

Committee of Council Regular Agenda

Council Chambers, 3rd Floor City Hall, 2580 Shaughnessy Street, Port Coquitlam, BC

Tuesday, June 11, 2019

Time: 2:00 p.m.

1. CALL TO ORDER

2. ADOPTION OF THE AGENDA

2.1 Adoption of the Agenda

Recommendation:

That the June 11, 2019, Regular Committee of Council Meeting Agenda be adopted as circulated.

3. CONFIRMATION OF MINUTES

3.1 Minutes of Committee of Council

Recommendation:

That the minutes of the following Committee of Council Meetings be adopted:

- *May 21, 2019, Regular Committee of Council Meeting;*
- *May 28, 2019, Regular Committee of Council Meeting;*
- *June 4, 2019, Regular Committee of Council Meeting.*

4. REPORTS

4.1 Summer Event Recreation Update – Verbal Report

Recommendation:

None.

4.2 Prairie Avenue Improvements – Public Consultation - Shaughnessy to Fremont

Recommendation:

That Committee of Council approve the Prairie Avenue road design options as presented in the June 4, 2019, staff report, "Prairie Avenue Improvements – Public Consultation – Shaughnessy to Fremont" for public consultation to inform a detailed design.

4.3 St. Thomas Street Road Rehabilitation Petition

Recommendation:

None.

4.4 2018 Traffic Count Results

Recommendation:

None.

4.5 Port Coquitlam Seniors' Grant

Recommendation:

That Committee of Council approve the funding request of Port Coquitlam Senior Citizens' Housing Society for \$41,000 from the Special Needs Housing Reserve fund to support redevelopment of their Dogwood Mews site at 3155 Seymour Street: and

That Committee of Council recommend to Council that the 2019 Financial Plan be amended accordingly; and

That prior to the disbursement of funds, the Society amend the registered Housing Agreement and covenant pursuant to Section 219 of the Land Title Act to confirm:

- a. The project is in receipt of the Special Needs Housing Reserve funds from the City; and*

- b. All funds received shall be repaid to the City with applicable accrued interest if the project fails to advance to completion within a five-year period.*

4.6 Cannabis Production in the Agriculture Zone

Recommendation:

That Committee of Council recommend to Council that the Zoning Bylaw be amended to restrict a cannabis production use to being located outdoors in an agricultural field or inside a farm building that has a soil base and maximum production area of 200m².

5. COUNCILLORS' UPDATE

6. MAYOR'S UPDATE

7. CAO UPDATE

8. RESOLUTION TO CLOSE

8.1 Resolution to Close the June 11, 2019, Regular Committee of Council Meeting to the Public

Recommendation:

That the Regular Committee of Council Meeting of June 11, 2019, be closed to the public pursuant to the following subsection(s) of Section 90(1) of the Community Charter:

Item 4.1

g) litigation or potential litigation affecting the municipality;

Item 4.2

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

Committee of Council Regular Minutes

Council Chambers, 3rd Floor City Hall, 2580 Shaughnessy Street, Port Coquitlam, BC
May 21, 2019

Present:

Acting Mayor Darling
Councillor Dupont
Councillor Penner
Councillor Pollock
Councillor Washington

Absent:

Councillor McCurrach
Mayor West

1. CALL TO ORDER

The meeting was called to order at 2:00 p.m.

2. ADOPTION OF THE AGENDA

2.1 Adoption of the Agenda

Moved - Seconded:

That the May 21, 2019, Regular Committee of Council Meeting Agenda be adopted with the following changes:

- *Deletion of item 3.3*
- *Addition to item 7.1 (item 4.4)*

Carried

3. REPORTS

3.1 Gates Park Softball Field Fencing

Moved - Seconded:

That Committee of Council:

Direct staff to proceed with option 5 as identified in the report:

- The construction of a covered walkway, protecting the pathway;
- The construction of protective netting along the East side of the practice field; and
- The planting of 5-6 trees along the parking lot interface.

At a cost of \$75,000 from accumulated surplus, and that the financial plan be amended as required.

Carried

3.2 Development Permit – 4054 & 4056 Dunphy Street

Moved - Seconded:

That Committee of Council approve Development Permit DP000355 to regulate a duplex development at 4054 & 4056 Dunphy Street.

Carried

3.3 930 Dominion Avenue – Amendment to the Official Community Plan (Watercourse) and Rezoning Application

Item 3.3 was deleted from the Agenda.

4. COUNCILLORS' UPDATE

Council provided updates on City business.

5. MAYOR'S UPDATE

No update.

6. CAO UPDATE

No update.

7. RESOLUTION TO CLOSE

7.1 Resolution to Close the May 21, 2019, Regular Committee of Council Meeting to the Public

Moved - Seconded:

That the Regular Committee of Council Meeting of May 21, 2019, be closed to the public pursuant to the following subsection(s) of Section 90(1) of the Community Charter:

Item 4.1

g) litigation or potential litigation affecting the municipality.

Item 4.2

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

Item 4.3

g) litigation or potential litigation affecting the municipality;

i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;

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

Item 4.4

m) a matter that, under another enactment, is such that the public may be excluded from the meeting.

Carried

Certified Correct,

Mayor

Corporate Officer

Committee of Council Regular Minutes

Council Chambers, 3rd Floor City Hall, 2580 Shaughnessy Street, Port Coquitlam, BC
Tuesday, May 28, 2019

Present:

Vice-Chair – Councillor Washington
Councillor Darling
Councillor Dupont
Councillor McCurrach
Councillor Penner
Councillor Pollock

Absent:

Mayor West

1. CALL TO ORDER

The meeting was called to order at 2:00 p.m.

2. ADOPTION OF THE AGENDA

2.1 Adoption of the Agenda

Moved - Seconded:

That the May 28, 2019, Regular Committee of Council Meeting Agenda be adopted as circulated.

Carried

3. CONFIRMATION OF MINUTES

3.1 Minutes of Committee of Council

Moved - Seconded:

That the minutes of the following Committee of Council Meetings be adopted:

- *May 7, 2019, Regular Committee of Council Meeting;*
- *May 14, 2019, Regular Committee of Council Meeting.*

Carried

4. REPORTS

4.1 TransLink Presentation – Lougheed B-line & Transit Study

TransLink staff gave a presentation and answered questions from Committee.

4.2 Zoning Bylaw Amendment for 2645 Kingsway Avenue

Moved - Seconded:

That Committee of Council recommend to Council:

That the Zoning Bylaw be amended to allow for embalming services at 2645 Kingsway Avenue; and,

That prior to adoption of the amending bylaw, the following condition be met to the satisfaction of the Director of Development Services:

- *submission of a security for fencing, invasive species removal and planting within the protected watercourse setback area.*

Carried

Opposed: Councillor Penner

4.3 930 Dominion Avenue – Amendment to the Official Community Plan (Watercourse) and Rezoning Application

Moved - Seconded:

That Committee of Council confirm the consultation required for an amendment to the Official Community Plan is met by the posting of a sign at 930 Dominion Avenue and the consideration of the proposed revision to Map 22 at an open Committee meeting; and,

That Committee of Council recommend to Council that:

- 1. Map 22 of the Official Community Plan be amended to remove its identification of watercourses from 930 Dominion Avenue;*
- 2. The zoning of 930 Dominion Avenue be amended from Agriculture (A) to Light Industrial (M3); and,*
- 3. Prior to adoption of the amending bylaws, the following conditions be met:*
 - a. Completion of a subdivision plan to the satisfaction of the Approving Officer to achieve:*
 - i. an extension of Seaborne Avenue including a cul-de-sac, and*
 - ii. widening of Nicola Avenue; and,*
 - b. Completion of the following to the satisfaction of the Director of Development Services:*
 - i. submission of securities and fees for the off-site works;*
 - ii. registration of a legal agreement to apply specific building, parking, loading and landscape design requirements for appropriate treatment between non- industrial sites to the east and north of Dominion Avenue and the industrial site;*
 - iii. submission of \$846,978 cash-in-lieu for watercourse compensation to be transferred to the General Capital Reserve for future use; and,*
 - iv. submission of design and securities to provide for construction of bio-swale riparian enhancements along the north and west property lines.*

Defeated

Opposed: Councillors Darling, Pollock and Washington

Moved - Seconded:

That Committee of Council direct staff to prepare a report with additional options for cash-in-lieu for watercourse compensation.

Carried

4.4 Development Permit Application – 2331 Kelly Avenue

Moved - Seconded:

That Committee of Council approve Development Permit DP000366 to regulate a six-storey apartment development at 2331 Kelly Avenue.

Carried

4.5 Amendment of Floor Area Ratio Exemptions, Development below the Flood Construction Level, and Facilities in Dwelling Units

Moved - Seconded:

That Committee of Council recommend to Council that the Zoning Bylaw be amended to limit exempt floor area in a basement; restrict development below the flood construction level; and further regulate cooking, laundry and bathroom facilities in dwelling units.

Carried

4.6 Tri-Cities Homelessness & Housing Task Group Funding Request

Moved - Seconded:

That Committee of Council approve the funding request of Tri-Cities Homelessness & Housing Task Group for \$4,100 from accumulated surplus to fund the part-time Task Group Coordinator position; and

That the 2019 Financial Plan be amended accordingly.

Carried

5. COUNCILLORS' UPDATE

Council provided updates on City business.

6. MAYOR'S UPDATE

No update.

7. CAO UPDATE

No update.

8. RESOLUTION TO CLOSE

8.1 Resolution to Close the May 28, 2019, Regular Committee of Council Meeting to the Public

Moved - Seconded:

That the Regular Committee of Council Meeting of May 28, 2019, be closed to the public pursuant to the following subsection(s) of Section 90(1) of the Community Charter:

Item 4.1

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

Item 4.2

c) labour relations or other employee relations;

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

Item 4.3

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

Item 4.4

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

Item 4.5

- i) *the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.*

Carried

Certified Correct,

Mayor

Corporate Officer

Committee of Council Regular Minutes

Heritage Room, 3rd Floor City Hall, 2580 Shaughnessy Street, Port Coquitlam, BC
Tuesday, June 4, 2019

Present:

Chair – Mayor West
Councillor Dupont
Councillor McCurrach
Councillor Penner
Councillor Pollock
Councillor Washington

Absent:

Councillor Darling

1. CALL TO ORDER

The meeting was called to order at 2:00 p.m.

2. ADOPTION OF THE AGENDA

2.1 Adoption of the Agenda

Moved - Seconded:

That the June 4, 2019, Regular Committee of Council Meeting Agenda be adopted as circulated.

Carried

3. RESOLUTION TO CLOSE

3.1 Resolution to Close the June 4, 2019, Regular Committee of Council Meeting to the Public

Moved - Seconded:

That the Regular Committee of Council Meeting of June 4, 2019, be closed to the public pursuant to the following subsection(s) of Section 90(1) of the Community Charter:

Item 3.1

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

Carried

Certified Correct,

Mayor

Corporate Officer

Prairie Avenue Improvements - Public Consultation – Shaughnessy to Fremont

RECOMMENDATION:

That Committee of Council approve the Prairie Avenue road design options as presented in the June 4, 2019 staff report, “Prairie Avenue Improvements – Public Consultation – Shaughnessy to Fremont” for public consultation to inform a detailed design.

PREVIOUS COUNCIL/COMMITTEE ACTION

At the May 21, 2017, Budget and Infrastructure Committee meeting, the following motion was passed:

That the Budget and Infrastructure Committee remove project 7-80 Prairie Avenue - Coast Meridian to Fremont from the 2017-2018 Capital Plan; and

That the \$50,000 be added to the Financial Plan for a Prairie Road Upgrade Strategy Plan; and*

That the project scope be approved by the Budget and Infrastructure Committee.

At the December 11, 2017, Budget and Infrastructure Committee meeting, the following motion was passed:

*That \$550,000 in 2018 and \$8,023,000 in 2019 for the 2019 Neighbourhood Rehabilitation projects be included in the 2018-2019 Capital Program**.*

*The \$50,000 to develop a strategy was included for 2018

**This program includes \$60,000 in 2019 for Prairie Avenue concept design

At the May 1, 2018, Finance and Budget Committee meeting, the following motion was passed:

That staff provide a report to the Finance and Budget Committee on three street design options, budget permitting, of Prairie Avenue prior to going to public consultation.

At the September 17, 2018, Finance and Budget Committee meeting, the following motion was passed:

That an additional \$100,000 be approved in 2019 for Prairie Avenue Detailed Design, and That \$1,500,000 be approved in 2020 for Prairie Avenue Construction - Phase 1a.*

*The \$100,000 is in addition to the previously approved \$60,000 for a total of \$160,000 for Detailed Design.

Prairie Avenue Improvements - Public Consultation – Shaughnessy to Fremont

At the March 12, 2019 Committee of Council meeting, the following motion was passed:

That Committee of Council direct staff to develop designs for Prairie Avenue, including:

- *For Shaughnessy Street to Fremont Street;*
- *Additional Widening from Fremont Street to Burns Road; and*
- *That an additional \$50,000 be approved for these designs, with funding to come from existing projects.*

REPORT SUMMARY

This report presents three conceptual designs and high level cost estimates for the sections of Prairie Avenue between Shaughnessy Street and Coast Meridian Road (CMR) and Fremont Street to Burns Road, and seeks approval from Council to proceed with public consultation of the Prairie Avenue Improvements project. The original March 12, 2019 report which presents three options for the section between CMR and Fremont Street is included as an attachment to this report.

BACKGROUND

At the March 12, 2019 Committee of Council meeting, staff were directed to increase the scope of the conceptual design and include the section of Prairie Avenue between Shaughnessy and CMR and investigate additional widening between Fremont and Burns to accommodate a pedestrian facility. The decision to include the section of Prairie between CMR and Fremont in the original capital plan was driven by the substandard and exacerbating condition of the existing asphalt. The section of Prairie between Shaughnessy and CMR is in significantly better condition than east of CMR and therefore did not trigger rehabilitation and was not included in the original plan.

At the March 12, 2019 Committee of Council meeting, staff presented three options, all of which included two travel lanes (one in each direction) and dedicated parking on both sides of the road. The proposed option 1 involves retaining the existing sidewalks and north curb and gutter which meets current standards, thereby minimizing cost and impacts to the existing boulevards. Option 2 includes a new sidewalk on the north side of the road and a multiuse path (MUP) on the south side. Lastly, option 3 proposes a raised vegetated median, in addition to a new sidewalk on the north side of the road and MUP on the south. For each of the three options, roundabouts can be considered at select intersections, which provide traffic calming benefits and opportunity for approved aesthetics. No matter which option is ultimately selected, the final design does not need to include every aspect of the individual options. Solutions along the corridor may vary by location (for example: option 2 through some stretches and option 3 through others). Furthermore, consideration will be given to retaining new sidewalk which has been constructed as part of land development offsite servicing.

Prairie Avenue Improvements - Public Consultation – Shaughnessy to Fremont

DISCUSSION

Following the March 12, 2019 committee meeting, staff have now prepared concept plans for the section of Prairie west of Coast Meridian, consistent with the three options developed for the section east of Coast Meridian to ensure corridor consistency. Intersection analyses were undertaken at three key intersections, including consideration of roundabouts. In addition, for each of the options, a high level assessment of boulevard and parking impacts was conducted. All options can further include consideration for undergrounding the existing BC Hydro lines. Further work has also been undertaken to evaluate improvements to the section from Fremont to Burns Road in order to provide an improved pedestrian connection. Each of these topics will be described further below.

Traffic Operation and Intersection Performance:

To compliment the concept plans, the City had traffic studies undertaken at the intersections of Shaughnessy, Oxford and Wellington to assess whether or not roundabouts would function appropriately at these locations, especially in the event that vegetated medians are to be installed, which will limit left turn access; roundabouts provide motorists a location to quickly turnaround in order to access properties by turning right. The studies concluded that all approaches would operate at acceptable levels of service during all peak periods. The only exception to this is the northbound approach on Shaughnessy Street where queue lengths of approximately 76m (11 car lengths) are expected during the PM peak period. Delays are still minimal but queuing would likely occur considering the heavy northbound to eastbound traffic movements.

In addition to traffic calming benefits, if option 3 was the preferred alternative, roundabouts would provide a safe and legal location to perform U-turns in order to access / egress residences off of Prairie which would otherwise be blocked by the raised median. For example, there is a long stretch of road between York and Wellington and eastbound motorists would no longer be able to turn left into their properties; however, a roundabout at Wellington would allow them to turn around and turn right into their property. Without a roundabout, residents would need to find an alternative route such as Salisbury in order to get pointed in the right direction to make a right in turn.

It should be noted that the intersection at Prairie and Flint is being designed and constructed as part of a land development project. The City reviewed the feasibility of requiring a roundabout from the developer at this location, however, due to geometric constraints, it would be necessary to acquire land from both corner properties on the south leg and a full traffic signal met warrant criteria. Accordingly, the current plan is for the intersection to be fully signalized with minor adjustments made to the turn radii.

Prairie Avenue Improvements - Public Consultation – Shaughnessy to Fremont

Boulevard Impacts

Staff reviewed the full corridor from Shaughnessy to Fremont and noted locations where residents have planted vegetation or made other alterations to the City-owned road allowance. There are approximately 20 locations along the south side where deciduous and cedar hedges have been planted which may require trimming or removal in order to construct the works. The existing sidewalk locations for the proposed options 2 and 3 on the south side of Prairie Avenue do not vary significantly from the proposed MUP locations; therefore, it is anticipated that the majority of these hedges can be retained with minor trimming and root treatment; however, this would need to be confirmed during detailed design and construction. Furthermore, there are four fences along the south side which have been constructed in the City-owned road allowance which may require removal. The following two photographs demonstrate potential impacts along the south side:



Along the north side of Prairie Avenue, staff has identified 15 locations where hedges have been planted and may require trimming or removal. It is likely that at least four of these hedges will need to be removed entirely to facilitate the work. The following two photographs provide examples of locations likely to require hedge removal:

Prairie Avenue Improvements - Public Consultation – Shaugnessy to Fremont



Six trees will be impacted between Oxford and CMR on the south side and another six between CMR and Toronto Street which front the existing strip mall. There are another seven trees on the north side of Prairie Avenue which may also require removal for construction. To compensate for these removals, trees will be established in the proposed median or street trees planted in the north boulevard throughout the project. The following two photographs illustrate locations where trees will likely need to be removed:



Options 2 and 3, as currently designed, would result in the removal of and additional five significant trees which front Cedar Drive Park. One alternative includes meandering the path around the trees into the existing parking area, in order to avoid tree removals. This would result in the removal of approximately eight parallel parking stalls along the north side of the lot and the south side would be set up as one way traffic with angled parking. Another alternative would be to eliminate on street parking in this section and narrow the road to preserve the trees. These options will be considered after public consultation, and as part of the detailed design.

Prairie Avenue Improvements - Public Consultation – Shaugnessy to Fremont

Parking Impacts

The cross sections for all options include curb extensions at various intersections to aid in both traffic calming efforts and increased pedestrian safety. The extensions further delineate parking pockets, as they are physical barriers which clearly demark where vehicles can and cannot park. Existing currently, it is estimated that there are 322 parking stalls along the north side of Prairie between Shaugnessy and Fremont, and 324 stalls on the south side for a total of 646 stalls. Resulting from the incorporation of curb extensions / bulges at the various intersections, parking can be more safely delineated and more cars stored closer to intersections where sightlines are improved. Therefore, through the overall corridor from Shaugnessy to Fremont, parking capacity is only nominally decreased for options 1 and 2 and increased for option 3. The following table summarizes approximate existing and proposed parking capacities for each of the options. Committee may wish to undertake a parking utilization study in parallel to the public consultation process in order to assess if all of the parking is required, as these areas could provide additional opportunities to further landscape and improve the aesthetics of the corridor.

	Existing	Option 1	Option 2	Option 3
North Side	322	320	358	355
South Side	324	301	281	343
Total	646	621	639	698
Difference	-	-25	-7	+52

Fremont Street to Burns Road

The east end of Prairie Avenue serves as one of several major access points to the PoCo Traboulay Trail as it connects with the PoCo dyke system. Especially between Fremont Street and Burns Road which experiences significant traffic volumes daily (approximately 900 vehicles just over the three hours of morning, midday and afternoon peak periods), the lack of a pedestrian facility or widened road shoulder is a safety issue for pedestrians and cyclists, and the City has received requests to improve this section which has been identified as a gap between Fremont and the previously widened section of road east of Burns. Due to the deep watercourses, widening and construction of a sidewalk or asphalt path would require filling in one of the watercourses, environmental permitting, and construction of drainage infrastructure. The lane widths west of Burns are approximately 3m wide with 0.6m shoulders; therefore, a paved shoulder similar to east of Burns would not be wide enough to accommodate pedestrians or cyclists. Alternative designs such as a retained structure to reduce environmental impact to the existing stream and avoid piping of the ditched system could be explored during detailed design. Associated cost savings are not anticipated to be significant but environmental impact could be reduced.

Prairie Avenue Improvements - Public Consultation – Shaughnessy to Fremont

FINANCIAL IMPLICATIONS

Based on concept level designs which were developed over summer 2018, Prairie Avenue construction (from Fremont to Coast Meridian) was estimated at \$3,000,000. At the September 17, 2018 Finance and Budget Committee meeting, an additional \$100,000 was approved for design in 2019 (for a total of \$160,000) and \$1,500,000 approved for construction in 2020 and the remaining \$1,500,000 planned for 2021, which was to be completed over a two-year period.

With the increased scope, extending the alignment to Shaughnessy, following a public consultation, a recommended option and new phasing strategy will be brought forward to Council.

The following are the updated cost estimates for the three proposed options for the entire length of Prairie, from Fremont to Shaughnessy. It should be noted that these are class C estimates which are prepared with limited site information and are based on some assumed site conditions (typically +/- 25 - 40% of actual project costs). Class C estimates are used for project planning and following approval to proceed with detailed design further investigations and more accurate estimates will be prepared:

	CMR West	CMR East	Total
Option 1	\$1,540,000	\$1,975,000	\$3,515,000
Option 2	\$2,450,000	\$2,725,000	\$5,175,000
Option 3	\$3,650,000	\$3,125,000	\$6,775,000

The sidewalk construction east of Fremont is estimated at \$600,000.

If options 2 or 3 are selected, the City will apply for Translink funding for design and construction of the proposed MUP. The City receives allocated funding from Translink annually and provided the funding has not been apportioned to other projects within the City when Prairie Avenue is constructed, up to 50% of the MUP costs could be funded by Translink and the City costs reduced. The total MUP cost is estimated at \$950,000 and so a potential \$475,000 of funding could be contributed to the overall project by Translink.

