

**PUBLIC HEARING**  
**Monday, July 6, 2020**

A Public Hearing convened on Monday, July 6, 2020 at 7:00 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  
Jaime Boan, General Manager Engineering and Public Works  
Don Luymes, General Manager Civic Lands and Facilities  
Jim McIntyre, General Manager Planning and Development  
Andrew Merrill, Director Development Services  
Dragana Mitic, Manager Transportation  
Robert Cooke, Development Servicing Engineer Manager  
Curtis Scott, Manager Development – City Land  
Chris McBeath, Planner 3  
Jacob Edenloff, Land Development Planner  
Kathy Ho, Senior Transportation Planning Engineer  
Carman Yeung, Planner 2  
Andrew Yu, Planner 2  
Kerry Thompson, Planner 1  
Sean O'Melinn, Legislative Services Manager  
Kate Nasato, Legislative Services Clerk

**REPORT OF DIRECTOR DEVELOPMENT SERVICES**

The Director Development Services submitted a written brief to the Public Hearing dated June 30, 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, June 25, 2020 and Thursday, July 2, 2020.

**OPENING REMARKS**

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

**ITEM #1      Reference: PROJ 19-028  
Bylaw No. 5050, 2020  
Addresses: 909, 913, 917, 921, 925 and 927 Grant Street and portion of lane**

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The intent of **Bylaw No. 5050, 2020** 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. 5050, 2020 and the portion of the lane adjacent to 913 and 917 Grant Avenue from RS-1 One-Family Residential to RT-2 Townhouse Residential.

If approved, the application would facilitate the development of 63 stacked townhouse units in six buildings. In association with the rezoning application, a road cancellation bylaw is also in process for the unconstructed lane located between 913 and 917 Grant Street.

The Planner 2 provided an overview of the following:

- Zoning and Land Use Designation
- Proposal
- Recommendation

Brent Carlson, Anthem Properties Group, 1100 – 1055 Dunsmuir Street, Vancouver appeared before Council to provide an overview of the proposed development.

Rhys Leitch, Integra Architecture, 2330-200 Granville Street, Vancouver, appeared before Council to provide an onscreen presentation entitled "Welcome: To the Public Hearing Presentation for: 909-927 Grant Street, Coquitlam BC" with slides titled as follows:

- Site Context
- Connectivity
- Site and Landscape Plan
- Building Sections
- Perspectives – Building 1
- Perspectives – Building 6

Giovanni Gunawan, 724 Morrison Avenue, appeared before Council to express support for the proposed development, the stacked townhouse design, and the proposed upgrades to the road network. He expressed the desire for more of this type of development in order to increase housing options in the neighbourhood.

Councilor Kim left the meeting at this time (7:23 p.m.) and returned at 7:25 p.m.

Councillor Marsden left the meeting at this time (7:24 p.m.) and returned at 7:25 p.m.

In response to a question from a member of Council, the Development Servicing Engineer Manager provided information relating to the proposed upgrades to the road network.

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

1. Email from Holly Hogg, 808 Arthur Place, received June 29, 2020;
2. Email from Eva and Pat Chan, 656 Adler Avenue, received June 30, 2020;
3. Email from Katy Baldock, 3001 Spuraway Avenue, received June 30, 2020;
4. Email from Rosanna Lau, 3150 Silverthorne Drive, received June 30, 2020;
5. Letter from Cecilia Lascano, 1110 Wallace Court, received June 30, 2020;
6. Letter from Benson Wong and Canace Chen, 811 Arthur Place, received July 1, 2020;
7. Email from William, 1037 Buoy Drive, received July 2, 2020;
8. Presentation from Anthem Properties Group Ltd., 1100 – 1055 Dunsmuir Street, received July 3, 2020;
9. Letter from Christopher Legaspi, 682 Schoolhouse Street, received July 3, 2020;
10. Email from Jason Lee and Serine Dy, 815 Miller Avenue, received July 6, 2020; and
11. Email from Giovanni Gunawan, received July 6, 2020.

There were no further representations to this item.

**ITEM #2**

**Reference: PROJ 19-074**

**Bylaw No. 5009, 2020**

**Addresses: 597, 599, 601 and 603 Dansey Avenue**

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The intent of **Bylaw No. 5009, 2020** 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. 5009, 2020 from RS-1 One-Family Residential to RM-3 Multi-Storey Medium Density Apartment Residential.

If approved, the application would facilitate the development of a six-storey apartment building containing 109 Affordable Home Ownership Program units and 19 market condominium units.

The Planner 2 provided an overview of the following:

- Zoning and Land Use Designation
- Proposal
- Recommendation

Shannon Seefeldt, Ciccozzi Architecture, 1095 West Pender Street, Vancouver, appeared before Council and provided an onscreen presentation entitled "Public Hearing – Dansey Ave A 6 Storey Multi-Family Residential Proposal" with slides titled as follows:

- Project Information – Site Stats, Site Context
- Site Plan – Level P1/G
- Parkade Plan – Level P1/G
- Parkade Plan – Level P2
- Floor Plan – Level 1
- Floor Plan – Level 2
- Floor Plan – Level 3
- Floor Plan – Level 4
- Floor Plan – Level 5
- Floor Plan – Level 6
- South Elevation
- East Elevation
- North Elevation
- West Elevation
- Material Sheet
- 3D Views

David Stoyko, Connect Landscape Architecture, 2305 Hemlock Street, Vancouver, appeared before Council and continued the onscreen presentation with slides titled as follows:

- Landscape – Precedent Images
- Landscape – Landscape Plan
- Landscape – Sections
- Landscape – Grading and Materials
- Landscape – Planting List
- Thank you

Raymond Kwong, Provincial Director, HousingHub, BC Housing, 1701 – 4555 Kingsway, Burnaby, appeared before Council and provided an onscreen presentation with slides titled as follows "City of Coquitlam Affordable Home Ownership Program Presentation" with slides titled as follows:

- Affordable Home Ownership Program
- Home Buyer Eligibility



Discussion ensued relative to the following:

- The operation of, and requirements for, the Affordable Home Ownership Program
- Clarification regarding how the Affordable Home Ownership Program will apply to the proposed development
- Clarification regarding whether those who take advantage of the program will require loan insurance
- Whether the program has been reviewed by the Canada Mortgage and Housing Corporation
- The desire that a presentation regarding the Affordable Home Ownership Program be made to Council at a future date
- The applicability of this program to three and four bedroom units
- The pros and cons of the program and the potential risks to the City
- The role of Public Hearings and the information provided to Council and the public regarding proposed developments

In response to questions from members of Council, Raymond Kwong provided further information and clarification regarding the operation of the Affordable Home Ownership Program and the application of this program to the proposed development.

In response to a question from a member of Council, the Director Development Services provided information regarding the proposed development and the application of the program to the proposed development.

In response to a question from a member of Council, Raymond Kwong provided further clarification regarding the operation of the Affordable Home Ownership Program.

Craig Crawford, 1003 – 155 West 1<sup>st</sup> Street, North Vancouver, appeared before Council to express support for the Affordable Home Ownership Program.

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

1. Presentation from Raymond Kwong, Provincial Director, HousingHub, BC Housing, 1701 – 4555 Kingsway, Burnaby, received June 25, 2020;
2. Presentation from Ciccozzi Architecture Inc., 15<sup>th</sup> Floor – 1095 West Pender Street, received July 3, 2020; and
3. Email from Giovanni Gunawan, received July 6, 2020.

There were no further representations to this item.

**ITEM #3**      **Reference: PROJ 19-015**  
**Bylaw No. 4971, 2020**  
**Address: 3537 Princeton Avenue**

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The intent of Bylaw No. 4971, 2020 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. 4971, 2020 from RT-2 Townhouse Residential to CD-12 Comprehensive Development Zone – 12.

If approved, the application would facilitate the development of the Burke Mountain Village Discovery Centre, a multi-purpose office and presentation facility featuring an informational show room to highlight future developments in the Burke Mountain area and a coffee shop.

The Planner 2 provided an overview of the following:

- Zoning and Land Use Designation
- Proposal
- Recommendation

Jacob Edenloff, Land Development Planner, City of Coquitlam, provided an onscreen presentation entitled "Burke Mountain Discovery Centre and Coffee Shop" with slides titled as follows:

- Burke Mountain Discovery Centre and Coffee Shop
- Site Plan
- Public Information Session
- Thank you

Discussion ensued relative to the following:

- The desire to ensure that there is a coffee shop in this location
- The tendering process to determine the operator of the proposed coffee shop and whether the City would be considered as an operator
- The distinction between the role of the City as a regulator of, and the owner of, this land
- Concerns regarding the use of a Comprehensive Development Zone in this location

The City Manager provided information relating to future opportunities for Council to provide feedback regarding the development and operation of the proposed facility.

The Deputy City Manager provided further information relating to future opportunities for Council to make operational decisions for the proposed facility.

Jim McNeil, 3729 Quarry Road, appeared before Council to express concerns regarding the design of the proposed development and the impact that it may have on the character of the neighbourhood. He expressed the desire for the development of a durable and permanent facility that will serve as a neighbourhood amenity.

Discussion continued relative to the following:

- The design, location and durability of the proposed structure
- Whether there will be a rooftop patio for public access
- Whether there will be more opportunity for community feedback on the design of the proposed facility
- The understanding that the proposed facility is intended to operate as a temporary sales centre and can be adapted for a different use in the future
- Clarification regarding whether a Temporary Use Permit would be more appropriate for the proposed development

Jacob Edenloff, Land Development Planner, City of Coquitlam, appeared again before Council to provide information relating to the factors that were considered when determining the proposed design and location of the proposed structure. He stated that there will not be a rooftop patio.

Curtis Scott, Manager Development – City Land, City of Coquitlam, appeared before Council to provide information relating to the public consultation undertaken regarding the proposed development. In response to a question from a member of Council, he provided information relating to the possible uses permitted under the proposed Comprehensive Development Zone.

In response to a question from a member of Council, the Director Development Services provided information relating to the use of temporary use permits for sales centres and the factors that influenced the decision to apply for the rezoning of this site.

The City Manager provided further information relating to the proposed facility and the factors that influenced the decision to apply for rezoning of this site.

Jim McNeil, 3729 Quarry Road, appeared again before Council to enquire as to the budget for the proposed development.

The Deputy City Manager provided information relating to the budget for the proposed development.

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

1. Email from Rod and Debra Byrnell, 5 – 3535 Princeton Avenue, received June 25, 2020;
2. Presentation from Jacob Edenloff, Civic Lands and Facilities, City of Coquitlam, 3000 Guildford Way, received July 1, 2020;
3. Email from James D. McNeil, 3729 Quarry Road, received July 3, 2020;
4. Email from Sandra Marsden, 3420 Highland Drive, received July 3, 2020;
5. Email from Janet Klopp, 3440 Highland Drive, received July 6, 2020;
6. Email from Isabel Silvestre, 3488 Galloway Avenue, received July 6, 2020; and
7. Email from James D. McNeil, 3729 Quarry Road, received July 6, 2020.

There were no further representations to this item.

**ITEM #4**      **Reference: PROJ 19-014**  
**Bylaw No. 4975, 2020**  
**Address: 625 North Road**

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The intent of Bylaw No. 4975, 2020 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. 4975, 2020 from CS-2 Limited Commercial to CD-21 Comprehensive Development Zone – 21.

If approved, the application would facilitate the development of a 27-storey residential tower, inclusive of a four storey podium, containing a total of 195 units (151 market condo units, 33 market rental units and 11 below-market rental units).

The Planner 2 provided an overview of the following:

- Zoning and Land Use Designation
- Proposal
- Recommendation

Reza Kohan, IKOR Group, 200-1590 Bellevue Avenue, West Vancouver appeared before Council to provide an overview of the proposed application.

Martin Bruckner, IBI Group, 700 – 1285 West Pender Street, Vancouver appeared before Council to provide an onscreen video presentation consisting of a flyover of the proposed development.

Justin Taylor, Landscape Architect, Durante Kreuk, 102 – 1637 West Pender Street, Vancouver, appeared before Council to provide an onscreen presentation

with slides titled as follows:

- Design Rationale
- Tower Placement
- Landscape Concept Plan – Level 1
- Landscape Concept Plan – Level 2

Councillor Mandewo left the meeting at this time (9:28 p.m.).

Martin Bruckner continued the onscreen presentation with slides titled as follows:

- Landscape Concept Plan – Level 4

In response to a question from a member of Council, Martin Bruckner provided further information relating to the entrance and amenity space for the below-market rental units.

Councillor Mandewo returned to the meeting at this time (9:31 p.m.).

In response to a question from a member of Council, the Planner 2 provided information relating to developments in the city where the market condominium, market rental and below-market rental units do not share access or amenity spaces.

The Director Development Services provided information relating to reasons that applicants and nonprofit housing providers sometimes prefer separate amenity spaces. He stated that the applicant explored options to allow shared amenity space but determined that this was not feasible for the proposed development.

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

1. Presentation from IBI Group, 700 – 1285 West Pender Street, Vancouver, received July 3, 2020;
2. Email from Justin McGuire, 205 – 516 Foster Avenue, received July 4, 2020; and
3. Email from Giovanni Gunawan, received July 6, 2020.

There were no further representations to this item.

**ITEM #5**      **Reference: PROJ 19-075**  
**Bylaw Nos. 5046 and 5047, 2020**  
**Commercial Zones Review**

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The intent of **Bylaw No. 5047, 2020** is to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* in order to update the City's commercial zoning regulations. The proposed bylaw includes a number of text amendments and map amendments that are intended to:

- Make permitted uses more flexible;
- Consolidate and streamline the commercial zones;
- Modernize zoning regulations; and
- Streamline other zoning regulations where possible.

