

Committee of Council Agenda

Tuesday, December 10, 2019, 4:00 p.m.

Council Chambers

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

Pages

1. CALL TO ORDER

2. ADOPTION OF THE AGENDA

2.1 Adoption of the Agenda

Recommendation:

That the Tuesday, December 10, 2019, Committee of Council Meeting Agenda be adopted as circulated.

3. CONFIRMATION OF MINUTES

3.1 Minutes of Committee of Council

1

Recommendation:

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

- *November 19, 2019.*

4. REPORTS

4.1 Pavement Cut Restoration and Degradation Fee

6

Recommendation:

That Committee of Council direct staff to incorporate pavement rehabilitation standards in updates to the Servicing Bylaw along with a proposed amendment to the Fees and Charges Bylaw for collection of a pavement degradation fee.

4.2 Development Permit – 1955 Western Drive (Additional Information)

11

Recommendation:

That Committee of Council approve Development Permit DP000407, which would regulate rooftop additions at 1955 Western Drive.

4.3 2020 Riverside Secondary School After Grad

Recommendation:

That Committee of Council approve free rental of designated facilities at the Hyde Creek Recreation Centre on May 30 & May 31, 2020 for the Riverside After Grad Committee; and,

That the Riverside After Grad Committee pay for any extra staff costs incurred as a result of this event being hosted at the Hyde Creek Recreation Centre.

5. COUNCILLORS' UPDATE

6. MAYOR'S UPDATE

7. CAO UPDATE

8. RESOLUTION TO CLOSE

8.1 Resolution to Close

Recommendation:

That the Committee of Council Meeting of Tuesday, December 10, 2019, be closed to the public pursuant to the following subsections(s) of Section 90(1) of the Community Charter:
Item 5.1

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].

9. ADJOURNMENT

9.1 Adjournment of the Meeting

Recommendation:

That the Tuesday, December 10, 2019, Committee of Council Meeting be adjourned.

10. MEETING NOTES

Committee of Council Minutes

Tuesday, November 19, 2019

Heritage Room

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

Present: Councillor Darling Councillor Penner
Councillor Dupont Councillor Pollock
Councillor McCurrach Acting Chair Councillor Washington

Absent: Chair - 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 Tuesday, November 19, 2019, Committee of Council Meeting Agenda be adopted with the following changes:

- *Addition of item 3.7 Port Coquitlam Flood Mapping Update.*

In Favour (6): Councillor Darling, Councillor Dupont, Councillor McCurrach, Councillor Penner, Councillor Pollock, and Councillor Washington

Absent (1): Mayor West

Carried

3. REPORTS

3.1 1752 and 1758 Salisbury Avenue – Rezoning Application

Moved-Seconded:

1. That Committee of Council recommend to Council that:

- The zoning of 1752 and 1758 Salisbury Avenue be amended from RS1 (Residential Single Dwelling 1) to RTh3 (Residential Townhouse 3);*

- b. *That prior to adoption of the amending bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
 - i. *Installation of protective fencing for trees to be retained on adjoining properties;*
 - ii. *Payment in the amount of \$5000 for offsite tree replanting;*
 - iii. *Demolition of the existing buildings and verification that the site is free of rodents prior to demolition permit issuance;*
 - iv. *Consolidation of the two lots;*
 - v. *Completion of design and submission of securities and fees for off-site works and services, including reconstruction of the lane to connect with the improved portion to the east, upgrading the existing watermain on Salisbury Avenue between the west edge of the property and Wellington Street with a 200mm watermain; and*
 - vi. *Registration of a legal agreement to require the project to achieve a minimum energy efficiency of Step 3 of the BC Energy Step Code.*
- 2. *That Committee of Council direct staff to ensure a minimum period of 4 weeks is provided between the date the amending bylaw is given 1st and 2nd readings and the date of the public hearing.*

In Favour (6): Councillor Darling, Councillor Dupont, Councillor McCurrach, Councillor Penner, Councillor Pollock, and Councillor Washington

Absent (1): Mayor West

Carried

3.2 Development Permit Application - 2180 Kelly Avenue

Moved-Seconded:

That Committee of Council approve Development Permit DP000370, regulating the Phase 2 development of an apartment complex at 2180 Kelly Avenue.

In Favour (6): Councillor Darling, Councillor Dupont, Councillor McCurrach, Councillor Penner, Councillor Pollock, and Councillor Washington

Absent (1): Mayor West

Carried

3.3 Development Permit Amendment - 3273 Lancaster Street

Moved-Seconded:

That Committee of Council amend Development Permit DP000297 to accommodate a minor siting variance at 3273 Lancaster Street.

In Favour (6): Councillor Darling, Councillor Dupont, Councillor McCurrach, Councillor Penner, Councillor Pollock, and Councillor Washington

Absent (1): Mayor West

Carried

3.4 Development Permit – 1955 Western Drive

Councillor McCurrach declared a conflict of interest due employment with a telecommunication company.

Moved-Seconded:

That Committee of Council request amendments to the application or additional information prior to making a decision.

In Favour (3): Councillor Darling, Councillor Dupont, and Councillor Washington

Opposed (2): Councillor Penner, and Councillor Pollock

Absent (2): Mayor West, and Councillor McCurrach

Carried

3.5 Prairie Avenue - Design Recommendations

Moved-Seconded:

That staff provide a report outlining high-level design options for the entire Prairie Avenue corridor.

In Favour (6): Councillor Darling, Councillor Dupont, Councillor McCurrach, Councillor Penner, Councillor Pollock, and Councillor Washington

Absent (1): Mayor West

Carried

3.6 Off-leash Dog Areas - Update

Staff provided an update and answered questions of Council.

3.7 Port Coquitlam Flood Mapping Update

Staff provided an update and answered questions of Council.

3.8 Community Cultural Development Investment Program – Fall Intake, 2019

Moved-Seconded:

That Committee of Council approve the following Community Cultural Development applications:

1) Project Category:

- *Hyde Creek Watershed Society - \$1,500;*
- *Polonez Tri-City Polish Association - \$5,000;*
- *Foolish Operations Society - \$5,000;*
- *Hope Lutheran Christian School - \$5,000; and*
- *Port Coquitlam Heritage and Cultural Society - \$4,788.*

2) Development Category:

- *Autumn Moon Festival- \$1,600.*

In Favour (6): Councillor Darling, Councillor Dupont, Councillor McCurrach, Councillor Penner, Councillor Pollock, and Councillor Washington

Absent (1): Mayor West

Carried

4. COUNCILLORS' UPDATE

Council provided updates on City business.

5. MAYOR'S UPDATE

No update.

6. CAO UPDATE

No update.

7. RESOLUTION TO CLOSE

Moved-Seconded:

That the Committee of Council Meeting of Tuesday, November 19, 2019, be closed to the public pursuant to the following subsection(s) of Section 90(1) of the Community Charter:

Item 3.1

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

In Favour (6): Councillor Darling, Councillor Dupont, Councillor McCurrach, Councillor Penner, Councillor Pollock, and Councillor Washington

Absent (1): Mayor West

Carried

8. ADJOURNMENT

8.1 Adjournment of the Meeting

Moved-Seconded:

That the Tuesday, November 19, 2019, Committee of Council Meeting be adjourned at 5:51 p.m.

In Favour (7): Mayor West, Councillor Darling, Councillor Dupont, Councillor McCurrach, Councillor Penner, Councillor Pollock, and Councillor Washington

Carried

9. MEETING NOTES

Councillor McCurrach returned to the meeting at the beginning of Item 3.5.

Mayor

Corporate Officer

Pavement Cut Restoration and Degradation Fee

RECOMMENDATION:

That Committee of Council direct staff to incorporate pavement rehabilitation standards in updates to the Servicing Bylaw along with a proposed amendment to the Fees and Charges Bylaw for collection of a pavement degradation fee.

PREVIOUS COUNCIL/COMMITTEE ACTION

Consideration of a pavement cut policy was included in the 2017-2018 Council approved work plan for Infrastructure Planning and was carried forward to 2019 due to staffing vacancies.

REPORT SUMMARY

This report provides information to support new pavement restoration standards and implementation of a degradation fee for pavement cuts, both of which are commonly used throughout the region. Pavement rehabilitation standards ensure high quality and consistent repairs while degradation fees assist in offsetting road rehabilitation costs for reduced pavement life. This approach encourages the scheduling of utility cuts prior to paving, or the use of trenchless technologies, to avoid incurring the additional costs associated with standards and fees.

BACKGROUND

Pavement life typically ranges between 15 and 35 years depending on traffic volume, vehicle loading, maintenance performed and pavement structure. The City, builders, developers, and private utility companies (e.g. BC Hydro, Fortis Gas, Telus) all cut and repair pavement in order to install underground services. Utility cuts reduce pavement life because they increase the risk of water infiltrating into the joint, which removes fines in the gravel base, causing loss of pavement strength and failure (e.g. potholes). Ride quality and appearance is also degraded with a patchwork of repairs completed on a road over a period of time.

Pavement repair standards and degradation fees are commonly used throughout the region to manage utility cuts. A pavement repair standard sets minimum standards for temporary and permanent pavement repairs which are applicable to anyone making a utility cut. A pavement degradation fee compensates for loss of performance with funds typically directed towards a road rehabilitation program.

Port Coquitlam has 241 kilometers of paved road infrastructure valued at over \$235 million. Since 2017, the City has invested \$23 million to rehabilitate 22 kilometers of roadway with another \$3.4 million budgeted in 2021. While the annual pavement rehabilitation program is designed to improve and maintain the condition of the road network, the pavement must also be protected

Pavement Cut Restoration and Degradation Fee

from utility cuts which are one of the major causes of premature pavement failure. In an effort to protect its considerable investments, Council supported consideration of a pavement cut policy in the Infrastructure Planning work plan and asked staff to explore the implementation of a pavement cut moratorium.

DISCUSSION

Pavement cuts occur when utility pipes and conduits are installed or repaired by trench excavation in existing roads. Typically, utility upgrades are completed in advance of road upgrading. In an effort to minimize both pavement cuts and degradation fees, the City offers pre-servicing with capital road construction projects where property owners are given the option to renew their services at reduced rates. However, some pavement cuts are inevitable; there are times when utility connections are subsequently required and the result can leave sections of the road with a patchwork of repairs.

