

Tuesday, September 27, 2022, 6:00 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, September 27, 2022, Council Meeting Agenda be adopted as circulated.

3. CONFIRMATION OF MINUTES

None.

4. PROCLAMATIONS

4.1. Fire Prevention Week - October 9th - October 15th, 2022

4

5. DELEGATIONS

None.

6. PUBLIC HEARINGS

None.

7. BYLAWS

7.1. Zoning Amendment Bylaw for 590 Dominion Avenue - First Two Readings

5

Recommendation:

That Council give first two readings to "Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2022, No. 4285" to amend the zoning designation of 590 Dominion Avenue from A (Agricultural) to M3 (Light Industrial).

- 7.2. **Zoning Amendment Bylaw for 1759, 1771, 1775, 1781 Prairie Avenue - First Two Readings** 15

Recommendation:

That Council give first two readings to “Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2022, No. 4286” to amend the zoning designation of 1759, 1771, 1775, 1781 Prairie Avenue from RS1 (Residential Single Dwelling 1) to RTh3 (Residential Townhouse 3).

- 7.3. **2650 Burleigh Avenue and 2634 - 2636 Kingsway Avenue - Road Closure Bylaw - First Two Readings** 27

Recommendation:

That Council give Road Closure Bylaw, No. 4288, 2022 first two readings.

- 7.4. **Zoning Amendment Bylaw 2258 Kelly Avenue - Adoption** 31

Recommendation:

That Council adopt Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2021, No. 4238.

- 7.5. **2023 Permissive Tax Exemption Bylaws - Adoption** 42

Recommendation:

That:

1. *Council adopt Permissive Tax Exemption Bylaw, 2022, No. 4284 to provide a permissive tax exemption to PLEA Community Services Society of British Columbia for 2023 – 2032; and*
2. *Council adopt Permissive Tax Exemption Amendment Bylaw, 2022, No. 4287 to provide a permissive Tax exemption to Atira Women's Resource Society for 2023.*

8. REPORTS

- 8.1. **BC Active Transportation Grant (2022)** 45

Recommendation:

That Council confirm support for the Kingsway Avenue Multi-use Path (MUP) project and provide overall grant management in the amount of \$500,000 from the BC Active Transportation Infrastructure grant program.

- 8.2. **Investing in Canada Infrastructure Program - Adaptation, Resilience and Disaster Mitigation Fund** 51

Recommendation:

That Council confirm support and provide overall grant management in the amount of \$1,107,283 for the Cedar Drainage Pump Station from the Investing

in Canada Infrastructure – Adaptation, Resilience & Disaster Mitigation fund.

9. NEW BUSINESS

10. ADJOURNMENT

10.1. Adjournment of the Meeting

Recommendation:

That the Tuesday, September 27, 2022, Council Meeting be adjourned.

PROCLAMATION

WHEREAS: The Port Coquitlam Fire and Emergency Services is committed to ensuring the life safety of all those living in and visiting our city from the adverse effects of fire; and

WHEREAS: Fire is a serious public safety concern both locally and nationally, and homes are the locations where people are at greatest risk from fire; and

WHEREAS: Residential structure fires accounted for 25% of all structure fires Port Coquitlam Fire and Emergency Services responded to in 2021; and

WHEREAS: Port Coquitlam residents are responsive to public education measures and are able to take personal steps to increase their safety from fire, especially in their homes by ensuring they have working smoke alarms and carbon monoxide alarms and a home escape plan; and

WHEREAS: The 2022 Fire Prevention Week theme “Fire won’t wait. Plan your escape” effectively serves to remind Port Coquitlam residents it is important to have a planned home fire escape plan that is practiced with each member of your home; and

WHEREAS: We urge all the people of Port Coquitlam to protect their families by heeding this important safety message of Fire Prevention Week 2022, and to support the many public safety activities and efforts of Port Coquitlam Fire and Emergency Services.

NOW THEREFORE: I, Brad West, Mayor of the Corporation of the City of Port Coquitlam,

DO HEREBY PROCLAIM

October 9th to 15th, 2022 as

**“FIRE PREVENTION WEEK
IN PORT COQUITLAM”**

Brad West
Mayor



Zoning Amendment Bylaw for 590 Dominion Avenue- First Two Readings

RECOMMENDATION:

That Council give first two readings to “Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2022, No. 4285” to amend the zoning designation of 590 Dominion Avenue from A (Agricultural) to M3 (Light Industrial).


PREVIOUS COUNCIL/COMMITTEE ACTION

On September 6, 2022, Committee of Council resolved:

“That Committee of Council recommend to Council:

- 1. The zoning of 590 Dominion Avenue be amended from A (Agricultural) to M3 (Light Industrial); and,*
- 2. Prior to adoption of the amending bylaws, the following conditions be met to the satisfaction of the Director of Development Services:*
 - a) Registration of a legal agreement to apply specific building, parking, loading and landscape design requirements for appropriate treatment between non-industrial sites to the north of Dominion Avenue and the industrial site;*
 - b) Completion of design and submission of securities and fees for off-site works and services;*
 - c) Dedication of a 10m wide road allowance along the property’s Seaborne Avenue frontage;*
 - d) Dedication of 3m x 3m corner cut-offs along Fremont Street and Seaborne Avenue and Dominion Avenue and Fremont Street; and,*

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Give first two readings to the bylaw.
	2	Delay first two readings and request staff to provide additional information.
	3	Deny first two readings of the bylaw.

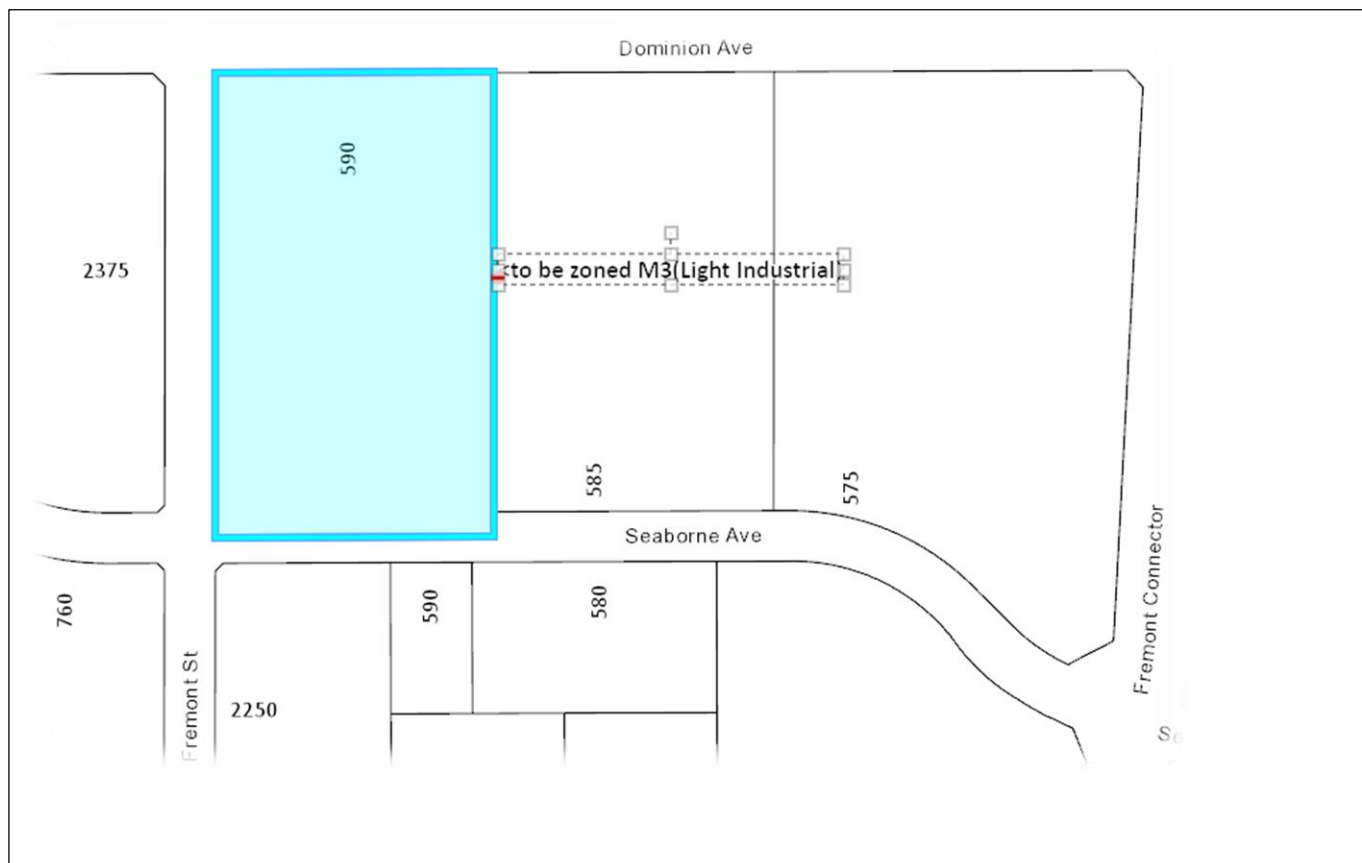
Attachment 1 – Bylaw 4285

Attachment 2 – Report to Committee September 6, 2022

Bylaw No. 4285

6

SCHEDULE 1



Rezoning Application for 590 Dominion Avenue

RECOMMENDATION:

That Committee of Council recommend to Council that:

- 1. The zoning of 590 Dominion Avenue be amended from A (Agricultural) to M3 (Light Industrial); and,*
- 2. Prior to adoption of the amending bylaws, the following conditions be met to the satisfaction of the Director of Development Services:*
 - a) Registration of a legal agreement to apply specific building, parking, loading and landscape design requirements for appropriate treatment between non-industrial sites to the north of Dominion Avenue and the industrial site;*
 - b) Completion of design and submission of securities and fees for off-site works and services;*
 - c) Dedication of a 10m wide road allowance along the property's Seaborne Avenue frontage;*
 - d) Dedication of 3m x 3m corner cut-offs along Fremont Street and Seaborne Avenue and Dominion Avenue and Fremont Street; and,*
 - e) Confirmation of approval by the Ministry of Transportation and Infrastructure.*

REPORT SUMMARY

This report provides for Committee consideration, an application to amend the zoning at 590 Dominion Avenue from Agricultural (A) to Light Industrial (M3) to enable the subdivision and development of two new industrial buildings. The development potential of the property is significantly impacted by a BC Hydro right-of-way that spans half of the site. Rezoning to the Light Industrial zone would be in keeping with the City's land use policies and the site's industrial land use designation in the Official Community Plan. The report recommends a set of conditions be met as part of the rezoning to achieve these objectives and approval is recommended.

BACKGROUND

Proposal: The applicant, Orion Construction, has proposed to rezone the subject property from Agricultural (A) to Light Industrial (M3) with the intent to subdivide one lot into two lots and develop two new light industrial buildings at 590 Dominion Avenue.

Site Context: The 5-acre, rectangular shaped lot is located at the corner of Dominion Avenue and Fremont Street. The site is currently vacant of structures and is located within the floodplain, with no existing agricultural uses. The property is relatively flat except for the northeast side of the property which has steep grade separation and slopes down from Dominion Avenue. There is a 2.5-acre BC Hydro right-of-way (ROW) that covers a significant portion of the west side of the property, supported by three large power poles in the middle of the property. Surrounding land uses are comprised of light industrial to the east, west and south, townhouse residential to the northwest, and recreation commercial (Carnoustie Golf Course) to the north.