The incremental costs to construct roundabouts at each of the three discussed intersections are as follows. A roundabout at Shaughnessy would likely require acquisition of additional private land which has not been included in the estimate:

Shaughnessy: \$316,000
Oxford: \$68,500
Wellington: \$66,500
Newberry: \$21,000
Cedar: \$72,000
Fremont: \$52,000

Prairie Avenue Improvements - Public Consultation – Shaugnessy to Fremont

It should be noted that none of these options include the cost to underground the existing BC Hydro infrastructure. Furthermore, there are sections of existing sanitary and storm sewer between Cedar and Fremont that staff recommend replacing as part of this project, as well as water main between Shaugnessy and Flint. These replacements are based on updated condition and hydraulic assessments performed late 2018 and are estimated at \$1,925,000.

PUBLIC CONSULTATION

As per the resolution at the May 1, 2018 Finance and Budget Committee meeting, public consultation will be conducted following approval of the options by Council. It is recommended that public input be considered in determining the final strategy prior to detailed design. Staff will work with the Communications Division to develop a plan for the public consultation. As discussed above, and along with online, media and staff outreach, staff plan on holding the open house at Cedar Drive Elementary as it is a well-known location for community events and situated in close proximity to the corridor. Following public consultation, staff will present a subsequent report to Committee recommending a preferred option (or combination) and detailing a funding and phasing strategy.

OPTIONS

(Check = Staff Recommendation)

#	Description
1 	Approve the Prairie road design options as presented in this report for public consultation to inform a detailed design.
2	Provide direction for staff to present a different combination of options to the public.
3	Provide direction for an amended scope of work for staff to prepare and return to Committee.

ATTACHMENTS

- Attachment #1: Prairie Avenue Improvement Project - Option 1
- Attachment #2: Prairie Avenue Improvement Project - Option 2
- Attachment #3: Prairie Avenue Improvement Project - Option 3
- Attachment #4: Roundabout Options
- Attachment #5: March 12, 2019 Report: Prairie Avenue Improvements – Public Consultation

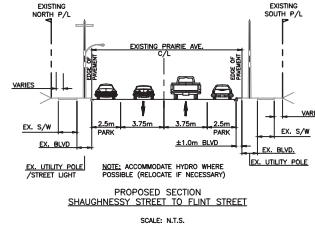
Lead author(s): Jason Daviduk

2019 CAPITAL WORKS - Option 1



FOR CONTINUATION SEE NEXT DISPLAY BOARD

EXISTING



PROPOSED



FOR CONTINUATION SEE NEXT DISPLAY BOARD

LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

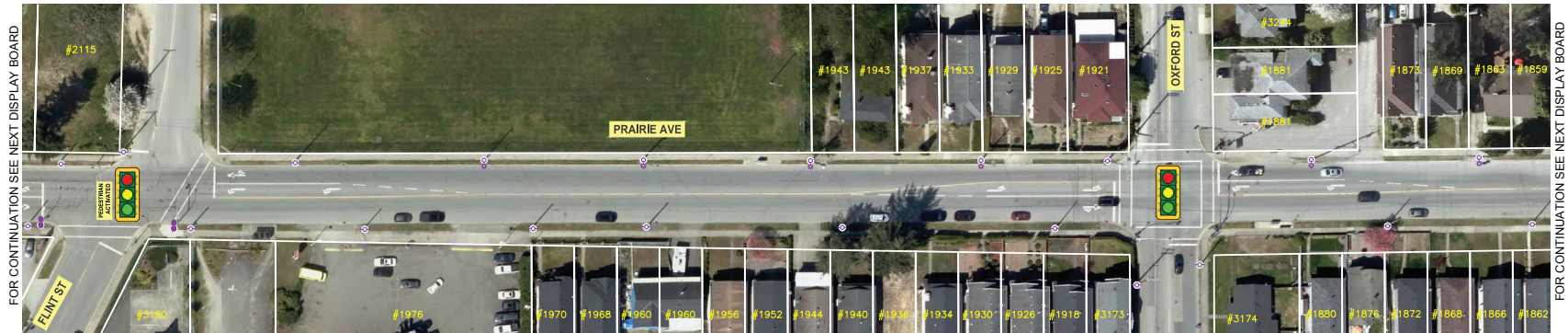
- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

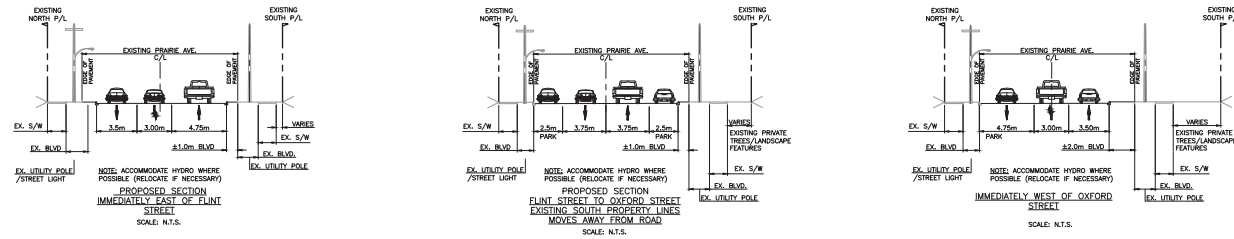
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2019 CAPITAL WORKS - Option 1



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

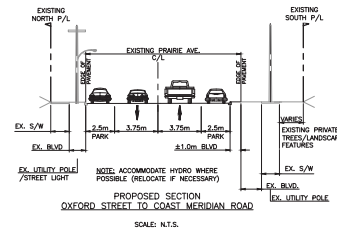
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2019 CAPITAL WORKS - Option 1



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK / MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN

- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

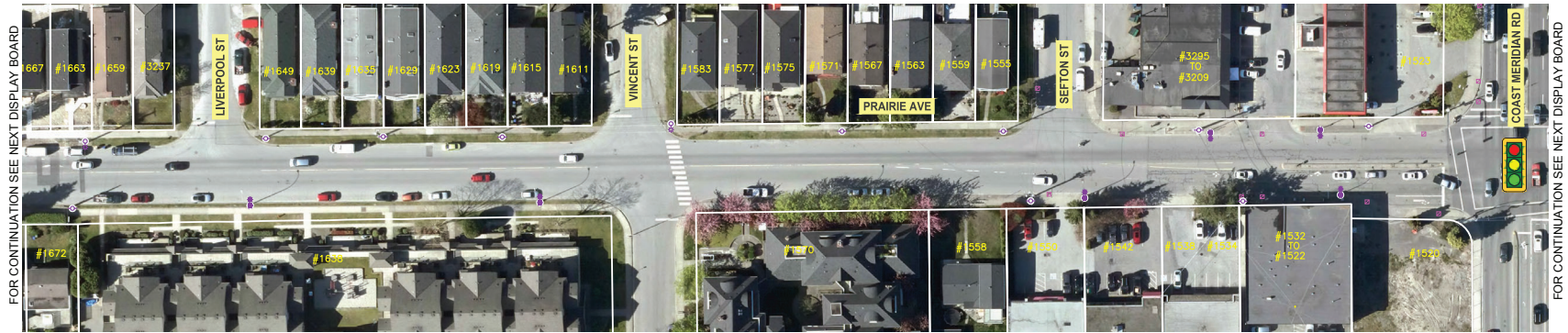


- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

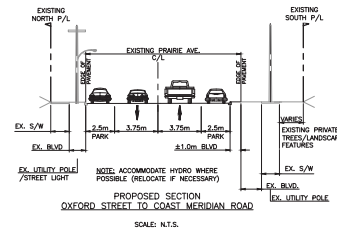
0 5 10 20 40m
SCALE 1:500



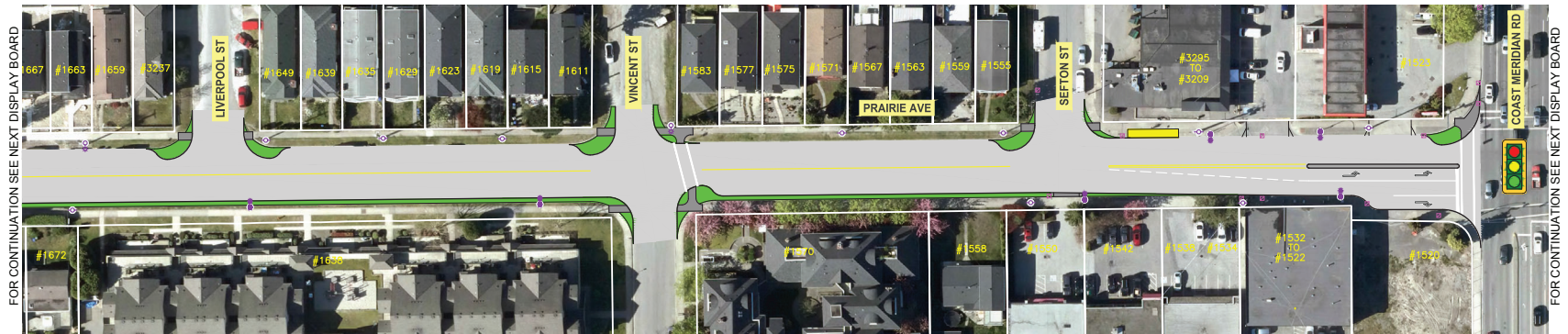
2019 CAPITAL WORKS - Option 1



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK / MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

0 5 10 20 40m
SCALE 1:500



This aerial map shows the intersection of Shaughnessy St and Elm St in Chicago. The map displays property lots with their respective addresses. On the north side of Shaughnessy St, addresses range from #2191 to #2115. On the south side, addresses range from #2190 to #2124. A proposed bus stop location is marked with a purple icon on the south side of Shaughnessy St, near the intersection with Elm St. The map also shows the street names 'SHAUGHNESSY ST' and 'ELM ST' in yellow text. A traffic light is visible at the intersection. The map is oriented with North at the top.

EXISTING NORTH P/L

EXISTING FRANK AVE. C/L

EXISTING SOUTH P/L

2.0m BLVD. (S/W)

1.0m

2.5m PARK

3.5m

3.0m

2.5m PARK

3.0m

1.0m BLVD. (N/W) TREES WHERE POSSIBLE

NOTE: ACCOMMODATE HYDRO WHERE NECESSARY (DELEGATE IF POSSIBLE)

PROPOSED SECTION SHAUGHNESSY STREET TO FLINT STREET

SCALE: 1:12.5

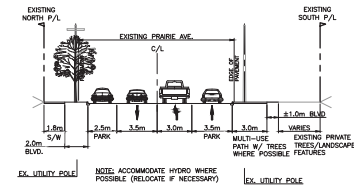
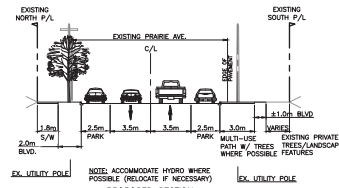
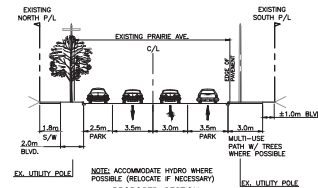
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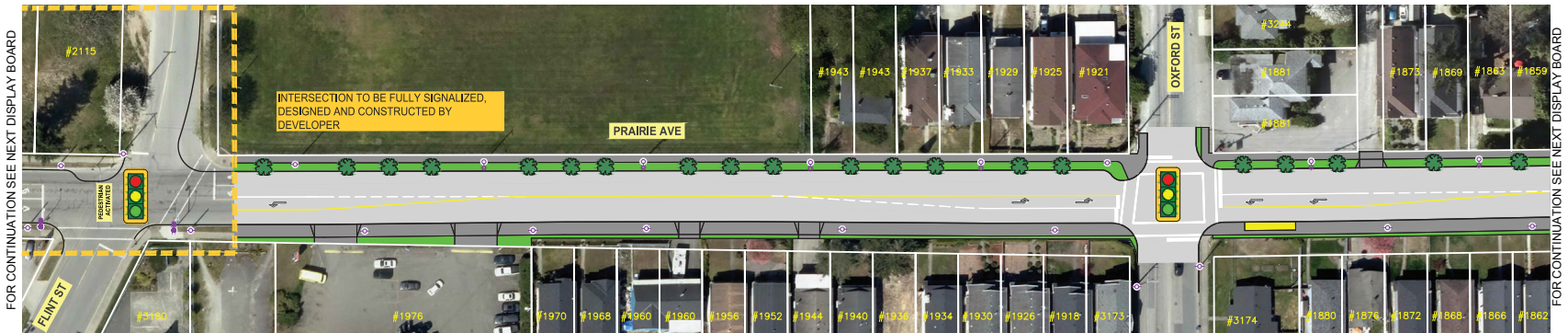
2019 CAPITAL WORKS - Option 2



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK / MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

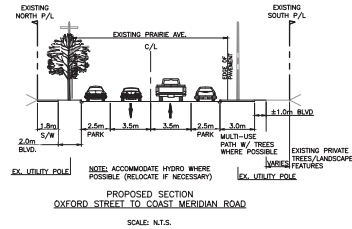
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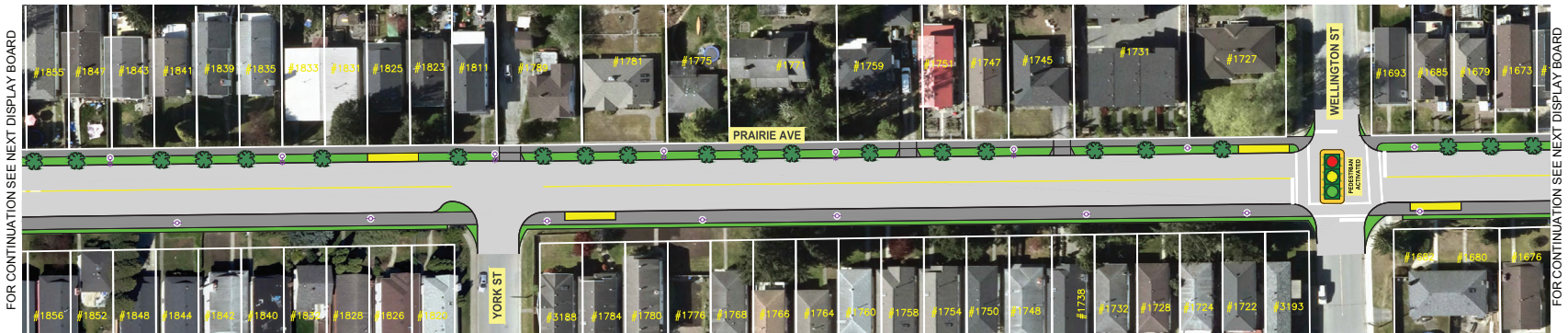
2019 CAPITAL WORKS - Option 2



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK / MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

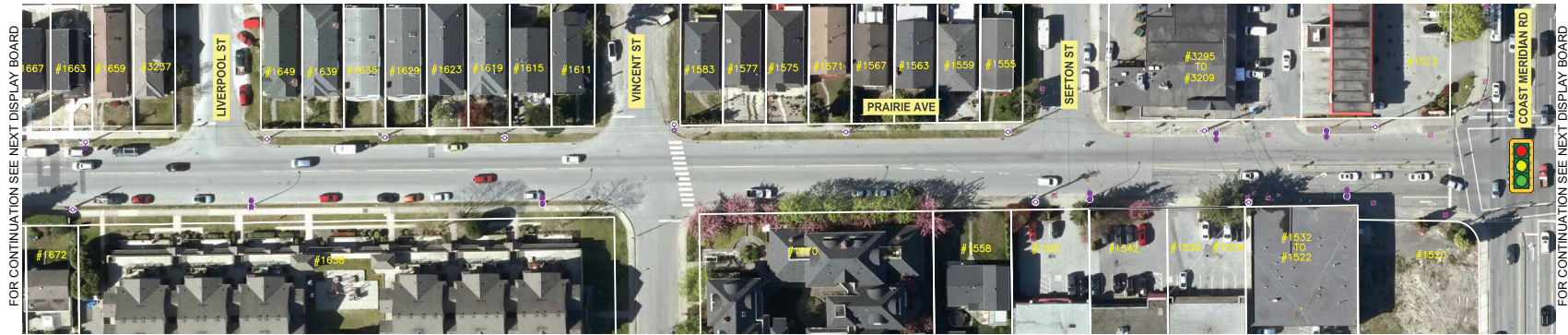
- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

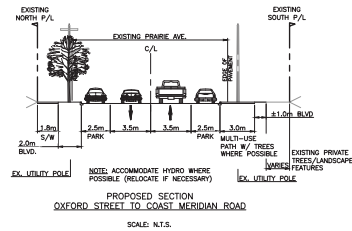
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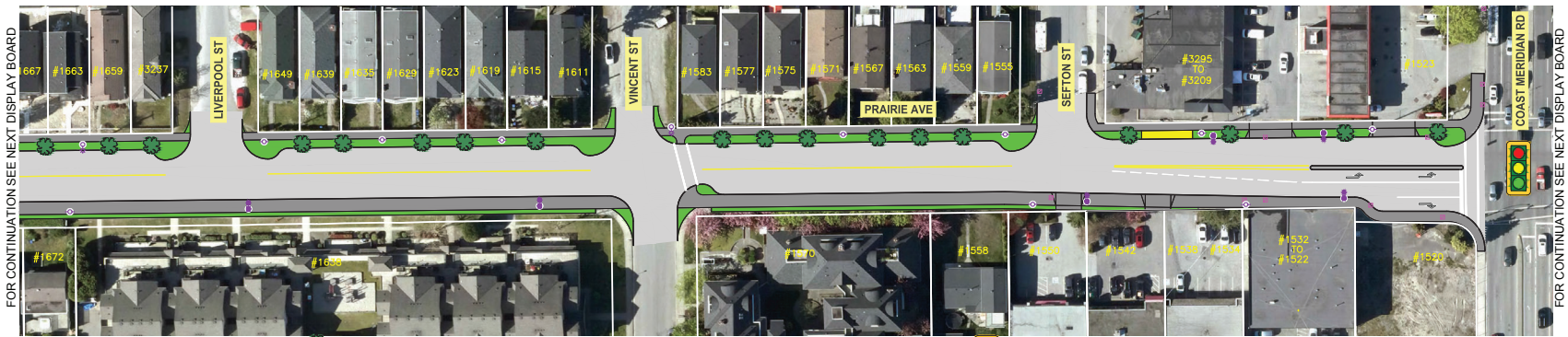
2019 CAPITAL WORKS - Option 2



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

0 5 10 20 40m
SCALE 1:500

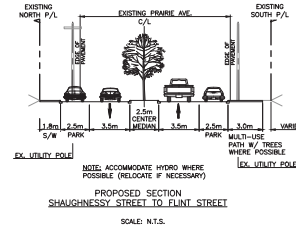


2019 CAPITAL WORKS - Option 3



FOR CONTINUATION SEE NEXT DISPLAY BOARD

EXISTING



PROPOSED



FOR CONTINUATION SEE NEXT DISPLAY BOARD

LEGEND

- PROPOSED SIDEWALK / MULTI-USE PATH
- PROPOSED ROADWAY
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

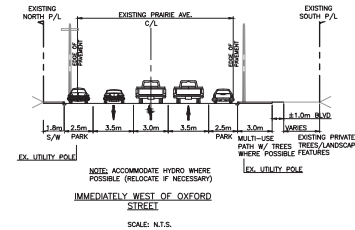
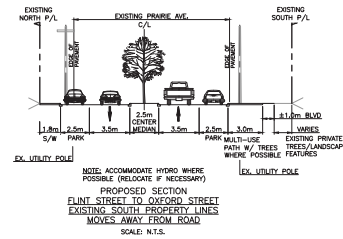
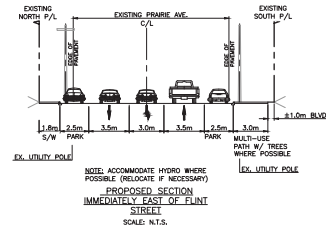
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SCALE 1:500



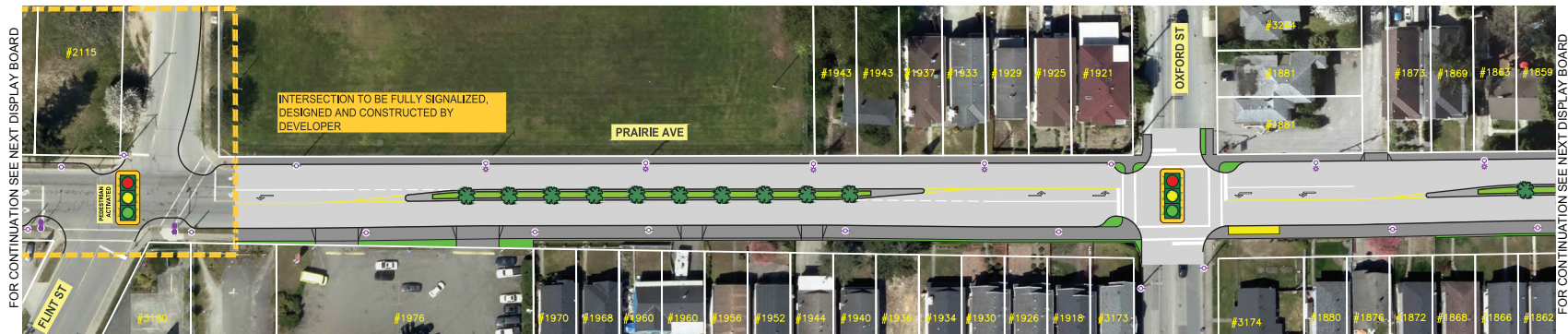
2019 CAPITAL WORKS - Option 3



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

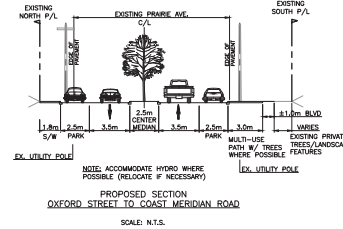
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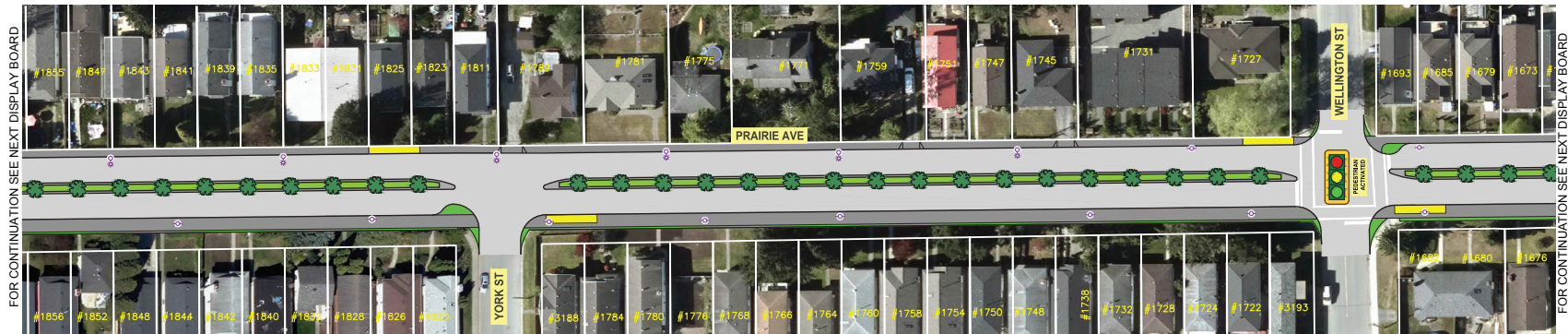
2019 CAPITAL WORKS - Option 3