To avoid utility cuts in new pavement, coordination between the City and external parties is also required to exchange information on project planning. There are a number of existing and planned City initiatives to facilitate such. The City plans rehabilitation projects by neighbourhood which makes for predictable and stable planning while minimizing the location of conflict points with third party utilities. City staff also makes information on construction and road projects available to third parties at the earliest time possible during planning and design. The City's ongoing and planned projects are mapped on its PoCoMAP system which is available to staff and the public to facilitate coordination. The City's Capital Projects web page also provides information on the design and construction status of approved projects. Additionally, staff will be reaching out to external parties in 2020 to schedule annual meetings for review of upcoming projects on both sides.

Pavement Cut Moratoriums

Given the significant investment the City is making in its road infrastructure, the initial reaction to protect that investment is to prohibit pavement cuts (a moratorium) in new roads for a period of time.

The City of Coquitlam Council did just that, and endorsed a policy in 1999 prohibiting utility cuts on pavement less than five years old. In 2004, Council modified the policy to introduce a pavement degradation fee and delegate authority to waive the moratorium to the General Manager of Engineering & Public Works. In 2011, Coquitlam Council rescinded its moratorium on cutting pavements that are less than five years old.

The pavement cut policy was initially proposed to protect new pavements placed in the City's road rehabilitation program. In practice, variances under the policy were routinely granted by both Council and staff for justifiable reasons and it was generally recognized that some pavement cuts are inevitable. Occasionally, utility companies, property owners or developers encounter situations

Pavement Cut Restoration and Degradation Fee

where there is no practical alternative to cutting asphalt. As a result, the moratorium acted only to delay the process of obtaining a pavement cut approval. The change in policy was supported to save the City, residents, developers and utility companies the cost and time associated with processing pavement cut requests. The loss in pavement life resulting from the cuts is recovered through the pavement degradation fee.

Due to the expected administrative burden, limited benefit, and impracticality of a pavement cut moratorium, this approach is not recommended by staff. It is anticipated that the proposed pavement repair standards and degradation fee will be more effective tools in minimizing pavement cuts and degradation.

Pavement Repairs

Pavement rehabilitation standards apply to anyone making a road cut to ensure high quality and consistent repairs minimizing road degradation. When used in conjunction with degradation fees, they may also encourage others to schedule utility cuts prior to paving or consider the use of trenchless technologies to avoid incurring additional costs.

Pavement failures can occur due to inadequate compaction of the trench backfill, insufficient paving extents or cracking at the pavement cut joints. The establishment of enhanced pavement repair standards can address these issues and minimize pavement failures. The success of any pavement cut repair is dependent on adequate notification and inspection to ensure that proper construction techniques are followed. As such, modifying the existing notification process and incorporating a basic level of inspection by City staff is proposed to support compliance.

Proposed Pavement Repair Standards

Regional best practice has been to follow the Master Municipal Construction Document (MMCD) Pavement Restoration standard which recommends restoring municipal roads disturbed by construction by paving the trench width plus 200mm from the broken edge of the trench. However, it does not include details such as the extent of paving when the edges of the trench repair are located in a wheel path (which reduces the pavement strength in a critical location under stress) or the amount of asphalt orphaned on the edge of the road (e.g. small strips of pavement left adjacent to the curb). Metro Vancouver recently updated their restoration standards to address these issues, and staff is recommending that Port Coquitlam implement similar measures.

The proposed updates to the Servicing Bylaw include the provision of additional details on paving standards and clear identification of the amount of restoration to be completed with utility projects.

For a typical trench excavation, the proposed requirements for pavement repair include:

Pavement Cut Restoration and Degradation Fee

- backfill trench with specified granular materials to standard compaction requirements;
- initial pavement repair with approved asphaltic cement to allow traffic back onto the road, after completion of construction;
- final pavement repair: remove all temporary asphalt to the desired pavement thickness depth, base pave the trench width and top lift 35 mm of asphalt, and pave a minimum of beyond the limits of the initial repair, to the extents specified below:
 - Repave one full lane width if the trench edges are fully contained within one lane
 - Repave two full lane widths if trench edges cross partially over two lanes
 - Repave perpendicular cuts with a consistent width of a minimum of 1m on each side of the temporary repair or the furthest crack, whichever is greater
 - Combine cuts closer than 4m apart into one repair
 - Square off all cuts with clean edges

The requirements will minimize structural damage and degradation to pavement while supporting better quality and longer lasting permanent repairs. The aesthetics of pavement repair patches remains an issue, but can be mitigated by expanding the pavement restoration area to include the full width of driving lanes and at least 3 meters along the longitudinal axis of the road.

It is proposed that these requirements be included in the updated Servicing Bylaw which is planned to come forward to Committee of Council in 2020. The 1987 Subdivision Servicing Bylaw has two distinct pieces - the first section identifies servicing requirements and specifies the subdivision procedure while the second part sets the design criteria and standard specifications for construction of municipal infrastructure. An update to the second half was undertaken in 2019 by staff and is on track for completion in 2020. A review of the draft material by an external professional engineering firm is scheduled for 2020 along with updates to the front end of the document that determines what offsite work is required by developers.

Pavement Degradation Fee

At best, improved pavement restoration standards will restore the road to good condition; however, they will not prevent long term degradation of the road. Trench excavation disturbs the adjacent ground which weakens the existing pavement support. Literature research by the American Public Works Association (Pavement Degradation – How Other Cities are Dealing with It, September 2002) has found that utility cuts can reduce the life of pavement by 20 to 56 percent with poorer pavement cut restoration techniques resulting in even shorter pavement life.

As utility pavement cuts reduce the life span of City roads, it is recommended that a degradation fee be charged (to developers, utility companies, third parties) to compensate for the reduced pavement life, in addition to completing pavement restoration work. The degradation fees

Pavement Cut Restoration and Degradation Fee

collected will be directed towards the road rehabilitation program. Degradation fees are currently charged by several Metro Vancouver municipalities including Vancouver, Coquitlam, Surrey, Abbotsford and Langley.

A fee of \$20 per square meter is proposed for pavement less than 5 years old, while a fee of \$10 per square meter is proposed for pavements between 5 and 15 years old. For example, a single family home development which introduces a typical utility service cut would pay a degradation fee charge of \$280 if the pavement is less than 5 years old or a \$140 charge if the pavement is between 5 and 15 years old. Such degradation fees are consistent with other municipalities in the region. The reduced value of older pavements does not warrant a degradation fee. It is recommended that no degradation fee be charged when the utility repaves a minimum of half the road over 100m in length. The collection of degradation fees can be incorporated into existing processes through the Fees and Charges Bylaw.


NEXT STEPS

Staff will bring forward the updated Servicing Bylaw to Council along with changes to the Fees and Charges Bylaw for collection of a pavement degradation fee.

FINANCIAL IMPLICATIONS

Pavement cut degradation fee revenue will be tracked and transferred to the General Capital Reserve to help fund the Neighbourhood Rehabilitation program.

OPTIONS

#	Description
1 	That Committee of Council direct staff to incorporate pavement rehabilitation standards in updates to the Servicing Bylaw along with a proposed amendment to the Fees and Charges Bylaw for collection of a pavement degradation fee.
2	That Council provide alternative direction to staff.

Lead author(s): Melony Burton

1955 Western Drive - Development Permit (Additional Information)

RECOMMENDATION:

That Committee of Council approve Development Permit DP000407 to regulate rooftop additions at 1955 Western Drive.

PREVIOUS COUNCIL/COMMITTEE ACTION

November 19, 2019 Committee of Council requested additional information on the application.

REPORT SUMMARY

Further to Committee's consideration of a proposal to screen proposed rooftop telecommunications equipment at 1955 Western Drive, this report brings forward two alternative design options for consideration. The first alternative option is for partial screening of the equipment and the second alternative option is not screen the equipment at all. As the original design of a full shroud is in keeping with the City's policy to screen telecommunications equipment and the character of the overall building design, approval is recommended.

BACKGROUND

At the November 19, 2019 Committee of Council, Committee reviewed a proposal to install shrouding around rooftop cellural equipment. At 1955 Western Drive. Committee also heard from a number of residents who advised that they do not support the installation of this telecommunications equipment given safety concerns about potential health impacts, specifically as it relates to young children. Committee was asked to consider:

- Denying the proposal to install screening, therefore keeping the equipment visible to ensure residents and future tenants are aware of the telecommunication equipment; and,
- Delaying consideration of the Development Permit until such time that residents has been able to relay their concerns to Federal Government (it is important to note, that Industry Canada does not require consultation or provide a public input process for this type of telecommunication proposal).

Staff was directed to work with the applicant to provide alternative design options for the screening of the telecommunication equipment and to provide additional information on the visual context for each screening option.

DISCUSSION

The following are two alternative design options for Committee's consideration:

1. Partially screened equipment using half shrouding; and,



2. Unscreened telecommunication equipment (fully visible).



1955 Western Drive - Development Permit (Additional Information)

Shown below is the original proposal that provided full shrouding to screen the telecommunication equipment.



Original option – full screening of the telecommunications equipment

The applicant also provided additional context to the visual impact of each option from nearby viewpoints (Attachment 1). After reviewing the alternative design options staff provides the following comments:

Alternative Option 1: The design would generally comply with the guidelines of the Intensive Residential Development Permit Area designation, if amended to be of a solid (fiberglass) material rather than slats. However, this design does not meet the guidelines that require an addition to be architecturally coordinated with the existing building and give consideration to visual impact as well as the full screening option.

Alternative Option 2: The second design option does not meet the development permit area objectives and guidelines as the design does not achieve a high quality of design within the community and therefore is not supported by staff. Approval of this option would require an amendment to the Intensive Residential Development Permit Area Guidelines of the Official Community Plan to provide alternative design guidelines specific for the screening of rooftop telecommunication equipment.

Approval of the original option continues to be recommended as it best meets the objectives and guidelines of the Intensive Residential Development Permit Area.


1955 Western Drive - Development Permit (Additional Information)

FINANCIAL IMPLICATIONS

None.

