



April 1, 2021

Via E-Mail to [sherrellb@portcoquitlam.ca](mailto:sherrellb@portcoquitlam.ca) and Mail

**H.Y. ENGINEERING FILE: 174762**

**PORT COQUITLAM PROJECT: SUB00169**

**City of Port Coquitlam**

Planning Department

#200 – 2564 Shaughnessy Street

Port Coquitlam, BC V3C 3G4

Attention: Mr. Bryan Sherrell, Planner 3

Dear Bryan,

**RE: PROPOSED SINGLE-FAMILY SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC**

We are pleased to provide you with the following information and comments regarding the Neighbourhood Consultation Packages that were provided to the surrounding neighbourhood residents. A total of 98 Neighbourhood Consultation Packages (including one to the Hyde Creek Watershed Society) were mailed on Wednesday, February 17, 2021. Each package included the Proposed Subdivision Layout, Proposed Site Plan/Parking Plan, Proposed Habitat Balance Map and a Comment Sheet (incl. self-addressed, stamped envelopes). Per the covering letter, residents were requested to provide their comments by Sunday, March 14, 2021 to H.Y. Engineering Ltd. We received eighteen (18) comments by mail and nineteen (19) comments by email from the adjacent residents (please see attached).

The following outlines the comments and questions that were raised and our responses to address each of the items.

**Access from Victoria Drive / Traffic and Safety**

The main concern raised by the neighbours is regarding the existing traffic and safety conditions of the area including the blind curve on Lynwood Avenue and Alderwood Avenue, as well as sufficient width of the proposed road for access by emergency vehicles. The residents suggested that Lynwood Avenue is a busy road that poses an unsafe environment for children and pedestrians. They feel that the increase in traffic due to the proposed development will worsen the existing conditions. The residents suggested that the proposed road within the development should be a thru-road with an entrance and exit from Victoria Drive as well as Lynwood Avenue. Some residents also suggested

that access to the proposed development should be from Victoria Drive only, potentially at Victoria Drive and Holtby Street at the west side of the development (with a signalized intersection or pedestrian crosswalk), and that the access from Lynwood Avenue should be removed. Some also suggested implementing traffic calming measures such as: signage, speedbumps, signalization on Apel Drive and Lynwood Avenue, crosswalks on Lynwood Avenue and Victoria Drive on either side of the development, and sidewalk improvements on Lynwood Avenue.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments expressed concerns with potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Furthermore, the ultimate right-of-way for the proposed road is 15m. This is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles (including the proposed lane).

Two neighbours also asked about the proposed road and lane network and why a cul-de-sac is not required. To clarify, the lane is required to provide access to the lots fronting Victoria Drive. A cul-de-sac option was considered; however, the City's Engineering and Transportation Departments found it unfavourable to have a cul-de-sac with a tee at the end for safety and accessibility concerns.

With regards to the intersection at Holtby Street, there is an existing dedication for an unopened road (Newberry Street) continuing south, adjacent to the western property line of the development, following the same alignment as Holtby Street to the north on the Coquitlam side. This stretch of unopened road is currently being used by wildlife, and in order to retain the existing wildlife habitat, it was determined that this unopened road should be retained as a wildlife corridor through extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental Services) and the Hyde Creek Watershed Society. Additionally, the City has also previously advised that the anticipated additional traffic from the development would not be significant and of concern, and we believe that appropriate measures to address the traffic and pedestrian concerns can be addressed through the detailed design in coordination with the City.

### **Secondary Suites and Parking**

Some neighbours expressed concerns that secondary suites would also worsen the existing parking issues of the area. However, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided, including a separate parking spot for secondary suites in addition to the four parking spots provided for each house. Therefore, secondary suite potential for these lots is not guaranteed. Each home will also provide a double car garage and double car driveway for a total of four (4) cars, and we believe that the proposed road will also be able to accommodate parking on both sides for a

total of approximately fifteen (15) cars. We believe that the parking provided for each house combined with the potential on-street parking along the proposed road will provide ample space to accommodate parking without impacting the surrounding area(s).

### **Hydrology and Drainage**

Some neighbours expressed concerns regarding site hydrology, including floodplain, and water overflow and run-off from the subject site leading to overflow and pooling at the sidewalk and road at the southeast corner of the site, as well as increased stormwater flows from tree removal. The neighbours on Wedgewood Street also expressed concerns of displaced water from the development, pre (during) and post-construction, and from pre-loading. Some also expressed concerns of water seepage into their backyards due to a high-water table and underground streams located at the subject site.

With regards to hydrology, the on-site watercourse is fed by a storm main carrying flows from Apel Drive and Victoria Drive to the east, which extends south in the unopened Newberry Road dedication where it daylights and enters the site at approximately the mid-west portion. The on-site watercourse currently drains into a storm main on Lynnwood Avenue and is conveyed west to Alderwood, then south and east along Alderwood, and exits south into a park at the east side of Ambleside Close where it daylights and drains into Hyde Creek. Please note, no water table or ground water seepage was observed during the geotechnical assessment and testing.

With regards to Stormwater Management and Drainage, although natural features such as watercourses, riparian areas and landscaped areas do help with stormwater management and drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

Furthermore, a Geotechnical and Hazard Assessment Report, prepared by Cornerstone Geo-Structural Engineering, confirms the stability and feasibility of the proposed use of the site. Geotechnical Recommendations have also been provided for site preparation that will be followed, including recommendations for foundation footings, inspection of the foundation soil by the Geotechnical Consultant prior to construction and approval

of the type and amount of grading fill being used. The site will be regraded to establish a more even slope from north to south while maintaining the existing grades and elevations with adjacent properties. Additionally, due to the topsoil being underlain by very stiff clayey silt glacial till, we do not anticipate that pre-loading of the site will be required. It has also been confirmed the by Environmental Consultant that this composition of materials below the ground surface is also not conducive to underground streams. Furthermore, the site is also located outside of the flood plain areas identified by the City.

### **Displacement of Wildlife and Species at Risk**

A few neighbours expressed concerns regarding the displacement of wildlife and species at risk and asked about wildlife mitigation measures. Others also expressed concerns regarding the concentration of wildlife in the wildlife corridor proposed for the unopened Newberry Street dedication to the west of the site.

An Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental Services which includes an assessment of wildlife habitat features at the site, and an assessment of endangered or species at risk. The report notes that no raptor (hawk, owl, etc.) nests are present at the site. Existing streams and ravines, such as Smiling Creek and the watercourse at the west of the subject site (unnamed stream), are commonly used for wildlife movement corridors from which some animals may disperse for feeding opportunities. The EIA report includes a search of species-at-risk databases and notes that the riparian forest area and wetted portions along the unnamed stream could provide suitable foraging habitat for occasional use by Great Blue Heron, Olive-sided Flycatcher, Barn Swallow, and Band-tailed Pigeon. Northern Red-legged Frog may use the stream at the site for movement and foraging. An inactive Barn Swallow nest was observed in the barn and the EIA report suggests erecting artificial Barn Swallow nesting structures within the streamside setback area.

It should be noted that the proposed development is not proposing to shift and concentrate wildlife at the western portion of the site by incorporating a wildlife corridor in this area. Rather, the unopened road allowance located to west of the site is already being used as a wildlife corridor by bear, deer and other wildlife and will be retained in its current state further to extensive consultation with the City, the project Environmental Consultant and the Hyde Creek Watershed Society. Furthermore, we believe that the width of the unopened road allowance combined with the width of the riparian area will provide adequate space to maintain wildlife movement through the site, as well as mitigate and minimize wildlife displacement.



### **Land Use and Privacy**

Some of the neighbours have expressed concerns that the proposed zone and lots are smaller and out of character with the surrounding properties, while some also suggested that clustered housing and coach houses should be considered for this site.

The proposed zone and subdivision layout have been prepared with consideration of the neighbouring properties to keep them as consistent as possible with the surrounding properties, while minimizing the variances required given the significant constraints imposed by the on-site watercourse and riparian area dedication. As illustrated by the attached Proposed Subdivision Layout drawing, the riparian area dedication, and the City's standards for the proposed road to access the development have resulted in a very limited developable area on either side of the road.

Due to these constraints, particularly to the lot depths, meeting the minimum lot area requirement of the RS-1 zone of the surrounding properties would require the proposed lots to provide widths of 20m or more, resulting in these lots being significantly wider and more out of character with the surrounding properties in the neighbourhood. Therefore, we believe that the RS-2 zone is more appropriate for this development to ensure that the proposed lots and houses maintain the character of the surrounding properties and neighbourhood as much as possible. Furthermore, there are also other RS-2 zoned properties in the surrounding area.

In addition to the above, the proposed development will respect the character of the existing homes in the neighbourhood. The proposed homes will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height and setback requirements of the zoning bylaw. To preserve privacy of the neighbouring properties, upper floor decks would be discouraged, and privacy fencing would also be installed along the side and rear lot lines, and shade trees would be planted in the rear and front yards.

### **Tree Removal and Replacement**

Some of the neighbours have expressed that they would like to see the City's Tree Bylaw requirements being followed.

A Tree Evaluation Report has been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location, and species factors. Trees which are in conflict with the proposed development footprint, watercourse realignment, in poor health, or of little long term retention value are recommended for removal. Tree retention and replacement will also be considered during the Construction and Building Permit Stage of the project and additional trees will be retained where possible. Per the Tree Bylaw, a Tree Replacement Plan will be provided and contributions to the City's Green City Fund will be required in lieu of the replacement trees that cannot be accommodated on the proposed lots.

### **Construction Management and Erosion and Sediment Control (ESC)**

Some of the neighbours expressed concerns of vibrations, dirt, and property damage during construction and tree removal. With regards to this concern, construction activities will be conducted using best practices and care to ensure that damage to neighbouring properties does not occur and will follow the recommendations provided by the project Geotechnical Consultant, Environmental Consultant and Arborist. Furthermore, the City mandates that developers and contractors carry liability insurance as specified by the City.

In addition to the Geotechnical Recommendations noted above, Environmental Recommendations as provided by the Environmental Consultant will also be followed including stabilization of exposed soils and Erosion and Sediment Control (ESC) measures during construction activities including site clearing, utilities installation and house construction to ensure that dust, debris, and stormwater from the construction works are managed on-site and do not impact the neighbouring properties or the existing watercourse. Tree management will be conducted as directed by the Project Arborist (Stickleback Environmental) and City Arborist, and Arborist recommendations will also be followed.

It is our understanding that although typical vibrations may be felt during construction, they will not be in excess of the typical vibrations encountered with developments of this type. Furthermore, the developer will take extra care to ensure that the construction work is being done within the permitted hours according to the City's bylaws.

We believe our recommendations and clarifications provided above address the neighbourhood's comments and concerns. Please review the above and attached, and if you have any questions, or if you require additional information, please do not hesitate to contact the undersigned.

Sincerely,

**H.Y. ENGINEERING LTD.**



Fahad Abrahani, RPP, MCIP, CPT  
Planner

FXA/am  
Attachments

cc: RBD Victoria Homes Inc.

Attn: Mr. Glenn Richardson (via e-mail to gprich7@gmail.com)

..\174762 Letter Neighbourhood Consultation Summary

LEGAL: LOT 48, SECTION 7, TOWNSHIP 40, N.W.D., PLAN NWP29352; EXCEPT PLAN 77115



DRAWING PATH: E:\PROJECTS\174762\PLANNING\174762-ALT15C.DWG [LAYOUT] PLOT FILE UPDATED: NOVEMBER 26 2020 8:39:20 AM BY: ADHINDSA





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Surrey, BC V3R 4E7

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**H.Y. ENGINEERING FILE:** 174762

**MUNICIPAL PROJECT:** SUB00169

**PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC**

I/We [REDACTED] DUDLEY [REDACTED] LYNWOOD AVE live at [REDACTED]

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

Roadway - entrance/exit off Victoria as  
Lynwood cannot accomodate an increase  
in traffic due to roadside parked cars.  
Head on collisions!

High impact on surrounding neighbourhood

☐ We do not support the project because:

Signed:

[REDACTED]

Date:

FEB 22/2021



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PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We The [REDACTED] Family live at [REDACTED] Plymouth Crescent.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☒ We do not support the project because:

Chelsea Park is and always has been greatly used and enjoyed by our local community. Many of us benefit from our morning strolls through the park, our evening runs in its connecting trails, taking our children to its playground and walking our dogs through its open areas. Especially in times like these last months with Covid restrictions, we need locations like Chelsea Park to safely escape to and enjoy the fresh air.

Signed:

Date:

[REDACTED]

February 23, 2021





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H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We family live at Lynwood ave

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

the proposed entrance will be moved to Victoria Drive, rather than from Lynwood. The proposed entrance will be situated directly across from our ~~home~~ house which raises many issues.  
(1) vehicle traffic. All cars will need to pass in front of our house ~~area~~, increasing pollution (cars stalling to make a turn), noise from cars,

☐ We do not support the project because:

see backside

Signed:

Date:

Feb. 24, 2021.



light pollution as cars drive down the proposed road. The light will go ~~the~~ into our home.

> <sup>property value</sup> Decrease in our house cost. As our house will be situated on the T-junction, it will greatly ~~decrease~~ decrease our property value ~~that~~ if we choose to sell this home.

> Construction. During construction, all trucks and machinery will be going through ~~that~~ in front of our home, causing an increase in dust and debris (not ~~to~~ mention the noise levels.) Furthermore, any ~~waste~~ leftover materials and equipment will litter the road in front of our house, which can cause damage to our vehicles parked on the road.

> House facing other houses. We first bought this home specifically because it faced the forest. With the proposed construction, we will be facing other homes. If possible, could unit 1, 2, 24, 25 ~~become part of zone~~ be zoned as part of the wildlife ~~to~~ corridor.

If the proposed project is passed, we would like detailed <sup>information</sup> ~~update~~ on construction ~~start and end time~~, ~~where~~ you will keep all construction related ~~machines~~ materials & equipment, and how you will compensate ~~the~~ ~~house~~ families affected by the construction and rezoning of the area from the dust, noise and general inconvenience this will cause.



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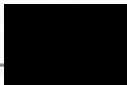
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**MUNICIPAL PROJECT:** SUB00169

**PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC**

I/We  Loh live at  Victoria Dr. Port Coq

I/We have reviewed the proposed plans for the above referenced projects and:

☒ We support the project as presented.

☐ We would support the project if:

☐ We do not support the project because:

Signed:

Date: February 24/21

 \_\_\_\_\_

 \_\_\_\_\_



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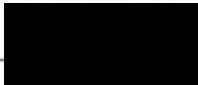
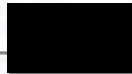
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**MUNICIPAL PROJECT:** SUB00169

**PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC**

I/~~WE~~  live at  ALDERWOOD AVE

I/We have reviewed the proposed plans for the above referenced projects and:

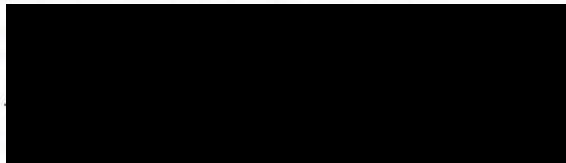
☐ We support the project as presented.

☒ <sup>I</sup>  
We would support the project if:

Road entrance and exit should be off  
Victoria Drive not coming back into  
residential, extra traffic in area not  
safe for school children, also how  
about fire trucks??

☒ <sup>I</sup>  
We do not support the project because:

Signed:



Date:

Feb 25 2021



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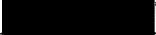
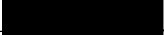


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MUNICIPAL PROJECT: SUB00169


PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We  MILGRODIAAR live at  VICTORIA Drive  
 MALASPINA 

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

- there is proactive enforcement and monitoring of noise bylaw hours and compliance periods
- The sediment control plan for air particulate and air quality concerns is robust and compliant with all provincial and municipal regulations
- contractor parking is on site to mitigate parking challenges in the neighbourhood during construction
- there is a wall built to minimize neighbourhood noise impact directly on the north west side. My property is  and I have concern about increase in densification and subsequent noise

Signed:

Date:

25 FEBRUARY 2021





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PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [REDACTED] HANKINS live at [REDACTED] WEDGWOOD ST.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

☒ We do not support the project because:

- INCREASED TRAFFIC IN QUIET AREA (MAIN STREET ENTRY SHOULD BE RELOCATED TO VICTORIA DR.)
- WILDLIFE WILL BE DISPLACED WHEN TREES ARE TURN DOWN
- REALIGNING STREAM WILL NEGATIVELY AFFECT FISH/WILDLIFE.

Signed:

[REDACTED]

Date:

FEB. 26/21



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PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We \_\_\_\_\_ live at \_\_\_\_\_ ALDERWOOD AVE POCO

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

YOU NEED TO HAVE AN EXIT-ENTRANCE  
ON VICTORIA AS WELL AS LYNWOOD BOTH  
FOR SAFETY AND TRAFFIC FLOW.  
WE DO NOT WANT ALL THAT TRAFFIC COMING  
ONTO LYNWOOD. IT'S BAD NOW TRYING TO GET ONTO APEL

SO IF YOU ADD THAT MANY MORE VEHICLES IT WOULD BE  
MORE UNSAFE.

☐ We do not support the project because:

SAFETY VEHICLES SHOULD ALSO HAVE ROOM TO GET IN  
AND  
OUT  
QUICKLY.

Signed:

Date:

FEB/20/21





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PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We



Lazaruk

live at



Lynwood Ave

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:



We do not support the project because:

Already overloaded with daily traffic on Lynwood Ave, increased dramatically over last 2 years. This addition of so many residences would make it unbearable. We moved here for the quiet residential atmosphere. <sup>so bad for environment</sup>

Signed:

Date:

Feb 27, 2021.

The proposal indicates no respect for our quiet neighborhood but rather a greed to achieve as much money as possible at the expense of our community. Our wildlife, our need to address climate change. Its complete disregard, as evidenced by a small example of the number of times our city has had to contact property owners that Lynwood sidewalk is NEVER accessible due to complete lack of upkeep.



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PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [REDACTED] MITCHIE live at [REDACTED] LYNWOOD AVE, PORT COQUITLAM BC

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

- SECONDARY SUITES ARE NOT ALLOWED IN THE SINGLE FAMILY HOMES (SUITES FOR RENTAL)

☐ We do not support the project because:

Signed:

[REDACTED]

Date:

FEB 28 / 2021





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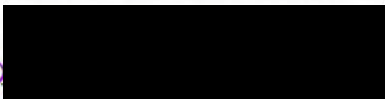
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**PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC**

I/We



Schroeder

live at

Alderwood Avenue  
Port Coquitlam BC V3B 7G3

I/We have reviewed the proposed plans for the above referenced projects and:

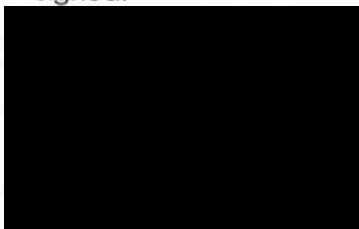
☐ We support the project as presented.

☒ We would support the project if:

A traffic light was put in at Apel & Lynwood  
to ease the impact of traffic out of  
our enclosed subdivision.  
These extra 50+ cars will cause traffic problems.

☐ We do not support the project because:

Signed:



Date:

February 28, 2021



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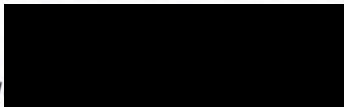
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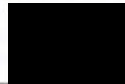
MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/W



*BEVERIDGE*  
live at



*ALDERWOOD*

I/We have reviewed the proposed plans for the above referenced projects and:

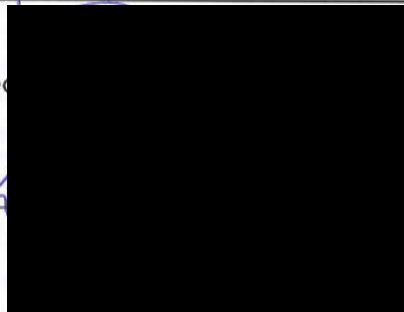
☐ We support the project as presented.

