

PUBLIC HEARING
Monday, January 27, 2020

A Public Hearing convened on Monday, January 27, 2020 at 7:02 p.m. in the Council Chambers, City Hall, 3000 Guildford Way, Coquitlam, B.C. with the following persons present:

Council Members Present: Mayor Richard Stewart
Councillor Brent Asmundson
Councillor Craig Hodge
Councillor Steve Kim
Councillor Trish Mandewo
Councillor Dennis Marsden
Councillor Teri Towner
Councillor Chris Wilson
Councillor Bonita Zarrillo

Staff Present: Peter Steblin, City Manager
Raul Allueva, Deputy City Manager
Jim Ogloff, Fire Chief
Jozsef Dioszeghy, General Manager Engineering and Public Works
Don Luymes, General Manager Civic Lands and Facilities
Jim McIntyre, General Manager Planning and Development
George Fujii, Director Development Services
Andrew Merrill, Manager Community Planning
Doug Vance, Manager Building Permits-Inspections
Pat Lau, Planner 3
Kim Davelaar, Development Facilitator
Stephanie Holland, Planner 2
Sean O'Melinn, Legislative Services Manager
Rachel Cormack, Legislative Services Clerk

REPORT OF DIRECTOR DEVELOPMENT SERVICES

The Director Development Services submitted a written brief to the Public Hearing dated Wednesday, January 22, 2020, a copy of which is attached to and forms a part of these minutes.

ADVERTISING OF PUBLIC HEARING

The Public Hearing was advertised in the Tri-City News on the following dates: Thursday, January 16, 2020 and Thursday, January 23, 2020.

OPENING REMARKS

The Chair provided opening remarks in which he set out the Public Hearing process.

The General Manager Planning and Development acknowledged the upcoming retirement of the Director Development Services.

The Mayor, on behalf of Council, thanked the Director Development Services for his work with the City.

ITEM #1 **Reference: PROJ 17-039**
Bylaw No. 4836, 2019
Addresses: 3419 Victoria Drive

The intent of **Bylaw No. 4836, 2019** is to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the subject property outlined in black on the map marked Schedule 'A' to Bylaw No. 4836, 2019 from RS-2 One-Family Suburban Residential to RS-7 Small Village Single Family Residential.

If approved, the application would facilitate the subdivision of a two-lot residential subdivision with rear lane access and the construction of two new single-family homes, each with a secondary suite.

The Planner 3 provided an overview of the following:

- Zoning and Land Use Designation
- Proposal
- Recommendation

There were no further representations to this item.

ITEM #2 **Reference: PROJ 17-002**
Bylaw Nos. 4843, 2019 and 5020, 2019
Address: 1990 Como Lake Avenue

The intent of **Bylaw No. 4843, 2019** is to amend City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001 to revise the land use designation of the subject property outlined in black on the map marked Schedule "A" to Bylaw No. 4843, 2019 from Service Commercial to General Commercial.

The intent of **Bylaw No. 5020, 2019** is to amend City of Coquitlam Zoning Bylaw No. 3000, 1996 to rezone the subject property outlined in black on the map marked Schedule 'A' to Bylaw No. 5014, 2019 from SS-2 Service Station Commercial to C-2 General Commercial.

If approved, the application would facilitate the development of a one-storey commercial building with an associated parking lot and driveway accesses to be shared with the neighbouring Como Lake Village Shopping Centre.

The Development Facilitator provided an overview of the following:

- Zoning and Land Use Designation
- Proposal
- Recommendation

P. J. Mallen, Mallen Gowing Berzins Architecture, 300 – 7 East 6th Avenue, Vancouver, owner and applicant, appeared before Council and provided an onscreen presentation entitled “1990 Como Lake Ave Rezoning & Development Permit Application” with slides titled as follows:

- Cover
- Overall Proposed Site Plan
- Previous Site Plan
- Proposed Site Plan
- Loading & Garbage
- Existing Parking
- Proposed Parking
- Renderings

Discussion ensued relative to the following:

- The potential for the zoning to allow a liquor primary business subject to a liquor licensing permit
- Clarification regarding the size of the proposed outdoor patio / café seating space
- Clarification regarding the potential use of concrete pavers for the sidewalk and the desire for fully accessible walkways

In response to a question from Council, the Director Development Services provided information relative to landscaping and sidewalk composition.

In response to a question from Council, the General Manager Planning and Development provided an overview of the preferred types of sidewalk materials.

In response to a question from Council, Derek Brower, the Property Manager of Como Lake Village, provided an overview of the typical delivery schedules for the businesses at Como Lake Village.

Discussion continued relative to the following:

- Concern regarding delivery trucks parking along Como Lake Avenue and the desire to ensure that delivery trucks park in designated loading

zones on the property

- The potential for an increased amount of bicycle racks on the subject property
- The understanding that the pylon sign for the proposed development would give first priority to the new tenants

James Lee, Traffic Engineer, Bunt & Associates Engineering Ltd., 1550 – 1050 West Pender Street, Vancouver, appeared before Council to respond to questions about traffic.

Discussion ensued relative to clarification regarding the amount of parking spaces proposed through the new design.

In response to a question from Council, Mr. Lee provided an overview of the site layout in regards to traffic patterns and noted the utilization of Montrose Street as an uninterrupted access point.

Discussion continued relative to the following:

- The understanding that the Montrose Street intersection will allow both left and right turns from Como Lake Village
- The understanding that the increased pedestrian space in the new proposed design was a result of the new rotation of the building

In response to a question from Council, the General Manager Engineering and Public Works provided an overview of the future works needed to provide a fully signalized intersection at Como Lake Avenue and Montrose Street by 2021.

Gary Houghton, 2111 Lyons Court, Coquitlam, appeared before Council to express appreciation to Council, City staff, and the applicant for their work to revise the application following public consultation. He expressed support for the application as proposed.

The following submissions were received, are attached to, and form a part of these minutes:

1. Presentation from Mallen Gowing Berzins, 300 – 7 East 6th Avenue, Vancouver, received January 16, 2020; and
2. Letter from Gary Houghton, 2111 Lyons Court, received January 27, 2020.

There were no further representations to this item.

ITEM #3 **Reference: PROJ 18-088**
Bylaw No. 5027, 2019
Address: 700, 702, 704, 708, 712 and 716 Edgar Avenue

The intent of **Bylaw No. 5027, 2019** is to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the subject properties outlined in black on the map marked Schedule 'A' to Bylaw No. 5027, 2019 from RS-1 One-Family Residential to RM-3 Multi-Storey Medium Density Apartment Residential.

If approved, the application would facilitate the construction of two 5-storey apartment buildings with a shared one and a half storey parkade.

The Planner 2 provided an overview of the following:

- Zoning and Land Use Designation
- Proposal
- Revised Design Since First Reading
- Recommendation

Gerry Reibling, Mosaic Homes, 500 – 2609 Granville Street, Vancouver, owner and applicant with respect to the proposed development, appeared before Council to provide an overview of the composition of the 3-bedroom units available in the proposed design, as well as the adaptable accommodations for those units. He further provided an overview of the townhouse developments Mosaic Homes has either completed or has underway in Coquitlam.

In response to a question from Council, Mr. Reibling provided Council with on-screen design drawings illustrating the slope and proposed landscaping between the two apartment buildings. He noted that privacy concerns would be mitigated through landscaping and the slope gradient between buildings. He further noted that the orientation of the apartment buildings would result in minimal shadowing.

Tony Ciaburri, 748 Shaw Avenue, appeared before Council to express concerns regarding the height of the proposed development and the potential restriction of views from the backyards of single-family homes on Shaw Avenue as a result. He noted his belief that a lower density development would be more appropriate for the surrounding area.

Discussion ensued relative to the proposed height of the apartment buildings.

Harish Lalsinghani, 705 Delestre Avenue, appeared before Council to express concerns regarding increased traffic flow in the lane between Delestre Avenue and Edgar Avenue.

In response to a question from Council, the General Manager Engineering and Public Works provided an overview of lane improvements that would be undertaken through the development.

Discussion ensued relative to the typical practice of apartment buildings establishing their underground parking entrance in an adjacent lane.

The following submissions were received, are attached to, and form a part of these minutes:

1. Email from Irene Turnbull, 746 Shaw Avenue, received January 20, 2020;
2. Email from Jun Sun, 703 Edgar Avenue, received January 27, 2020; and
3. Presentation from Mosaic Homes, 500 – 2609 Granville Street, Vancouver, received January 27, 2020.

There were no further representations to this item.

CLOSURE OF PUBLIC HEARING

The Chair declared the Public Hearing closed at 8:05 p.m. on Monday, January 27, 2020.

MINUTES CERTIFIED CORRECT

CHAIR

I hereby certify that I have recorded the Minutes of the Public Hearing held on Monday, January 27, 2020 as instructed, subject to amendment and adoption.



Rachel Cormack
Legislative Services Clerk

**PLANNING AND DEVELOPMENT DEPARTMENT
BRIEF TO PUBLIC HEARING, MONDAY JANUARY 27, 2020**

ITEM #1 – PROJ 17-039 – BYLAW NO. 4836, 2019

Application to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the property at 3419 Victoria Drive, from RS-2 One-Family Suburban Residential to RS-7 Small Village Single Family Residential – *Bylaw No. 4836, 2019*.