Rezoning Application for 590 Dominion Avenue

An outstanding watercourse compensation matter from the time when the Dominion Triangle Compensation Strategy was developed and constructed by Conwest has been resolved to the satisfaction of all parties involved.



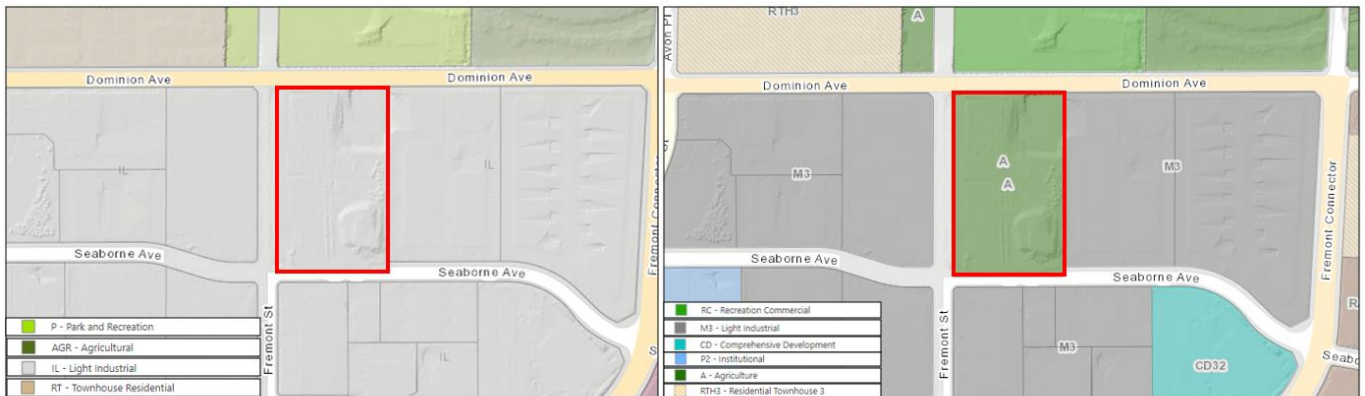
Location Map

Policy and Regulations: The land use designation in the Official Community Plan for the site is Light Industrial and its current zoning is Agriculture. The proposed M3 Light Industrial zone would permit uses such as warehousing, trade contractors, manufacturers and producers, and commercial indoor recreation; it would also require businesses to operate fully within a building, not produce excessive noise, odour or other disturbances and not have outdoor storage.

This site will be subject to form and character and environmental conservation Development Permit objectives and design guidelines. Development permits would be considered after adoption of a Zoning Bylaw amendment.

The site is located within 800 metres of a controlled access highway (Mary Hill Bypass). Pursuant to s.52 of the *Transportation Act*, approval from the Ministry of Transportation and Infrastructure (MOTI) will be required prior to adoption of an amending bylaw.

Rezoning Application for 590 Dominion Avenue

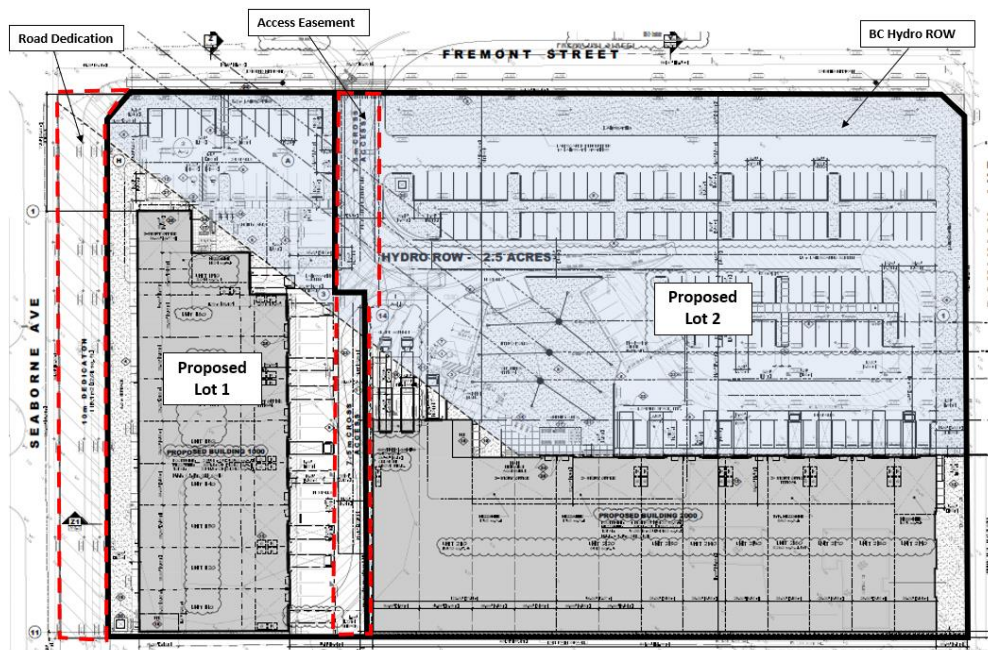


Current OCP Land Designations

Current Zoning

Project Description: The applicant is proposing to rezone and subdivide the property to create a 3.3-acre lot and a 1.35-acre lot, each to be developed with a light industrial building.

The BC Hydro ROW greatly impacts the proposed lot configurations, building placement, and both building and landscape design. The proposed lot and development configuration provides for one shared vehicle access to the site from Fremont Street with buildings oriented towards Fremont Street, Seaborne Avenue and Dominion Avenue to avoid the Hydro ROW.



Proposed Site Plan

The project is expected to be similar to other industrial developments recently constructed within the Dominion Triangle. The proposed tilt-up concrete buildings would be multi-tenanted and have a total floor area of 5,197 m² (55,946 ft²) and 3,194 m² (34,390 ft²). Each unit would have an independently

Rezoning Application for 590 Dominion Avenue

accessible loading bay. The applicant has noted that the types of tenants anticipated for the industrial units would require smaller trucks for loading, between 20 to 30 feet long, with only larger units requiring semitrailers.

The proposed buildings feature a high-quality architectural design and include extensive glazing and glass, and metal composite cladding. Significant landscaping has been proposed throughout in order to screen loading bays from the street, with the inclusion of pavers in select parking locations to increase the permeability of the site. A landscaped berm has also been proposed along Fremont Street in order to capture rainwater runoff and sediment from the at-grade parking.



Rendering of Building 2000 looking southeast off of Dominion Ave.



Rendering of Building 1000 looking southeast off of Fremont St.

The applicant has been working with BC Hydro on limiting the impacts of the overhead wiring; the anticipated solution replaces the existing three large power poles in the middle of the property with a monopole. This change would reduce physical limitations by raising the overhead lines and allowing for greater circulation, parking and landscaped areas on-site. It is anticipated that the site will be developed with a surplus of approximately 84 parking stalls beyond the requirements within the City's Parking and Development Management Bylaw. Confirmation of these details and an analysis of the development proposal's compliance with zoning and parking regulations and the objectives and guidelines of the development permit area designation would be provided to Committee following consideration of the rezoning.

Rezoning Application for 590 Dominion Avenue

In keeping with similar industrial rezoning proposals in the Dominion Triangle, a covenant to require specific design requirements would be recommended as a condition of rezoning to ensure that the future industrial developments are compatible with the residential uses to the northwest and golf course to the north, similar to other developments on the south side of Dominion Avenue. These requirements include:

- a 6m wide landscape strip along the north property line adjacent to Dominion Avenue to soften the appearance of industrial building façades and screen any open parking spaces;
- a restriction to prohibit fencing or walls with an industrial character, such as chain link, barbed wire, or lock-block walls;
- Loading bays, transport vehicle parking and transport vehicle driveways shall be designed to include a high architectural detail and screened with substantial landscaping when located in yards that directly front Dominion Avenue or to a fronting street;
- a requirement that garbage and recycling storage areas be included within a building;
- a restriction on the illumination of yards along Dominion Avenue to ensure lighting does not shine directly into residences, control glare and that the lighting adheres to dark sky principles;
- a restriction that all roof top units and equipment must be screened and consistent with the overall design vocabulary and materials of the building; and,
- a design requirement for building articulation, glazing, varied roofline heights and architectural details to mitigate the box-like massing typical of industrial buildings by adding visual interest.

Requested Variances: Due to the unique configuration of the site and the impacts of the BC Hydro ROW, the proposal will require a minor variance to allow overhead doors, off-street loading areas and loading docks to front a street. The impacts of this request would be mitigated through the recommended design covenant (requiring a high architectural character of design as well as substantial screening of landscaping to loading bays fronting a street) and considered through issuance of the Development Permit.

Offsite Improvements: This project requires off-site upgrades along Fremont Street and Seaborne Avenue, including: roadworks, pavement marking design, street lighting, street trees, and service upgrades as necessary. Corner cuts are also required along Fremont Street and Seaborne Avenue and Dominion Avenue and Fremont Street. The site is to be serviced with underground Hydro and telecommunication connections. Development Cost Charges are applicable and will be collected at the time of subdivision or building permit.

In order to meet road width standards along the Seaborne Ave frontage, a 10 metre-wide dedication is required. A shared access agreement for the Fremont Street entrance and drive-aisle would also be registered on the two future properties at the time of subdivision.

Rezoning Application for 590 Dominion Avenue

DISCUSSION

The proposed rezoning adheres to policy objectives of the Official Community Plan for industrial areas, which encourage employment opportunities in the industrial, retail, office, service, public and agricultural sectors in support of a diversified local economy and a higher quality of life in the community.

BC Hydro prohibits the construction of buildings within their ROW, so the proposed sites have been carefully designed to intensify the unrestricted areas with building envelopes, and use the Hydro ROW portion of the site for parking and landscaping. Potential replacement of the three poles with a monopole would aid in a better circulation/enhanced landscaping for the site and improved aesthetics, but will not impact building envelope placement.

The design of the industrial buildings and landscaping and the determination of the environmental conservation measures would be considered at a future Committee of Council meeting. Given the tight constraints of the site, staff anticipate some siting relaxations may be sought; these requests are not anticipated to be significant and will be addressed through development permit consideration.

It is staff's opinion that the proposal is aligned with established direction in the OCP. Staff recommend the proposal be supported with the following provisions:

- Registration of a legal agreement to apply specific building, parking, loading and landscape design requirements for appropriate treatment between non-industrial sites to the north of Dominion Avenue and the industrial site as well as loading bays fronting a street;
- Submission of civil design and fees and securities for off-site works and services;
- Dedication of a 10m wide road allowance along the property's Seaborne Avenue frontage;
- Dedication of 3m x 3m corner cut-offs along Fremont St and Seaborne Avenue and Dominion Avenue and Fremont Street; and,
- Confirmation of preliminary approval by the Ministry of Transportation and Infrastructure.

FINANCIAL IMPLICATIONS

Once rezoned to allow for light industrial uses, it is anticipated that there will be an increase in property tax revenue from this property.

PUBLIC CONSULTATION

A sign providing notification of the application is posted on-site. To date, Planning staff have not received any comments in association with the rezoning application. If the application proceeds to Public Hearing, the city would provide notification by mail to residents located within 120m of the site and advertise the Public Hearing in the newspaper.