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK / MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN

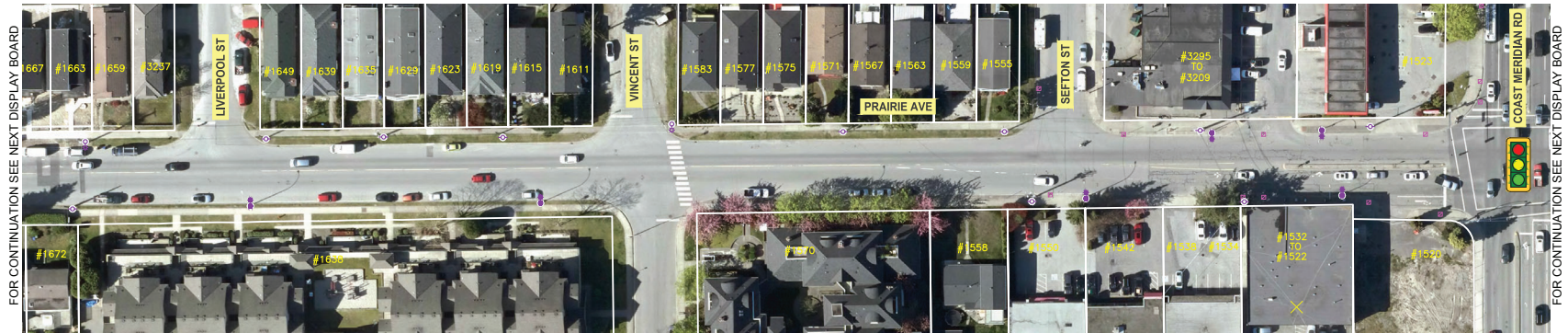
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

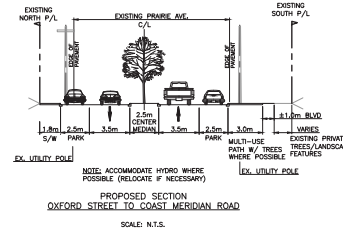
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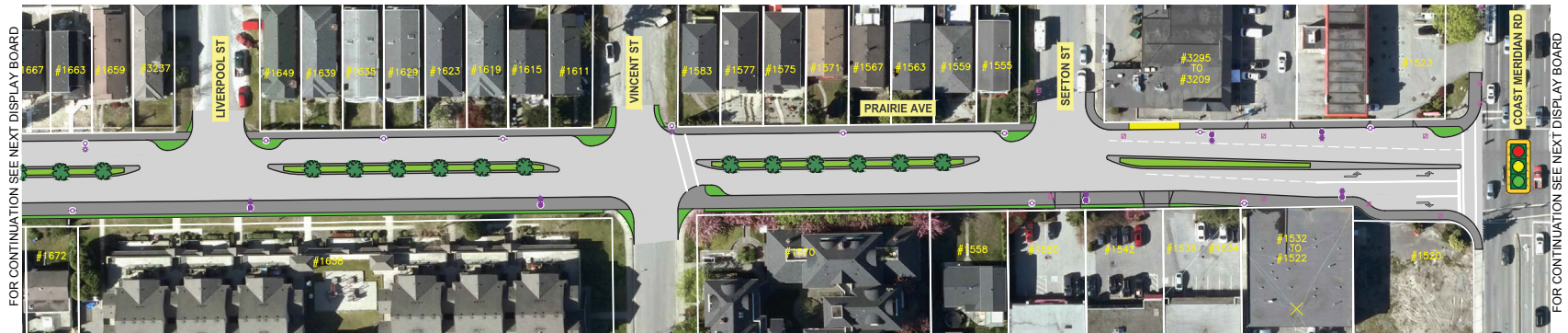
2019 CAPITAL WORKS - Option 3



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK / MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

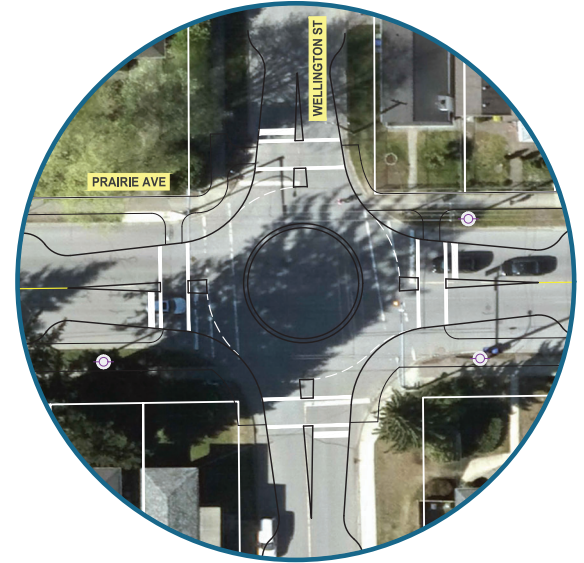
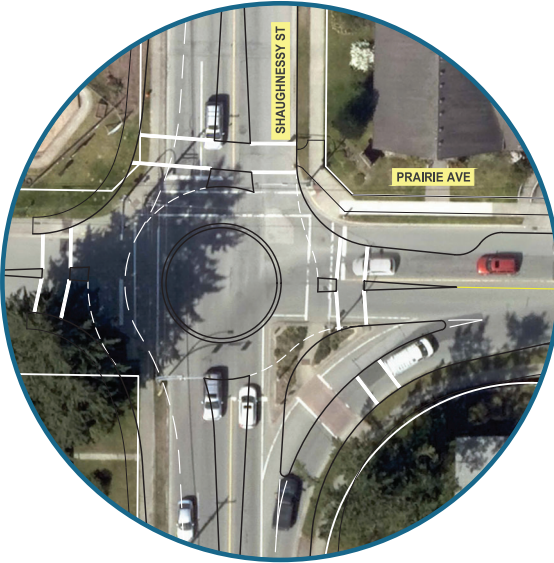
- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

0 5 10 20 40m
SCALE 1:500



ALTERNATE INTERSECTION CONFIGURATIONS



0 5 10 20m
SCALE 1:250



Prairie Avenue Improvements - Public Consultation

RECOMMENDATION:

That Committee of Council approve the Prairie Avenue road design options as presented in the March 12, 2019 staff report, "Prairie Avenue Improvements – Public Consultation" for public consultation to inform a detailed design.

PREVIOUS COUNCIL/COMMITTEE ACTION

At the May 21, 2017, Budget and Infrastructure Committee meeting, the following motion was passed:

That the Budget and Infrastructure Committee remove project 7-80 Prairie Avenue - Coast Meridian to Fremont from the 2017-2018 Capital Plan; and

That the \$50,000 be added to the Financial Plan for a Prairie Road Upgrade Strategy Plan; and*

That the project scope be approved by the Budget and Infrastructure Committee.

At the December 11, 2017, Budget and Infrastructure Committee meeting, the following motion was passed:

*That \$550,000 in 2018 and \$8,023,000 in 2019 for the 2019 Neighbourhood Rehabilitation projects be included in the 2018-2019 Capital Program**.*

*The \$50,000 to develop a strategy was included for 2018

**This program includes \$60,000 in 2019 for Prairie Avenue concept design

At the May 1, 2018, Finance and Budget Committee meeting, the following motion was passed:

That staff provide a report to the Finance and Budget Committee on three street design options, budget permitting, of Prairie Avenue prior to going to public consultation.

At the September 17, 2018, Finance and Budget Committee meeting, the following motion was passed:

That an additional \$100,000 be approved in 2019 for Prairie Avenue Detailed Design, and That \$1,500,000 be approved in 2020 for Prairie Avenue Construction - Phase 1a.*

*The \$100,000 is in addition to the previously approved \$60,000 for a total of \$160,000 for Detailed Design.

REPORT SUMMARY

This report presents three conceptual designs and high level cost estimates for public consultation, and seeks approval from Council to proceed with public consultation of the Prairie Avenue Improvements project.

BACKGROUND

The 2017-2018 draft capital plan included a proposed project to rehabilitate Prairie Avenue, from Coast Meridian Road (CMR) to Fremont Street. The decision to include Prairie Avenue in the plan was driven by the substandard and exacerbating condition of the existing asphalt. The project included rehabilitation within the existing roadway only and did not include replacement of any pedestrian facilities or site improvements such as sidewalk, curb and gutter, utility replacement or boulevard improvements. The Budget and Infrastructure Committee directed staff to prepare options for additional scope, which were presented at the May 1, 2017 committee meeting.

The first option proposed replacing the curb, gutter and sidewalk along the entire project limits, planting new grassed and treed boulevards where right-of-way was available, reviewing street lighting, and introduction of bicycle lanes on both sides of the road, at a total estimated cost of \$4.3M. The second option proposed relocating only the curb, gutter and sidewalk between Toronto and Newberry (the hydro poles in this area are located in the travel lane and are a safety hazard), spot repairs to existing sidewalk panels which pose tripping hazards, and introduced bicycle lanes on both sides of the road at a total estimated cost of \$3M. Each of these options is accommodated by the existing asphalt width to align with the goal of the MTP to include marked bike lanes, which resulted in the loss of significant on-street parking.

Committee did not endorse either option, and instead approved \$50,000 in the 2018 budget to develop a strategy for the corridor, from Fremont to CMR, which would determine the appropriate cross section and a financially feasible approach to implementation. Staff are aware that this is a major corridor through the City that Council wishes to improve aesthetics and functionality, and that Council has specified by resolution that Prairie Avenue shall remain 2 lanes of traffic, requiring a minimum of 7.0m road surface for travelling vehicles.

At the May 1, 2018 Finance and Budget Committee meeting, two additional options were proposed, which included two travel lanes (one in each direction), dedicated parking on both sides (matching the existing parking available), a sidewalk on one side of the road and a multi-use path (MUP) on the other, and grass boulevards with street trees where possible. Option one achieved all of these elements with no impact to parking whereas option two included curb extensions which aid in delineation of parking and improved sight lines and pedestrian safety at intersections, however, an impact would be the loss of parking, specifically at the curb extension locations. The two options proposed were as follows:

Prairie Avenue Improvements - Public Consultation

Option 1:

Two travel lanes	7.5m
Dedicated parking on both sides	5.0m
Sidewalk on one-side	1.8m
Off-Street multi-use path on one-side	3m
Boulevard on one side w/trees	2m
Boulevard on one-side w/out trees	0.5m
	19.8m

Option 2:

Two travel lanes	7.5m
Parking pockets strategically located on both sides	5.0m
Sidewalk on one-side	1.8m
Boulevard one side w/out trees	0.5m
Boulevard one side w/trees	2m
Off-Street multi-use path on one-side	3m
	19.8m*

*Additional boulevard/trees and curb (included in parking width) extensions alternating with parking

Following discussion of the two proposed options, Committee confirmed their interest in a third cross section to include vegetated median islands and directed staff to provide a subsequent report including this third option, prior to going to public consultation.

DISCUSSION

Staff has completed three conceptual designs and corresponding presentation plans for the Prairie Avenue Improvements project. During the design process, it became evident that the available cross section width is slightly narrower than originally anticipated and some minor changes needed to be made to the options above. This is due to the variations in the width of the right of way (distance from property line to property line) throughout the corridor. Option 1 has been modified slightly from the presentation made at the May 1, 2018 Finance and Budget Committee meeting to evaluate the opportunity and benefit of retaining the existing sidewalks and north curb and gutter which meets current standards. Additionally a third option has been included with a raised vegetated median. For each of the three options, roundabouts can be considered at the intersections of Newberry, Cedar and Fremont, which provide traffic calming benefits and opportunity for approved aesthetics. To validate this, the City had a traffic analysis performed at each of these intersections which concluded that all approaches would operate at an acceptable level of service during all peak periods. The revised three options are as follows:

Prairie Avenue Improvements - Public Consultation

Option 1:

Two travel lanes	7.5m
Parking pockets strategically located on both sides	5.0m
Existing sidewalks to remain	3.0m
Boulevard on north side w/trees	2.0m
Boulevard on south side w/out trees	1.0m
Road allowance behind sidewalks	<u>0.8m</u>
	19.3m

Option 2:

Two travel lanes	7.5m
Parking pockets strategically located on both sides	5.0m
Sidewalk on north side	1.8m
Boulevard on north side w/trees	2.0m
Off-Street multi-use path on south side	<u>3.0m</u>
	19.3m

Option 3:

Two travel lanes	7.0m
Parking pockets strategically located on both sides	5.0m
Sidewalk on north side	1.8m
Raised, vegetated median	2.5m
Off-Street multi-use path on south side	<u>3.0m</u>
	19.3m

The following discussion presents the commonalities between the 3 options, concluding with the unique factors attributed each given option.

CMR to Toronto Street

The cross section through this segment of Prairie Avenue is the same for options 2 and 3, whereas option 1 includes retaining the existing sidewalk and street trees, rather than constructing a new MUP on the south side of the road. It differs from the tables above in that there is a second eastbound merge lane for traffic turning right off of CMR, and a raised, vegetated median island proposed (similar to option 3 throughout the corridor). The raised median will be aesthetically pleasing and prevent left turns in and out of the strip mall complex on the southeast corner of CMR and Prairie as well as Ulster Street.

Although removing these left turns may result in minor inconveniences, safety will be vastly improved as left hand turns in close proximity to major intersection are not ideal, especially when turning across multiple lanes, uncontrolled (no dedicated movements for left hand turners). The mall complex has two additional accesses, one on CMR and one on Toronto, the latter being accessible from westbound Prairie, a viable alternate to the current left hand turn off Prairie directly into the mall. Within the scope of these improvements, the mall entrance point from Prairie could be widened to facilitate easier turn movements. Ulster can be accessed by Salisbury via CMR which is a short distance north of Prairie.

Construction of the MUP as designed for options 2 and 3 will result in the removal of six significant street trees between CMR and Toronto. Transportation staff investigated the potential to eliminate the eastbound merge lane to prevent this, however, it was determined that the lane is required to maintain traffic flows through this corridor. The two lanes provide double the capacity for the approximately 140m of road which accommodates eastbound traffic on Prairie as well as northbound right and southbound left turns off of CMR. This prevents queuing on CMR, one of the City's major road networks and bus routes, as well as on Prairie which could back up to the CMR intersection. To compensate for these removals, vegetation will be established in the proposed median and street trees planted in the north boulevard throughout the project.

Toronto Street to Fremont Street

The cross sections for all options include curb extensions at various intersections to aid in both traffic calming efforts and increased pedestrian safety. The extensions further delineate parking pockets, as they are physical barriers which clearly demark where vehicles can and cannot park. This results in the loss of approximately seven parking stalls on the north side of Prairie and eleven stalls on the south where the extensions have been introduced (essentially the length of curb which has been extended beyond the typical pavement width). Although this results in minor reductions to parking (seven stalls on the north side of Prairie and eleven on the south), pedestrian and vehicular safety is improved. Removal of these 18 stalls represents an overall loss in parking of approximately 5% as it is estimated that there are currently 372 parking spaces.

In addition to curb extensions, for each of the proposed options, roundabouts could be considered at three intersections: Newberry Street, Cedar Drive and Fremont Street. Roundabouts increase safety in comparison to stop signs or signal controlled intersections for a number of reasons:

- Travel speeds are reduced as vehicles approach to enter the roundabout which decreases probability and severity of collisions
- Travel is one way, reducing contact points with other vehicles and pedestrians
- Flow of traffic is continuous and thus drivers are not encouraged to speed as they may at a stale green light.

Additional benefits of roundabouts include their ability to facilitate large volumes of traffic due to the continuity of the flow. Furthermore, they are typically less expensive to maintain than traffic signals which require maintenance of electrical equipment and signal hardware. Roundabouts are not designed to provide natural priority and therefore, they can sometimes result in unbalanced traffic flow when certain movements are much heavier than others; this can result in queuing in the less utilized directions; however, the City had a traffic analysis performed at each of these intersections which concluded that all approaches would operate at an acceptable level of service during all peak periods. Crosswalks are usually set back, outside of the vehicle path, which can be unsettling to pedestrians, especially those who are visually impaired and not familiar with the unique geometry which differs from a typical intersection. Furthermore, roundabouts are yield controlled meaning the vehicles are not necessarily stopping all the time and it can be intimidating using crosswalks when not familiar with this type of control. Pedestrian activated flashing crossings can be added to roundabout crossings should the need arise in the future.

Options 2 and 3, as currently designed, will result in the removal of five significant trees which front Cedar Drive Park. As seen in the attached presentation boards, one alternative may include meandering the path around the trees into the existing parking area, in order to avoid tree removals. This would result in the removal of approximately eight parallel parking stalls along the north side of the lot and the south side would be set up as one way traffic with angled parking.

All options can further include consideration for undergrounding the existing BC Hydro lines. This is discussed further in the Financial Implications section below.

Options' Specific Criteria

Option 1 involves retaining the existing concrete sidewalk on both sides of the road, and the concrete curb and gutter on the north side of the road. The width of the paved surface would be reduced marginally from the south side in order to locate the existing poles (currently in the road) behind the curb and gutter and to provide separation between vehicles and pedestrians using the existing sidewalk. This option results in a functional, rehabilitated corridor with significantly less cost implications than the other two options.

The proposed option 3 includes a vegetated median which would be aesthetically pleasing and defining for the community. The median would further provide separation between eastbound and westbound traffic, improving safety along the corridor. However homeowners would be restricted to right in, right out access and egress to their properties as the median would block left turn movements.

Due to the constraints posed by the width of the right of way, to accommodate option 3, while maintaining pedestrian facilities and parking, the north boulevard would need to be eliminated and almost all of the utility poles relocated. This results in significantly more cost than option 1 or 2 as outlined in the Financial Implications section below. If parking was to be restricted on the south

side of the road, and the north boulevard maintained, this option could be constructed for approximately \$243,000 less.

Prairie/Cedar Pedestrian Safety Improvements

In order to address concerns about pedestrian safety at this intersection adjacent to Cedar Drive Elementary, operational improvements are being considered along with the design to provide enhanced safety. An example of this would be removing the crosswalk on the east leg to reduce conflict with southbound left turning vehicles from Cedar Drive and introducing a pedestrian protected phase on the west leg crosswalk to provide pedestrians with an opportunity to clear the crosswalk before vehicles are permitted to make crossing movements.

City staff have engaged with several residents, the principal of Cedar Drive Elementary, and Cedar Drive Elementary PAC regarding the upcoming improvements for Prairie Avenue and the opportunities for enhanced pedestrian safety near the school. As a result of those discussions, the Public Open House is now planned to be held at Cedar Drive Elementary as it is a well-known location for community events.

FINANCIAL IMPLICATIONS

Based on concept level designs which were developed over summer 2018, Prairie Avenue construction was estimated at \$3,000,000. At the September 17, 2018 Finance and Budget Committee meeting, an additional \$100,000 was approved for design in 2019 (for a total of \$160,000) and \$1,500,000 approved for construction in 2020, which is to be completed over a two year period. The following are the updated probable costs for the three proposed options. It should be noted that these are class C estimates which are prepared with limited site information and are based on some assumed site conditions (typically +/- 25 - 40% of actual project costs). Class C estimates are used for project planning and following approval to proceed with detailed design further investigations and more accurate estimates are prepared:

Option 1: \$1,975,000

Option 2: \$2,725,000

Option 3: \$3,125,000

For options two and three, the City has applied for Translink funding for design and construction of the proposed multiuse path (MUP), in the amount of \$690,000 but not more than 50% of the total cost of the MUP. In the likely event that the application and funding are approved, the City funded costs would be reduced by this approximate amount. The incremental costs to construct roundabouts at each of the three discussed intersections are as follows:

Newberry: \$21,000

Cedar: \$72,000

Fremont: \$52,000

Prairie Avenue Improvements - Public Consultation

It should be noted that none of these options include the cost to underground the existing BC Hydro infrastructure which is estimated at an additional \$4,250,000 for each of the options presented. Furthermore, there are sections of existing sanitary and storm sewer between Cedar Drive and Fremont Street that staff are recommending replacing as part of this project. These replacements are based on updated condition and hydraulic assessments performed late 2018 and are estimated at \$1,858,000. Operations and maintenance costs associated with each option will be considered to provide a true comparison which takes into account the full lifecycle costs of each option to maintain associated infrastructure over its service life. This will be presented in future reports to Council.

PUBLIC CONSULTATION

As per the motion at the May 1, 2018 Finance and Budget Committee meeting, public consultation will be conducted following approval of the options by Council. It is recommended that public input be considered in determining the final strategy prior to detailed design. Staff will work with the Communications Division to develop a plan for the public consultation. As discussed above, and along with online, media and staff outreach, staff plan on holding the open house at Cedar Drive Elementary as it is a well-known location for community events and situated in close proximity to the corridor.

OPTIONS

(Check = Staff Recommendation)

#	Description
1 	Approve the Prairie road design options as presented in this report for public consultation to inform a detailed design.
2	Provide direction for staff to present a different combination of options to the public.
3	Provide direction for an amended scope of work for staff to prepare and return to Committee.

ATTACHMENTS

- Attachment #1: Prairie Avenue Improvement Project - Option 1
- Attachment #2: Prairie Avenue Improvement Project - Option 2
- Attachment #3: Prairie Avenue Improvement Project - Option 3
- Attachment #4: Roundabout Options

Lead author(s): Jason Daviduk

NORTH ↑



EXISTING NORTH P/L

EXISTING BRIMLEY AVE. C/L

EXISTING SOUTH P/L

EXISTING NORTH P/L

EXISTING BRIMLEY AVE. C/L

EXISTING SOUTH P/L

EXISTING NORTH P/L

EXISTING BRIMLEY AVE. C/L

EXISTING SOUTH P/L

EX. S/W

EX. BLVD.

