughnessy Station Shopping Centre at the corner of Lougheed Highway and Shaughnessy Street, resubmitted its application to rezone a vacant commercial unit within the centre to allow a child care facility accommodating 136 children. The application is similar to that refused by Council in late 2016 with the exception of the two outdoor play space locations. The July 2017 submission relocated the one of the required outdoor play spaces from the north side of the building to the south side; a revised March 2018 submission removed the outdoor play space from the west side of the building and proposed it be located on its north side along with an expansion to the space on the south. The locations of these play areas is a significant concern due to their exposure to fumes and noise associated the CP Rail operations and Shaughnessy Street traffic and the report recommends the rezoning application be refused.

The applicant has not presented information that could address staff's concerns. Information to assist in a determination of whether or not the proposal would be acceptable would be expected include provision of a site-specific air quality analysis, an assessment of the visual impact of the noise-attenuating fence, comment from CP Rail on the application, and input from Fraser Health. If Committee wishes to further consider the application, the report presents an option that the applicant be requested to provide specified information prior to Committee making a decision on the application.

BACKGROUND

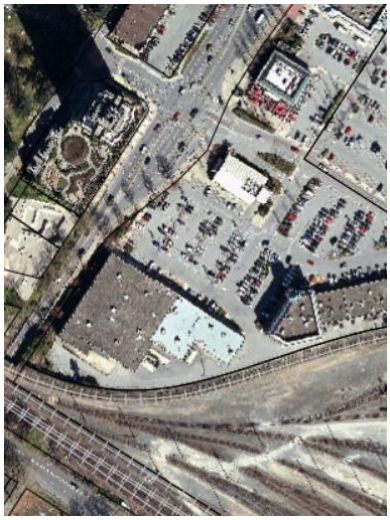
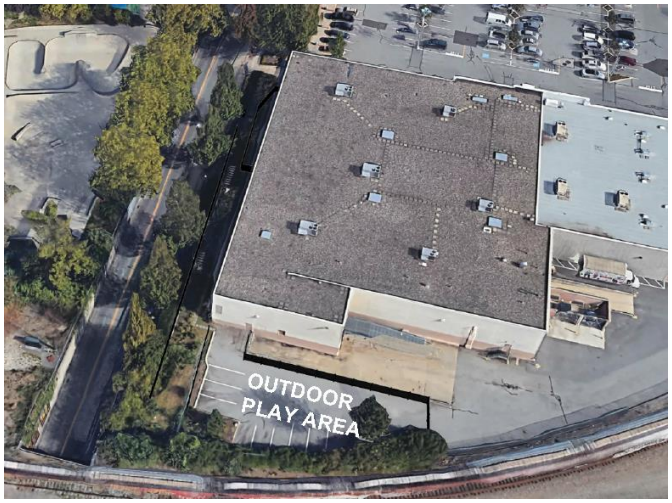
The following events and actions are relevant in consideration of the proposed child care facility and child care within the City:

- February 16, 2016. An initial rezoning application to allow for a child care facility accommodating 107 children (later increased to 136 children) to occupy a vacant commercial space in the former Canadian Tire building was received.
- July 27, 2016: Smart Growth Committee considered the attached staff report on the proposed large child care facility and recommended Council refuse the application.
- September 19, 2016: The Smart Growth Committee's report to Council recommending refusal was scheduled for Council's consideration. However, the applicant provided Council members with a large package of information immediately prior to its consideration of Committee's report and Council referred this material to Committee for review.
- October 27, 2016: Smart Growth Committee assessed the additional information and determined it would uphold its original recommendation to refuse the application.
- November 14, 2016: Council considered the initial and further information reports from the Smart Growth Committee. Prior to its decision, Council also heard from two delegates who raised concern about the appropriateness of the location as well as heard from the potential operator of the facility and the architect in support of the application. Council determined it would refuse the application.
- May 11, 2017: Smart Growth Committee heard from child care operators as part of its consideration of amending the City's child care regulations. Amended regulations were subsequently adopted by Council. In addition, the Sustainability and Environment Committee charged was with considering ways to enhance and assist the development of child care facilities in the City.
- July 18, 2017: The architect, Michael Burton Brown, submitted a new rezoning application for the large child care facility (similar to the one previously proposed) on behalf of the owner, Terracap. Following an initial review, the applicant was advised that staff would be seeking the following information:
  - A response from Fraser Health to determine if it would be prepared to issue a licence for a child care facility at this location or if it would have any specific requests that could be met through the rezoning process that would support a licence;
  - An assessment of anticipated information from an in-process study on child care needs within the Tri-Cities being undertaken on behalf of the United Way, in order to determine if the information would inform the rezoning process.

  In the fall, the applicant was informed that the City was considering a pedestrian/cycle connection between Shaughnessy Station and the Downtown and it would be necessary to determine if the desired connection would impact the application.
- February 13, 2018: The Finance and Intergovernmental Committee approved a recommendation from the Downtown Oversight Committee to include funding in the 2018 Financial Plan to provide for an assessment of options for a pedestrian connection (overpass or

underpass) and its impacts. Proceeding with this work is pending direction from the Downtown Oversight Committee.

- March 13, 2018: Abbarch Architects submitted a revised submission package which relocated the outdoor play space from the west side yard to occupy a larger portion of the parking area at the back of the property on the south and added back a play area adjoining Shaughnessy Street in the front of the building. The narrow west side yard was shown as "pedestrian link".

	
Shaughnessy Station context	March 2018 Submission (play area on the north not identified)

DISCUSSION

A. 2016 Application: In reporting on the original application, staff raised a number of significant concerns about the appropriateness of the proposed location for a daycare as well as demand for a facility of this size at this location. Identified concerns included:

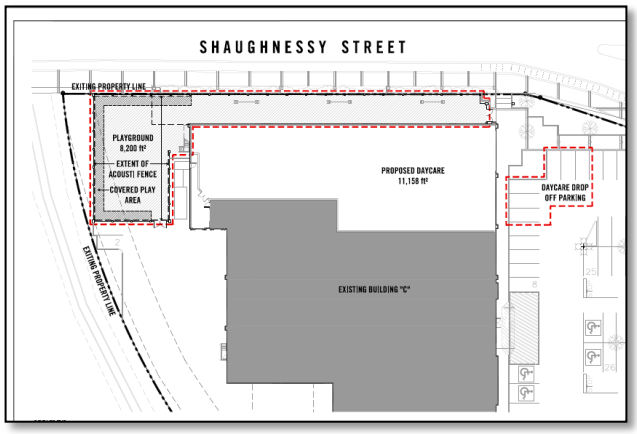
- proximity of the proposed outdoor play area along the west side of the building to Shaughnessy Street and the CP Rail tracks, including the visual impact of a sound-attenuating fence adjacent to the sidewalk and shading of the play area by this fence
- traffic impacts from vehicles at peak pick-up and drop-off times (the requested capacity of 136 children is similar to a small school)
- traffic impacts as well as safety issues related to small children regularly crossing Shaughnessy Street to get to Lions Park
- if commercial site remediation standards would be sufficient for a day care use, and
- compliance with Official Community Plan policies and land use designation.