The proposed amendments would result in the consolidation of 13 commercial zones down to seven, and the rezoning of 60 affected properties to different but comparable commercial zones (see Maps 1 and 2). Amendments are also proposed to update certain non-commercial zones and off-street parking and loading regulations in order to align permitted uses with revised definitions.

The intent of **Bylaw No. 5046, 2020** is to amend *City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001* in order to implement the Zoning Bylaw amendments described above. The proposed text amendments include, but are not limited to, the following:

- Revise Corresponding Zones tables and other policies throughout the CWOCP for consistency with revised or deleted uses and with consolidated, deleted or renamed zones;
- Add a new, draft C-3 Low-Rise Commercial Zone to the Neighbourhood Centre designation of applicable Area and Neighbourhood plans;
- Revise Part 4 Urban Design and Development Permit Areas to incorporate design guidance for buildings in the Austin Heights Neighbourhood Centre.

If adopted, the above Bylaws will implement changes to the City's commercial regulations proposed through the Commercial Zones Review.

The Planner 1 provided an overview of the following:

- Commercial Zones Review
- Consultation Summary
- Flexibility
- Consolidation
- Modernization
- Streamlining
- Zoning Amendment Bylaw No. 5047
- OCP Amendment Bylaw No. 5046

- Recommendation

There were no further representations to this item.

**ITEM #6**      **Reference: PROJ 20-047**  
**Bylaw No. 5048, 2020**  
**City-wide Parking Review**

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The intent of **Bylaw No. 5048, 2020** is to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* in order to amend the residential and visitor parking requirements in the Transit-Oriented Development areas, specifically the Evergreen Line Core and Shoulder Station areas, as follows:

- Reduce strata parking requirements for studio or 1-bedroom units from 1.00 to 0.85 parking stalls per unit;
- Reduce strata parking requirements for 2 or more bedroom units from 1.35 to 1.25 parking stalls per unit;
- Reduce market rental parking requirements from 0.86 to 0.75 parking stalls per unit;
- Reduce below-market rental parking requirements from 0.75 to 0.65 parking stalls per unit; and
- Reduce visitor parking requirements from 0.20 to 0.10 parking stalls per unit.

If adopted, the above Bylaw will implement the proposed City-Wide Parking Review Phase One changes with the goal of updating the City's parking policies as part of the first phase of this ongoing review.

The Manager Transportation provided an overview of the following:

- City-Wide Parking Review
- Phase 1 – TOD Residential Parking Review
- TOD Areas Survey
- Zoning Amendment Bylaw No. 5048
- Evergreen Core and Shoulder Areas
- Recommendation

Discussion ensued relative to the following:

- Whether occupancy rates were factored into the studies and modeling conducted as a part of Phase One of the City-Wide Parking Review
- The relationship between the availability of street parking and the use of visitor parking
- The history of visitor parking requirements in the City
- The factors that influence the use of visitor parking and street parking

- Concerns regarding the proposed reduction of visitor parking requirements
- Whether the bylaw can be amended after Public Hearing
- The impact that reducing visitor parking requirements in the Transit-Oriented Development areas may have on the availability of parking in the surrounding areas
- The believe that the City's current and proposed parking requirements are a barrier to the development of two or more bedroom units

In response to questions from members of Council, the Manager Transportation provided information relating to the studies and modeling conducted as a part of Phase One.

The Director Development Services provided information relating to the history of visitor parking requirements in the City.

The Legislative Services Manager provided information relating to the ability of Council to amend the bylaw after Public Hearing.

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

1. Email from Gilbert Miao, 584 Harrison Avenue, received June 24, 2020;
2. Email from Julius DeBaar, 642 Claremont Street, received June 25, 2020; and
3. Letter from David Hutniak, Chief Executive Officer, LandlordBC, 1210 – 1095 West Pender, Vancouver, received June 25, 2020.
4. Email from James D. McNeil, 3729 Quarry Road, received July 3, 2020;
5. Email from Sandra Marsden, 3420 Highland Drive, received July 3, 2020;
6. Email from Colin Fowler, received July 5, 2020;
7. Email from Chris Fowler, Greg Fowler and Mark Fowler, received July 5, 2020;
8. Email from Janet Klopp, 3440 Highland Drive, received July 6, 2020;
9. Email from Giovanni Gunawan, received July 6, 2020;
10. Email from Isabel Silvestre, 3488 Galloway Avenue, received July 6, 2020; and
11. Letter from Samuel Lu, Director, Mondivan, 1981 Main Street, Vancouver, received July 6, 2020.

There were no further representations to this item.



**CLOSURE OF PUBLIC HEARING**

The Chair declared the Public Hearing closed at 10:04 p.m. on Monday, June 22, 2020.

MINUTES CERTIFIED CORRECT

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CHAIR

I hereby certify that I have recorded the  
Minutes of the Public Hearing held on  
Monday, July 6, 2020 as instructed,  
subject to amendment and adoption.



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Kate Nasato  
Legislative Services Clerk

**PLANNING AND DEVELOPMENT DEPARTMENT**  
**BRIEF TO PUBLIC HEARING, MONDAY JULY 6, 2020**

**ITEM #1 – PROJ 19-028 – BYLAW NO. 5050, 2020**

Application to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the properties at 909, 913, 917, 921, 925 and 927 Grant Street and portion of lane, from RS-1 One-Family Residential to RT-2 Townhouse Residential – *Bylaw No. 5050, 2020*.

**Recommendation:**

That Council give second and third readings to *City of Coquitlam Zoning Amendment Bylaw No. 5050, 2020*.

**First Reading:**

On June 15, 2020, Council gave first reading to *Bylaw No. 5050, 2020* and referred the bylaw to Public Hearing.

**Additional Information:**

At the June 15, 2020 Regular Council meeting, Council requested the following additional information:

**1. Whether the applicant can include single-storey, ground-level, two-bedroom units with no-step access between the parkade and unit entry.**

The proposed development has 21 one-bedroom, single-storey, ground-level units with direct access from Grant Street. Twelve of these 21 units have no-step access between the underground parkade (via elevator) and the unit entry. The other 9 units have only one step down between the sidewalk and front patio.

The applicant has corresponded with their architect to explore options to reconfigure these units to become two-bedroom units, and has cited the following challenges to achieving this:

- The one-bedroom units as currently designed are relatively narrow, and incorporating a second bedroom with adequate daylight access would be challenging;
- A minimum width of approximately 5.5 m (18 ft.) is necessary to accommodate two bedrooms with adequate daylight access, and this would result in a significant increase in the size of the units on the floors above as the party walls in wood frame buildings generally need to stack and align the units;
- While the units can be redesigned such that the party walls do not directly align, this would significantly increase project costs due to code challenges of maintaining fire rating between units; and
- The one-bedroom units offer a more affordable component in the project, and widening these units would increase the sale prices and reduce the overall unit count.

The applicant will be available during the Public Hearing to speak further to this item if necessary.

**ITEM #2 – PROJ 19-074 – BYLAW NO. 5009, 2020**

Application to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the properties at 597, 599, 601 and 603 Dansey Avenue, from RS-1 One-Family Residential to RM-3 Multi-Storey Medium Density Apartment Residential – *Bylaw No. 5009, 2020*.

**Recommendation:**

That Council give second and third readings to *City of Coquitlam Zoning Amendment Bylaw No. 5009, 2020*.

**First Reading:**

On June 1, 2020, Council gave first reading to *Bylaw No. 5009, 2020* and referred the bylaw to Public Hearing.

**Additional Information:**

At the June 1, 2020 Regular Council meeting, Council requested the following additional information:

**1. Additional information on the Affordable Home Ownership Program (AHOP).**

The AHOP Framework attached (Item 2 Attachment 1) provides a summary of the program. A representative of Housing Hub will give a short presentation at the July 6, 2020 Public Hearing and answer any AHOP related questions Council may have.

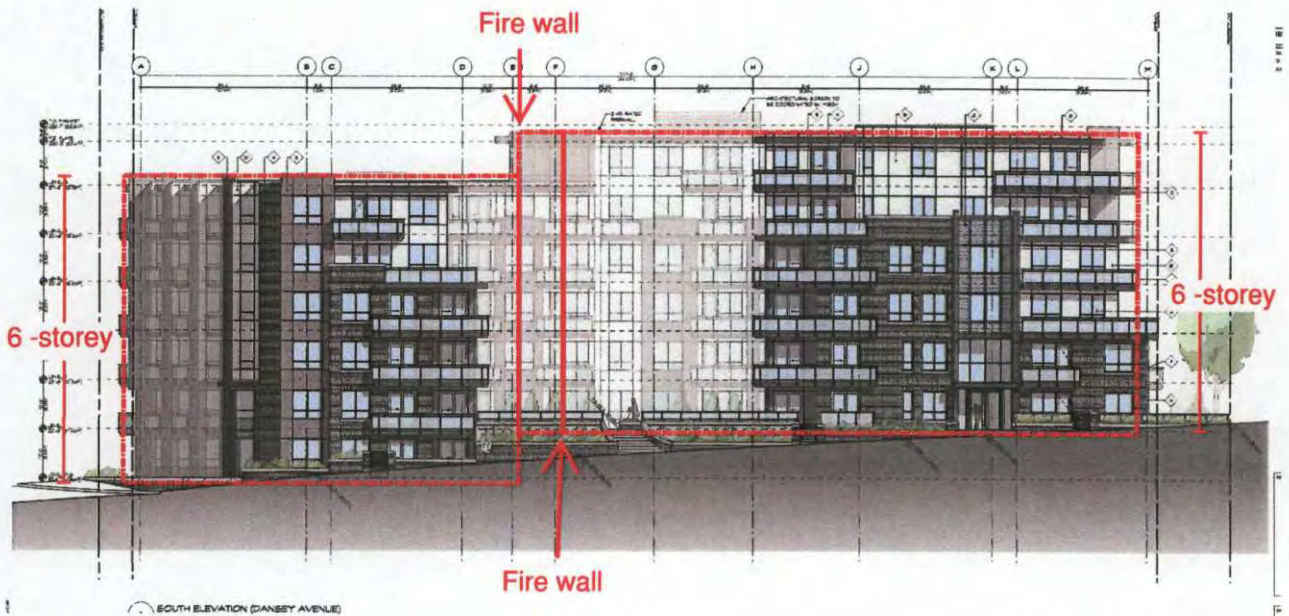
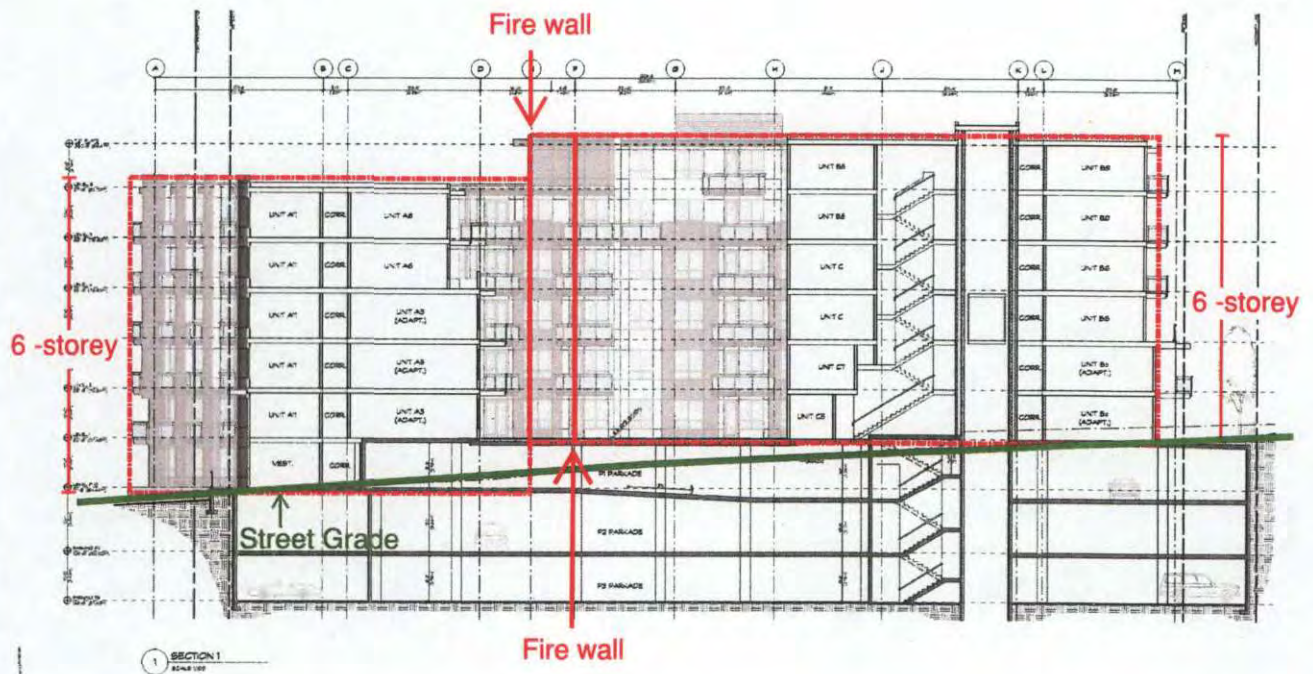
**2. What would the lot coverage have been without road dedication?**

The lot coverage of the proposed development would have been 45.6% if it was calculated based on gross site area (3,738.7 sq. m / 0.92 acres) prior to the road dedication. The current proposed lot coverage of 56 % is calculated on the net site area (3,042.6 sq. m / 0.75 acres) following the required road dedication.