Rezoning Application for 590 Dominion Avenue



Staff conducted a site visit on August 23rd, 2022 to ensure that the sign is in good standing on the subject property.

OPTIONS (✓ = Staff Recommendation)

	#	Description
✓	1	Recommend to Council that the zoning of 590 Dominion Avenue be amended from A (Agricultural) to M3 (Light Industrial) and that the specified condition be met prior to adoption of the rezoning bylaw.
	2	Request additional information or amendments to the application to address specified issues prior to making a decision on the application.
	3	Recommend to Council that the rezoning application be refused.

Lead author(s): Graeme Muir

Zoning Amendment Bylaw for 1759, 1771, 1775, 1781 Prairie Avenue - First Two Readings

RECOMMENDATION:

That Council give first two readings to “Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2022, No. 4286” to amend the zoning designation of 1759, 1771, 1775, 1781 Prairie Avenue from RS1 (Residential Single Dwelling 1) to RTh3 (Residential Townhouse 3).


PREVIOUS COUNCIL/COMMITTEE ACTION

On September 6, 2022, Committee of Council approved:

“That Committee of Council recommend to Council that:

- 1. The zoning of 1759, 1771, 1775, 1781 Prairie Avenue be amended from RS1 (Residential Single Dwelling 1) to RTh3 (Residential Townhouse 3);*
- 2. That the amending bylaw include provisions to provide for up to four additional dwelling units and bonus density contribution of \$58,500 per additional dwelling unit;*
- 3. That prior to adoption of the amending bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
 - a. Installation of protective fencing for trees to be retained on and off site;*
 - b. Demolition of existing buildings and structures;*
 - c. Consolidation of the lots;*
 - d. Completion of design and submission of securities and fees for off-site works and services including a new fire hydrant on the north side of Prairie Ave; and*
 - e. Registration of a legal agreement to require the project to achieve a minimum Built Green® Gold construction standard”.*

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Give first two readings to the bylaw.
	2	Delay first two readings and request staff to provide additional information.
	3	Deny first two readings of the bylaw.

Attachment 1 – Bylaw 4286

Attachment 2 – Report to Committee September 6. 2022

CITY OF PORT COQUITLAM
ZONING AMENDMENT BYLAW, 2022

Bylaw No. 4286

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

1. CITATION

This Bylaw may be cited as “Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2022, No. 4286”.

2. ADMINISTRATION

2.1 The Zoning Map of the “Zoning Bylaw, No. 3630” is hereby amended to reflect the following rezoning:

Civic: 1759, 1771, 1775, 1781 Prairie Avenue

Legal: Lots 14 and 17, Block C, District Lot 479, Group 1, NWD Plan 2006; and
Lots C and D, District Lot 479, Group 1, NWD Plan 19495

From: RS1 (Residential Single Dwelling 1)

To: RTh3 (Residential Townhouse 3)

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

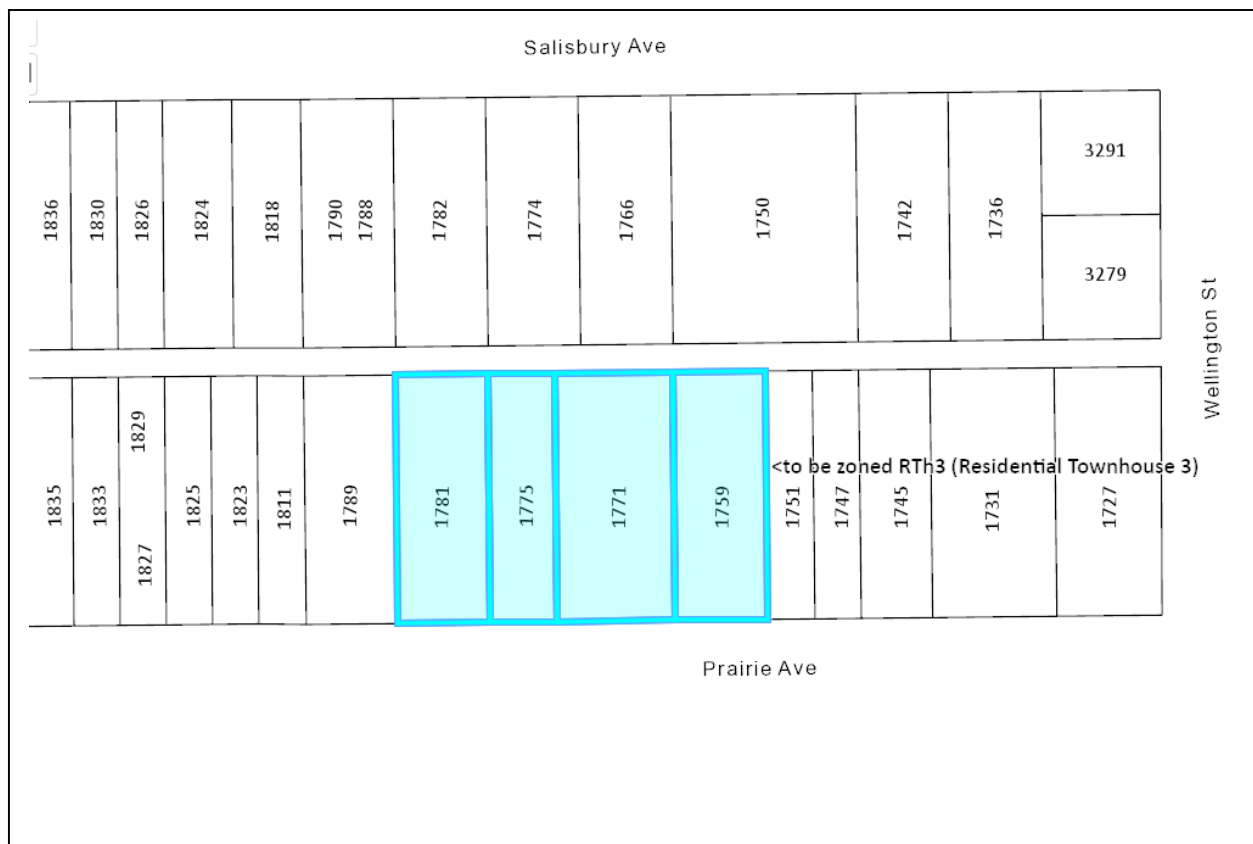
2.2 That Zoning Bylaw, 2008, No. 3630, RESIDENTIAL ZONES, 2.5 ADDITIONAL REGULATIONS, Density of Development, is hereby amended by adding the following clause after 5(j):

- k) On the site comprised of Lots 14 and 17, Block C, District Lot 479, Group 1, NWD Plan 2006; Lots C and D, District Lot 479, Group 1, NWD Plan 19495 (1759, 1771, 1775, 1781 Prairie Avenue), the lot area for each dwelling unit shall not be less than 220 m² unless the owner contributes \$58,500 per dwelling unit proposed to be constructed in excess of the number of dwelling units that could be developed on the land based on 220 m² of lot area per dwelling unit basis to a City reserve fund for the provision of community amenities and social housing amenities, in which case the lot area for each dwelling unit shall be not less than 188 m² per unit based on the combined size of properties of 4,345.1 m².

READ A SECOND TIME this _____ day of _____, 2022

Corporate Officer

Bylaw No. 4286



RECOMMENDATION:

That Committee of Council recommend to Council that:

- 1) The zoning of 1759, 1771, 1775, 1781 Prairie Avenue be amended from RS1 (Residential Single Dwelling 1) to RTh3 (Residential Townhouse 3);*
- 2) That the amending bylaw include provisions to provide for up to four additional dwelling units and bonus density contribution of \$58,500 per additional dwelling unit;*
- 3) That prior to adoption of the amending bylaw, the following conditions be met to the satisfaction of the Director of Development Services:*
 - a. Installation of protective fencing for trees to be retained on and off site;*
 - b. Demolition of existing buildings and structures;*
 - c. Consolidation of the lots;*
 - d. Completion of design and submission of securities and fees for off-site works and services including a new fire hydrant on the north side of Prairie Ave; and*
 - e. Registration of a legal agreement to require the project to achieve a minimum Built Green® Gold construction standard.*

REPORT SUMMARY

This report provides for consideration of a rezoning application to amend the zoning at 1759, 1771, 1775, 1781 Prairie Avenue from RS1 (Residential Single Dwelling 1) to RTh3 (Residential Townhouse 3) to permit the development of a 3-storey, 23-unit townhouse complex with landscaping. The proposed change in use is in keeping with the townhouse designation and development policies of the Official Community Plan and the development is designed to comply with the regulations of the RTh3 zone.

BACKGROUND

Proposal: The applicant, CityState Consulting Group, has proposed a 23-unit townhouse development on the north side of Prairie Avenue at a mid-block location.

Context: The 4,345 m² (approximately one acre) site is located on the north side of Prairie Avenue between Oxford and Wellington Streets. It includes four relatively flat lots which are currently occupied by older single residential houses, mature trees and other landscaping. Surrounding land uses consist primarily of one and two storey detached homes, duplexes and a few recent townhouse developments. The site is in close proximity to the Northside Centre, schools, parks and other community amenities.

Rezoning Application for 1759, 1771, 1775, 1781 Prairie Avenue



Location Map

Policy and Regulations: The Official Community Plan (OCP) designates the site as RT – Townhouse Residential to enable consideration of townhouse uses. OCP housing policies encourage a variety of housing types throughout the community to accommodate the needs of Port Coquitlam’s growing population. The current zoning is RS1 (Residential Single Dwelling 1); the proposed zoning is RTh3 (Residential Townhouse 3).



Current OCP Land Use Designation



Current Zoning

If rezoned, the site would be subject to the Intensive Residential and Environmental Conservation development permit area designations of the OCP. The residential design guidelines promote

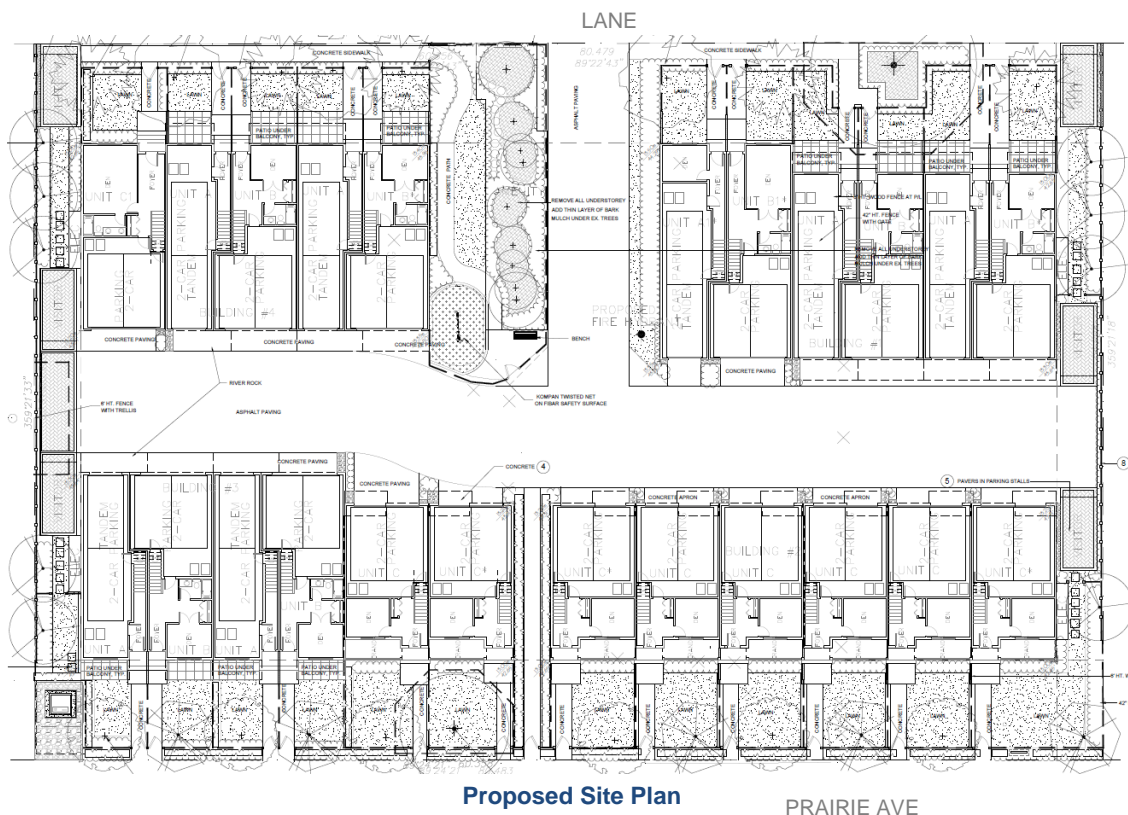
Rezoning Application for 1759, 1771, 1775, 1781 Prairie Avenue

coordination of siting and building design; use of high-quality cladding materials; consideration of the relationship between buildings and open areas; and the overall visual impact of buildings and landscaping. The environmental conservation objectives and guidelines encourage sustainable development and building design; efficient use of energy, water and other resources; and reduction of waste and pollution.