Council was advised that the type of facility being proposed by the potential operator, Willowbrae, would be supported in locations elsewhere within the community, such as at Fremont Village. Staff further indicated their expectation that in the future, a larger child care

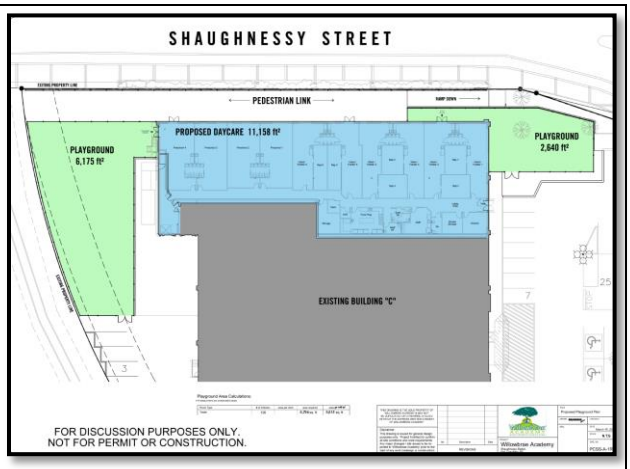
facility at Shaughnessy Station could be supported if integrated within a comprehensive redevelopment as a transit-oriented, mixed use development including residential uses.

A variety of reasons explaining the vote to either refuse or support the application were cited by members of Council, prior to the 5-2 vote. The development procedures bylaw allows for a refused application to be resubmitted six months after the date of Council's refusal.

B. July 2017/March 2018 Application: The application resubmitted in July maintained the original proposal to locate an outdoor play space in the west side yard and added a play area to the south, removing the play area formerly proposed in front of the building. The proposal was changed in March 2108 to remove the proposed play area along the west side of the building and put it back on the north side.



Proposed child care facility, including outdoor play space proposed in July 2017



Proposed child care facility, including outdoor play space proposed in March 2018

Issues associated with the current application include the following:

Application: The applicant's 2017 submission, as amended in 2018, comprises a mix of 2015/2016 information, excerpts from various staff and consultant reports through out that period and various responses to these reports, along with submissions from the potential daycare operator and parents seeking daycare (Council has received most of this material from the applicant and it was reviewed by Committee prior to a decision on the former application). Consequently, a number of aspects of the current proposal are unclear and, if the application is to be given further consideration, the staff file manager requests the applicant be required to provide an updated, comprehensive and concise application.

Site remediation: Additional information was provided confirming the applicant's position that remediation has been completed to a commercial standard. While staff continue to question if that standard would be appropriate for a child care facility, this report does not identify a need for further information.

Fraser Health Licence: A child care facility requires a licence from Fraser Health to ensure facilities are designed and operated in accordance with its requirements. Prior to issuing a

business licence for a daycare, the Bylaw Services Division will contact Fraser Health to determine if the business has obtained the necessary licence; Fire Protective Services also provides comment as part of this process. Following receipt of the current application, in late 2017 staff contacted Fraser Health by letter to ask if it had any specific concerns with the application or conditions it would wish to see met through the City's rezoning process. Fraser Health responded it would only provide comments following review of a complete application.

Proximity to CP Rail: The Federation of Canadian Municipalities and Railway Association of Canada's *Guidelines for New Development in Proximity to Railway Operations* (2013) outlines standard mitigation measures for new development. The guidelines emphasize the importance of early consultation with the railway but to date, the applicant has not provided the City with any comments.

The buildings within the Shaughnessy Station shopping centre pre-date the guidelines and the buildings along the south property line are closer than the recommended minimum setbacks. For example, the recommended residential building setback from a principle rail line with more than 5 trains per day is 30m and the minimum noise barrier height to a residential use is 5.5m (18'); there are no guidelines contemplating outdoor play space within this area. One of the multiple rail lines with the CP Rail property is only 6m from the play area on the south.

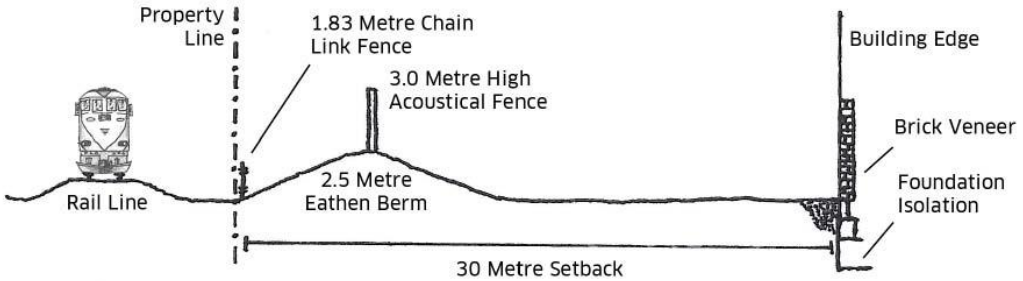
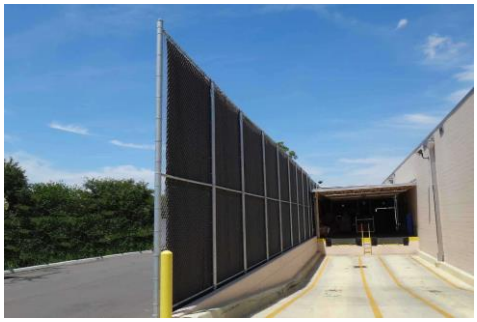


Figure 1: Example of Standard Mitigation Measures (Image Source: Figure 2: Standard mitigation for new residential development in proximity to a main line railway, pg. 19).

In an attempt to better understand potential safety concerns, staff viewed information posted by the Transportation Safety Board of Canada, which is an independent agency that advances transportation safety by investigating occurrences in the marine, pipeline, rail and air modes of transportation. Its website includes data such as the number of derailments by month and province, identifies concerns with respect to issues such as the risk posed by the transportation of large quantities of dangerous goods, and makes recommendations on safety issues.

The Fire and Emergency Services Department has expressed its concern about locating a playground in the proposed location, including the potential for safety issues associated with a playground so close to not only the rail yard but also the loading dock at the rear of the building. It recommends that infants and children not be put at risk and requests that the applicant be advised to seek a safer site for this type of assembly occupancy.

Noise Attenuation & Fencing: The location of the outdoor play areas immediately adjoining CP Rail's property and Shaughnessy Street means they would be noisy locations. To address this, the applicant proposes to surround the south play area with a specialized acoustic fence. A portion of the fence would be alongside an existing loading bay, similar to the image on the supplier's website below. The website for the proposed fencing also shows how a visual impact can be mitigated by planting hedges or climbing plant material. The current application does not include sufficient information on the design, height, location, or landscaping of the fence or the loss of existing vegetation to determine its impacts or compliance with Zoning Bylaw siting and height regulations.



Example of the proposed acoustic fence

Air Quality: The air quality where the outdoor play areas are proposed is a major concern. Staff research indicates there is increasing public health concern where small children are being exposed to poor quality air due to inappropriate play area locations. Health Canada's publication, *Human Health Risk Assessment for Diesel Exhaust*, notes diesel emissions are estimated to contribute significantly to ambient concentrations of NO_2, $PM_{2.5}$ and ground level ozone (O_3) particularly where close to major transportation routes. Children can be at greater risk for adverse effects as they inhale proportionally more air than adults. A University of Washington study found residents living near rail lines faced increased exposure to harmful microscopic particles from diesel emissions. As staff observed a detectable diesel smell from train activity at the proposed playground site, it would be critical to obtain information on the specific air quality (if this application is to be further considered) as the potential operator proposes to restrict children the on-site outdoor play areas rather than allowing for them to walk across Shaughnessy Street to get to Lion's Park.