☒ We would support the project if:

*THERE WAS AN EXIT ONTO  
VICTORIA DRIVE.*

☐ We do not support the project because:

Signed



Date:

*FEBRUARY 28, 2021*





# H.Y. ENGINEERING LTD.

CIVIL ENGINEERS • BC LAND SURVEYORS • PLANNERS

#200 - 9128 152 Street  
Surrey, BC V3R 4E7

T (604) 583-1616

W [hyengineering.com](http://hyengineering.com)

H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We Mr. & Mrs. Ledsham live at [REDACTED] Alderwood Avenue

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

- Lynwood Avenue cannot handle the extra traffic. Traffic should flow out to Victoria. Also we don't need excessive parking on Lynwood and Alderwood when special events mean more guests.  
- Cause of concern of foot traffic through Alderwood to access the trails.  
- Will the change in the watercourse affect the watertables on Lynwood and Alderwood?

☐ We do not support the project because:

Signed:

[REDACTED]

Date:

March 3, 2021



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**H.Y. ENGINEERING FILE:** 174762

**MUNICIPAL PROJECT:** SUB00169

**PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC**

I/We [REDACTED] Kendrick live at [REDACTED] Alderwood

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

either 2 exits - Lynnwood & Victoria. or  
just 1 exit @ Victoria. Is street wide enough  
for street parking? - Most people don't use garage  
for parking.

☐ We do not support the project because:

Signed:

Date:

Mar 5/21





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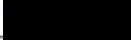
T (604) 583-1616

W [hyengineering.com](http://hyengineering.com)

H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We  Vance live at  Ambleside Close

I/We have reviewed the proposed plans for the above referenced projects and:

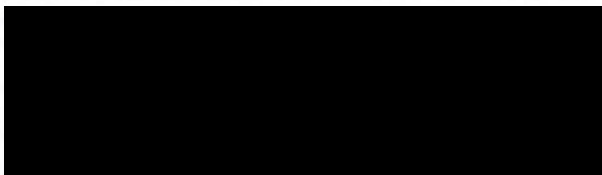
☐ We support the project as presented.

☒ We would support the project if:

If the <sup>main</sup> entry point was off Victoria.  
There will be far too much traffic  
coming in on Lynwood. Should be two  
entrances in case of emergencies.

☐ We do not support the project because:

Signed:



Date:

Mar 5/21



# H.Y. ENGINEERING LTD.

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Surrey, BC V3R 4E7

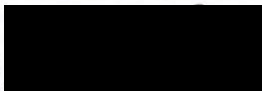
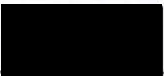
T (604) 583-1616

W [hyengineering.com](http://hyengineering.com)

**H.Y. ENGINEERING FILE:** 174762

**MUNICIPAL PROJECT:** SUB00169


**PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC**

I/We  Respondent live at  Wedge wood st.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☐ We would support the project if:

We have attached pictures of  retaining wall. We need the retaining wall and the row of hedges to be exactly as they are now after the project is complete.

☐ We do not support the project because:

Signed:



Date:

March 9, 2021



Wedge-wood St







Wedge wood SC.





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Surrey, BC V3R 4E7

T (604) 583-1616

W [hvengeering.com](http://hvengeering.com)

H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [REDACTED] Worms live at [REDACTED] Wodgewood st

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

There are hedges on the proposed property that have been leaning into our yard for years. Remove them build a fence and we are happy. Preference would be no upper balcony/decks as you've already stated. It would be great if Victoria could be used initially to clear it so dump trucks could exit on Victoria in initial stage. We just want the hedges gone/fence built.

☐ We do not support the project because: We would also like to know how the grade change will be addressed. Retaining wall?  
Pics enclosed

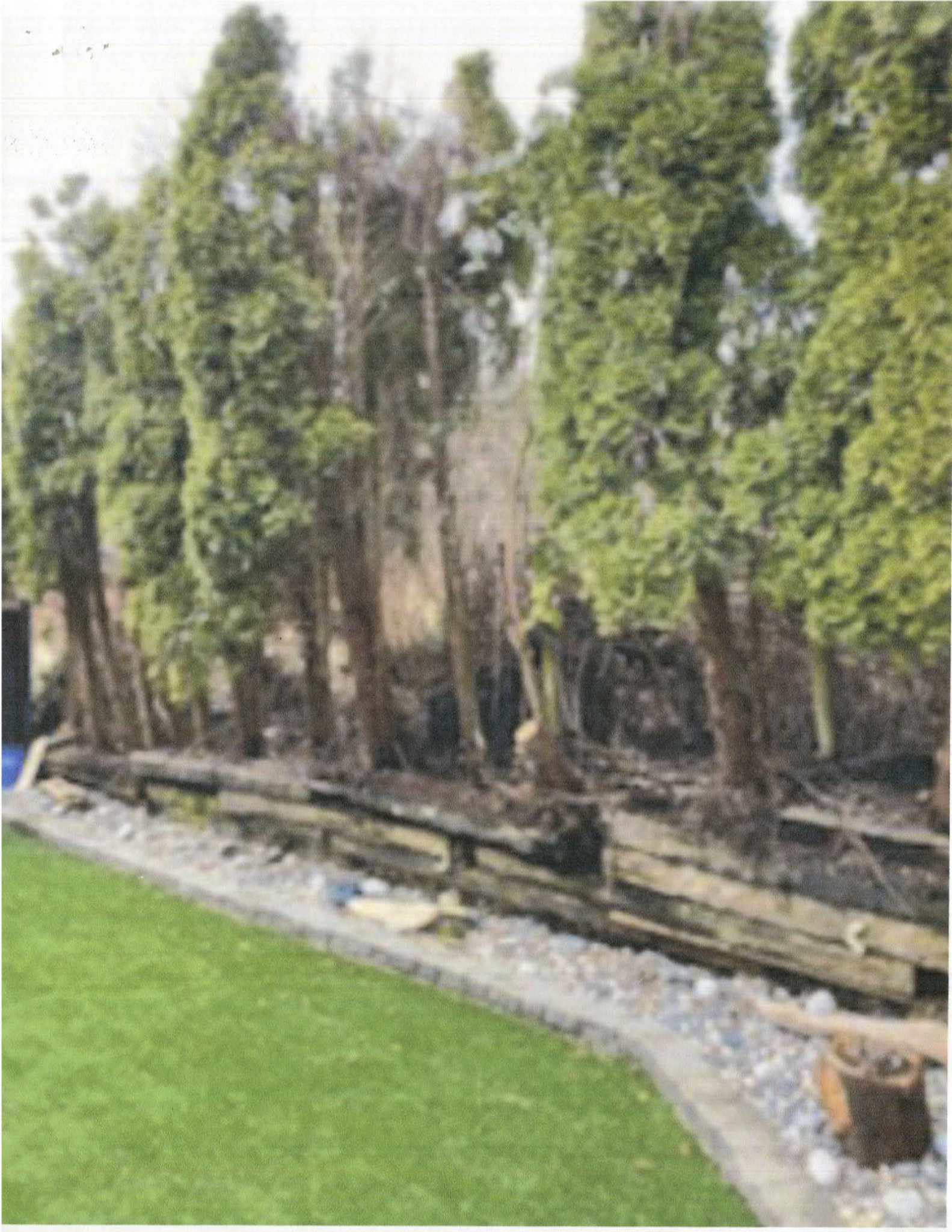
Signed:

[REDACTED]

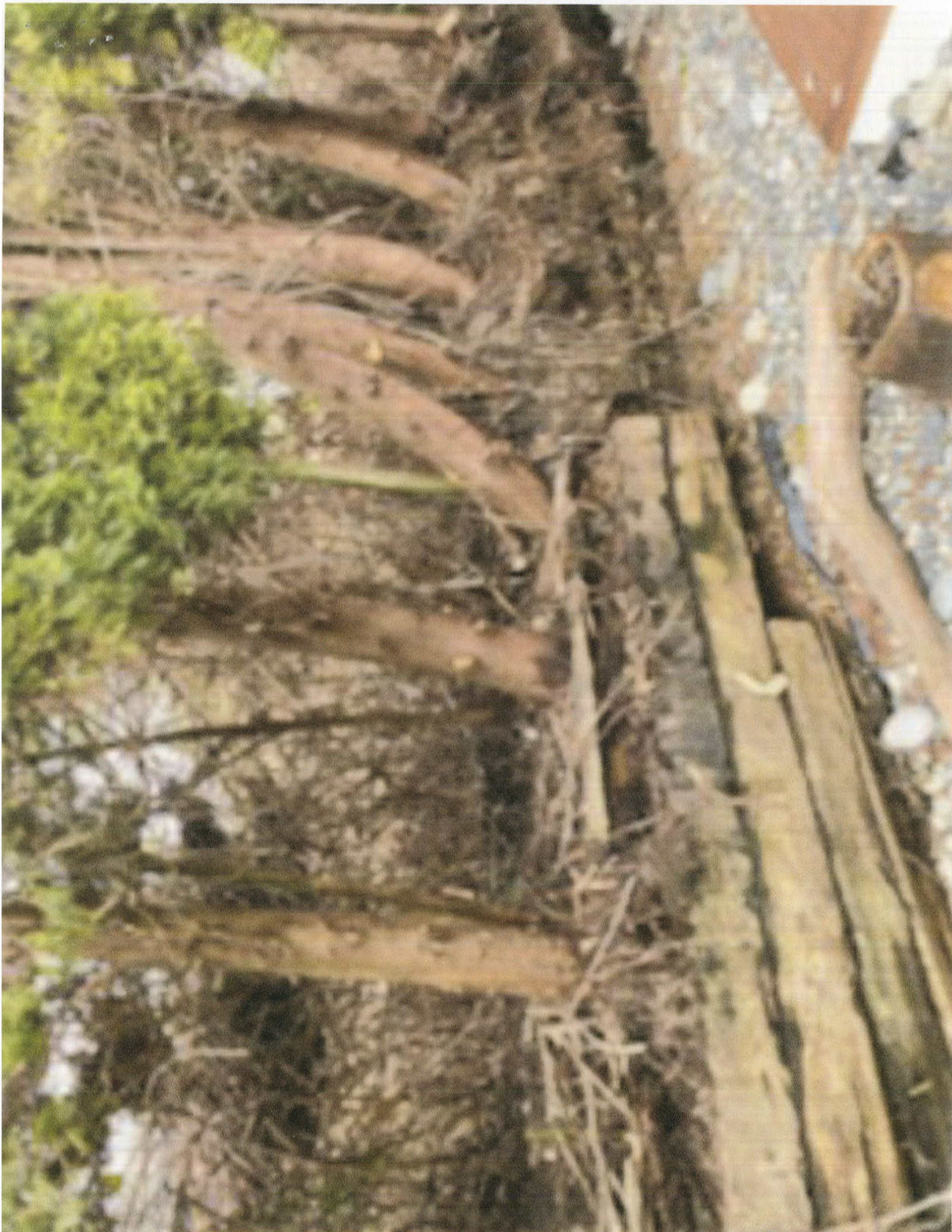
Date:

MAR 9/2021









## Fahad Abrahani

---

**From:** [REDACTED]  
**Sent:** March 05, 2021 10:17 AM  
**To:** Fahad Abrahani  
**Subject:** 1160 Victoria Dr., your file#174762, SUB00169 Port Coquitlam  
**Attachments:** Scan20210305.pdf





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H.Y. ENGINEERING FILE: 174762

MUNICIPAL PROJECT: SUB00169

PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC

I/We [REDACTED] GIRONX live at [REDACTED] VICTORIA DR.

I/We have reviewed the proposed plans for the above referenced projects and:

☐ We support the project as presented.

☒ We would support the project if:

• LOTS 10-15 were shorter in depth and the lane was wider.  
• WILL THE CITY ALLOW CARRIAGE/COACH HOMES OVER THE GARAGE (YES PLEASE!)  
• WHO WILL TAKE RESPONSIBILITY FOR THE WILDLIFE CORRIDOR MAINTENANCE?  
(fallen trees, damage, flooding...)  
• THESE LOTS ARE NOT STRATAS

☐ We do not support the project because:

[Empty box for reasons for not supporting the project]

Signed:

Date:

[REDACTED]

March 05/21



## Fahad Abrahani

---

**From:** [REDACTED]  
**Sent:** March 01, 2021 9:27 PM  
**To:** Fahad Abrahani  
**Cc:** planning@portcoquitlam.ca; [REDACTED]  
**Subject:** RZ000196 1160 VictoriaDr

My name is [REDACTED] Gordon of [REDACTED] Wedgewood Street, one of the lots backing onto the noted development. Having been invited to share our concerns regarding the development of the noted property, I submit the following questions. I am mostly concerned about drainage, in particular regarding the underground streams that run through that property and that have been causing drainage problems in our properties.

- 1) A lot of attention is being paid to the western lots. What drainage plans, if any, exist for the back yards of the eastern units backing on to our lots on Wedgewood Street?
- 2) The houses are on very small lots, it seems that there will be little privacy at the 2<sup>nd</sup> floor level, in fact it is likely that the top floors of the new houses will be looking down directly into our 2<sup>nd</sup> floor rooms. What height differential is planned between the development and our lots? Do the plans call for just levelling, or will there be changes to existing levels of the proposed lots?
- 3) What plans are in place to mitigate risks to our trees, bushes, retaining walls (from construction activities, landscaping, weight pressure from the new houses, drainage when current trees and bushes are removed etc.)?
- 4) What Insurance/contingency funds are in place for claims against any damage to our properties by the construction?
- 5) I also want to note that I really don't want to see that stand of cottonwoods removed (on the southern edge of the subject property). It seems inevitable that they are to be removed as they are not noted in the development plans. If so, were drainage plans formed with the removal of those trees in mind? I know that trees of that type and stature remove a vast amount of water daily from the surrounding lands. What guarantees are there that the proposed development drainage plans suffice for the increase in water retention for the new development?

Regards,  
[REDACTED]



## Fahad Abrahani

---

**From:** Fahad Abrahani  
**Sent:** March 09, 2021 1:43 PM  
**To:** [REDACTED]  
**Cc:** planning@portcoquitlam.ca; [REDACTED]  
**Subject:** RE: RZ000196 1160 VictoriaDr

Hello [REDACTED]

Thank you very much for taking the time to review the details of the proposed development and for providing your comments and questions. We will be sure to include your comments in our submission to the City and we would also like to provide some clarification to your questions.

With regards to Stormwater Management and Drainage, although natural features such as watercourses, riparian areas and landscaped areas do help with stormwater management and drainage, the City requires each development to provide adequate servicing in addition to such pre-existing natural features to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions of the area.

With regards to the proposed homes, these homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height requirement of the zoning bylaw. In order to preserve privacy with the homes at the rear, the proposed floor plans will also be prepared with consideration of maximizing the privacy of the subject and surrounding homes. Upper floor decks will be discouraged and privacy fencing would also be installed along the side and rear lot lines along with shade trees along the rear property lines. The proposed homes will also have a setback of 7.5m from the rear property line, consistent with those provided for the adjacent homes on Wedgewood Street. Based on preliminary review of the site topography, we anticipate minor grade changes to the center of the lots backing onto your property and towards the new road. We do not anticipate any grade changes along your rear property line.

With regards to risk mitigation, construction activities will be conducted using best practices and care to ensure that damage to neighbouring properties does not occur. Tree management will be conducted as directed by the Project and City Arborists and Arborist recommendations will be followed. A Geotechnical Consultant (Cornerstone Geo-Structural Engineering) has also reported on the feasibility of residential construction on the subject site and Geotechnical recommendations will also be followed.

With regards to insurance, the City mandates that developers and contractors carry liability insurance as specified by the City.



Please feel free to contact us if you have any other questions or if you would like to provide any additional comments.

Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner



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---

**From:** [REDACTED]  
**Sent:** March 01, 2021 9:27 PM  
**To:** Fahad Abrahani <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>  
**Cc:** [planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca); [REDACTED]  
**Subject:** RZ000196 1160 VictoriaDr

My name is [REDACTED] Gordon of [REDACTED] Wedgewood Street, one of the lots backing onto the noted development. Having been invited to share our concerns regarding the development of the noted property, I submit the following questions. I am mostly concerned about drainage, in particular regarding the underground streams that run through that property and that have been causing drainage problems in our properties.

- 1) A lot of attention is being paid to the western lots. What drainage plans, if any, exist for the back yards of the eastern units backing on to our lots on Wedgewood Street?
- 2) The houses are on very small lots, it seems that there will be little privacy at the 2<sup>nd</sup> floor level, in fact it is likely that the top floors of the new houses will be looking down directly into our 2<sup>nd</sup> floor rooms. What height differential is planned between the development and our lots? Do the plans call for just levelling, or will there be changes to existing levels of the proposed lots?
- 3) What plans are in place to mitigate risks to our trees, bushes, retaining walls (from construction activities, landscaping, weight pressure from the new houses, drainage when current trees and bushes are removed etc.)?
- 4) What Insurance/contingency funds are in place for claims against any damage to our properties by the construction?
- 5) I also want to note that I really don't want to see that stand of cottonwoods removed (on the southern edge of the subject property). It seems inevitable that they are to be removed as they are not noted in the development plans. If so, were drainage plans formed with the removal of those trees in mind? I know that trees of that type and stature remove a vast amount of water daily from the surrounding lands. What guarantees are there that the proposed development drainage plans suffice for the increase in water retention for the new development?

Regards,  
[REDACTED]



## Fahad Abrahani

---

**From:** [REDACTED]  
**Sent:** March 02, 2021 8:20 AM  
**To:** Fahad Abrahani; Fahad Abrahani  
**Subject:** RZ000196 - Proposed rezoning and 25-lot subdivision at 1160 Victoria Drive  
**Attachments:** holtby.jpg

As a resident of Lynwood Avenue I have concerns with the proposed development of 1160 Victoria Drive as provided in the letter from H.Y. Engineering Ltd, February 16, 2021:

1. The proposed subdivision layout indicates a road and lane (t-layout) - Why would a "cul-de-sac" not be required to accommodate traffic flow/capacity and continuity with the existing neighborhood?
2. What are the proposed height/floors for the new properties? HY Engineering's letter indicates "*main floor decks and patios... upper floor decks would be discouraged*" – the possibility of 3 or more storey homes on the proposed re-zoned/smaller lots will be a striking contrast to existing Lynwood/Wedgewood neighborhood.
3. The possible addition of a secondary suite within these newly constructed homes means possibly 50 families in this new development – I do not believe the proposed site plan accommodates parking for suite occupants as the City requires a separate, dedicated and independently accessible parking spot for the suite occupants.
4. Drainage from 1160 Victoria has always been an issue along the east side of the property (Lynwood/Wedgewood) with the water running over the sidewalk (freezing into ice during cold weather) onto Lynwood - the habitat balance map does not appear to address this water issue. Property owners in this area knows there are existing drainage/water issues, this development may impact and worsen the current issues.
  - a. It is not clear what happens to the existing stream that flows under Lynwood (between 1172 & 1164 Lynwood); this is a "daylighted" stream that runs through 1160 Victoria Drive and is cause for concern if the stream is re-routed and the area developed for residential use.
5. Victoria Drive should have been considered as an access point to this new development as this has been the case for the City of Coquitlam with the multiple developments it has permitted along Victoria Drive.