In addition, Council may consider proposals for density bonuses at the time of rezoning on a site-by-site basis in accordance with the Density Bonus Policy. The density bonus policy further states where a zoning bylaw amendment permits additional density in exchange for an amenity contribution. The value of the amenity contribution shall be based on the increase in land value attributable to the additional density.

The recent Housing Needs Report highlights the need for additional ground-oriented dwelling units with three or more bedrooms.

Project Description: The proposed development consists of twenty-three, 3-bedroom townhouse units ranging from 145 m² (1560 ft²) to 168 m² (1810 ft²) in size distributed into four buildings. The units fronting Prairie Avenue would have direct pedestrian access to the street, landscaped front yards and defined entries. The units located at the back of the site have front entrances oriented to the lane with pedestrian access via a landscaped pathway linking these homes to Prairie Avenue.



Rezoning Application for 1759, 1771, 1775, 1781 Prairie Avenue

Vehicle access to the proposed development would be from the lane with each dwelling unit having two parking spaces in a garage accessed off an internal driveway. Seven out of the twenty-three units (about 30%) utilize tandem parking. Six visitor parking spaces are distributed throughout the site with four spaces accessed from the internal driveway and two from the lane. Garbage, recycling and organic waste storage would be accommodated within each individual unit's garage with pick-up from the internal driveway or the lane.

The proposed three-storey building design utilizes a craftsman architectural style and feature a variety of roof, window and entry elements. The buildings will feature high quality cladding materials including fibre-cement horizontal siding and wall shingles with a neutral colour palette including subtle grays and muted blue with white trims.



View from the lane looking southeast

To promote privacy between the development and adjacent homes the buildings have been setback from the side yards 3.5m (11.5') and designed with minimal side yard windows. A privacy fence, hedging and a few trees have also been proposed in the side yards to soften the edges and further promote privacy.

The landscape plan includes a mixture of trees (39), shrubs (382), perennials and groundcover (607) plants throughout the site. The site contains 31 trees of varying size, condition and species. An arborist report was submitted that identifies measures to protect 11 trees on-site including a large stand of trees at the back of the site and one tree off-site. Twenty trees are proposed to be removed

Rezoning Application for 1759, 1771, 1775, 1781 Prairie Avenue

due to either their poor condition or their location in the proposed building area. A total of 28 trees are proposed to be planted around the perimeter of the site to replace the 20 existing trees to be removed.

A common outdoor amenity space with a small child play area, seating and pathway beside the stand of existing trees is proposed in addition to the required private outdoor space (yards) for each unit. Activities such as gardening could be accommodated in individual yards and car and bike washing can be accommodated on the driveway in front of each unit.

The proposal does not require any siting or parking variances and further details of the project's design and landscaping would be confirmed in Committee's future consideration of the development permit application after bylaw adoption.



View from Prairie Avenue

To meet the sustainability objectives of the OCP and environmental conservation development permit area guidelines, the applicant has proposed that the building will be designed and constructed to meet a green building standard of Built Green® Gold which has the energy performance equivalency of Step 3 in the Step Code. This would provide for greater energy efficiency for the new buildings and reduced energy costs for future residents. The Built Green® Gold standard includes other sustainability components such as indoor air quality, ventilation and water conservation. Registration of a legal agreement is recommended as a condition of rezoning to ensure this standard is met.

Rezoning Application for 1759, 1771, 1775, 1781 Prairie Avenue

Project Profile

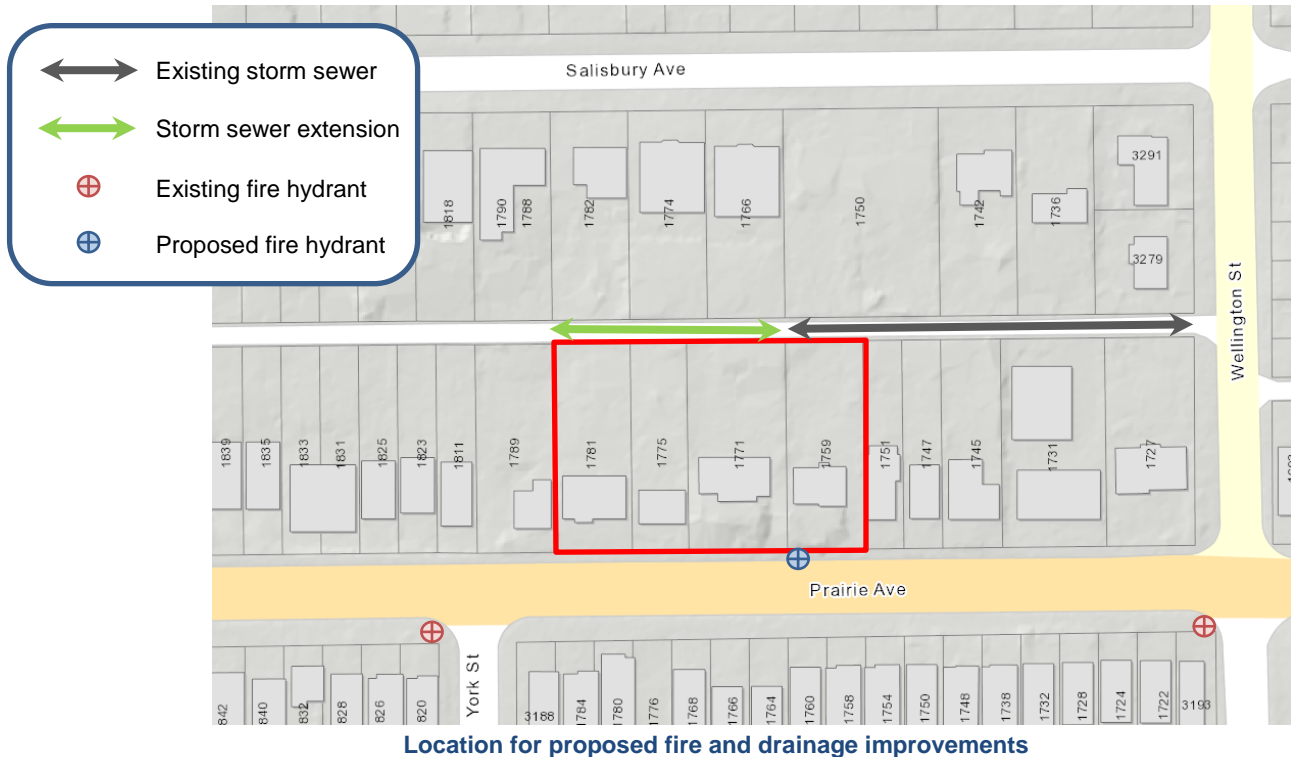
	Bylaw Regulations	Proposed ¹
Minimum site area	1,000 m ²	4,345 m ²
Density (units per area)	19 (1 unit per 220 m ²)	23 (1 per 188 m ²)
Building lot coverage	40%	39.8%
Setbacks:		
Front (Prairie)	7.5 m	7.53 m
Rear (Lane)	7.5 m	7.52 m
Interior Side (East)	3.5 m	3.51m
Interior Side (West)	3.5 m	3.50 m
Building height:	10.5 m	10.48 m
Parking - Total	51	52
Resident	46	46
Visitor	5	6
Small car	25% (12 spaces)	0%
Tandem parking	40% (18 spaces)	30% (14 spaces)
Usable open space	30 m ² per unit	28 to 63 m ² per unit
Impervious surface	n/a	70%

Proposed Bonus Density: The RTh3 zone permits one dwelling unit per 220 m² of lot area which equates to nineteen units; the applicants are proposing four additional dwelling units for a total of twenty-three townhomes. A third-party market appraisal was conducted and establishes the increased land value for the four additional units to be \$58,500 per unit. If approved, the applicant would be required to contribute a total of \$234,000 to the City's Community Amenities and Special Needs Housing Reserve Funds prior to issuance of a building permit.

Off-Site Infrastructure and Services: In accordance with the Subdivision Servicing Bylaw, required off-site improvements would include the frontage along Prairie Avenue to be reconstructed ½ road plus 1 metre, complete with curb and gutter, sidewalk, road drainage, landscaping and street lighting. Staff are further recommending the applicant be required to install a new fire hydrant on the north side of Prairie Avenue in front of the site and extend the storm sewer in the lane to complete the reconstruction of lane with drainage abutting the site. New service connections (water, sanitary and storm sewers) to the site will be required and the undergrounding of overhead wiring for Hydro and telecommunications will be reviewed.

¹ Information provided by applicant

Rezoning Application for 1759, 1771, 1775, 1781 Prairie Avenue



DISCUSSION

The OCP establishes how the community is intended to develop, designates lands for uses in keeping with the policies and provides guidance on the types of housing, services and community supports the City should encourage. The proposal to rezone 1759, 1771, 1775 and 1781 Prairie Avenue to permit a townhouse development complies with the site's Townhouse OCP land use designation and is in keeping with policies to encourage a variety of housing options throughout the community. The proposal also aligns with the recommendations of the recent Housing Needs Report which highlighted the urgent need for increased housing supply including an estimated 1,640 new ground-oriented homes by 2026 that offers greater housing options for families. The development is designed with careful consideration of adjacent properties and will be an attractive addition to the streetscape.

The applicant has requested consideration of additional density (4 additional townhouse dwellings) at the site. The additional townhouses are well integrated into the site and have been accommodated without requests to vary the zoning and parking regulations. In addition, a large stand of mature trees would be retained and incorporated into the proposed outdoor amenity space with a small children's play area.

Rezoning Application for 1759, 1771, 1775, 1781 Prairie Avenue

The rezoning application adheres to the environmental policies of the OCP through the use of the Built Green® green building program. The design of the project and its landscaping is expected to result in an attractive addition to the area. Staff recommend approval.