OPTIONS

(Check = Staff Recommendation)

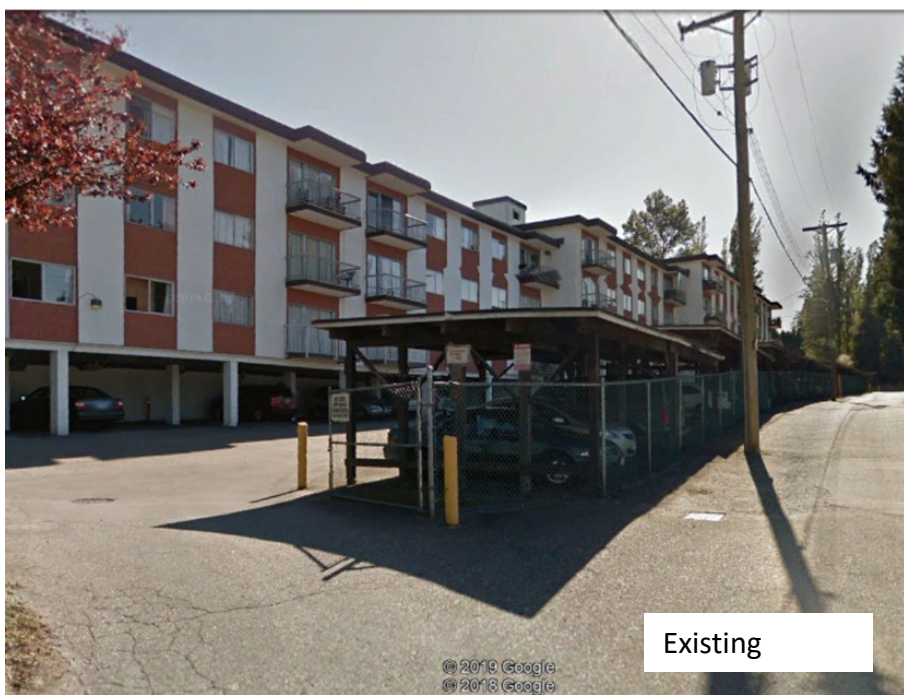
	#	Description
	1	Approve Development Permit to provide full screening (original option).
	2	Approve Development Permit to provide partial screening, subject to this screening being of a solid fiberglass material (alternative option).
	3	Request further additional information prior to making a decision.
	4	Refuse Development Permit (if Committee is of the opinion that none of the options would comply with the development permit designation and specify how the options are not in compliance with the guidelines of the Official Community Plan).

ATTACHMENT

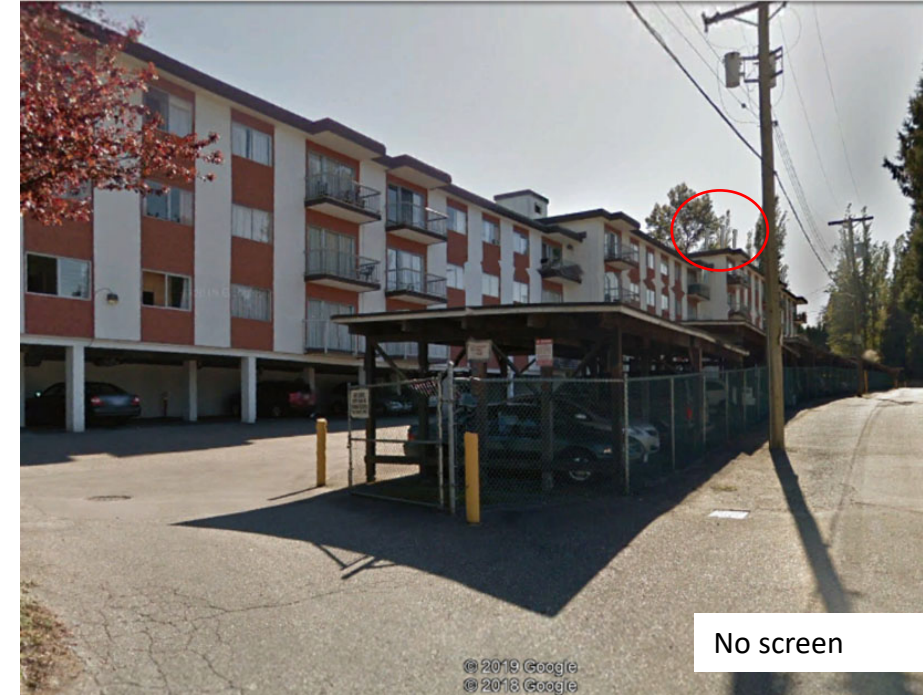
Attachment #1: Visual context of design options

Attachment #2: Alternative design options

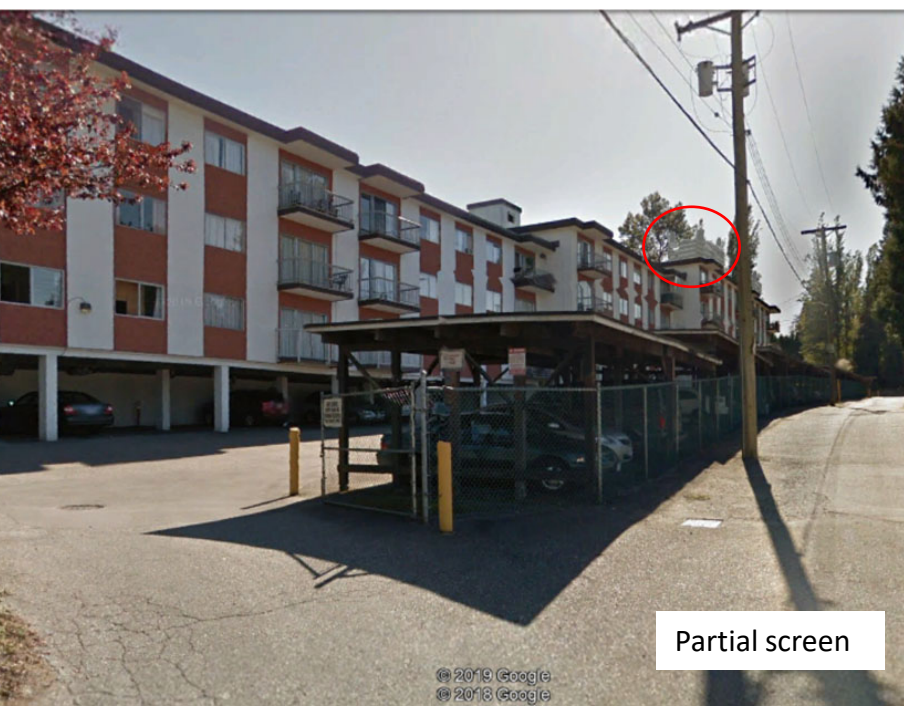
Attachment #3: Report to Committee November 19, 2019, including the original design option



Existing



No screen



Partial screen



Full screen



Existing



No screen



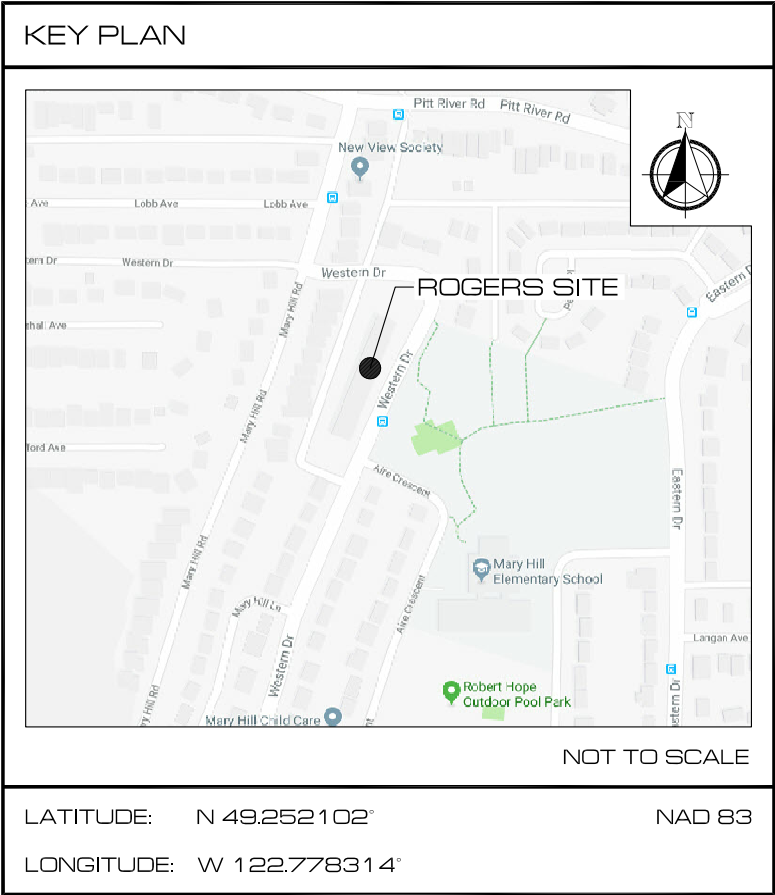
Partial screen



16
Full screen



DRAWING INDEX		
DWG NO	DRAWING TITLE	REV
T-1	TITLE SHEET	2
A-1	EQUIPMENT AND ANTENNA DETAILS	2
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A-4	ROOF PLAN	2
A-5	EQUIPMENT ROOM LAYOUT BESIDE STORAGE ROOM 3	2
A-6	NORTH ELEVATION	2
A-7	PARTIAL EAST ELEVATION	2
A-8	SOUTH ELEVATION	2
A-9	PARTIAL WEST ELEVATION	2



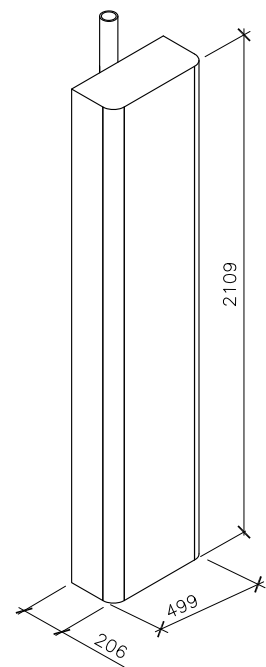
SITE INFORMATION	
SITE ID:	W4471
SITE NAME:	GATES PARK
SITE ADDRESS:	1955 WESTERN DRIVE PORT COQUITLAM, BC
LEGAL DESCRIPTION:	PID: 007-002-068 LOT 207 DISTRICT LOT 290 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 34224
SITE CONFIGURATION:	ROOFTOP - MACRO
APPLICANT:	ROGERS COMMUNICATIONS INC. 1600-4710 KINGSWAY BURNABY, BC V5H 4W4

2	REVISED PER ROGERS	FEB 20/19	AD
1	REVISED PER ROGERS	FEB 01/19	NR
0	ISSUED FOR REVIEW	JAN 03/19	KC
REV	DESCRIPTION	DATE	BY