Recommendation:

That Council give second and third readings to *City of Coquitlam Zoning Amendment Bylaw No. 4836, 2019*.

First Reading:

On December 9, 2019, Council gave first reading to *Bylaw No. 4836, 2019* and referred the bylaw to Public Hearing.

Additional Information:

At the December 9, 2019 Regular Council meeting, Council did not request any additional information.



ITEM #2 – PROJ 17-002 – BYLAW NOS. 4843, 2019 and 5020, 2019

Application to amend *City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001* to revise the land use designation of the property at 1990 Como Lake Avenue from Service Commercial to General Commercial; and to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the property at 1990 Como Lake Avenue, from SS-2 Service Station Commercial to C-2 General Commercial – *Bylaw Nos. 4843, 2019 and 5020, 2019*.

Recommendation:

That Council give second and third readings to *City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 4843, 2019* and *City of Coquitlam Zoning Amendment Bylaw No. 5020, 2019*.

First Reading:

On May 27, 2019, Council gave first reading to *Bylaw Nos. 4843, 2019 and 4844, 2019* and referred the bylaws to Public Hearing.

On December 9, 2019, Council abandoned *Bylaw No. 4844, 2019*, gave first reading to *Bylaw No. 5020, 2019* and referred *Bylaw Nos. 4843, 2019 and 5020, 2019* to Public Hearing.

Additional Information:

At the December 9, 2019 Regular Council meeting, Council requested the following additional information:

1. What is the current proposed development site plan for the subject site?

Please see the site plan (Attachment 1) which was presented to Council at the December 9, 2019 Regular Council meeting.

2. What was the previous site plan which was submitted to the June 17, 2019 Public Hearing and has since been modified?

Please see Attachment 2, which was presented at the June 17, 2019 Public Hearing, and has since been modified.

3. What are the scope of proposed changes the owner of the adjacent property, the Como Lake Village Shopping Centre (CLVSC), has agreed to complete as a condition of developing the subject site?

The owner has agreed to make the following changes to the existing adjacent shopping centre parking lot (Existing Parking Lot, Attachment 3) to help address existing traffic circulation and parking issues (Proposed Parking Lot Layout, Attachment 4):

- Reduce the number of small car spaces and increase the number of regular car spaces in the parking lot by redesigning the eastern half of the existing parking lot roughly from the Starbucks shop eastward;
- Remove tree diamonds from the parking lot (which render the adjacent spaces as small car spaces) to increase the number of regular size parking spaces;
- Redesign parking row end caps and portions of the parking lot which are difficult to maneuver;
- Widen the existing westernmost driveway access to Como Lake Avenue to improve vehicular ability to turn right out of the parking lot;
- Widen the new easternmost driveway access to Como Lake Avenue to improve vehicular ability to turn right out of the parking lot; and
- Accommodate a portion of the drive aisle and sidewalk from Montrose Street, which straddles the property line north of the BC Liquor Store.

4. What is the status of the third party clothing donation bins?

Staff note that the donation bins will need to be moved to facilitate the redevelopment of the subject site. The applicant has indicated that the property manager will be arranging for the permanent removal of the donation bins.

5. How will the loading and garbage functions for the subject site work?

The loading space required under the Zoning Bylaw is proposed to be shared with the loading spaces located behind the BC Liquor store (Attachment 5). From a practical perspective, the size and the frequency of vehicles anticipated to make deliveries to the proposed commercial building, can be accommodated in the parking spaces in and around the commercial building, especially during off peak hours.

Similar to the loading function, the garbage bin enclosure for the new commercial building is proposed to be located behind the BC Liquor store (Attachment 5). To facilitate use of the garbage bins at this location, there is a sidewalk connecting the proposed commercial building to the garbage enclosure area. There is also an existing garbage enclosure to the east of the TD Canada Trust which is available for the new commercial development.

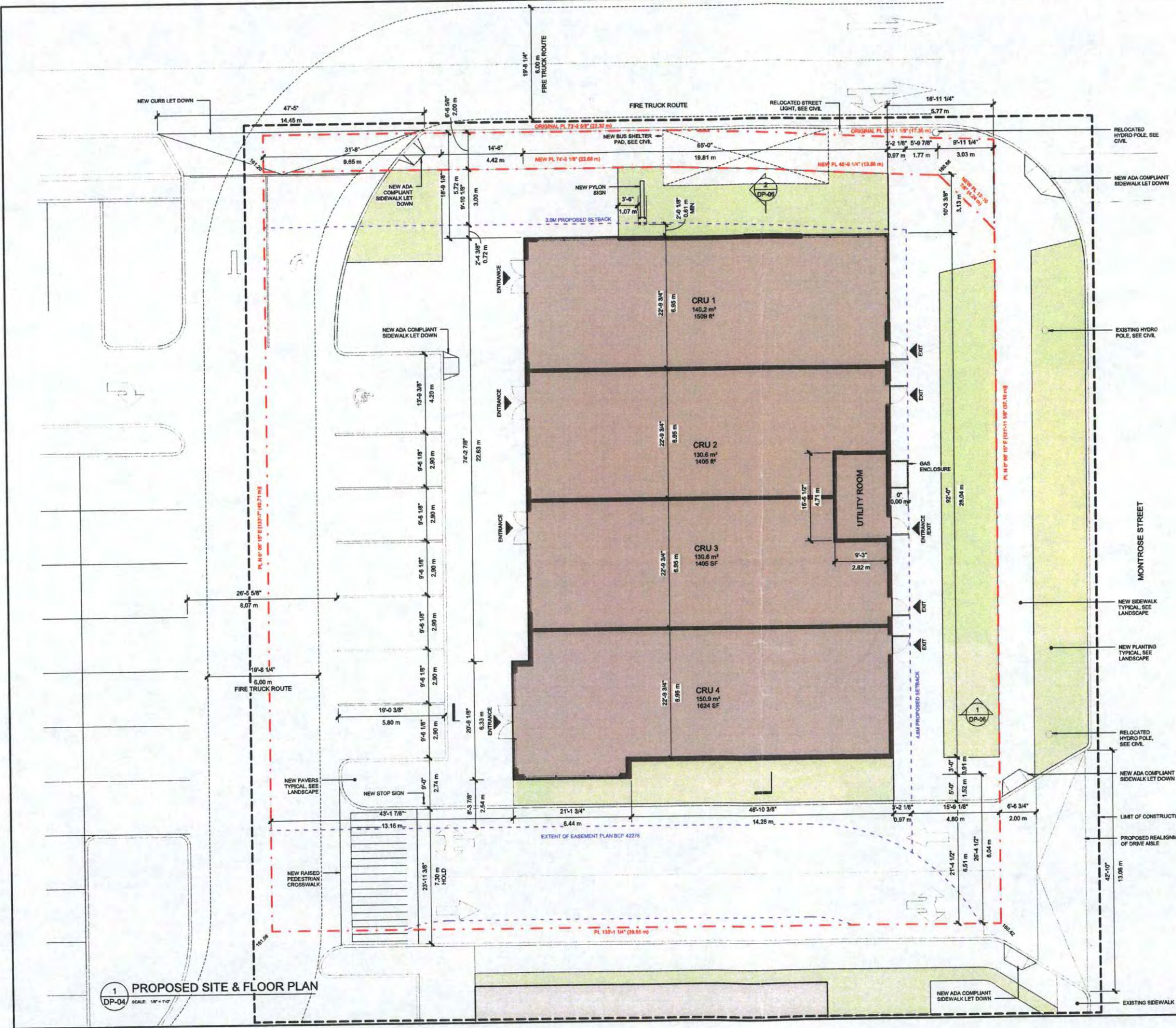
6. Why is the bus shelter pad shown along Como Lake Avenue labelled "future"?

The bus shelter pad is shown as "future" on the site plan (Attachment 6) as the physical road widening, curb relocation, and bus pad shifting will not be occurring until the City has secured proper funding and dedications to widen the Montrose Street intersection to the east, and has undertaken the realignment of that intersection. The subject application will be required to provide for cash-in-lieu for the Como Lake Avenue frontage improvements. However, frontage improvements along Montrose Street and the reconstruction of the driveway accesses along the existing Como Lake Avenue curb-line (with the widened flare to ease right turns) will be required to be constructed along with this development.