Traffic Impacts: The applicant's submission had included the following information from Bunt & Associates:

"From traffic and parking standpoints, the synergies realized in locating child care within a shopping centre precinct are compelling, and include:

- *Shopping centres are typically located on well-travelled, commuter traffic routes. With much of the morning drop-off and afternoon pick-up activity for child care centres tied in with the morning and afternoon commute, the linkage couldn't be more direct. Moreover, the proximity of other stores, shops and services within the shopping centre enables a linking of trip purposes, i.e., picking up children and grocery shopping after work, i.e., two trip purposes, one trip.*

- *The peak traffic and parking period for shopping centres, with the most significant impact on the area transportation system, is typically the Saturday afternoon period. Child care facilities are typically not in operation at this time; conversion of retail space to child care therefore serves to reduce the overall shopping centre traffic and parking activity during the Saturday afternoon period.*
- *The morning peak traffic and parking period for child care centres is typically early in the morning before many of the stores open. The shopping centre parking lots and driveways are typically only lightly used at these times.*
- *The weekday afternoon period for pick-up from child care is generally not as peaked as the morning period. While shopping centre traffic and parking can be considerable in the weekday afternoon period, the difference between the traffic and parking activity of retail space versus child care space during the weekday afternoon period is not significant."*

This assessment indicates that shopping centres can be suitable locations for child care facilities from the perspective of vehicular access and on-site traffic management.

Pedestrian and Visual Impacts: The proposed play area on the north side of the building would eliminate a popular pedestrian short-cut connecting between the Shaughnessy Street sidewalk and the shopping centre. Acoustic fencing around the play area, if required, could also reduce the amenity of this pedestrian realm. A previous design scheme had also showed that a play space in this location could reduce the visibility of an adjoining commercial business.

Interior renovations: The Building Division advises that a change of use to an assembly A2 occupancy is not as per the original building design and it requires a building code analysis from an architectural registered professional to show changes required to comply with the BC Building Code. Staff would also wish to ensure that there would be sufficient windows added to the building to meet guidelines for a child care facility. While this information can be provided in consideration of future development permit and building permit applications, it is important to bring it to the applicant's attention in the rezoning process.

United Way Child Care Needs Assessment: The assessment, completed in fall 2017, identified concerns of parents in the Tri-Cities with respect to their child care arrangements. The applicant has not identified a response to key findings of this study, which include:

- insufficient time scheduled for children to play outdoors
- high cost
- hours of operation, with an identified need for extended hours due to time to commute to work and a preference for child care to be close to homes and local schools
- lack of access to parks and the outdoors for children in care
- need for more before and after school care close to school, especially in Port Coquitlam
- more licensed child care spaces in the Tri-Cities (39%) compared to province (22%).

Off-Sites and Encroachments: This report has not identified the potential off-site improvements that may be required of the development and would need to be determined if this application proceeds to further consideration. Staff previously noted that there is an existing encroachment agreement related to lighting along the Shaughnessy Street sidewalk would need to be assessed if this application is to be further considered.

FINANCIAL IMPLICATIONS

None associated with consideration of a change in use as proposed.

PUBLIC CONSULTATION

A sign has been posted on the site and several enquiries have been received by staff regarding the status of the application.

OPTIONS

(Check = staff recommendation)
Smart Growth Committee may:

#	Description
1 ✓	Recommend to Council that the application be refused.
2	Request the applicant provide information prior to making a determination such as: (1) A concise written submission describing the proposal and identification of any requested variances (compliance with municipal regulations); (2) Information from Fraser Health as to its licence requirements for a large child care facility at this location; (3) Comment from CP Rail; (4) An air quality assessment for the proposed outdoor play areas in sufficient detail to assess if proximity to rail yard and tracks (for the south play area) and Shaughnessy Street (north play area) would be a concern; (5) Design and siting information regarding the fencing, including impacts on Shaughnessy Street and landscaping; (6) A building code analysis and identification of design changes to comply with daycare guidelines; and, (7) Off site requirements.
3	Determine the conditions it wishes to have the applicant meet prior to bylaw adoption and recommend to Council taht the identified conditions be set and the application proceed to a Public Hearing.

ATTACHMENTS

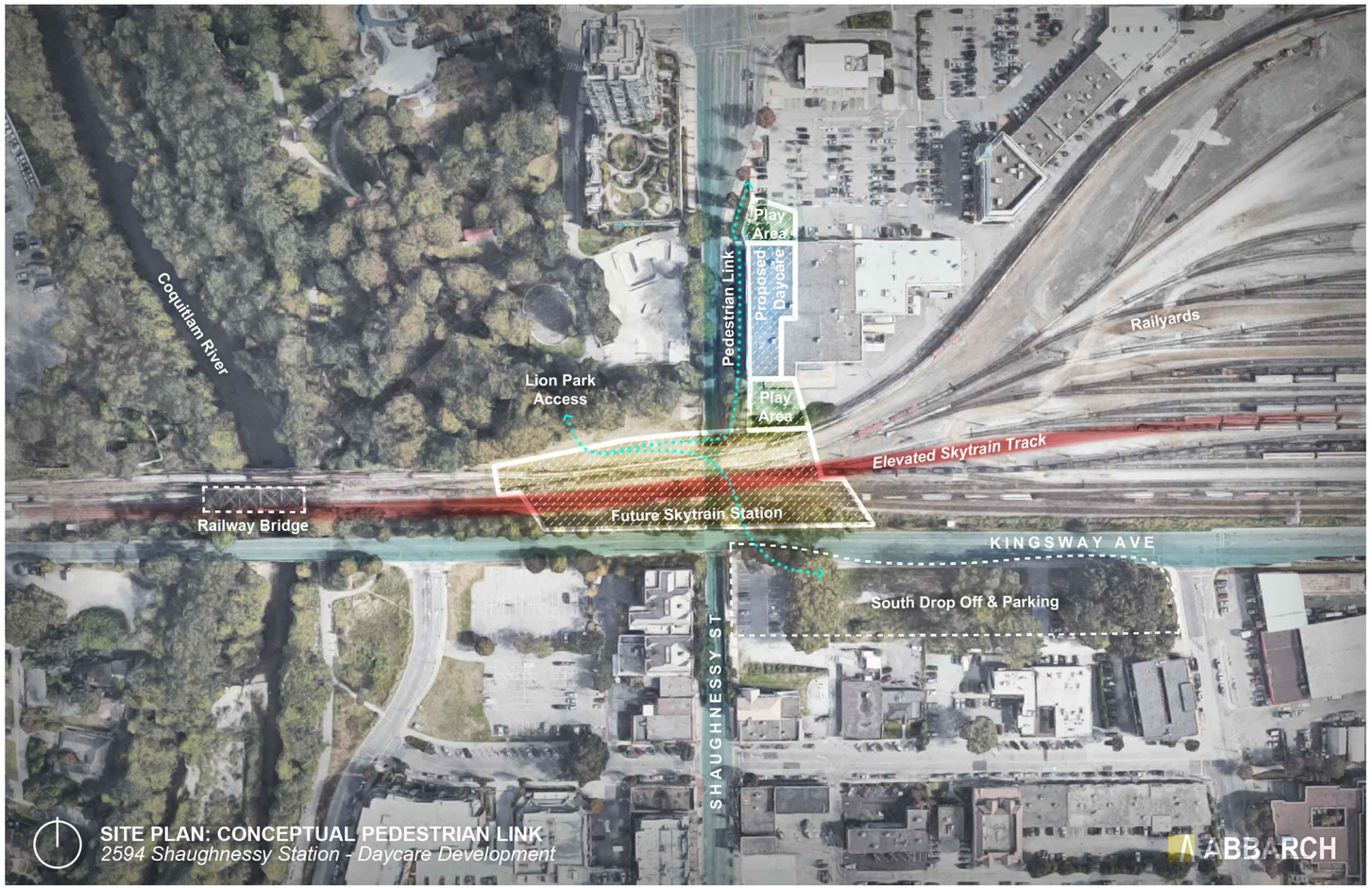
Attachment #1: Drawings submitted March 13, 2018