	PROJECT: W4471 GATES PARK 1955 WESTERN DRIVE PORT COQUITLAM BRITISH COLUMBIA	SCALE: N/A CHECK BY: LC DRAWN BY: KC DATE: JAN 03/19 CAD FILE: T-1
	DRAWING TITLE: TITLE SHEET	PROJECT NO: 18C1073 DRAWING NO: T-1 18

ROGERS WIC HAS BEEN DESIGNED BY HYBRID BUILDING LOGISTICS AND ARE BASED UPON DRAWINGS DATED FEBRUARY 13, 2017. CORE ONE CONSULTING LTD. DOES NOT TAKE RESPONSIBILITY OF THE EQUIPMENT CABINET DESIGN

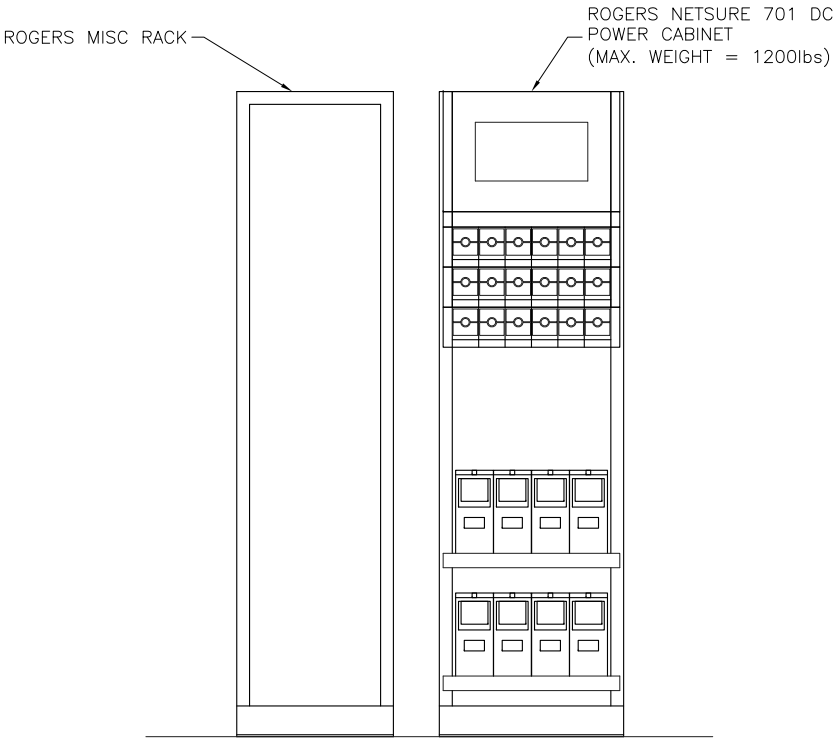
EQUIPMENT OPTIONAL ACCESSORIES SHOWN ARE DIAGRAMMATIC ONLY AND IS NOT SITE SPECIFIC



ANTENNA MODEL AS PER
RADIO SITE QUALIFICATION
DATED NOVEMBER 15, 2018

MANUFACTURER: HUAWEI
ANTENNA MODEL: ASI4516R0v06
HEIGHT: 2109mm
WIDTH: 499mm
DEPTH: 206mm
WEIGHT: 49.0kg

1 ANTENNA ISOMETRIC
- N.T.S.



2 EQUIPMENT RACK ELEVATION
- N.T.S.

2	REVISED PER ROGERS	FEB 20/19	AD
1	REVISED PER ROGERS	FEB 01/19	NR
0	ISSUED FOR REVIEW	JAN 03/19	KC
REV	DESCRIPTION	DATE	BY

229 - 18525 53RD AVENUE
SURREY, BC V3S 7A4
TEL: (778) 805-2166
INFO@COREONECONSULTING.COM

PROJECT:
W4471
GATES PARK
1955 WESTERN DRIVE
PORT COQUITLAM
BRITISH COLUMBIA



DRAWING TITLE:
EQUIPMENT AND
ANTENNA DETAILS

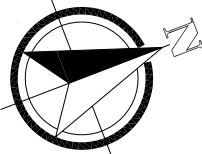
SCALE: AS NOTED
CHECK BY: LC
DRAWN BY: KC
DATE: JAN 03/19
CAD FILE: A-1
PROJECT NO: 18C1073
DRAWING NO: A-1
19

ANTENNA LOADING CHART																		
#	ANTENNA ID		ANTENNA/HARDWARE TYPE P=Panel W=Whip		HEIGHT RAD CENTRE	ANTENNA HEIGHT REF.	POS	AZMIUTH (°)	MDT (°)	MET (°)		DIV (°)	SPACE DIV (m)	RRU'S TOWER LOADING	RRU'S INITIAL INSTALL	JUMPER TYPES	JUMPER LENGTH (m)	STATUS
	TECHNOLOGY	LABEL								700/850	1900/2100/2600							
1	LTE	LTE-1	HUAWEI ASI4516R6v06	P	±10.78m	CENTRE	UP	40°	0	T.B.D.	T.B.D.	N/A	N/A	3	3	H&S	<5	INITIAL
2	LTE	T.B.D.	HUAWEI ASI4516R6v06	P	±10.78m	CENTRE	UP	40°	0	T.B.D.	T.B.D.	N/A	N/A	3	0	H&S	<5	FUTURE
3	LTE OFFSET	OFFSET-1	HUAWEI ASI4516R6v06	P	±10.78m	CENTRE	UP	100°	0	T.B.D.	T.B.D.	N/A	N/A	3	3	H&S	<5	INITIAL
4	LTE	LTE-2	HUAWEI ASI4516R6v06	P	±13.62m	CENTRE	UP	160°	0	T.B.D.	T.B.D.	N/A	N/A	3	3	H&S	<5	INITIAL
5	LTE	T.B.D.	HUAWEI ASI4516R6v06	P	±13.62m	CENTRE	UP	160°	0	T.B.D.	T.B.D.	N/A	N/A	3	0	H&S	<5	FUTURE
6	LTE OFFSET	OFFSET-2	HUAWEI ASI4516R6v06	P	±13.62m	CENTRE	UP	220°	0	T.B.D.	T.B.D.	N/A	N/A	3	3	H&S	<5	INITIAL
7	LTE	LTE-3	HUAWEI ASI4516R6v06	P	±13.62m	CENTRE	UP	280°	0	T.B.D.	T.B.D.	N/A	N/A	3	3	H&S	<5	FUTURE
8	LTE	T.B.D.	HUAWEI ASI4516R6v06	P	±13.62m	CENTRE	UP	280°	0	T.B.D.	T.B.D.	N/A	N/A	3	0	H&S	<5	INITIAL
9	LTE OFFSET	OFFSET-3	HUAWEI ASI4516R6v06	P	±13.62m	CENTRE	UP	340°	0	T.B.D.	T.B.D.	N/A	N/A	3	3	H&S	<5	INITIAL
10	GPS	GPS-1	GPSGLONASS-36-N-S	-	±13.62m	-	-	-	-	-	-	-	-	-	-	T.B.D	-	T.B.D.

ANTENNA LOADING CHART AS PER
RADIO SITE QUALIFICATION DATED
NOVEMBER 15, 2018

2	REVISED PER ROGERS	FEB 20/19	AD
1	REVISED PER ROGERS	FEB 01/19	NR
0	ISSUED FOR REVIEW	JAN 03/19	KC
REV	DESCRIPTION	DATE	BY

	PROJECT: W4471 GATES PARK 1955 WESTERN DRIVE PORT COQUITLAM BRITISH COLUMBIA	SCALE: AS NOTED
		CHECK BY: LC
 <small>229 - 18525 53RD AVENUE SURREY, BC V3S 7A4 TEL: (778) 805-2166 INFO@COREONECONSULTING.COM</small>	DRAWING TITLE: ANTENNA LOADING CHART	DRAWN BY: KC
		DATE: JAN 03/19
		CAD FILE: A-2
		PROJECT NO: 18C1073
		DRAWING NO: A-2 ₂₀