FINANCIAL IMPLICATIONS

There are no immediate financial implications for the report, however, the proposed development will result in an increase in property tax revenue and will generate density bonus funds.

PUBLIC CONSULTATION

The applicants advise they consulted with more than 50 neighbours in the immediate area and most were supportive of the townhouse development. A few residents expressed concern with potential loss of views and increase in traffic.

A development sign has been posted on the site fronting Prairie Avenue since April 2020. Planning staff have not received any comments in association with the rezoning application. If the application proceeds to Public Hearing, the City would provide notification by mail to residents located within 120m of the site and advertise the Public Hearing in the local newspaper.

Staff conducted a site visit on August 17, 2022 to ensure that the development sign is in good standing on the subject property.



Development Sign

OPTIONS (✓ = Staff Recommendation)

	#	Description
✓	1	Recommend to Council that the zoning of 1759, 1771, 1775, 1781 Prairie Avenue be amended from RS1 to RTh3 with density bonus provisions and that the specified conditions be met prior to adoption of the rezoning bylaw.
	2	Request additional information or amendments to the application to address specified issues prior to making a decision on the application.
	3	Recommend to Council that the rezoning application be refused.

Rezoning Application for 1759, 1771, 1775, 1781 Prairie Avenue

ATTACHMENTS

Attachment 1: Arborist report

Attachment 2: Development concept

Lead author(s): Natalie Coburn

2650 Burleigh Avenue and 2634 – 2636 Kingsway Avenue - - Road Closure Bylaw - First Two Readings

RECOMMENDATION:

That Council give first two readings to Road Closure Bylaw No. 4288, 2022.

PREVIOUS COUNCIL/COMMITTEE ACTION

On June 8, 2021, Council gave first two readings to a Zoning Amendment Bylaw to change the zoning of the subject lands from CC (Community Commercial) and RS1 (Residential Single Dwelling 1) to Comprehensive Zone CD38 to permit development of a mixed-use multi-family building at 2634-38 Kingsway Avenue and 2650 Burleigh Avenue. At that time, Council set a number of conditions precedent to adoption, including closure and sale of the adjacent lane to provide for consolidation of the development site.

On June 22, 2021, at the conclusion of the Public Hearing, Council, in an open meeting, gave third Reading to the Zoning Amendment Bylaw.

REPORT SUMMARY

This report recommends first two readings of Road Closure Bylaw 4288, 2022, a bylaw to permit the closure of the unopened lane adjacent to 2634-36 Kingsway Avenue and 2650 Burleigh Avenue. Closure of the lane is needed to facilitate the development of a mixed commercial and residential building on the site.

BACKGROUND

A rezoning application is in progress (currently sitting at third reading) to amend the zoning at 2650 Burleigh Avenue and 2634 and 2636 Kingsway Avenue from CC (Community Commercial) and RS1 (Residential Single Dwelling 1) to a Comprehensive Development Zone to permit a 5-storey, 46-unit apartment building with underground parking, landscaping and ground floor commercial along Kingsway Avenue. There are a number of conditions that must be met prior to adoption of the Bylaw, including the closure and sale of the unopened lane (218 m²) to consolidate with the lands within the development site.

All utilities' owners have been consulted and have indicated they have no interest in, or concerns with, the sale and closure of the road allowance.

2650 Burleigh Avenue and 2634 – 2636 Kingsway Avenue - - Road Closure Bylaw - First Two Readings



Next Steps

Prior to adoption of the Road Closure Bylaw, notice of the road closure and sale will be published in accordance with the requirements of s.26 of the Community Charter. Once the Bylaw is approved, the lane may be closed, sold and consolidated with the other parcels.

Staff is recommending that Council give first two readings to the Bylaw.

OPTIONS (✓ = Staff Recommendation)

	#	Description
✓	1	Give first two readings to the Bylaw.
	2	Defer first two readings pending further information regarding the closure and sale of the lane.
	3	Decline first two readings of the Bylaw.

ATTACHMENTS

Attachment 1: Bylaw No. 4288, 2022

Lead author(s): Kerri Wells

2650 BURLEIGH AVENUE and 2634 – 2636 KINGSWAY AVENUE –
ROAD CLOSURE BYLAW 4288, 2022

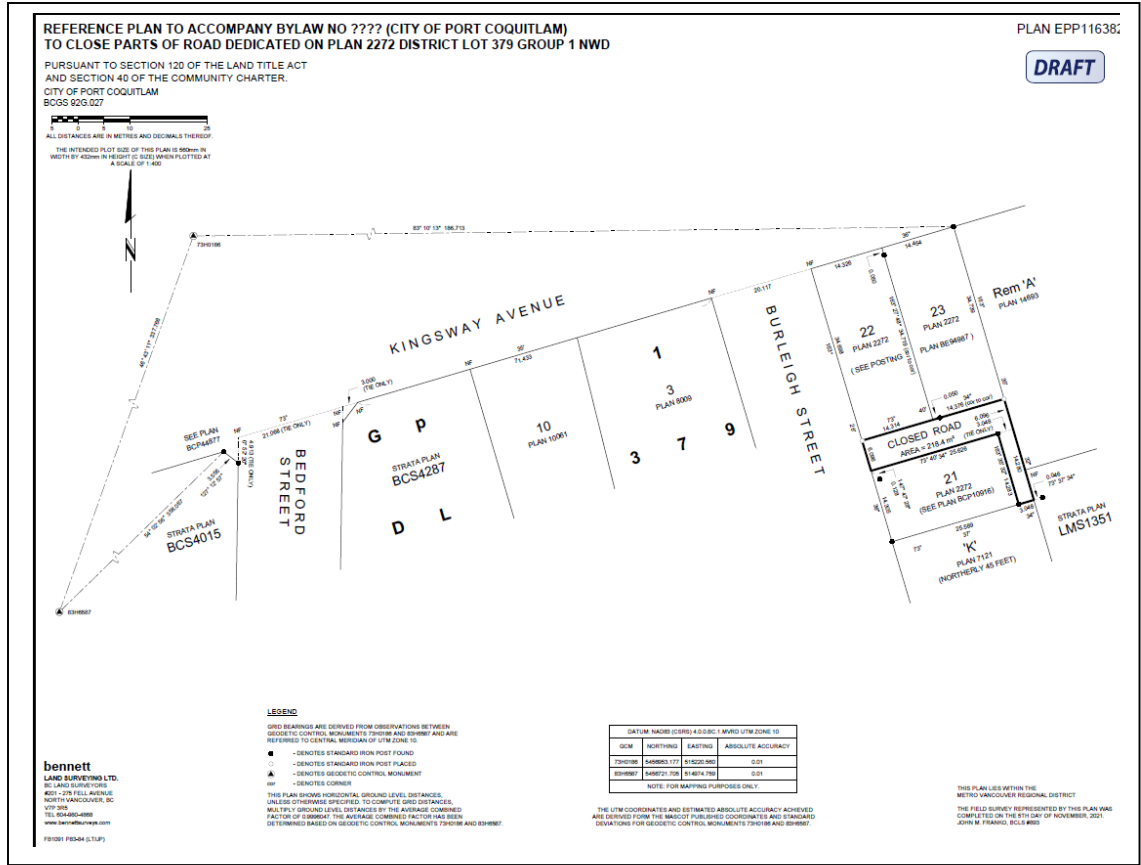
1. CITATION

2. ADMINISTRATION

- READ A SECOND TIME this _____ day of _____, 2022

Corporate Officer

SCHEDULE "A"



Zoning Amendment Bylaw for 2258 Kelly Avenue – Adoption

RECOMMENDATION:

That Council adopt Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2021, No. 4238.

PREVIOUS COUNCIL/COMMITTEE ACTION

July 27, 2021:

Council gave first two readings to Zoning Bylaw, 2008, No. 3630, Amendment Bylaw No. 4238 and directed that prior to final adoption, the following conditions be met to the satisfaction of the Director of Development Services:

- a. Demolition of existing structures;
- b. Installation of protective fencing for the onsite and offsite tree prior to issuance of demolition permit; and,
- c. Completion of design and submission of securities and fees for off-site works and services.

September 14, 2021:

Following the Public Hearing (held earlier the same evening) Council gave third reading to the Bylaw.


September 27, 2022:

Council of Committee to consider extending the expiry date of the amending Bylaw (expired on September 14, 2022).

REPORT SUMMARY

The amending Bylaw, if approved, will rezone the property at 2258 Kelly Ave from RA1 (Residential Apartment 1) to RRh (Residential Rowhouse) to permit the development of a 3-storey, 5-unit rowhouse building. The applicant has recently completed all 3rd Reading conditions. As the expiry date for bylaw adoption had already passed, staff will be presenting a report to Council of Committee at their meeting on September 27th recommending approval of the extension. The Bylaw will be presented to Council for adoption at the Council Meeting the same evening should the Committee grant the extension.

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Adopt the Bylaw.
	2	Not adopt the Bylaw.

ATTACHMENTS

Attachment 1: Bylaw No. 4238, 2022

Attachment 2 – Report to Committee, July 20, 2021

Lead author(s): Kerri Wells

CITY OF PORT COQUITLAM
ZONING AMENDMENT BYLAW, 2021
Bylaw No. 4238

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

1. CITATION

This Bylaw may be cited as “Zoning Bylaw, 2008, No. 3630, Amendment Bylaw, 2021, No. 4238”.

2. ADMINISTRATION

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

Civic: 2258 Kelly Avenue

Legal: Lot A, District Lot 289, New West District, Plan NWP2426

From: RA1 (Residential Apartment 1)

To: RRh (Residential Rowhouse)

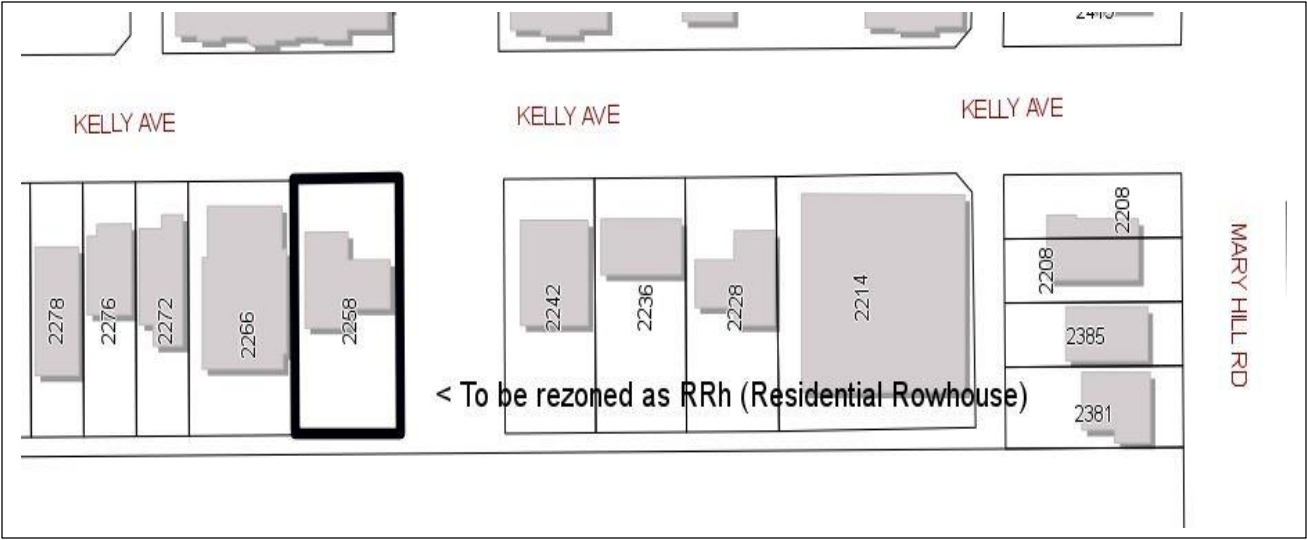
as shown on Schedule 1 attached to and forming part of this Bylaw.