Attachments:

1. Proposed Site Plan (Doc# 3622003)
2. Previous Site Plan (Doc# 3337868)
3. Existing Parking Lot (Doc# 3621953)
4. Proposed Parking Lot Layout (Doc# 3622331)
5. Proposed Loading (Doc# 3622383)
6. Landscape Site Plan (Doc# 3622460)

Design drawing submitted
for the January 27, 2020
Public Hearing



REV	DESCRIPTION	DATE	BY
1	ISSUED FOR RE-ZONING & DP		
2	ISSUED FOR RE-ZONING & DP		
3	ISSUED FOR CLIENT REVIEW		
4	ISSUED FOR RE-ZONING & DP		
5	ISSUED FOR RE-ZONING & DP		
6	ISSUED FOR RE-ZONING & DP		
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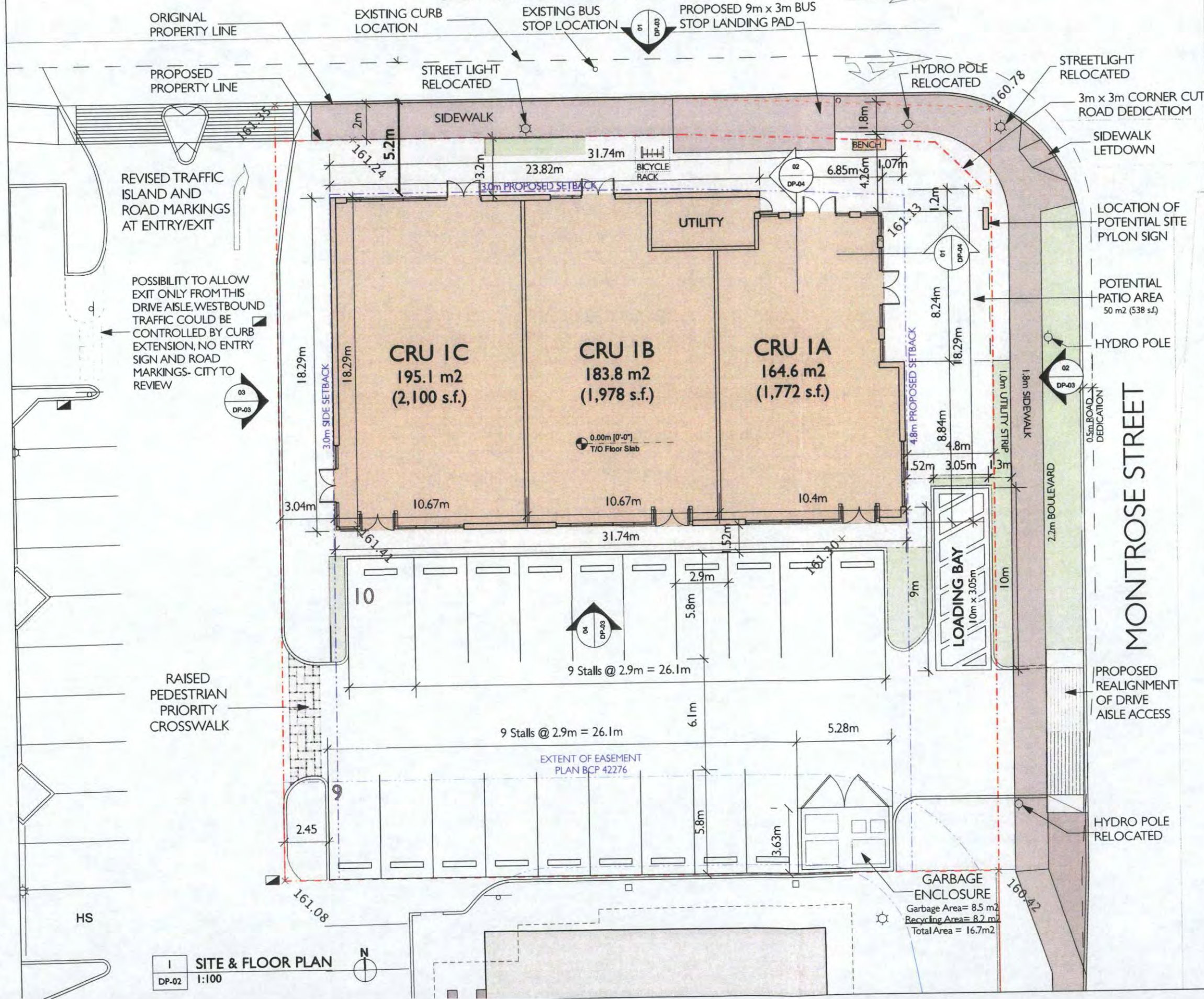
Sunnyland Enterprises Ltd.
1990 Como Lake Avenue
COQUITLAM, BC

**SITE PLAN & GROUND
FLOOR PLAN**

DATE: NOVEMBER 14, 2019	PROJECT NO: 15137
SCALE: 1/8" = 1'-0"	
DRAWING NO: DP-04	REVISION: 5

SITE & FLOOR PLAN

COMO LAKE AVENUE



AREA SUMMARY

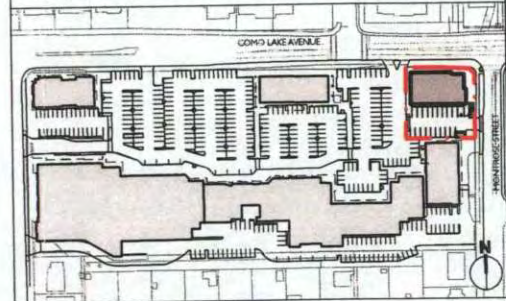
SITE AREA:
CRU 01a
CRU 01b
CRU 01c
TOTAL NET AREA:

Utility 18.6 sq m (200 sq ft)
TOTAL GROSS AREA: 562.1 sq m (6,050 sq ft)
SITE COVERAGE: 35.1%
FLOOR AREA RATIO: 0.35

SITE LEGEND

- PROPOSED SIDEWALK
- PROPOSED HARDSCAPE LANDSCAPING
- PROPOSED GRASSED AREA LANDSCAPING

KEY PLAN N.T.S.



9	2015.05.15	ISSUE FOR REVIEW	RN	PM
8	2017.12.15	ISSUE FOR REZONING / DP	RN	PM
7	2017.12.05	ISSUE FOR REZONING / DP	RN	PM
6	2017.08.09	REISSUE FOR REZONING / DP	RN	PM
5	2017.04.07	ISSUE FOR REZONING / DP	RN	PM
4	2017.03.29	ISSUE FOR REVIEW	RN	PM
3	2017.03.17	ISSUE FOR REVIEW	RN	PM
2	2017.02.09	ISSUE FOR REVIEW	RN	PM
1	2016.11.21	ISSUE FOR REVIEW	RN	PM
0	2016.10.31	CLIENT REVIEW	PM	PM
REV	DATE	DESCRIPTION	DRAWN	CHECKED

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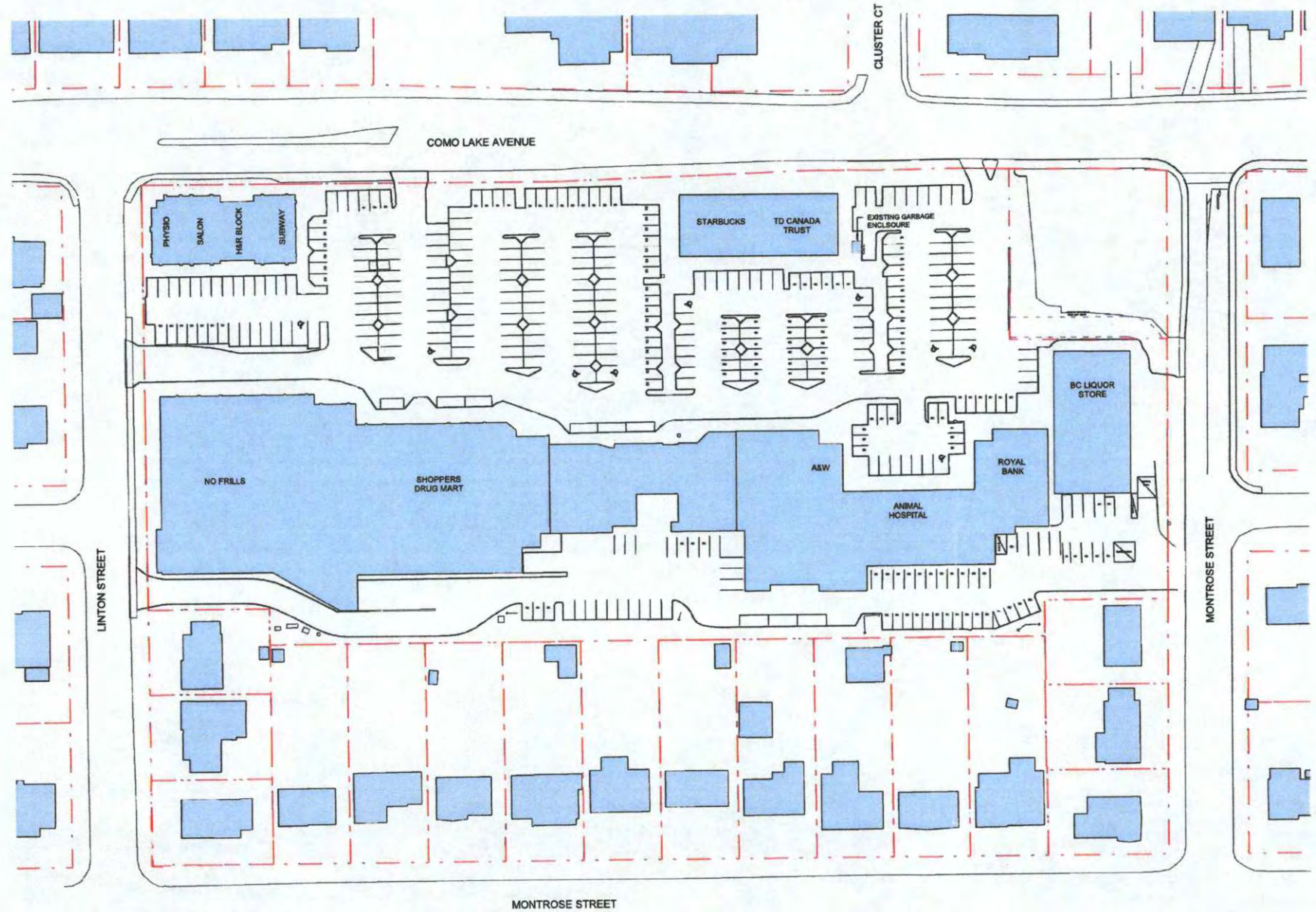
PROJECT:
COMMERCIAL PROPERTY
COMO LAKE AVENUE AT MONTROSE STREET, COQUITLAM