2.5m PARK

3.0m

3.75m

3.0m

EX. S/W

EX. BLVD.

EX. UTILITY POLE / STREET LIGHT

NOTE: ACCOMMODATE HYDRO WHERE POSSIBLE (RELOCATE IF NECESSARY)

PROPOSED SECTION
COAST MERIDIAN ROAD TO TORONTO STREET
SCALE: N.T.S.

EXISTING NORTH P/L

EXISTING BRIMLEY AVE. C/L

EXISTING SOUTH P/L

EXISTING NORTH P/L

EXISTING BRIMLEY AVE. C/L

EXISTING SOUTH P/L

EX. S/W

EX. BLVD.

2.5m PARK

3.0m

3.75m

3.0m

EX. S/W

EX. BLVD.

EX. UTILITY POLE / STREET LIGHT

NOTE: ACCOMMODATE HYDRO WHERE POSSIBLE (RELOCATE IF NECESSARY)

PROPOSED SECTION
TORONTO STREET TO A STAFFORD STREET
BEGINA STREET TO CEDAR DRIVE
SCALE: N.T.S.

EXISTING NORTH P/L

EXISTING BRIMLEY AVE. C/L

EXISTING SOUTH P/L

EXISTING NORTH P/L

EXISTING BRIMLEY AVE. C/L

EXISTING SOUTH P/L

EX. S/W

EX. BLVD.

2.5m PARK

3.0m

3.75m

3.0m

EX. S/W

EX. BLVD.

EX. UTILITY POLE / STREET LIGHT

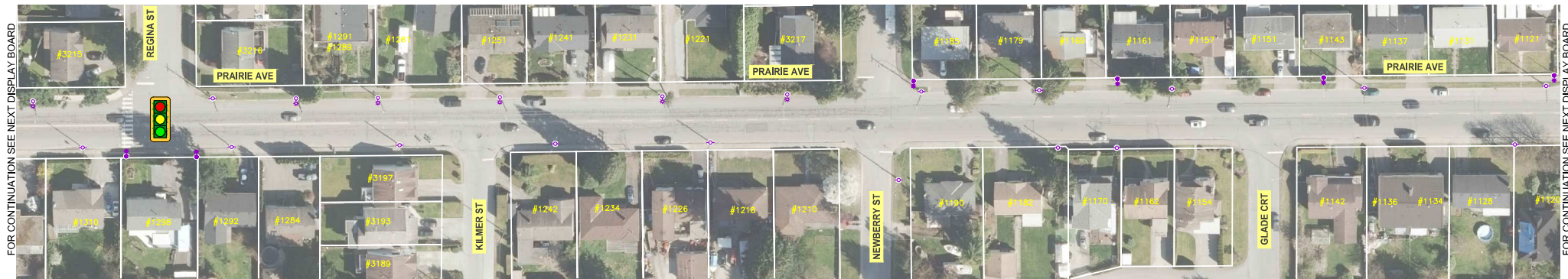
NOTE: ACCOMMODATE HYDRO WHERE POSSIBLE (RELOCATE IF NECESSARY)

PROPOSED SECTION
STAFFORD STREET TO REGINA STREET
SCALE: N.T.S.

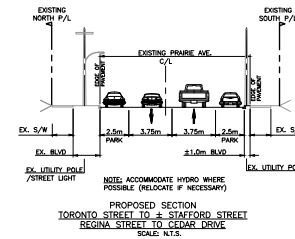
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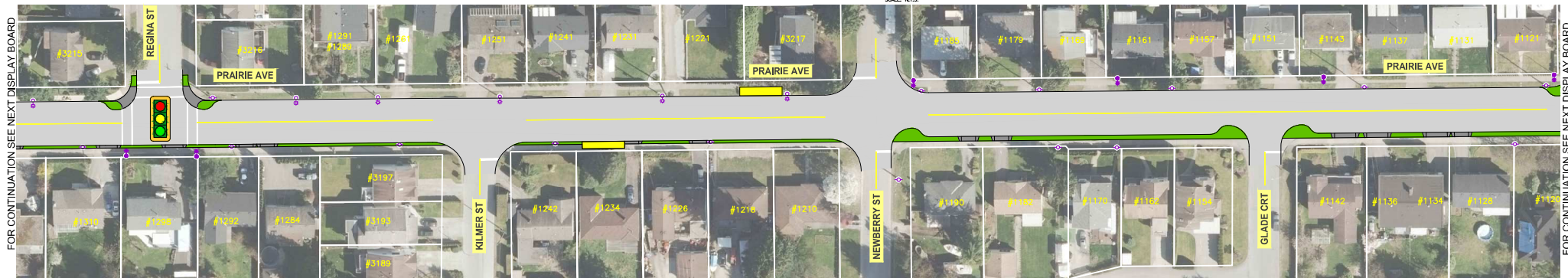
DESIGN AREA - 2



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

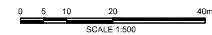


- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN

- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE



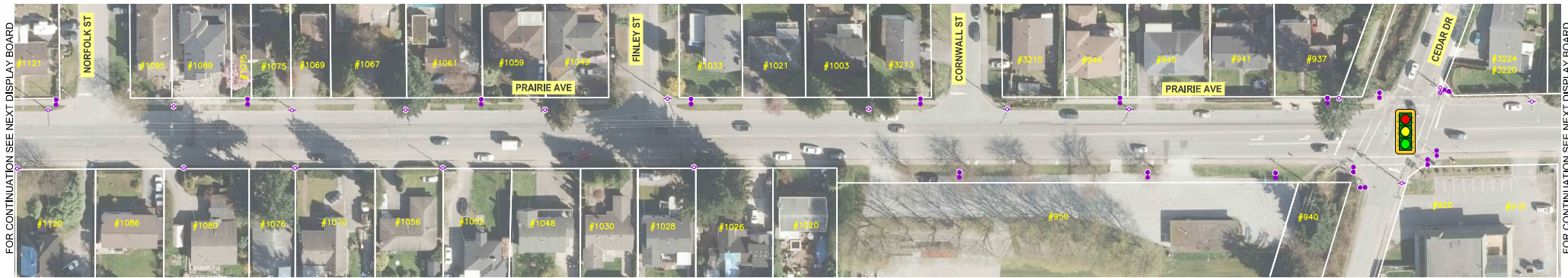
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- EXISTING BUS STOP



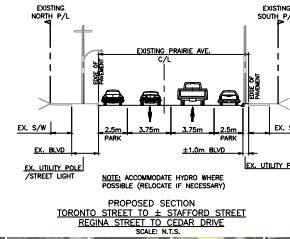
2019 CAPITAL WORKS - Option 1



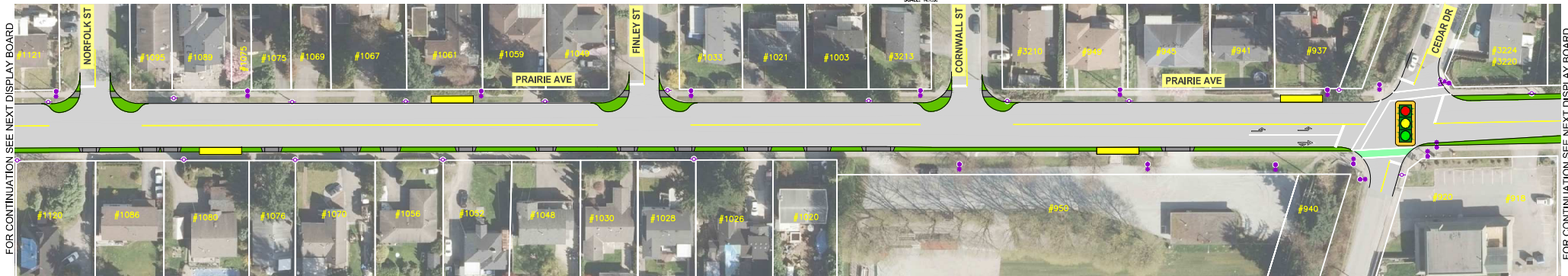
DESIGN AREA - 3



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD



- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE



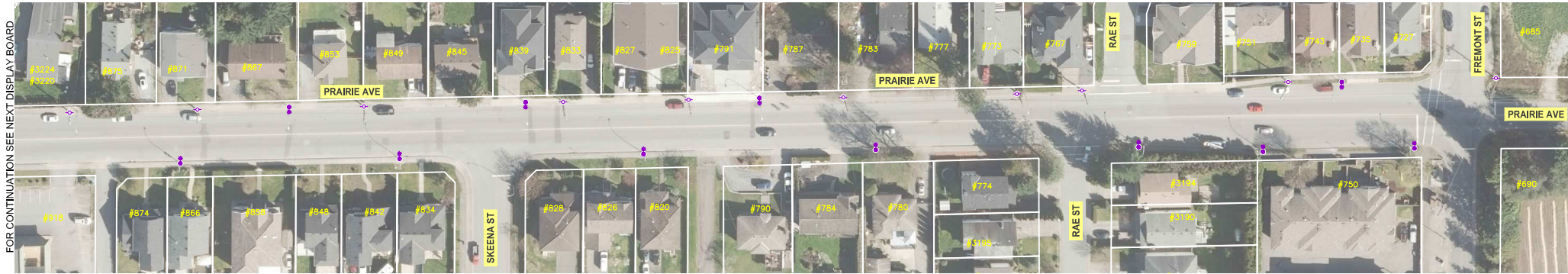
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- EXISTING BUS STOP

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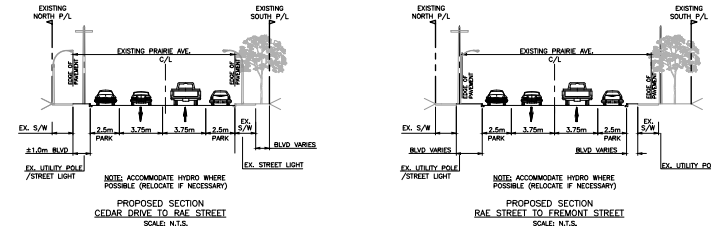


2019 CAPITAL WORKS - Option 1

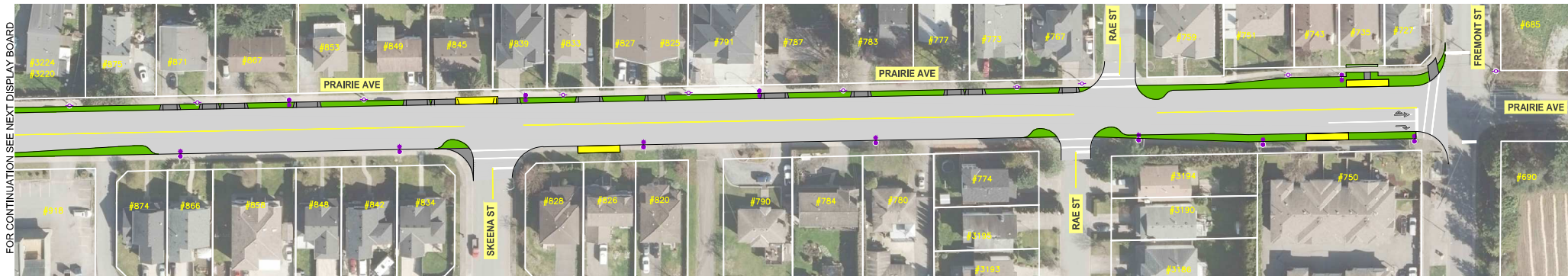
DESIGN AREA - 4



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD



PROPOSED TREE (approx. location and number only)

PROPOSED ROADWAY

PLANTED MEDIAN

HARD MEDIAN

EXISTING LEASED STREET LIGHT

EXISTING DAVIT STREET LIGHT

EXISTING UTILITY POLE



EXISTING TRAFFIC SIGNAL

EXISTING BUS STOP

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SCALE 1:500



2019 CAPITAL WORKS - Option 1

NORTH ↑



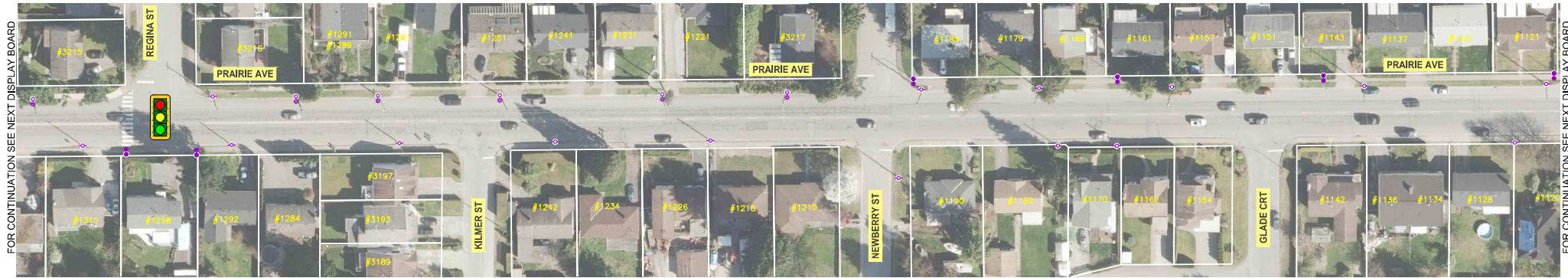
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COAST MERIDIAN ROAD TO TORONTO STREET
SCALE: N.T.S.**

**PROPOSED SECTION
TORONTO STREET TO FRONTS STREET
SCALE: N.T.S.**

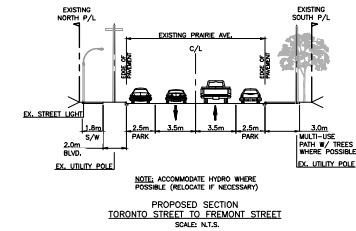
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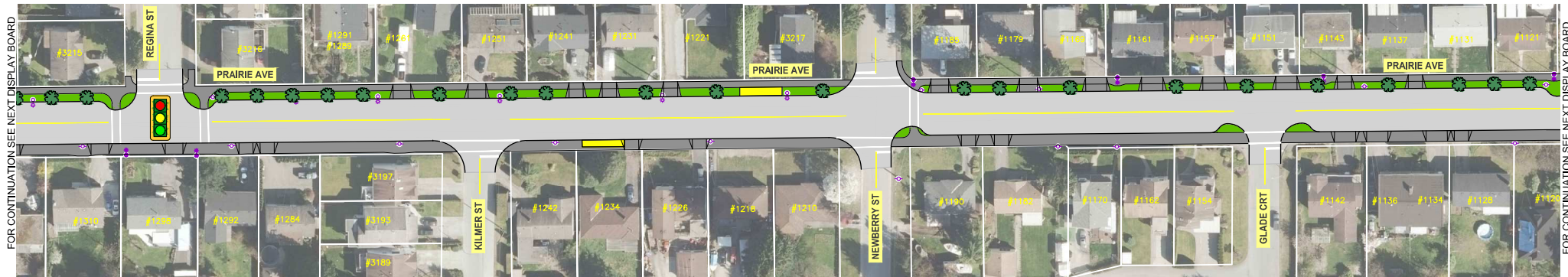
DESIGN AREA - 2



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD



- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE



- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

0 5 10 20 40m
SCALE 1:500

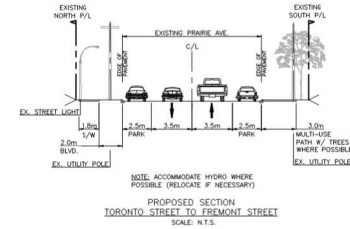


2019 CAPITAL WORKS - Option 2

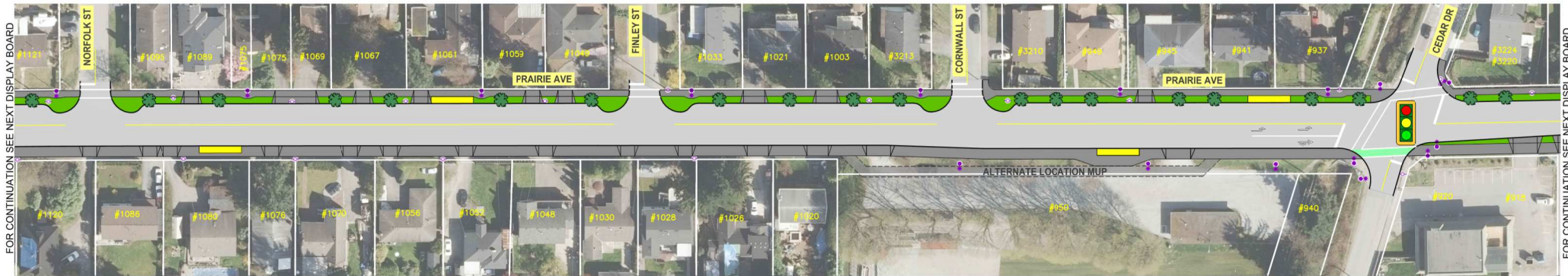
DESIGN AREA - 3



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK / MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

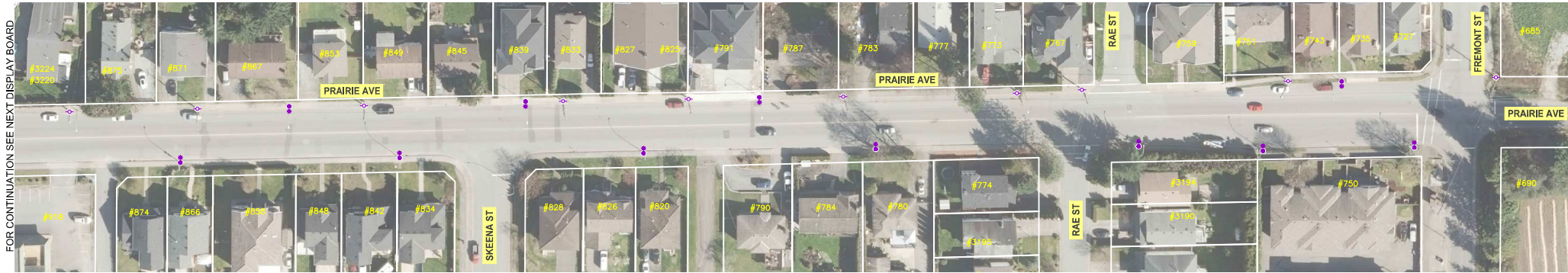
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- EXISTING BUS STOP

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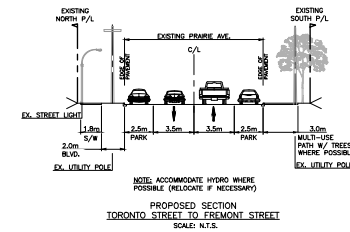


2019 CAPITAL WORKS - Option 2

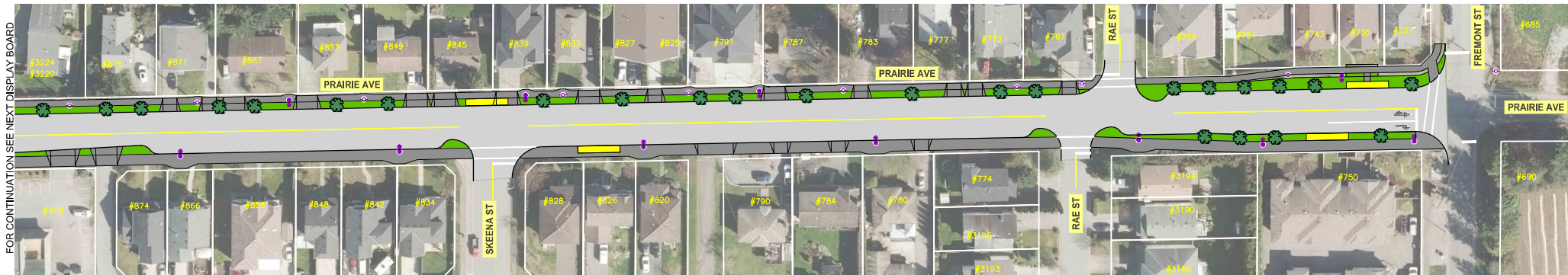
DESIGN AREA - 4



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

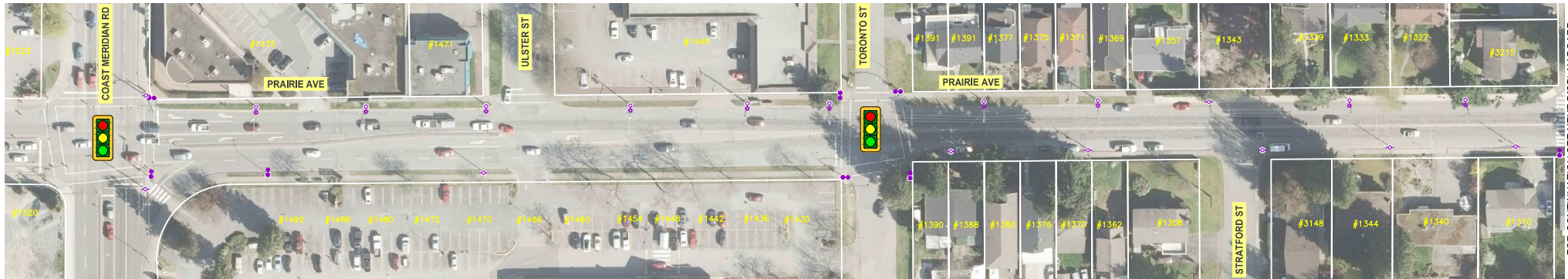
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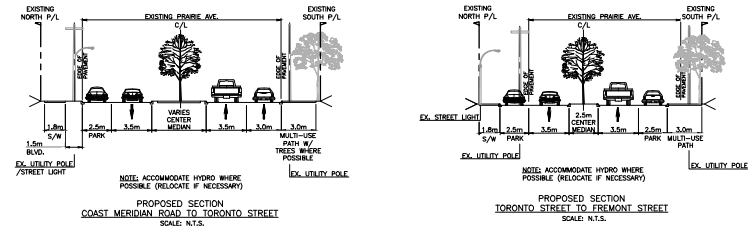