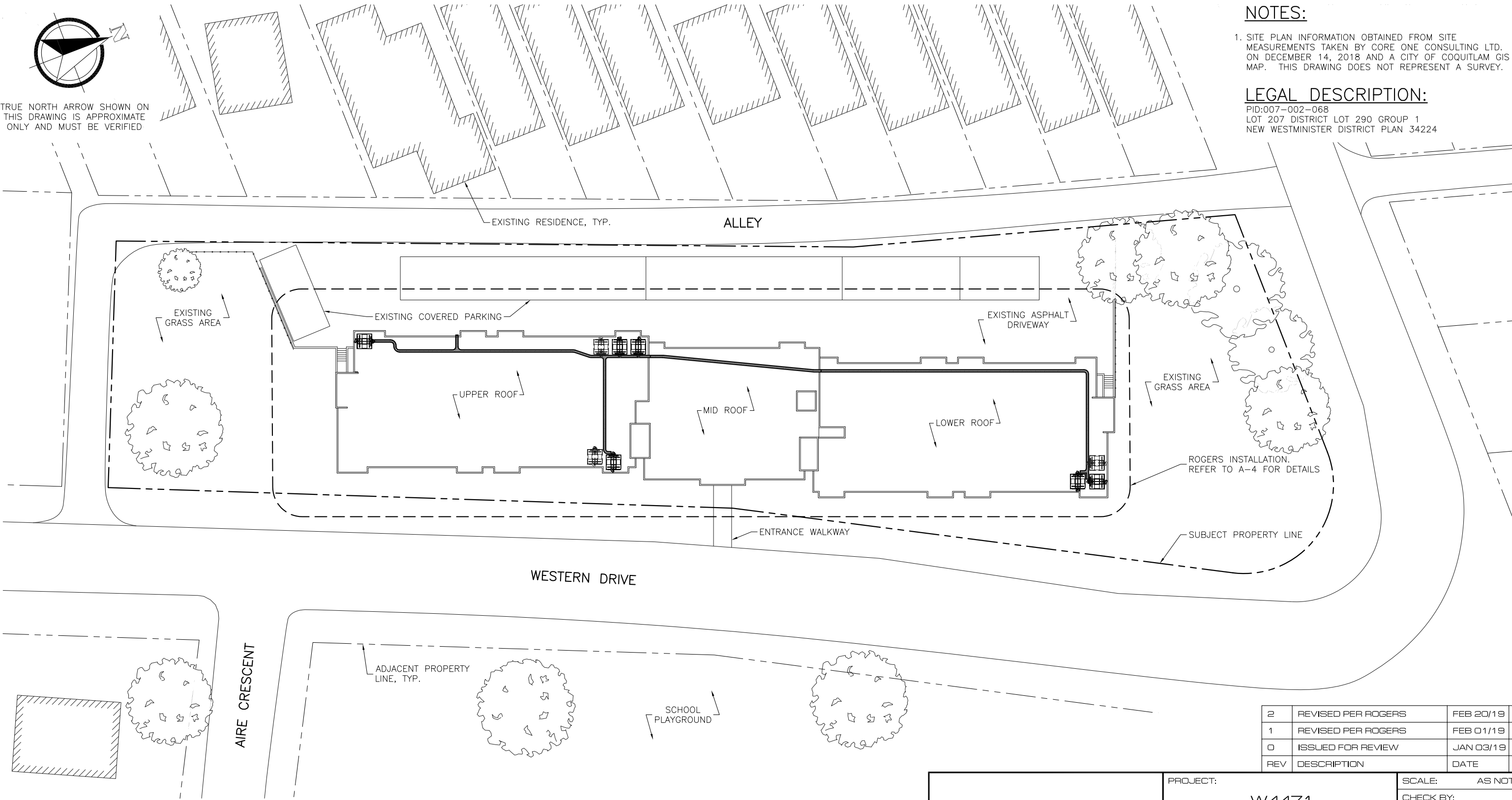
TRUE NORTH ARROW SHOWN ON THIS DRAWING IS APPROXIMATE ONLY AND MUST BE VERIFIED

NOTES:

1. SITE PLAN INFORMATION OBTAINED FROM SITE MEASUREMENTS TAKEN BY CORE ONE CONSULTING LTD. ON DECEMBER 14, 2018 AND A CITY OF COQUITLAM GIS MAP. THIS DRAWING DOES NOT REPRESENT A SURVEY.



LEGAL DESCRIPTION:

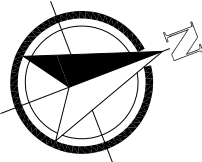
PID:007-002-068
LOT 207 DISTRICT LOT 290 GROUP 1
NEW WESTMINSTER DISTRICT PLAN 34224



1 SITE PLAN
1:500

2	REVISED PER ROGERS	FEB 20/19	AD
1	REVISED PER ROGERS	FEB 01/19	NR
0	ISSUED FOR REVIEW	JAN 03/19	KC
REV	DESCRIPTION	DATE	BY

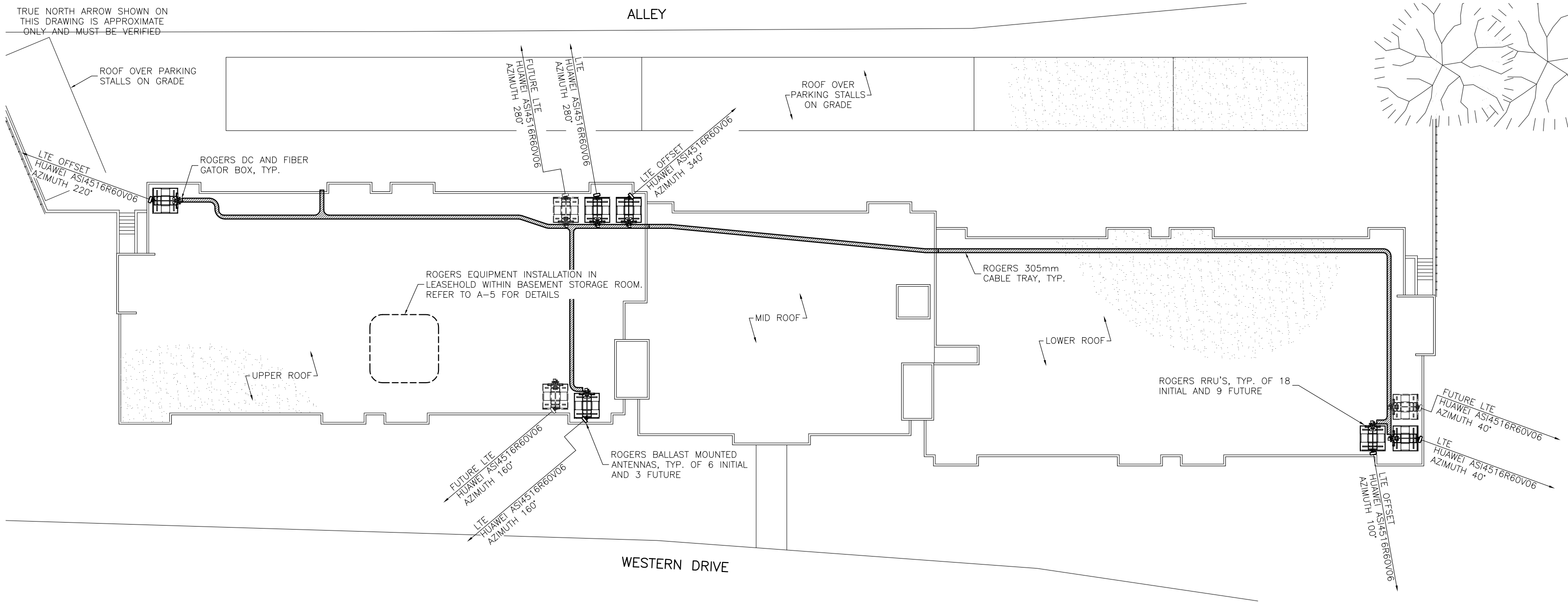
	PROJECT:	SCALE: AS NOTED
	W4471 GATES PARK 1955 WESTERN DRIVE PORT COQUITLAM BRITISH COLUMBIA	CHECK BY: LC
 229 - 18525 53RD AVENUE SURREY, BC V3S 7A4 TEL: (778) 805-2166 INFO@COREONECONSULTING.COM	DRAWING TITLE:	DRAWN BY: KC
	SITE PLAN	DATE: JAN 03/19
		CAD FILE: A-3
		PROJECT NO: 18C1073
		DRAWING NO: A-3 21



TRUE NORTH ARROW SHOWN ON THIS DRAWING IS APPROXIMATE ONLY AND MUST BE VERIFIED



NOTES:

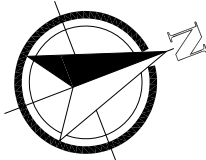
1. ROOF PLAN INFORMATION OBTAINED FROM SITE MEASUREMENTS TAKEN BY CORE ONE CONSULTING LTD. DATED DECEMBER 14, 2018.



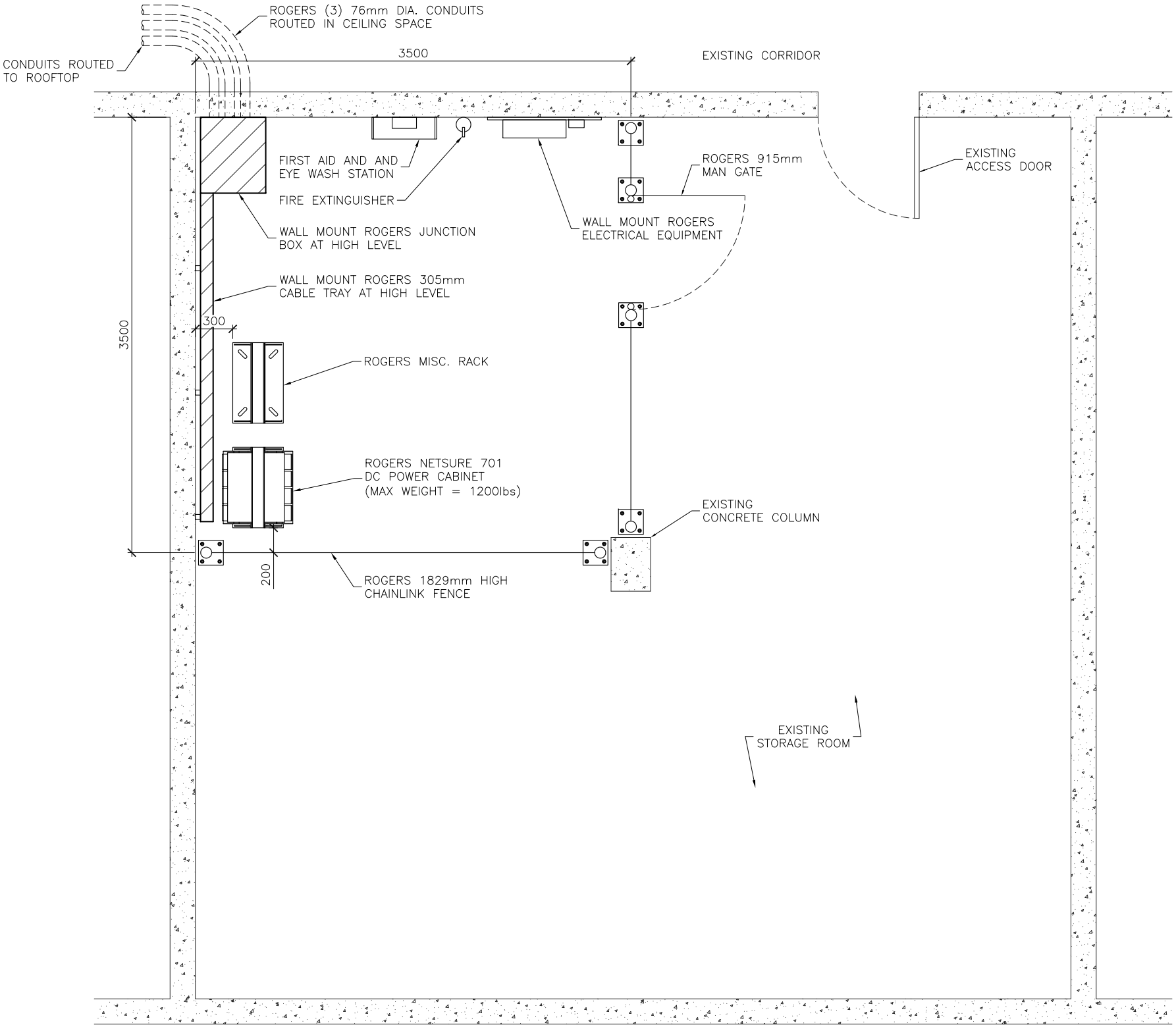
1 ROOF PLAN
1:300

2	REVISED PER ROGERS	FEB 20/19	AD
1	REVISED PER ROGERS	FEB 01/19	NR
0	ISSUED FOR REVIEW	JAN 03/19	KC
REV	DESCRIPTION	DATE	BY