SHEET TITLE:
SITE & GROUND FLOOR PLAN

PROJECT NO.	15137	PLOT DATE	May 16, 2018
SCALE	AS NOTED		
DRAWING NO.	DP-02	REVISION	9

MGBA

ARCHITECTURE + INTERIOR DESIGN
SUITE 201 - 7 EAST 4TH AVE
VANCOUVER BRITISH COLUMBIA CANADA
604 484 4225 mgb@mgba.com www.mgba.com
SUITE 201 - 777 RICHMOND ST W
TORONTO ONTARIO CANADA
416 748 8281 info@mgba.com www.mgba.com



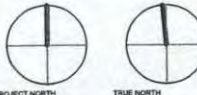
1 EXISTING CONTEXT PLAN
DP-01 SCALE: 1" = 50'-0"

DATA SUMMARY - COMO LAKE SHOPPING CENTRE

CIVIC ADDRESS LEGAL ADDRESS	1969 COMO LAKE AVENUE	
	EXISTING	PROPOSED
SITE AREA	27,713.2 m ²	27,713.2 m ²
GROSS BUILDING AREA	9379.4 m ²	9379.4 m ²
SITE COVERAGE	33.9%	33.9%
DENSITY	0.339	0.339
PARKING REQUIRED	235 STALLS	235 STALLS
REGULAR STALLS	187 STALLS	273 STALLS
SMALL CAR STALLS	173 STALLS	69 STALLS
SMALL CAR % OF TOTAL	47 %	20 %
ACCESSIBLE STALL	9 STALLS	8 STALLS
TOTAL STALLS PROVIDED	369 STALLS	350 STALLS

CIVIC ADDRESS LEGAL ADDRESS	1990 COMO LAKE AVENUE	
	EXISTING	PROPOSED
SITE AREA	1687.0 m ²	1604.0 m ²
GROSS BUILDING AREA	0.0 m ²	552.3 m ²
SITE COVERAGE	0.0 %	34.4 %
DENSITY	0.0	0.344
PARKING REQUIRED	0 STALLS	14 STALLS
REGULAR STALLS	0 STALLS	6 STALLS
SMALL CAR STALLS	0 STALLS	0 STALLS
SMALL CAR % OF TOTAL	0 %	0 %
ACCESSIBLE STALL	0 STALLS	1 STALLS
TOTAL STALLS PROVIDED	0 STALLS	7 STALLS

CIVIC ADDRESS (COMBINED) LEGAL ADDRESS	1969+1990 COMO LAKE AVENUE	
	EXISTING	PROPOSED
SITE AREA	29,400.2 m ²	29,317.2 m ²
GROSS BUILDING AREA	9379.4 m ²	9931.7 m ²
SITE COVERAGE	31.9 %	33.9 %
DENSITY	0.319	0.339
PARKING REQUIRED	235 STALLS	249 STALLS
REGULAR STALLS	187 STALLS	279 STALLS
SMALL CAR STALLS	173 STALLS	69 STALLS
SMALL CAR % OF TOTAL	47 %	19 %
ACCESSIBLE STALL	9 STALLS	9 STALLS
TOTAL STALLS PROVIDED	369 STALLS	357 STALLS



150110	REVIEWED FOR REVISIONS & DP		
151118	REVIEWED FOR CLIENT REVIEW		
150119	REVIEWED FOR REVISIONS & DP		
REV	DATE	DESCRIPTION	BY
1	150110	REVIEWED FOR REVISIONS & DP	DP
2	151118	REVIEWED FOR CLIENT REVIEW	DP
3	150119	REVIEWED FOR REVISIONS & DP	DP

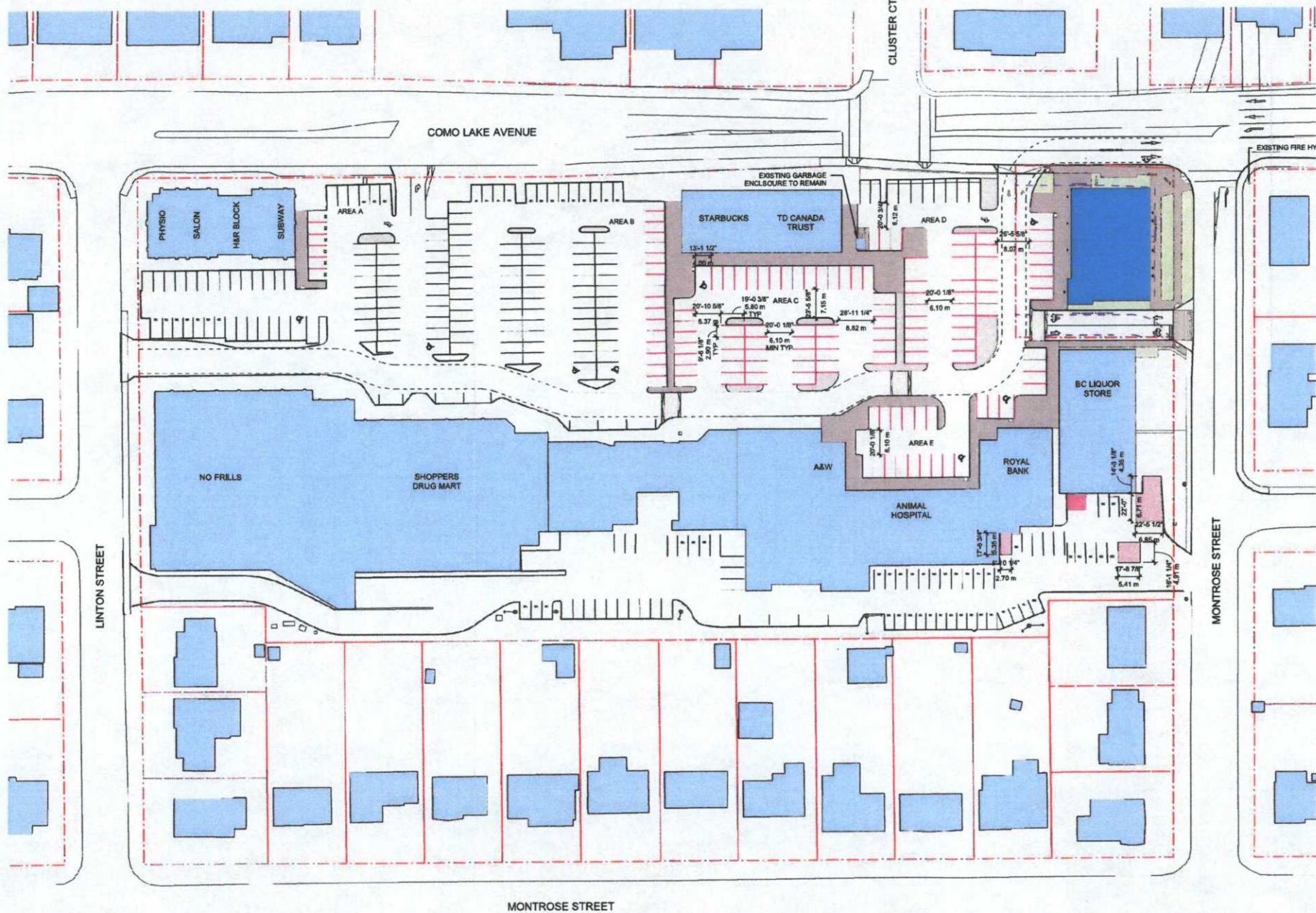
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PROJECT
Sunnyland Enterprises Ltd.
1990 Como Lake Avenue
1990 COMO LAKE AVE.
COQUITLAM, BC

EXISTING CONTEXT PLAN

PROJECT NO.	15137
DATE	NOVEMBER 14, 2019
SCALE	As indicated
DRAWING NO.	DP-01
REVISION	4



DATA SUMMARY - COMO LAKE SHOPPING CENTRE

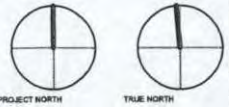
CIVIC ADDRESS	1990 COMO LAKE AVENUE
LEGAL ADDRESS	
EXISTING	PROPOSED
SITE AREA	27,713.2 m ²
GROSS BUILDING AREA	9379.4 m ²
SITE COVERAGE	33.9%
DENSITY	0.339
PARKING REQUIRED	235 STALLS
REGULAR STALLS	167 STALLS
SMALL CAR STALLS	173 STALLS
SMALL CAR % OF TOTAL	47%
ACCESSIBLE STALL	9 STALLS
TOTAL STALLS PROVIDED	369 STALLS

CIVIC ADDRESS	1990 COMO LAKE AVENUE
LEGAL ADDRESS	
EXISTING	PROPOSED
SITE AREA	1687.0 m ²
GROSS BUILDING AREA	552.3 m ²
SITE COVERAGE	34.4%
DENSITY	0.344
PARKING REQUIRED	14 STALLS
REGULAR STALLS	6 STALLS
SMALL CAR STALLS	0 STALLS
SMALL CAR % OF TOTAL	0%
ACCESSIBLE STALL	1 STALLS
TOTAL STALLS PROVIDED	7 STALLS