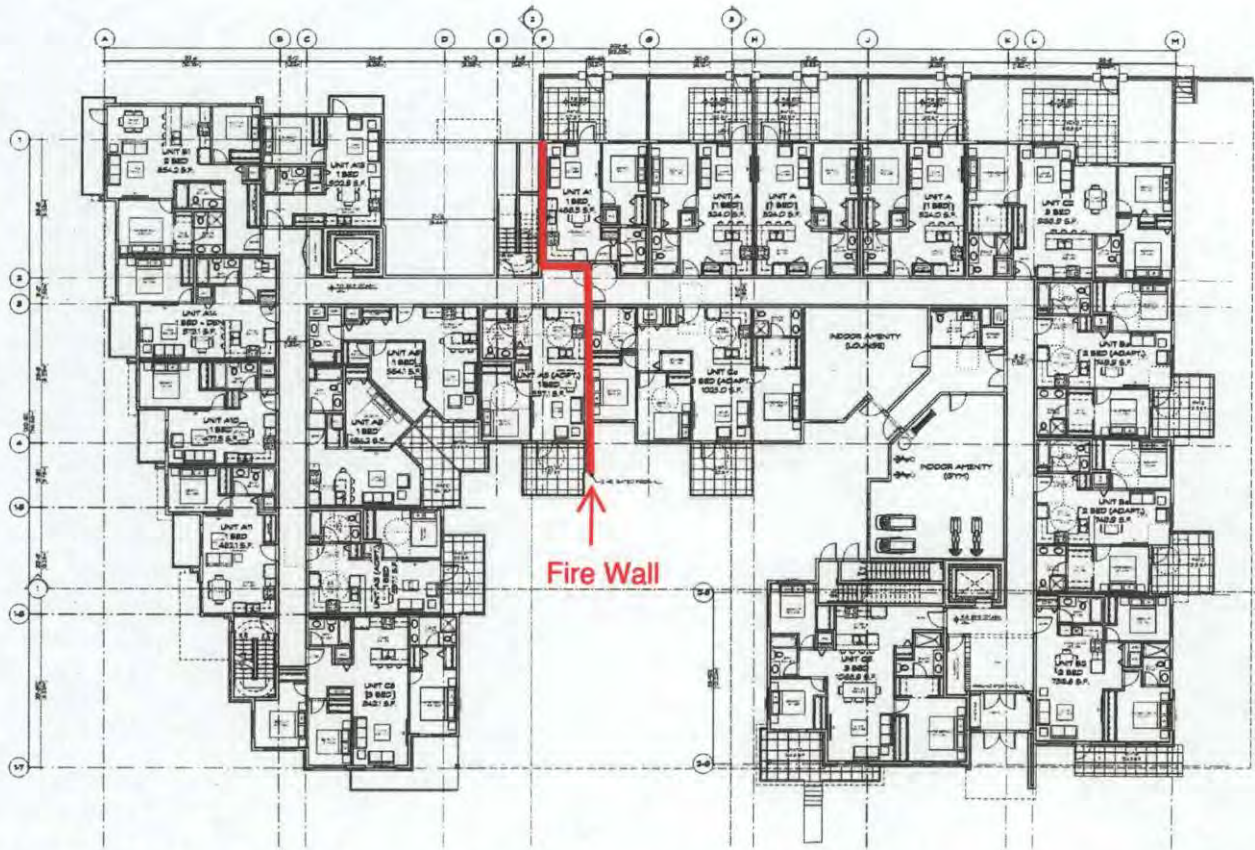
**3. Further detail on the Building Code alternative solution proposed.**

The topography of the site slopes down from east to west, with a 4.1m (13.5ft) difference in elevation between the northeast and southwest corners of the subject properties. In order to avoid exposed parkade walls at the lowest point of the site and to provide active frontages along Clayton Street and Dansey Avenue, the proposed six-storey building is designed to step with the slope.

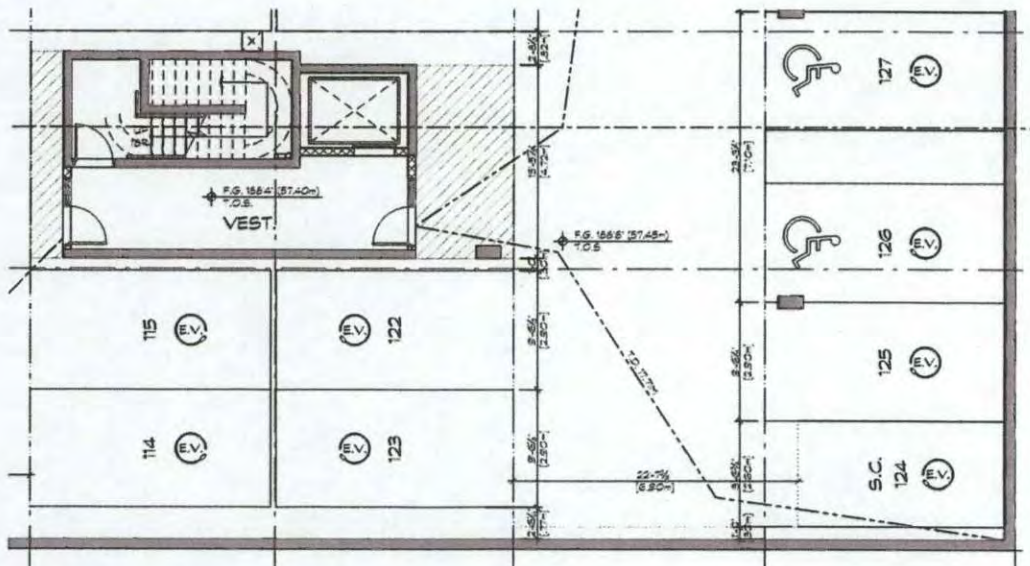
The structure is divided by a firewall where the building steps with the slope, so that each portion of the building, or each side of the firewall, is no more than six storeys high. This approach allows the proposed development to be defined as two six storey buildings that are physically connected under the BC Building Code (BCBC). The overall building form therefore reads as, and is considered to be, six storeys under the BCBC and the City's Zoning Bylaw. The following diagrams provide a visual explanation of the information outlined above:





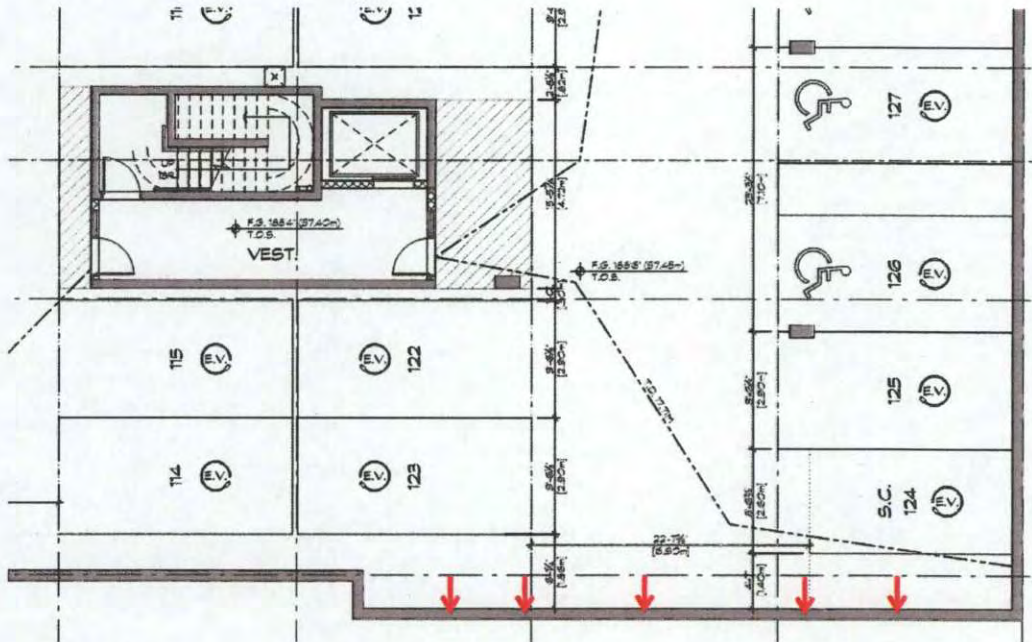


4. **The maneuverability of vehicles into stalls located at the end of dead-end aisles in the parkade.** Parking stalls 17, 66 and 124, located on levels P1, P2 and P3 respectively, are situated at the end of dead-end aisles abutting walls on one side. In order to allow vehicles to maneuver in and out of the stalls, the stalls are designed to be 0.3m (1ft) wider than a standard parking stall as per Section 705(3) of the Zoning Bylaw. Currently, all three parking stalls are designated for small vehicles, which are more maneuverable than standard size vehicles. The following diagram shows the parkade layout as per Attachment 5 of the First Reading report:





To address Council's comment and to further improve the parkade design, the applicant is proposing to push the parkade wall outward towards the south property line in this portion of the parkade, to increase the width of these stalls by an additional 1.1m (3.2ft), as shown in the diagram below:



**Attachment:**

1. Affordable Housing Home Ownership Program Framework (Doc #3767447)





BUILDING PARTNERSHIPS. BUILDING HOMES.

# AFFORDABLE HOMEOWNERSHIP PROGRAM



## PROGRAM FRAMEWORK

January 2019





## AFFORDABLE HOME OWNERSHIP PROGRAM (AHOP) – PROGRAM FRAMEWORK

### INTRODUCTION

In 2018, the Province of British Columbia announced the creation of the HousingHub, through which BC Housing partners with non-profit and for-profit sectors, faith groups, and other levels of government to identify and advance innovative approaches to locate, use, or repurpose land in communities where affordability is an issue.

The Affordable Home Ownership Program (AHOP) is delivered by BC Housing through the HousingHub to support the development of new, affordable homes for eligible home buyers. AHOP will provide an opportunity for households to access market ownership housing, further supporting the variety and range of affordable housing options in British Columbia. By providing interim construction financing at reduced rates and leveraging land and other contributions from project partners, units will be made available at 5-20% below market value for eligible home buyers, with the difference secured by an AHOP mortgage registered on title.

Figure 1: Housing Spectrum



This program framework outlines the overall program intent, goal, principles, target populations, core elements, standards and guidelines, monitoring and reporting requirements, and defines the roles and responsibilities of project partners in the delivery and management of the Affordable Home Ownership Program.

### PRINCIPLES

The following principles guide how BC Housing implements and administers AHOP, and our relationship with partners and government.

1. **Affordable housing is established in communities where there is demonstrated demand**
2. **BC Housing considers environmentally sustainable practices a priority and encourages commitments to this end**
3. **Projects are consistent with regional and community priorities and plans**
  - a) Community support for the project should be evident.
  - b) Projects should be consistent with any official community plans and strategies.
4. **Program partners are expected to maximize their equity contribution**
  - a) Proceeds from the repayment of AHOP mortgages are reinvested back in to affordable housing within the same community.



### AFFORDABLE HOME OWNERSHIP PROGRAM (AHOP) – PROGRAM FRAMEWORK

#### 5. Operations are transparent and accountable

- a) BC Housing will employ fair and consistent processes when evaluating and selecting projects.
- b) Project partners will maintain reliable and consistent records and fulfil reporting obligations to BC Housing.

### PROGRAM PURPOSE

#### OBJECTIVE

Increase the supply and range of affordable home ownership options for eligible households across British Columbia and support the transition to home ownership.

#### OUTCOME

- Middle Income households are supported to move into home ownership

#### OUTPUTS

- New affordable home ownership units created in communities with housing need
- Interim construction financing approved for new projects
- AHOP mortgages registered on title

#### MEASURES

- Number of home ownership units sold to eligible households
- Total amount of interim construction financing approved
- Total value of AHOP mortgages
- Average AHOP mortgage as percentage of Market Value

### FUNDING

Affordable home ownership units are created using BC Housing's low interest interim construction financing and equity contributions from project partners. Together, these contributions effectively reduce the cost to eligible purchasers, with the value secured by an AHOP mortgage.

#### *Interim Construction Financing<sup>1</sup>*

BC Housing will provide interim construction financing for the development of affordable home ownership units. Interim financing may be approved up to 100% of the cost to complete the affordable housing project and will be registered as a repayable loan on title. This loan will be repaid with the proceeds from the sale of individual units and discharged accordingly. A predetermined number of presales will be required prior to the advance of funds.

The overall form of security registered on title will vary depending on the project structure and partnership roles. BC Housing will typically require execution and registration of BC Housing's standard mortgage security package.

#### *Partner Contributions*

Partnerships are encouraged to leverage additional units and further increase the affordability of housing units. Partner contributions may include capital funding, land or other equity contributions. Partners may be non-profit housing providers, government agencies, the private sector or other community organizations.

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<sup>1</sup> Financing is subject to BC Housing's Lending Criteria.

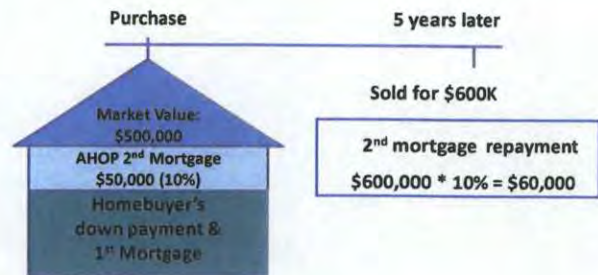
**AFFORDABLE HOME OWNERSHIP PROGRAM (AHOP) – PROGRAM FRAMEWORK**

A second repayable loan will be registered prior to construction to secure the full value of these contributions. Repayment and partial discharges will occur as corresponding AHOP mortgages are provided to eligible purchasers.