	PROJECT:	SCALE: AS NOTED
	W4471 GATES PARK 1955 WESTERN DRIVE PORT COQUITLAM BRITISH COLUMBIA	CHECK BY: LC
 229 - 18525 53RD AVENUE SURREY, BC V3S 7A4 TEL: (778) 805-2166 INFO@COREONECONSULTING.COM	DRAWING TITLE:	DRAWN BY: KC
	ROOF PLAN	DATE: JAN 03/19
		CAD FILE: A-4
		PROJECT NO: 18C1073
		DRAWING NO: A-4 22



TRUE NORTH ARROW SHOWN ON THIS DRAWING IS APPROXIMATE ONLY AND MUST BE VERIFIED



NOTES:

1. ROOF PLAN INFORMATION OBTAINED FROM SITE MEASUREMENTS TAKEN BY CORE ONE CONSULTING LTD. DATED DECEMBER 14, 2018.

2	REVISED PER ROGERS	FEB 20/19	AD
1	REVISED PER ROGERS	FEB 01/19	NR
0	ISSUED FOR REVIEW	JAN 03/19	KC
REV	DESCRIPTION	DATE	BY

1
-
1:40

EQUIPMENT ROOM LAYOUT
BESIDE STORAGE ROOM 3



COREONE
CONSULTING

229 - 18525 53RD AVENUE
SURREY, BC V3S 7A4
TEL: (778) 805-2166
INFO@COREONECONSULTING.COM

PROJECT:
**W4471
GATES PARK
1955 WESTERN DRIVE**
PORT COQUITLAM
BRITISH COLUMBIA

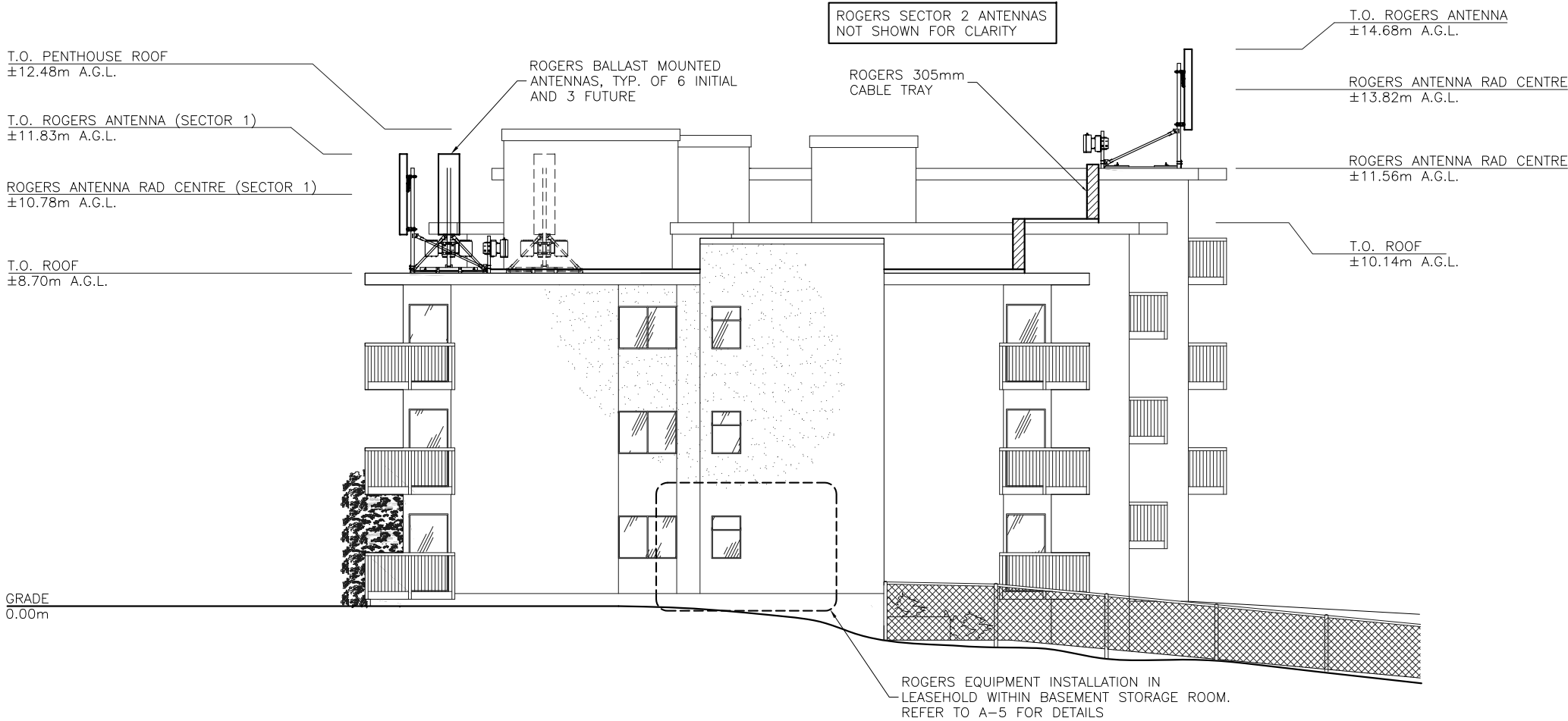
DRAWING TITLE:
**EQUIPMENT ROOM
LAYOUT BESIDE
STORAGE ROOM 3**

SCALE: AS NOTED
CHECK BY: LC
DRAWN BY: KC
DATE: JAN 03/19
CAD FILE: A-5
PROJECT NO: 18C1073
DRAWING NO:

A-5
23



NOTES:

1. ELEVATION IS DIAGRAMMATIC ONLY.
2. PAINT ALL ANTENNAS, CABLE TRAY AND VISIBLE ANTENNA CABLES TO MATCH EXISTING BUILDING.



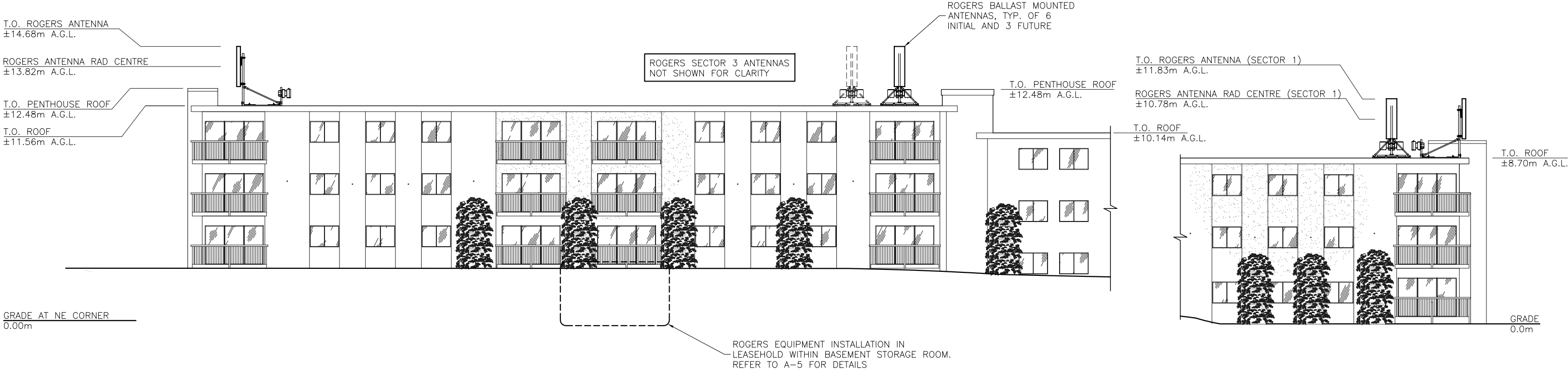
1 NORTH ELEVATION
1:150

2	REVISED PER ROGERS	FEB 20/19	AD
1	REVISED PER ROGERS	FEB 01/19	NR
0	ISSUED FOR REVIEW	JAN 03/19	KC
REV	DESCRIPTION	DATE	BY

	PROJECT: W4471 GATES PARK 1955 WESTERN DRIVE PORT COQUITLAM BRITISH COLUMBIA	SCALE:	AS NOTED
		CHECK BY:	LC
		DRAWN BY:	KC
		DATE:	JAN 03/19
		CAD FILE:	A-6
 229 - 18525 53RD AVENUE SURREY, BC V3S 7A4 TEL: (778) 805-2166 INFO@COREONECONSULTING.COM	DRAWING TITLE: NORTH ELEVATION	PROJECT NO:	18C1073
		DRAWING NO:	A-6 24



NOTES:

- 1. ELEVATION IS DIAGRAMMATIC ONLY.
- 2. PAINT ALL ANTENNAS, CABLE TRAY AND VISIBLE ANTENNA CABLES TO MATCH EXISTING BUILDING.