CIVIC ADDRESS (COMBINED)	1990+1990 COMO LAKE AVENUE
LEGAL ADDRESS	
EXISTING	PROPOSED
SITE AREA	29,400.2 m ²
GROSS BUILDING AREA	9831.7 m ²
SITE COVERAGE	33.9%
DENSITY	0.339
PARKING REQUIRED	249 STALLS
REGULAR STALLS	167 STALLS
SMALL CAR STALLS	279 STALLS
SMALL CAR % OF TOTAL	47%
ACCESSIBLE STALL	9 STALLS
TOTAL STALLS PROVIDED	357 STALLS

1 PROPOSED CONTEXT PLAN
DP-02 SCALE: 1" = 50'-0"

GRAPHIC LEGEND		
NEW BUILDING	NEW RAISED WALKWAYS/SIDEWALKS	NEW GARBAGE ENCLOSURE
EXISTING BUILDINGS	NEW PARKING ISLANDS	EXISTING LOADING AREA
NEW PLANTING	NEW RAISED CROSSWALK	NEW PARKING SPACE



REV	NO	DESCRIPTION	DATE	BY
1	11/14/19	RE-DESIGNED FOR RE-ZONING & OF		
2	10/21/19	RE-DESIGNED FOR RE-ZONING & OF		
3	10/18/19	REQUEST FOR CLIENT REVIEW		
4	10/18/19	RE-DESIGNED FOR RE-ZONING & OF		
5	09/04/19	REQUEST FOR REVIEW		

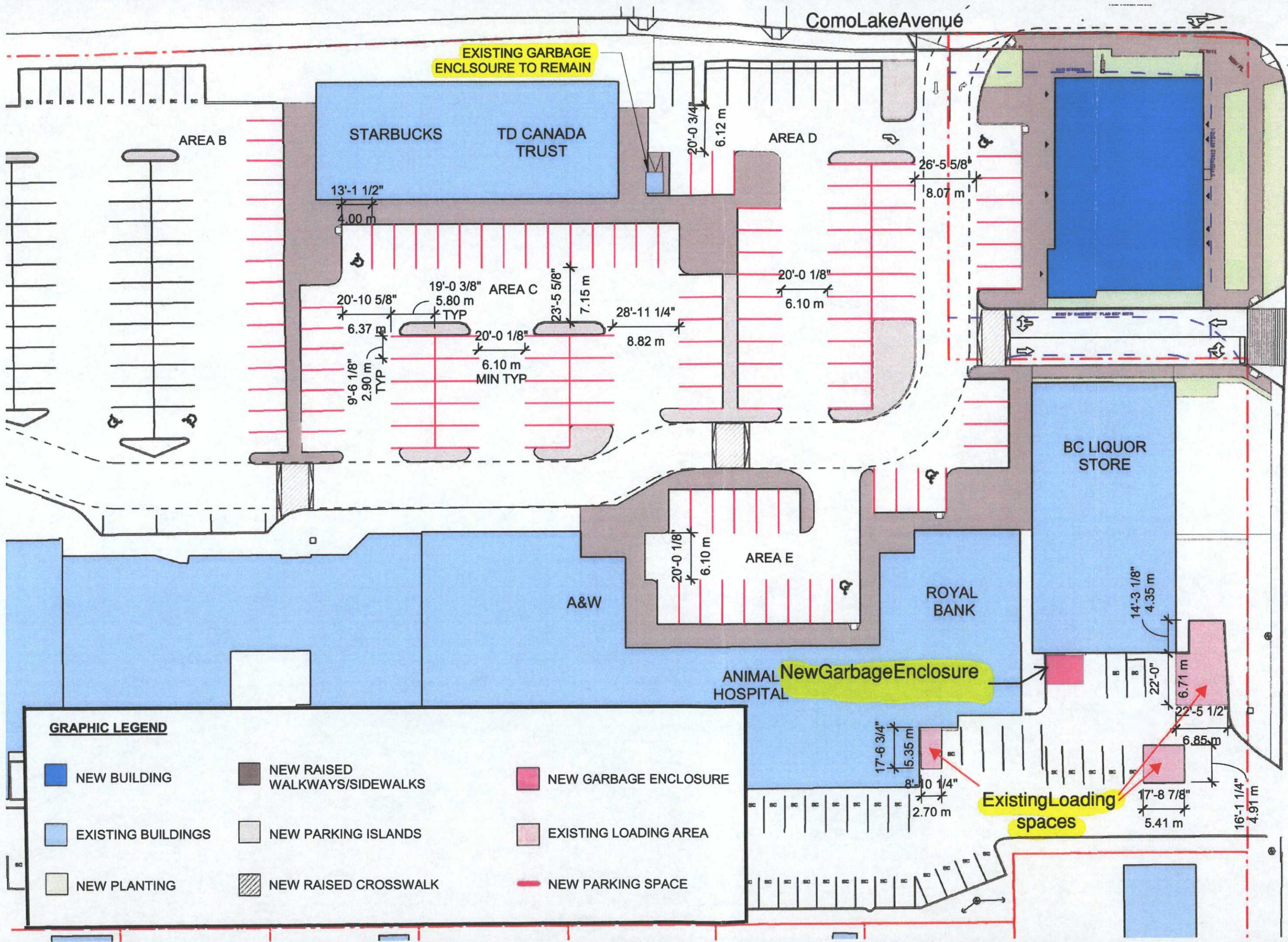
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PROJECT:
Sunnyland Enterprises Ltd.
1990 Como Lake Avenue
1990 COMO LAKE AVE.
COQUITLAM, BC

PROPOSED CONTEXT PLAN

PROJECT NO.	15137
DATE	NOVEMBER 14, 2019
SCALE	As indicated
DRAWING NO.	DP-02
REVISION	5



GRAPHIC LEGEND

- | | | |
|--------------------|-------------------------------|-----------------------|
| NEW BUILDING | NEW RAISED WALKWAYS/SIDEWALKS | NEW GARBAGE ENCLOSURE |
| EXISTING BUILDINGS | NEW PARKING ISLANDS | EXISTING LOADING AREA |
| NEW PLANTING | NEW RAISED CROSSWALK | NEW PARKING SPACE |

MONTROSE STREET

Revision No.	Date	Revision Notes
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Issue No.	Date	Issue Notes
A	2019-05-10	Issued for Review
B	2019-06-20	Issued for Review
C	2019-10-02	Issued for Review
D	2019-10-07	Issued for Review
E	2019-10-08	Issued for DP
F	2019-11-04	Re-issued for DP
G	2019-11-07	Re-issued for DP
H	2019-11-19	Re-issued for DP

Professional Seal

eta landscape architecture

1690 West 2nd Avenue
Vancouver, BC, Canada V6J 1H3

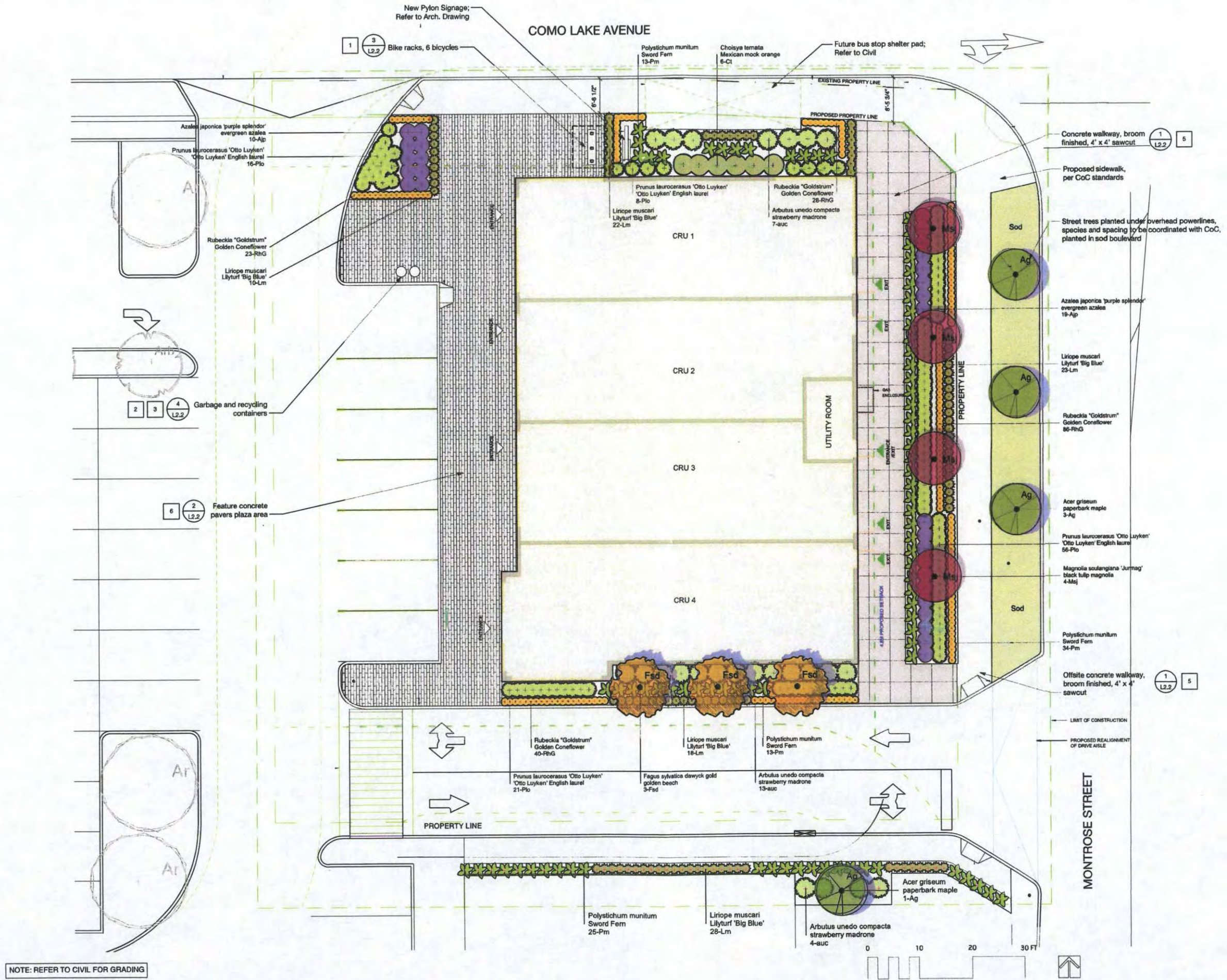
1 604.683.1450
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Project
**COMMERCIAL
PROPERTY**
1990 Como Lake Avenue
Coquitlam, BC