**AHOP Mortgages for Purchasers**

AHOP units are sold to eligible purchasers at their full market value, with the AHOP mortgage registered on title<sup>2</sup> and credited towards the purchase price at closing.

The mortgage will be for a 25 year term, interest and payment free, open to repayment in full at any time. At repayment, the home owner must repay the proportionate share of the current fair market value of the home. For example, if the home was purchased with a 10% AHOP mortgage, the home owner must repay 10% of the current fair market value at the time of repayment.



The home buyer will own the property outright and have the full benefits, rights and responsibilities of home ownership, and must maintain the home as their principal residence<sup>3</sup> for the first 5 years of the AHOP mortgage term. The buyer will be permitted to sell the property on the open market at any point, provided they repay the AHOP mortgage at that time.

The AHOP mortgage becomes due and payable upon any of the following:

- Default on the 1<sup>st</sup> or AHOP mortgage<sup>4</sup>
- Sale of the home or other change of ownership
- The home ceasing to be the home owner's principal residence during the first 5 years<sup>5</sup>
- The end of the 25 year mortgage term

At repayment, the home buyer must payout the AHOP mortgage in full and may choose to refinance through the lender of their choice.

**AHOP Funds**

Proceeds from the repayment of AHOP mortgages will be reinvested in affordable housing within the same community, ensuring the contributions to the project continue to be applied to affordable housing. Where an AHOP mortgage is paid out upon resale, the purchaser (if eligible) may apply to BC Housing for an AHOP mortgage equal to the repayment amount. BC Housing will work with municipalities and project partners to leverage these funds, and project partners may establish additional requirements within the guidelines of this Program Framework.

<sup>2</sup> The AHOP mortgage will be registered in favor of BC Housing in 2nd position, behind the mortgage obtained to purchase the home. No other financing will be granted in priority to the AHOP loan.

<sup>3</sup> Principal residence is defined as the home that is designated (and is eligible to be designated) as the owner's principal residence for tax purposes, and where all persons registered on title live permanently for at least 6 months per year in a self-contained unit with access to all living facilities at all times to conduct their daily activities (such as: cooking, sleeping and receiving mail) and is the residential address used by the persons registered on title on documentation including but not limited to identification, vehicle registration and income tax returns.

<sup>4</sup> Events of mortgage default will include not maintaining the home as a principal residence for the first five years, non-payment of property taxes or strata fees, and misrepresentation of eligibility.

<sup>5</sup> During the first five years of the 2<sup>nd</sup> mortgage term, units may not be rented or leased without prior written approval of BC Housing, granted only in demonstrated cases of hardship.

**AFFORDABLE HOME OWNERSHIP PROGRAM (AHOP) – PROGRAM FRAMEWORK**

**PROJECT ELIGIBILITY**

BC Housing will consider proposals for funding through an open call for submissions. The evaluation of submissions will be based on proponent and project eligibility, need and demand, lending criteria and available financing. The following minimum eligibility requirements must be met<sup>6</sup>:

- The site must be suitable for affordable housing.
- Housing must be affordable for eligible households.
- The project partner must demonstrate demand for affordable ownership units in the target community and that the project is consistent with community priorities and plans.
- The project partner must present a clear business case for the project including satisfying any pre-determined pre-sale requirements and demonstrating sales revenues will be sufficient to fully repay the interim construction loan.
- The project partner is required to bring equity to the development in the form of cash, grants, municipal reductions, or unencumbered land.

In addition to the minimum eligibility criteria, project partners are expected to have experience and knowledge of the home ownership market in the target community. Greater consideration should be given to projects where:

- Eligibility requirements are simple with minimal ownership restrictions consistent with program guidelines.
- Ownership costs are favourable against local market ownership costs and rents.
- Location is favourable, including proximity to amenities. Unit size, layout, design and finishing is modest, yet well-aligned with the expectations of the target market.
- The character of the target market suggests that proposed units will sell in a timely manner.

While all project partners must meet these basic requirements, BC Housing may prioritize projects based on available financing and other determining factors, such as:

- Greater need and demand/community impact
- Greater affordability
- Larger equity contribution
- Geographic location

**KEY PROGRAM ELEMENTS**

***Home Buyer Eligibility***

All individuals who will have an interest in the home registered on title must meet all the following eligibility requirements:

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<sup>6</sup> BC Housing may require additional guarantees or security in certain cases as it deems appropriate.

### AFFORDABLE HOME OWNERSHIP PROGRAM (AHOP) – PROGRAM FRAMEWORK

- Canadian citizen or permanent resident;
- Resided in British Columbia for the past 12 months;
- Not own an interest in real property anywhere in the world, and currently live in rental housing or another non-ownership tenure (e.g. living with family).
- Combined, gross household income of all individuals on title must not exceed the applicable Middle Income Limit defined as follows:
  - **Units with two or more bedrooms:** Middle-income households are those whose gross household income does not exceed the 75<sup>th</sup> income percentile for families with children, as determined by BC Housing from time to time.<sup>7</sup>
  - **Units with less than two bedrooms:** Middle-income households are those whose gross household income does not exceed the 75<sup>th</sup> income percentile for families without children, as determined by BC Housing from time to time.<sup>8</sup>

#### **Project Guidelines**

As development projects vary considerably, these guidelines will be applied as appropriate:

- Keep eligibility as broad as possible within program objectives to create a sufficient pool of eligible buyers.
- Design projects so that buyers can build equity consistent with equity gains in the housing market.
- Maintain a balanced design approach, such that modest units are affordable to households within the income eligibility requirements, while unit appeal is sufficient to ensure sale.
- Collaborate with municipal and community partners to ensure local needs for affordable home ownership are met and there is sufficient demand for the types of units being built.
- Create a marketing strategy during the planning phase and incorporate advertising to target eligible households that may not be actively looking to purchase a home.

#### **Development Guidelines**

Projects are encouraged to meet or exceed the BC Housing Design and Construction Guidelines ([http://www.bchousing.org/Partners/Standards\\_Procurement/Standards](http://www.bchousing.org/Partners/Standards_Procurement/Standards)). Provincially funded units must meet high standards of environmental sustainability, including low GHG emissions. Certifications may include LEED, R2000, Passive House or other equivalent.

### ROLES AND RESPONSIBILITIES

#### **BC Housing**

- Evaluating project proposals.
- Providing or facilitating interim construction financing.
- Monitoring and evaluating the success of the program.
- Ongoing administration and monitoring of AHOP mortgages.

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<sup>7</sup> BC Housing determines this figure using data released by Statistics Canada - Income Statistics Division: *T1 Family File – Custom Tabulation British Columbian Couple Families (With Children)*.

<sup>8</sup> BC Housing determines this figure using data released by Statistics Canada - Income Statistics Division: *T1 Family File – Custom Tabulation British Columbian Couple Families (Without Children)*.



**AFFORDABLE HOME OWNERSHIP PROGRAM (AHOP) – PROGRAM FRAMEWORK**

**ROLES AND RESPONSIBILITIES**

***BC Housing***

- Evaluating project proposals.
- Providing or facilitating interim construction financing.
- Monitoring and evaluating the success of the program.
- Ongoing administration and monitoring of AHOP mortgages.

***Project Partners***

- Coordinating the design and construction of developments.
- Coordinating the sale of the units to eligible home buyers, including verifying home buyer eligibility. The project partner will establish a contract of purchase and sale with eligible buyers that reflects program guidelines and includes:
  - Owner occupancy requirements.
  - Provisions relating to any purchase options or default on any mortgage.
  - Provisions relating to AHOP mortgages, including repayment requirements.
  - Condition precedents such as a Statutory Declaration of Intent with respect to eligibility and the home buyer's ability to obtain 1<sup>st</sup> mortgage financing.

**MONITORING AND REPORTING**

Monitoring ensures program compliance and minimizes risk to all stakeholders, including residents, project partners and BC Housing.

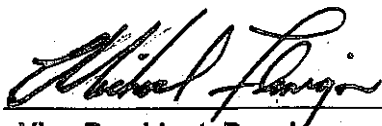
BC Housing's main interests are:

- Affordable housing is maintained for target households.
- Construction standards and value for money are met.
- Project partners meet contractual obligations.

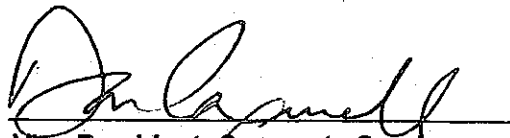
BC Housing and project partners will implement a system for periodic monitoring to ensure ongoing compliance with mortgage terms, and may require proof from the home owner that the property is being maintained as their principal residence.

**SIGN-OFF**

This Program Framework requires final sign-off by BC Housing's Vice-President of Development and Asset Strategies and Vice-President of Corporate Services.



Vice President, Development and  
Asset Strategies



Vice President, Corporate Services

**ITEM #3 – PROJ 19-015 – BYLAW NO. 4971, 2020**

Application to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the property at 3537 Princeton Avenue, from RT-2 Townhouse Residential to CD-12 Comprehensive Development Zone - 12 – *Bylaw No. 4971, 2020*.

**Recommendation:**

That Council give second and third readings to *City of Coquitlam Zoning Amendment Bylaw No. 4971, 2020*.

**First Reading:**

On June 15, 2020, Council gave first reading to *Bylaw No. 4971, 2020* and referred the bylaw to Public Hearing.

**Additional Information:**

At the June 15, 2020 Regular Council meeting, Council requested the following additional information:

**1. Further details on the Public Information Meeting (PIM) that was held by the applicant:**

The applicant held a Public Information Meeting (PIM) on the evening of Tuesday, February 19, 2019 at Victoria Community Hall to inform the public of the proposed OCP amendment, rezoning and subdivision of the Smiling Creek Lands. The subject site was part of these lands, so the applicant also presented information about the proposed Discovery Centre and coffee shop.

The PIM was attended by approximately 22 individuals and six comment sheets were received. The three comment sheets that referenced the Discovery Centre and coffee shop were all supportive of the concept.

**ITEM #4 – PROJ 19-014 – BYLAW NO. 4975, 2020**

Application to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the property at 625 North Road, from CS-2 Limited Commercial to CD-21 Comprehensive Development Zone - 21 – *Bylaw No. 4975, 2020*.

**Recommendation:**

That Council give second and third readings to *City of Coquitlam Zoning Amendment Bylaw No. 4975, 2020*.

**First Reading:**

On May 25, 2020, Council gave first reading to *Bylaw No. 4975, 2020* and referred the bylaw to Public Hearing.

**Additional Information:**

At the May 25, 2020 Regular Council meeting, Council requested the following additional information:

**1. Explore the possibility of sharing the amenity spaces amongst the market condominium, market rental and below-market rental units.**

Following the May 25, 2020 Regular Council meeting, the applicant explored options to allow amenity space to be shared amongst the market condominium, market rental and below-market rental units. The applicant has chosen to maintain the separation between the amenity spaces, due to concerns with the shared cost allocation and maintenance.

The applicant noted that the approximately 9 sq. m (97 sq. ft) of indoor amenity space per unit provided for the non-market units is almost double the amount required by the Zoning Bylaw, and is of the same quality as the other spaces provided throughout the development. In addition, the applicant has offered to improve functionality and programming (i.e., add a table tennis area) of the existing outdoor space (218 sq. m or 2,352 sq. ft) south of the podium, which will be available to all occupants. Staff will work with the applicant to refine the design of this space.

**2. Clarification on how the number of EV stalls were determined.**

The applicant proposed to provide a total of 189 EV charging spaces, with one EV charging space for each of the market strata units (151 spaces for 151 units) and one for each of the required parking spaces for the market rental units (29 spaces for 33 units) and below market rental units (nine spaces for 11 units). The applicant has now indicated that they will be able to provide one EV charging space per unit across the entire project, for a total of 195 EV charging spaces.

**3. How were the number of disabled parking spaces determined and how will they be allocated?**

The disabled parking requirements have been removed from the body of the 2019 British Columbia Building Code (BCBC), but an attachment to the BCBC (Notes to Part 3 – A 3.8.2.5) states that *if more than 50 parking spaces are provided, parking spaces for use by persons with physical disabilities should be provided in the ratio of one for every 100 parking spaces or part thereof*.

The proposed development has a total of 239 parking spaces, but will provide five disabled parking spaces (exceeding the three disabled parking spaces recommended in the BCBC guideline mentioned above). It is the stated intent of the applicant to provide one of these stalls for visitors, one for the below-market rental units, one for the market rental units, and two for the market

strata units. There are no adaptable units or accessible units proposed in the development, so the disabled parking spaces will not be tied to specific units but will be assigned upon request.



**ITEM #5 – PROJ 19-075 – BYLAW NOS. 5046, 2020 and 5047, 2020**

Application to amend *City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001* and *City of Coquitlam Zoning Bylaw No. 3000, 1996* in order to implement improvements to the City's commercial regulations proposed through the Commercial Zones Review – *Bylaw Nos. 5046, 2020 and 5047, 2020*.

**Recommendation:**

That Council give second, third, and fourth and final readings to *City of Coquitlam Citywide Official Community Plan Amendment Bylaw (Commercial Zones Review) No. 5046, 2020* and *City of Coquitlam Zoning Amendment Bylaw (Commercial Zones Review) No. 5047, 2020*.

**First Reading:**

On June 15, 2020, Council gave first reading to *Bylaw Nos. 5046, 2020 and 5047, 2020* and referred the bylaws to Public Hearing.

**Additional Information:**

At the June 15, 2020 Regular Council meeting, Council did not request any additional information.