READ A FIRST TIME this	27 th day of	July, 2021
READ A SECOND TIME this	27 th day of	July, 2021
PUBLIC HEARING this	14 th day of	September, 2021
READ A THIRD TIME this	14 th day of	September , 2021
ADOPTED this	day of	, 2022

Mayor

Corporate Officer

SCHEDULE 1



RECOMMENDATION:

That Committee of Council recommend to Council:

1. The zoning of 2258 Kelly Ave be amended from RA1 (Residential Apartment 1) to RRh (Residential Rowhouse).
2. Prior to adoption of the amending bylaw, the following conditions be met to the satisfaction of the Director of Development Services:
 - (a) Demolition of existing structures;
 - (b) Installation of protective fencing for the onsite and offsite tree prior to issuance of a demolition permit; and,
 - (c) Completion of design and submission of securities and fees for off-site works and services.

PREVIOUS COUNCIL/COMMITTEE ACTION

None.

REPORT SUMMARY

This report provides for consideration of a rezoning application to amend the zoning at 2258 Kelly Avenue from RA1 (Residential Apartment 1) to RRh (Residential Rowhouse) to permit the development of a 3-storey, 5-unit rowhouse building with landscaping. The proposal provides for infill development on a site too small for an apartment with no opportunity for consolidation and redevelopment to apartment. The project is designed to have a high architectural quality that respects the existing neighbourhood character. The report recommends a set of conditions be met as part of the rezoning and approval is recommended.

BACKGROUND

Proposal: The applicant, Farzin Yadegari, has proposed to redevelop a site on the south side of Kelly Avenue, abutting the Donald Street Pathway, with a 3-storey, 5-unit rowhouse building.

Context: The 801 m² (8,630 ft²) site is located midblock along Kelly Ave and currently contains an older two storey, single-residential home with one tree onsite. The site does not have any ability to redevelop through land assembly as it is located between the Donald Street Pathway and a 4-unit small scale apartment building developed in 2008. Other surrounding land uses include single-residential homes, 3 to 6 storey apartment buildings, and Elks Park to the rear of the site.

Rezoning Application – 2258 Kelly Avenue



Location map

Policy and Regulations: The land use designation in the Official Community Plan for the site is Apartment Residential. The property is currently zoned RA1 – Residential Apartment 1. OCP housing policies allow for Council consideration of rezoning to a multi-family zone, including the Residential Rowhouse zone (RRh), when the remaining lots on the block are of sufficient size to permit further multiple-family residential developments or where lot consolidation for apartment development is not feasible.

The intent of the RRh zone is to accommodate and regulate ground oriented attached dwelling units in a cluster and facing a street. A rowhouse building must contain 4 or more dwelling units each with an exterior entrance and outdoor space.

Should the proposed rezoning be approved, the design of the rowhouse proposal would need to show adherence to the Intensive Residential and Environmental Conservation Permit Area guidelines through the development permit process. These objectives include the orderly development of the area and to encourage coordination of the siting, form, and volume of intensive residential buildings and areas for parking, storage, and landscaping. Environmental objectives include encouraging sustainable building design, efficiency in energy, water, and other resources and reducing waste, pollution and degradation.

Rezoning Application – 2258 Kelly Avenue



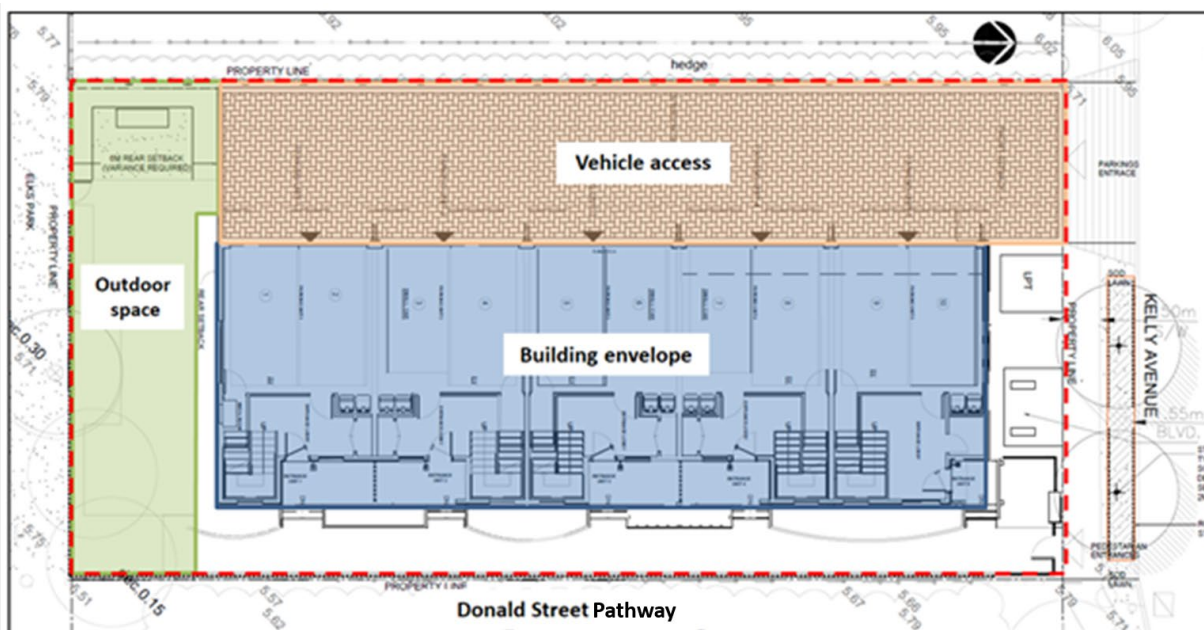
Current OCP Land Designations



Current Zoning

Project Description: The proposed development consists of a 5-unit, 3-storey building, made up of 3-bedroom units that are between 152 m² (1,636 ft²) and 162 m² (1,743 ft²) in size. The units are oriented towards the Donald Street Pathway, with ground floor pedestrian entry from a walkway secured by a gate off of Kelly Avenue. Second and third storey balconies on both sides of the rowhouse help break up the mass and provide private usable outdoor space for residents. The unit to the north has its entry oriented towards Kelly Avenue to provide greater visual interest with a wooden ornamental feature and enhanced landscaping along the street front.

A 1.2 m (4 ft) high wooden fence will provide privacy and screening along the front of the units adjacent to Donald Street Pathway. A higher fence is located along the rear next to Elks Park and west side of the property adjacent to the small apartment development. Two parking spaces per unit are located in individual garages accessed from the west side of the property off of Kelly Avenue. Recycling and garbage will be located within each individual garage.



Site plan

Rezoning Application – 2258 Kelly Avenue

The building is of a craftsman style design with articulated facades, varied roof lines, and a mix of materials and colours to increase the individuality of each unit. The building utilizes high quality horizontal cladding materials, prominent cornice with decorative eave brackets, brick veneer, aluminum railings and entry gate, and exposed architectural concrete. The west side of the building limits the number of windows in order to increase privacy between the proposed rowhouse and the existing apartment building.



Proposed rendering looking northwest along the Donald Street Pathway



Proposed rendering looking southeast along Kelly Ave

There is one Magnolia tree at the southeast corner of the site. Staff recommend the tree be retained as it is in good health and its location would allow for future landscaping around the tree. There is a large Maple tree offsite at the front of the Donald Street Pathway. The City's arborist has determined that the critical root zone will not be impacted by any future excavation. Tree protective fencing will be required as a condition of the rezoning for both the onsite and offsite tree as per the City's Tree bylaw.

The landscape plan will include 14 new trees, in addition to hedging, shrubs & groundcovers, pervious pavers, and a fence between the adjacent property to the west. Tree species will include Japanese maple, Columnar Hornbeam and Weeping Nootka Cypress. Large hedging on the neighbouring property to the west will provide additional privacy and screening to the garage and first level of the rowhouse. Open space has been provided at the rear of the property in the amount of 40 m² per dwelling unit. It has been programmed in a way to include benches, tables and chairs, a barbeque, and hopscotch painted pavers for children. The rowhouse abuts Elks Park to the rear, which will provide additional outdoor space for children and families. Further details of the building design and landscape plan would be reviewed through Committee's consideration of the Development Permit.

Rezoning Application – 2258 Kelly Avenue

Project Profile

	Bylaw Regulations ¹	Proposed ²	Variance
Site Area	n/a	801 m ² (8630 ft ²)	
Floor Area Ratio	1.0 maximum	0.97	
Dwelling Units	n/a	5 units	
Lot Coverage (Building)	55% maximum	45%	
Setbacks:			
Front (Kelly Ave)	3 m	3 m	
Rear (south)	7.5 m	6 m	1.5 m
Interior Side (west)	1.8 m	5.21 m	
Exterior Side (east)	3.5 m	3 m	0.5 m
Building Height	10.5 m	9.8 m	
Building Storeys	n/a	3 storeys	
Parking – Total	10	10	
Small Car	25% maximum (2 stalls)	3 stalls (30%)	1 stall
Outdoor Recreation Area	200 m ² (40 m ² per unit)	255 m ²	

Variances to the Zoning Regulations: The applicant has requested a relaxation of 1.5 m to the rear setback along Elks Park and a relaxation of 0.5 m to the exterior setback, on the east side along Donald Street Pathway. Additionally, the proposal also exceeds the maximum 25% small car parking by an additional stall, for a total of three small car parking stalls instead of two.

Offsite Infrastructure and Services

In accordance with the Subdivision Servicing Bylaw, required improvements would include the frontage along Kelly Avenue to be constructed ½ road plus one meter to Kelly Avenue Greenway standards, complete with curb and gutter, sidewalk, road drainage, landscaping and street lighting. Staff are further recommending the applicant be required to continue the improvements to Kelly Avenue in front of the Donald Street Pathway area, which will address this gap in the greenway improvements. Additional service connections to the site will be required and the undergrounding of overhead wiring for Hydro and telecommunications will be reviewed; a variance request may be applied for if it is not feasible to underground services.

DISCUSSION

The proposed rezoning generally complies with the land use policies of the Official Community Plan. The apartment designation in the OCP enables Council's consideration of both apartment and rowhouse uses. Redeveloping to an apartment use is not feasible due to the limited site area

¹ Refer to Zoning Bylaw No. 3630, Parking and Development Management Bylaw No. 4078 and Building and Plumbing Bylaw No. 3710 for specific regulations.

² Information provided by applicant.

Rezoning Application – 2258 Kelly Avenue

and the inability to consolidate with the adjacent land to the west as the apartment building was recently constructed. Rezoning to the RRH zone creates an opportunity for increased density and greater variety of ground-oriented housing forms within the apartment designation.