Drawing Title
**LANDSCAPE
SITE PLAN**

Legal Lot 177, Except: Part Dedicated Road on Reference Plan 70094, District Lot 363, Group 1, New Westminster District, Plan 31047	
Project Manager DT	Project ID 21655
Drawn By MG	Scale 1:100
Reviewed By	Drawing No.
Date 2016.12.12	L1.0
	5
Plot Date: 19-11-19 21655 Como Lake Commercial-ux	



NOTE: REFER TO CIVIL FOR GRADING

ITEM #3 – PROJ 18-088 – BYLAW NO. 5027, 2019

Application to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the properties at 700, 702, 704, 708, 712 and 716 Edgar Avenue, from RS-1 One-Family Residential to RM-3 Multi-Storey Medium Density Apartment Residential – *Bylaw No. 5027, 2019*.

Recommendation:

That Council give second and third readings to *City of Coquitlam Zoning Amendment Bylaw No. 5027, 2019*.

First Reading:

On December 16, 2019, Council gave first reading to *Bylaw No. 5027, 2019* and referred the bylaw to Public Hearing.

Additional Information:

At the December 16, 2019 Regular Council meeting, Council requested the following additional information:

1. What is the history behind the 10% 3-bedroom unit size expectation, and who is the developer's target audience?

Policies in the Burquitlam-Lougheed Neighbourhood Plan call for a range of housing types and sizes to accommodate a mix of households at different stages of life and Council has frequently questioned the number of 3-bedroom units through consideration of development application Council reports. Recent apartment and townhouse development applications have typically provided 10% or more of the units as 3-bedroom.

Since First Reading, the applicant is proposing to convert the two guest suites in the west building from amenity to a 3-bedroom unit. This will increase the number of 3-bedroom units from 7 to 8 (increase from 7% to 8%). The applicant will be making adjustments to the common amenity programming through refinement of the DP drawings prior to Fourth and Final Reading.

The applicant feels that 8% of the unit mix as 3-bedroom is sufficient for the following reasons:

- The applicant's development strategy for this project focuses on well designed, efficient 1-bedroom and 2-bedroom homes that provide great value and are within reach of local purchasers. This proposed development now provides 8% 3-bedroom apartment homes which is in line with their development strategy.
- Mosaic found that 3-bedroom townhomes in other areas of Coquitlam are slightly more affordable as compared to 3-bedroom apartments in Burquitlam-Lougheed. Their purchasers that include growing families would prefer a townhome rather than an apartment. Mosaic also found that generally those who are downsizing prefer 2-bedroom apartments to minimize the cost of ownership and maintenance.
- Mosaic's approach is to focus on offering 3-bedroom homes in townhouse form. They have commented that they have approximately 200 3-bedroom townhomes under development as well as approximately 180 3-bedroom townhomes with building permits in process or under construction in Coquitlam.

2. How many small car spaces are proposed and what is the formula used to determine the right amount of small versus regular stalls?

The proposed development is required to provide a combined total of 136 resident and visitor parking stalls. The Zoning Bylaw permits a maximum of 30% of all stalls to be small car stalls, therefore the proposed development is permitted to have a maximum of 41 small car stalls. The applicant is proposing 39 small car spaces, or 29% of the total number of parking stalls proposed.

3. How are privacy concerns being mitigated relative to the grade difference and proximity of the two buildings.

Privacy between buildings is illustrated in Attachment 1 and has been addressed in the following ways:

- a. The separation between Building 1 (east building) and Building 2 (west building) is 9.55m (31 ft.). If these buildings were sited each on their own lot, the Zoning Bylaw would require a minimum 4.5m (14.7 ft.) interior side yard setback measured from building face on each lot, effectively making the spacing between buildings 9.0m (29.5 ft.). The proposed separation between the two buildings is consistent with this spacing.
- b. Layered planting including trees and shrubs are proposed on a terraced retaining wall along the east side of the amenity area which will provide screening for the units on the first and second storeys of each building.
- c. The proposed newly-converted 3-bedroom unit is located at the northeast corner of the west building, adjacent to the outdoor amenity space. In response to privacy concerns for this unit, the applicant will be providing layered landscape screening between this unit and the outdoor play area. At the southeast corner of the west building is the indoor amenity room adjacent to the outdoor amenity patio and play area. The residential floor of the east building is a full storey above the patio and play spaces. As a result, the users of the outdoor amenity area will not have direct views into any of the units.
- d. The ground floor of the east building is more than one storey higher than the ground floor of the west building. The floor elevations are staggered by 1.2m (4 ft.) between buildings, meaning the floors in the east building do not align with the west building, ensuring windows do not directly align. This also means the top floor of the east building has an unobstructed view.

4. Further clarification regarding the applicant's alternative solutions proposal for the 5-storey buildings to be considered 4 storeys for the purposes of the BC Building Code.

The RM-3 Zone permits apartment buildings between 4 and 8 storeys in height. The applicant is proposing two apartment buildings which are 5 storeys in height, consisting of two 4-storey wood frame buildings over a concrete parkade that is partially exposed on the south (lane-facing) side of the building (Attachment 2).

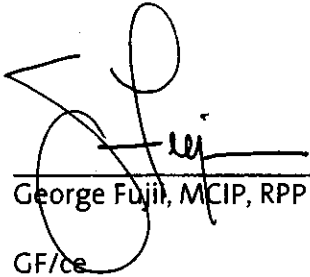
The applicant has submitted a preliminary alternative solutions report in order for the buildings to be considered 4-storeys in accordance with the BC Building Code (BCBC). More specifically, the applicant is requesting that the concrete parking garage and wood frame apartment buildings be considered as separate buildings for the purposes of the BCBC. This results in a 1.5 storey parking

garage and four storey apartment building. The alternative solution report was reviewed and generally accepted by the Alternative Solutions Review staff group in our Building Permits Division. A more detailed report will be required at the Building Permit application stage.

The applicant has chosen to pursue the alternative solution for economic reasons associated with the more rigorous structural and non-combustible requirements that would be required for a 5 storey building such as engineered joists, sprinkler design, and siding materials. In designing the 4-storey wood frame portion of the building in accordance with the 4-storey requirements of the BCBC, the applicant is able to keep the construction costs lower and thus make the units relatively more affordable for prospective purchasers.

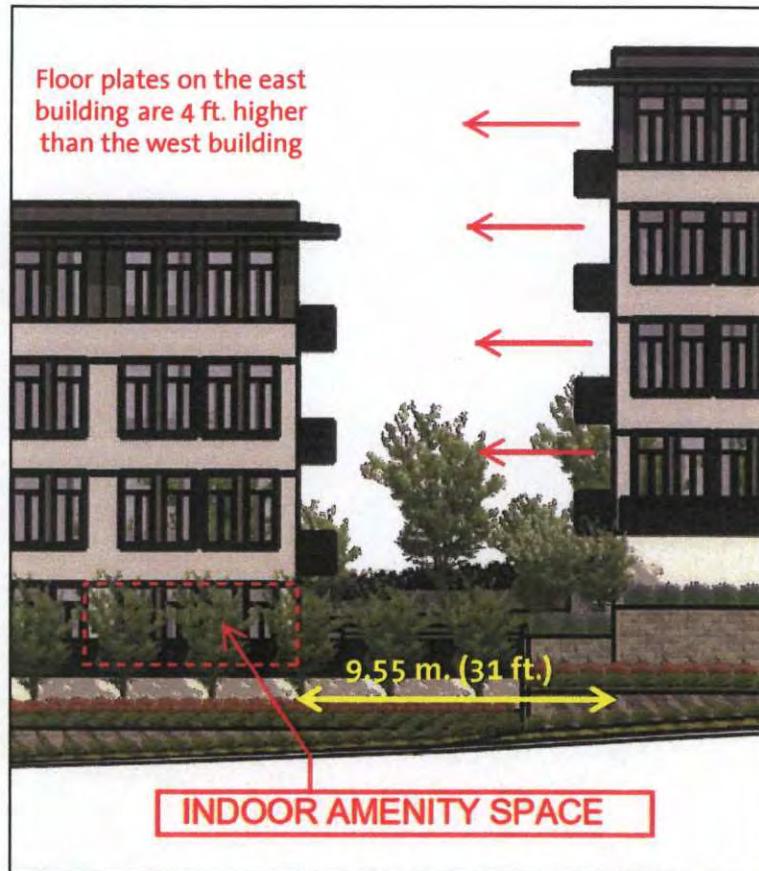
Attachments:

1. Building proximity and screening (Doc #3622619)
2. 5-storey lane elevation (Doc# 3622942)



George Fujit, MCIP, RPP

GF/ce



Elevation drawing illustrating offset floorplates and layered planting



Building Spacing Separated by Indoor/Outdoor Amenity Areas



2 BLDG VIEW - FACING NORTH EAST
NTS



Existing Condition



Proposed Multi-tenant Corner Pad Development

Slightly less than 6000 s.f. Of gross area

Will feature retail and restaurant, currently not committed to specific tenants

Original application for rezoning made April 2017

Owner, developer and design team have been working with staff for over 2 years

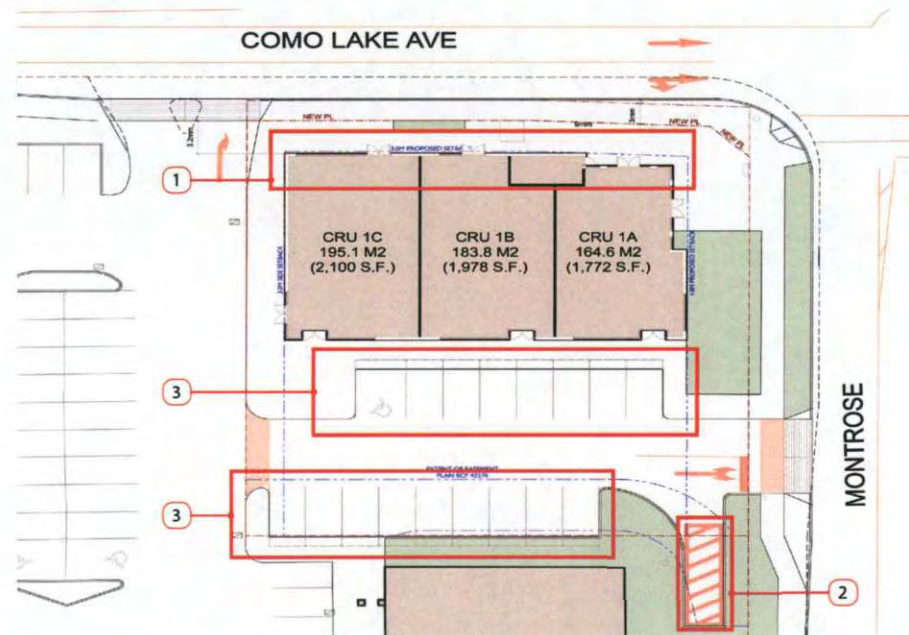
The application has had public hearings on:

June 2019

January 2020

The design team has worked with city staff to resolve the remainder of the issues - most of them were traffic related

As a part of the wider Corno Lake Shopping Centre, the applicant acknowledges traffic improvements on site are warranted, and strides with the design team and staff have been to improve the existing and proposed conditions.

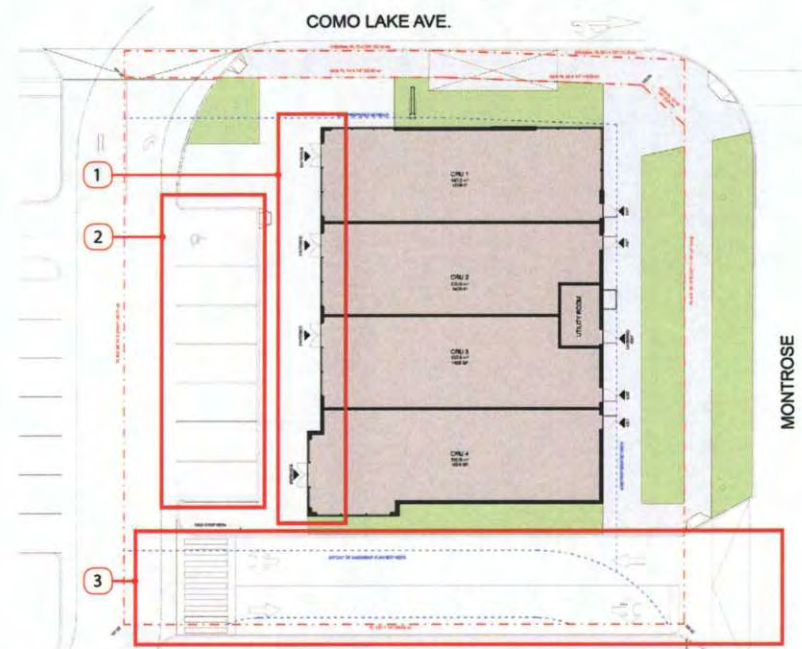


1 - In the previous submission the primary retail frontage faced Como Lake Ave.

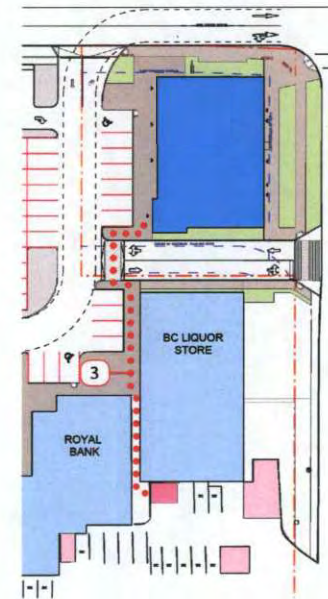
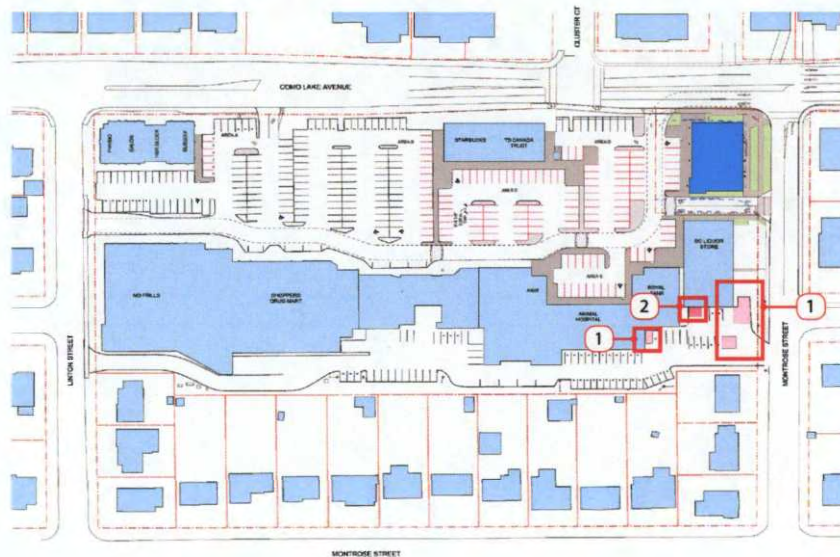
2 - This version maintained a loading area on the 1990 Como Lake Ave property, for use by the new commercial building.

3 - The exiting onto Montrose Street was a drive aisle flanked by parking stalls and a loading area for the new commercial building.

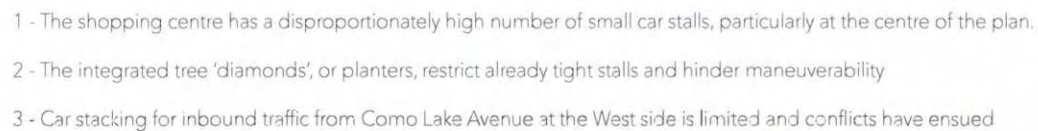
It was felt that the loading area and new parking would create an unacceptable amount congestion at peak hours.

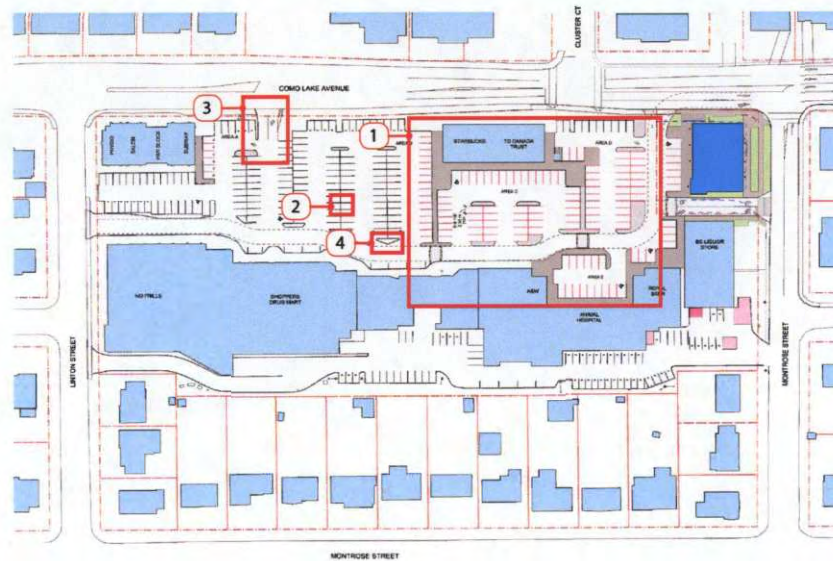


- 1 - In this submission the new commercial building has been rotated 90 degrees so the primary retail frontage now faces the existing parking lot to the West.
- 2 - This version has provided seven new parking spaces along the retail frontage with one design for barrier free access.
- 3 - The new exiting onto Montrose Street is a two way drive aisle with the capacity to have six cars stacked at one time, well beyond the three cars that are projected to stack during peak hours by the Traffic Engineer.