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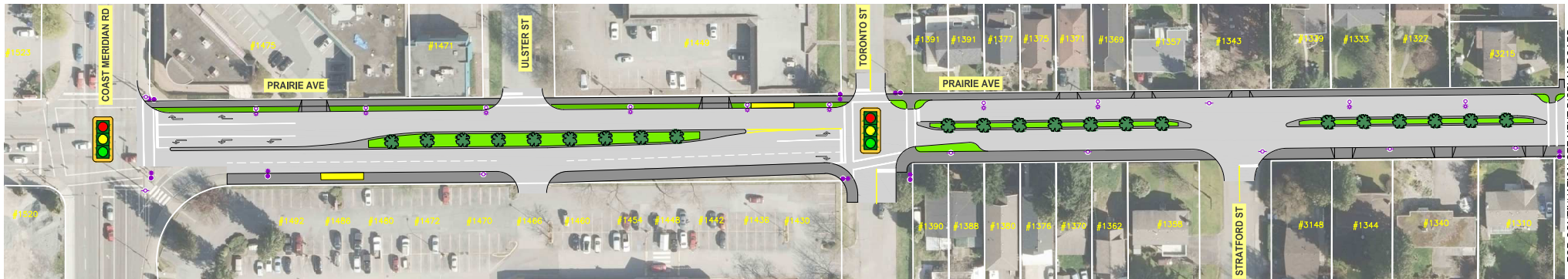
DESIGN AREA - 1



EXISTING



PROPOSED



- LEGEND**
- PROPOSED TREE (approx. location and number only)
 - PROPOSED SIDEWALK /MULTI-USE PATH
 - PROPOSED CURB
 - PROPOSED BOULEVARD
 - PROPOSED ROADWAY
 - PLANTED MEDIAN
 - HARD MEDIAN
 - EXISTING LEASED STREET LIGHT
 - EXISTING DAVIT STREET LIGHT
 - EXISTING UTILITY POLE

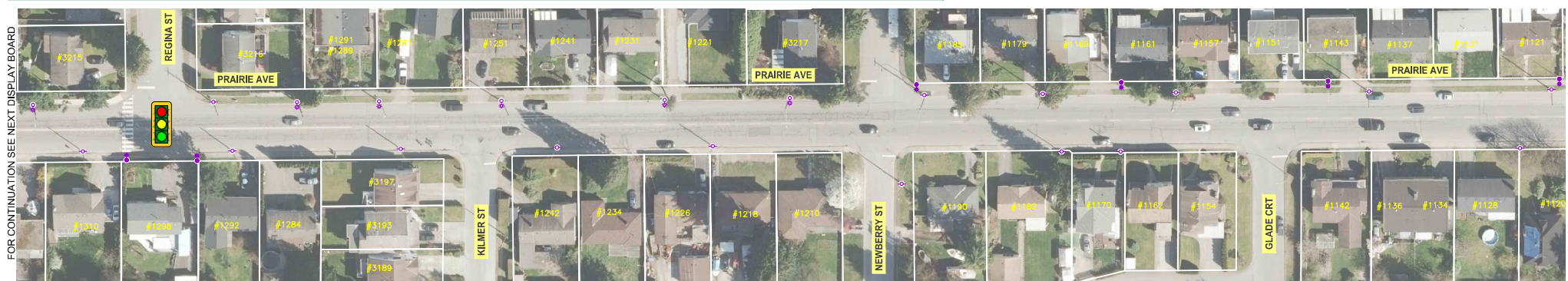
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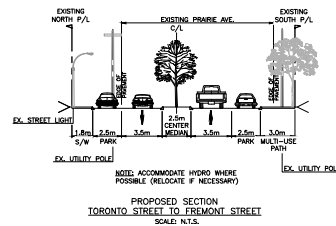


2019 CAPITAL WORKS - Option 3

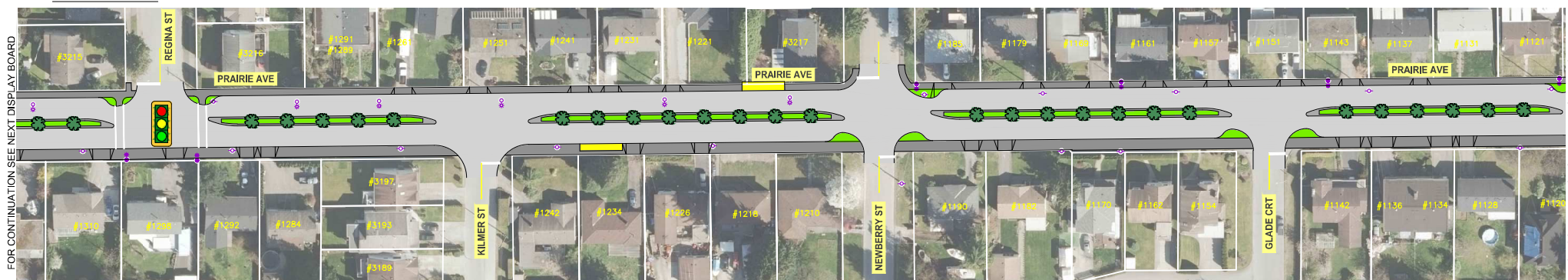
DESIGN AREA - 2



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

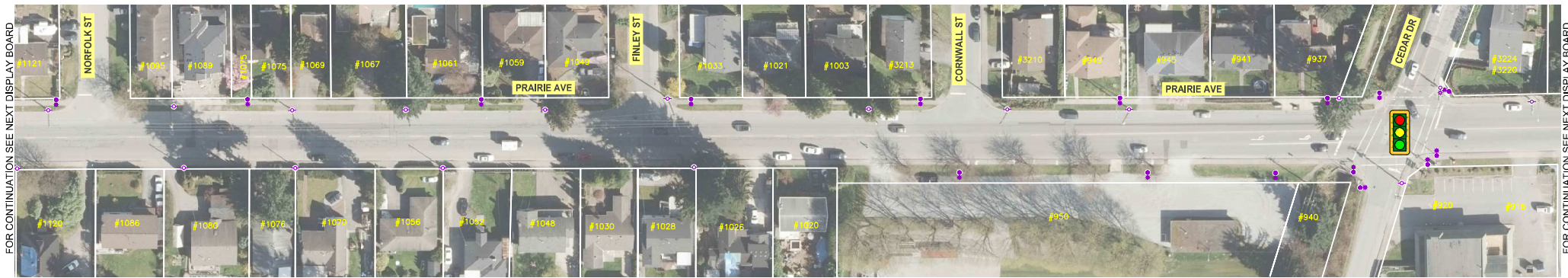
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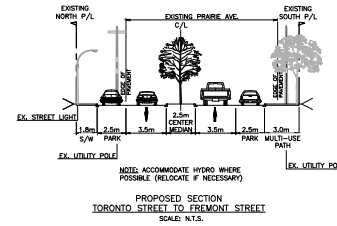
2019 CAPITAL WORKS - Option 3



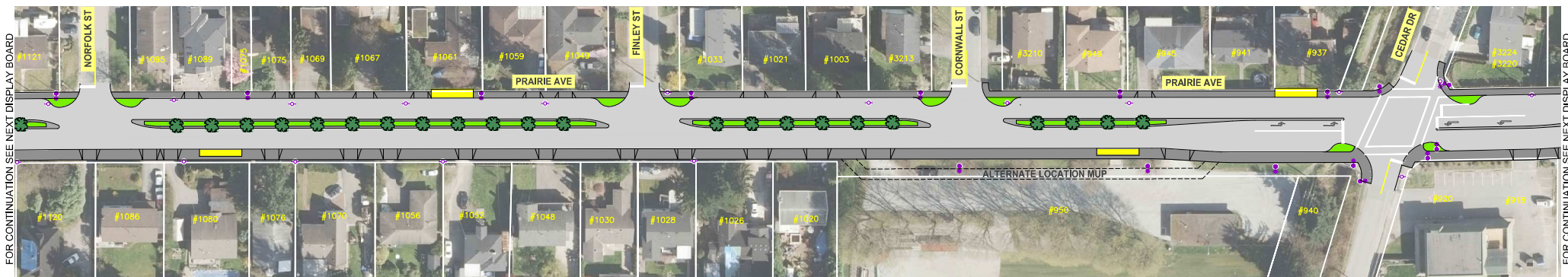
DESIGN AREA - 3



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

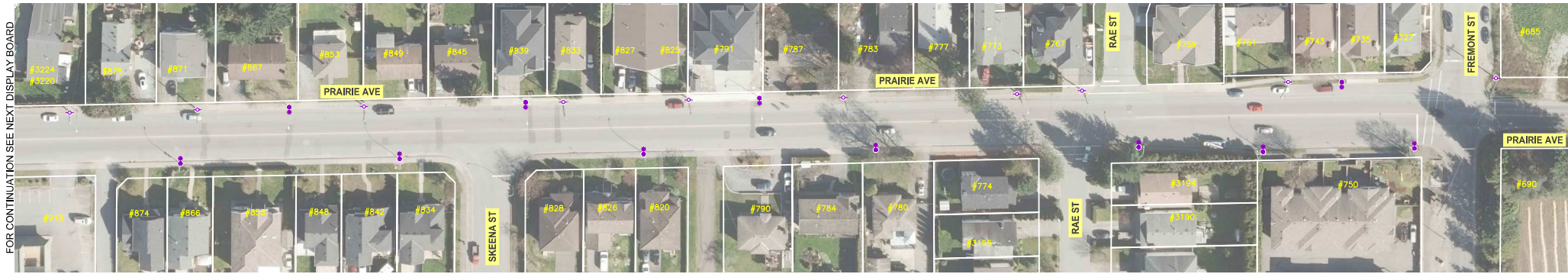
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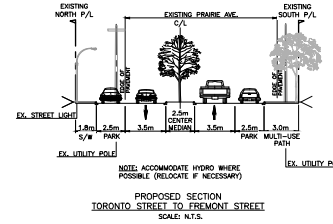


2019 CAPITAL WORKS - Option 3

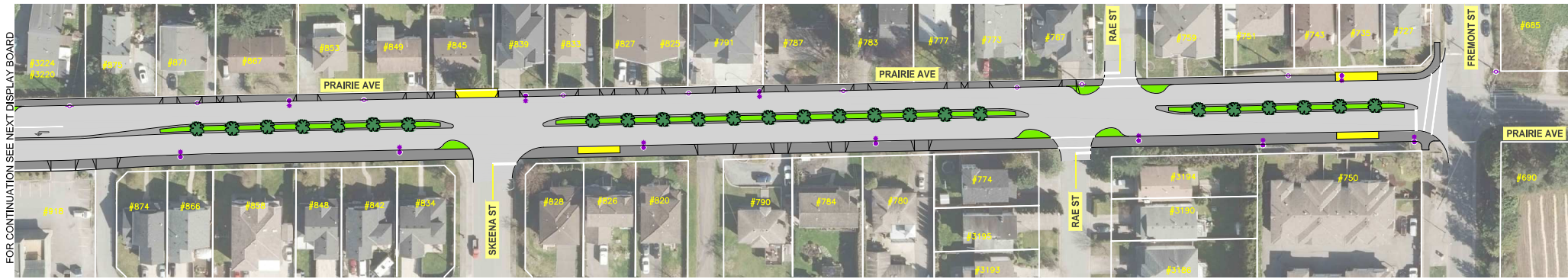
DESIGN AREA - 4



EXISTING



PROPOSED



LEGEND

- PROPOSED SIDEWALK /MULTI-USE PATH
- PROPOSED CURB
- PROPOSED BOULEVARD

- PROPOSED TREE (approx. location and number only)
- PROPOSED ROADWAY
- PLANTED MEDIAN
- HARD MEDIAN
- EXISTING LEASED STREET LIGHT
- EXISTING DAVIT STREET LIGHT
- EXISTING UTILITY POLE

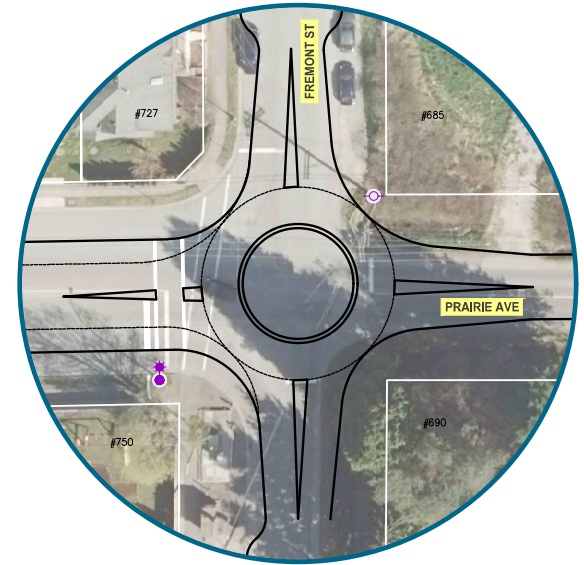
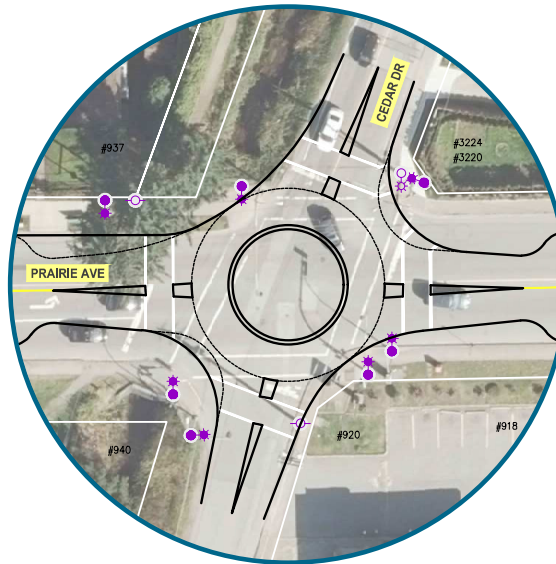
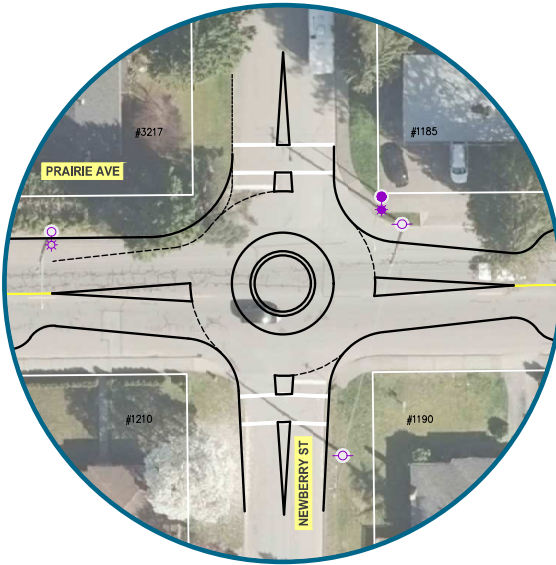
- EXISTING TRAFFIC SIGNAL
- EXISTING BUS STOP

0 5 10 20 40m
SCALE 1:500



2019 CAPITAL WORKS - Option 3

ALTERNATE INTERSECTION CONFIGURATIONS



0 5 10 20m
SCALE 1:250



2019 CAPITAL WORKS - Option 4

St. Thomas Street Road Rehabilitation Petition

RECOMMENDATION:

None

REPORT SUMMARY

A petition concerning the rehabilitation of St. Thomas Street between Essex Avenue and Chelsea Avenue was received by the Corporate Office on May 23, 2019. The petition cites a concern regarding the absence of curbing in the current neighbourhood rehabilitation scope. This report provides background on the selection criteria for road rehabilitation and discussion on the existing neighborhood, currently approved works and implications of curb and gutter construction.

BACKGROUND

The City completed a Pavement Network Assessment in 2013 to review the pavement condition of all roads in Port Coquitlam. Based on this assessment, and condition and capacity reviews of existing underground infrastructure, the City is not keeping up with maintaining existing infrastructure and there is more work that needs to be done than can be completed within the existing budget. As a result, the focus of the Neighborhood Rehabilitation Program has been to renew and replace existing infrastructure and limit expenditures on new infrastructure in order to complete the most amount of rehabilitation work as possible.

Last year, residents on Somerset Street (another street in the neighborhood rehab program) submitted a petition requesting that the scope of work on their street be amended to include infilling the existing ditch and constructing additional storm sewer and curb and gutter. Ultimately, Council chose to amend the scope of work to include the ditch infill and curb and gutter for Somerset Street and Killarney Street, and the project budgets were amended accordingly. Council felt that adding curb and gutter to these two streets was the right thing to do as it was consistent with the remaining neighborhood. The remaining 11 projects in the 2017/2018 program that also did not include curb and gutter were not adjusted.

There has also been discussion since the neighborhood rehabilitation program was created what the appropriate standard of construction should be/include, and this item is included as a draft work plan item for the future.

DISCUSSION

A petition concerning the rehabilitation of St. Thomas Street between Essex Avenue and Chelsea Avenue was received by the Corporate Office on May 23, 2019. The request of the petition is that

St. Thomas Street Road Rehabilitation Petition

rollover curb and gutter be included in conjunction with the ongoing road rehabilitation work being performed on St. Thomas Street.

Within this Sun Valley neighborhood area, there are only three streets which currently do not have curb and gutter: St. Thomas Street, Hamilton Street and Inverness Street. Neither Hamilton Street nor Inverness Street are being rehabilitated at this time. Construction of curb and gutter on St. Thomas Street would result in a wider paved surface as the minimum standard width for local roads is 8.5m as compared to the existing 6m road width. The City would construct curb and gutter at the ultimate locations rather than constructing a substandard cross section. It would also improve the overall neighborhood completeness, aesthetics and safety by delineating the road from the boulevards and providing a separation for pedestrians. However, based on the current criteria which was established to complete as much rehabilitation work as possible (limiting the “new”), the plan does not include curb and gutter installation on St. Thomas Street.

Rollover / mountable curb which has been requested in the petition is not the standard of curb which is being replaced throughout the Sun Valley neighborhood. Barrier curb which is not considered mountable, highly discourages motorists from driving and parking in the City boulevards, whereas rollover curb does not prevent this type of behavior. If curb and gutter were to be installed on St. Thomas Street, it should be barrier curb which is consistent with the standard being replaced throughout the neighborhood and prevents motorists from unauthorized use of the boulevard.



Rollover / Mountable Curb



Barrier Curb

FINANCIAL IMPLICATIONS

The additional cost to install barrier curb on St. Thomas Street between Essex Avenue and Chelsea Avenue is estimated at \$61,000. As we are now almost half way through the year and

St. Thomas Street Road Rehabilitation Petition

many of our projects are underway, it is anticipated that the 2019 Capital Works will have sufficient surplus funds which could be directed to fund this additional scope.

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. Following the open house, staff has communicated with residents on St. Thomas Street via construction notification letters, email and phone. Supplementary to the petition, for clarity, staff contacted residents on St. Thomas Street and explained that the current and recommended standard is to install barrier curb and gutter, contrary to the petition for rollover curb and gutter. 14 of the 15 residents indicated that barrier curb would be an improvement for the neighborhood and that they supported construction of barrier curb.

OPTIONS

(Check = Staff Recommendation)

#	Description
1 	Maintain current workplan as set out by current focus of Neighborhood Rehabilitation Program
2	Motion to approve an additional \$61,000 for construction of barrier curb and gutter, with funding to come from existing projects

ATTACHMENTS

Attachment #1: St. Thomas Street Petition

Lead author(s): Jason Daviduk

Rec'd by
Corporate Office
May 23, 2019
JP

Petition to Include Curbs In conjunction With The Road Rehabilitation Program for St Thomas Street From Essex Ave To Chelsea Ave

Petition summary and background:

With the current road rehabilitation program underway for the north end of Port Coquitlam ~ St Thomas Street from Essex Ave to Chelsea has NOT been given consideration to upgrade the existing road to include curbs, which for most is considered the basic expectation of a roadway in a city. In reviewing the current road structure in this area, there are only 3 sections of road that currently do not have curbs and considering this portion of St Thomas Street from Essex Ave To Chelsea Ave is the only section which has been selected for the Road Rehabilitation Program ~ the timing to have this expected city standards put in place is now.

Curbs fulfill a number of functions from delineating the edge of the pavement, separating the road from the roadside, discouraging drivers from parking or driving on sidewalks and lawns, providing structural support to the pavement edge, mitigates organic matter from entering storm system, as well as safety to pedestrians when walking on roadways. In addition the look of a curbed street provides for an esthetically appealing look to the neighborhood which can improve property values.

Since one of the cities missions is to get the "basics right" ~ isn't it more cost effective to complete this requested work now which in turn will support the long term vision for the growth and development of our city to be a place others want to move to.

Why would the home owners of this section of St Thomas Street not be given the same basic rights as those other home owners in the same neighboring area?

Action petitioned for:

We, the undersigned, as Tax Paying Citizens request with the completion of this roadwork on St Thomas Street from Essex Ave to Chelsea Ave to include curbs with the current road rehabilitation program taking place now.

The residents have all requested a "roll over" curb.

Printed name	Signature	Address	Comment	Date
			ROLL OVER CURB WOULD BE BEST	MAY 18/19
			Roll over	MAY 18/19
			#Roll over curb	May 18/19
			Roll over curb	May 18/19
			curb roll over	May 18/19
			" "	May 19/19

2018 Traffic Count Results

RECOMMENDATION:

None.

PREVIOUS COUNCIL/COMMITTEE ACTION

At the May 16, 2018 meeting, the Transportation Solutions and Public Works Committee endorsed the 2018 Traffic Count Program at a cost of \$24,500, funded from the 2018 Engineering Studies budget.

REPORT SUMMARY

Traffic circulation throughout the City's road network is periodically evaluated to consider growth and measure the ability of roadways to regulate traffic in a safe and effective manner. In 2018, a traffic count program was established to align with industry standards and provide a more consistent, thorough and pro-active approach to traffic analysis in the City. This report presents the results of the 2018 Traffic Count program and identifies operational and capital improvements.

BACKGROUND

The annual traffic counts to date have taken a somewhat regular, but more reactive and intuitive approach to traffic data collection and analysis. In 2018, a traffic count program was established to align with industry standards and provide a more consistent, thorough, and pro-active approach. The rotating program will collect data on north/south arterials in year one, east/west arterials in year two, and collector roads in year three. Data for arterial roads is collected more frequently, typically every two to three years, because arterials carry more traffic and have more traffic controls. The City has 14 arterial roads and the program allows for pick up on each arterial road every three years. Data for collector roads is typically collected every five to six years; the City has 40 collector roads and the program allows for pick up on each collector road every six years. Problem locations or specific requests may be added to the program in any given year or carried out independently. Counts to support traffic calming applications are carried out independent of the annual traffic count program.