Creating an intersection at Holtby, utilizing the current access point to 1160 Victoria Drive (image attached), would allow for the installation of a crosswalk and safe access for area residents to Victoria Park. This new intersection could help to address the ongoing speeding along Victoria Drive and highlight the 30km/h speed limit. The City of Port Coquitlam has indicated that speed enforcement is required while it considers development/road improvements (Speeding near Port Coquitlam parks, shopping areas prompts action - Tri-City News) see page 86 of the City of Port Coquitlam Council Agenda, October 6, 2020 and the discussion of 2019 traffic count.

I request the developer and City consider revising the proposed development, taking into consideration the existing residential area and the concerns of area residents.

Thank you,  
[REDACTED] Stewart  
[REDACTED] Lynwood Ave







## Fahad Abrahani

---

**From:** [REDACTED]  
**Sent:** March 14, 2021 8:52 AM  
**To:** Fahad Abrahani; planning@portcoquitlam.ca; Ann Pratt  
**Cc:** westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mcurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca  
**Subject:** Re: RZ000196 - Proposed rezoning and 25-lot subdivision at 1160 Victoria Drive

Thank you for responding to my email- ultimately I do not agree with allowing the subject property to be rezoned.

[REDACTED] Stewart

Sent using OWA for iPhone

---

**From:** Fahad Abrahani <f.abrahani@hyengineering.com>  
**Sent:** Tuesday, March 9, 2021 12:29:31 PM  
**To:** [REDACTED] planning@portcoquitlam.ca; Ann Pratt  
**Cc:** westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mcurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca  
**Subject:** RE: RZ000196 - Proposed rezoning and 25-lot subdivision at 1160 Victoria Drive

**CAUTION:** This email originated from outside of BCIT. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello [REDACTED]

Thank you very much for taking the time to review the details of the proposed development and for providing your comments and questions. We will be sure to include your comments and suggestions in our submission to the City; however, we would also like to provide some clarification to your questions.

With regards to road and lane (t-layout), the lane is required to provide access to the lots fronting Victoria Drive. A cul-de-sac option was considered; however, the City's Engineering and Transportation departments found it unfavourable to have a cul-de-sac with a tee at the end for safety and accessibility concerns.

With regards to the proposed homes, these homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height requirement of the zoning bylaw. In order to preserve privacy with the homes at the rear, the proposed floor plans will also be prepared with consideration of maximizing the privacy of the subject and surrounding homes. Upper floor decks will be discouraged and privacy fencing would also be installed along the side and rear lot lines along with shade trees along the rear property lines. The proposed homes will also have a setback of 7.5m from the rear property line, consistent with those provided for the adjacent homes on Wedgewood Street.



With regards to secondary suites and parking; yes, the City requires a separate, dedicated and independently accessible parking spot for the suite occupants. In addition to parking, there are also a list of other site specific and lot specific requirements that need to be met for secondary suites to be provided. Therefore, secondary suite potential for these lots is not guaranteed.

With regards to Stormwater Management and Drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions of the area.

With regards to the existing stream under Lynwood (between 1172 and 1164 Lynwood), the on-site watercourse currently drains into a storm main on Lynnwood Avenue and is conveyed west to Alderwood, then south and east along Alderwood, and exits south into a park at the east side of Ambleside Close where it daylights and drains into Hyde Creek. The watercourse does not run under the properties on Lynnwood Avenue. As noted in the comment above, the rerouted watercourse will connect directly to Watkins Creek to the south through a 750mm diameter drainage pipe/fish passable culvert crossing the intersection of Lynnwood Avenue and Alderwood Avenue.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again.

With regards to the intersection at Holtby Street, there is an existing dedication for an unopened road (Newberry Street) continuing south to the west of the subject site, that follows the same alignment as Holtby Street to the north on the Coquitlam side. This stretch of unopened road is currently being used by wildlife, and in order to retain the existing wildlife habitat, it was determined that this unopened road should be retained as a wildlife corridor, through extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental) and the Hyde Creek Watershed Society. We will work closely with the City to implement reasonable measures to improve pedestrian safety in the area.

Please feel free to contact us if you have any other questions or if you would like to provide any additional comments.

Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner

## Fahad Abrahani

---

**From:** [REDACTED] Robertson  
**Sent:** March 03, 2021 7:44 AM  
**To:** Fahad Abrahani; pennerd@portcoquitlam.ca  
**Subject:** Proposed rezoning at 1160 Victoria

Good morning. In reply to your requests for comments relating to the above noted subdivision proposal I submit the following, and I am copying Councillor Darrell Penner since he was the Chair of the Traffic Solutions Committee and lives in the area.

I have lived in the area directly south of the noted property since 1989. As development around us in the Coquitlam Burke Mountain area has increased, so too has the traffic. There is no doubt this new development of yours will add many more cars to the streets in our area, especially Lynwood Avenue from your location to Apel Drive, because most people will use that route to exit the area rather than Victoria which includes a school zone and a traffic signal.

Nonetheless I would not oppose the development of the property as long as the City of Port Coquitlam would address the street parking at the dangerous blind curve on Lynwood just west of Alderwood Avenue. The allowable parking on the south side of Lynwood starts at the curve, and there is large pickup truck which has parked here for many years. Often there are cars parked on the opposite side of the street as well, and most dog-walkers walk on the roadway on this side of the street so their pets can use the park as they walk.

When approaching the curve from either direction a driver can't see oncoming traffic or pedestrian traffic due to this visual obstruction. I have raised this issue with the City and requested that they relocate the "No Parking" sign far enough to the west that anyone parking next to it wouldn't be obstructing the view of motorists using the roadway. They didn't even come to the site but used Google Streetview to tell me that people are supposed to alternate when seeing an oncoming vehicle. I assume they would also tell me that people walking their dogs should use the sidewalk on the north side of the street but that's not the reality of what actually occurs. Unfortunately the city worker missed the point - the danger is not being able to see what is coming as you approach the curve, and it has nothing to do with alternating traffic.

If your proposal takes this danger into account and includes a proposal that the City move the "No Parking" sign 25 metres to the west, thereby creating an unobstructed view at this curve, then I will not voice any further opposition. Perhaps you will have better luck in having the City remedy a dangerous situation.

[REDACTED] Robertson  
[REDACTED] Ambleside Close  
Port Coquitlam



## Fahad Abrahani

---

**From:** Fahad Abrahani  
**Sent:** March 03, 2021 3:48 PM  
**To:** [REDACTED] Robertson  
**Cc:** Councillor Darrell Penner  
**Subject:** RE: Proposed rezoning at 1160 Victoria

Hi [REDACTED],

Thank you very much for taking the time to review the details of the proposed development and for providing your comments. We will certainly include your comments, concerns, and suggestions into our submission to the City.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT  
Planner



#200 - 9128 152 Street, Surrey, BC V3R 4E7

E: [f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)

W: [www.hyengineering.com](http://www.hyengineering.com)

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---

**From:** Councillor Darrell Penner <pennerd@portcoquitlam.ca>

**Sent:** March 03, 2021 12:55 PM

**To:** [REDACTED] Robertson [REDACTED]; Fahad Abrahani <f.abrahani@hyengineering.com>

**Subject:** Re: Proposed rezoning at 1160 Victoria

Hi Joe thanks for your comments. I will definitely have your concerns brought forward. Thanks again.

---

On: 03 March 2021 10:33,

"[REDACTED] Robertson" [REDACTED] wrote:

Good morning. In reply to your requests for comments relating to the above noted subdivision proposal I submit the following, and I am copying Councillor Darrell Penner since he was the Chair of the Traffic Solutions Committee and lives in the area.

I have lived in the area directly south of the noted property since 1989. As development around us in the Coquitlam Burke Mountain area has increased, so too has the traffic. There is no doubt this new development of yours will add

## Fahad Abrahani

---

**From:** [REDACTED]  
**Sent:** March 04, 2021 1:36 PM  
**To:** Fahad Abrahani; planning@portcoquitlam.ca; [REDACTED]  
**Subject:** Future development of 25 homes off Lynwood Ave.

Hi,

My main concern is that the access from Lynwood onto Apel is a reasonably sloped access and winter weather that produces snow or ice at the intersection, at times, causes a backup of traffic on Lynwood and problems getting onto Apel 'quickly' and safely. A much smoother, safer access would be onto Victoria Drive and moving house 13 down to Lynwood. This would minimize the potential issues at Lynwood and Apel in the cold winter weather.

My second concern is the increased traffic on Lynwood that would be created by another 25 homes and associated cars going in and out on Lynwood. Victoria drive is much more capable of handling the additional traffic.

Sincerely,

[REDACTED] Squires  
[REDACTED] Plymouth Crescent  
PoCo



## Fahad Abrahani

---

**From:** Fahad Abrahani  
**Sent:** March 04, 2021 5:05 PM  
**To:** [REDACTED] Squires; planning@portcoquitlam.ca; [REDACTED]  
**Subject:** RE: Future development of 25 homes off Lynwood Ave.

Hi [REDACTED],

Thank you very much for taking the time to review the details of the proposed development and for providing your comments. We will certainly include your comments and concerns into our submission to the City.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT  
Planner



#200 - 9128 152 Street, Surrey, BC V3R 4E7

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---

**From:** [REDACTED] Squires [REDACTED]  
**Sent:** March 04, 2021 1:36 PM  
**To:** Fahad Abrahani <f.abrahani@hyengineering.com>; planning@portcoquitlam.ca; [REDACTED]  
**Subject:** Future development of 25 homes off Lynwood Ave.

Hi,

My main concern is that the access from Lynwood onto Apel is a reasonably sloped access and winter weather that produces snow or ice at the intersection, at times, causes a backup of traffic on Lynwood and problems getting onto Apel 'quickly' and safely. A much smoother, safer access would be onto Victoria Drive and moving house 13 down to Lynwood. This would minimize the potential issues at Lynwood and Apel in the cold winter weather.

My second concern is the increased traffic on Lynwood that would be created by another 25 homes and associated cars going in and out on Lynwood. Victoria drive is much more capable of handling the additional traffic.

Sincerely,

[REDACTED] Squires  
Plymouth Crescent

PoCo

## Fahad Abrahani

---

**From:** [REDACTED] Town [REDACTED]  
**Sent:** March 07, 2021 10:26 AM  
**To:** Fahad Abrahani; planning@portcoquitlam.ca <planning@portcoquitlam.ca>  
**Cc:** westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca;  
mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca;  
pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca;  
sherrellb@portcoquitlam.ca  
**Subject:** Proposed plans for a development at 1160 Victoria Drive

Thank you for sending the package detailing proposed plans for a development at 1160 Victoria Drive.

H. Y. Engineering File: 174762  
Port Coquitlam Project: SUB00169

I have had a chance to review the plans and to ask questions of both the developer and the city. Upon reflection, I feel that the lot sizes that are proposed are too small. I also feel that if there is only a single point of access to the new development via Lynwood Avenue, the traffic flow will be problematic for the residents of the new development as well as for the residents on Lynwood and Wedgewood.

My preference would be:

- 1) That the lots in the new development be larger so that they are similar in size to the lots in the surrounding neighbourhood.
- 2) That the new development be accessed via both Lynwood Avenue and Victoria Drive – the same way that Wedgewood Street, one block to the East, is accessible from both Lynwood and Victoria.
  - a. Creating access from both Lynwood and Victoria would ease a traffic pinch point for the existing neighbourhood as well as for residents in the new development.
  - b. Construction vehicles as well as Emergency vehicles needing access to the new development will have an easier time if there are two access points.
  - c. Two access points will make it easier and safer for city works to service the new development.




With 25 homes and the possibly of a secondary suite in each home, the development as currently proposed will result in a very congested street. There is no doubt that the congestion will spill out into the surrounding neighbourhood.

Our neighbourhood is currently active with families biking running or walking with children and dogs to access the local trails and parks. We are a close-knit community that enjoys the simple pleasure of stopping to chat with a neighbour and we also enjoy our annual block parties.

Increasing the lot sizes and opening up the new street to have access on both Lynwood and Victoria will allow the developer to bring the best characteristics of the existing neighbourhood into the new development. Let's work together to maintain the positive community feel in the current neighbourhood and bring it to the new development so that our future neighbours can enjoy everything that makes this such a special place to live.

Regards,

 Town  
Lynwood Avenue.

Sent from [Mail](#) for Windows 10

## Fahad Abrahani

---

**From:** Fahad Abrahani  
**Sent:** March 08, 2021 12:25 PM  
**To:** [REDACTED] Town; [planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca) <[planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca)>  
**Cc:** [westb@portcoquitlam.ca](mailto:westb@portcoquitlam.ca); [darlings@portcoquitlam.ca](mailto:darlings@portcoquitlam.ca); [dupontl@portcoquitlam.ca](mailto:dupontl@portcoquitlam.ca); [mccurrachn@portcoquitlam.ca](mailto:mccurrachn@portcoquitlam.ca); [pennerd@portcoquitlam.ca](mailto:pennerd@portcoquitlam.ca); [pollockg@portcoquitlam.ca](mailto:pollockg@portcoquitlam.ca); [washingtond@portcoquitlam.ca](mailto:washingtond@portcoquitlam.ca); [sherrellb@portcoquitlam.ca](mailto:sherrellb@portcoquitlam.ca)  
**Subject:** RE: Proposed plans for a development at 1160 Victoria Drive

Hi [REDACTED],

Thank you very much for taking the time to review the details of the proposed development and for providing your comments. We will be sure to include your comments and suggestions in our submission to the City.

I also wanted provide some background information and clarification with regards to access from Victoria Drive and Secondary Suites.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments and suggestions, we will discuss this option with the City again.

With regards to secondary suites, as advised in one of my previous emails, the zoning that is being proposed for this development does permit secondary suites; however, there are a list of site specific and lot specific requirements (including separate on-site parking) that need to be met for secondary suites to be provided. Therefore, secondary suite potential for these lots is not guaranteed.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT  
Planner



#200 - 9128 152 Street, Surrey, BC V3R 4E7

E: [f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)

W: [www.hyengineering.com](http://www.hyengineering.com)

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## Fahad Abrahani

---

**From:** [REDACTED]  
**Sent:** March 07, 2021 1:37 PM  
**To:** Fahad Abrahani; planning@portcoquitlam.ca  
**Cc:** pennerd@portcoquitlam.ca; westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupont@portcoquitlam.ca; maccurrachn@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca  
**Subject:** Proposed rezoning and 25-lot subdivision at 1160Victoria DR.

After revising the proposed project SUB00169 from H.Y Engineering, I would like to contribute the following comments:

1. If only one entrance is allowed, the new proposed subdivision should be accessed from Victoria Dr (not Lynwood) and be self-contained.

Opening on Lynwood would only add to more traffic problems in this existing long establish and community-friendly neighborhood.

This would also help prevent overflowing of parking into existing areas especially if suites are created.

2. Although we cannot change what's called "progress," the creation of an RS1 instead of an RS 2 zoning would be more fitted in this particular corner of our city.

As a [REDACTED] for more than 35 years in Port Coquitlam, I strongly believe that the current market would support the creation of larger lots rather than smaller.

In this pandemic time, there is a tremendous demand for more distancing and privacy. Families want more space.

3. There is a real concern about the management of water resulting from the manipulation and preloading of this already saturated parcel.

Water is already flowing out on part of Lynwood sidewalk and the neighborhood is worried about potential future flooding.

What kind of protection/guarantees are there in case of oversaturation leading for example to house sinking or yard flooding?

4. This parcel is also a well-documented wildlife corridor where animals will hopefully adapt to a new entrance from Victoria Drive to Hyde Creek Nature Reserve.

In its current proposal, lot #10 should be eliminated to reflect a similar width to the proposed realigning water course. A larger access means more chance for wildlife.

Regards,

[REDACTED] Preville

[REDACTED] Lynwood



## Fahad Abrahani

---

**From:** Fahad Abrahani  
**Sent:** March 08, 2021 12:22 PM  
**To:** [REDACTED] Preville; planning@portcoquitlam.ca  
**Cc:** pennerd@portcoquitlam.ca; westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupont@portcoquitlam.ca; maccurrachn@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca  
**Subject:** RE: Proposed rezoning and 25-lot subdivision at 1160Victoria DR.

Hello [REDACTED],

Thank you very much for taking the time to review the details of the proposed development and for providing your comments. We will be sure to include your comments and suggestions in our submission to the City.

I also wanted provide some background information and clarification with regards to access from Victoria Drive and Stormwater Management and Drainage.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments and suggestions, we will discuss this option with the City again.

With regards to Stormwater Management and Drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions of the area.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner



## Fahad Abrahani

---

**From:** [REDACTED] RATICH [REDACTED]  
**Sent:** March 09, 2021 8:12 AM  
**To:** Fahad Abrahani; planning@portcoquitlam.ca  
**Cc:** westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca;  
mccurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca;  
pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca;  
sherrellb@portcoquitlam.ca  
**Subject:** Proposed Subdivision 1160 Victoria Drive  
**Attachments:** Empty Lot Mitigation.docx

Please find attach questions and comments that we have mailed to H.Y. Engineering on the Proposed Subdivision Layout at 1160 Victoria Drive, Port Coquitlam.

H. Y. Engineering File: 174762  
Port Coquitlam Project: SUB00169

Regards,

[REDACTED] Ratich  
[REDACTED] Lynwood Avenue,  
Port Coquitlam,  
V3B6S3

Fahad Abrahani, RPP, MCIP, CPT  
Planner

City of Port Coquitlam

Please refer to each numbered question when answering. As this is a 'way of life' altering development, my request is to be provided answers from both the city and developer.

Until the below questions are answered, reviewed and allotted the appropriate time to give meaningful feedback to the developers and the City of Port Coquitlam, I cannot at this time support the project. I also do not at anytime support the rezoning of RS3 to RS2.

### **Mitigation**

- 1) What accommodations have been made for priority animal species i.e. barred owl?
- 2) Has there been an Endangered Species Assessment and Mitigation report done? Inclusive of Protected Species Identification and habitat narrative for plants and animals.
- 3) What conservation measures that include the planting of native vegetation between the residences and the proposed area around the "realigned water course" been proposed?
- 4) Will invasive plants be removed and monitored over a 5 year period as to mitigate regrowth?
- 5) Will there be a mitigation surety attached to the as built report be monitored over 5 years to assure native growth and to assure invasive species have been removed for each property as proposed plans would be inclusive but not limited to lots 1 through 10 excluding lot 2.
- 6) Will there be a covenant and agreement attached to each of the affected properties?
- 7) Will "Critical Area" signs be posted at the edge of the buffer?
- 8) What accommodations have be made to assess the affects of dog waste?
- 9) Could an off leash dog area and small play area be implemented?
- 10) As residences from Wedgewood, Lynwood, Ambleside Close and on the other side of Smiling Creek including those from the Coquitlam side of Victoria Drive use Lynwood Avenue to walk their dogs (sometimes these are caregivers with strollers or small children), will a sidewalk on the south side of Lynwood Avenue be constructed to assure the safety of the dog walkers?
- 11) If so, what accommodations will be made for run off and storm water during storm events (unobstructed water drainage)?
- 12) What are the plans for re-routing all the underground streams?
- 13) What are the ecological guidelines for mitigating this?
- 14) What fill is proposed for 1160 Victoria Drive and does it account for, "City of Port Coquitlam Soil Removal and Deposit Bylaw 2002, bylaw No. 3331?" With emphasis on #9,(1) a,b,e,f, paying particular attention to f.  
    "(1) The applicant shall not be entitled to a permit if the proposed removal or deposit of soil or other material would:"



“(f) result in soil on the lands or on adjacent lands becoming susceptible to erosion, slippage, landslides, slumping or settling;”

As we are aware that erosion and settling happens over a long period of time.

15) Will the city ask the developers to put up a 10-15 year bond to cover erosion costs or attach a covenant to each property so as owners have full disclosure?

For example, there is a residence on Ambleside Close that required extensive underpinning to the foundation that was caused by erosion over a period of time. City passed inspection and the resident was left with cost of repair as they had no recourse. These are not small costs.