Attachment #2: Staff report to Smart Growth Committee July 27, 2016

2594 SHAUGHNESSY DAYCARE

PORT COQUITLAM, BRITISH COLUMBIA

ISSUED FOR RE-ZONING
MARCH 13, 2018



PROJECT INFORMATION

CIVIC ADDRESS:
2850 SHAUGHNESSY ST., SUITE 3190
PORT COQUITLAM, BC V3C 6K5

LEGAL DESCRIPTION:
LOT 1, NEW WEST DISTRICT,
PLAN LMP21954 DISTRICT
LOT 379 & 464, GROUP 1

APPLICABLE CODE:
BRITISH COLUMBIA BUILDING CODE (2012)

DRAWING SHEET STANDARDS:

DENOTES DISCIPLINE (ie. ARCHITECTURAL, STRUCTURAL, ETC.) → **A1.2** ← DENOTES SHEET NUMBER WITHIN SERIES
← DENOTES LATEST REVISION NO.
← DENOTES DRAWING SERIES BY NUMBER (ie. PLANS, SECTION, ELEVATIONS ETC.)

DIRECTORY:

CLIENT/OWNER: **TERRACAP MANAGEMENT INC.**
100 SHEPPARD AVENUE EAST, SUITE 502
TORONTO, ON
M2N 6N5
CONTACT: JASON McCAULLEY
TEL: (416) 222-9345
FAX: -
E-MAIL: JMcCauley@terracap.ca

ARCHITECT: **ABBARCH ARCHITECTURE INC**
Suite 500, One Bentall Centre, 505 Burrard ST. Box 79
VANCOUVER, B.C.
V7X 1M4
CONTACT: MICHAEL BURTON-BROWN - PRINCIPAL
DAVID TOO - PROJECT MANAGER
TEL: (604) 669-4041
FAX: (604) 683-5338
E-MAIL: mbb@abbarch.com
E-MAIL: dtoo@abbarch.com

DRAWING LIST:

ARCHITECTURAL:

A0.0 COVER SHEET
A1.1 SITE PLAN - EXISTING
A1.2 SITE PLAN - DEMOLITION
A1.3 SITE PLAN - PROPOSED

ABBREVIATIONS:

ALUM.	ALUMINUM	GL.	GLASS	PTD.	PAINTED
ANOD.	ANODIZED	G.1.S.	GOOD ONE SIDE	P. LAM.	PLASTIC LAMINATE
A.F.F.	ABOVE FINISHED FLOOR	G.W.B.	GYPSUM WALL BOARD	PLY.	PLYWOOD
BLKG.	BLOCKING	H.C.	HANDICAP	P.T.	PRESSURE TREATED
B.G.	BUILDING GRADE	HR.	HOUR	R/W	RIGHT OF WAY
BLDG.	BUILDING	HDW.	HARDWARE	RWL.	RAIN WATER LEADER
BOL.	BOLLARD	H.C.W.	HOLLOW CORE WOOD	R, RAD.	RADIUS
CLG.	CEILING	HDWD.	HARDWOOD	R.T.	RESILIENT TILE
C/W	COMPLETE WITH	HT.	HEIGHT	REQ'D.	REQUIRED
CONC.	CONCRETE	HORIZ.	HORIZONTAL	REV.	REVISION
C.M.U.	CONCRETE MASONRY UNITS	H.M.	HOLLOW METAL	R.D.	ROOF DRAIN
CORR.	CORRUGATED	H.B.	HOSE BIB	R.O.	ROUGH OPENING
CG	CORNER GUARD	I.D.	INSIDE DIAMETER	STRUCT.	STRUCTURAL
C.J.	CONTROL JOINT	JT.	JOINT	SPEC.	SPECIFICATION
DIA.	DIAMETER	L.	LENGTH	S.S.	STAINLESS STEEL
DCJ	DRYWALL CONTROL JOINT	L.S.	LANDSCAPE	ST.	STAIR
DWG	DRAWING	MECH.	MECHANICAL	S.F., SQ. FT.	SQUARE FEET
ELEV.	ELEVATION	MAX.	MAXIMUM	STL.	STEEL
EQ.	EQUAL	MET.	METAL	TR.	TREAD
EXT.	EXTERIOR	MIN.	MINIMUM	TYP.	TYPICAL
ELEC.	ELECTRICAL	MISC.	MISCELLANEOUS	T/O	TOP OF
EXIST.	EXISTING	N.I.C.	NOT IN CONTRACT	T.O.W.	TOP OF WALL
F.R.P.	FIBERGLASS REINFORCED PANEL	N.T.S.	NOT TO SCALE	U/G	UNDERGROUND
FHC	FIRE HOSE CABINET	NO.	NUMBER	U/S	UNDER SIDE
F. EXT.	FIRE EXTINGUISHER	O.C.	ON CENTRE	UNFIN.	UNFINISHED
F.D.	FLOOR DRAIN	O.D.	OUTSIDE DIAMETER	V.B.	VAPOUR BARRIER
FTG.	FOOTING	O/O	OUT TO OUT	V.C.T.	VINYL COMPOSITE TILE
FDTN.	FOUNDATION	O/A	OVERALL	V.I.F.	VERIFY IN FIELD
F.S.	FULL SIZE	P.C.	PRECAST	V. WC.	VINYL WALL COVERING
FIN.	FINISH	P.C. CONC.	PRECAST CONCRETE	VERT.	VERTICAL
F.O.	FINISHED OPENING	PREFAB.	PREFABRICATED	W.C.	WATER CLOSET
GALV.	GALVANIZED	PREFIN.	PREFINISHED	W.P.	WATERPROOFING
GA.	GAUGE	PL, PROP.	PROPERTY LINE	WD.	WOOD