**ITEM #6 – PROJ 20-047 – BYLAW NO. 5048, 2020**

Application to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* in order to implement amendments to reduce the residential parking rates in the Evergreen Line Core and Shoulder Station Areas proposed through the City-Wide Parking Review – *Bylaw No. 5048, 2020*.

**Recommendation:**

That Council give second, third, and fourth and final readings to *City of Coquitlam Zoning Amendment Bylaw No. 5048, 2020*.

**First Reading:**

On May 25, 2020, Council gave first reading to *Bylaw No. 5048, 2020* and referred the bylaw to Public Hearing.

**Additional Information:**

At the May 25, 2020 Regular Council meeting, Council requested the following additional information:

**1. Potential impacts from COVID-19 on long-term parking demand.**

Governments around the world have imposed protective measures of varying intensities to fight the pandemic. In the early stages of the pandemic the Metro Vancouver region experienced a significant decrease in vehicle volumes and transit use dropped by approximately 80%. Similar trends have been observed in Coquitlam, where vehicle volumes at some locations in the city dropped up to 56%. On-street parking use was also noticeably lower. As the Province moves forward with Phase 3 of BC's Restart Plan and relaxes protective measures, more businesses and services will reopen and activity on our roads will increase.

Vehicle volumes are now trending steadily upwards in Coquitlam, though with the latest information from June indicating that vehicle volumes are still below pre-pandemic conditions (about 20% lower than the same period in 2019). On-street parking use is also starting to pick up slowly. The latest statistics from TransLink indicate that ridership has increased by 85% since the beginning of the pandemic, which shows that customer's confidence in using transit is increasing. However, ridership is still below pre-pandemic levels (about 33% of the levels experienced in 2019).

Transit use is anticipated to continue to increase moving forward, but will likely remain below pre-COVID levels for some time. The recovery will largely depend on how quickly the Province can move forward with the reopening while maintaining low transmission levels for the virus, along with the pace of growing public comfort in using transit. As such, there may be more single occupancy vehicles on roads in the short term.

While we saw some early reductions in on-street parking use, demand has been growing and the pandemic is not expected to have a long term impact on the need for on-street parking. In regards to off-street parking, positive trends in transit use and car sharing coupled with declining new vehicle sales point to a continuing downward trend in vehicle ownership in transit oriented development areas. However, this is difficult to predict as available information is limited.

Data indicates that between 2014 and 2017 vehicle ownership rates dropped by 17% in the City Centre and Burquitlam-Lougheed neighbourhoods, while overall Coquitlam vehicle ownership

rates increased by 7%. Staff believe that based on the observed trends it would be appropriate to move forward with the proposed parking requirement reductions in TOD areas at this time. We will continue to monitor mobility trends and provide further updates to Council in the future.

**2. Provide information for the buildings surveyed in the 2020 Coquitlam TOD Strata Residential Parking Study and Coquitlam buildings surveyed in the 2018 Regional Parking Study.**

A summary of parking supply and observed utilization for 15 multi-family strata buildings (a total of 1,775 dwelling units) included in the 2020 Coquitlam TOD Strata Residential Parking Study is included in **Table 1**, along with data for six buildings that were surveyed in the 2018 Regional Parking Study. **Map 1** illustrates the locations of the 15 buildings from the 2020 Study. Twelve of the buildings are located within 800 metres of the Evergreen Line, while the remaining three are further away.

**Table 1: TOD Coquitlam Residential Buildings – Data Information**

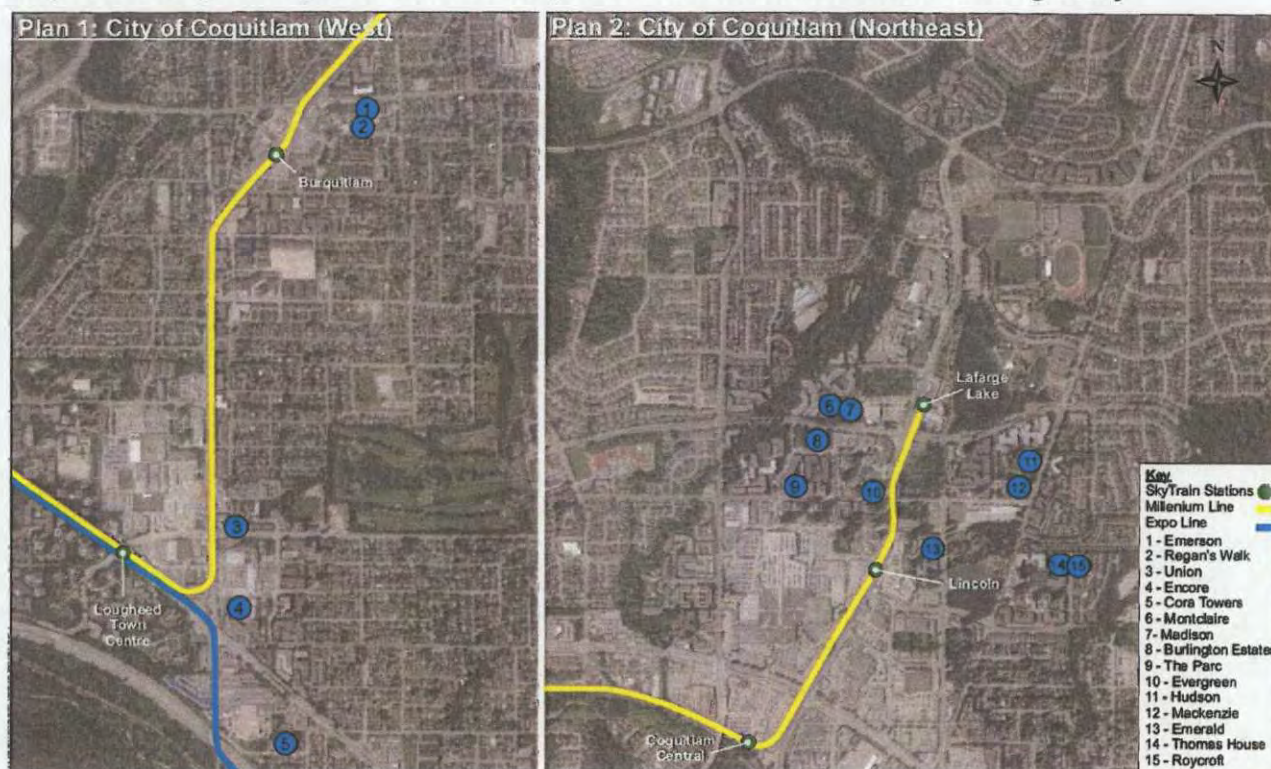
Study	Site	Year	Number of Units	Provided Parking per DU On-site		Observed Parked Vehicles per DU On-site			
				Residential Stalls per DU	Visitor Stalls per DU	Residential Stalls per DU		Visitor stalls per DU	
						Weekday	Weekend	Weekday	Weekend
2020 Coquitlam TOD Strata Residential Parking Study	Burlington Estates	1988	64	1.31	0.11	0.95	0.93	0.02	0.04
	Emerald	1991	37	1.32	0.16	1.19	1.15	0	0.03
	Madison	1994	71	1.39	0.17	0.96	0.93	0.07	0.09
	Montclair	1994	154	1.4	0.18	1.02	0.95	0.06	0.11
	Mackenzie	1995	112	1.74	0.15	1.14	1.1	0.08	0.08
	Hudson	1998	135	1.85	0.24	0.42	0.4	0.04	0.12
	Encore (1)	2007	172	1	0.1	0.75	0.75	0.01	0.04
	Cora Towers (1)	2008	257	1.49	0.16	1.04	0.99	0.01	0.03
	The Parc	2009	96	1.64	0.09	1.16	1.12	0.08	0.09
	Roycroft	2011	72	1.15	0.21	0.94	0.86	0	0.02
	Thomas House (1)	2012	64	1.44	0.23	1.13	1.11	0.15	0.1
	Emerson	2013	63	1.08	0.21	0.84	0.75	0.06	0.03
	Regan's Walk	2015	71	1.15	0.23	0.75	0.75	0.07	0.07
	Evergreen	2015	195	1.16	0.2	0.8	0.76	0.04	0.09
	Union	2018	111	1.05	0.17	0.56	0.6	0.13	0.15
2018 Regional Parking Study	Encore (2)	2007	172	1.1	-	0.84	-	-	-
	Cora Towers (2)	2008	257	1.51	-	1.06	-	-	-
	Grand Central	2009	181	1.13	-	0.85	-	-	-
	Thomas House (2)	2012	64	1.29	-	1.03	-	-	-
	Celadon	2013	227	1.31	-	1.09	-	-	-
	M Three	2016	319	1.14	-	0.81	-	-	-
AVERAGE				1.36	0.17	0.89	0.86	0.05	0.07

*Note: The overall average takes into consideration the number of dwelling units in the building.*

*The focus of the 2018 Regional parking Study was on the residential parking use as such visitor parking information was not collected.*



**Map 1: Buildings Surveyed in the 2020 Coquitlam TOD Strata Residential Parking Study**



On-street parking data collected in the 2020 Coquitlam TOD Strata Residential Parking Study is summarized in **Table 2**. The study scope included over 4,000 on-street parking spaces. Buildings in close proximity to each other share the same on-street parking resources, and so would have the same overall on-street parking utilization.

**Table 2: On-Street Parking Utilization**

Time Period	City Centre West	City Centre East	Lower Lougheed	Burquitlam South	Overall Average
Weekday: 7pm-9pm	54%	71%	45%	49%	55%
Weekday: 10pm-Midnight	40%	68%	52%	35%	49%
Saturday: 7pm-9pm	59%	80%	44%	63%	62%
Saturday: 10pm-Midnight	55%	76%	46%	51%	57%

Overall, on-street parking utilization varies between 49% and 62% during the weekday and weekend evening time periods. Parking utilization over 85% indicates a need to regulate on-street parking to ensure that 15% of the total parking on-street would be available for parking at any given time. This is to ensure drivers can expect to be able to find an on-street parking space and avoid issues many cities have experienced with congestion due to vehicles constantly circulating to try and find a parking stall.

The results of the household survey suggest that residents and visitors are using on-street parking as an alternative to parking on-site, however, there is no confirmed correlation. Street parking is inherently complex in mixed-use neighbourhoods and staff will be further reviewing this as part of Phase 5, TOD Public Parking Strategy Update: City-owned public parking facilities management strategy and on-street parking plan update.

**3. What tools can Coquitlam explore to encourage residents to park in off-street facilities rather than parking on the street?**

Cost is a key factor in determining whether a resident will park in their own on-site parking facility or on the street, as residents will often choose to park on the street for free rather than purchasing or renting a parking space in their own building. In addition to cost, parking demand is affected by a facility's location, type, design, and convenience compared to other nearby options. The parking demand is highest for the most convenient and visible spaces, and it is also dependent on the number of destinations a particular facility serves. Best practices indicate a number of possible design features that can make parking facilities more attractive compared to the on-street parking, such as:

- Larger parking spaces would allow drivers to access the stall easier and will result in higher use compared to tight, small-car spaces.
- Increased parkade height would provide residents that own larger vehicles (e.g., pickup trucks and cargo vans) to park within the building.
- Increased security at parkades, such as additional lighting, security cameras or patrol, and emergency phones, can help minimize vandalism or personal assault and improve the attractiveness of these facilities.
- Improved aesthetic and comfort level to access the parkade such as improved lighting, walkways through the parkade, better connectivity/access to the building, and improved cleanliness can increase the attractiveness of parking on-site.

Staff will discuss these options with the development community.

Parking regulations control when and how long vehicles may park at a particular location in order to optimize and prioritize the use of the stalls. This ensures that the most convenient parking spaces (i.e., on-street) are available for the appropriate users and encourages residents to utilize their own on-site parking facilities. Further public parking management strategies and the various tools will be reviewed as part of Phase 5, TOD Public Parking Strategy Update: City-owned public parking facilities management strategy and on-street parking plan update.

**4. Provide information on how much parking some example projects would need to provide under the proposed rates.**

The parking information that staff provided verbally for three sample sites at the Council meeting on May 25, 2020 is provided in **Tables 3 to 5** (520 Cottonwood Avenue, 508 Clarke Road and 2905 Glen Drive). The tables summarize the required number of parking stalls based on the current Zoning Bylaw requirements and under the proposed new requirements. Overall, the new parking Bylaw requirement would reduce the initial approved parking supply on-site by 5-10%.



