

COUNCIL-IN-COMMITTEE MEETING
Monday, January 30, 2023

A Regular Meeting of the Council-in-Committee convened on Monday, January 30, 2023 at 2:02 p.m. in the Council Chambers of City Hall, 3000 Guildford Way, Coquitlam, BC with the following persons present:

COMMITTEE MEMBERS: Mayor Richard Stewart
Councillor Brent Asmundson
Councillor Matt Djonlic
Councillor Craig Hodge
Councillor Steve Kim
Councillor Trish Mandewo
Councillor Dennis Marsden
Councillor Robert Mazzarolo
Councillor Teri Towner

ALSO PRESENT: Terry Cummings, Advocate for Cottonwood Park Off-Leash Dog Area
Jonathan Bagg, Director Stakeholder and Industry Relations, NAV Canada
Christopher Csatos, Manager Stakeholder and Community Engagement, NAV Canada
Mark Cheng, Supervisor Noise Abatement and Air Quality, Vancouver Airport Authority
Geoff Nagle, Morguard
James Cheng, James Cheng Architects
Brian Murray, B&A Studios
Yulia Liem, Bunt & Associates

STAFF: Raul Allueva, Deputy City Manager
Jamie Boan, General Manager Engineering and Public Works
Michelle Hunt, General Manager Finance, Lands and Police
Don Luymes, General Manager Planning and Development
Jennifer Keefe, Director Community, Recreation and Culture Services
Andrew Merrill, Director Development Services
Jay Gilbert, Director Intergovernmental Relations and Legislative Services
Wendy Rogers, Director Intergovernmental Relations
Lindsey Grist, Business Services Manager
Nicole Cairns, Program Manager – Building Safer Communities Fund
Katie Karn, City Clerk
Nikolina Vracar, Legislative Services Manager

Councillor Kim as per the Acting Mayor schedule, assumed the role of Chair.

CALL TO ORDER

ADOPTION OF MINUTES

1. Minutes of the Council-in-Committee Meeting held on Monday, January 23, 2023

The Minutes of the Council-in-Committee Meeting held on Monday, January 23, 2023 were approved.

DELEGATIONS

2. Terry Cummings – Advocates for Cottonwood Park Off-Leash Dog Area

Terry Cummings provided a presentation to the Committee regarding the Cottonwood Park Off-Leash Dog Area.

Discussion ensued relative to the following:

- The benefits of pets for mental health
- The recognition that some types of housing do not have an off-leash dog area
- The support for off-leash dog parks
- Future plans for Cottonwood Park

Staff advise that phase one of the Cottonwood Park expansion is a broad plan, and there will be future discussions with Council and the community regarding park programming. Staff acknowledged the need for off-leash dog areas.

Discussion continued relative to the following:

- The importance of residents being able to walk to a nearby dog play area, including in the parts of the City that are being densified
- The inquiry regarding how the City is ensuring developers are supplementing desired spaces

Staff advised of outdoor amenity requirements for high-rise and medium-rise developments. While strata developments supplement the need, an off-leash dog area strategy would determine ways to resolve the need for larger spaces.

Discussion continued relative to the following:

- The observation that four dog parks are located in City Centre/North-East part of the City and two dog parks are located in the South-West part of the City
- The belief that there is a lack of fenced-off areas and the need for a dog park in Austin Heights, Burquitlam, Lougheed and Maillardville neighbourhoods
- The possibility of providing interim fenced-off dog areas on properties acquired by the City for future park expansions until full-service dog parks are provided

Staff advised that the properties for interim fenced-off dog areas would need to meet certain criteria, including being located next to a park. Staff undertook to determine feasible interim solutions that are also reasonably long-term given the investments to be made by the City.

3. Jonathan Bagg, Director Stakeholder and Industry Relations and Cristopher Csatlos, Manager Stakeholder and Community Engagement – NAV Canada, and Mark Cheng, Supervisor Noise Abatement and Air Quality, Vancouver Airport Authority – Proposed Flight Pattern Changes at YVR

Christopher Csatlos, Manager Stakeholder and Community Engagement – NAV Canada, provided a presentation to the Committee regarding NAV Canada and proposed flight pattern changes at YVR impacting Coquitlam.

Discussion ensued relative to the future number of flights over Coquitlam if proposed changes are implemented.

The delegation advised that based on the analysis of 2018 peak traffic, the proposed route would have approximately 200 to 210 arrivals per day from North-East direction.