The 2018 traffic count program focused on north-south arterials in the City. The primary function of arterial roads is to convey larger volumes of traffic at higher speeds – from 10,000 to 30,000 vehicles per day at speeds of 50-90km/hr. Arterial road speeds in the City of Port Coquitlam range from 50-60km/hr. Property access and interruptions to traffic flow are avoided on arterial roads to preserve their function as the fastest route for through traffic. If this function is compromised, drivers may use other routes, which are not designed to carry large volumes of traffic, in order to reduce their trip time (e.g. local road network).

2018 Traffic Count Results

The 2018 traffic count program evaluated the following north-south arterials in the City:

- Broadway Street
- Pitt River Road
- Fremont Connector
- Westwood Street
- Shaughnessy Street
- Oxford Street

Coast Meridian is a north/south arterial but was not counted in 2018 as it was included in the previous year's program. Weekend traffic movement counts were conducted at some commercial area intersections identified for further analysis in the 2017 program. A count was included on Langan Avenue to verify complaints about traffic volume, composition and speeding.

The 2018 traffic count locations are shown on Figure 1.

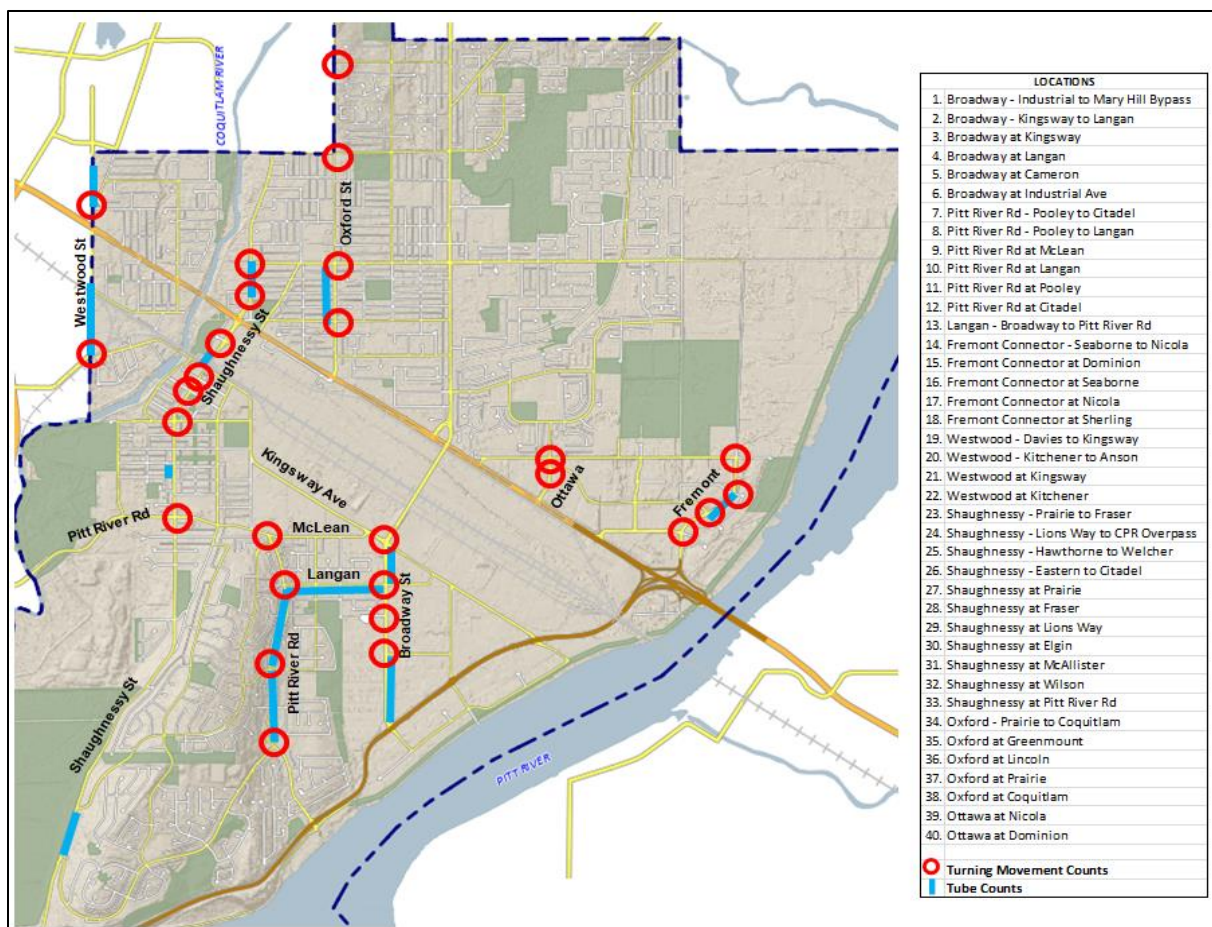


Figure 1: 2018 Traffic Count Locations

DISCUSSION

Volume and speed are measured to determine if signal adjustments or capacity enhancements are required for the efficient flow of traffic. The data also supplements intersection analysis to determine if traffic control upgrades or operational improvements are required. Counts were conducted during peak weekday hours in order to capture the highest volume of school and work traffic. Weekend counts are included for commercial areas which experience higher traffic volumes during the weekend.

Intersection capacity is evaluated by the ability to accept and discharge traffic volume, and to control traffic movements in a safe and efficient manner. Intersection control effectiveness is determined by measuring capacity, volume, speed, and level of service data. Pedestrian and stop warrants are based on a measurement of gaps in traffic flow and collision trends.

Tables with the technical data are presented in Appendix A and a summary of the results is provided below.

Broadway Street

Broadway Street is a north-south arterial road with four travel lanes plus a centre turn lane and a design capacity of 30,000 vehicles per day. Broadway Street carries traffic between Kingsway Avenue and the Coast Meridian Overpass in the north to the industrial area and Mary Hill Bypass in the south. A shared centre turn lane along its length facilitates heavy turning movements to industrial parcels.

Volume, Growth and Speed

Annual growth and volume was measured on Broadway Street to evaluate the capacity of the road to meet traffic demand and to determine if signal time adjustments are required. The results reflect a considerable increase in traffic volume on Broadway Street since 2013 which is expected due to considerable road upgrades and construction of the Coast Meridian Overpass. The road is currently operating at 54% of its design capacity.

The speed results indicate that vehicles are travelling on average at 70km/hr on Broadway Street. The road is currently operating without a posted speed but has an enforceable speed of 50km/hr. Drivers may think the speed limit is higher due to the wide nature of the road with shared turning lanes and turn bays. Posting and enforcing a speed limit of 50 km/hr is recommended on Broadway Street to be consistent with speed limits on other arterials in the City.

Intersection Control

Signalized intersections on Broadway Street were reviewed for their level of service during peak hours. The results indicate that, with the exception of Kingsway, all of the Broadway signals are operating at an acceptable level of service, with volume/capacity (V/C) values less than 0.9. The

2018 Traffic Count Results

Broadway/Kingsway intersection performance is affected by the close proximity and limited left turn storage at the McLean/Kingsway intersection. In the AM peak, the southbound right turn (SBRT) channel on Broadway at Kingsway contains heavy volumes of traffic destined for the westbound left turn (WBLT) bay at the McLean intersection. The short left turn bay at McLean Avenue does not have sufficient capacity and gets backed up with vehicles as a result. In the PM peak, the same intersection spacing issue and left turn storage constraint at McLean affects the northbound left turn discharge ability, resulting in a V/C value of 0.81 for the northbound left turn (NBLT) and 0.98 for the SBRT.

Broadway Street Improvements

Regulatory speed signs with a limit of 50 km/hr will be posted on Broadway Street. Speeding can be addressed with the installation of permanent speed reader boards and staff will also recommend Broadway Street for inclusion in the Operation Scarecrow speed enforcement program. The performance of the Broadway/Kingsway intersection is negatively affected by the close spacing and inadequate turn bay capacity at the McLean/Kingsway intersection. Potential improvements are being considered with the Kingsway Avenue conceptual design which is currently underway.

Pitt River Road

Pitt River Road is a north-south arterial road with two lanes and a design capacity of 20,000 vehicles per a day. Pitt River Road carries traffic between McLean Avenue in the north to the city's south residential area and the Mary Hill Bypass. This arterial has meandering sections with limited sightlines and runs through a residential area with several schools situated within a 200m radius.

Volume, Growth and Speed

Annual growth and volume was measured on Pitt River Road to evaluate the capacity of the road to meet traffic demand and determine if signal time adjustments are required. The results indicate that the Pitt River Road corridor is currently operating at 29% of its capacity. Traffic is currently operating slightly above the posted design speed of 50km/hr but a running speed of 10 km/hr over the posted limit does not typically warrant operational or capital improvements. However, staff have received a number of resident requests for safety upgrades to pedestrian crossings on Pitt River Road and have planned for a number of capital improvements in response. A pedestrian flashing beacon at the Pitt River Road/Langan crosswalk along with a sidewalk, curb bulge and pedestrian flashing beacon at the Pitt River Road/Yukon crosswalk are being proposed in the 2020 Sidewalk and Pedestrian Safety Improvement program. Other Pitt River Road crosswalks will be reviewed for operational improvements and future pedestrian safety capital improvements are planned on this corridor.

2018 Traffic Count Results

Intersection Control

Several major intersections on Pitt River Road were reviewed for their control and level of service during peak hours. There are signalized controls at the Pitt River/Citadel and at Pitt River/McLean intersections, a pedestrian signal at Pitt River/Pooley, and a crosswalk with 2-way stop control at Pitt River/Langan Avenue. The results indicate that the two signalized intersections are operating at an acceptable level of service. At Pooley Avenue, full signalization is not required to manage vehicle demand and the current pedestrian signal is adequate. At Langan Avenue, the current two way stop control is meeting the existing pedestrian and traffic demand but a pedestrian flashing beacon is proposed to provide improved pedestrian safety.

Pedestrian activated traffic signals are expensive and typically reserved for wide roads with high traffic volumes, and constant traffic flow – in these conditions, a gap in the traffic does not occur frequently enough to allow a pedestrian an opportunity to cross and a signal is required to stop traffic. A more appropriate and cost effective approach to improving pedestrian safety at some crosswalks is through the use of pedestrian activated flashing beacons. These can be installed at a fraction of the cost and they are proposed for inclusion in the 2020 Sidewalk and Pedestrian Safety program and beyond. The City has also been implementing a combination of other approaches to improve pedestrian safety such as curb bulges, signage, and paint markings.

Pitt River Road Improvements

No capacity or intersection control upgrades are required on Pitt River Rd. A pedestrian flashing beacon at the Pitt River Road/Langan crosswalk along with a sidewalk, curb bulge and pedestrian flashing beacon at the Pitt River Road/Yukon crosswalk are being proposed in the 2020 Sidewalk and Pedestrian Safety Improvement program. Other Pitt River Road crosswalks will be reviewed for operational improvements and future pedestrian safety capital improvements are planned on this corridor.

Langan Avenue

Complaints regarding traffic volume, speeding and heavy truck use prompted a traffic count on Langan Avenue.

Volume, Speed and Classification

Langan Avenue is categorized as a collector road with a design capacity of 12,000 vehicles per day and speed limit of 50km/hr. The Highway Use Bylaw (No 4033, 2018) has clauses pertaining to the routing of heavy trucks in the City. The bylaw defines a heavy truck as a Class 2 vehicle, which is a motor vehicle with a licensed gross vehicle weight over 11,794 kg. Designated heavy truck routes in the City are on Lougheed Highway, Coast Meridian Road, Kingsway Avenue and Broadway Avenue. Class 2 vehicles are required to use designated truck routes and then the nearest arterial road to get closest to their destination. As such, unless a heavy truck has a

2018 Traffic Count Results

destination on Langan Avenue it should not be operating there and should be using the nearby arterials (McLean Avenue or Mary Hill Bypass) to travel between Broadway Street and Pitt River Road.

The results indicate that Langan Avenue is currently operating at 17% of its design capacity. The commercial vehicle count of 56 vehicles per day is beyond what may be reasonably expected for local deliveries on Langan Avenue for any given day. This indicates that heavy trucks are likely using Langan as an operating route, rather than nearby arterials, to travel between Broadway Avenue and Pitt River Road.

The installation of traffic buttons at the intersections of Brown Avenue and Taylor Avenue could be used to deter heavy trucks from using this route. A traffic button is an island located in the centre of an intersection which requires vehicles to travel around in a counter-clockwise direction. A traffic button is smaller than a roundabout, does not have splitter islands on the approaches, and is typically made of coloured asphalt. A traffic button is designed to be traversable so that trucks, buses or emergency vehicles which require a larger turning radius may turn in front of the traffic circle or mount the island rather than traveling around it. Trucks will be able to clear the traffic circle should they need to make a delivery or service on Langan Avenue. However, the effort to slow down and maneuver around two traffic buttons is anticipated to serve as a sufficient deterrent to using the road as a bypass route.

Traffic on Langan Avenue is currently operating at 55k km/hr. While this is above the posted design speed of 50km/hr, a running speed within 10 km of the posted speed does not typically warrant operational or capital improvements.

Langan Avenue Improvements

Since Langan Avenue is an expected bypass route, truck prohibited signage will be installed at Pitt River Road and Broadway Avenue. Additionally, the installation of traffic buttons at the intersections of Brown Avenue and Taylor Avenue will further serve to deter heavy trucks from using this route. The traffic buttons will be brought forward later this year with the 2020 Traffic Calming program. Langan Avenue is scheduled for road rehabilitation works in 2020 and the traffic buttons can be constructed as part of that work.

Fremont Connector

The Fremont Connector is a north-south arterial road with four lanes and a design capacity of 30,000 vehicles per day and a posted speed of 50 km/hr. The Fremont Connector is located in the Dominion Triangle commercial area and carries traffic between Lougheed Highway and Dominion Avenue.

2018 Traffic Count Results

Volume and Speed

Annual growth and volume was measured on the Fremont Connector to evaluate the capacity of the road to meet traffic demand and determine if signal time adjustments are required. There are no previous traffic counts to compare growth rate. The results indicate that the Fremont Connector is currently operating at 26% of its capacity. Traffic on the Fremont Connector is currently operating at 65km/hr, which is 15km/hr over the posted limit. Retaining and enforcing a speed limit of 50 km/hr is recommended to be consistent with other arterials in the City. Speeding can be addressed with the installation of permanent speed reader boards and enforcement programs.

Intersection Control

Several major intersections were reviewed for their control and level of service during peak hours. There are signalized controls at Nicola and Sherling, a 4-way stop at Dominion, and a 2-way stop with crosswalks at Seaborne. The signalized intersections at Nicola and Sherling are operating with acceptable levels of service. At the Dominion Avenue intersection, traffic demand is approaching the saturation point for a 4-way stop control and this intersection will need be signalized soon to manage heavy competing traffic flows during the weekend. The values at Seaborne Avenue indicate that a 2-way stop control is adequate to manage the volume of vehicles and pedestrians. However, pedestrian crossing safety is a concern due to the long crossing distance, 4 lanes of traffic, and vehicle speed.

Fremont Connector Improvements

A traffic signal at the Fremont Connector/Dominion intersection will be included for consideration in future capital plans. Speeding can be addressed with the installation of permanent speed reader boards and staff will also recommend the Fremont Connector for inclusion in the Operation Scarecrow speed enforcement program. A pedestrian activated signal is proposed at the Fremont Connector/Seaborne intersection as part of the 2020 Sidewalk and Pedestrian Safety Improvement program.

Westwood Street

Westwood Street is a north-south arterial, inter-municipal road which is shared with the City of Coquitlam and primarily serves commercial properties. Between Lougheed and Kingsway, Westwood has four lanes and a design capacity of 30,000 vehicles per day. North of Lougheed, Westwood is effectively operating with a design capacity of around 15,000 vehicles per day. Traffic flow is presently impacted by heavy volumes of turning vehicles. Widening the road north of Kitchener Avenue to allow for two travel lanes and dedicated turn bays would provide improvements to traffic flow.

2018 Traffic Count Results

Port Coquitlam operates and maintains the Kingsway Avenue intersection while Coquitlam controls all of the other signalized intersections on Westwood Street. At-grade rail crossings located south of Davies Avenue and at Kingsway Avenue presently pose operational challenges and impediments to traffic flow.

Volume, Growth and Speed

Annual growth and volume was measured on Westwood Street to evaluate the capacity of the road to meet traffic demand and determine if signal time adjustments are required. The results indicate that the section from Lougheed to Kingsway is operating at 58% of its design capacity. North of Lougheed, the volume of 20,969 vehicles per day has exceeded the effective capacity of 15,000 vehicles per day. Traffic on Westwood Street is currently operating just under 60 km/hr. Speeds within 10 km/hr of the limit do not typically warrant operational or capital improvements.

Intersection Performance

Two of the key Westwood intersections for Port Coquitlam were reviewed for their control and level of service. At Kingsway Avenue, critical movements are approaching capacity in the AM peak and exceed capacity in the PM and weekend peak times. The volume from these two movements is constrained by actuation from the at-grade rail crossing which terminates green times early to serve the arrival of trains. At Kitchener Avenue, the northbound movement in the PM and westbound left turn on the weekend are at capacity due to heavy afternoon volumes of traffic from Lougheed and access to and from the shopping centre on the weekend.

Westwood Street Improvements

Widening of Westwood Street, north of Lougheed is proposed for inclusion in future capital plans and through frontage requirements for redevelopment. There is sufficient space in the boulevard on the east side to construct the road to its ultimate cross-section of four lanes plus turn bays. The improvements are expected to improve safety and traffic flow in this busy segment. Westwood Street was shortlisted for consideration in the last MRN addition review by TransLink and is expected to be added at a future date. MRN classification would allow the City to receive annual funding for maintenance and rehabilitation work on Westwood Street.

Improvements for the at-grade crossings on Kingsway have been included in an application by the Port of Vancouver for federal funding. The future construction of overpass or underpass structures at these crossings would remove the current impacts to traffic flow. Traffic demand at the Westwood/Kitchener and Westwood/Lougheed intersections is being considered with redevelopment in the area which may offer opportunities for improvements through access management, redistribution of traffic flows, and better network connectivity.

Shaughnessy Street

Shaughnessy Street is a north-south arterial road which serves the downtown core and runs from the inter-municipal connection with the City of Coquitlam at Lincoln Avenue to the Mary Hill Bypass. Overall, Shaughnessy Street is classified as an arterial roadway but the characteristic and function of the road varies. From Lougheed north to Prairie, Shaughnessy is a four lane arterial road with a design capacity of 30,000 vehicles per day. North of Prairie, Shaughnessy is reduced to two lanes with a capacity of 20,000 vehicles per day and extends into single family residential area. South of Lougheed, Shaughnessy serves as the main road into downtown; the segment from Lions Way to McAllister is reduced to two lanes at the underpass with an effective capacity of 20,000 vehicles per day. At Eastern Drive, Shaughnessy returns to a four lane arterial with a design capacity of 30,000 vehicles to carry traffic to and from the Mary Hill Bypass.

Volume, Speed and Growth

Annual growth and volume was measured on Shaughnessy Street to evaluate the capacity of the road to meet traffic demand and determine if signal time adjustments are required. From Prairie to Fraser, Shaughnessy is operating at 56% of its design capacity. The section from Lions Way to McAllister is operating just over its effective capacity of 20,000 vehicles per day. There has been an average of 9% traffic growth per year and a 46% overall increase in traffic over the last five years, which may be attributed to development in the downtown area. Unlike typical arterial roads which are designed to move large volumes of traffic at higher speeds, Shaughnessy Street has a reduced the two lane configuration through the underpass and downtown, along with interruptions to support pedestrian movements and a reduced speed limit. As such, it is anticipated that current congestion and traffic volumes will continue as more densification takes place without alternative solutions to route arterial vehicle traffic. The section from Eastern to the Mary Hill Bypass has experienced a decline in traffic since 2013 which is likely due to re-distribution of traffic to Broadway Street following the construction of the Coast Meridian overpass.

The speed along Shaughnessy Street is 50km/hr except for the 4-lane section from Eastern to the Mary Hill bypass, which has a posted speed of 60km/hr. The results show that vehicles are traveling at 70 km/hr in this section; a running speed within 10 km of the posted speed does not typically warrant operational or capital improvements.

Intersection Control

A number of intersections on Shaughnessy Street were reviewed for their level of service during peak hours. The results indicate that all of the signals on Shaughnessy are operating at an acceptable level of service. Other uncontrolled intersections through the downtown core are being considered with traffic and pedestrian planning to support the Downtown Action Plan.

2018 Traffic Count Results

Over the years, City staff have received requests for a traffic signal at Eastern Drive to facilitate turning movements onto Shaughnessy Street. The results indicate that the traffic volume from Eastern Drive does not warrant a signal. However, south bound left turning movements out of Eastern Drive during peak AM and PM periods is challenging due to heavy traffic, higher vehicle speeds, and the need to cross two lanes of northbound traffic while watching for clearance in the southbound traffic flow. Providing a refuge or protected area for turning movements (e.g. shared center turn lane, painted gore area, or concrete protected turn bays) would support turning movements at this location. It is also a more cost effective solution than a traffic signal to provide improved safety and traffic flow at this location.

Shaughnessy Street Improvements

Intersection improvements at Shaughnessy Street and Eastern Drive will be brought forth as a project for consideration in the 2021 capital plan.

Oxford Street

Oxford is a north-south arterial road with a design capacity of 20,000 vehicles per day. Oxford Street runs from Lougheed Highway to the inter-municipal border with Coquitlam at Mason Avenue. There is highway commercial development at the south end. Further north, Oxford Street moves into a residential zone and the catchment area of several public schools.

Volume, Speed and Growth

The results indicate that traffic on Oxford Street corridor has negligible growth and is operating at 39% of capacity. Traffic on Oxford Street is currently operating below the posted speed limit of 50km/hr.

Intersection Control

Intersections on Oxford Street were reviewed for their control and level of service during peak hours. There is a signalized control at Prairie Avenue and four-way stop controls at Coquitlam, Greenmount and Lincoln. The signalized intersection at Oxford/Prairie is operating at an acceptable level of service. The Oxford/Coquitlam intersection is approaching the warrant threshold and has met City conditions for signalization. The other unsignalized intersections are operating satisfactorily and do not meet warrant values for higher levels of control.

Oxford Street Improvements

Signalization at the Oxford/Coquitlam intersection will be included for consideration in future capital plans.