**Table 3: Parking Requirements for 520 Cottonwood Avenue Site**

520 Cottonwood Avenue	Units	Current Zoning Bylaw Parking Requirement (# of stall)	Proposed New Bylaw Parking Requirement (# of stall)	Difference in # of Parking Stalls Using Current and Proposed Parking Requirements	Approved with TDM/PIL Provision (# of stall)
Studio/1 bedroom	60	60	51	9	207
2+ bedroom	118	159	148	11	58
Market Retail	66	57	50	7	36
Below Market Rental	9	7	6	1	15
Visitor (market)	-	36	18	18	316
Visitor (Rental)	-	15	8	7	
Total	253	334	281	53	

**Table 4: Parking Requirements for 508 Clarke Road Site**

508 Clarke Road	Units	Current Zoning Bylaw Parking Requirement (# of stall)	Proposed New Bylaw Parking Requirement (# of stall)	Difference in # of Parking Stalls Using Current and Proposed Parking Requirements	Approved with TDM/PIL Provision (# of stall)
Studio/1 bedroom	99	99	84	15	337
2+ bedroom	204	275	255	20	97
Market Retail	113	97	85	12	108
Below Market Rental	15	11	10	1	542
Commercial	1,504 sq.m	33	33	0	
Visitor (market)	-	61	30	31	
Visitor (Rental)	-	26	13	13	
Total	431	602	510	92	

**Table 5: Parking Requirements for 2905 Glen Drive Site**

2905 Glen Drive "Hoy Creek Coop"	Units	Current Zoning Bylaw Parking Requirement (# of stall)	Proposed New Bylaw Parking Requirement (# of stall)	Difference in # of Parking Stalls Using Current and Proposed Parking Requirements	Approved with TDM/PIL Provision (# of stall)
Coop Units	106	80	69	11	80
Shelter Units	26	20	17	3	0
Visitor	-	26	13	13	13
Total	132	126	99	27	93

**5. What is the financial impact to a person/household when they can forgo car ownership?**

The financial impact of owning and operating a personal vehicle in the Metro Vancouver region can be a significant cost burden for a working household. According to the 2015 Metro Vancouver Housing and Transportation Cost Burden Study, the average annual costs of owning and operating one or more personal vehicles were estimated in the range of \$4,800 - \$17,600 per working household (based on the 2011 National Household survey and 2011 regional trip diary survey). The study noted that access to frequent transit can help offset high housing costs for many working households by giving them a choice to spend less on personal vehicles, save money by using transit, and not sacrifice mobility in making that choice.

**6. What may be some of the potential unintended consequences to the TDM program from reducing rates? How would in-stream projects be affected?**

An update to the current Transportation Demand Management (TDM) and Payment-in-Lieu (PIL) programs is included in Phase 2 of the City-Wide Parking Review, scheduled for presentation to Council in summer 2020. The review will assess the City's current TDM and PIL practice and recommend changes to try and increase the uptake in future applications, as currently less than

50% of applicants are taking advantage of this opportunity. This work will take into consideration reduced parking requirements if adopted by Council.

In regards to applicability of proposed parking requirements for in-stream applications, staff have further information from what was provided in the First Reading report. Based on the legislative requirements, the new rates would apply to development applications that have not received their first reading prior to adoption of this bylaw. For in-stream projects that have already been presented to Council yet have not yet received 4th reading and development permit issuance, applicants wishing to apply for new parking requirements could complete their application based on their existing drawings and subsequently apply for a Minor (staff-approved) Development Permit amendment in conjunction with their Building Permit.

  
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Andrew Merrill, MCIP, RPP

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MURPHY'S DANCE

HANCOCK, TILLY & FOLGER



**Public Hearing – July 6, 2020**  
**Item 1 – 909, 913, 917, 921, 925 and 927**  
**Grant Street and portion of lane**

Dear Mayor and Council,

We are retirees who have called Coquitlam home for over 40 years. Multiple generations of our family live in Coquitlam, and it's important to us that they, and other families, continue to have access to good quality housing that meets their needs.

Our son and daughter-in-law live very close to the proposed development site. We are there often, helping to take care of our grandkids. It's a very nice neighbourhood and a good place for more families to move to. Having this townhouse project approved and built will give more opportunities for folks to put down roots with their families. When we think of the future we hope our grandkids will be able to stay in Coquitlam, and more projects like this will help.

Sincerely,

**Eva and Pat Chan, 656 Adler Ave., Coquitlam**

- ☒ Copies to Mayor & Council  
☐ Tabled Item for Council Meeting  
☐ Correspondence Item for Council Meeting  
☒ For Information Only  
☐ For Response Only  
☒ Copies to Amador, DeSantis, DeSantis

Plum 3, The By. Fly 0.

**Nasato, Kate**

Public Hearing – July 6, 2020

Item 1 – 909, 913, 917, 921, 925 and 927

Grant Street and portion of lane

**From:** Katy Baldock [REDACTED]  
**Sent:** Tuesday, June 30, 2020 2:26 PM  
**To:** Clerks Dept  
**Subject:** Public Hearing : 909-927 Grant st

Dear Mayor Stewart and Council,

I'm a young professional and longtime resident of Coquitlam, living at 3001 Spuraway Avenue. I heard about the new townhouse development planned for 909-927 Grant Street through a friend. I really like it and thought I'd email in to share my comments.

Burquitlam is a neighbourhood I could see myself moving to in the future – I'd like to be closer to the skytrain and all the restaurants and shops in the area. I may not be ready for a townhouse, but when I think about my future, I hope that I will be able to stay in Coquitlam. If I decide to get married or have my own family, I hope that I don't have to move further away from Coquitlam to find good, family-friendly housing options.

Thank you and I hope to see more townhomes built in Coquitlam in the future.

Sincerely,  
Katy Baldock

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only
- ☒ Copies to Chris Decker, Denise May,  
Planners 3, The Mays, The Ly

**Nasato, Kate**

**Public Hearing – July 6, 2020**  
**Item 1 – 909, 913, 917, 921, 925 and 927**  
**Grant Street and portion of lane**

**From:** Rosanna Lau [REDACTED]  
**Sent:** Tuesday, June 30, 2020 2:32 PM  
**To:** Clerks Dept  
**Subject:** Public Hearing: 909-927 Grant Street

Dear Coquitlam Mayor and Council,

Thank you for the opportunity to share my opinion on the Grant St. townhome project going to public hearing on July 6, 2020.

I have lived in Coquitlam for 24 years, and it's a great place to call home. New developments like this will help the city grow responsibly while providing the type of housing that people need. I like that the project includes many 3- and 4-bedroom townhomes, which will be perfect for growing families. At the same time, utilizing the ground floor for 1-bedroom homes is a great way to provide options for other household types, like singles or seniors who may want to downsize and not have to deal with stairs, but who don't necessarily want to live in a condo tower.

This is a well thought out development and I hope it will be approved.

Regards,

**Rosanna Lau**

**3150 Silverthrone Drive**

Coquitlam, BC V3E 3C3

- ☒ Copies to Mayor & Council  
☐ Tabled Item for Council Meeting  
☐ Correspondence Item for Council Meeting  
☒ For Information Only  
☐ For Response Only \_\_\_\_\_  
☒ Copies to Com. D. D. D. S. D. S. and

Cambridge, Mass.  
The King, F. H. C.

**Nasato, Kate**

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Public Hearing – July 6, 2020  
Item 1 – 909, 913, 917, 921, 925 and 927  
Grant Street and portion of lane

**From:** Cecilia Lascano [REDACTED]  
**Sent:** Tuesday, June 30, 2020 4:36 PM  
**To:** Clerks Dept  
**Subject:** "909, 913, 917, 921, 925 and 927 Grant Street"  
**Attachments:** COC.pdf

I am attaching a letter for your consideration.

--

Cecilia Lascano

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies to CARD, J. De S. De S. C. City  
Planners 3, File Mgr, Fle C

June 30, 2020

City of Coquitlam

To Coquitlam City Council:

I am writing to you about the plans for a new townhouse project on Grant Street in the Burquitlam area.

My husband and I have lived in Coquitlam for over 25 years and we raised our family here. Our two young adult daughters grew up here but have since moved away. I hope they will move back to Coquitlam when they are ready to start their own families. It will be important that we have different housing options for future generations. Many young people won't be able to afford to live in a house (and some won't want to) so it's a good idea to be building more townhouses all over Coquitlam to accommodate families. This project is a nice example and fits in well with the neighbourhood.

Thank you Council and I appreciate the opportunity to share my opinion.

Best regards,

Cecilia Lascano

1110 Wallace Court, Coquitlam

**Nasato, Kate**

Public Hearing – July 6, 2020  
Item 1 – 909, 913, 917, 921, 925 and 927  
Grant Street and portion of lane

**From:** Benson Wong [REDACTED]  
**Sent:** Wednesday, July 01, 2020 1:20 PM  
**To:** Clerks Dept  
**Subject:** Feedback for consideration of council on file number: 08-3010-06/19 106239 PROJ/1  
**Attachments:** City-council new townhouse development.pdf

Please see attached PDF letter.

Thank you.

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☐ Copies to CMPD, D.A.S., D.S. Traffic,

Plans 3, The City, File by

Dear Council,

We are writing to express our strong opposition to the application for amendment of the zoning bylaws for 909, 913, 917, 921, 925 and 927 Grant Street and portion of lane. Your file number is 08-3010-06/19 106239 PROJ/1.

As the owners of 811 Arthur Pl, we are against the new development and believe it will be a net loss for the area and our enjoyment of our property.

We have three main concerns.

1. Reduced enjoyability, aesthetics and curb appeal of our property.
2. Reduced privacy of our back yard.
3. Increased traffic and density of our already busy neighborhood.

Each year we organize a summer block party for our neighbours. In the warmer months we spend most nights in the cul-de-sac socializing with our neighbours. The children play while the adults chat. We deeply value these relationships. We believe the aesthetics and privacy of the cul-de-sac helps us come together and enjoy the space more comfortably. Adding a large stacked townhouse development will change that feeling. We want to be surrounded by beautiful green trees and not a large building with prying eyes.

Miller Ave and Adiron Ave are the main streets for people to get in or out of the area. Both streets are narrow and have cars parked on the sides. This effectively reduces them to a single lane and forces people to play a game of chicken when coming or going. Snow in the winter makes the situation more difficult. In this area the snow sticks around longer and plow trucks come less frequently. Adding another 63 homes will increase traffic and make navigating in and out much worse. This needs to be a primary consideration when rezoning the area.

We support improving and updating the homes in the area. We support slightly increasing the density and making the neighborhood more accessible to more families. We strongly oppose development of a stacked townhouse on Grant street that replaces six single family homes with 63 units. It will fail to improve the personality of the area, it will reduce our enjoyment of our property and it will make the already bad traffic situation worse.

Thank you Council for your consideration.

Sincerely,

Benson Wong and Canace Chen

**Nasato, Kate**

Public Hearing – July 6, 2020

Item 1 – 909, 913, 917, 921, 925 and 927  
Grant Street and portion of lane

**From:** WY W [REDACTED]  
**Sent:** Thursday, July 02, 2020 10:03 AM  
**To:** Clerks Dept  
**Subject:** Public Hearing: 909-927 Grant Street

To: Coquitlam Mayor and Council

Re: Public Hearing 909 – 927 Grant Street

To Mayor and Council,

Please accept my comments in support of the townhome development proposed for 909 – 927 Grant St. in Coquitlam. I am a longtime Coquitlam resident living at 1037 Buoy Drive, Coquitlam, BC V3H 3M3.

The development is well designed, and it will complement the neighbourhood nicely. The area has close access to Burquitlam station, so it makes sense to build more family-oriented housing in the community – townhomes are in high demand. I also like that the developer has included a large outdoor common space with a kid's play area. That will be perfect for the families who move into these future homes. Overall, I think it's a great project and I hope that Council will vote to support it.

Thank you for reading my comments.

Regards,

William

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only
- ☒ Copies to CLPD, DND, S. D. S. O. M.

Plans 3, Pkg. 1, Pkg. 2



# WELCOME

To the Public Hearing Presentation for:  
909-927 Grant Street, Coquitlam BC

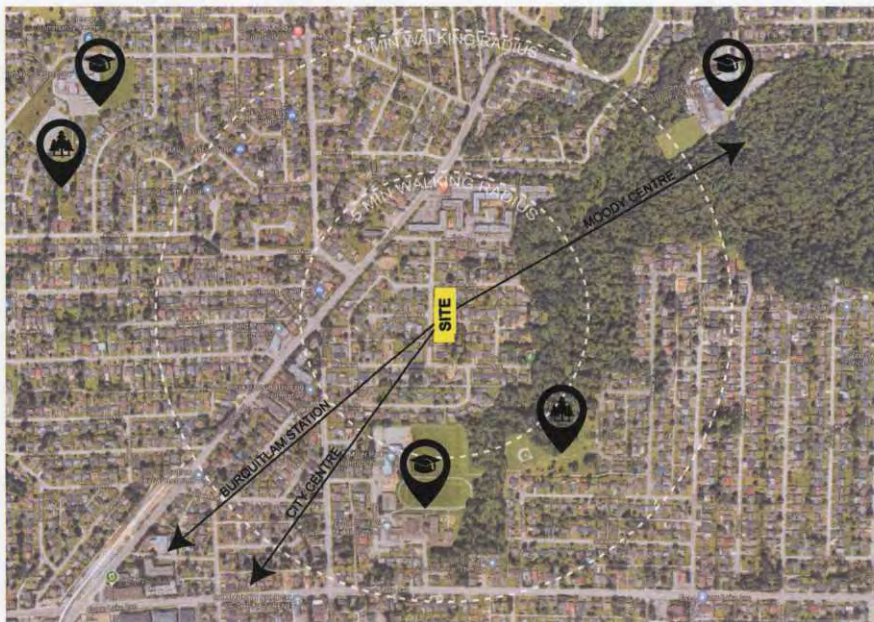
Public Hearing – July 6, 2020  
Item 1 – 909, 913, 917, 921, 925 and 927  
Grant Street and portion of lane



View from Catherine Avenue looking East into courtyard



## SITE CONTEXT



VIEW 1 - CATHERINE AVENUE



VIEW 2 - GRANT STREET



VIEW 3 - CATHERINE AVENUE

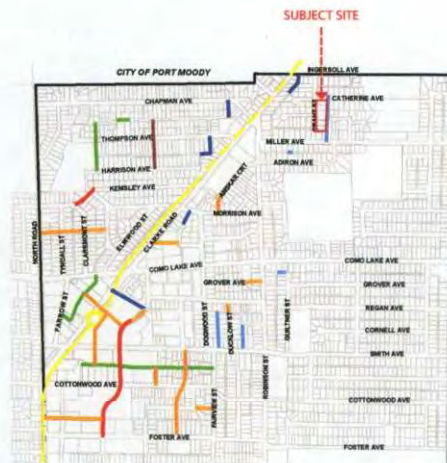


VIEW 4 - SPROULE AVENUE



# CONNECTIVITY

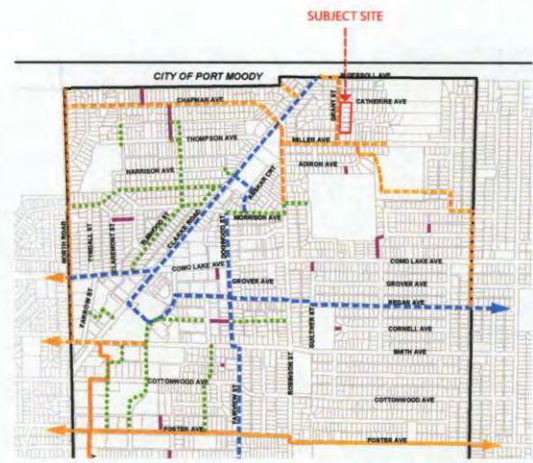
- The proposed development will meet the on-site vehicle parking, bicycle parking and loading bylaw requirements.
- The proposed development is adjacent to a future cycle route under the BLNP.
- The proposed development includes a portion of a new North-South lane along the Eastern edge of the site.