16) Has there been an Impact assessment that covers inclusively:

Type of Impact;

- (a) What is the square footage buffer that is required between a dwelling and wetland?
- (b) What is the water quality impact?
- (c) What is the Flood Storage?
- (d) What wildlife and Land Species are Impacted?
- (e) What is the Hydrological Regime?
  - i. Cumulative Impacts;
  - ii. Effects Determination;
- (a) What are the listed Species and Critical Habitat?
- (b) What is the Floodplain Habitat
- (c) What are the effects and impacts of storm water and water quality running into Smiling Creek, which is a salmon spawning habitat?
- (d) What are the Primary Constituent Elements?

17) Will dispersion trenches be required for all properties?

18) Where will the wastewater go?

### **During construction**

19) What is the construction management in regards to:

- (a) Native Species and habitat?
- (b) Storm water disposal effect on Smiling Creek “realigned water course”?

### **Geological Studies**

20) How much above grade will the houses foundation be built with attention to base elevation and top of slab?

21) What fill is to be required?

22) How will it effect run off and elevation to neighboring properties?

23) Has any tsunami and earthquake hazard and inundation estimates (water depth and flow rate, ect) for the sub division been addressed?

To determine applicable estimated water inundation depth, estimated flow velocity for foundation design and recommended finished floor elevation of the residences:

- 24) Will a certified geologist recommend and state the risk to the structure and habitants if an averse geological event were to occur?
- 25) What are the risk factors for earthquake and sink holes?
- 26) Why would the city allow rezoning the proposed subdivision from RS-3 to RS-2?

“RS3 To accommodate and regulate detached dwellings on large lots with at least 30m lot widths.” RS2 does not comply with the surrounding neighborhood; “to accommodate and regulate detached dwelling units on smaller lots with at last 12m lot widths”. RS3 as zoned is more in keeping with traffic flow and density for this area.

- 28) If rezoning is to be passed will rezoning be allowed in Birchland and Lincoln Park in the future?
- 29) Will the height of new construction be in alignment with housing in the area?
- 30) Will the width of the street should be the same width as Lynwood Avenue to allow for street sweepers and emergency vehicles?
- 31) Will there need to be sewer and or water upgrades? If so what will the disturbance to the surrounding area consist of?
- 32) Will there be an effort to increase opportunities for non-auto transportation including bicycles, pedestrian networks, and buses.
- 33) What are the transportation planning and traffic management initiatives for sustainable urban development?
- 34) What efforts are to be implemented to relieve traffic congestion?

Zoning to RS2 will cause a very significant parking issue.

As there is already a drive way onto Victoria Drive this should be the exit from the sub division to elevate undue stress on Lynwood Avenue. Or at the very minimal have two exits for congestion and safety issues.

When the city was first approached to develop the lot at 1388 Apel Drive the city declared the zoning must keep with the housing in the surrounding area. This has remained consistent to date with the new construction. All the same points that were initially discussed at that meeting apply here.

According to the city of Port Coquitlam “for many generations, block parties have served as a way for neighbours to meet each other. Block parties may be a way for residents to work together around issues (such as traffic or vandalism) affecting the neighbourhood or to start a neighbourhood preparedness program. Whatever the motive, block parties often lead to further gatherings of neighbours and may lead to local improvement projects, new playground equipment, or a neighbourhood clean-up campaign.”



For the last several years our neighbourhood has embraced this initiative and hosted block parties on Lynwood Ave. By changing the location of the feeder road to the middle of the street (rather than at the stop sign as originally proposed) this decision would effectively hinder the event due to traffic from high density thus creating a disconnect. Please refer to the City of Port Coquitlam website on Block Parties <https://www.portcoquitlam.ca/recreation/events-attractions/block-party/>

Looking forward to your reply,

[REDACTED] Ratich

[REDACTED] Lynwood Avenue,

Port Coquitlam, B.C.

V3B6S3

## Fahad Abrahani

---

**From:** Fahad Abrahani  
**Sent:** March 22, 2021 10:51 AM  
**To:** [REDACTED] RATICH; planning@portcoquitlam.ca  
**Cc:** westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mcurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca  
**Subject:** RE: Proposed Subdivision 1160 Victoria Drive

Hello [REDACTED]

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your questions that we are able to provide at this time.

An Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental which has included assessment of wildlife habitat features at the site, and assessment of endangered or species at risk. The report noted that no raptor (hawk, owl) nests are present. Existing streams and ravines, such as Smiling Creek and the watercourse at the west of the subject site (unnamed stream), are commonly used for wildlife movement corridors from which some animals may disperse for feeding opportunities. The wildlife corridor proposed for the unopened road allowance west of the site is already used by bear, deer and other wildlife. The EIA report included a search of species-at-risk databases and noted that the riparian forest area and wetted portions along the unnamed stream could provide suitable foraging habitat for occasional use by Great Blue Heron, Olive-sided Flycatcher, Barn Swallow, and Band-tailed Pigeon. Northern Red-legged Frog may use the stream at the site for movement and foraging. An inactive Barn Swallow nest was observed in the barn and the EIA report suggested erecting artificial Barn Swallow nesting structures within the streamside setback areas proposed at the Site.

The EIA has proposed that restoration planting of the streamside protection area be provided. The restoration planting plan will be based on removal and control of invasive plants within the streamside setback area and planting of a variety of native tree and shrub species. Commonly, there is a 5-year maintenance (weeding, invasive plant control, irrigation, replacement of plantings that have not survived) and annual monitoring period until the riparian forest plantings have become well established and free to grow. The costs of restoration planting and associated maintenance and monitoring are typically covered by bonding and securities provided to and held by the City until the 5-year period has elapsed and the planted area has been successfully established as enhanced riparian vegetation.

A Geotechnical and Hazard Assessment Report has been completed by Cornerstone Geo-Structural Engineering confirming the feasibility of the proposed use of the site. Geotechnical Recommendations have also been provided for site preparation that will be followed, including recommendations for foundation footings, inspection of the foundation soil by the Geotechnical Consultant prior to construction and approval of the type and amount of grading fill being used. The site will be regraded to establish a more even slope from north to south while maintaining the existing grades and elevations with adjacent properties. We anticipate minor grade changes to the center of the lots backing onto the rear and towards the new road. We do not anticipate any grade



changes along the shared property lines with adjacent properties. All grading works will be completed in accordance with the City's bylaws and permitting requirements. Additionally, due to the topsoil being underlain by very stiff clayey silt glacial till, we do not anticipate that pre-loading of the site will be required. The proposed homes will respect the proposed grading approved by the City and the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height requirement of the zoning bylaw.

In addition to the Geotechnical Recommendations, Environmental Recommendations as provided by Phoenix Environmental will also be followed including stabilization of exposed soils and Erosion and Sediment Control (ESC) measures during construction activities including site clearing, utilities installation and house construction to ensure that sediment and dirt from the construction works are managed on-site and do not impact the neighbouring properties or the existing watercourse. Tree management will be conducted as directed by the Project Arborist (Stickleback Environmental) and City Arborist, and Arborist Recommendations will also be followed.

With regards to hydrology and rerouting streams, the on-site watercourse currently drains into a storm main on Lynnwood Avenue and is conveyed west to Alderwood, then south and east along Alderwood, and exits south into a park at the east side of Ambleside Close where it daylights and drains into Hyde Creek. No water table or groundwater seepage was observed during the geotechnical assessment and testing, and the site is also located outside of the flood plain areas identified by the City.

The City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions. Servicing upgrades will also include a new sanitary main and watermain in the proposed road to service the proposed development.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again. Furthermore, the ultimate right-of-way for the proposed road is 15m. This is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles. The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT  
Planner



#200 - 9128 152 Street, Surrey, BC V3R 4E7

E: [f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)

W: [www.hyengineering.com](http://www.hyengineering.com)

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---

From: [REDACTED] RATICH [REDACTED]

Sent: March 09, 2021 8:12 AM

To: Fahad Abrahani <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>; [planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca)

Cc: [westb@portcoquitlam.ca](mailto:westb@portcoquitlam.ca); [darlings@portcoquitlam.ca](mailto:darlings@portcoquitlam.ca); [dupontl@portcoquitlam.ca](mailto:dupontl@portcoquitlam.ca); [mccurrachn@portcoquitlam.ca](mailto:mccurrachn@portcoquitlam.ca); [pennerd@portcoquitlam.ca](mailto:pennerd@portcoquitlam.ca); [pollockg@portcoquitlam.ca](mailto:pollockg@portcoquitlam.ca); [washingtond@portcoquitlam.ca](mailto:washingtond@portcoquitlam.ca); [sherrellb@portcoquitlam.ca](mailto:sherrellb@portcoquitlam.ca)

Subject: Proposed Subdivision 1160 Victoria Drive

Please find attach questions and comments that we have mailed to H.Y. Engineering on the Proposed Subdivision Layout at 1160 Victoria Drive, Port Coquitlam.

H. Y. Engineering File: 174762  
Port Coquitlam Project: SUB00169

Regards,

[REDACTED] Ratich  
[REDACTED] Lynwood Avenue,  
Port Coquitlam,  
V3B6S3



## Fahad Abrahani

---

**From:** [REDACTED] HOWES [REDACTED]  
**Sent:** March 10, 2021 1:28 PM  
**To:** Fahad Abrahani  
**Cc:** [REDACTED]  
**Subject:** 1160 Victoria Drive - Environmental Report  
**Attachments:** Comments 1160 Victoria Drive 14 March 2021.docx

Fahad....

Thank you for sending this more detailed EIA for the development at 1160 Victoria Drive, Port Coquitlam, BC.

Hyde Creek Watershed Society in general supports the project in particular the use of the unopened road, Newberry Steet, as a wildlife corridor and realignment and improvements to the unnamed stream and linkage via fishway passable culvert to Watkins Creek to make this a fish-bearing stream.

We have some additional comments and questions that are included as an attachment.

Let me know if you have any questions.

[REDACTED] Howes  
Director, Hyde Creek Watershed Society

---

**From:** "Fahad Abrahani" <f.abrahani@hyengineering.com>  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Sent:** Tuesday, March 2, 2021 4:14:46 PM  
**Subject:** 1160 Victoria Drive - Environmental Report

Hi [REDACTED],

Further to [REDACTED] request to me, below please find the link to the most current Environmental Report which includes drawings and information regarding the culvert.

[https://www.dropbox.com/s/6rm0hvdidiqzl83/Environmental%20Impact%20Assessment%20-%201160%20Victoria%20Drive%2C%20Port%20Coquitlam\\_Dec%202020.pdf?dl=0](https://www.dropbox.com/s/6rm0hvdidiqzl83/Environmental%20Impact%20Assessment%20-%201160%20Victoria%20Drive%2C%20Port%20Coquitlam_Dec%202020.pdf?dl=0)

Thank you,

Fahad Abrahani, RPP, MCIP, CPT  
Planner



#200 - 9128 152 Street, Surrey, BC V3R 4E7

T: 604-583-1616 F: 604-583-1737

E: [f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)

**H.Y. ENGINEERING LTD**  
**CIVIL ENGINEERING\*BC LAND SURVEYORS\* PLANNERS**

**H.Y. ENGINEERING FILE: 174762**  
**MUNICIPAL PROJECT: SUB001 69**

**PROPOSED REZONING AND 25-LOT SUBDIVISION LOCATED AT 1160 VICTORIA DRIVE, PORT COQUITLAM, BC**

We are members of the Hyde Creek Watershed Society (HCWS) with a hatchery and education center at 3636 Coast Meridian Road, Port Coquitlam, BC.

We have reviewed the plans and in general support the project, in particular (1) the use of the unopened road, Newberry Street, as a wildlife corridor and (2) re-alignment and improvements to the on-site unnamed stream and linkage via a fishway passable culvert to Watkins Creek as these actions will facilitate the on-site stream becoming a fish-bearing stream.

However, we do have some additional comments/questions as this project is contingent on getting approvals from municipal and federal agencies, any of which could adversely affect the project as shown.

Our questions are:

1. How will the project be affected if the City of Port Coquitlam:
  - a. is unwilling or unsuccessful in getting the fenced 15 m setback on the properties off Plymouth Court as this will negatively affect the integrity of the wildlife corridor?
  - b. does not allow the project to claim Riparian Area Gain on the southern end of the Newberry Street ROW. This could mean a net loss of Riparian Area. Are there other options on-site?
  - c. does not approve the new stream channel through Hyde Creek Nature Park which will preclude the on-site stream from becoming a fish-bearing stream?
  - d. does not want the stream and riparian habitats for a "natural park area"? What would this mean for the protection of the stream and the riparian habitats?  
What would be the cost to the City to maintain this area into the future?
2. Has DFO approved in principle a fishway passable culvert under Lynnwood and Aldergrove? Without a fishway passable culvert, the on-site stream will not be fish-bearing and the size of setbacks will increase.
3. When will the work on the realignment of the on-site stream begin? Concurrently during grading of the site? How will the stream be protected from sedimentation, etc. during construction.



4. Presuming the project progresses, when will the Stormwater Management Plan be available for review? Water availability in Hyde Creek has always been an issue for the HCWS.

**Signed:**

████████ Peachman, President, HCWS

████████ Howes, Director, HCWS

**Date:** 14 March 2021

## Fahad Abrahani

---

**From:** Fahad Abrahani  
**Sent:** March 23, 2021 12:05 PM  
**To:** [REDACTED] HOWES'  
**Cc:** 'Jean Peachman'  
**Subject:** RE: 1160 Victoria Drive - Environmental Report

Sorry, I missed one response:

1. Presuming the project progresses, when will the Stormwater Management Plan be available for review? Water availability in Hyde Creek has always been an issue for the HCWS.  
*The Stormwater Management Plan will be prepared once the project receives 3<sup>rd</sup> Reading from Council following the Public Hearing. We will share it with you as soon as it is ready.*

Thank you,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner



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**From:** Fahad Abrahani  
**Sent:** March 23, 2021 12:00 PM  
**To:** [REDACTED] HOWES [REDACTED]  
**Cc:** [REDACTED] Peachman [REDACTED]  
**Subject:** RE: 1160 Victoria Drive - Environmental Report

Hi [REDACTED],

Thank you very much for taking the time to review the details of the proposed development and for the Hyde Creek Watershed Society's support of the project. Please see below for clarification to your questions.

1. How will the project be affected if the City of Port Coquitlam:
  - a. is unwilling or unsuccessful in getting the fenced 15 m setback on the properties off Plymouth Court as this will negatively affect the integrity of the wildlife corridor?



The setbacks shown at the rear of the properties on Plymouth Crescent extend from the existing watercourse within the unopened Newberry Street allowance, and not from the proposed realigned and new watercourse. The existing watercourse was originally classified as a stormwater ditch, and therefore, streamside setbacks were not applied when these lots were created, or, these lots may have been created before the streamside setbacks began to be applied in the 1980's. The setbacks shown on these properties will not be brought into effect until such time that they are re-developed.

- b. does not allow the project to claim Riparian Area Gain on the southern end of the Newberry Street ROW. This could mean a net loss of Riparian Area. Are there other options on-site?

The City has indicated that there is willingness to consider allowing use of the Newberry St. road allowance for a wildlife corridor and part of the proposed stream riparian area at the south end. The proposed layout and habitat balance map have been reviewed by the City and this was not been indicated as a concern.

- c. does not approve the new stream channel through Hyde Creek Nature Park which will preclude the on-site stream from becoming a fish-bearing stream?

The new stream channel was discussed with the City several times and has not been indicated to be a concern.

- d. does not want the stream and riparian habitats for a "natural park area"? What would this mean for the protection of the stream and the riparian habitats? What would be the cost to the City to maintain this area into the future?

It is typical that environmental/riparian areas be dedicated to the City as park/open space. In very few instances, lots are allowed to extend into riparian area as long as the area of the lot within the riparian area is protected by restrictive covenant and fencing. In this scenario, the City had requested that all lots be outside of the riparian area. Fencing will also be installed at the rear property lines to ensure the protection and integrity of the riparian area. The City has reviewed the proposed layout and has not indicated concern with dedicating this area to the City.

2. Has DFO approved in principle a fishway passable culvert under Lynnwood and Aldergrove? Without a fishway passable culvert, the on-site stream will not be fish-bearing and the size of setbacks will increase.

We have not had pre-application discussions with DFO about the proposed fishway or the stream plans for the site, pending indications from the City that the proposed residential subdivision plan may be generally acceptable. We are currently in the process of preparing the required applications to the Provincial and Federal authorities.

3. When will the work on the realignment of the on-site stream begin? Concurrently during grading of the site? How will the stream be protected from sedimentation, etc. during construction.

The phasing of the realignment of the on-site stream with consideration of the site grading will be determined as the project approaches the construction stage. We believe that the stream realignment works can only be completed during the low risk construction timing window (fisheries window) and will likely be prioritized to be completed first.

Please feel free to let me know if you have any other questions.



Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner



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**From:** [REDACTED] HOWES [REDACTED]  
**Sent:** March 10, 2021 1:28 PM  
**To:** Fahad Abrahani <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>  
**Cc:** [REDACTED] Peachman [REDACTED]  
**Subject:** 1160 Victoria Drive - Environmental Report

Fahad....

Thank you for sending this more detailed EIA for the development at 1160 Victoria Drive, Port Coquitlam, BC.

Hyde Creek Watershed Society in general supports the project in particular the use of the unopened road, Newberry Steet, as a wildlife corridor and realignment and improvements to the unnamed stream and linkage via fishway passable culvert to Watkins Creek to make this a fish-bearing stream.

We have some additional comments and questions that are included as an attachment.

Let me know if you have any questions.

[REDACTED] Howes  
Director, Hyde Creek Watershed Society

---

**From:** "Fahad Abrahani" <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>  
**To:** [REDACTED]  
**Cc:** [REDACTED] Peachman [REDACTED]  
**Sent:** Tuesday, March 2, 2021 4:14:46 PM  
**Subject:** 1160 Victoria Drive - Environmental Report

Hi [REDACTED],

Further to [REDACTED] request to me, below please find the link to the most current Environmental Report which includes drawings and information regarding the culvert.



## Fahad Abrahani

---

**From:** [REDACTED] Shannon [REDACTED]  
**Sent:** March 10, 2021 1:58 PM  
**To:** Fahad Abrahani  
**Cc:** planning@portcoquitlam.ca  
**Subject:** H.Y. Engineering File: 174762, Municipal Project: SUB00169

Re: Proposed rezoning and 25-Lot subdivision located at 1160 Victoria Drive, Port Coquitlam BC

I, [REDACTED] Shannon, live at [REDACTED] Plymouth Crescent, Port Coquitlam BC

I have reviewed the proposed plans for the above referenced project and;

Support the project if:


I would like to understand what plans you have in place to ensure the stability and safety of the yards backing onto the existing waterway (specifically lots 408 through 413), i.e. will retaining walls be put in place to ensure any disruption of the waterway will not degrade the stability of our yards, will fences be installed to protect our yards and occupants from increased wildlife coming through the proposed wildlife corridor? I am concerned over the stability of the trees / yards along the existing waterway and that they will fall with disruption, and vibrations from construction and heavy equipment – has a geotechnical engineer been brought in to look at the stability of both sides of the ravine, and if so can we be provided a copy of their report to assess how the construction and wildlife corridor will affect us? What form of Developers insurance will be in place for unforeseen bank destabilization for either side of the existing / proposed waterway?

Will the wildlife corridor be at water level (in alignment with the realigned watercourse), or will it be closer in alignment with the yards of lots 408 through 413?

Also, specifically for [REDACTED] (lot 411), the proposed subdivision layout drawing does not display any trees directly behind it, however, I am assuming that all existing trees [REDACTED] surveyed property line will remain intact and unharmed?