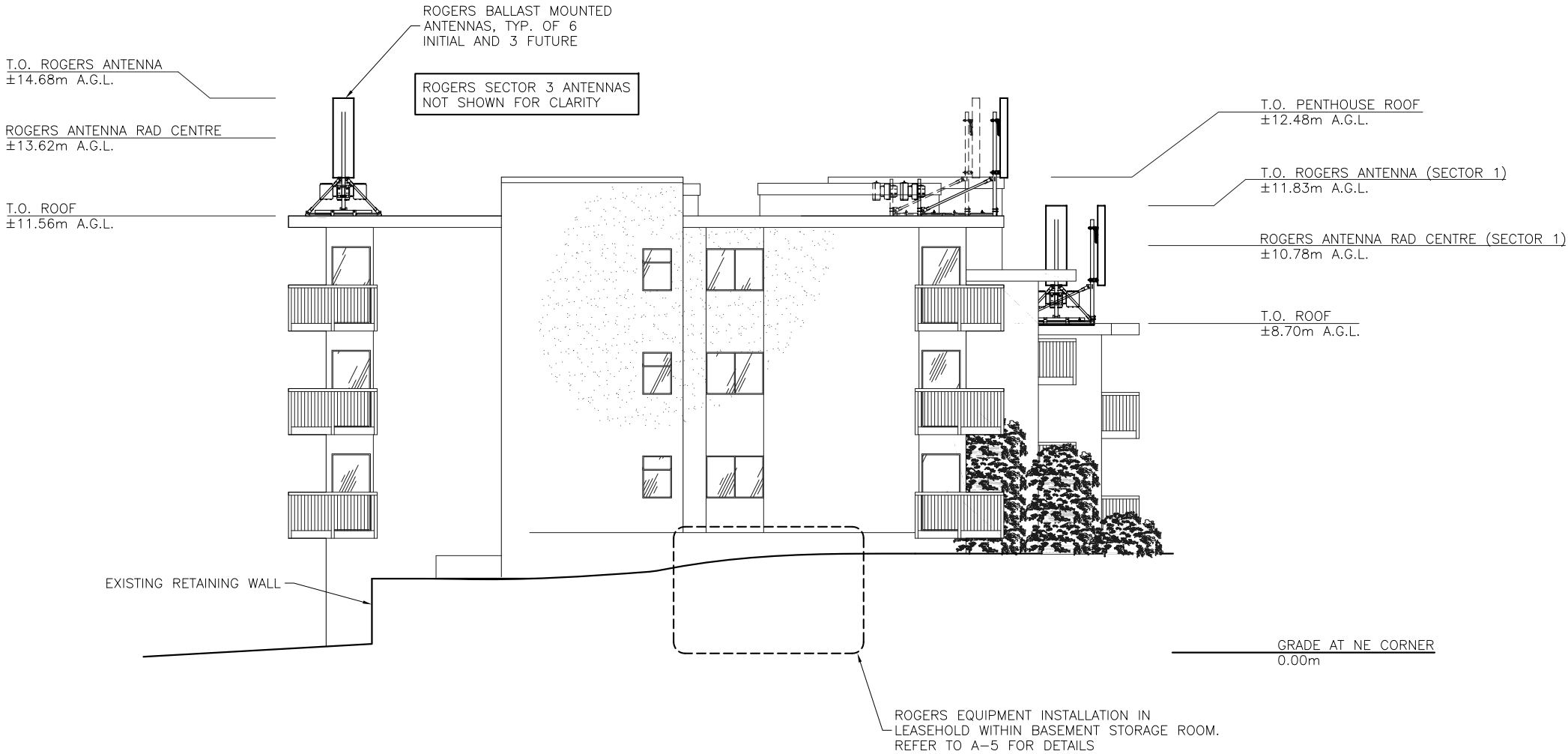
1 PARTIAL EAST ELEVATION
1:200

2	REVISED PER ROGERS	FEB 20/19	AD
1	REVISED PER ROGERS	FEB 01/19	NR
0	ISSUED FOR REVIEW	JAN 03/19	KC
REV	DESCRIPTION	DATE	BY

	PROJECT: W4471 GATES PARK 1955 WESTERN DRIVE PORT COQUITLAM BRITISH COLUMBIA	SCALE: AS NOTED
		CHECK BY: LC
		DRAWN BY: KC
		DATE: JAN 03/19
		CAD FILE: A-7
 229 - 18525 53RD AVENUE SURREY, BC V3S 7A4 TEL: (778) 805-2166 INFO@COREONECONSULTING.COM	DRAWING TITLE: PARTIAL EAST ELEVATION	PROJECT NO: 18C1073
		DRAWING NO: A-7 25



NOTES:

- 1. ELEVATION IS DIAGRAMMATIC ONLY.
- 2. PAINT ALL ANTENNAS, CABLE TRAY AND VISIBLE ANTENNA CABLES TO MATCH EXISTING BUILDING.



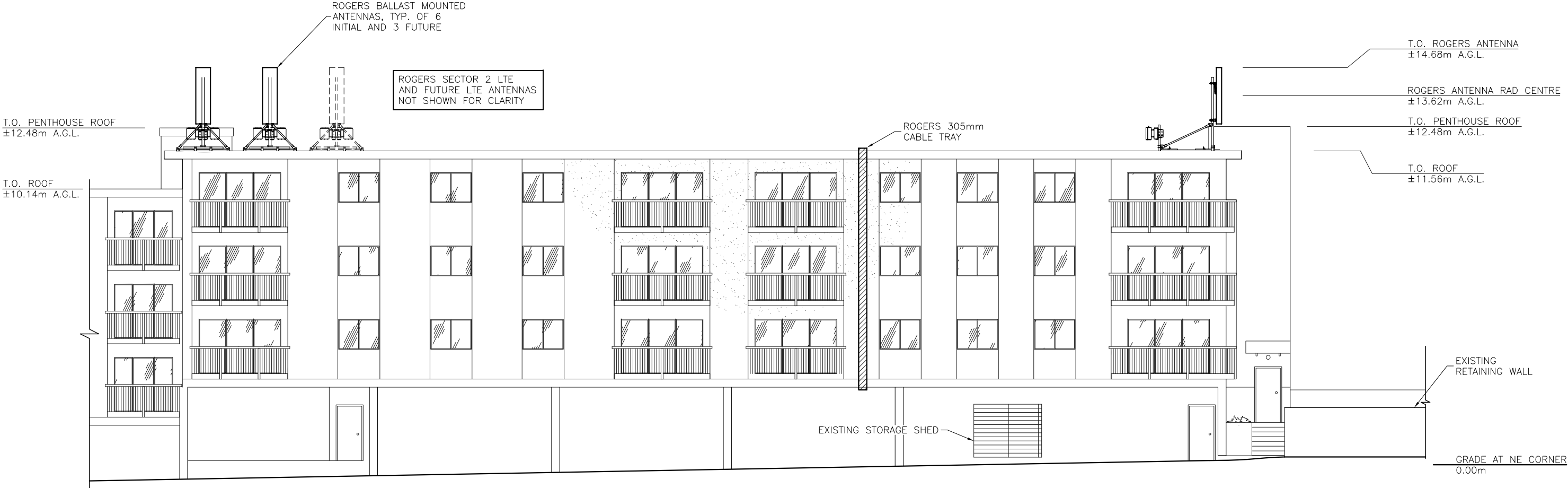
1 SOUTH ELEVATION
1:150

2	REVISED PER ROGERS	FEB 20/19	AD
1	REVISED PER ROGERS	FEB 01/19	NR
0	ISSUED FOR REVIEW	JAN 03/19	KC
REV	DESCRIPTION	DATE	BY

	PROJECT: W4471 GATES PARK 1 955 WESTERN DRIVE PORT COQUITLAM BRITISH COLUMBIA	SCALE:	AS NOTED
		CHECK BY:	LC
		DRAWN BY:	KC
		DATE:	JAN 03/19
		CAD FILE:	A-8
 229 - 18525 53RD AVENUE SURREY, BC V3S 7A4 TEL: (778) 805-2166 INFO@COREONECONSULTING.COM	DRAWING TITLE: SOUTH ELEVATION	PROJECT NO:	18C1073
		DRAWING NO:	A-8 26



NOTES:

1. ELEVATION IS DIAGRAMMATIC ONLY.
2. PAINT ALL ANTENNAS, CABLE TRAY AND VISIBLE ANTENNA CABLES TO MATCH EXISTING BUILDING.



1 PARTIAL WEST ELEVATION
- 1:150

2	REVISED PER ROGERS	FEB 20/19	AD
1	REVISED PER ROGERS	FEB 01/19	NR
0	ISSUED FOR REVIEW	JAN 03/19	KC
REV	DESCRIPTION	DATE	BY

	PROJECT: W4471 GATES PARK 1955 WESTERN DRIVE PORT COQUITLAM BRITISH COLUMBIA	SCALE: AS NOTED
		CHECK BY: LC
		DRAWN BY: KC
		DATE: JAN 03/19
		CAD FILE: A-9
 229 - 18525 53RD AVENUE SURREY, BC V3S 7A4 TEL: (778) 805-2166 INFO@COREONECONSULTING.COM	DRAWING TITLE: PARTIAL WEST ELEVATION	PROJECT NO: 18C1073
		DRAWING NO: A-9 27

Development Permit DP000407 – 1955 Western Drive

RECOMMENDATION:

That Committee of Council approve Development Permit DP000407, which would regulate rooftop additions at 1955 Western Drive.

PREVIOUS COUNCIL/COMMITTEE ACTION

None.

REPORT SUMMARY

This report provides for consideration of a development permit application that would regulate the design of proposed additions to the apartment building at 1955 Western Drive that would screen telecommunications equipment. As the design for these additions is in keeping with the overall design of the building, approval is recommended.

BACKGROUND

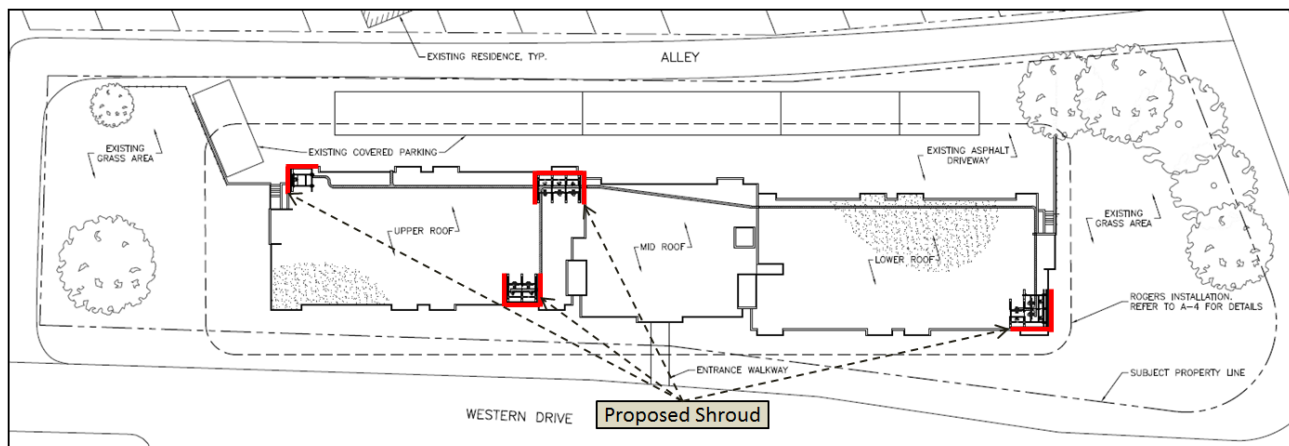
The applicant, Cypress Land Services Inc., on behalf of Rogers Communications Inc., is proposing to install antennas on the flat roof of the existing rental apartment building at 1955 Western Drive and to protect and conceal this equipment with fiberglass shrouding material.