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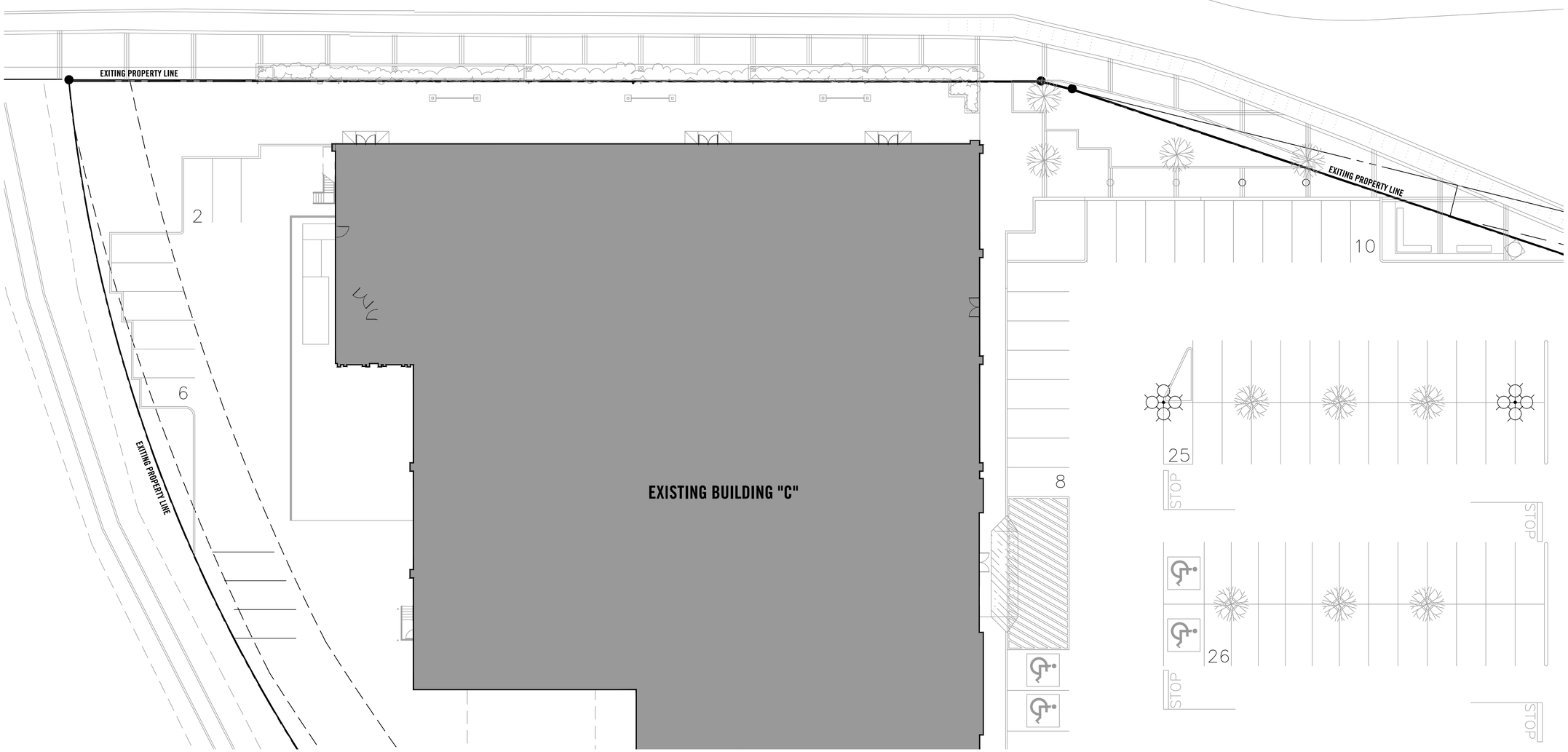
SHAUGHNESSY STREET



SITE LEGEND:

ELEVATIONS ARE IN METRIC UNITS

- CATCH BASIN
- EXISTING TOPO ELEVATION IN METERS BASED ON CITY RECORD AS-BUILT DWGS DATED: 1992-03-20
- PROPOSED NEW FIN. GRADE (METERS)
- FIRE HYDRANT
- SIAMESE CONNECTION
- MANHOLE OR RIM
- TOP OF CONCRETE
- STOP SIGN
- ACCESSIBLE PARKING SIGN
- BOLLARD
- LAMP STANDARD
- CAR PLUG-IN STATION
- MAIN BUILDING ENTRANCE
- SECONDARY BUILDING ENTRANCE
- CONCRETE LETDOWN
- BIKE RACK
- PAINTED ACCESSIBLE PARKING SIGN
- PAINTED "SMALL CAR ONLY"
- LANDSCAPING
- CONCRETE
- TRANSFORMER VAULT (SEE ELECT. DWGS.)
- PAINTED TRAFFIC ARROWS
- PAINTED STOP LINE
- PAINTED CROSSING
- PROPERTY LINE
- FIRE TRUCK ROUTE & HEAVY DUTY ASPHALT

NO	DATE	ISSUE / ADDENDUM / REVISION
01	2018/03/13	ISSUED FOR RE-ZONING

TERRACAP VENTURES

SHAUGHNESSY STATION - DAYCARE DEVELOPMENT

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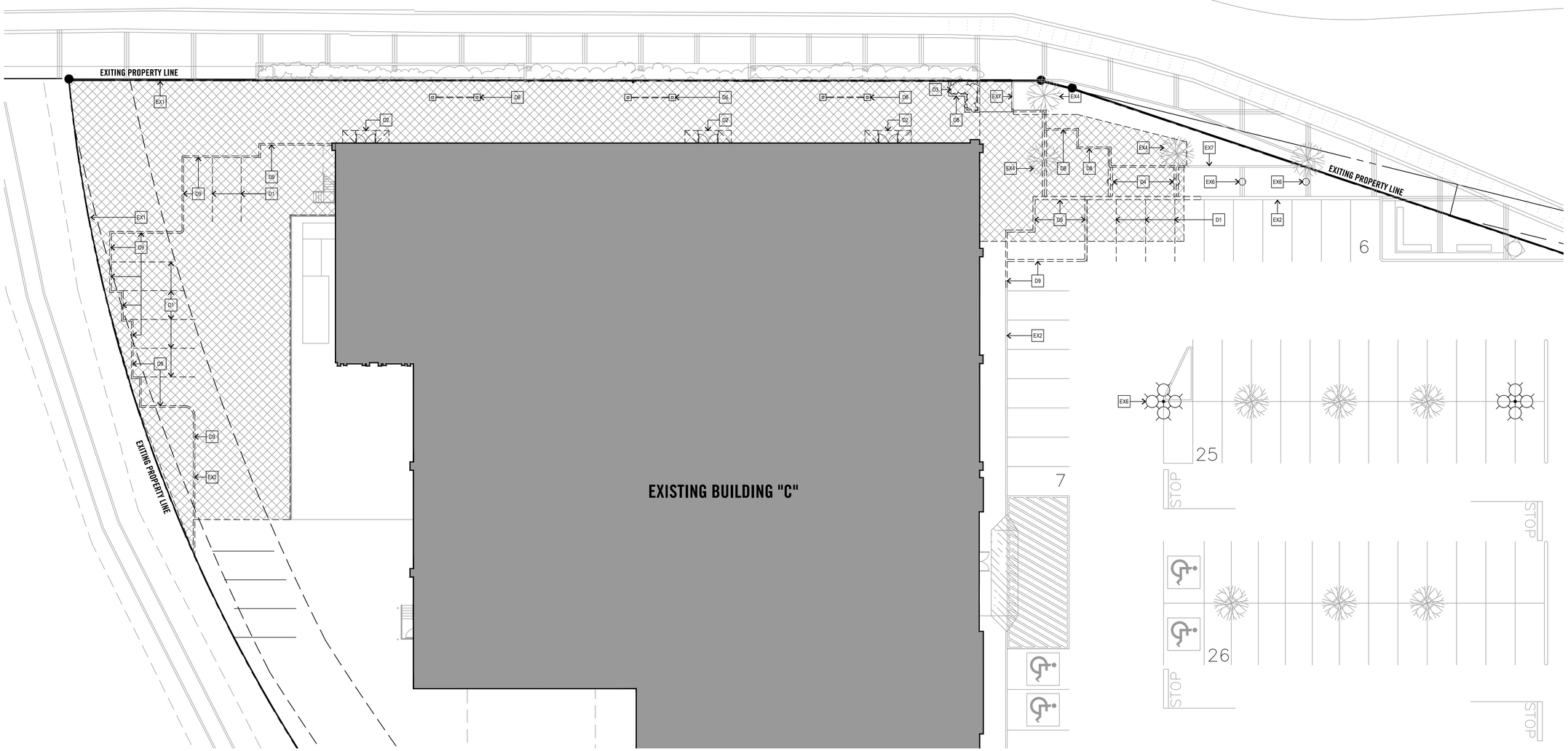
SEAL:

SHEET TITLE:
SITE PLAN - EXISTING

PROJECT NO:	2594
DRAWN BY:	CN
CHECKED BY:	DT
DATE:	-
SCALE:	1/16" = 1'-0"
SHEET:	A1.1

SHAUGHNESSY STREET



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- PROPERTY LINE
- FIRE TRUCK ROUTE & HEAVY DUTY ASPHALT

DEMOLITION NOTES:

- D1 GRIND OFF PAINTED PARKING STALL STRIPE/ ISLAND. PATCH & MAKE GOOD.
- D2 DEMOLISH EXISTING CONCRETE LANDING AND SUB-BASE. PATCH, PREP & MAKE GOOD FOR NEW GROUND TREATMENT. RE: LANDSCAPE DWGS.
- D3 DEMOLISH EXISTING LANDSCAPE, PATIO STONE WALKWAY, AND SUB-BASE. PATCH, PREP & MAKE GOOD FOR NEW GROUND TREATMENT. RE: LANDSCAPE DWGS.
- D4 DEMOLISH EXISTING LAMP POST, SONO-TUBE FOUNDATION, AND ELECTRICAL CONNECTION. PATCH AND MAKE GOOD AS REQUIRED TO CONNECT ELECTRICAL FEEDS IN UNDERGROUND CONDUITS TO PATCH THROUGH CIRCUIT TO OTHER FIXTURES.
- D5 REMOVE AND SALVAGE EXISTING BIKE RACK. PATCH, PREP & MAKE GOOD EXISTING SURFACES. PREPARE TO RE-INSTALL IN LOCATION INDICATED ON SITE PLAN.
- D6 DEMOLISH EXISTING TRELLIS FEATURE. PATCH & MAKE GOOD.
- D7 DEMOLISH EXISTING HANDRAILS. PATCH, PREP & MAKE GOOD EXISTING SURFACES.
- D8 REMOVE EXISTING PLANTER CONCRETE WALLS, LANDCAPE, VEGETATION, SOIL, AND SUB-BASE. PATCH, PREP & MAKE GOOD FOR NEW GROUND TREATMENT. RE: LANDSCAPE DWGS.
- D9 REMOVE EXISTING CONCRETE CURB/ PARKING ISLAND. PATCH & MAKE GOOD.
- EX1 EXISTING PROPERTY LINE TO REMAIN.
- EX2 EXISTING CONCRETE CURB TO REMAIN.
- EX3 EXISTING SIDEWALK TO REMAIN.
- EX4 EXISTING HEDGES, TREES, LANDSCAPE TO REMAIN.
- EX5 EXISTING OVERHEAD GLASS/METAL CANOPY TO REMAIN.
- EX6 EXISTING PARKING LOT LIGHT STANDARDS AND SITE LIGHT FIXTURES TO REMAIN.
- EX7 EXISTING LANDSCAPE CONCRETE PLANTERS TO REMAIN.
- CROSS-HATCHED AREA INDICATES EXTENT OF ASPHALT PARKING LOT, CONCRETE SIDEWALK/ IN-SET INTERLOCKING STONE, SOIL AND SUB-BASE TO BE REMOVED. PATCH, PREP & MAKE GOOD FOR NEW FINISHES.

NO	DATE	ISSUE / ADDENDUM / REVISION
01	2018/03/13	ISSUED FOR RE-ZONING

TERRACAP VENTURES

SHAUGHNESSY STATION - DAYCARE DEVELOPMENT

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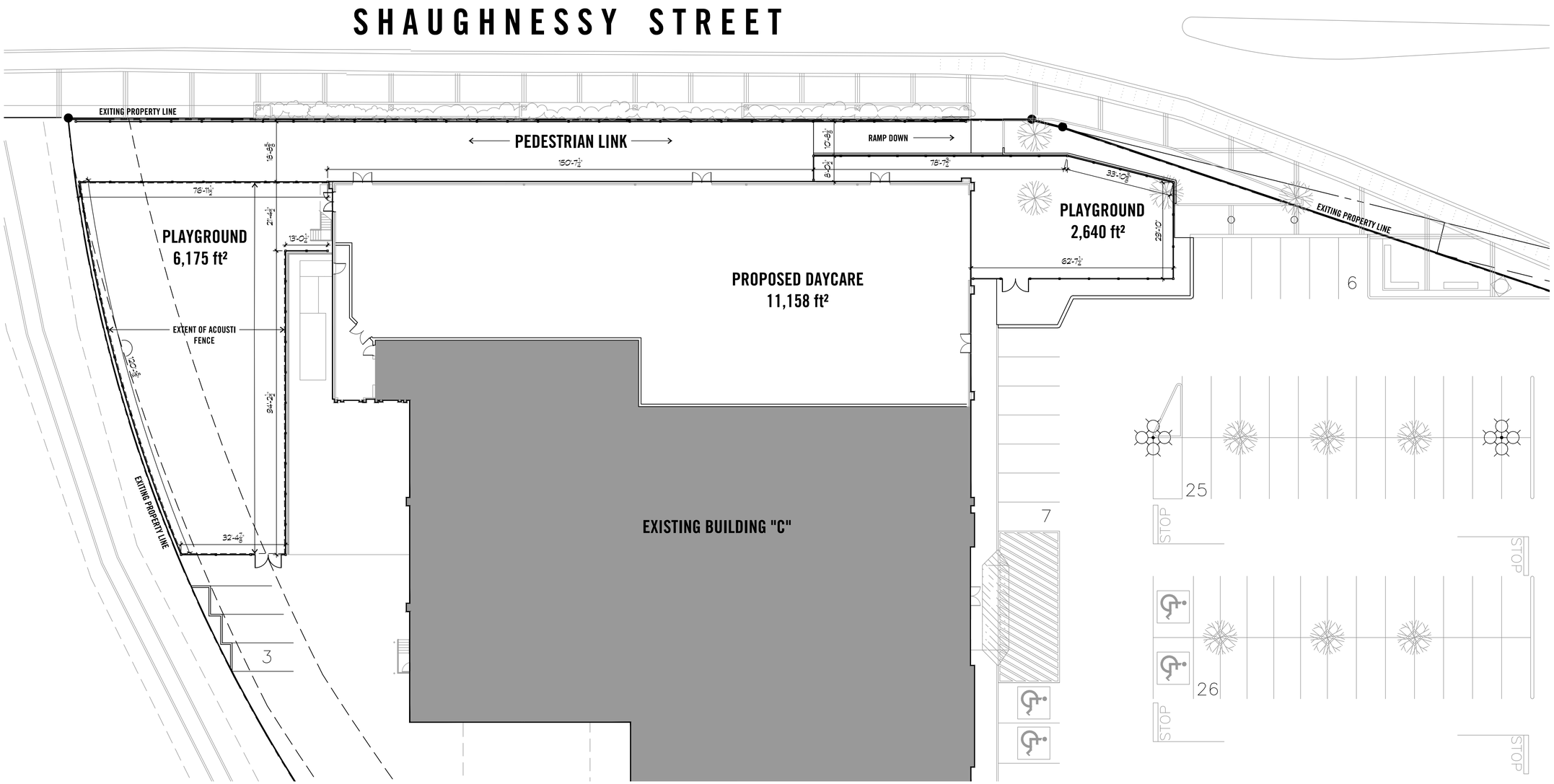
SEAL:

SHEET TITLE:
SITE PLAN - DEMOLITION

PROJECT NO:	2594
DRAWN BY:	CN
CHECKED BY:	DT
DATE:	-
SCALE:	1/16" = 1'-0"
SHEET:	A1.2



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SEAL:

SHEET TITLE:
SITE PLAN - PROPOSED

PROJECT NO:	2594
DRAWN BY:	CN
CHECKED BY:	DT
DATE:	-
SCALE:	1/16" = 1'-0"
SHEET:	A1.3

TOPOGRAPHICAL PLAN OF LOT 1
DISTRICT LOTS 379 AND 464, GROUP 1,
NEW WESTMINSTER DISTRICT, PLAN LMP21954

SCALE 1:250

All distances are in metres

PARCEL IDENTIFIER 019-183-721
CIVIC ADDRESS 2850 Shaughnessy Street
Port Coquitlam, B.C.

CHARGES ON TITLE		
CHARGE NO.	NATURE	PLAN
AB97997	SRW	77958
BJ39857	CROSS EASEMENT	
BJ39859	SRW	LMP21955
BJ39862	EASEMENT	LMP21956
BJ39863	EASEMENT	LMP21959
BJ39864	RESTRICTIVE COVENANT	
BJ39870	RESTRICTIVE COVENANT	LMP21957
BJ39871	RESTRICTIVE COVENANT	LMP21958
BJ39874	RESTRICTIVE COVENANT	LMP21958
BJ39875	RESTRICTIVE COVENANT	
BJ119639	EASEMENT	LMP21956
BJ119640	EASEMENT	
BJ119642	EASEMENT	
BJ208354	SRW	
BJ208355	SRW	LMP21955
BJ210781	SRW	LMP21955
BK72749	LEASE	LMP27105
BK72750	SUBLEASE	
BK210534	SRW	LMP21955
BK210535	SRW	
BL208368	LEASE	LMP30969
BL208370	LEASE	LMP34487
BL208371	RESTRICTIVE COVENANT	LMP34487
BL208372	RESTRICTIVE COVENANT	
BL208373	LEASE	LMP34478
BL208374	RESTRICTIVE COVENANT	
BY27591	LEASE	LMP23281
BY27592	EASEMENT	LMP23281

LEGEND :

- Spot Elevation
- Elevation of Top of Wall
- Bollard
- Parking Stall
- Fire Hydrant
- Lamp Standard
- Catch Basin
- Cleanout Lid
- Gas Meter
- Service Box
- Power Pole
- Sign
- Water Valve
- Speed Bump
- Coniferous Tree
- Deciduous Tree

Lot dimensions are based on Plan LMP21210.

Elevations are Geodetic, shown in metres.

CERTIFIED CORRECT
this 5th day of January, 2016.

W. PAPOVE BCLS

PAPOVE
PROFESSIONAL LAND SURVEYING INC.
#202 - 1405 - 1407 BROADWAY STREET
COQUITLAM, B.C. V3K 7K8
TEL : (604) 464-3169
FAX : (604) 464-6509

FILE NUMBER : 6256C

CITY OF PORT COQUITLAM

Report to Committee

DATE: July 19, 2016

TO: Smart Growth Committee

FROM: Laura Lee Richard, Director of Development Services

SUBJECT: **#3190 - 2850 SHAUGHNESSY ST REZONING APPLICATION RZ000126 (PROPOSED CHILD CARE FACILITY)**

EXECUTIVE SUMMARY

The owner of the vacant store front located in the Shaughnessy Station commercial development (the former Canadian Tire building) has submitted a rezoning application to allow for a child care facility that would accommodate up to 136 children.

This application raises a number of significant concerns about the appropriateness of the proposed location for a daycare and the demand for a facility of this size at this location. In particular, staff's concerns include the proximity of an outdoor play area located along the west side of the building to Shaughnessy Street and the CP Rail tracks, traffic impacts from vehicles at peak pick-up and drop-off times and traffic impacts as well as safety issues related to children regularly crossing Shaughnessy Street to get to Lions Park, site contamination, institutional use of an area designated to promote retail commercial development, and the existing supply of child care spaces in the area.

Based on information provided by the applicant to date and staff's analysis of the site's constraints for a child care use, it is recommended that SGC resolve to not support the application. If this recommendation is approved by the Committee, then the applicant may appeal the rejection and the application must be considered at a Council meeting.

Should Committee determine that it wishes to further consider the application, then staff would work with the applicant to obtain additional information during the summer recess with the intent that a report would be brought forward to SGC that identifies recommended conditions of the rezoning.

RECOMMENDATION

That SGC recommend to Council that the application to amend the Zoning Bylaw to allow for a child care facility accommodating up to 136 children at #3190 - 2850 Shaughnessy Street be refused.

1. BACKGROUND

1.1. Application: This application originated as a proposal to rezone a vacant commercial unit to allow a child care facility that would accommodate 107 children. The application was subsequently amended to replace the original applicant (a planning firm) with an architectural firm, Abbarch Architecture, and to increase the number of children to be accommodated at the facility to 136.

1.2. History: The site was originally part of CP Rail lands. In 1996, it was rezoned and subdivided for the development of the Shaughnessy Station as a highway-oriented shopping centre. There have been a number of changes to this centre over the years with the most recent being in 2012, when SGC issued a DP amendment to allow for alteration of the former Canadian Tire building into smaller units with work including façade improvements and landscape enhancements in the parking lot.