Discussion continued relative to the following:

- An inquiry if proposed changes would increase the noise and impact of altitude on the noise
- The observation that most changes appear to be in the South-West area
- The process through which NAV Canada obtains approval from the Federal Government and the Federal Government's responsibility for the safest flying routes

The delegation advised that NAV Canada designs aerospace based on global standards, and Transport Canada regulates safety matters.

Discussion continued relative to the following:

- The expected impacts on local birdlife
- The observation that some of the proposed routes are over areas where population rates are projected to grow

The delegation informed the Committee that

- proposed aircraft operation is compatible with any type of land in Canada, and aircraft operators are certified at source
- being higher off the ground can impact the noise level to a degree. Buildings in dense neighbourhoods have higher ambient sounds, and noise levels may be dependent on the side of the building.

Discussion continued relative to the following:

- The concern that the noise levels are not clearly known
- The belief that Coquitlam residents did not have prior knowledge that they would be living on a flight path when they purchased their homes

- Clarification regarding the number of projected flights during the day versus night and noise levels during the night without ambient sounds
- The concern that 2018 flights data could be exceeded in the future due to the airport expansion
- The inquiry why the flight paths over Pitt Meadows and Pitt River would not continue to be used

The delegation described other flight path options NAV Canada considered noting challenges presented by each (i.e. turnaround space, location of other airports, volume of other aircraft at lower altitudes and safety concerns).

Discussion continued relative to the following:

- the possibility of holding approaching aircraft, and why some planes are already flying on yet to be approved routes
- Clarification that while one airplane type was used to model proposed routes, NAV Canada does not have control over which airplanes are used by companies
- The review of the impact of proposed routes on residents and their quality of life

The delegation advised that Vancouver Airport Authority has a noise monitoring flight tracking system connected to monitors throughout the region. The Authority is open to working with staff and NAV Canada to use the existing system to collect and provide data to the community through online portal or reports. NAV Canada primarily focuses on air traffic safety criteria, and considers noise mitigation as a secondary concern.

Councillor Hodge left the meeting at this time – 3:16 p.m.

Discussion continued relative to the following:

- The observation that while one of the goals is to reduce the greenhouse gas emissions, one of the proposed paths is utilizing a longer path
- The consideration of a feedback received through consultations prior to the decision being made
- The concern that future air space above Coquitlam may resemble the air space above New Westminster and reassurances that proposed paths will be adhered to
- Concern regarding one of the flight routes moving further north in the Lougheed area which is slated for densification
- An inquiry regarding type of population data used when assessing impact on residents

Councillor Hodge returned to the meeting at this time – 3:24 p.m.

Discussion continued relative to the following:

- The desire for staff to share projections for growth areas with NAV Canada
- An inquiry regarding range of aircraft noise that was considered in modelling
- An inquiry regarding the percentage of aircraft that use the required navigation performance technology

- The belief that images presented to the public should more clearly demonstrate what is being proposed
- The need to provide a range of data, including frequency at which the loudest plane will fly using proposed routes
- The difference between aircraft flying at 5,000 or 6,000 feet as a topography pinpoint versus sea level
- The importance of safety and environment to residents
- The forecasts regarding return to 2018 flight levels
- An inquiry if the delegation has heard any complaints from residents who currently live underneath a flight route

The delegation advised that majority of complaints received by the Vancouver Airport Authority from the Tri-Cities region is about lower altitude aircraft, Pitt Meadows airport, and smaller aircraft flying from East to West towards Coal Harbour or the islands.

4. Geoff Nagle – Morguard, James Cheng – Cheng Architects, Brian Murray – B&A Studio, and Yulia Liem – Bunt & Associates – Burquitlam Plaza Master Plan

Geoff Nagle, Morguard, provided a presentation regarding Burquitlam Plaza Master Plan public benefits strategy. The developer requested that the item be advanced to a Public Hearing within a couple months. Brian Murray, B&A Studio, provided information regarding the engagement process. James Cheng, Cheng Architects, explained the public realm design.

Discussion ensued relative to the following:

- The belief that there are minor changes to the previously presented plan
- Discussion relative to the developer's relationship with TransLink in respect to the activation areas
- Lack of support for the tax payers to further subsidize housing
- The desire for analysis of breakdown of groups (i.e. students, family, etc.) renting in the area
- An inquiry regarding the plan for childcare, including the number of spaces and whether spaces are secured in the Master Plan
- The desire for the number of childcare units required in the development

Staff undertook to provide the number of childcare spaces, and confirmed that the expectation is that the development will meet the required number of units as per the Childcare Partnership Strategy with target access rate of 24 spaces per 100 children. Language in the development agreement will guide how future phases will unfold and what the expectations are. Development permit has limited regularity function whereas the agreement outlines future expectations relevant to the Master Plan.