**SCHEDULE B - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN**  
NEW STREETS AND LANES



Coquitlam



**SCHEDULE C - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN**  
PROPOSED GREENWAYS AND CYCLE ROUTES



Coquitlam

Anthem

Integra ARCHITECTURE INC.



909-927 Grant Street, Coquitlam BC

# SITE & LANDSCAPE PLAN



Anthem

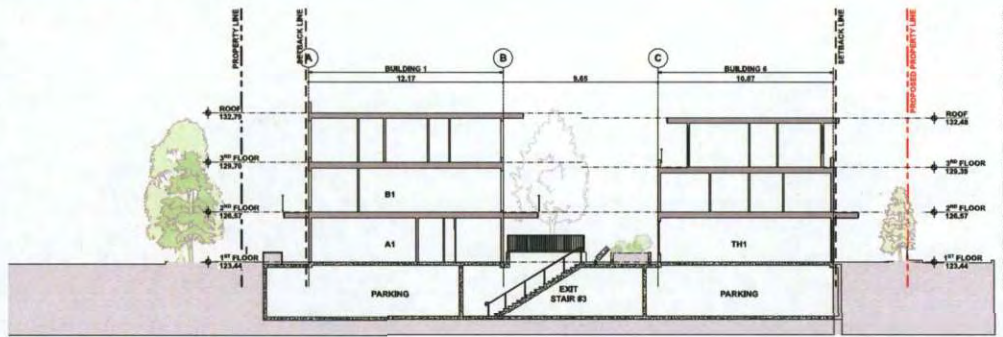
Integra ARCHITECTURE INC.



909-927 Grant Street, Coquitlam BC



## BUILDING SECTIONS



Section through buildings 1 & 6



Section through mews and outdoor amenity - showing the change in grade



909-927 Grant Street, Coquitlam BC

## PERSPECTIVES – BUILDING 1



View from Catherine Avenue looking East into courtyard

### STREETSCAPE IMPROVEMENTS

This development strives to improve the public realm through well considered landscape designs for the existing streets and proposed lane.

### DIVERSE HOUSING

A combination of 1, 3 and 4 bedroom ground-level suites and stacked townhomes are proposed. These will be suitable for first-time home buyers, families and downsizers.

View of the lane frontage



909-927 Grant Street, Coquitlam BC



## PERSPECTIVES – BUILDING 6

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View from the corner of Grant Street & Catherine Avenue

### SUITABLE TO SITE

The townhome development has been designed to be sensitive to the scale of the existing single-family neighbourhood. The density comes in at the allowable amount and has been designed to respond and work with the existing context.

### PROXIMITY TO COMMUNITY AMENITIES

The project will be located within a 10 minute walking radius to bus stops (180,151,156 lines), schools, and parks including Miller Park.

View from Catherine Avenue looking West into the courtyard



909-927 Grant Street, Coquitlam BC

**Nasato, Kate**

**Public Hearing - July 6, 2020  
Item 1 - 909, 913, 917, 921, 925 and 927  
Grant Street and portion of lane**

**From:** Christopher Legaspi [REDACTED]  
**Sent:** Friday, July 03, 2020 9:27 AM  
**To:** Clerks Dept  
**Subject:** Public Hearing: 909-927 Grant Street  
**Attachments:** 909 - 927 Grant Street Coquitlam Public Hearing, July, 2020.docx


Good Morning,

I understand that there is going to be a public hearing for 909 - 927 Grant Street and would like to send a comment to the Coquitlam City Council via the letter attached above please.

Thank you in advance for your kind consideration,  
Christopher Legaspi  
682 Schoolhouse Street  
Coquitlam, BC

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☐ For Information Only
- ☐ For Response Only
- ☐ Copies to Council, D. Adams, D. S. B. Kelly

*Plans 3, File by, File by*

Christopher Legaspi  
682 Schoolhouse Street  
Coquitlam, V3J 5R4  


July 03, 2020

Mayor Richard Stewart  
Coquitlam City Council  
3000 Guildford Way  
Coquitlam, V3B 7N2

Dear Mr. Mayor Stewart and Coquitlam City Council,

I am a Coquitlam resident and wish to comment on the new development proposed at 909 - 927 Grant Street, which will go to public hearing on July 6, 2020.

I live at 682 Schoolhouse Street and have proudly lived here since 1995.

I like this townhome project: the location makes sense and it's a responsible way to add gentle density to the neighbourhood.

The development is nicely designed and the addition of new townhomes to the community is great for Coquitlam families.

I also believe this will add jobs to our economy which is very much needed considering the situation that we are currently in. I earnestly hope it will be approved.

Sincerely,

Christopher Legaspi

**Selby-Brown, Ashland**

Public Hearing - July 6, 2020  
Item 1 - 909, 913, 917, 921, 925 and 927  
Grant Street and portion of lane

**From:** Serine & Jason [REDACTED]  
**Sent:** Monday, July 6, 2020 1:12 AM  
**To:** Clerks Dept  
**Subject:** Public Hearing Comments (July 6, 2020): 909-927 Grant Street

Dear City Clerk's Office,

We are the residents of 815 Miller Avenue (adjacent) to the subject Grant Street townhome development.

First, it has been a pleasure to see the City Council and Planning and Development Department supportive of higher density housing forms in the area. In speaking with other residents in the neighborhood, there is, in fact, a strong desire to see the City amend and adopt additional, similar "pocket" townhome land use designations to nearby lots/areas. We understand the upcoming Southwest Housing Review (SWHR) project intends to address same with the neighborhood's land use review ("Sheriff" neighborhood pocket per SWHR), and therefore we look forward to City Council and Planning and Development Department's support for additional (resident desired) townhome land use designations in our neighborhood.

With respect to Grant Street townhome development, we would like to provide our support for the project with a request for the developer/project committee to minimize traffic congestion during construction where possible. Currently, Miller Street is served by bi-directional one-lane traffic and sometimes requires vehicles to be patient and yield to oncoming traffic, therefore the presence of large construction vehicles may further hinder traffic.

Thank you with appreciation.

Sincerely,  
Jason Lee and Serine Dy

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only
- ☒ Copies to CMPD, DDS, Dev Ser Eng Mng,  
Planners 3, File Manager, File  
copy.

Public Hearing – July 6, 2020  
Item 6 – City-Wide Parking Review

Public Hearing – July 6, 2020  
Item 4 – 625 North Road

Public Hearing – July 6, 2020  
Item 1 – 909, 913, 917, 921, 925 and 927  
Grant Street and portion of lane

**From:** Giovanni Gunawan [REDACTED]  
**Sent:** Monday, July 6, 2020 8:34 AM  
**To:** Mayor & Council; Clerks Dept  
**Subject:** July 6 Public Hearing Comments

Public Hearing – July 6, 2020  
Item 2 – 597, 599, 601 and 603 Dansey  
Avenue

Good morning Mayor and Council,

I'm writing this morning as I am afraid I may not be available to stay and provide comments for the 4 agenda items I wish to support this evening.

**Item 1: Grant Street Rezoning**

I am in support as I believe we need to continue building missing middle housing like this, and this is an appropriate location given how close it is to Miller Park and the adjoining Elementary School.

Stacked townhousing projects also have the added benefit of mixed residencies, allowing for families and single-person households to co-mingle and providing an opportunity for staying in the same community as families grow or circumstances change.

I'm also glad to see this project include a lot of cycling storage which will make it easier for residents to lead a less car-dependent lifestyle. The infrastructural upgrades which will come as part of the redevelopment will also be beneficial for the neighbourhood with more light being cast on the streets, and a new crossing which will make walking safer at night.

**Item 2: Dansey Avenue Rezoning**

I am in support of this project, especially because of their association with AHOP.

I think it's a wonderful scheme from BC Housing, and I hope Council fast-tracks this and other proposals in the BLNP with AHOP affiliation.

I am so proud of Coquitlam for building so many new rental housing projects since the implementation of the BLNP, and AHOP units are simply another tool we need to support to keep Coquitlam a vibrant, liveable city.

**Item 4: 625 North Road Rezoning**

I support this project as it is an implementation of the BLNP vision, and I am happy to see a unique high-rise design for this site.

I like that there will be significantly more trees on site as a result of the redevelopment, and I think this will really add to the area and age well.

Lastly I am really glad to see the inclusion of rental housing in this project, and 11 below-market rentals which will be operated by a third party housing society. Pleased to see Council working with the private sector to actively tackle housing affordability.

**Item 6: Shoulder Area Parking Review**

I support this reduction - I think it makes great sense as young people are buying less cars and as we are moving towards building more transit-oriented communities around the train stations, thereby reducing the need for car parks.



I would further encourage Council to look into opportunities to further reduce or eliminate parking minimums for buildings which are operated by a non-profit housing entity, which may have different parking needs than a typical condo/rental building, and thus help to see more non-profit housing being built/rebuilt in the City.

Thank you for the opportunity to comment.

Sincerely,  
Giovanni Gunawan

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies to GMPT, DDS, Dev Serv Eng Mng  
Planners 3, File Manager, file rep

# City of Coquitlam Affordable Home Ownership Program Presentation



Raymond Kwong  
HousingHub  
July 6, 2020

## Affordable Home Ownership Program

### SAVINGS



**Municipal contributions :**  
Additional density, reduction of  
fees, land contribution,  
approval and process  
streamlining

**Developer Contributions :**  
Reduced profits

**BC Housing Contribution :**  
Low cost interim construction  
financing





2nd mortgages are  
released and  
reinvested into  
Community

Savings captured towards  
the project are realized as  
an equity and secured by  
2<sup>nd</sup> mortgage on title of  
each strata lot sold





\$ 500,000 Market Value Purchaser has \$25,000 cash deposit (5%)	Market Purchase	10% Below Market AHOP
Market Value	\$500,000	\$500,000
Buyer's cash deposit	\$25,000	\$25,000
AHOP 2 <sup>nd</sup> Mortgage	n/a	\$50,000
1 <sup>st</sup> Mortgage (base)	\$475,000	\$425,000
Est. Loan Insurance Premium	4% \$19,000	n/a
Monthly P&I on 1 <sup>st</sup> mortgage 25 years @ 3% (incl. premium)	\$2,311	\$2,011 <i>Savings (\$300)</i>
Minimum household income (stress test 5.19%) PITH = +\$400 (taxes, heat and strata)	\$108,450	\$96,925





## Home Buyer Eligibility

- Be a Canadian citizen or permanent resident
- Have resided in BC for the past 12 months
- Be living in rental housing or other non-ownership tenure prior to purchase

*Home buyer must qualify for a 1<sup>st</sup> mortgage from an NHA approved lender*

Residential Units	Maximum Gross Household Income 2020
Less than two bedrooms	\$116,330
Two bedrooms or more	\$163,220