As for access to this proposed subdivision, I do have concerns over the only access point being off of Lynwood. An additional access point off of Victoria (with a pedestrian controlled light to make park and bus stop access easier), similar to Wedgewood would make much more sense. Otherwise, the impact of increased traffic on Lynwood would be unfavorable. Currently, turning off of Plymouth Crescent onto Lynwood (the end closest to the proposed subdivision) is already very difficult. It is a blind corner, and cars tend to drive quite fast through this corner. If the traffic is increased, this can become a bigger problem.

Thank you in advance for working with our community to ensure a safe outcome for all.

 Shannon



## Fahad Abrahani

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**From:** Fahad Abrahani  
**Sent:** March 31, 2021 3:02 PM  
**To:** [REDACTED] Shannon  
**Cc:** planning@portcoquitlam.ca  
**Subject:** RE: H.Y. Engineering File: 174762, Municipal Project: SUB00169

Hello [REDACTED]

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again. The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

Construction activities will be conducted using best practices and care, and will be done in accordance with the recommendations of the project Arborist and Geotechnical Consultant to ensure that damage to neighbouring properties does not occur. The existing watercourse that comes down the unopened road allowance/wildlife corridor from the north and enters the subject site approximately midway is proposed to be retained, and an additional section of the watercourse will be created within the subject property to the east. There is also no disturbance, grading or construction work proposed in the unopened road allowance between the properties on Plymouth Crescent and the subject site, except for the removal of very few trees that are already in poor condition. No trees to the rear of your property in the unopened road allowance are currently proposed for removal. Protection fencing will be installed around all retained trees, including those in the unopened road allowance between the properties on Plymouth Crescent and the subject site, as recommended by the project Arborist, to ensure that their stability is protected.

A Geotechnical Consultant (Cornerstone Geo-Structural Engineering) has also completed a geotechnical report confirming the stability of the site and the feasibility of the proposed use. A copy of the report can be provided once the proposed layout is confirmed and the final report is prepared. Furthermore, the City mandates that developers and contractors carry liability insurance as specified by the City.

With regards to wildlife movement, the unopened road allowance west of the site is already used as a wildlife corridor by bear, deer and other wildlife and is only proposed to be retained in its current state further to extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental Services) and the Hyde Creek Watershed Society. Riparian fencing is typically required on the development site and additional fencing along the western boundary of the unopened road allowance and the rear property lines of the adjacent properties on Plymouth Crescent can be considered and provided upon confirmation from the City.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner



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**From:** [REDACTED] Shannon [REDACTED]  
**Sent:** March 10, 2021 1:58 PM  
**To:** Fahad Abrahani <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>  
**Cc:** [planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca)  
**Subject:** H.Y. Engineering File: 174762, Municipal Project: SUB00169

Re: Proposed rezoning and 25-Lot subdivision located at 1160 Victoria Drive, Port Coquitlam BC

I, [REDACTED] Shannon, live at [REDACTED] Plymouth Crescent, Port Coquitlam BC

I have reviewed the proposed plans for the above referenced project and;

Support the project if:

I would like to understand what plans you have in place to ensure the stability and safety of the yards backing onto the existing waterway (specifically lots 408 through 413), i.e. will retaining walls be put in place to ensure any disruption of the waterway will not degrade the stability of our yards, will fences be installed to protect our yards and occupants from increased wildlife coming through the proposed wildlife corridor? I am concerned over the stability of the trees / yards along



## Fahad Abrahani

---

**From:** [REDACTED] S [REDACTED]  
**Sent:** March 11, 2021 2:36 PM  
**To:** Fahad Abrahani; planning@portcoquitlam.ca  
**Cc:** westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mcurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca  
**Subject:** Proposed Plans for Development at 1160 Victoria Drive  
**Attachments:** 4083 Wedgewood St Response to HY Engineering File#174762 Port Coquitlam Project# SUB00169.pdf; H.Y. Engineering Letter RE Port Coquitlam Project# SUB000169.pdf; Proposed Subdivision Layout & Drawings.pdf

Good Afternoon,

RE: HY Engineering File# 174762 & Port Coquitlam Project# SUB00169

Please find attached 4083 Wedgewood St's response and offering of suggestions for the Proposed Development at 1160 Victoria Drive along with the documents sent to neighbours of 1160 Victoria Drive (for reference).

I would also like to add, post script, that I have been told by the City of Port Coquitlam that there are No Plans to put in a Crosswalk along Victoria Drive between Soball and Upper Victoria. With bus stops across from on both sides of Victoria Drive by Wedgewood Street there are Children and Adults continuously running across the street to get to these Bus Stops. I have seen near misses, cars speeding dangerously down towards Victoria Park, Construction Vehicles barrel down the road. It is getting very dangerous along this road and with only the ability to cross it, safely, at Soball or up at Upper Victoria. If we are going to look at adding, potentially, 50 new families and upwards of 75 new vehicles to this area we absolutely need a safe way to cross to access Bus Stops and Victoria Park that don't require walking 2kms to safely cross.

Thank you so much for your time and support,

[REDACTED] Scontrino, Home Owner

[REDACTED] Wedgewood Street

Port Coquitlam, BC V3B 6R4



[REDACTED] Scontrino  
[REDACTED] Wedgewood Street  
Port Coquitlam, BC V3B 6R4

March 11<sup>th</sup>, 2021

H.Y. Engineering Ltd.  
City of Port Coquitlam Council  
City of Port Coquitlam Development & Planning Department

RE: H.Y. Engineering File: 174762  
Port Coquitlam Project: SUB00169

Dear Sirs & Madams,

I do not oppose the possible development of 1160 Victoria Drive Port Coquitlam, I do, however, have concerns regarding the safety to the public/public works/Emergency Services, wildlife, and surrounding properties if the development were to continue as proposed. Please find below a list of concerns and suggestions to mitigate possible damages and improve development plans.

1. Surrounding Property Damage:

- a. Preloading the property will displace the water into the yards and houses surrounding 1160 Victoria Drive. Presently, all houses along Wedgewood Street (West Side) have some form of Perimeter (or other) Drainage around their houses/back yards and a sump connecting to the storm drains in the front. Even in the height of Summer water is still draining from 1160 Victoria Drive into the sumps. *When the watermain to 1160 Victoria Drive burst in the Summer of 2020, our drainage was not able to keep up with the influx of water and the back yards at the top of Wedgewood flooded for several days.* Preloading may redirect underground streams, and will move excess water, onto our properties.

We need to know:

- i. How will displaced water/underground streams be dealt with?
- ii. Who will be responsible for property damages during and after construction?
- iii. Was there a Geotechnical study done to check for underground streams etc.?
- b. Without knowing the proposed/planned grading of this property there are concerns for any existing retaining walls and other height differences between properties.
  - i. Presently, 4083 Wedgewood is about 3.5ft lower than 1160 Victoria Drive. How will this height difference be approached? Additionally, 4083 Wedgewood does not have a proper fence, just pig wire, separating so that migrating wildlife can cross without damaging any kind of expensive fencing while keeping trespassers off the property.
  - ii. At the highest point (the North West side) 1160 Victoria Drive is 22.95 while the lowest point (the South East side) is 14.00 with water always draining from the 1160 Victoria Drive onto Lynwood to drain into the storm drains.
    1. How will this be graded and approached?
    2. Will there be a large build up of the South side of the Property?
    3. Was there a Geotechnical study done to check for underground streams etc.?
    4. As this area is a wetland, has there a biological study done to determine if there are any protected species of special concern (including vegetation)?



- c. 4015 Wedgewood has a pool in their back yard and the proposed properties 24/25 are incredibly close to their back yard.
  - i. How will the safety and integrity of their property be maintained during and after construction?
  - ii. What height difference will there be between their property and 1160 Victoria Drive?
  - iii. How close will 24 and 25 be to 4015 Wedgewood St's lot?
- 2. Wildlife, Trees, Animal Corridor, Realigned Water Course:
  - a. Presently, there are number of Wildlife Species that permanently call 1160 Victoria Drive their home. These Animals include: Year-round Hummingbirds, Horned Owls, Barred Owls, Deer, Frogs, Squirrels, Birds and more. Seasonally, other animals use this property for Food, Shelter and Safety including: Bears, Lynx and more. If this area is stripped down to 1/10<sup>th</sup> the size of Wildlife area there will be massive displacement and damage to habitats.
  - b. The Placement of the Animal Corridor does not make sense for Wildlife nor the Safety of Children at Victoria Park.
    - i. Presently, one of the main ways that Bear, Deer, Lynx and other wildlife access 1160 Victoria (for Shelter, Food and Safety) is via Wedgewood Street (West Side) from Smiling Creek and Wedgewood (East Side). As Smiling Creek, the green space, and the wildlife on that side will not be moving, it does not make sense to make the Animal Corridor on the opposite side of 1160 Victoria Drive.
      - 1. If construction moves ahead as outlined in the documents sent out to the surrounding property owners – the proposed lane will just become a “corridor” for wildlife from Smiling Creek, through 4083 Wedgewood Street (My property) and 4091 Wedgewood Street, through the Proposed Lane to get there.
      - 2. In the present plans Lot 10 would constrain part of the Wildlife Corridor – which should be noted.
    - ii. Placing the “end” of the Animal Corridor at Holtby does not make sense unless we would like to see Bear and other wildlife end up at Victoria Park where children play.
      - 1. There is no ingress of wildlife from Holtby/Victoria park to move them through to Hyde Creek trails. There is, however, a clear ingress of wildlife from Smiling Creek via Wedgewood Street.
  - c. It is understood that redirecting the Water Course may make sense for creating a new Salmon habitat, however, it does not work for wildlife nor for the property owners on the East side of Plymouth.
    - i. Phoenix Environmental Services Drawing shows that the 15m Setback from the Proposed new Water Course would now invade the properties 413, 412, 411, 410, and 409 as indicated.
      - 1. Could this potentially cause property loss for these homeowners should the City of Port Coquitlam need to regain some of this area for the new Water Course now or years down the road?
    - ii. Riparian Area Gain outside of the 15m of TOB does not equal the amount of Riparian Area LOSS
    - iii. Proposed Lots 1, 2, 3, 4, 24, and 25 would be built upon existing wetlands.



- d. City of Port Coquitlam Tree Bylaw, 2019, Bylaw No. 4108 Page 9, Section 7 indicates that every tree cutting permit shall provide a tree replacement plan for each tree proposed to be cut. What plans are there for tree replacement?

3. Access, Traffic, and Traffic Calming:

- a. With 25 proposed homes and an unknown number of secondary suites there is a high probability for at least 75 new vehicles could be added to our neighbourhood just from this development. This could lead to:
- i. Traffic and congestion would increase along Wedgewood, Lynwood, Plymouth and the Proposed New Street. It would, also, continue at the intersections of Wedgewood & Victoria Drive, Lynwood & Apel, and Lynwood & Wedgewood.
    1. Safety concerns for children playing / pedestrians walking
    2. Safety concerns for current residents driving/accessing these routes
  - ii. Speeding – presently, we already have cars zooming through to avoid both the Park/School Zone as well as the Traffic Calming “Speed Bumps” along Apel. Increasing natural traffic to the area will only be cause for more speeding, congestion, and potential for injury
  - iii. Safety – as noted above.
- b. With access to the development proposed to be accessed via Lynwood there are some concerns about Traffic issues as well as Access for Emergency or City Vehicles.
- i. The Proposed Lane would not offer enough space for Firetrucks or other Large Vehicles or machinery to turn around/navigate safely or effectively
  - ii. Increased vehicle traffic will cause Street Safety issues for children at play on Lynwood and Wedgewood Streets as well as persons walking pets and crossing roads.

4. Suggestions: I would suggest that the following updates or changes be made:

- a. Create a U-Shaped Wildlife Corridor at the West, South and East sides of 1160 Victoria Drive rather than just along the West Side and make the Development a Cul-de-Sac with Victoria Drive Access
- i. This would allow for more Trees and Safe Wildlife Refuge Areas that make sense to their natural migration and ingress into the area
  - ii. This would encourage wildlife to move through the “wildlife safe areas” rather than through the neighbourhoods or properties
  - iii. This would increase the separation between the new construction and existing properties and could help mitigate any damages by displaced water, preload, or construction upon the existing properties
  - iv. This would move the main access to the new development to Victoria Drive which would also help with:
    1. Emergency Services / Public Works access to the Development (as proposed, the lane would not offer enough space for Fire Trucks or large trucks or equipment to move around efficiently)
    2. Would ease traffic on Lynwood, Plymouth, and Wedgewood Streets
    3. Would reduce Wildlife movement through the new development
  - v. Presently, 1160 Victoria Drive is ONLY accessible from Victoria Drive
- b. Only allow rezoning of RS1 to match existing, surrounding neighbourhoods



[REDACTED]  
[REDACTED] Wedgewood Street  
Port Coquitlam, BC V3B 6R4

- c. Continue to work with the existing homeowners to blend this new neighbourhood and wildlife areas into the existing landscape.

I am including a link to a Dropbox Folder with just some of the wildlife we see come through our yard and into 1160 Victoria Drive (including: Bear, Deer, Lynx, and Owls).

[REDACTED]  
We have lived at [REDACTED] Wedgewood Street since 2011 and my grandparents before us, so we know and love this area. We would love to see it stay safe, family centric, and wildlife friendly.

Thank you in advance for your time, consideration, and support.

[REDACTED] Homeowner  
[REDACTED] Wedgewood Street  
Port Coquitlam, BC V3B 6R4

## Fahad Abrahani

---

**From:** Fahad Abrahani  
**Sent:** March 22, 2021 4:06 PM  
**To:** [REDACTED]; planning@portcoquitlam.ca  
**Cc:** westb@portcoquitlam.ca; darlings@portcoquitlam.ca; dupontl@portcoquitlam.ca; mcurrachn@portcoquitlam.ca; pennerd@portcoquitlam.ca; pollockg@portcoquitlam.ca; washingtond@portcoquitlam.ca; sherrellb@portcoquitlam.ca  
**Subject:** RE: Proposed Plans for Development at 1160 Victoria Drive

Hello [REDACTED],

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your questions that we are able to provide at this time.

An Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental Services which has included assessment of wildlife habitat features at the site, and assessment of endangered or species at risk. The report noted that no raptor (hawk, owl) nests are present. Existing streams and ravines, such as Smiling Creek and the watercourse at the west of the subject site (unnamed stream), are commonly used for wildlife movement corridors from which some animals may disperse for feeding opportunities. The wildlife corridor proposed for the unopened road allowance west of the site is already used by bear, deer and other wildlife. The EIA report included a search of species-at-risk databases and noted that the riparian forest area and wetted portions along the unnamed stream could provide suitable foraging habitat for occasional use by Great Blue Heron, Olive-sided Flycatcher, Barn Swallow, and Band-tailed Pigeon. Northern Red-legged Frog may use the stream at the site for movement and foraging. An inactive Barn Swallow nest was observed in the barn and the EIA report suggested erecting artificial Barn Swallow nesting structures within the streamside setback areas proposed at the Site.

The EIA has proposed that restoration planting of the streamside protection area be provided. The restoration planting plan will be based on removal and control of invasive plants within the streamside setback area and planting of a variety of native tree and shrub species. Commonly, there is a 5-year maintenance (weeding, invasive plant control, irrigation, replacement of plantings that have not survived) and annual monitoring period until the riparian forest plantings have become well established and free to grow. The costs of restoration planting and associated maintenance and monitoring are typically covered by bonding and securities provided to and held by the City until the 5-year period has elapsed and the planted area has been successfully established as enhanced riparian vegetation.

With regards to environmental setbacks, the setbacks shown at the rear of the properties on Plymouth Crescent extend from the existing watercourse within the unopened Newberry Street allowance, and not from the proposed realigned and new watercourse. The existing watercourse was originally classified as a stormwater ditch, and therefore, streamside setbacks were not applied when these lots were created, or, these lots may have been created before the streamside setbacks began to be applied in the 1980's. The setbacks shown on these properties will not be brought into effect until such time that they are re-developed. Furthermore, the subject site is not classified as a watershed and all of the proposed lots are outside of the applicable environmental/riparian setback area.



A Geotechnical and Hazard Assessment Report has been completed by Cornerstone Geo-Structural Engineering confirming the feasibility of the proposed use of the site. Geotechnical Recommendations have also been provided for site preparation that will be followed, including recommendations for foundation footings, inspection of the foundation soil by the Geotechnical Consultant prior to construction and approval of the type and amount of grading fill being used. The site will be regraded to establish a more even slope from north to south while maintaining the existing grades and elevations with adjacent properties. We anticipate minor grade changes to the center of the lots backing onto the rear and towards the new road. We do not anticipate any grade changes along the shared property lines with adjacent properties. All grading works will be completed in accordance with the City's bylaws and permitting requirements. Additionally, due to the topsoil being underlain by very stiff clayey silt glacial till, we do not anticipate that pre-loading of the site will be required.

A Tree Evaluation Report has also been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location and species factors. Trees which are in conflict with the watercourse realignment, with poor health, or of little long term retention value are recommended for removal. Tree retention and replacement will also be considered during the Construction and Building Permit Stage of the project and trees will be retained where possible. A Tree Replacement Plan will be provided and contributions to the City's Green City Fund will also be provided in lieu of the replacement trees that cannot be accommodated on the proposed development.

The proposed homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height requirement of the zoning bylaw. In order to preserve privacy with the homes at the rear, the proposed floor plans will also be prepared with consideration of maximizing the privacy of the subject and surrounding homes. Upper floor decks will be discouraged and privacy fencing would also be installed along the side and rear lot lines along with shade trees along the rear property lines. The proposed homes will also have a setback of 7.5m from the rear property line, consistent with those provided for the adjacent homes on Wedgewood Street. Because proposed Lot 24 will have a side yard abutting 4015 Wedgewood Street, the proposed house will be setback a minimum of 1.2m from the east property line of this lot. With regards to secondary suites, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided. Therefore, secondary suite potential for these lots is not guaranteed.

The City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

Construction activities will be conducted using best practices and care to ensure that damage to neighbouring properties does not occur, and will follow the recommendations provided by the



project Geotechnical Consultant, Environmental Consultant and Arborist. Furthermore, the City mandates that developers and contractors carry liability insurance as specified by the City.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again. Furthermore, the ultimate right-of-way for the proposed road is 15m. This is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles (including the proposed lane). The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner



#200 - 9128 152 Street, Surrey, BC V3R 4E7

E: [f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)

W: [www.hyengineering.com](http://www.hyengineering.com)

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From: [REDACTED] S [REDACTED]

Sent: March 11, 2021 2:36 PM

To: Fahad Abrahani <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>; [planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca)

Cc: [westb@portcoquitlam.ca](mailto:westb@portcoquitlam.ca); [darlings@portcoquitlam.ca](mailto:darlings@portcoquitlam.ca); [dupontl@portcoquitlam.ca](mailto:dupontl@portcoquitlam.ca); [mccurrachn@portcoquitlam.ca](mailto:mccurrachn@portcoquitlam.ca); [pennerd@portcoquitlam.ca](mailto:pennerd@portcoquitlam.ca); [pollockg@portcoquitlam.ca](mailto:pollockg@portcoquitlam.ca); [washingtond@portcoquitlam.ca](mailto:washingtond@portcoquitlam.ca); [sherrellb@portcoquitlam.ca](mailto:sherrellb@portcoquitlam.ca)

Subject: Proposed Plans for Development at 1160 Victoria Drive

Good Afternoon,

RE: HY Engineering File# 174762 & Port Coquitlam Project# SUB00169

Please find attached [REDACTED] Wedgewood St's response and offering of suggestions for the Proposed Development at 1160 Victoria Drive along with the documents sent to neighbours of 1160 Victoria Drive (for reference).