The surrounding neighbourhood context is one of single-family dwellings and École Mary Hill Elementary School is to the east of the property. The land use designation in the Official Community Plan for the site is Apartment Residential and the property is zoned RA1 (Residential Apartment 1). It is designated as an Intensive Residential development permit area to regulate the form and character of the design of a multi-family building.



The applicant proposes to install three antennas and conceal these with a fiberglass shrouding. This shrouding would be painted to coordinate with the existing building by matching the colours of the existing stairwell projections on the roof as shown in the image below. It is also designed to be expanded in the future to accommodate three additional antennas.

Development Permit DP000407 – 1955 Western Drive



Aerial view of the proposed antenna and shroud locations at 1955 Western Drive.



Rendering indicating location of equipment at 1955 Western Drive (identified with dashed lines).

Each shroud would be approximately three metres in height and comply with the height regulations of the zoning. The building will be altered internally to include a mechanical room for associated equipment on the ground floor.

DISCUSSION

The following guidelines of the Intensive Residential development permit area designation are applicable to the application for additions to the existing building:

- shall be architecturally coordinated
- should be planned in a comprehensive manner
- should give consideration to visual impact
- should have design compatibility with surrounding development.

Staff consider that the proposed design is in accordance with these guidelines. As the proposal also conforms to the siting and height regulations of the Zoning Bylaw, approval of the application is recommended.

FINANCIAL IMPLICATIONS

None.


PUBLIC CONSULTATION

Industry Canada is responsible for administering all federal acts and decisions as they relate to telecommunication systems. As a matter of federal policy, local land use authorities are consulted through the process. As described in Industry Canada's publication, **Radio Communication and Broadcasting Antenna Systems (2014)**, the proposal for 1955 Western Drive may be excluded from Industry Canada's default public consultation process as the non-tower structures attached to the roof of the building do not increase its overall height by more than 25%.

The City requires that a sign be posted to notify residents of the development permit application. A petition has been received from residents of the building indicating they oppose the installation of the equipment due to concerns related to the "unknown effects of radio frequency (RF) and electromagnetic fields (EMF) that these systems produce" further noting the proximity of the site to a children's playground and elementary school. These concerns are unrelated to the City's authority to regulate the form and character of additions on the roof through issuance of a development permit.

OPTIONS

(Check = Staff Recommendation)

#	Description
1 	Approve Development Permit DP000407
2	Request amendments to the application or additional information prior to making a decision
3	Refuse Development Permit DP000407 if the Committee is of the opinion that the proposal does not comply with the development permit designation.

ATTACHMENT

Attachment #1: Petition from residents of 1955 Western Drive

WE THE RESIDENTS AROUND WESTERN DRIVE, Port Coquitlam.

STRONGLY OPPOSE -


DEVELOPMENT PERMIT APPLICATION No. DP000407 >>> TO ENABLE THE ADDITION OF
ROOFTOP **ANTENNAS** AND ASSOCIATED SCREENING.

THE UNKNOWN EFFECTS OF RADIO FREQUENCY (RF) AND ELECTROMAGNETIC FIELDS
(EMF) THAT THESE SYSTEMS PRODUCE,
MERE FEET ABOVE OUR CHILDREN IN THE APARTMENT SUITES AND YARDS AWAY FROM
A CHILDREN'S PLAYGROUND & ELEMENTARY SCHOOL,
IS SIMPLY NOT A SUITABLE LOCATION FOR THIS KIND OF EQUIPMENT.

PRINT NAME

ADDRESS

SIGNATURE

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

DEVELOPMENT PERMIT

NO. DP000407

Issued to: 1955 Western Drive Title Corp., Inc.No. 0917754

Address: 423-1489 Marine Drive
West Vancouver, BC
V7T 1B8

1. This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied by this Permit.
2. This Development Permit applies to and only to those lands within the Municipality described below, and any and all buildings, structures and other development thereon:

Address: 1955 Western Drive
Legal Description: Lot 207 DISTRICT Lot 290 Group 1 New Westminster
District Plan34244
P.I.D.: 007-002-068

3. The above property has been designated as a Development Permit Area under Section 9.0 – Development Permit Area in the “Official Community Plan Bylaw, 2013, No. 3838”.
4. “Port Coquitlam Zoning Bylaw, 2008, No. 3630” and “Parking and Development Management Bylaw, 2018, No.4078” are varied, supplemented or both in accordance with the following:
 - a. The form and character of the shroud, including the siting, height and general design, shall be as shown on drawings numbered DP000407(X) to DP000407(X) which are attached hereto and form part of this permit.
6. The land described herein shall be developed strictly in accordance with the terms and conditions and provisions of this permit and any plans and specifications attached to this permit, which shall form a part hereof.
7. This permit shall lapse if the Permittee does not substantially commence the construction permitted by this permit within two years of the (issuance) date of this permit.

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

9. This permit is not a building permit.

APPROVED BY THE COMMITTEE OF COUNCIL THE _____ DAY OF _____.

SIGNED THIS _____ DAY OF _____.

Mayor

Corporate Officer

I ACKNOWLEDGE THAT I HAVE READ AND UNDERSTAND THE TERMS AND
CONDITIONS UPON WHICH THIS PERMIT IS ISSUED.

Applicant (or Authorized Agent or
Representative of Applicant)

RECOMMENDATION:

That Committee of Council approve free rental of designated facilities at the Hyde Creek Recreation Centre on May 30 & May 31, 2020 for the Riverside After Grad Committee; and,

That the Riverside After Grad Committee pay for any extra staff costs incurred as a result of this event being hosted at the Hyde Creek Recreation Centre.

REPORT SUMMARY

A request has been received from the Riverside After Grad Committee for the use of Hyde Creek Recreation Centre on May 30 & May 31, 2020 for their after grad celebration (Attachment 1). They have also requested that the rental fees be waived, which requires Committee approval. Staff recommend that Committee endorse waiving the rental fees for this event, provided they pay for any additional costs incurred.

BACKGROUND

A booking request has been received from the Riverside After Grad Committee. They are requesting use of designated amenities at the Hyde Creek Recreation Centre from 6:00 p.m. on May 30, 2020 to 6:00 a.m. on May 31, 2020 for the purpose of hosting planned activities for their after grad celebration. They have requested that rental fees be waived.

As per the Delegation of Authority Bylaw, Committee of Council has the authority to waive rental fees for City-owned facilities.

This will be the 23rd year that the Riverside After Grad Committee has submitted a similar request to the City, and previous requests to waive the fees have been approved. All previous events have been very successful. In fact, hosting this type of event in a City recreation facility has proven to be very popular in other communities.

It is our understanding that events, such as this, have had a dramatic effect in reducing the problems that may occur at “normal” after grad parties. The RCMP are in support of this type of supervised graduation function.

This event will also provide an excellent opportunity to expose youth to the Hyde Creek Recreation Centre and for the City to demonstrate and reinforce that the facility is here for their use.

This event has tentatively been booked at the Hyde Creek Recreation Centre. Recreation Department staff will work with organizers to confirm the rental times and which areas of the building will be available. In addition, City staff will limit access to certain areas of the building where there are security concerns or risk of damage to equipment.


FINANCIAL IMPLICATIONS

If, as in the past, the Committee of Council endorses waiving the rental fees, it is estimated that there would be potential revenue loss of \$577 (2020 rate). This decrease in revenue is anticipated only in the gym facility, as it is typically the only area which would be booked this late on a Saturday night. The gym is currently not booked after 10:00 p.m. Consistent with previous years, and in an effort to minimize loss of revenue, City staff have advised that (with the exception of the set-up time) the event will not be permitted in the building until after 10:00 p.m.

If the Riverside After Grad Committee wishes to use the leisure pool, lifeguards would be scheduled past the building's regular operating hours. It is estimated that four lifeguards would be required. This cost is estimated at \$537 (2020 rate) as we are required to schedule staff in a four-hour block. It is recommended that these additional staffing costs be passed onto the Riverside After Grad Committee.

In the past, the Riverside After Grad Committee has made every effort to keep the facility clean. Therefore, it is anticipated that the regular scheduled custodial shift would be adequate for this event. However, should it be necessary to call in additional staff to clean up, provide security or if the facility or equipment incurs any damages, these costs would be passed on to the Riverside After Grad Committee.

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Waive the rental fees at Hyde Creek Recreation Centre.
	2	Reduce rental fees at the Hyde Creek Recreation Centre by 50%.
	3	Take no action (no waiver or reduction in fees).

ATTACHMENTS

Att#1: Letter of Request Riverside Secondary PAC

Lead author(s): Glenn Mitzel

RIVERSIDE SECONDARY SCHOOL

2215 Reeve Street, Port Coquitlam, B.C. V3C 6K8 Phone:
(604) 941-6053 Fax: (604) 937-8058

Friday, October 18th, 2019

Riverside Secondary After-Grad 2020 Hyde Creek Venue Request

Dear Mayor Brad West,

The After-Grad committee at Riverside Secondary is a committee run by parents and volunteers with the goal of providing a safe and substance-free After-Grad event for our graduates each year.

The 2020 Riverside After-Grad Committee would like to thank you and the city council for use of the Hyde Creek Recreation Center for the past years. Graduates were able to celebrate their accomplishments in a safe and fun environment. In 2019 attendance were approximately 350 students and guests, as well as over 50 parent volunteers and school staff. Coquitlam RCMP liaison officers and Hyde Creek Recreation staff assisted our parent volunteers to keep the graduates safe and drug- and alcohol-free. The event was a huge success and provided a fun-filled evening for all in attendance.

The 2020 Riverside Grad will be held on May 30th /31st 2020. The After-Grad Committee is very hopeful that we can book the Hyde Creek Recreation Center for this special night and have the facility rental fee again waived, as it has been in previous years.

The set up would commence on May 30th around 6:00 p.m., with the After-Grad officially starting just before midnight. We would expect the After-Grad Committee and parent volunteers to have the facility emptied and clean again by approximately 6:00 a.m. on the morning of May 31st.

Your support and generosity are very much appreciated and will help guarantee the success of Grad Night 2020 for our Riverside graduates.

Thank you & Warmest Regards,

Tanya Grimbeek
After-Grad Committee Chairperson



Cell: 778 322 4952

Email: tgrimbeek@gmail.com