Discussion continued relative to the following:

- The desire for assurance that the development permit will come forward as a condition of the third and fourth reading

- The possibility of the developer returning to Council requesting a shift to market units to help finance aspects of purpose-built rental towers
- The desire to include non-market housing in the project through partnerships
- An inquiry regarding status of the development permit

Staff advised of the City's convention to process rezonings in conjunction with the development permit. The Master Plan Policy does not require submission of the development permit for the first phase of the project. Rather, phase one is guided by the development agreement.

Discussion continued relative to the following:

- An inquiry if the housing for everyone terminology includes individuals in non-market rentals
- An inquiry regarding substantive discussions with other agencies and government authorities about non-market rentals
- The inquiry if 2.1 persons per household is considered a family
- The possibility of converting one bedroom or studio units to three bedroom units
- An inquiry if Morguard owns any properties within the Burquitlam neighbourhood for childcare spaces
- The importance of having childcare spaces in neighbourhoods where development is occurring
- An inquiry if the developer is prepared to proceed with the project as soon as the zoning is approved and the clarification that market forces dictate when the project actually commences
- The desire to expedite the negotiations with TransLink regarding the nearby property
- An inquiry regarding the number of childcare spaces to be provided in phase one and two of the project
- An inquiry if the North lane is a dividing or connecting road for servicing and if it is accessible by both developments in the area
- An inquiry regarding how new commercial property and space compare to 1995
- The desire to provide a strip of land for dogs
- The public realm design details pertaining to urban street scape and green space
- The desire for a small community garden

The developer confirmed that elevated garden beds could be incorporated.

Discussion continued relative to the following:

- The possibility of partnerships with the Canadian Mortgage Housing Corporation and Indigenous and marginalized communities to provide funding for affordable housing
- The desire for staff to clarify to TransLink that the Plan includes purpose-built rental housing, which aligns with the TransLink's new mandate around the SkyTrain stations and is also an initiative that the City supports
- The desire for greater housing affordability and engagement in partnerships to lower the costs

- The desire to engage the Kwikwetlem First Nation in discussions regarding a public walkway

REPORTS OF STAFF

PLANNING AND DEVELOPMENT

5. **Report of the Director Development Services – Morguard Burquitlam Plaza Master Development Plan Application Update (PROJ 20-118)**

The Deputy City Manager provided introductory comments relative to the report.

The Committee received the report of the Director Development Services dated January 24, 2023 and entitled “Morgaurd Burquitlam Plaza Master Development Plan Application (PROJ 20 – 118) Update” for information.

6. **Report of the General Manager Finance, Lands and Police – Building Safer Communities Program Update**

The General Manager Finance, Lands and Police provided introductory comments relative to the report.

Mayor Steward advised that he was misquoted in a local media outlet that the Building Safer Communities Program would be administered by the City’s Parks, Recreation, Culture and Facilities Department.

Discussion ensued relative to the following:

- In the event that the Federal Government steps away from funding the Program, the City’s needs to appeal for the funding
- The need for specific outcomes and progress reports to ensure the Program is successful
- The inquiry if multi-language outreach will be developed

Staff confirmed the intent to break down the barriers through a multi-language outreach.

Discussion continued relative to the following:

- The desire for information in regard to how to sustain the funding
- The desire to connect with community-based organizations such as the Immigrant Services Society of BC and S.U.C.C.E.S.S.
- An inquiry regarding a path for a school or association to guide a child to a safe space to discuss their issue
- The desire for money to be directed on the ground to vulnerable children
- The concern that a group of English-speaking, immigrant, affluent youth are commonly missed through the programs, are isolated and are at risk of becoming involved with the drugs and the desire for staff to find an innovative way to reach the group

The Committee received the report of the General Manager Finance, Lands and Police dated January 24, 2023 and entitled “Building Safer Communities Program Update” for information.

7. Report of the General Manager Corporate Services – 2022 Final Progress Report and 2023 Work Pan from the Business Improvement Committee

This item was deferred to the February 6, 2023 Council-in-Committee meeting.

OTHER BUSINESS

NEXT MEETING DATE – February 6, 2023

ADJOURNMENT

The meeting adjourned 5:02 p.m.

MINUTES CERTIFIED CORRECT

CHAIR

I hereby certify that I have recorded the Minutes of the Council-in-Committee Meeting held Monday, January 30, 2023 as instructed, subject to amendment and adoption.



Katie Karn
City Clerk