I would also like to add, post script, that I have been told by the City of Port Coquitlam that there are No Plans to put in a Crosswalk along Victoria Drive between Soball and Upper Victoria. With bus stops across from on both sides of Victoria



## Fahad Abrahani

---

**From:** [REDACTED]  
**Sent:** March 13, 2021 1:55 PM  
**To:** Fahad Abrahani  
**Subject:** RZ000196 1160 VictoriaDr

Hello,

My name is [REDACTED] Neighbour and our property ([REDACTED] Wedgewood) backs onto the noted development project. We would like to ask how high the new privacy fence will be, and the timing of the project. Also, there is a straight stand of evergreen trees directly along our fence line. While we are unsure if these are on our property or not, we would like to strongly request that these trees remain intact as they are fully mature, and provide both privacy and shade to our yard.

Any comment you have would be welcome.

Regards,

[REDACTED] Neighbour

## Fahad Abrahani

---

**From:** Fahad Abrahani  
**Sent:** April 01, 2021 10:18 AM  
**To:** [REDACTED]  
**Subject:** RE: RZ000196 1160 VictoriaDr

Hello [REDACTED],

Thank you very much for taking the time to review the details of the proposed development and for your questions and comments. Please see below for some clarification that we are able to provide at this time.

With regards to fencing, typical fencing provided is approximately 4ft to 5ft.

The timing of the project is dependent on the City's approvals. As the project is still in the preliminary stages, it could take approximately 1 to 1.5 years before the house construction begins.

A Tree Evaluation Report has also been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location and species factors. Trees which are in conflict with the proposed development footprint, watercourse realignment, in poor health, or of little long term retention value are recommended for removal. With regards to the trees along your rear property line, these trees are not depicted on the Topographic/Tree Survey or the Arborist Report prepared for the site. This could be either because they are undersized, or because they may be on your side of the property line. Regardless, the developer's intention is to retain as many trees as possible. No removal of trees on neighbouring properties is proposed and we do not anticipate that the trees along your rear property line will need to be removed.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner



#200 - 9128 152 Street, Surrey, BC V3R 4E7

E: [f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)

W: [www.hyengineering.com](http://www.hyengineering.com)

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## Fahad Abrahani

---

**From:** [REDACTED] Ferrari [REDACTED]  
**Sent:** March 13, 2021 5:26 PM  
**To:** Fahad Abrahani; planning@portcoquitlam.ca; Bryan Sherrell  
**Cc:** pennerd@portcoquitlam.ca  
**Subject:** Feedback re: 1160 Victoria Dr proposed subdivision  
**Attachments:** 1160VictoriaDr.SubdivisionResponse.JF.20210313.pdf

Hello,  
Please find attached our feedback for the 1160 Victoria Dr subdivision.

Thank you  
[REDACTED] Ferrari  
[REDACTED]

Sent from [Outlook](#)

[REDACTED] Ferrari  
[REDACTED] Wedgewood Street  
Port Coquitlam, BC V3B 6R4  
[REDACTED]

March 13, 2021

H.Y. Engineering Ltd.  
#200 – 9128 152 Street  
Surrey, BC V3R 4E7  
604-583-1616  
[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)

City Hall Annex  
Planning Division  
200-2564 Shaughnessy Street  
Port Coquitlam, BC V3C 3G4  
604-927-5442  
[planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca)  
[sherrellb@portcoquitlam.ca](mailto:sherrellb@portcoquitlam.ca)

Re: Proposed Subdivision from H.Y. Engineering for subject property at 1160 Victoria Dr, Port Coquitlam

Hello my name is [REDACTED] Ferrari and I would like to submit mine and my husband's comments, concerns and suggestions regarding the proposed subdivision at subject property 1160 Victoria Dr, Port Coquitlam.

I would like to address four (4) main areas of concern based on the drawings for the subject property as presented to us via paper mail dated February 16, 2021 from H.Y. Engineering: wildlife and human safety; house placement; drainage and property protection; traffic and pedestrian safety. I have included a Google Drive link\* at the end of this document to a sampling of pictures and videos that help support my feedback.

My first concern is around safety between wildlife and human interaction. Our neighbourhood is one that spends a lot of time out of doors; playing in backyards, engaging with others on the street, walking our community streets and trails, and successfully sharing the outdoor spaces with all wildlife in a respectful manner. The subject property must include a minimum 10m treed wildlife corridor along the Eastern side of the property as to mirror the 10m wildlife corridor currently shown on the Western side of the subject property drawing. The natural migration path of the local larger wildlife is such that they enter and exit the subject property along the Northeast border (the back fence line of 4097 Wedgewood Street) and the Southeast border (the back fence line (Southwest side) of my property at [REDACTED] Wedgewood Street). The larger wildlife consists of deer, bears, bobcats, cougars, and coyotes. In



addition to those larger roaming wildlife, the Southeast border of the subject property also sees many avian species such as humming birds, woodpeckers, owls, and heron. Our backyard and surrounding area is also frequented nightly by bats. I have attached a link\* to my Google Drive with pictures and videos<sup>1</sup> of some of the recent wildlife I've seen from my property as well as pictures of the well-worn paths of the larger roaming wildlife at both entry points of the northeast and southeast side of the subject property.

The current proposal drawing does make note of a 2.5m walkway between proposed lots 13 & 14, however this narrow walkway in actuality aids in the likelihood of human/wildlife conflict. The proposed walkway is located near enough to the current natural migration path of the larger wildlife that it is logical to assume it will be frequented by the wildlife because of sheer necessity (the blockage of their natural path by building Lot 15). It is not reasonable to think that bears, cougars, deer, et al, will continue to walk along Victoria Dr and enter their now "designated Western wildlife corridor". The Western side of the subject property is not currently an overt natural migration path for the larger wildlife. The proposed 2.5m walkway basically becomes a trap, a proverbial cattle chute, funneling wildlife and humans together into potentially dangerous confrontations. By preserving a minimum 10m treed wildlife corridor along the Eastern length of the subject property both animal and human interactions can be kept to a minimum, local indigenous ecology can be maintained, and privacy for the existing Wedgewood Street properties can be upheld.

The proposed introduction of a fish bearing capable stream on the subject property will increase the number of larger roaming wildlife that migrate through the new subdivision. The subject property will also be removing a large source of natural food by way of fruit bearing trees and blackberry bushes. Providing effective ways for wildlife and humans to stay segregated even with the draw of food sources on site, whether natural like fish or unnatural like residential garbage, should succeed in limiting any increase in dangerous confrontations. I believe my proposed solution of an Eastern wildlife corridor will actually alleviate several more obstacles within the current proposal as I will further demonstrate.

House placement is a huge concern for us as our property is the most effective by the new subdivision. The current drawing shows Lot 24 to have a house that basically is sitting on our back fence line. The minimum amount of clearance needed for building is only around 8 feet I believe. With the proposed changes of zoning to RS-2, it will be likely that these new houses will include secondary suites. Secondary suites typically have side entrances. These entrances will possibly be right in the natural migration path of larger wildlife if there is no Eastern corridor.

Beyond wildlife, our personal enjoyment and satisfaction as a homeowner is being threatened. What is the height of the new house going to be if secondary suites are allowed? Regardless of fencing between the new house and our yard, the second and potentially third story windows of the house on Lot 24 will look directly into our in-ground pool, our entire backyard, and across to our sundeck/kitchen windows. All conversations and activities in our backyard will no longer be enjoyable or private in any way. We will be forced to keep all our blinds closed in the kitchen to have some privacy while eating. Additionally the shadowing that will result from a house so close will mean an increased cost to our utilities for heating our pool and increased draw on the city's resources. There is no need for Lot 24 & 25 to be turned perpendicular to the rest of the lots. If Lot 24 & 25's house orientations were aligned with the rest of the proposed street, at the very least there would be a minimum 25+ feet rear clearance



between the house and the fence line. I can't stress enough how having a house so close to our backyard fence line will negate any privacy we currently enjoy.

In addition to the lack of future enjoyment within our property, having the house placement so close to our fence line devalues our property. It devalues it in personal enjoyment yes but also devalues it in future saleability. A new house built so close takes our large, quiet, sunny, desirable inside corner lot with an in-ground pool and turns it into a large, loud, no privacy, totally shaded, center of the traffic circle corner lot. This is absolutely unacceptable to us.

Again the addition of the Eastern wildlife corridor could appease some of these concerns.

Water overflow and run-off, natural drainage, building drainage, and property damage concerns are my next topic. Nearly 365 days a year the sidewalk at the Southwest corner of our property has water overflow and run-off. When it rains, the overflow is significant. When it doesn't rain, the overflow is still very visible. When it's freezing temperatures in the winter, the overflow is significant enough to freeze several centimeters thick creating a hazard that my husband tries to mitigate by profusely salting. I have attached a link\* to my Google Drive with pictures and videos<sup>2</sup> showing the run-off and water flow. These pictures and videos were taken on consecutive days in March 2021 after zero rainfall for a week. As you can see the sidewalk is flooded and the street gutter has continuous flowing water into the storm drain.

When we built our fence in 2016 we found out that there was already significant water diversion work done to our property when it was first built in the 1980s. There are huge boulders embedded around the property to help stifle the flow of water and stabilize the surrounding area's soil and clay. When we were sinking some of the fence posts we didn't even need to add water to the dry cement mix; the post hole would be filled with enough water already that we could simply pour the dry mix in and stir. It is a lot of water that runs over, through and under the land on the South side of the subject property (ie: creek, underground springs, etc).

How is the developer going to protect our home from the impacts of the water displacement during construction? How is the developer going to handle preloading on the subject property so that our pool doesn't implode and our house doesn't sink? What happens if our house floods as a result of the water displacement or pool damage? What recourse will we have if damages are done to our property? What recourse will we have if those damages aren't apparent for 5, 10, 15, years?

Again the addition of the Eastern wildlife corridor could appease some of these concerns and help mitigate drainage, soil stability and property damage obstacles along the entire length of existing Wedgewood St. properties.

Last but not any less significant are the traffic safety, parking, and pedestrian safety concerns regarding having the subdivision's access point be on Lynwood Ave. Reasons to disqualify Lynwood Ave as an access point are plentiful. First, the road is too narrow to support 2 way traffic with its existing street parking. The city would need to make significant improvements to Lynwood Ave for it to accommodate another 100+ daily vehicles. I have attached a link\* to my Google Drive with pictures and videos<sup>3</sup> showing some 2 way traffic and the crowded feeling of the road when vehicles are parked. The winding nature of Lynwood Ave also creates blind corners for traffic flow and the existing side streets. The corner of Apel and Lynwood has an awkward curve and often has cars parked close to the corner. All of



these factors can make Lynwood difficult to navigate with its current traffic density and will only get worse if the subdivision access is from the South side.

Because Apel has had speedbumps installed in the last few years, traffic often funnels its way along Victoria Dr and Wedgewood St so they can be avoided. Wedgewood Street is also too narrow to support 2 way traffic flow with street parking allowed. The stop sign at the corner of our property (Wedgewood St and Lynwood Ave) often has drivers who only do a "California stop" and who cut the corner severely when coming from Lynwood Ave onto Wedgewood St. People often drive down the middle of Wedgewood Street because of the cars parked on the street. Access to my driveway will be impeded and potentially create rear end accidents due to the funneling of traffic that will result on Wedgewood St. These risk factors will be exacerbated with the additional traffic if the subdivision accesses from Lynwood Ave.

The proposed orientation of Lots 1, 2, 24 & 25 coupled with the subdivision access point on Lynwood Ave means there will be less availability for street parking. Additionally, having 4 driveways and a road in the path of pedestrians makes for a very dangerous stretch of sidewalk. Changing the orientation of Lots 1 & 2 to align with the rest of the subdivision's Western lots, terminating the new subdivision road between Lot 2 and 25, expanding the Eastern Wildlife corridor to include Lot 24 and using Lot 25 for visitor parking and an appropriately sized vehicle turnaround for emergency and city vehicles would greatly improve the odds of pedestrian safety along Lynwood Ave with the added bonus of leaving the already meager options for street parking for existing neighbourhood residents intact.

Victoria Drive already supports proper 2 way traffic flow and street parking. I have attached a link\* to my Google Drive with pictures and videos<sup>4</sup> demonstrating traffic flow, parking and the avid use of the park on Victoria Drive. Victoria Drive is the natural access point that should be considered for the subdivision. This natural access should terminate as a dead end/cul de sac at the South end of the subject property. The current driveway for the subject property is already on Victoria Dr. Other recent subdivisions built along Victoria Dr have their access point on Victoria Dr, e.g. 1488 Victoria Drive – Watkins Creek. Having the access point on Victoria Drive also assists in superior and timely access for emergency vehicles and city service vehicles. The current drawing does a very poor job at demonstrating emergency and city vehicle access to Lots 10-15.

By having the subdivision's access point onto Victoria Drive, the city can also put a much needed official pedestrian crossing in. Currently there is no safe place for pedestrians to cross Victoria Drive at all between Soball St. and where the new development passed Rocklin St is (at the Victoria Drive split). Every day, multiple times a day, at all hours day and night, in all weather and light conditions, pedestrians are forced to jaywalk across Victoria Drive to access public transit, the park, walking trails, and their homes. Having an official crossing on Victoria Drive will also assist in helping drivers slow down before entering the 30km school/park zone when travelling westbound.

I can see many adjustments that could be made to the current subject property drawing that would yield positive and favourable results for the developer, the city, and the existing residents, some are noted above within my explanations of our position as homeowners and community members. Others are:

1. Remove Lot 10, slide the entire subject property drawing westward to accommodate the Eastern wildlife corridor, alleviate privacy issues, drainage, and potential property damage. As

the watercourse is already planning to be 100% reinvented and realigned, what difference does it make to move it to a more accommodating width and area? The Eastern treed wildlife corridor and all its benefits noted above is a must to obtain our support of the subdivision in any iteration.

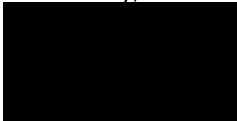
2. If the subdivision is to empty onto Lynwood Ave, turn all Lots 1, 2, 24, 25 inward to be in line with the rest of the lots. This will preserve street parking, pedestrian visibility and provide additional backyard distancing for Lots 24 & 25 and existing Wedgewood St residents.
3. If the subdivision is to empty onto Victoria Dr, turn lots 1, 2, 11, 12, 14, 15 inwards to align with rest of lots, remove Lot 10 and 13 altogether, assign Lots 24, 25 as functional turnaround and additional parking at the terminating end of the subdivision road.
4. If the subdivision is to have a through road that empties onto both Lynwood Ave and Victoria Dr, see #3 above in addition to assigning the now turned end Lots 1 and 25 as green space. These end lots used as green space are to maximize traffic and pedestrian visibility and to keep with the current neighbourhood design; demonstrated by all neighbouring corner properties already having large open green spaces for traffic visibility and curb appeal.

I thank you very kindly for considering our feedback. We look forward to more discussions and seeing how we can work together to develop a prosperous, dynamic and beautiful neighbourhood.

\*Google Drive supporting pictures and videos:



Sincerely,



Cc: [pennerd@portcoquitlam.ca](mailto:pennerd@portcoquitlam.ca)



## Fahad Abrahani

---

**From:** Fahad Abrahani  
**Sent:** April 01, 2021 12:03 PM  
**To:** [REDACTED] Ferrari; planning@portcoquitlam.ca; Bryan Sherrell  
**Cc:** pennerd@portcoquitlam.ca  
**Subject:** RE: Feedback re: 1160 Victoria Dr proposed subdivision

Hello [REDACTED]

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification that we are able to provide at this time.

With regards to human and wildlife interaction, an Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental Services which has included assessment of wildlife habitat features at the site. The report finds that existing streams and ravines, such as Smiling Creek and the watercourse at the west of the subject site (unnamed stream), are commonly used for wildlife movement corridors from which some animals may disperse for feeding opportunities. The unopened road allowance west of the site is already used as a wildlife corridor by bear, deer and other wildlife and will be retained in its current state further to extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental Services) and the Hyde Creek Watershed Society. Riparian fencing will be provided to maintain the integrity of the riparian area and wildlife corridor, and minimize wildlife and human interaction.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Furthermore, the ultimate right-of-way for the proposed road is 15m. the proposed road is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles (including the proposed lane). The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

With regards to Stormwater Management and Drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.



With regards to the proposed homes and secondary suites, the development will maintain the existing grades and elevations with adjacent properties. Furthermore, the proposed homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height and setback requirements of the zoning bylaw. With regards to secondary suites and parking, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided, including a separate parking space for secondary suites in addition to the four parking spots provided for each house. Therefore, secondary suite potential for these lots is not guaranteed.

Erosion and Sediment Control (ESC) measures will be implemented during construction, including site clearing, utilities installation, and house construction to ensure that sediment, dirt, and stormwater from the construction works are managed on-site and do not impact the neighbouring properties or the existing watercourse. Construction activities will be conducted using best practices and care to ensure that damage to neighbouring properties does not occur and will follow the recommendations provided by the project Geotechnical Consultant, Environmental Consultant and Arborist. Furthermore, the City mandates that developers and contractors carry liability insurance as specified by the City.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner



#200 - 9128 152 Street, Surrey, BC V3R 4E7

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W: [www.hyengineering.com](http://www.hyengineering.com)

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**From:** [REDACTED] Ferrari [REDACTED]  
**Sent:** March 13, 2021 5:26 PM  
**To:** Fahad Abrahani <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>; [planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca); Bryan Sherrell <[sherrellb@portcoquitlam.ca](mailto:sherrellb@portcoquitlam.ca)>  
**Cc:** [pennerd@portcoquitlam.ca](mailto:pennerd@portcoquitlam.ca)  
**Subject:** Feedback re: 1160 Victoria Dr proposed subdivision

Hello,  
Please find attached our feedback for the 1160 Victoria Dr subdivision.

Thank you



## Fahad Abrahani

---

**From:** [REDACTED] Browne [REDACTED]  
**Sent:** March 14, 2021 12:52 PM  
**To:** Fahad Abrahani; planning@portcoquitlam.ca  
**Subject:** 1160 Victoria Drive - SUB00169

Mar 14, 2021

### RE: 1160 Victoria Drive - SUB00169

I write in reply to the letter and drawing package from HY Engineering dated Feb 16, 2021, inviting comment regarding a potential subdivision at 1160 Victoria Drive in Port Coquitlam (SUB00169).

A few comments:

#### 1. Vehicle access from Victoria Drive

Preferably, vehicle access would be from Victoria Drive to minimize increased traffic volume on Lynwood Drive. Coquitlam has been very progressive in overcoming old-school road classification dogma (that would treat it as a limited access arterial) and has encouraged new development roads to directly join Victoria Drive, in support of their vision of Victoria Drive as, yes, an arterial - but an arterial that is also slower speed and safe for other road users like bikes and pedestrians, rather than a fast "car sewer". Left without some "friction", Victoria Drive will remain a high speed, dangerous street. So the goal of limiting access to Victoria Drive is unhelpful. Granted, this vision of Victoria Drive as a lower speed arterial is being implemented in bits and pieces as development allows, but it is a vision that works and will serve the neighbourhood well once complete.

To that end, PoCo should allow and insist that this development site be accessed via a new road that directly joins only Victoria Drive (and not Lynwood), along with a pedestrian activated crossing-light, of which there are at present too few on Victoria Drive. Otherwise, Lynwood Drive will continue to be subject to increased, speeding traffic, as it was when Wedgewood/Alderwood was first developed.