The larger setback along Donald Street Pathway is because the Pathway is a road right of way and the City typically is looking for larger setback along roads for safety and buffering from vehicles. However, the Pathway functions as a pedestrian connection and a smaller setback requirement is reasonable. Reducing the setback enhances the overall quality of design of the rowhouse by creating a more prominent front entry to each unit and a greater 'eyes on the streets' presence along the Donald Street Pathway. Similarly, a slightly reduced rear yard setback makes sense given the context of Elks Park directly adjacent and the rear yard space has been programmed in a well thought out manner to provide sufficient outdoor space for residents. The proposed variance to small car parking will not significantly impact the existing neighbourhood or function of the rowhouse, as each unit will have two side by side parking spaces accessed through individual garages.

The proposal provides for a quality design with respectful building mass to help better blend into the surrounding neighbourhood of multi-family and single-family residential buildings. The rezoning will also result in infrastructure improvements along Kelly Avenue, including the frontage of the Donald Street Pathway. Approval is recommended.

PUBLIC CONSULTATION

A development sign has been posted on the property fronting Kelly Avenue since April 8th, 2021. Planning staff have not received any comments in association with the rezoning application. If the application proceeds to Public Hearing, the City would provide notification by mail to residents located within 120 m of the site and advertise the Public Hearing in the newspaper.




Staff conducted a site visit on June 22nd, 2021 to ensure that the development sign is in good standing on the subject property.

FINANCIAL IMPLICATIONS

The redevelopment will likely increase the assessed value of the property, resulting in increased property taxation for the City.

Rezoning Application – 2258 Kelly Avenue

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Recommend to Council that the zoning of 2258 Kelly Ave be amended from RA1 to RRh and that the specified conditions be met prior to adoption of the rezoning bylaw.
	2	Request additional information or amendments to the application to address specified issues prior to making a decision on the application.
	3	Recommend to Council that the rezoning application be refused.

Lead author(s): Graeme Muir

2023 Permissive Tax Exemption Bylaws – Adoption

RECOMMENDATION:

That:


1. Council adopt Permissive Tax Exemption Bylaw, 2022, No. 4284 to provide a permissive tax exemption to PLEA Community Services Society of British Columbia for 2023 – 2032; and
2. Council adopt Permissive Tax Exemption Amendment Bylaw, 2022, No. 4287 to provide a permissive Tax exemption to Atira Women's Resource Society for 2023.

PREVIOUS COUNCIL/COMMITTEE ACTION

Council, at their September 20, 2022 Regular Council Meeting:

1. Gave first three readings to Permissive Tax Exemption Bylaw, 2022, No. 4284 to provide a permissive tax exemption to PLEA Community Services Society of British Columbia for 2023 – 2032;
2. Gave first three readings to Permissive Tax Exemption Amendment Bylaw, 2022, No. 4287 to provide a permissive Tax exemption to Atira Women's Resource Society for 2023; and
3. Resolved that previously approved permissive property tax exemptions continue for the 2023 taxation

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Adopt Bylaw Nos. 4284 and 4287
	2	Defer adoption of the Bylaws pending further information
	3	Not adopt the Bylaws

Attachment 1 – Bylaw 4285

Attachment 2 – Report to Committee September 20, 2022

CITY OF PORT COQUITLAM

PERMISSIVE TAX EXEMPTION BYLAW, 2022

Bylaw No. 4284

A Bylaw to allow for a Permissive Tax Exemption for PLEA Community Services Society of BC

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

1. CITATION

This Bylaw is cited as “Permissive Tax Exemption Bylaw, 2022, No. 4284.”

2. ADMINISTRATION

2.1 The parcels of real property, described as:

- . Strata Lot 5, Plan LMS3723, District Lot 463, New West District, together with an interest in the common property in proportion to the Unit Entitlement of the Strata Lot as Shown on Form 1, PID: 024-318-426, being 105-2071 Kingsway Avenue is hereby declared to be exempt from taxation in accordance with Section 224 of the Community Charter.

2.2 This Bylaw provides for exemption from taxation as indicated above for the calendar years 2023-2032 unless revoked under section 3 of this Bylaw.

3. PENALTIES & REPEAL

3.1 Council may impose penalties on an exempted organization for knowingly breaching the conditions of exemption, as outlined in the Permissive Property Tax Exemption policy (including amendments), including, but not limited to:

- a) Revoking tax exemption status without notice; and
- b) Requiring repayment of monies equal to the foregone tax revenue from the point in time an organization was deemed to no longer be in compliance.

3.2 This Bylaw will cease to apply to the aforementioned properties in the event that the use or ownership no longer conforms to the conditions necessary to qualify for exemption.

READ A FIRST TIME this 20th day of September, 2022

READ A SECOND TIME this 20th day of September, 2022

READ A THIRD TIME this 20th day of September, 2022

ADOPTED this day of , 2022

Mayor

Corporate Officer

CITY OF PORT COQUITLAM

PERMISSIVE TAX EXEMPTION BYLAW, 2022

Bylaw No. 4287

A Bylaw to allow for a Permissive Tax Exemption for Atira Women's Resource Society

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

1. CITATION

This Bylaw is cited as "Permissive Tax Exemption Bylaw, 2022, No. 4287."

2. ADMINISTRATION

2.1 The parcel of real property, described as:

Lot A, Plan EPP93689, District Lot 465, Group 1, New West District,
PID: 031-030-874, being 2117 Prairie Avenue is hereby declared exempt from
taxation in accordance with Section 224 of the Community Charter.

2.2 This Bylaw provides for exemption from taxation as indicated above for the
calendar year 2023 unless revoked under section 3 of this Bylaw.

3. PENALTIES & REPEAL

3.1 Council may impose penalties on an exempted organization for knowingly
breaching the conditions of exemption, as outlined in the Permissive Property Tax
Exemption policy (including amendments), including, but not limited to:

- a) Revoking tax exemption status without notice; and
- b) Requiring repayment of monies equal to the foregone tax revenue from the
point in time an organization was deemed to no longer be in compliance.

3.2 This Bylaw will cease to apply to the aforementioned properties in the event that
the use or ownership no longer conforms to the conditions necessary to qualify for
exemption.

READ A FIRST TIME this	20 th day of	September, 2022
READ A SECOND TIME this	20 th day of	September, 2022
READ A THIRD TIME this	20 th day of	September, 2022
ADOPTED this	day of	, 2022

Mayor

Corporate Officer

RECOMMENDATION:

That Council confirm support for the Kingsway Avenue Multi-use Path (MUP) project and provide overall grant management in the amount of \$500,000 from the BC Active Transportation Infrastructure grant program.

PREVIOUS COUNCIL/COMMITTEE ACTION

Funding for the Kingsway Avenue Multi-Use Path approved with the 2022/23 Capital Program as part of the Kingsway Avenue road improvement project.

REPORT SUMMARY

This report provides information to support a Council resolution for \$500,000 in grant funding for the Kingsway Avenue Multi-Use Path (MUP) project from the BC Active Transportation Infrastructure (BCATI) grant program. A council resolution indicating support for the proposed activities and willingness to provide overall grant management is one of the application requirements.

BACKGROUND

Kingsway Avenue road improvements from Kelly Avenue to Kebet Way are being completed as a phased project. The scope includes road widening, a shared centre turn lane, intersection improvements, sidewalk on the south side, multi-use path on the north side, street trees, street lighting and bus stop improvements. The City is seeking funding from the BCATI grant program for construction of the MUP from Kelly Avenue to the Coast Meridian Overpass in 2022. Construction of the MUP from the Coast Meridian Overpass to Kebet Way is planned for 2023. Road widening, intersection improvements and the other project components are scheduled for 2024 and 2025.

Kingsway Avenue is a key east-west arterial road in the City which carries large volumes of traffic and does not currently accommodate cyclists. The MUP will provide a facility for all ages and abilities to walk and roll on, as well as features which make it attractive, safe and comfortable to use. The new facility also provides a convenient means to travel to and through various sectors of the City with access to key destination points such as the downtown core, Port Coquitlam Community Centre, transit stops and the West Coast Express, industrial and commercial districts, and trail systems on the Coquitlam and Fraser Rivers. Additional details are available in the project brief (Attachment 1).

DISCUSSION

The BCATI grant program supports community-specific active transportation networks that are safe, accessible, and convenient for all ages and abilities. Active transportation is human-powered forms of transporting people and goods that can take many forms such as walking, cycling, rolling, and using a wheelchair or other mobility device. Eligible applicants can receive up to \$500,000 per project for active transportation infrastructure projects. Projects must be 'shovel ready' and expenses incurred as of October 21, 2022 are eligible. Projects with total eligible costs of \$1,000,000 or more must be completed by March 31, 2025.

Proposals are evaluated based on the following criteria:

1. Improves community connectivity through:

- Continuity between existing or planned transportation corridors
- Connections to destinations (education, employment, schools, parks)
- Linkages/multi-modal integration (public transit, ferry, airports)
- Partnerships between jurisdictions
- Data gathering through bicycle or pedestrian automatic counters

2. Improves safety through:

- Alignment with the BC Active Transportation Design Guide and other best practices
- Physical separation from motor vehicles
- Cycling/pedestrian bridges and overpasses
- Lighting and intersection improvements
- Designed for all ages and abilities

3. Improves economic opportunities through:

- Infrastructure that is constructed by local resources
- Tourism enhancements (linkages to recreation facilities, shopping, places of interest)

4. Improves physical and mental health, improves air quality and reduces greenhouse gases through:

- Infrastructure that encourages people to use human powered forms of transportation
- Retention of existing trees or planting of additional trees
- Environmental innovation and best practices with design and construction
- Accompaniment of promotional and educational activities

The Kingsway Avenue MUP project was selected for this funding opportunity as it aligns exceptionally well with the grant objectives to: i) *improve community connectivity and accessibility* by providing continuity between transportation corridors, a connection to key destination points, and multi-modal integration with transit and the West Coast Express ii) *improve safety* by providing a facility for all ages and abilities, physical separation from motor vehicles, as well as lighting and intersection improvements, iii) *improve economic opportunities* through infrastructure constructed by local resources and tourism enhancements through linkages to recreation, shopping and places of interest, iv) *improve user mobility and safety* through dedicated off-street facilities designed for all ages and abilities, and v) *reduce greenhouse gases and improve air quality as well as physical and mental health* through infrastructure that encourages people to use human powered forms of transportation and planting of trees.

Applications must be submitted by the deadline of October 21, 2022. A grant resolution is required to finalize the City's application.

NEXT STEPS

Pending approval from Council, a resolution will be submitted to the BCATI grant program to finalize the City's application.

FINANCIAL IMPLICATIONS


The estimated cost to construct the Kingsway MUP from Kelly Avenue to the Coast Meridian Overpass is \$1,800,000. If successful, the grant funding of \$500,000 will be applied to the project and free up the corresponding amount of general capital and/or other reserve funding.

Funding in the amount of \$2.75M was approved for the Kingsway Avenue road project in 2022 and \$2.75M in 2023. Proposed amendments will be brought forward with the 2023/24 capital budget in the fall regarding the overall project expenditures and scheduling. Applying approved funding to construct the MUPs in 2022 and 2023 is recommended to take advantage of considerable grant funding available in those years. The remainder of the road and intersection works are proposed for 2024 to 2026.