2018 Traffic Count Results

Ottawa Street

Traffic volume on the weekend in commercial areas can surge significantly over that during the week. The 2017 Traffic Count program recommended weekend turning movement counts for two Ottawa Street intersections to determine if operational signal adjustments are required. The results indicate that the Ottawa/Nicola intersection is operating at capacity for southbound through movements on the weekend. Staff will review the signal coordination plan and adjust green times as necessary to provide additional capacity. Staff have been working with Costco who have submitted plans for improvements to their gas bar. The existing entrance to the gas bar on Nicola Avenue, east of Ottawa Street will be moved farther east to address the queuing that causes congestion through the Ottawa/Nicola intersection.

Ottawa Street Improvements

Signal adjustments will be made at the Ottawa/Nicola intersection to provide additional capacity for heavy movements.

NEXT STEPS

Staff will make operational improvements at locations outlined in this report. Other improvements will be brought forward for consideration with future capital plans.

FINANCIAL IMPLICATIONS

New traffic signals at the Oxford/Coquitlam and Fremont Connector/Dominion intersections, road widening on Westwood Street, and intersection improvements at Shaughnessy Street/Eastern Drive will be included for consideration with future capital plans.

Pedestrian safety improvements at Pitt River Rd/Langan, Pitt River Rd/Yukon, and Fremont Connector/Seaborne will be included for consideration in the 2020 Pedestrian Safety Improvement program.

Speed reader boards for Broadway Street and the Fremont Connector, and the construction of traffic buttons on Langan Avenue, will be included for consideration in the 2020 Traffic Calming program.

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Appendix A – Technical Information

Volume and speed are measured to determine if signal adjustments or capacity enhancements are required for the efficient flow of traffic. The data also supplements intersection analysis to determine if traffic control upgrades or operational improvements are required. Counts were conducted during peak weekday hours in order to capture the highest volume of school and work traffic. Weekend counts are included for commercial areas which experience higher traffic volumes during the weekend.

Annual growth and volume is measured to evaluate the capacity of the road to meet traffic demand and to determine if signal time adjustments are required. Volumes over the design limit of the road indicate that improvements are required to provide additional capacity and are seen as slow traveling speeds and congestion. Speed is measured over a 7 day, 24 hour period and presented as values in the tables as the 85th percentile speeds. The design speed selected for arterial roads depends on the spacing of signalized intersections, the median cross section, the presence of curb and gutter, the amount and type of access to the street, and how pedestrians and cyclists are accommodated.

Intersection capacity is evaluated by the ability to accept and discharge traffic volume, and to control traffic movements in a safe and efficient manner. Intersection control effectiveness is determined by measuring capacity, volume, speed, and level of service data. Signalized intersections were reviewed for their level of service during peak hours and the critical movement values are presented in the tables. Level of service is indicated by degree of saturation (V/C), which is a measure of traffic volume and signal timing allotted for vehicle movements. A V/C value greater than 0.9 indicates that traffic demand is nearing capacity and operational signal adjustments should be considered.

Pedestrian and stop warrants are based on a measurement of gaps in traffic flow and collision trends. Transportation Association of Canada signal warrant guidelines are used to determine if a higher level of traffic control is warranted. A value of 100 points indicates that signalization is required; the City has typically considered signalization for values over 80.

Table 1: Broadway Street Traffic Volume and Annual Growth

Broadway Street	Vehicles/Day – 30,000 design capacity		
	NB	SB	2 Way
Kingsway to Mary Hill Bypass			
2013	5,528	4,423	9,951
2018	8,345	7,890	16,235
Annual Growth			13%
5 Year Total Growth			63%

2018 Traffic Count Results

Table 2: Broadway Street Traffic Speed

Broadway Street	Speed km/hr – 50km/hr		
Kingsway to Mary Hill Bypass	NB	SB	2 Way
2013	56.2	46.4	51.3
2018	70.7	70.3	70.5

NB = Northbound, SB = Southbound

Table 3: Broadway Street Intersection Performance

Intersection	Critical Movements		
AM	NBT	SBT	Other critical Movements
Broadway at Kingsway	0.47	0.92	SBRT at 0.95
Broadway at Langan	0.22	0.47	
Broadway at Cameron	0.2	0.44	
Broadway at Industrial	0.15	0.29	
PM	NBT	SBT	
Broadway at Kingsway	0.88	0.66	NBLT at 0.81, SBRT at 0.98
Broadway at Langan	0.54	0.33	
Broadway at Cameron	0.49	0.32	
Broadway at Industrial	0.34	0.23	

NBT = Northbound Through, SBT = Southbound Through

Table 4: Pitt River Road Traffic Volume and Annual Growth

Pitt River Road	Vehicles/Day – 20,000 design capacity		
Warwick to Pooley	NB	SB	2 Way
2013	3118	3419	6537
2018	3026	2856	5882
Annual Growth			-2%
5 Year Total Growth			-10%

Pitt River Road	Vehicles /Day		
Citadel to Nova Scotia	NB	SB	2 Way
2013	3087	2566	5653
2018	2960	2863	5823
Annual Growth			1%
5 Year Total Growth			3%

2018 Traffic Count Results

Table 5: Pitt River Rd Traffic Speed

Pitt River Road	Speed (km/hr) - 50km/hr		
Warwick to Pooley	NB	SB	2 Way
2013	52.6	55.5	54.05
2018	58.1	56.9	57.5
Citadel to Nova Scotia	NB	SB	2 Way
2013	49.8	56.2	53
2018	62.5	60.3	61.4

Table 6: Pitt River Rd Intersection Performance

Intersection	AM	PM
Pitt River at Citadel	NBT = 0.29; SBT = 0.34	NBT = 0.52; SBT = 0.31
Pitt River at McLean	NBLT 0.81, NBRT 0.2	NBLT 0.77, NBRT 0.17
Pitt River at Langan	7 hr Warrant = 27	
Pitt River at Pooley	7 hr Warrant = 19	

NBT = Northbound Through, SBT = Southbound Through NBLT = Northbound Left Turn

Table 7: Langan Ave traffic Volume and Vehicle Class

Langan	Vehicles/Day – 12,000 design capacity		
Pitt River to Broadway	EB	WB	2 Way
Passenger	1131	931	2062
Class 2 Vehicles	26	30	56
Total	1157	961	2118

EB = Eastbound, WB = Westbound

Table 8: Langan Ave Traffic Speed

Langan	Speed (km/hr) – 50 km/hr		
Pitt River to Broadway	EB	WB	2 Way
2018	56.5	53.6	55

Table 9: Fremont Connector Traffic Volume

Fremont Connector	Vehicles/Day – 30,000 design capacity		
Seaborne to Nicola	NB	SB	2 Way
2018	3798	3935	7733

2018 Traffic Count Results

Table 10: Fremont Connector Traffic Speed

Fremont Connector	Speed (km/hr) – 50 km/hr		
Seaborne to Nicola	NB	SB	2 Way
2018	66.2	63.7	65.0

Table 11: Fremont Connector Intersection Performance

Intersection	Performance
Fremont at Nicola (Signal) - AM	NBT = 0.16, SBT = 0.36
Fremont at Nicola (Signal) - PM	NBT = 0.52, SBT = 0.31
Fremont at Sherling (Signal) – Wknd	NBT = 0.52, SBT=0.51
Fremont at Dominion (4-way stop) - Wkday	7 hr Warrant = 59
Fremont at Dominion (4-way stop) - Wknd	7 hr Warrant = 84
Fremont at Seaborne (2-way stop) - Wkday	7 hr Warrant = 17
Fremont at Seaborne - Wknd	7 hr Warrant = 45

NBT = Northbound Through, SBT = Southbound Through

Table 12: Westwood Street Traffic Volume and Annual Growth

Westwood St	Vehicles/Day – 30,000 design capacity		
Davies to Dewdney Trunk	NB	SB	2 Way
2012	7661	7893	15554
2018	9090	8265	17355
Annual Growth			2%
6 Year Total Growth			12%

Westwood St	Vehicles/Day – 15,000 design capacity		
Kitchener to Anson	NB	SB	2 Way
2018	10,115	10,853	20,969

Table 13: Westwood Street Traffic Speed

Westwood St	Speed (km/hr) – 50 km/hr		
Davies to Dewdney Trunk	NB	SB	2 Way
2012	59.4	57.4	58.4
2018	58.9	60	59.5

2018 Traffic Count Results

Table 14: Westwood Street Intersection Performance

Intersection	WBLT	SBLT
Westwood at Kingsway AM	0.82	0.85
Westwood at Kingsway PM	0.73	1.29
Westwood at Kingsway Wknd	0.63	1.12

WBLT = Westbound Left Turn, SBLT = Southbound Left Turn

Intersection	WB	NB	SB	Other critical Movements
Westwood at Kitchener AM	0.59	0.42	0.46	
Westwood at Kitchener PM	0.48	0.87	0.61	
Westwood at Kitchener Wknd	0.48	0.71	0.75	WBLT at 0.9

Table 15: Shaughnessy Street Traffic Volume and Annual Growth

Shaughnessy St	Vehicles/Day			Design Capacity
Prairie to Fraser	NB	SB	2 Way	
2018	7,696	9,143	16,839	30,000
Lions Way to McAllister	NB	SB	2 Way	
2013	7,745	7,047	14,792	
2018	11,956	9,582	21,538	20,000
Annual Growth			9%	
5 Year Total Growth			46%	
Kelly to Hawthorne	NB	SB	2 Way	
2012	6,446	7,222	13,668	
2018	7,052	7,635	14,687	20,000
Annual Growth			1%	
5 Year Total Growth			7%	
Eastern to MHB	NB	SB	2 Way	
2013	4,068	4,048	8,116	
2018	4,001	3,141	7,142	30,000
Annual Growth			-2%	
5 Year Total Growth			-12%	

2018 Traffic Count Results

Table 16: Shaughnessy Street Traffic Speed

Shaughnessy	Speed (km/hr)			Speed Limit
Prairie to Fraser	NB	SB	2 Way	
2018	53.9	56.7	55.3	50 km/hr
Lions Way to McAllister	NB	SB	2 Way	
2013	52.2	53.2	52.7	
2018	46.3	50.3	48.3	50 km/hr
Kelly to Hawthorne	NB	SB	2 Way	
2012	57.5	59	58.25	
2018	55.5	57.4	56.5	50 km/hr
Eastern to MHB	NB	SB	2 Way	
2013	67	60.1	63.55	
2018	70.6	75.7	73.1	60 km/hr

Table 17: Shaughnessy Street Intersection Performance

	AM Peak		PM Peak	
Intersection	NBT	SBT	NBT	SBT
Shaughnessy at Prairie	0.32	0.57	0.66	0.3
Shaughnessy at Fraser	0.3	0.59	0.71	0.39
Shaughnessy at Lions Way	0.39	0.32	0.75	0.38
Shaughnessy at McAllister	0.47	0.44	0.75	0.7
Shaughnessy at Wilson	0.35	0.28	0.44	0.44
Shaughnessy at Pitt River	0.33	0.31	0.42	0.42
Shaughnessy at Eastern	Traffic Signal Warrant = 29			

Table 18: Oxford St Traffic Volume and Growth

Oxford	Vehicles/Day – 20,000 design capacity		
Prairie to Coquitlam	NB	SB	2 Way
2012	4212	3593	7805
2018	4254	3531	7785
Annual Growth			-0.04%
6 Year Total Growth			-0.26%

2018 Traffic Count Results

Table 19: Oxford St Traffic Speed

Oxford	Speed (km/hr)		
Prairie to Coquitlam	NB	SB	2 Way
2012	47.8	50.2	49
2018	49.4	47.7	49

Table 20: Oxford Street Intersection Performance

Intersection	Performance
Oxford at Prairie AM	NB=0.8, SB=0.43
Oxford at Prairie PM	NB=0.62, SB=0.75
Oxford at Greenmount	Unsignalized, W = 3
Oxford at Lincoln	Unsignalized, W = 68
Oxford at Coquitlam (Wkday)	Unsignalized, W= 80
Oxford at Coquitlam (Wknd)	Unsignalized, W = 86

Table 21: Ottawa Street Intersection Performance

Intersection	NBT	SBT
Ottawa at Nicola (Wknd)	0.79	0.9
Ottawa at Dominion (Wknd)	0.41	0.77

Port Coquitlam Senior Citizens' Housing Society Special Needs Housing Reserve Fund Application

RECOMMENDATION:

1. That Committee of Council approve the funding request of Port Coquitlam Senior Citizens' Housing Society for \$41,000 from the Special Needs Housing Reserve fund to support redevelopment of their Dogwood Mews site at 3155 Seymour Street;
2. That Committee of Council recommend to Council that the 2019 Financial Plan be amended accordingly; and
3. That prior to the disbursement of funds, the Society amend the registered Housing Agreement and covenant pursuant to Section 219 of the *Land Title Act* to confirm:
 - a. The project is in receipt of the Special Needs Housing Reserve funds from the City; and
 - b. All funds received shall be repaid to the City with applicable accrued interest if the project fails to advance to completion within a five-year period.

PREVIOUS COUNCIL/COMMITTEE ACTION

None

REPORT SUMMARY

The Port Coquitlam Senior Citizens' Housing Society has requested a grant from the City's Special Needs Housing Reserve Fund to support the development of its low income seniors' housing at 3155 Seymour Street (Dogwood Seniors' Housing Complex). The request of \$41,000 is equal to \$1000 per new dwelling unit in accordance with Council's recently approved Grant Policy, meets all funding criteria of the policy, and is recommended for approval.

BACKGROUND

The Port Coquitlam Seniors Citizens' Housing Society is a registered non-profit society that is in the process of redeveloping a portion of the Dogwood Seniors' Housing Complex at 3155 Seymour Street. The Society has obtained a development permit, parking variance and building permit for the new 41 units and has registered a housing agreement on title restricting use of the property for low-income seniors' accommodation as a condition of the variance approval.

The attached request for funding includes a description of the Society's purpose and history in Port Coquitlam. The approved development consists of 38 one-bedroom adaptable units and 3 fully accessible units, and on-site amenities including a multipurpose room and lounge, laundry facilities, scooter storage and landscaped courtyard. The addition will also provide for elevator access to the adjoining 24-unit Dogwood Manor building, enhancing residents' mobility within the building. The target population is low-income independent seniors, and the long waitlist kept by the Society demonstrates unmet need for this population.

Port Coquitlam Senior Citizens' Housing Society Special Needs Housing Reserve Fund Application

The anticipated capital costs for the project are \$13.2M. BC Housing has provided loans and forgivable mortgages, and CMHC provided seed funding for initial design work. The Society owns the land, which it has been able to leverage for its financing. The requested funding would complete the financing of the project.

Financing Break-Down:	
Borrowing using Land equity	\$2,345,000
BC Housing Grant	\$6,000,000
CMHC Seed Funding	\$40,000
Mortgage	\$4,808,000
Requested Special Needs Housing Reserve Grant	\$41,000
Total Financing	\$13,234,000

DISCUSSION

Eligibility Criteria per Grant Policy	Proposal
Requirements	
Registered charity in good standing with the Canada Revenue or a non-profit organization	✓
For new dwelling units, the development must be subject to a Housing Agreement registered on title pursuant to a Council decision related to the proposed development	✓
Additional Criteria to inform Council's decision	
Housing meets a demonstrated local need	✓ Long waitlist shows unmet need
Housing is proposed that addresses overall affordability for vulnerable households or housing alterations are proposed that would address tenants' special needs	✓ Rent levels targeted at \$800-\$880/month
Applicant can leverage the City's contribution	✓ City's contribution will complete project financing
Applicant has demonstrated capability and experience	✓ Long successful history in community
Project has confirmed sources of primary capital and operating funding	✓ BC Housing and CMHC
Amount of funds in the Reserve	✓ Current balance is \$374,719.86
Demand for funds in the Reserve.	✓ This is the first request for funding from the Reserve. At least one additional application is anticipated this year. Maximum grant amounts were designed to allow for multiple projects to receive funding.

Port Coquitlam Senior Citizens' Housing Society Special Needs Housing Reserve Fund Application

The Port Coquitlam Senior Citizens' Housing Society is a long established Society in the community. The Dogwood Mews project is well on its way, with confirmed funding and an issued building permit. The risk that the project does not come to fruition is low, and the value of the housing being provided is high. Providing \$1000 per 41 dwelling units from the Special Needs Housing Reserve fund is recommended.

FINANCIAL IMPLICATIONS

The requested funds would be withdrawn from the Special Needs Housing Reserve fund, which has a balance of \$374,719.86.

OPTIONS

#	Description
1 	That \$41,000 from the Special Needs Housing Reserve be awarded as a grant to the Port Coquitlam Seniors Citizens' Society for the development of 41 low-income seniors' housing units at 3155 Seymour Street.
2	That a different amount of funding be provided to the Port Coquitlam Seniors Citizens' Society.
3	That no funding be provided to the Port Coquitlam Seniors Citizens' Society.

ATTACHMENTS

Attachment #1: Grant Policy #7.06.02

Attachment #2: Information Sheet for non-profit organizations requesting funding from the City of Port Coquitlam for special needs housing projects

Attachment #3: Port Coquitlam Senior Citizens' Housing Society Special Needs Housing Reserve Fund Application

Lead author: Meredith Seeton



POLICY

Subject Area: Finance			Policy # 7.06.02
Policy Title: Grant Policy			
Authority:	Legislative	X	Effective Date: 2019-03-26
	Administrative		Review Date: 2024-04-01
Issued By:	Farouk Zaba, Acting Director of Finance		Issue Date: 2019-04-02
			Manner Issued: E-mail to Department Heads

Purpose:

To provide a framework for the distribution of funds from the City's financial assistance programs.

Associated Policy Documents:

- Processing of Development Applications #5.02.02
- Affordable and Family Friendly Housing #5.05
- Permissive Property Tax Exemption #7.02.04

Scope:

This policy applies to:

- Payments in return for a service provided by a local group which, in the opinion of Council, would otherwise be provided by the City.
- Funding to support arts, culture and heritage activities, paid in the form of grants.
- Funding from the Special Needs Housing Reserve for the purpose of constructing or altering housing meeting special needs.

This policy does not apply to:

- Subsidies to users of facilities in Port Coquitlam's parks, community centers, or other municipal facilities.
- In-kind services provided by Recreation and Engineering and Public Works Departments to various organizations.

Policy:**1. General Principles**

The following are general guidelines. It is anticipated that there may be occasions when City Council may decide to apply different principles to the disbursement of grants.

- 1.1. Where practicable, changes to grant program amounts will be timed to align with the City's financial planning process.
- 1.2. Approval of grants will be subject to the availability of funding.
- 1.3. Applicants should demonstrate:
 - The community benefit they provide to Port Coquitlam residents;
 - A financial need;
 - Proof of financial responsibility and accountability;
 - An attempt to seek monies from other funding sources, or contribution of their own funds.
- 1.4. Organizations applying for funding should be a non-profit organization or a registered charity in good standing with the Canada Revenue Agency.
- 1.5. The following may make an applicant ineligible for a grant:
 - Applicant is currently in financial arrears with the City;
 - Applicant has one or more instances of non-compliance with the City's regulations or policies.

2. Program Specific Guidelines

- 2.1. Arts, Heritage and Culture grant programs:
 - Support may be provided to groups with a minimum of 75% of their membership having residence in Port Coquitlam;
 - The maximum financial support which may be paid to any single group in any one year is \$2,500;
 - The maximum financial support which can be paid for any single event/item in a year is \$1,000;
 - Funding will not be made available for regular school curriculum such as school plays and band concerts.
 - Any funds which remain unspent at the end of the year will be transferred into a reserve fund for the same purpose.
- 2.2. Special Needs Housing programs:
 - A maximum of \$1,000 per new dwelling unit may be allocated to a maximum of \$75,000 per project; and
 - A maximum of \$1,000 per dwelling unit to be altered may be allocated to a maximum of 50% of the project cost.

Responsibility:

The Director of Finance shall be responsible for overall administration of this policy.

END OF POLICY**Record of Amendments:**

Policy	Issue date	Reviewed	Replaced	Re-issue Date
7.06.01	2002-01-17	2008-01	Yes	2005-01
7.06.01	2005-01	2010-03	No	

City of Port Coquitlam
INFORMATION SHEET FOR NON-PROFIT ORGANIZATIONS
REQUESTING FUNDING FOR SPECIAL NEEDS HOUSING PROJECTS

The City of Port Coquitlam has established a Special Needs Housing Reserve Fund that may be used to support low-cost housing meeting the needs of seniors, people with disabilities or other health-related needs, and people with low incomes. Funding from the Reserve may be made available to support the construction of new buildings as well as for alterations and additions to existing developments, in amounts as determined appropriate by Council.

Application Process

Non-profit or charitable organizations interested in accessing funds from the Special Needs Housing Reserve may submit a request when seeking a development permit or a building permit for their intended construction. The request should include the following information:

- Purpose and history of the organization, and its presence in Port Coquitlam;
- Proposed development: location, number and types of dwelling units, adaptable or accessible features, and on-site services or amenities;
- Target population and degree of proposed affordability;
- Description of local community need;
- Description of anticipated occupancy by residents of Port Coquitlam;
- Anticipated project costs;
- Funding from senior levels of government;
- Leveraged contributions secured or pledged by other organizations;
- Amount of funds being requested and rationale for this amount; and
- Any other information helpful to a funding decision.

Applicants will be required to submit a copy of their financial statements from the previous year and records providing evidence of having experience in development and management of special needs housing. This information will remain confidential.

Staff will provide an assessment of the application in a report to the Committee of Council or directly to Council for consideration of approval. A resolution to amend the financial plan to provide for a disbursement from the Reserve will also be recommended at the time Council considers funding approval.

Eligibility and Decision Criteria

The following eligibility criteria must be met:

- the proponent must be a registered charity in good standing with the Canada Revenue Agency or a non-profit organization; and
- for new dwelling units, the development must be subject to a Housing Agreement registered on title pursuant to a Council decision related to the proposed development.

The following criteria will be assessed to inform Council's funding decisions:

- housing meets a demonstrated local need
- housing is proposed that addresses overall affordability for vulnerable households or housing alterations are proposed that would address tenants' special needs
- applicant can leverage the City's contribution
- applicant has demonstrated capability and experience
- project has confirmed sources of primary capital and operating funding
- amount of funds in the Reserve
- demand for funds in the Reserve.

Funding Requests

Subject to sufficient funding within the Reserve, applicants constructing new units may request up to \$1000 per new dwelling unit to a maximum of \$75,000 per project. Applicants looking to upgrade an existing building providing special needs housing or alter units within a building to meet tenants' requirements may request up to \$1000 per dwelling unit(s) being altered to a maximum of 50% of the project cost. Examples of eligible works could include the construction of a wheelchair ramp or the modification of a unit to accommodate a tenant with special needs.

The City reserves the right to accept or reject any application for funding or provide partial funding without limitation.