Vehicle access via Victoria Drive

#### 2. Vehicle access alternative: Limiting Lynwood Avenue access

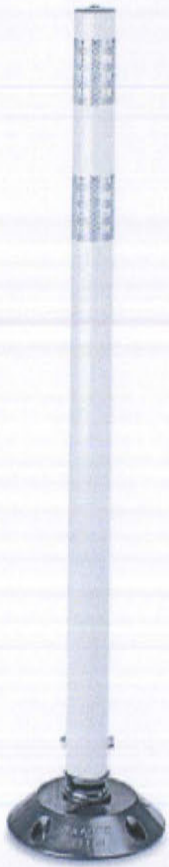


Alternatively, should PoCo not allow access via Victoria Drive, Lynwood Avenue should be made limited access immediately west of Alderwood Avenue (generally in line with the pump station) such that only emergency vehicles could travel through that point e.g. with the use of partial curb and "flexible delineator posts" or similar, while still allowing bikes and pedestrians to travel freely. This will limit the impact of increased traffic and restore a quiet, calm, safe Lynwood Avenue. In this case, vehicles would access the development site from Victoria Drive via Wedgewood Street. A pedestrian walkway joining Lynwood to the south would of course be welcomed (a reversal of the proposal which has vehicles via Lynwood and ped walkway to Victoria).



Limiting access on Lynwood to emergency vehicles / evacuations only





Flexible delineator post

### 3. Vehicle access alternative: Traffic calming Lynwood Avenue

Alternatively, should PoCo not allow limited access on Lynwood at approximately the pump station, appropriate traffic calming should be installed on Lynwood. This is the least desirable solution because traffic calming also comes with increased acceleration, engine, and braking noise as people slow down and then "punch the throttle".



Traffic calming, a least desired solution

### 4. Housing type and parking

New housing supply is important. To that end, some component of townhomes should be encouraged on some of the development land. That may also include better parking supply, and increased off-street parking. People will not realistically tandem park, instead opting for limited street parking. Development drawings that rely on tandem parking are a bit of a fantasy.

### 5. Hydro-G

The site is very wet and an overland creek runs all year south onto Lynwood. If I were immediately adjacent, I would be concerned about changes in overland and subsurface water flow having a negative impact on my property. Either the

water table here is high, or its "hung" on a clay layer, or some combination, but this area is known for being wet. A good example, uphill even, is Chelsea Park. It has been wet since it was developed. A detailed hydro-geological study is required. No doubt the land is developable in some form, but there is complexity that must be dealt with appropriately and not left to chance. At present the reality is that an underground stream fed from the north (foot of Burke Mtn) daylights itself on the property, and that water won't just magically disappear. It may be the case that less of this site is reasonably developable than the landowner would prefer, and that only a smaller portion of the site is available to be developed (albeit, perhaps, as townhomes - "cluster development").

Thank you.

Regards,

[REDACTED] Browne [REDACTED]

[REDACTED] Plymouth Crescent  
Port Coquitlam, BC



## Fahad Abrahani

---

**From:** Fahad Abrahani  
**Sent:** March 29, 2021 10:48 AM  
**To:** [REDACTED] Browne; planning@portcoquitlam.ca  
**Subject:** RE: 1160 Victoria Drive - SUB00169

Hello [REDACTED],

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again. The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

With regards to hydrology, the on-site watercourse is fed by a storm main carrying flows from Apel Drive and Victoria Drive to east, that extends south in the unopened Newberry Road dedication where it daylights and enters the site at approximately the mid-west portion. The on-site watercourse currently drains into a storm main on Lynnwood Avenue to the south and is conveyed west to Alderwood, then south and east along Alderwood, and exits south into a park at the east side of Ambleside Close where it daylights and drains into Hyde Creek. A Geotechnical and Hazard Assessment Report has been prepared by Cornerstone Geo-Structural Engineering confirming the feasibility of the proposed use of the site and no water table or groundwater seepage was observed during the geotechnical assessment and testing.

With regards to Stormwater Management and Drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,



Fahad Abrahani, RPP, MCIP, CPT  
Planner



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W: [www.hyengineering.com](http://www.hyengineering.com)

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**From:** [REDACTED] Browne [REDACTED]  
**Sent:** March 14, 2021 12:52 PM  
**To:** Fahad Abrahani <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>; [planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca)  
**Subject:** 1160 Victoria Drive - SUB00169

Mar 14, 2021

**RE: 1160 Victoria Drive - SUB00169**

I write in reply to the letter and drawing package from HY Engineering dated Feb 16, 2021, inviting comment regarding a potential subdivision at 1160 Victoria Drive in Port Coquitlam (SUB00169).

A few comments:

**1. Vehicle access from Victoria Drive**

Preferably, vehicle access would be from Victoria Drive to minimize increased traffic volume on Lynwood Drive. Coquitlam has been very progressive in overcoming old-school road classification dogma (that would treat it as a limited access arterial) and has encouraged new development roads to directly join Victoria Drive, in support of their vision of Victoria Drive as, yes, an arterial - but an arterial that is also slower speed and safe for other road users like bikes and pedestrians, rather than a fast "car sewer". Left without some "friction", Victoria Drive will remain a high speed, dangerous street. So the goal of limiting access to Victoria Drive is unhelpful. Granted, this vision of Victoria Drive as a lower speed arterial is being implemented in bits and pieces as development allows, but it is a vision that works and will serve the neighbourhood well once complete.

To that end, PoCo should allow and insist that this development site be accessed via a new road that directly joins only Victoria Drive (and not Lynwood), along with a pedestrian activated crossing-light, of which there are at present too few on Victoria Drive. Otherwise, Lynwood Drive will continue to be subject to increased, speeding traffic, as it was when Wedgewood/Alderwood was first developed.



## Fahad Abrahani

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**From:** [REDACTED] Browne [REDACTED]  
**Sent:** March 14, 2021 1:57 PM  
**To:** Fahad Abrahani; [planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca)  
**Subject:** Fwd: 1160 Victoria Drive SUB00169

See below for our email; my original email did not have the correct City Poco planning email.

----- Forwarded message -----

**From:** [REDACTED] Browne [REDACTED]  
**Date:** Sun, Mar 14, 2021 at 1:52 PM  
**Subject:** RE: 1160 Victoria Drive SUB00169  
**To:** <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>, <[planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca)>  
**Cc:** Ray Browne [REDACTED]

Mar 14, 2021

RE: 1160 Victoria Drive SUB00169 HY Engineering File 174762

We are writing with regards to our concerns related to the above noted project.

### 1) Access to new development:

We strongly believe the access should only be from Victoria Drive. The city has shown opposition to allowing access onto an arterial, however various access points from other developments along the Victoria corridor are servicing other subdivisions. There is a severe lack of pedestrian controlled lights along Victoria and we would suggest this would be a good opportunity to install one allowing easier access to the park and school across the street as well as bus stops.

Lynwood Street is used by families and their children for bike riding, playing with friends and the increased traffic if access is not from Victoria will dramatically change the tone of the neighbourhood and result in destroying a now family friendly street.

### 2) Traffic Calming:

If no access is provided from Victoria Drive, we would insist upon traffic calming along Lynwood. We reside at the corner of Lynwood and Plymouth Crescent. Attempting to turn onto Lynwood from Plymouth by our home can be difficult due to the blind corner east of our property and the speed of some vehicles. We would not like to see a stop sign on Lynwood as this would increase noise due to acceleration from the stop sign.

### 3) Parking:

The plans show 4 vehicles parked at each residence. Two in the garage and two on the driveway. This is not reality in that rarely do you ever see homes where this occurs. You will see owners also parking on the street. With basement suites, these tenants will also be parking on the street. The plans show 25 homes. If half of the owners park on the street and conservatively if half of the homes have suites with tenant parking on the street - this will result in a minimum of 25 vehicles requiring street parking. I believe an email received by our neighbourhood regarding street parking noted there would be 15 spaces for street parking in the development. This leaves a minimum of 10 cars parking along Lynwood, most likely it would be more. The street will now have parking on both sides resulting in a narrow corridor for vehicle traffic, making it unsafe for neighbourhood children.

4) Looking further ahead re construction:

We have lived at our current address for about [REDACTED] years. When the Wedgewood, Alderwood subdivision was under construction, heavy equipment was allowed to be moved on and off site in the middle of the night. I was told by the city at that time that they were not actually working on site so were not restricted by the construction hours bylaw. We would like the city to ensure that moving of equipment takes place during the construction bylaw hours.

We also have concerns with regards to waterways and drainage, but Wedgewood and Lynwood residents have noted their concerns in their responses to the development as this would impact their properties more so than ours.

Regards

[REDACTED] Browne  
[REDACTED] Plymouth Crescent  
Port Coquitlam, BC  
[REDACTED]



## Fahad Abrahani

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**From:** Fahad Abrahani  
**Sent:** March 26, 2021 4:56 PM  
**To:** [REDACTED] Browne; planning@portcoquitlam.ca  
**Cc:** [REDACTED] Browne  
**Subject:** RE: 1160 Victoria Drive SUB00169

Hello Kathy,

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time.

With regards to secondary suites and parking, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided, including a separate parking space for secondary suites in addition to the four parking spots provided for each house. Therefore, secondary suite potential for these lots is not guaranteed.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Furthermore, the ultimate right-of-way for the proposed road is 15m. the proposed road is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles (including the proposed lane). The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

With regards to Stormwater Management and Drainage, the City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

Fahad Abrahani, RPP, MCIP, CPT  
Planner



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W: [www.hyengineering.com](http://www.hyengineering.com)

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**From:** [REDACTED] Browne [REDACTED]  
**Sent:** March 14, 2021 1:57 PM  
**To:** Fahad Abrahani <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>; [planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca)  
**Subject:** Fwd: 1160 Victoria Drive SUB00169

See below for our email; my original email did not have the correct City Poco planning email.

----- Forwarded message -----

**From:** [REDACTED] Browne [REDACTED]  
**Date:** Sun, Mar 14, 2021 at 1:52 PM  
**Subject:** RE: 1160 Victoria Drive SUB00169  
**To:** <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>, <[planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca)>  
**Cc:** [REDACTED]

Mar 14, 2021

RE: 1160 Victoria Drive SUB00169 HY Engineering File 174762

We are writing with regards to our concerns related to the above noted project.

1) Access to new development:

We strongly believe the access should only be from Victoria Drive. The city has shown opposition to allowing access onto an arterial, however various access points from other developments along the Victoria corridor are servicing other subdivisions. There is a severe lack of pedestrian controlled lights along Victoria and we would suggest this would be a good opportunity to install one allowing easier access to the park and school across the street as well as bus stops.

Lynwood Street is used by families and their children for bike riding, playing with friends and the increased traffic if access is not from Victoria will dramatically change the tone of the neighbourhood and result in destroying a now family friendly street.



## Fahad Abrahani

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**From:** [REDACTED] Heureux [REDACTED]  
**Sent:** March 14, 2021 5:36 PM  
**To:** Fahad Abrahani; sherrellb@portcoquitlam.ca; pennerd@portcoquitlam.ca; planning@portcoquitlam.ca; dupontl@portcoquitlam.ca; citycouncil@portcoquitlam.ca; [REDACTED]  
**Subject:** Proposed rezoning and 25-Lot Subdivision Located at 1160 Victoria Dr, Port Coquitlam

Good afternoon,

Thank you again for sending the information package and for the opportunity to comment and ask questions.

First of all, I would like to mention that our community consisting of Lynwood Ave, between Plymouth Cr. and Smiling Creek, and Wedgewood St, is a tightly knit community. We moved here almost 14 years ago and built relationships and friendships with our neighbours. We hang out with each other, help each other. I, with two other friends/neighbours, organized a Block Watch Group and have been organizing yearly block parties in front of our house (until COVID-19 happened). Through these venues, we also discuss (in person or virtually) matters that are relevant to and common to many of us in our neighbourhood. My family and I are also the [REDACTED]; we keep Lynwood Ave, from Apel to over Smiling Creek, clear of littered items.

When the advertisement signage was put up on Lynwood Ave, more than a year ago, I and many neighbours immediately contacted each other, sent emails to the Port Coquitlam Planning Division with many questions, as we were concerned by what was being proposed. I'm glad to see that the number of homes went from 28 originally to 25, but that is still a lot. We are an organized neighbourhood/community and had many discussions about this proposed development during block parties, street chats, via emails and a Zoom call.

Please find below my comments/questions. Some may be overlapping or repetitive and are not in order of importance. Some may be more aimed at the City of Port Coquitlam Planning Division.

- Main access should be from Victoria Dr and not Lynwood Ave. Many people use this street to walk, bike and play (hockey, badminton, frisbee, basketball, volleyball).

Our neighbourhood used to be fairly quiet. We have seen vehicle traffic increasing over the years due to:

- the housing development in Coquitlam north of Victoria Dr
- drivers wanting to avoid the speed bump between Lynwood Ave and Victoria Dr and the street light at Apel and Victoria Dr; they use Lynwood Ave and Wedgewood St as a shortcut and don't necessarily respect the speed limit or the stop sign at Lynwood Ave and Wedgewood

A few neighbours and I have been (before COVID-19) in the process of exploring traffic-calming solutions, with the City of Port Coquitlam. If the main access is to remain from Lynwood Ave (which I am not supporting), traffic calming devices should be installed on Lynwood Ave and Wedgewood Ave,

By leaving the main access on Lynwood Ave, you will be creating a community within our community which will change the dynamics of our neighbourhood that is, from what I heard, the pride of Port Coquitlam. Traffic will definitely increase, and more vehicle owners, associated with this new proposed development, will park on Lynwood Ave, since the proposed subdivision layout does not include visitor parking, nor tenant parking (as we have not received a definite answer regarding the possibility of rental suites). I am pretty certain that people



living on lots 1, 2, 24 and 25 will be parking on Lynwood Ave, unless they will be allowed to park on the primary access road?

- Regardless if the main access is from Lynwood Ave (with a wide walkway to Victoria Dr) or Victoria Drive, there should be a pedestrian crossing between the south sidewalk of Victoria Dr and the southeast corner of Victoria Park. Families with young children and teenagers are not and will not be walking all the way to the Victoria Dr and Apel to cross. There should also be a stop sign on Victoria Dr, at Wedgewood St. This will force drivers especially coming from the east end of Victoria Dr) to slow down and increase pedestrians' and families' safety.
- Will the homes have basements or be built on concrete slabs?
- I know that the ultimate objective for both the developer and the City is to maximize the number of lots to gain the maximum of revenues from selling and municipal taxes, and nothing else. But from a community planning point of view, one needs to look beyond the financial benefits and focus on sustainability and reasonable growth. Why not rezoning (from RS-3) to RS-1, to be consistent with the rest of the surrounding neighbourhoods/streets?
- Lot no. 10 restrains the proposed enhancement (riparian habitat and watercourse realignment) and wildlife corridor. It may not belong there.
- The lane seems narrow for emergency service vehicles to access it. Were the Port Coquitlam Emergency Services, BC Ambulance Services and RCMP consulted?
- We are seeing a lot of wildlife transiting through this property (1160 Victoria Dr), from Smiling Creek (corner of Victoria Dr and Burke Mountain Rd) to Chelsea Park (corner of Lynwood Ave and Alderwood Ave) and vice versa, entering/exiting the northeast corner of the property. We cannot expect that the wildlife will get the memo to change their route and access the property one block further east. It was my understanding, from talking to representatives of the Hyde Creek Watershed Society (HCWS), that there would also be a green corridor along the east side of the property at 1160 Victoria Dr. Would it be possible to see the written agreement between HCWS and H.Y. Engineering?
- Given the presence of a watercourse and wetland on the lot, was there some survey done by a certified biologist to determine the presence of species protected under BC legislation for species at risk and wildlife?
- Will a certified arborist and/or biologist be consulted on the selection of trees, shrubs and plants to be planted in the riparian area, so they are native and drought resistant? Will some of the existing trees on the left hand side of the subject lot be retained, as they are very mature, provide shade and shelter to wildlife. Preserving an existing ecosystem is always preferable to destroying it and trying to recreate it.
- Trees, shrubs and plants to be planted by the developer on each lot should be native and drought resistant.
- Is FLNRO (Ministry of Forests, Lands, **Natural Resource** Operations and Rural Development) playing a role in approving or commenting on this proposed development, particularly the net riparian and net wetted gain, and vegetation offset plan to compensate what will be lost due to construction? What are the standards/requirements that you followed?
- As you will have noticed, there's water constantly draining from the southeast corner of the subject lot onto Lynwood Ave. Was there extensive geological survey work done, as there may be other underground water veins running through the property.
- If preloading is the method to be used to remove dry out/displace the water from the existing stream and wetted area/wetland, how/where will the surplus water be directed/managed?



- If there were to be negative consequences from preloading on neighbouring properties, how will these property owners be compensated? Or will there be a mitigation plan to prevent such a situation?
- My understanding is that the existing water way runs through a culvert, underneath Lynwood Ave to Smiling Creek (east end of Lynwood Ave), and that the proposed realignment will have the stream running into Watkins Creek (southwest corner of Lynwood Ave and Alderwood Ave). Can you please confirm?
- I am asking that a virtual info session with our neighbours, yourself, a City Planning Division representative, a Hyde Creek Watershed Society rep, and possibly the developer be organized. Although many of us have submitted written comments, sharing them verbally provides a different context and perspective and allows participants to emphasize some of their thoughts/input; it may lead to better clarity and understanding from all parties.

My husband, [REDACTED] will send his comments separately.

Thank you for your consideration.

[REDACTED] L'Heureux

[REDACTED] Lynwood Ave, Port Coquitlam

## Fahad Abrahani

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**From:** Fahad Abrahani  
**Sent:** March 25, 2021 9:15 AM  
**To:** [REDACTED] sherrellb@portcoquitlam.ca; pennerd@portcoquitlam.ca; planning@portcoquitlam.ca; dupontl@portcoquitlam.ca; citycouncil@portcoquitlam.ca; [REDACTED]  
**Subject:** RE: Proposed rezoning and 25-Lot Subdivision Located at 1160 Victoria Dr, Port Coquitlam

Hello [REDACTED],

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your questions and concerns that we are able to provide at this time.

An Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental Services which has included assessment of wildlife habitat features at the site, and assessment of endangered or species at risk. The report noted that no raptor (hawk, owl) nests are present. Existing streams and ravines, such as Smiling Creek and the watercourse at the west of the subject site (unnamed stream), are commonly used for wildlife movement corridors from which some animals may disperse for feeding opportunities. The unopened road allowance west of the site is already used as a wildlife corridor by bear, deer and other wildlife and will be retained in its current state further to extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental Services) and the Hyde Creek Watershed. Providing an additional wildlife/green corridor along the east side of the site was not discussed to be a requirement. The EIA report included a search of species-at-risk databases and noted that the riparian forest area and wetted portions along the unnamed stream could provide suitable foraging habitat for occasional use by Great Blue Heron, Olive-sided Flycatcher, Barn Swallow, and Band-tailed Pigeon. Northern Red-legged Frog may use the stream at the site for movement and foraging. An inactive Barn Swallow nest was observed in the barn and the EIA report suggested erecting artificial Barn Swallow nesting structures within the streamside setback areas proposed at the Site.

The EIA has proposed that restoration planting of the streamside protection area be provided. The restoration planting plan will be based on removal and control of invasive plants within the streamside setback area and planting of a variety of native tree and shrub species. Commonly, there is a 5-year maintenance (weeding, invasive plant control, irrigation, replacement of plantings that have not survived) and annual monitoring period until the riparian forest plantings have become well established and free to grow. The costs of restoration planting and associated maintenance and monitoring are typically covered by bonding and securities provided to and held by the City until the 5-year period has elapsed and the planted area has been successfully established as enhanced riparian vegetation.

With regards to the drainage of the existing on-site watercourse, the on-site watercourse currently drains into a storm main on Lynnwood Avenue and is conveyed west to Alderwood, then south and east along Alderwood, and exits south into a park at the east side of Ambleside Close where it daylights and drains into Hyde Creek. The rerouted watercourse will connect directly to Watkins Creek to the south through a 750mm diameter drainage pipe/fish passable culvert crossing the intersection of Lynnwood Avenue and Alderwood Avenue.