The source of funds from other programs must be disclosed on the application form and up to completion of the project. TransLink funding is applicable for up to 50% of the total project costs each year. Staff applied to the Investing in Canada Infrastructure Program – Clean BC Communities Fund in May 2022 for \$1,099,950 in grant funding towards the MUP on the other segment of Kingsway Avenue, from Coast Meridian Overpass to Kebet Way, that is scheduled for construction in 2023 at an estimated cost of \$2,000,000.

BC Active Transportation Grant (2022)

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Confirm support for the Kingsway Avenue Multi-Use Path project and provide overall grant management in the amount of \$500,000 from the BC Active Transportation Infrastructure Grant Program.
	2	Request further information.

ATTACHMENTS

Attachment 1: Kingsway Avenue Project Brief

Lead author(s): Theo Mahdi

Contributing author(s): Melony Burton

Kingsway Avenue Upgrades

Improving Traffic Flow, Safety and Access for the City and Region

Major upgrades to a 2.75 km section of Kingsway Avenue between Kelly Avenue and Kebet Way will improve traffic flow, safety, and access for drivers, walkers and cyclists alike. Kingsway Avenue is part of the TransLink major road network (MRN), which supports the efficient movement of large volumes of people and goods and connects provincial highways to municipal road networks.

Kingsway Avenue currently has one travel lane in each direction, with parking on both sides of the road, sidewalks in some sections, and no cycling facilities. There are considerable traffic volumes on the corridor (15,000+ vehicles per day) traveling at speeds of 50+ km/hr. There are only partial segments of sidewalks and no existing cycling facility with restricted access to bus stops and a lack of bus amenities.

Improvements would include:

- One travel lane in each direction and a shared centre turn lane for turning in and out of businesses
- Parking lane on the south side and parking pockets on the north side
- Intersection improvements, including additional turning lanes and right turn signal at McLean Avenue and Broadway Street
- Right in/right out intersection at Tyner Street
- New sidewalk on the south side
- 2.75 km multi-use pathway and planted boulevard on the north side
- Pedestrian and cycling safety improvements (signage, stencils, crosswalk enhancements)
- LED streetlighting and fibre optic network
- Bus stop improvements (shelters, benches, pads)

PROJECT SNAPSHOT

Providing a Connected Transportation Network

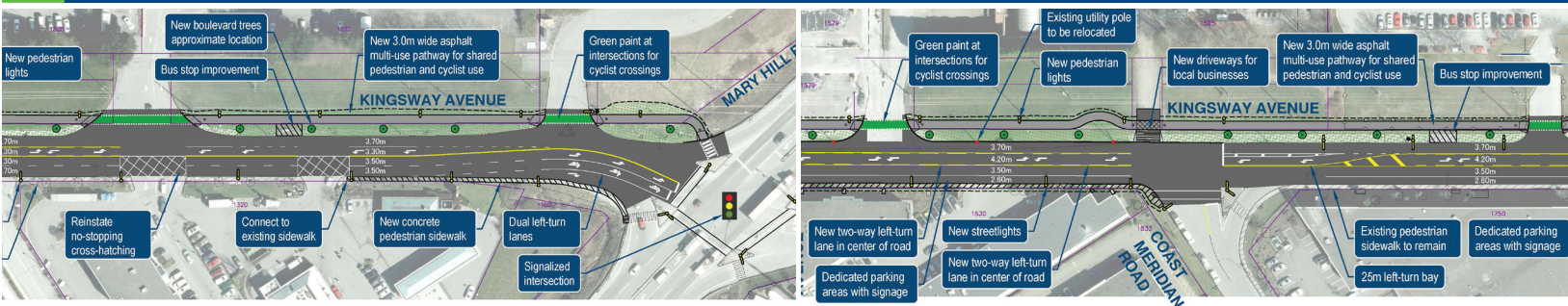
This project connects the City's downtown, residential commercial and industrial areas with the Mary Hill bypass and trail system on the Fraser River, for people to have a safe and direct options to get to key destination points, using their preferred mode of transportation.

Improving Traffic Safety and Flow

The addition of a shared centre turning lane capacity for turning in and out of businesses will reduce collisions and improve the efficient movement of large volumes of people and goods and connects provincial highways to municipal road networks.

Estimated Cost for Design: \$13.5M

Kingsway Avenue is part of the Municipal Road Network (MRN) and eligible for TransLink cost share funding up to 50% of the project costs. ICBC Road Improvement Program funding of \$100,000 was committed in 2022.



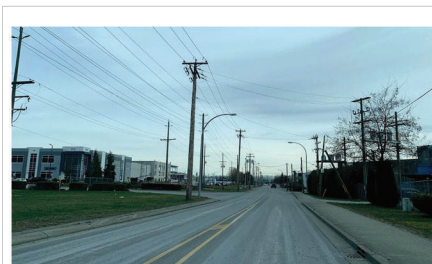
Sketches of proposed intersection improvements at Mary Hill Bypass (above left) and Coast Meridian (above right).

PROJECT DETAILS

A transportation study and conceptual design for Kingsway Avenue was completed in 2019 to assess traffic conditions, access/egress to properties, parking, and pedestrian/cycling improvements.

A large volume of trucks and 15,000 vehicles per day use this busy corridor, with redevelopment occurring on several industrial sites anticipated to introduce more turning movements and interruptions to traffic flow.

The study evaluated existing and future build out conditions to develop options for the efficient movement of people and goods along this key arterial route. Detailed design was completed in 2020-2021.



Before Construction

Kingsway East of Coast Meridian (Looking East)



After Construction

PROJECT BENEFITS

- Significantly improves safety for transit users and enhances bus service to downtown businesses.
- Improves motorist safety and reduces risk of collisions.
- Supports regional economic growth and TransLink objectives through improved flow of people and goods.
- Reduces greenhouse gas emissions from long queues of idling cars
- Safe, comfortable and attractive options to access key destination points by car/truck, transit, walking or cycling

ESTIMATED COSTS

- \$13.5M
- Actively seek cost-sharing contribution.
- A grant application was submitted to the federal ICIP Clean BC program to fund a portion of the MUP costs in 2023 (\$1.1M).

Investing in Canada Infrastructure Program – Adaptation, Resilience and Disaster Mitigation Fund

RECOMMENDATION:

That Council confirm support and provide overall grant management in the amount of \$1,107,283 for the Cedar Drainage Pump Station from the Investing in Canada Infrastructure – Adaptation, Resilience & Disaster Mitigation fund.

PREVIOUS COUNCIL/COMMITTEE ACTION

Funding for the Cedar Drainage Pump Station project was approved with the 2022/23 capital program for design in 2022, environmental permitting in 2023 and construction in 2024.

On April 4, 2022, Committee of Council supported a recommendation from the Flood Protection and Resiliency staff report to include funding in 2022 from the General Capital Reserve for design of the Cedar Drainage Pump Station in order to advance the project.

REPORT SUMMARY

This report provides information to support a Council resolution for \$1,107,283 in grant funding for the Cedar Drainage Pump Station project from the Investing in Canada Infrastructure Program – Adaptation, Resilience & Disaster Mitigation (ICIP-ARDM) fund. A council resolution indicating support for the project and willingness to provide overall grant management is one of the application requirements.

BACKGROUND

The Cedar Drainage Pump Station was constructed in 1980 and has issues related to capacity, condition, safety, and fish passage. The station requires capacity upgrades as the existing pumps are inadequate to convey the existing creek flow and 100-year storm flows from Cedar Creek to the Pitt River, and do not provide protection against climate change impacts such as increased rainfall and storm events. In addition, the current configuration does not permit fish passage when the pumps are operating, and the main pump bearing is lubricated with a constant oil drip while running which ends up in the creek. Environmentally safe lubricant oil is used but the practice can be eliminated altogether with the pump replacement.

The Cedar Drainage Pump Station upgrade project was originally approved for design in 2023, environmental permitting in 2024, and construction in 2025. However, to address flooding experienced in the drainage catchment during the recent atmospheric river events, a 2022 Flood Planning and Resiliency report recommended advancing the project to start the design in 2022, permitting in 2023, and construction in 2024.

Investing in Canada Infrastructure Program – Adaptation, Resilience and Disaster Mitigation Fund

In 2018, the Province and Canada signed the Integrated Bilateral Agreement for the Investing in Canada Infrastructure Program to cost-share infrastructure investments between the governments of Canada, British Columbia, First Nations, and local governments. The Adaptation, Resilience & Disaster Mitigation sub-stream under the Green Infrastructure umbrella of the Integrated Bilateral Agreement will fund flood mitigation infrastructure projects for a value of up to \$10 million for individual communities, and \$20 million for joint applications submitted by multiple communities. The ICIP-ARDM sub-stream supports projects that increase structural capacity and/or increased natural capacity to mitigate and adapt to climate change impacts, natural disasters and/or extreme weather events with the intent of reducing, or even negating, the effects of flooding.

ICIP-ARDM projects must address the impacts of flooding and flood-related hazards that include the following:

- *Riverine/fluviat*: flooding that occurs when creeks or rivers overflow onto dry land, typically resulting from snowmelt or heavy rainfall.
- *Urban/pluvial*: flooding that occurs during and after heavy rain or snow when water pools in low-lying areas, particularly in urban areas if streets and drainage systems are overwhelmed.
- *Coastal*: flooding that occurs when the ocean levels are higher than normal due to tide or storm activity, or lake levels exceed full pool. This includes overflow of all-natural shorelines due to sea level rise or storm surge.
- *Debris flows* (also known as mudslides, mudflows, lahars, or debris avalanche): a type of landslide that generally occurs during periods of intense rainfall or rapid snowmelt typically generated on steep slopes impacting downstream/downslope communities

Evaluation will consider the degree to which a project:

- is located in a priority area for flood mitigation
- reduces flood risk to the community
- reduces the impacts of hazard and disaster-related financial liabilities
- builds on other recent projects in the region
- considers fish-friendly design
- contributes to a comprehensive, cooperative and regional approach to flood mitigation
- engages other stakeholders and/or partnerships

The Cedar Drainage Pump Station project was selected for this funding program as it aligns well with the funding program goals and meets all of the evaluation criteria outlined above. Municipal governments are entitled to a maximum Federal/Provincial contribution of 73.33% of the total eligible expenditure for a given project. Municipalities can submit one application to the program by the deadline of October 6, 2022. Projects must start by October 7, 2024 and be completed by March 31, 2027.

Investing in Canada Infrastructure Program – Adaptation, Resilience and Disaster Mitigation Fund

NEXT STEPS


A grant resolution is required to finalize the City's applications. Pending approval from Council, a resolution will be submitted to the ICIP-ARDM program to finalize the City's grant application.

FINANCIAL IMPLICATIONS

Construction and permitting for the Cedar Drive Pump Station is estimated to cost \$1,510,000. If successful, the grant funding of \$1,107,283 will be applied to the project construction costs to free up the corresponding amount of general capital and/or other reserve funding.

Funding was approved for the Cedar Drive Pump Station with the 2022/23 capital budget. Proposed amendments will be brought forward with the 2023/24 capital budget regarding the project scheduling. The amendments follow a Flood Protection and Resiliency staff report to Committee of Council on April 5, 2022 recommending that the project be advanced from a 2023 start date to a 2022 start date to address localized flooding.

OPTIONS (✓ = Staff Recommendation)

	#	Description
	1	Confirm support and provide overall grant management in the amount of \$1,107,283 for the Cedar Drainage Pump Station from the Investing in Canada Infrastructure – Adaptation, Resilience & Disaster Mitigation fund
	2	Request further information.

ATTACHMENTS

None.

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