Disbursement Process

Funding will be committed in principle through a resolution of Council prior to issuance of a Building Permit, and disbursed upon issuance of the Building Permit or at an alternate time as may be defined by Council in its decision.

Prior to disbursement of funds, the Director of Finance may require the proponent to register a covenant pursuant to Section 219 of the *Land Title Act* to confirm:

- the project is in receipt of the Special Needs Housing Reserve funds from the City
- all funds received shall be repaid to the City with applicable accrued interest if the project fails to advance to completion within a five-year period.

Commitment of funds will expire within one year of the date of Council's approval, if a Building Permit is not issued within this time frame. The Director of Development Services may extend this date based on extenuating circumstances.



Port Coquitlam Senior Citizens' Housing Society



Dogwood Mews
Seniors Affordable Housing Project
3155 Seymour Street, Port Coquitlam

City of Port Coquitlam
Special Needs Housing Reserve Fund Application
May 2019



Port Coquitlam Senior Citizens' Housing Society

DOGWOOD MANOR - HAWTHORNE MANOR
HAWTHORNE CARE CENTER
DOGWOOD PLACE

114 – 3125 SEYMOUR ST., PORT COQUITLAM, BC V3C 3H5



May 10, 2019

City of Port Coquitlam
Development Services Department
#200-2564 Shaughnessy Street
Port Coquitlam, BC V3C 3G4

The Port Coquitlam Senior Citizen's Housing Society is pleased to submit an application for funding under the City of Port Coquitlam Special Needs Housing Reserve Fund.

PCSCHS is developing a 41 unit housing project for low income independent seniors on Society-owned land at 3155 Seymour Street, Port Coquitlam (PID# 010-464-875, Block A except Part on Plan LMP43882, DL 380, Group 1, NWDP 19175). The project received a Development Permit on May 16, 2018 and a Building Permit on March 22, 2019.

Port Coquitlam Senior Citizens' Housing Society (PCSCHS) was formed in 1958 and has grown to become one of the largest single providers of residential services to seniors in the Tri-Cities area. The Society provides a wide range of services to seniors, from low income housing to long term residential care for those seniors with complex care needs.

The Dogwood site has provided housing to seniors since 1960. The demand for units at Dogwood is higher than we can meet - we typically have at least 50 names on our waitlist and people who accept being on the waitlist do so knowing they will wait over a year before they are contacted. The new project on the Dogwood site will maximize the efficiency of the site and help meet the strong demand for more independent seniors' affordable housing in our community. New, modern units will offer a significant upgrade for our residents. The redevelopment will significantly strengthen the number of independent living units for seniors in our portfolio, thus improving the continuum of housing we are able to offer. As well, the new building will link to the adjacent 2 storey Dogwood Manor, adding elevator access to the 24 tenants in that building and providing them access to the facilities in the new building.

We have secured a loan commitment and pdf funding for the project from BC Housing as well as seed funding from CMHC.

We are requesting \$41,000 in funding from the City of Port Coquitlam (\$1,000 per unit). The grant from the City will enable PCSCHS to offer below market rent for our tenants while ensuring the project is financially feasible for the Society.

Sincerely

Lenore Pickering, Chief Executive Officer
Hawthorne Seniors Care Community
2111 Hawthorne Avenue
Port Coquitlam, BC V3C 1W3
Tel: 604 468 5003 Email: lpickering@hawthornecare.com

Table of Contents

Special Needs Housing Projects Application

Attachments:

- 2017-2018 Financial Statements
- Construction Schedule
- Pro Forma
- Funding Confirmation
 - BC Housing Loan Commitment Letter
 - BC Housing PDF increased funding letter
 - BC Housing PDF Funding Loan Commitment – April 2017
 - BC Housing Provisional Project Approval Letter
 - CMHC Seed Funding Letter

Port Coquitlam Senior Citizen's Housing Society City of Port Coquitlam Special Needs Housing Reserve Fund Application

1. Purpose and history of the organization, and its presence in Port Coquitlam

- Most recent audited financial statements – **2017-2018 Financial Statements attached**
- Evidence of having experience in development and management of special needs housing

Port Coquitlam Senior Citizens' Housing Society registered as a non-profit society in 1958 and has grown to become one of the largest single providers of residential services to seniors in the Tri-Cities area. The founding members came from concerned volunteers within the community; individuals sharing a strong vision of providing affordable housing for seniors with limited incomes. Currently the Society operates a total of 271 units: the Dogwood Site which houses independent seniors in 70 units and the Hawthorne Seniors Care Community which provides spaces for 131 individuals requiring complex residential care and 70 assisted living units as well as 75 spaces in an Adult Day Program.

The Society's original mandate was to develop and operate low income housing sites. In 1970 the Society's mandate was expanded to include the construction and operation of a long term care facility. Throughout its history PCSCHS has developed, redeveloped and renovated its housing assets.

Our Mission: To provide our clients with choices and the highest quality care that supports and promotes wellness in a warm and welcoming environment.

Our Vision: Together, we provide progressive quality care in a warm and supportive client centered community

Our Code of Ethics: We treat everyone with respect, compassion and dignity. We are responsive to the changing needs of our stakeholders.

Port Coquitlam Senior Citizens' Housing Society – Development History



- 1960 – Dogwood Manor (12 suites)
- 1965 – Dogwood Manor (10 additional suites)
- 1970 – Hawthorne Manor (22 suites)
- 1972 – Hawthorne Manor (10 additional suites)
- 1973 – Hawthorne Lodge completed (166 bed, six story long term care facility)
- 1989 – Hawthorne Lodge Activity Centre completed
- 1992 – Hawthorne Lodge received hospital status
- 1995 – Hawthorne Lodge renamed Hawthorne Care Centre. Hawthorne Seniors Care Community

Extended Care Unit (75 additional beds) was established shortly thereafter.

2001 – Dogwood Place (31 suites)

2004 – Dogwood Manor Expansion (24 suites –replacement for Hawthorne Manor)

January 2006 – Hawthorne Cottages (56 beds) completed

February 2007 – Hawthorne Seniors Care Community Assisted Living (70 Suites) open.

2017 – Hawthorne Care Centre was renovated to increase the number of private rooms, increase the lounge space and create defined neighbourhoods in Hawthorne Lodge.

Hawthorne Cottages



PCSCHS has worked with Terra Housing as development consultants on their most recent development projects and Terra is again working with the Society on Dogwood Mews.

Terra is one of Canada's most experienced development management firms, with 35 years' experience, 310 projects, with more than 14,600 units completed or in development including over 2000 units for seniors. Terra has extensive experience managing the development of special needs housing, including 2800 units in supportive and assisted living projects and care homes. The expertise Terra has developed in working with 45 communities across BC is sought nationally and internationally.

BONI · MADDISON

Architects

Boni-Maddison Architects has been active in the field of non-profit housing for the past 30 years. Based in Vancouver, the firm has extensive experience designing shelters, transitional housing, and other special needs projects. Bon-Maddison is well acquainted with the requirements of projects funded under various provincial funding initiatives for individuals with various challenges.

Together, Terra and Boni-Maddison have completed several projects including the Strive sister projects Liberty Place in Surrey and Freedom Place in Burnaby for young adults with physical disabilities and the Lookout Housing and Health Rhoda Kaellis supportive project in New Westminster.

2. Proposed development: location, number and types of dwelling units, adaptable or accessible features, and on-site services or amenities



The Dogwood site is close to transit and within one or two kilometers of most services, making it very suitable for the senior population who lives there. It has a Walk Score of 77 (Very Walkable – most errands can be accomplished on foot) and a Transit Score of 64 (Good Transit – many nearby public transportation options).

Location: 3155 Seymour Street, Port Coquitlam
Legal: PID# 010-464-875, Block A except Part on Plan LMP43882, DL 380, Group 1, NWDP 19175
Units: 41 one-bedroom units (all units are adaptable units with 3 accessible units)
Amenities: Building amenities will include a multipurpose room/lounge with a small kitchen, office/administrative space for building management, resident laundry facilities and scooter storage. The buses currently used for tenant outings will be available to tenants of the new building. In addition, the new building will be connected to the existing 24 unit Dogwood Manor building, which will effectively provide elevator access to the residents of Dogwood Manor. A beautiful outdoor courtyard has also been included to connect tenants with outdoor and/or other tenants.

3. Target population and degree of proposed affordability

The targeted client group will be low income independent seniors.

4. Description of local community need

In the 2016 Census, 12.7 % of the population of Port Coquitlam was aged 65+, an increase since 2011 when seniors made up 10.1%.

A headline banner in the Tri-City News on April 12, 2016 read:

"Affordability an issue in Port Coquitlam: mayor

The call for cheaper housing in Port Coquitlam is growing after city council this week shined a light on wages and real estate."

Statistics Canada figures show that in 2018 there were 2,830 households in Port Coquitlam classified as INALH (In Core Housing Need and Spending At Least Half of Household Income on Shelter Costs). This is a significant increase since 2011 when there were 1,240 household in Core Housing Need. 935 of these households are over 55 years of age.

The 2018 CMHC Rental Market Report shows that Port Coquitlam has a vacancy rate of 0% for bachelor and 1% for one bedroom suites. It also shows an average monthly rent of \$806 for a bachelor unit (a nearly 17% increase since 2017) and an average monthly rent of \$1140 for a one-bedroom unit (a more than 35% increase since 2015 when the Society began working on this project).

The BCHMC waitlist shows that the number of seniors waiting for an affordable home in Port Coquitlam has grown steadily since 2009 and stood at 57 in 2015. PCSCHS typically has a waitlist of over 50 names for units at the Dogwood site and people who accept being on the waitlist do so knowing they should expect to wait over a year before they are contacted. This speaks clearly to a significant need for more units on the Dogwood site and a clear need in the community for increased units of affordable housing for seniors.

5. Description of anticipated occupancy by residents of Port Coquitlam

Please see attached Construction Schedule. We anticipate occupancy by May 1st, 2020.

6. Anticipated project costs

The anticipated capital cost for the project is \$13,234,617. Please see attached pro forma.

7. Funding from senior levels of government

The project received a Loan Commitment Letter from BC Housing on March 14, 2019 for loan and take-out loan amounts of \$4,849,617 (see attachment). BC Housing has also approved a forgivable mortgage of \$6,000,000 which will be shown on title when registered.

BC Housing's Proposal Development Funding Loan Commitment was approved for \$937,230 plus GST in December 19, 2018 (see attachment). This loan will be paid back via the forgivable mortgage as stated above.

Under the Investment in Housing Innovation program, the project was approved for Proposal Development Funding in the amount of \$190,000, plus \$9,500 for GST, from BC Housing in April 2017(see attachment). This loan will be paid back via the forgivable mortgage.

The project received \$40,000 in Seed Funding from CMHC in 2016.

8. Leveraged contributions secured or pledged by other organizations

PCSCHS owns the land for the project, estimated to be worth \$9,368,000 in the 2018 BC Assessment. As described in question 7, the project team has secured funding from

9. Amount of funds being requested and rationale for this amount

We are requesting \$41,000 from the City of Port Coquitlam for the 41-unit seniors housing project. The grant from the City will enable Port Coquitlam Senior Citizens' Housing Society to offer rent of \$880 per month for Type 2 tenants and keep the debt coverage ratio after the replacement reserves that BC Housing approved. Our ultimate goal, which the grant will enable, is to ensure the rent is as affordable as possible for our tenants while remaining financially feasible for the Society.

10. Any other information helpful to a funding decision.

Port Coquitlam Senior Citizens' Housing Society's has a long history as a key provider of affordable housing for seniors in the City of Port Coquitlam with a well-established history on the project site. Our Society is acutely aware of the need for more affordable housing for seniors and we are eager to meet this need. With funding from the Special Needs Housing Reserve Fund from the City of Port Coquitlam, we will be able to ensure more senior residents have affordable homes and a better quality of life in their community.

Cannabis Production in the Agriculture Zone

RECOMMENDATION:

That Committee of Council recommend to Council that the Zoning Bylaw be amended to restrict a cannabis production use to being located outdoors in an agricultural field or inside a farm building that has a soil base and maximum production area of 200m².

PREVIOUS COUNCIL/COMMITTEE ACTION

None.

REPORT SUMMARY

This report responds to a recent change to the provincial regulation of cannabis production on agricultural lands which allows for non-soil based production. It recommends the Agriculture zone be amended to limit non soil-based cannabis production and restrict the size of soil-based facilities in farm buildings, in keeping with Council's policies to protect agricultural lands for farming purposes and to locate cannabis manufacturing facilities in the City's general and heavy industrial areas.

BACKGROUND

In February of this year, the Province amended the *Agricultural Land Commission Act* and its regulations. As part of these amendments, the way that the Province regulates cannabis production on agricultural lands changed. In the past, only soil-based cannabis production had been designated as a farm use in the provincial regulation. Other forms of cannabis production (e.g. in trays or hydroponically in a greenhouse or other farm building) could only be undertaken if approved through a non-farm use application to the Agricultural Land Commission, and the City would have had an opportunity to support or reject any such application.

In May, the Province released the attached Information Bulletin, *Cannabis Production in the ALR*, which clarifies the provincial interpretation of the revised legislation that applications to the Agricultural Land Commission are no longer required for any kind of cannabis production in the Agricultural Land Reserve. This interpretation results in the situation that if a production facility is proposed within the City's Agriculture zone, this use would be considered by the Province to be a permitted use and it would not be restricted by the City's current definition of Agriculture, which is a use designated as a farm use in the provincial *Agricultural Land Reserve Use, Subdivision and Procedure Regulation regulations*.

Local governments have the authority to prohibit non-soil based facilities and regulate the siting and scale of soil-based indoor production facilities but do not have the authority to prohibit growing cannabis (which is also a form of production) outdoors in a field or inside a structure with a soil base.

The policies in the Official Community Plan for the City's agricultural lands support their protection and enhancement, in keeping with policies of Metro Vancouver's Regional Growth Strategy

Cannabis Production in the Agriculture Zone

discouraging non-farm uses. The City's Cannabis Establishment Policy provides that a site used for cannabis manufacturing (which may include production or processing) is to be located within a Heavy Industrial or General Industrial land use designation of the Official Community Plan.

DISCUSSION

The determination that indoor non-soil based cannabis production is allowed by the Agricultural Land Commission could significantly erode the farming capacity of agricultural lands within the City and increase the demand for services within this area, if this use were to be established. The City's industrial areas have the appropriate access and service for an indoor production use, whereas sites within the agricultural area generally do not have the required infrastructure or road capacity for a more intensive use and are more remote, potentially requiring higher security provisions. For these reasons, this report recommends that non-soil based production facilities be prohibited.

The federal *Cannabis Regulations* provide that cannabis production facilities may obtain a micro-cultivation licence if the cultivation surface area does not exceed 200 m² (2150 sq.ft). Accordingly, it is proposed that cannabis production in a structure with a soil base be limited to an area of 200 m² to ensure such facilities are appropriately scaled to Port Coquitlam's small agricultural land base and to continue to direct more intensive production to industrial areas.

FINANCIAL IMPLICATIONS

None.

PUBLIC CONSULTATION

The public would be formally consulted through the public hearing process for the bylaw amendment.

OPTIONS

#	Description
1 	That the Zoning Bylaw be amended to restrict the size of soil-based cannabis production in the Agriculture zone and prohibit non-soil based facilities within this zone.
2	Request staff to initiate a public consultation process or bring forward a different proposal to address concerns related to cannabis production in the Agriculture zone.
3	Determine that no Zoning Bylaw amendment is to be made at this time.

Lead author(s): Meredith Seeton

Attachment: Information Bulletin 04: Cannabis Production in the ALR



INFORMATION BULLETIN 04

CANNABIS PRODUCTION IN THE ALR

Revised: May 8, 2019

Issued: August 15, 2018

1. SCOPE OF THIS INFORMATION BULLETIN

This information bulletin provides guidance to assist in interpreting the *Agricultural Land Commission Act*, S.B.C. 2002, c. 36 (**ALCA**) and regulations in relation to cannabis production in the Agricultural Land Reserve (**ALR**). The ALCA and regulations will govern if inconsistent with this bulletin.

This information bulletin is directed only to interpretation of the ALCA and regulations. Compliance with the ALCA and regulations in relation to cannabis does not relieve persons from the need to comply with all other applicable laws, regulations and bylaws at the federal, provincial and local government levels.

2. RECENT CHANGES TO STATUTE AND REGULATIONS

Effective February 22, 2019, the ALCA and the Agricultural Land Reserve Use, Subdivision and Procedure Regulation (now the **ALR General Regulation**) were amended and the Agricultural Land Reserve Use Regulation (the **ALR Use Regulation**) was created. Though many concepts contained in the ALCA and regulations remain unchanged, there have been changes related to the use of ALR land for cannabis production. All references in this information bulletin to the ALCA and regulations are as of February 22, 2019, unless otherwise stated.

3. WHETHER CANNABIS PRODUCTION IS A FARM USE

In the past, certain forms of cannabis production, but not others, had been “designated” as farm use by regulation. This was the practice followed when s. 2(2.5) of the former regulation was introduced in July 2018. The fact that certain production required “designation” to be a farm use suggested that non-designated forms of cannabis production:

- were not a farm use; and
- as such, could only be engaged in if the Agricultural Land Commission (the **Commission**) approved a non-farm use application specific to that use.

On February 22, 2019, s. 2(2.5) of the former regulation was repealed and the ALR Use Regulation was created. The ALR Use Regulation addresses cannabis production in s. 8, in a part of the ALR Use Regulation that is entitled “Farm Uses”, and no longer “designates” a

subset of cannabis production as farm use. This regulatory change clarifies that all forms of cannabis production are a “farm use”.

Because all forms of cannabis production are a “farm use”, cannabis production in the ALR does not contravene the ALCA even if engaged in without the Commission’s approval.

However:

- the ALR Use Regulation specifically allows local governments to prohibit cannabis production in certain forms (see section A of this bulletin); **AND**
- certain other activities associated with cannabis production, such as fill placement or soil removal, may still require proponents to engage with the Commission (see section B of this bulletin).

A. Local Government Authority To Prohibit

Local governments play a significant role in determining what kind of cannabis production occurs in their community.

Local governments may regulate or prohibit certain kinds of cannabis production, though may not prohibit all forms of cannabis production.

Section 8 of the ALR Use Regulation provides:

- (1) The use of agricultural land for producing cannabis lawfully may not be prohibited as described in section 4 if the cannabis is produced
 - (a) outdoors in a field, or
 - (b) inside a structure that, subject to subsection (2), has a base consisting entirely of soil.
- (2) The use of agricultural land for producing cannabis lawfully may not be prohibited as described in section 4 if the cannabis is produced inside a structure that meets both of the following conditions:
 - (a) the structure was, before July 13, 2018,
 - (i) constructed for the purpose of growing crops inside it, including but not limited to producing cannabis lawfully, or
 - (ii) under construction for the purpose referred to in subparagraph (i), if that construction
 - (A) was being conducted in accordance with all applicable authorizations and enactments, and

- (B) continues without interruption from the date it began until the date the structure is completed, other than work stoppages considered reasonable in the building industry;
- (b) the structure has not been altered since July 13, 2018 to increase the size of its base or to change the material used as its base.

Section 4 of the ALR Use Regulation provides:

The farm uses referred to in this Part [which includes s. 8] may not be prohibited

- (a) by a local government enactment except a bylaw under section 552 *[farming area bylaws]* of the *Local Government Act*, or
- (b) by a first nation government law, if the activity is conducted on settlement lands.

B. Placing Fill In, And Removing Soil From, The ALR

There are strict rules regarding placement of fill in the ALR and removal of soil from the ALR, **even when necessary for a farm use**, unless limited exceptions are met.

- Q. *Do the rules on placement of fill in the ALR and removal of soil from the ALR apply to the construction of structures intended to be used for the production of cannabis?*
- A. *Yes. These rules are found in ss. 35-36 of the ALR Use Regulation and apply generally, to the construction of structures for the production of cannabis, subject only to the limited exceptions summarized below.*

Typically even where the fill placement or soil removal is for cannabis production, successful completion of a notice of intent and/or use application process is required before the activity can proceed. This is so unless all of the following conditions are met:

- the fill placement or soil removal are for the purpose of constructing a structure for farm use; AND
- the total area from which the soil is removed or on which fill is placed is 1,000 m² or less; AND
- if the area from which the soil is removed or on which the fill is placed is in a floodplain, the resulting elevation level is consistent with the minimum elevation level established under all applicable local government enactments and first nation government laws, if any, respecting flood protection in the floodplain; AND
- the fill **is not, and does not contain,** construction or demolition waste (including masonry rubble, concrete, cement, rebar, drywall and wood waste), asphalt, glass,

synthetic polymers, treated wood, or unchipped lumber, as none of these may be used as fill in the ALR: ALR Use Regulation, ss. 35-36.

See the Commission's Information Bulletin #7 – Soil or Fill Use in the ALR for more information.

4. CONSTRUCTION, MAINTENANCE AND OPERATION OF STRUCTURES NECESSARY FOR FARM USE

Subject to any limits and conditions set out in Part 2 of the ALR Use Regulation, the use of land in the ALR to construct, maintain or operate a structure (including a greenhouse), driveway or utility that is necessary for a farm use is designated as a farm use: ALR Use Regulation, s. 5. A designated farm use may be undertaken without making a use application to the Commission.

Q. What does “subject to any limits and conditions set out in Part 2 of the ALR Use Regulation” mean for the construction of structures intended to be used for cannabis production?

A. The construction of structures for cannabis production are limited by the specific limitations for cannabis production set out at s. 8 of the ALR Use Regulation.

In determining whether an activity is “necessary” for a farm use, consideration must be given to whether the nature and size of the activity is proportionate to the farm use. If a landowner claims that an activity is “necessary” for a farm use that has not yet commenced, issues may arise in respect of whether the proposed use is in fact going to occur, and whether the nature and size of activity characterized as “necessary” will in fact be necessary to that use.

5. STORING, PACKING, PREPARING AND PROCESSING FARM PRODUCTS

The ALR Use Regulation refers to certain other activities potentially related to cannabis that local governments may not prohibit, but may regulate, as described in s. 4 of the ALR Use Regulation, such as certain storing, packing, preparing and processing uses set out in s. 11.

The use of land in the ALR for storing, packing, preparing and processing farm products is designated as a farm use, and as such may be undertaken without application to the Commission, if at least 50% of the farm product is (a) produced either on that agricultural land or by an association (as that term is used in the *Cooperative Association Act*) to which the owner of the agricultural land belongs, or (b) feed required for farm use on that agricultural land: ALR Use Regulation, s. 11(2).