Consultation with FLNRO will be initiated upon acceptability of the Proposed Subdivision Layout.

A Geotechnical and Hazard Assessment Report has been completed by Cornerstone Geo-Structural Engineering confirming the feasibility of the proposed use of the site. Geotechnical Recommendations have also been provided for site preparation that will be followed, including recommendations for foundation footings, inspection of the foundation soil by the Geotechnical Consultant prior to construction and approval of the type and amount of grading fill being used. The site will be regraded to establish a more even slope from north to south while maintaining the existing grades and elevations with adjacent properties. All grading works will be completed in accordance with the City's bylaws and permitting requirements. Additionally, due to the topsoil being underlain by very stiff clayey silt glacial till, we do not anticipate that pre-loading of the site will be required.

A Tree Evaluation Report has also been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location and species factors. Trees which are in conflict with the proposed development footprint, watercourse realignment, in poor health, or of little long term retention value are recommended for removal. Tree retention and replacement will also be considered during the Construction and Building Permit Stage of the project and additional trees will be retained where possible. A Tree Replacement Plan will be provided and contributions to the City's Green City Fund will also be provided in lieu of the replacement trees that cannot be accommodated on the proposed development.

The City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

The proposed homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height requirement of the zoning bylaw. With regards to secondary suites, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided. Therefore, secondary suite potential for these lots is not guaranteed.

Construction activities will be conducted using best practices and care to ensure that damage to neighbouring properties does not occur, and will follow the recommendations provided by the project Geotechnical Consultant, Environmental Consultant and Arborist. Furthermore, the City mandates that developers and contractors carry liability insurance as specified by the City.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again. Furthermore, the ultimate right-of-way for the proposed road is 15m. Although the Port Coquitlam Emergency Services, BC Ambulance Services and RCMP have not



been consulted as yet, the proposed road is consistent with the City's standards and the widths of Wedgewood Street to the east and Plymouth Crescent to the west and has been designed to accommodate maintenance and emergency vehicles (including the proposed lane). The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner



#200 - 9128 152 Street, Surrey, BC V3R 4E7

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W: [www.hyengineering.com](http://www.hyengineering.com)

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**From:** [REDACTED] LHeureux [REDACTED]

**Sent:** March 14, 2021 5:36 PM

**To:** Fahad Abrahani <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>; sherrellb@portcoquitlam.ca; pennerd@portcoquitlam.ca; planning@portcoquitlam.ca; dupontl@portcoquitlam.ca; citycouncil@portcoquitlam.ca; Rob [REDACTED]

**Subject:** Proposed rezoning and 25-Lot Subdivision Located at 1160 Victoria Dr, Port Coquitlam

Good afternoon,

Thank you again for sending the information package and for the opportunity to comment and ask questions.

First of all, I would like to mention that our community consisting of Lynwood Ave, between Plymouth Cr. and Smiling Creek, and Wedgewood St, is a tightly knit community. We moved here almost 14 years ago and built relationships and friendships with our neighbours. We hang out with each other, help each other. I, with two other friends/neighbours, organized a Block Watch Group and have been organizing yearly block parties in front of our house (until COVID-19 happened). Through these venues, we also discuss (in person or virtually) matters that are relevant to and common to many of us in our neighbourhood. My family and I are also the Adopt-a-Spot volunteers; we keep Lynwood Ave, from Apel to over Smiling Creek, clear of littered items.

When the advertisement signage was put up on Lynwood Ave, more than a year ago, I and many neighbours immediately contacted each other, sent emails to the Port Coquitlam Planning Division with many questions, as we were concerned by what was being proposed. I'm glad to see that the number of homes went from 28 originally to 25, but that is still a lot. We are an organized neighbourhood/community and had many discussions about this proposed development during block parties, street chats, via emails and a Zoom call.



## Fahad Abrahani

---

**From:** [REDACTED] Goetz [REDACTED]  
**Sent:** March 14, 2021 6:31 PM  
**To:** Fahad Abrahani; planning@portcoquitlam.ca  
**Subject:** Comments concerning the proposed re-zoning at 1160 Victoria Drive

HY Engineering File: 174762  
Port Coquitlam Project: SUB00169

Hello,

Thank you for sending the plans for the new development plans at 1160 Victoria Drive in Port Coquitlam. As a resident in this neighbourhood, I appreciate the opportunity to engage in this process.

I am pleased to see that there is intent to retain similar development characteristics compared to the surrounding neighbourhood. Our primary concern is that this new development not significantly change the look and feel of the area; specifically, that houses are detached single-family dwellings of no more than 2 storeys.

I do have concerns about the number of lots proposed, in particular the arrangements for parking. Given that it's likely secondary suites will be included in the development plans, I expect the City and the developer to honour the requirement that separate, accessible parking be allocated for any property that contains a secondary suite.

In addition, you should be aware (if you aren't already) that groundwater is seeping through the roadway on Lynwood Avenue near lots 24 and 25. As part of this development and for the sake of existing homeowners on Wedgewood Street, I hope and expect that the City and developer will take every measure necessary to ensure that groundwater is properly rerouted and drained.

Finally, I would appreciate some assurance that the one-for-one tree cutting regulation is observed for this development. Specifically, will the developer plant the same number and kind of trees **in this development** as the number that are being removed? I am aware that the tree bylaw allows for replacement trees to be planted elsewhere in the city, so I would like clarification and confirmation that all of the significant trees will be replaced on this same parcel of land.

I look forward to the completion of this project and to welcoming new neighbours into our neighbourhood.

[REDACTED] Goetz  
[REDACTED] Wedgewood St  
[REDACTED]

## Fahad Abrahani

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**From:** Fahad Abrahani  
**Sent:** March 26, 2021 3:38 PM  
**To:** [REDACTED] Goetz; planning@portcoquitlam.ca  
**Subject:** RE: Comments concerning the proposed re-zoning at 1160 Victoria Drive

Hello [REDACTED],

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time.

The proposed homes will respect the character of the existing homes in the neighbourhood. They will be 2 storeys above ground and will be similar to the heights of the adjacent homes, adhering to the height requirement of the zoning bylaw. With regards to secondary suites, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided, including a separate parking space for secondary suites in addition to the four parking spots provided for each house. Therefore, secondary suite potential for these lots is not guaranteed.

The City requires each development to provide adequate servicing to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

A Tree Evaluation Report has also been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location and species factors. Trees which are in conflict with the proposed development footprint, watercourse realignment, in poor health, or of little long term retention value are recommended for removal. Tree retention and replacement will also be considered during the Construction and Building Permit Stage of the project and additional trees will be retained where possible. A Tree Replacement Plan will be provided and contributions to the City's Green City Fund will also be provided in lieu of the replacement trees that cannot be accommodated on the proposed development.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**



## **Fahad Abrahani**

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**From:** [REDACTED] L'H [REDACTED]  
**Sent:** March 14, 2021 8:31 PM  
**To:** Fahad Abrahani; sherrellb@portcoquitlam.ca; pennerd@portcoquitlam.ca; planning@portcoquitlam.ca; dupontl@portcoquitlam.ca; citycouncil@portcoquitlam.ca  
**Cc:** [REDACTED]  
**Subject:** 1160 Victoria Drive - SUB00169

Mar 14, 2021

RE: 1160 Victoria Drive - SUB00169

Below are my comments in reply to the letter and drawing package from HY Engineering dated Feb 16, 2021, inviting comment regarding a potential subdivision at 1160 Victoria Drive in Port Coquitlam (SUB00169).

### **Keep Neighbourhood Characteristics Consistent**

While the property at 1160 Victoria will need to be rezoned from RS-3 to another zone to permit construction of several houses, I am unclear why it needs to be RS-2 rather than RS-1. I can appreciate that the developer would like to maximize the number of properties that can be developed. Yet, it is inconsistent with the look and feel of the surrounding neighbourhood. It DOES look like it will be consistent with the houses/properties north of Victoria in Coquitlam. From my perspective, I would like to see Port Coquitlam follow a consistent density plan with the zoning it permits for existing neighbourhoods, and if this involves using a grandfather clause to make the lots RS-1, then it would be appropriate.

### **Traffic on Lynwood**

Ideally, access to 1160 Victoria Drive developed property would be via Victoria. Lynwood already has issues with traffic speed. Coupled with a big increase in volume, this will substantially impact our enjoyment of this neighbourhood area.

### **Traffic on Victoria**

Again, ideally, the new street accessing 1160 Victoria drive would coincide with Holtby Street. It could be a four way stop or a flashing Green pedestrian crossing.

Victoria can be a speedway. Having a traffic calming arrangement by the playground in Victoria park would be very welcome. I think of the four-way stops on Lincoln between Coast Meridien and Shaunessey as a comparison. It would be great if drivers had a solid reason to stay within a tolerable speed on Victoria.

### **Neighbourhood cohesiveness**

Ambleside Close is a very tight neighbourhood and Lynwood/Wedgewood is also a close neighbourhood. It would be a shame to lose the cohesiveness that has been developed over the past years. I believe managing traffic effectively and neighbourhood characteristics carefully will go a long way to sustaining the great neighbourhood that has been cultivated over the past number of years.

Thanks,

█ Mowat

█ Lynwood Ave.

Port Coquitlam



## Fahad Abrahani

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**From:** Fahad Abrahani  
**Sent:** March 25, 2021 9:12 AM  
**To:** [REDACTED] L'H; sherrellb@portcoquitlam.ca; pennerd@portcoquitlam.ca; planning@portcoquitlam.ca; dupontl@portcoquitlam.ca; citycouncil@portcoquitlam.ca  
**Cc:** [REDACTED]  
**Subject:** RE: 1160 Victoria Drive - SUB00169

Hello [REDACTED],

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time regarding access to the proposed development.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will discuss this option with the City again.

With regards to the intersection at Holtby Street, there is an existing dedication for an unopened road (Newberry Street) continuing south to the west of the subject site, that follows the same alignment as Holtby Street to the north on the Coquitlam side. This stretch of unopened road is currently being used by wildlife, and in order to retain the existing wildlife habitat and protect the existing watercourse and riparian area, it was determined that this unopened road should be retained as a wildlife corridor, through extensive consultation with the City, the project Environmental Consultant (Phoenix Environmental Services) and the Hyde Creek Watershed Society.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner



#200 - 9128 152 Street, Surrey, BC V3R 4E7

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## Fahad Abrahani

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**From:** [REDACTED] U [REDACTED]  
**Sent:** March 14, 2021 10:59 PM  
**To:** planning@portcoquitlam.ca; Fahad Abrahani; citycouncil@portcoquitlam.ca  
**Subject:** Proposed Rezoning- Port Coquitlam Project SUB00169, H.Y. Engineering File: 174762

To whom it may concern,

RE: 1160 Victoria Drive. Port Coquitlam Project SUB00169. H.Y. Engineering File: 174762

We are writing in regards to our concerns of the above noted project that we currently DO NOT SUPPORT.

### **1) Access to the development and increase in traffic**

We are vehemently opposed to having the entrance to the development from Lynwood for many reasons, including:

- Lynwood Avenue is a relatively quiet street and provides a great pedestrian and cyclist throughfare, providing access to the Poco Dyke and Hyde Creek Trail systems. Adding more traffic on Lynwood Avenue would disrupt this throughfare and make it unsafe, leading to cyclist/pedestrian/vehicle conflict. We are very happy that the City of Port Coquitlam is beginning to increase the safety of pedestrian and cycling routes (Prairie Avenue for example) but this decision seems to go against all the positive work that has been done.
- Lynwood Avenue is a winding street with blind corners which makes it difficult for traffic from Alderwood Avenue and Plymouth Crescent to access Lynwood Avenue safely. Adding more traffic would increase this difficulty and lead to the likelihood of more motor vehicle incidents.
- The neighbourhood is a family orientated area that is used by families with children and young adults who enjoy playing outside on or near the street. We live close to the stop sign at Lynwood Avenue and Wedgewood Street and we would not feel safe letting our children play near the street with this significant increase in traffic.

Having the entrance off of Victoria Drive would negate the above-mentioned concerns. Additionally, if it were to be a controlled intersection, it would also allow pedestrian access to the North side of Victoria Drive. Currently, in order to cross Victoria Drive safely, one must either walk the long way to Apel Drive/Soball Street or the even longer walk to the crosswalk at 832 Victoria Drive. The entrance will also contribute to the safety of Coquitlam's popular Victoria Park and Leigh Elementary. Speeding traffic is ever present through the 30km/hr park zone and a newly created entrance and potentially, intersection, near/or just prior to Holtby Street would help slow traffic into the park and school zone.

### **2) Parking**

The current proposal would no doubt lead to most of the homes having basement suites which would further increase the need for parking. The current design does not allow a practical solution to the extra vehicles. It is stated there is room for 4 vehicles in the garage and the driveway, however, we all know this is not practical, as people will not want to shuffle cars around (especially if there are renters).



Most of the vehicles will be forced to park outside of their own neighbourhood on Lynwood Avenue or even further on Wedgewood Street and Plymouth Crescent. This will lead to more unsafe situations, as Lynwood Avenue (as already mentioned) is a winding street with blind corners, and was never meant to accommodate many parked cars on the street.

### **3) Water**

There is an abundance of water that seeps out from the property all year round. We are extremely concerned what will happen with all this water when all of the trees are removed from the lot.

The majority of the trees on the lot are large Cottonwoods. Cottonwoods, being an extremely fast grower, uptake a lot of water from their environment. The removal of all these Cottonwoods will certainly have a detrimental effect on the water absorption from the lot.

It is stated in the Port Coquitlam Tree Bylaw that:

*"If the tree cutting permit is sought in respect of a lot in a development permit area identified in the Official Community Plan, 2013, No.3838:*

*(i)where applicable, a report from an engineer assessing issues relating to slope stability, flooding, and erosion on the lot, certifying that the proposed cutting or removal of the tree(s) will not destabilize slopes or cause flooding or erosion, and specifying any conditions under which the proposed cutting or removal of the tree(s) may take place, including the appropriate extent, timing, and phasing of the cutting or removal to address public health and safety concerns, minimize impacts to adjacent properties, protect retained trees, and protect other environmental features or functions"*

Based on this, there must be a Geotechnical survey or Engineer's report addressing the issue of flooding from this lot.

### **4) Tree Removal**

Although the predominant species of tree on the lot are Cottonwoods, there are some significant trees on the property (Douglas Firs and Red Cedars greater than 60cm DBH) and a variety of dead snags used as wildlife habitat. We have heard many Barred Owl calling from this property, so it is a testament that they are using the trees as habitat. We would like to be assured that this property would need to follow Port Coquitlam's Tree bylaw, and have 2 replacement trees planted per significant tree (or snag) removed.

### **Final points**

The 2020 Corporate Strategic Plan lists the #2 strength of Port Coquitlam as being "proud of our community and having a culture of community involvement". Furthermore, one of their outcomes from the Strategic Plan is to have a "Sense of Community", and to achieve this by "supporting and planning for a connected, happy community", and "promoting an active, healthy community and appropriate models that benefit an individual's healthy living".

It is hypocritical to on one hand imply the want to promote a sense of community and healthy lifestyle, while at the same time, destroy opportunities for the local residents to enjoy the outdoors provided by safe city streets.

We certainly hope the developers and the City of Port Coquitlam will take our concerns seriously and offer alternative solutions. If not, we are willing to fight for our children's and neighbour's rights to enjoy their lives in their homes and outdoors and to protect **OUR** sense of community.

Sincerely,

[REDACTED] Sinclair  
[REDACTED] Lynwood Avenue



## Fahad Abrahani

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**From:** Fahad Abrahani  
**Sent:** March 24, 2021 4:40 PM  
**To:** [REDACTED] U; planning@portcoquitlam.ca; citycouncil@portcoquitlam.ca  
**Subject:** RE: Proposed Rezoning- Port Coquitlam Project SUB00169, H.Y. Engineering File: 174762

Hello [REDACTED]

Thank you very much for taking the time to review the details of the proposed development and for providing your input. We will be sure to include your comments, concerns, and suggestions into our submission to the City. Please see below for some clarification to your concerns that we are able to provide at this time.

An Environmental Impact Assessment (EIA) Report has been prepared by Phoenix Environmental Services which has included assessment of wildlife habitat features at the site, and assessment of endangered or species at risk. The report noted that no raptor (hawk, owl) nests are present at the site. A Tree Evaluation Report has also been prepared by Stickleback Environmental which includes an assessment of the trees for their preservation based upon condition, health, location and species factors. Trees which are in conflict with the proposed development footprint, watercourse realignment, with poor health, or of little long term retention value are recommended for removal. Tree retention and replacement will also be considered during the Construction and Building Permit Stage of the project and additional trees will be retained where possible. A Tree Replacement Plan will be provided and contributions to the City's Green City Fund will also be provided in lieu of the replacement trees that cannot be accommodated on the proposed development.

A Geotechnical and Hazard Assessment Report has been completed by Cornerstone Geo-Structural Engineering confirming the feasibility of the proposed use of the site and no water table or groundwater seepage was observed during the geotechnical assessment and testing.

With regards to Stormwater Management and Drainage, although natural features such as watercourses, riparian areas and landscaped areas do help with stormwater management and drainage, the City requires each development to provide adequate servicing in addition to such pre-existing natural features to ensure that stormwater flows from the development can be adequately managed, captured and directed to the City's infrastructure and not impact the neighbouring lots. As such, the proposed development will provide a City storm main in the proposed road with adequate capacity to manage the stormwater flows resulting from the development. Each lot will also be required to capture stormwater independently and direct it to the City's infrastructure. Additionally, the new watercourse alignment will also provide a new and larger drainage pipe (Fish Passable Culvert) that will directly connect the realigned watercourse to Watkins Creek to the south. This new drainage pipe will be 750mm in diameter, significantly larger than the existing 450mm diameter pipe. We believe that this, combined with the new storm main in the proposed road and the requirement for each lot to direct on-site stormwater to the new storm main, will improve the existing drainage conditions.

With regards to providing access from Victoria Drive, this option was considered; however, the City's Engineering and Transportation Departments had expressed concerns about potential traffic management issues on Victoria Drive due to the proximity of this intersection to the existing intersection of Victoria Drive and Wedgewood Street to the east. Further to your comments, we will

discuss this option with the City again. Furthermore, the ultimate right-of-way for the proposed road is 15m. Based on our preliminary engineering plans, we believe that the proposed road should be able to accommodate parking on both sides for a total of approx. 15 cars. The specific design details and requirements pertaining to traffic calming and pedestrian safety will be confirmed and provided by the City's Engineering and Transportation Departments during the Detailed Engineering Design stage of the project.

With regards to secondary suites and parking, although the proposed zone does permit secondary suites, there are a list of site specific and lot specific requirements that need to be met for secondary suites to be provided, including a separate parking space for secondary suites in addition to the four parking spots provided for each house. Therefore, secondary suite potential for these lots is not guaranteed.

Please feel free to contact me if you have any other questions or if you would like to provide any additional comments.

Kind regards,

**Fahad Abrahani, RPP, MCIP, CPT**  
Planner



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**From:** [REDACTED] U [REDACTED]

**Sent:** March 14, 2021 10:59 PM

**To:** [planning@portcoquitlam.ca](mailto:planning@portcoquitlam.ca); Fahad Abrahani <[f.abrahani@hyengineering.com](mailto:f.abrahani@hyengineering.com)>; [citycouncil@portcoquitlam.ca](mailto:citycouncil@portcoquitlam.ca)

**Subject:** Proposed Rezoning- Port Coquitlam Project SUB00169, H.Y. Engineering File: 174762

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RE: 1160 Victoria Drive. Port Coquitlam Project SUB00169. H.Y. Engineering File: 174762

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