1.3. The Proposal: The applicant wishes to redevelop the vacant commercial unit for a child care facility with an outdoor play area along the west side of the building. The facility would be leased to an independent operator and building alterations would be made to accommodate the change in use. There would be six groups of infants and toddlers, with 12 children in each of these groups, and four groups of preschoolers, with 16 children in each of these groups; care would be offered between the hours of 7 am and 6 pm Monday through Friday.

2. POLICY & REGULATIONS

2.1. OCP Policies: The OCP's policies promote having a sufficient number of child care spaces located throughout the community, including in residential areas, close to educational facilities (schools) and at business centres. OCP policies also promote commercial and mixed-use development of sites in the downtown and, where appropriate, of sites with a highway orientation. The land use designation is Downtown Commercial.

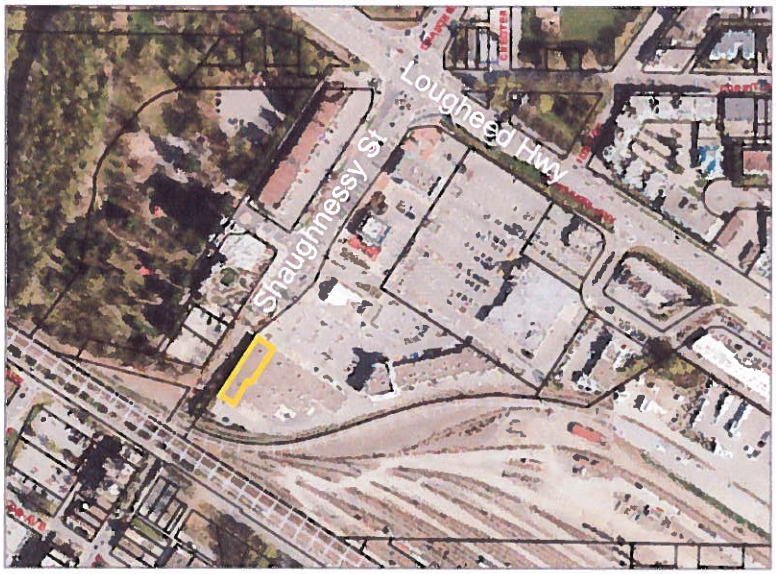
2.2. Zoning Bylaw: The property is zoned Comprehensive Development Zone 10 (CD10), which allows for the uses permitted in the Community Commercial (CC) zone well as automobile sales and rentals, accessory automobile servicing and auditoriums. The CC zone allows for child care facilities with a maximum of 25 children in a facility at any one time. A child care facility in a CD zone is further subject to a regulation that it is to serve residents or persons residing in adjacent apartments or apartment residential zones.

2.3. Child Care Licenses: Child care facilities are regulated under the Child Care Licensing Regulation and Standards of Practice of the *Community Care and Assisted Living Act* and require a child care license from Fraser Health. Licenses are not required for facilities with 1 or 2 children.

2.4. Development Procedures Bylaw: All applications to amend the Zoning Bylaw are considered by Council and only Council has the authority to refuse an application for a bylaw amendment.

3. COMMENTS AND ANALYSIS

3.1. Site Characteristics and Context: Shaughnessy Station is located on the eastern side of Shaughnessy Street just north of the underpass and contains multi-tenant buildings, a large grocery store, restaurants, banks, offices and other commercial uses. The property backs onto the CP Rail railway.



The proposed site for the daycare is located adjacent to Shaughnessy Street in a multi-tenant building that was formerly occupied by the Canadian Tire business. A landscape strip located along the side of the building encroaches into the City road right-of-way and a retaining wall supports the back part of this area.

3.2. Project Description: The proposal is to renovate the vacant 1036.6 m^2 (11,158 ft^2) commercial unit to create a facility with 10 classrooms, 6 napping rooms, and supporting office and kitchen rooms. The landscaping along the western side and 9 parking spaces in front of the building would be replaced with a fenced outdoor play area for the children that would be accessed from a new entry along the façade. The operator also intends to take advantage of the close proximity of this site to Lions Park.

The applicant has provided the following to date:

- a transportation letter by Bunt & Associates providing an analysis of the potential impacts of a child care facility with 107 children: the study determined that there would be sufficient parking to accommodate the proposed use. The study also identified that the frequency of arrivals and departures would be appreciably higher compared to the previous commercial use but did not comment on the potential impact on existing transportation network.
- an air quality and noise study that recommended use of acoustic materials in the building's renovation, but did not address the impact of noise on the outdoor play area. It also used office building standards for assessing air quality.
- an incomplete site profile that would need to be completed to meet the requirements of the Ministry of Environment.

Significant offsite improvements would be recommended as conditions of the rezoning in accordance with normal practice and could include reconstruction of the adjacent portions of Shaughnessy Street and Lougheed Highway, upgrading services and street lighting, and construction of a portion of a multi-purpose pathway. Another recommended condition of a rezoning would be renewal of an expired encroachment agreement for the retaining wall within the City right-of-way.

3.3. Existing Supply of Child Care Spaces: There are 176 licenced child care spaces located within approximately 400m of the proposed site (a 5-minute walk). 36 of these spaces are for infants and toddlers and 140 for children aged 3 to 5. There is also an active licence application for an additional 8 infant and toddler spaces and 16 spaces for children aged 3 to 5 within the same radius.

3.4. Discussion & Analysis

A number of issues have been identified as follows:

- The site was formerly used by CP Rail and was remediated to meet standards required for office and commercial uses. Further remediation of the site may be necessary for this proposed change of use to meet the standards required for a child care facility.
- The on-site outdoor play area meets the minimum size required for a large child care facility, but its location is immediately adjacent to heavy traffic on Shaughnessy Street as it emerges from the underpass and an active railway line.

- The potential use of the popular children's play area in Lions Park leads to two issues: one, that a large number of children would be crossing the busy intersection at Lions Way and Shaughnessy Street to get to the play area and secondly, that the public park could become a substitute for the facility's required on-site play area if it is determined to be too noisy or its air quality is too poor for frequent use.
- An increase in both pedestrian and vehicle traffic may adversely impact the signal operation and traffic flow at Shaughnessy Street and Lions Way.
- High community need for additional child care spaces serving this neighbourhood and, in particular, residents of adjoining residential developments, has not been demonstrated.

3.5. Consultation: The original applicant contacted 29 of the 32 Shaughnessy Station businesses and advised that most did not have any concerns. Questions related to pick-up and drop-off activities were raised, and one business was concerned about the use in close proximity of the railway with respect to noise, pollutants, and hazardous materials.

A sign providing information on the rezoning application is posted on the site. Two nearby child care facilities have each provided comment that they struggle to fill spaces in their facilities and question allowing for additional spaces at this time.

4. OPTIONS

The Smart Growth Committee may:

(1) Recommend to Council that Council refuse the application; or,

(2) Determine that it wishes to further consider the application before making a decision on a recommendation. If this option is selected, staff would work with the applicant to bring forward additional information addressing site contamination, further traffic information, and clarify air quality and noise concerns. In accordance with our normal practice for a rezoning application that is expected to proceed to a Public Hearing, staff would also put forward recommended conditions of approval.

Laura Lee Richard, MCIP
Director of Development Services

ITEM | PAGE