- 1 - Taking advantage of the existing loading areas behind the BC Liquor store this submission proposes sharing them with the new commercial building to minimize traffic flow impacts for the public in the main parking lot.
- 2 - A new garbage and recycle enclosure had been provided to augment the current capacity and allow a dedicated area for the new commercial building tenants.
- 3 - The new garbage and loading areas are connect to the new commercial building by raised walkways to ensure a safe path of travel is provided to the new tenants.





1 - The shopping centre parking has been revised to reduce the amount of small car stalls, particular in the centre of the shopping parking lot. 104 small car stalls have been removed, and replaced with 92 regular car parking stalls.

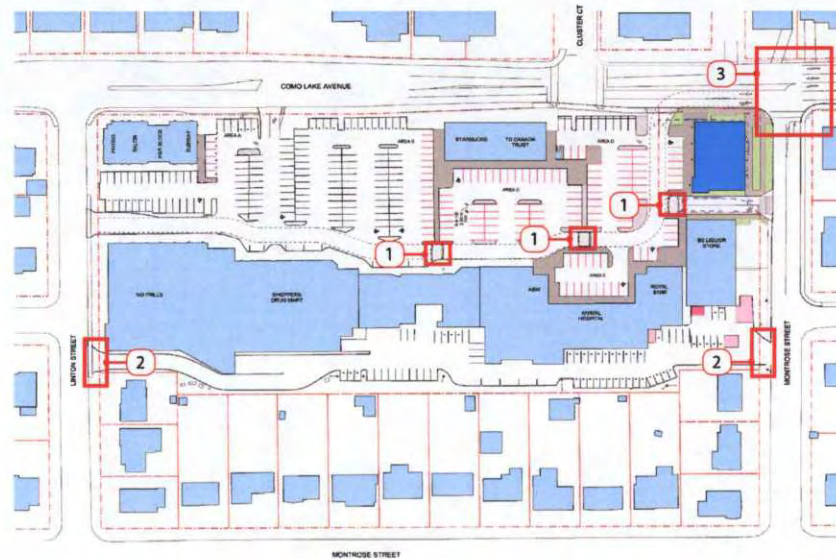
2 - The integrated tree 'diamonds', or planters, will be removed from the parking area and along side walks.

3 - The Como Lake Avenue Western right-in/right-out has been widened as requested by staff. Traffic control measures have been implemented and the parking island has been extended to alleviate inbound car stack conflicts.

4 - Curbs have been shortened in the main parking area.



MALLEN GOWING BERZINS ARCHITECTURE INCORPORATED info@mgba.com | www.mgba.com
Vancouver 604.484.8285 #300, 7 East 6th Ave. Vancouver, BC V5T 1J3
Toronto 647.748.8285 #2026, 777 Richmond St. W. Toronto, ON M6J 0C2



- 1 - Crosswalks have been raised and new markings have been added to increase pedestrian safety within the parking lot.
- 2 - Signs for truck access has been added to promote used of back of house areas for non-patron traffic.
- 3 - Over the fullness of time with the signal at Montrose favoured by staff, Westbound traffic leaving the site will be able to use Montrose versus Linton to make that movement.



South-West Elevation



North-West Elevation



North-East Elevation



South-East Elevation

MGBA

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Vancouver: 604.484.8285 #300, 7 East 6th Ave. Vancouver, BC V5T 1J3
Toronto: 647.748.8285 #2028, 777 Richmond St. W. Toronto, ON M6J 0C2

Re: Coquitlam file 08-3360-20/19 120640 RZ/1

January 27, 2020

To: Coquitlam City Council

Re: Public Comments on above file

From: Gary Houghton, Resident

2111 Lyons Court, Coquitlam, BC

V3J 3L8

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☐ Correspondence Item for Council Meeting

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FILE MANANCE, FILE COPY

Dear Council Members,

I wish to commend the Council and the City Staff for the methodology which has been put in place and the efficiency with which it is managed, to gather feedback on the above re-zoning application. This is the third time an application concerning this parcel of land has been brought to my attention and I have taken advantage of the City's process each time, and each time my input has been considered, and my interactions with City staff have been cordial, educational, and productive.

Concerns I (and apparently others) expressed regarding the last application have now been addressed and the resulting new layout marks a huge departure from the previous proposal. I find the new plan not only presents very innovative solutions to many of the problems previously inherent, but also results in a much more attractive final product. I am really impressed with the amount of cooperation and consultation which must have taken place between the parties to produce such a radically different outcome, and particularly the joint effort between the applicant and the owner of the shopping centre proper.

The increase in the number of parking spaces, changes to traffic flow, and improvements to the parking layout will all result in a much more enjoyable shopping experience for users, as well as reducing the risk of traffic accidents on Como Lake Ave.

I would like to thank the applicants and the owners of the shopping centre for treating the previous comments seriously and not looking for band-aid solutions, but rather almost starting over, and doing the extra planning and hiring of consultants, costly I am sure, which resulted in what I view as a very attractive result. I particularly like the fact that the active frontage of the new building will face the shopping centre rather than Como Lake Avenue, making it a much nicer and safer space to linger rather than being right next to busy road traffic. Como Lake Village Shopping Centre really does have the feeling of a village, and I think the new design will further enhance the sense of community one experiences when shopping there.

Lastly, I would like to thank the City Planning staff, and Kim in particular, for taking the time to clearly and gently explain the whole application process, answer all of my questions, and generally make me feel welcome at City Hall; she and the Planning Group and the Transportation Group, who she explained also contributed significantly to generating the new plan, deserve a pat on the back for what I consider to be a very positive outcome. If I were voting on this, I would vote yes.

Thank you for your time.

Gary Houghton

Cormack, Rachel

From: Irene Turnbull [REDACTED]
Sent: Monday, January 20, 2020 12:03 PM
To: Clerks Dept
Subject: SCHEDULE A to BYLAW 5027,2019

Follow Up Flag: Follow up
Flag Status: Completed

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- ☒ For Information Only
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to MAYOR AND COUNCIL

☒ Copies To: CANDIDATE DEV SET, PLANNERS 3,
FILE MAJANER, FILE COPY

BYLAW 5027, 2019

As a property holder on Shaw Avenue, I wish to formally register my objection to the rezoning of six lots on Edgar Avenue, from RS-1 to

RM-3 in order to construct 96 units in two 5 storey buildings.

This will enormously increase the density in our area, with accompanying traffic and impediment of view, more danger to pedestrians - don't forget there is a school, a church and a senior residence within a block or two

As a long time resident, I believe I have a right to enjoy the same environment that tempted me to settle here in the first

place. Spot rezoning should not take place - we have a right to

rely on long term planning and not wake up to the surprise of finding the house next door is suddenly going to disappear and become part of a multi family complex.

If this entire neighbourhood is slated for higher density development, rezoning should proceed in an orderly planned fashion - do you have a long term plan! Multi family housing should not crop up in upstart fashion here, there or anywhere - it needs forethought, foresight, and intelligent planning.

SHOW ME YOUR LONG TERM PLANNING. SHOW ME THE LIVABILITY DESIGN. SAY 'NO' to spot rezoning.

Thank you, sincerely,

Irene J. Turnbull

746 SHAW AVE., COQUITLAM

Cormack, Rachel

Public Hearing - January 27, 2020
Item 3 - 700, 702, 704, 708, 712 and 716
Edgar Avenue

From: Jenny Sun <[REDACTED]>
Sent: Monday, January 27, 2020 12:39 AM
To: Clerks Dept
Subject: Public Hearing on RM-3 rezoning - 700, 702, 704, 708, 712 and 716 Edgar Ave

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sir/Madam,

My name is Jun Sun, an owner of 703 Edgar Ave. I have some comments and concerns on rezoning plan of Edgar Ave.

Locating one block north of Lougheed Highway, Edgar Ave is not a busy road, but it is a shortcut of Lougheed Highway for some drivers to avoid the Lougheed highway traffic and traffic lights. 688 Edgar is a townhouse with 113 units, so some cars need park along the road. The current speed limit is 50 km/h, but the overspeed in downhill is common. So the speed is a safety issue for local residents.

While two new apartments being built, there will be more traffic on Edgar Ave, so the safety issue will become more severe. I heard in the city of Vancouver, the speed limit of the inner street is down to 30 km/h, so I would suggest you could think about decreasing the speed limit on Edgar Ave and adding some bumpers to control its speed.

Best Regards,

Jun Sun

The owner of
703 Edgar Ave

Sent from Mail for Windows 10

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☐ Tabled Item for Council Meeting
☐ Correspondence Item for Council Meeting
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