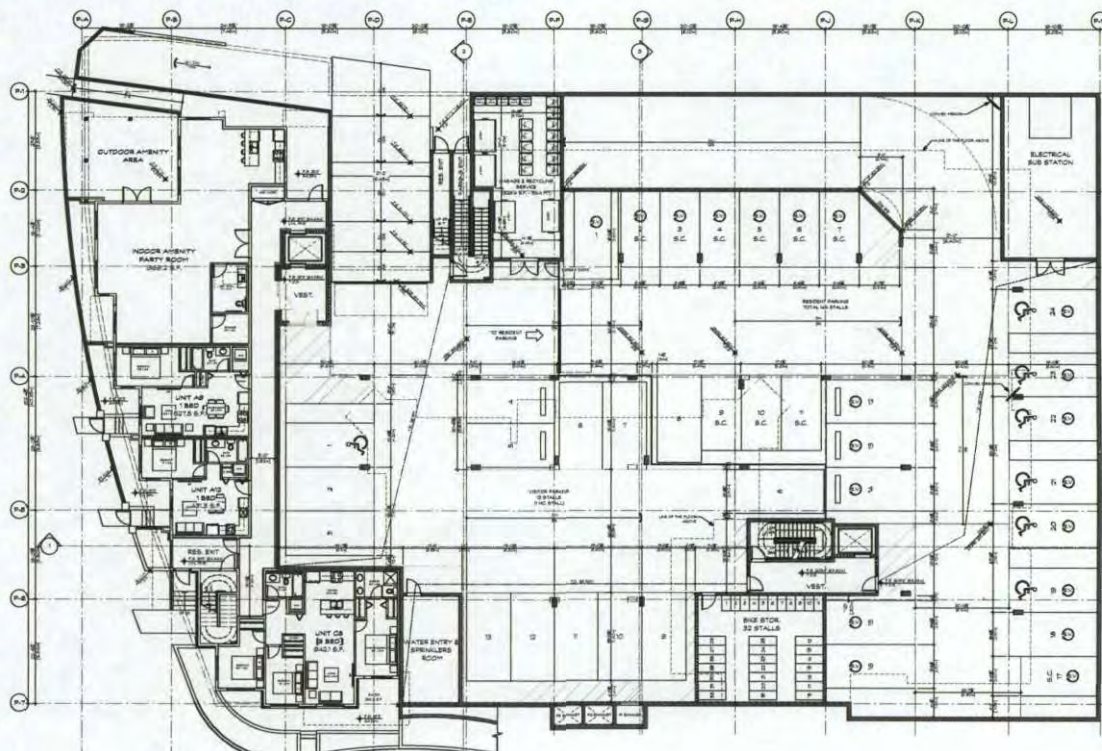

PROJECT STATISTICS			
CIVIC ADDRESS:	597, 599, 601 & 603 DANSEY AVENUE, COQUITLAM, BC		
SITE AREA (GROSS):	40,242.9 S.F.	3,738.7 M <sup>2</sup>	0.92 ACRES PROVIDED BY SURVEYOR
DEDICATIONS:	7,492.4 S.F.	696.1 M <sup>2</sup>	0.17 ACRES 11 M (36.0') ROAD DEDICATION
SITE AREA (NET):	32,750.5 S.F.	3,042.6 M <sup>2</sup>	0.75 ACRES
CURRENT ZONING:	SINGLE FAMILY RESIDENTIAL		
PROPOSED ZONING:	RM3		
DENSITY F.S.R. (FROM GROSS SITE AREA):	2.3	8,599 M <sup>2</sup> 92,559 S.F.	2.30 8,607 M <sup>2</sup> 92,647 S.F.
BUILDING HEIGHT:	4-8 STOREYS	(ON GROSS SITE AREA)	(ON GROSS SITE AREA)
LOT COVERAGE:	45%	45.6%	(56.1% ON NET SITE AREA)
COMMON AMENITY:	640 M <sup>2</sup> (5.0M <sup>2</sup> /UNIT)	56.7%	(69.6% ON NET SITE AREA)
TOTAL AMENITY:	INDOOR: 2827 S.F.	4423 S.F.	282.4 M <sup>2</sup>
UNIT MIX/BREAKDOWN:	OUTDOOR: 6,889 S.F.	7250 S.F.	410.9 M <sup>2</sup>
1 BED/STUDIO:	77	60.2%	673.5 M <sup>2</sup>
2 BED:	32	25.0%	
3 BED:	19	14.8%	
TOTAL:	128 UNITS		
ADAPTABLE:	21	16%	
3 BED (LEVELS 1-5):	17	13.3 (10% REQUIRED)	



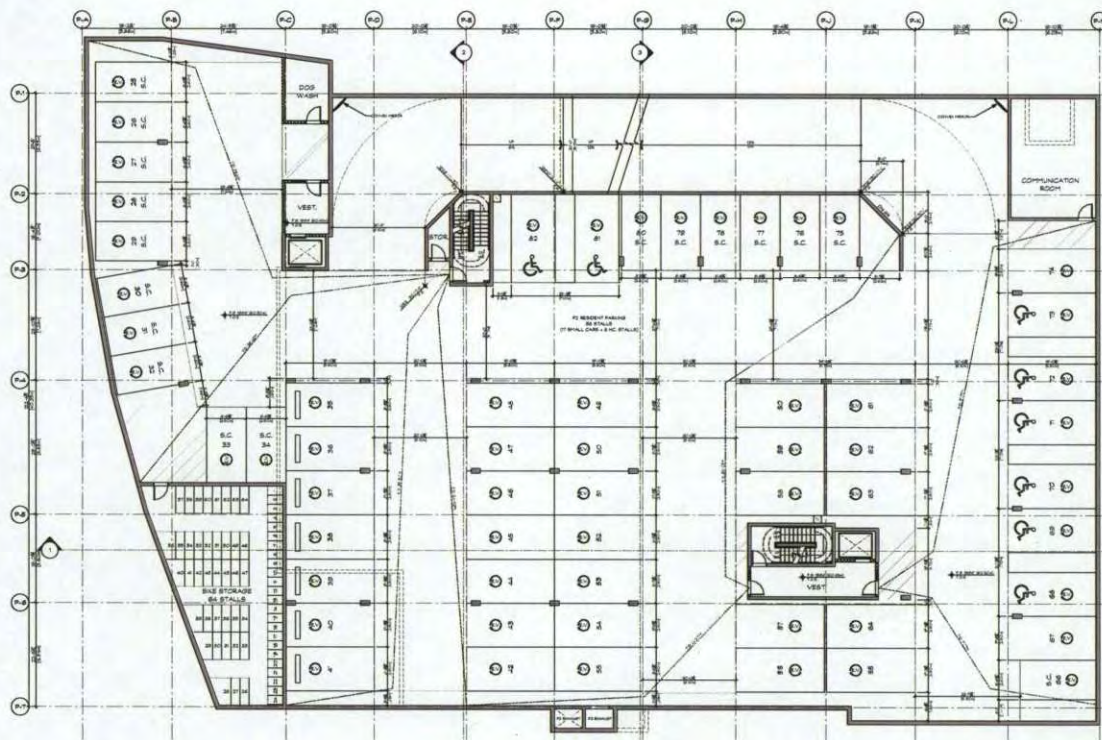




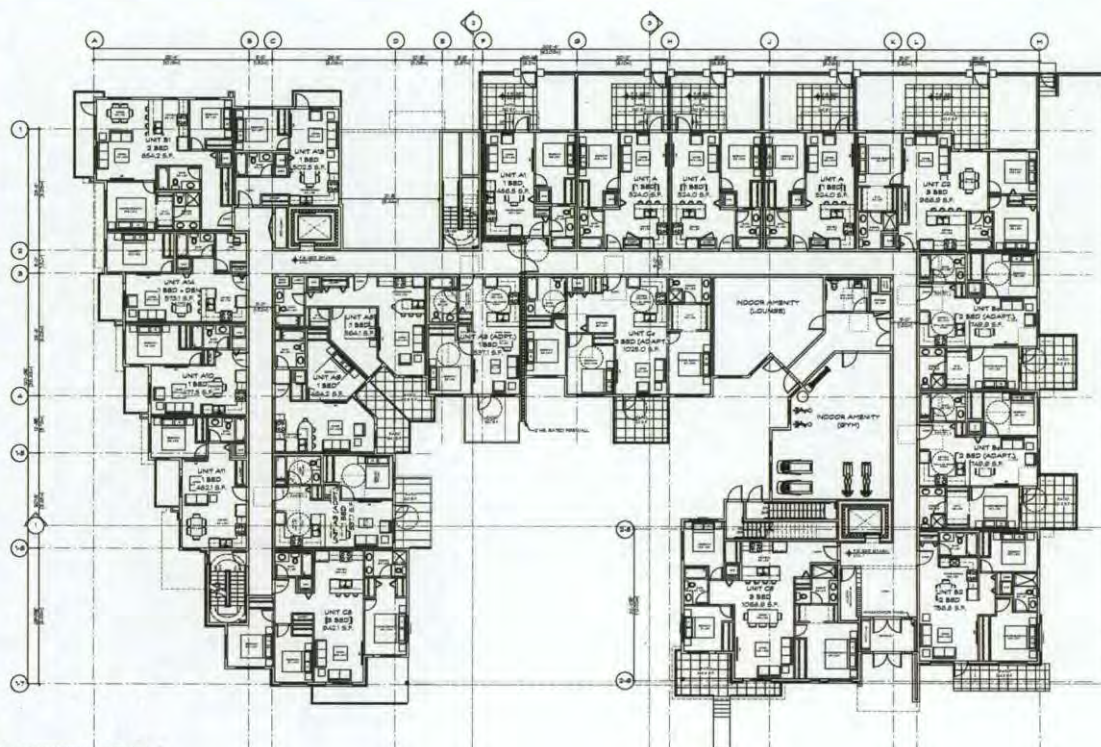
SITE PLAN - LEVEL P1/G





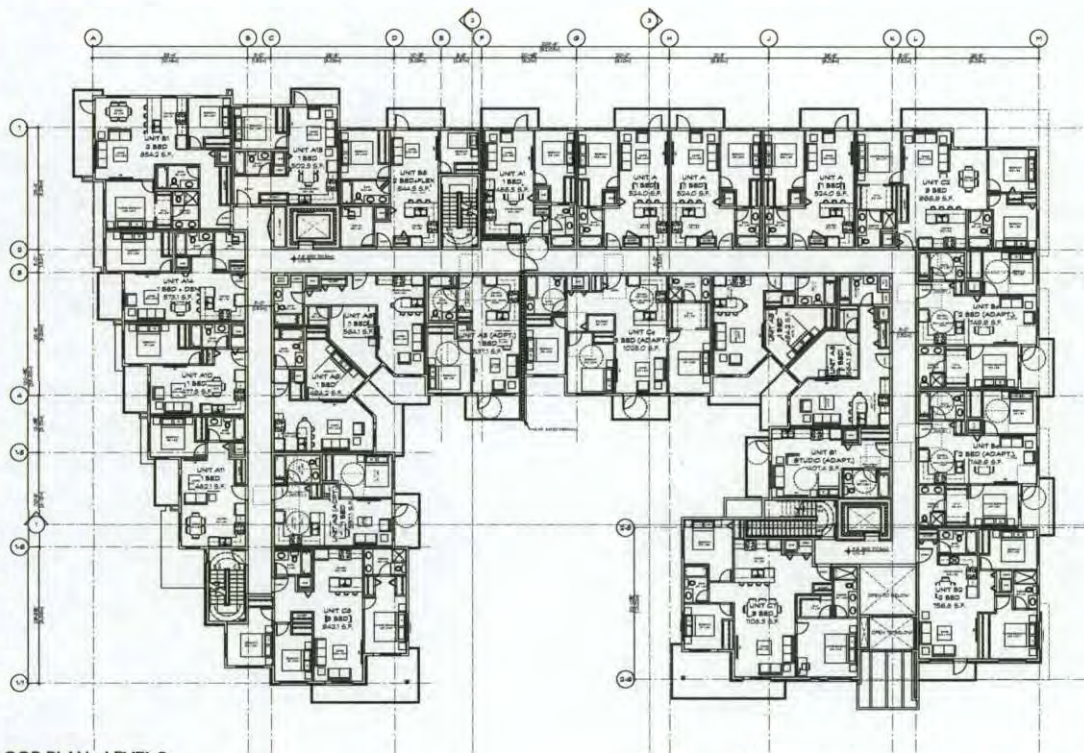


PARKADE PLAN - LEVEL P2

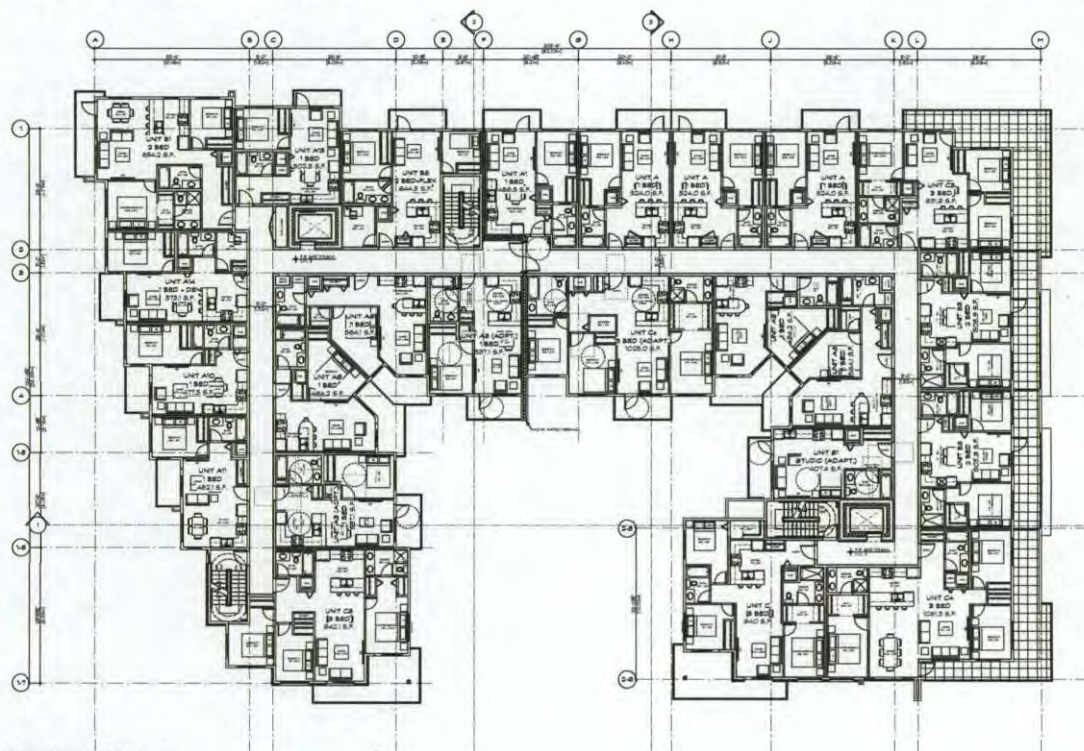


FLOOR PLAN - LEVEL 1



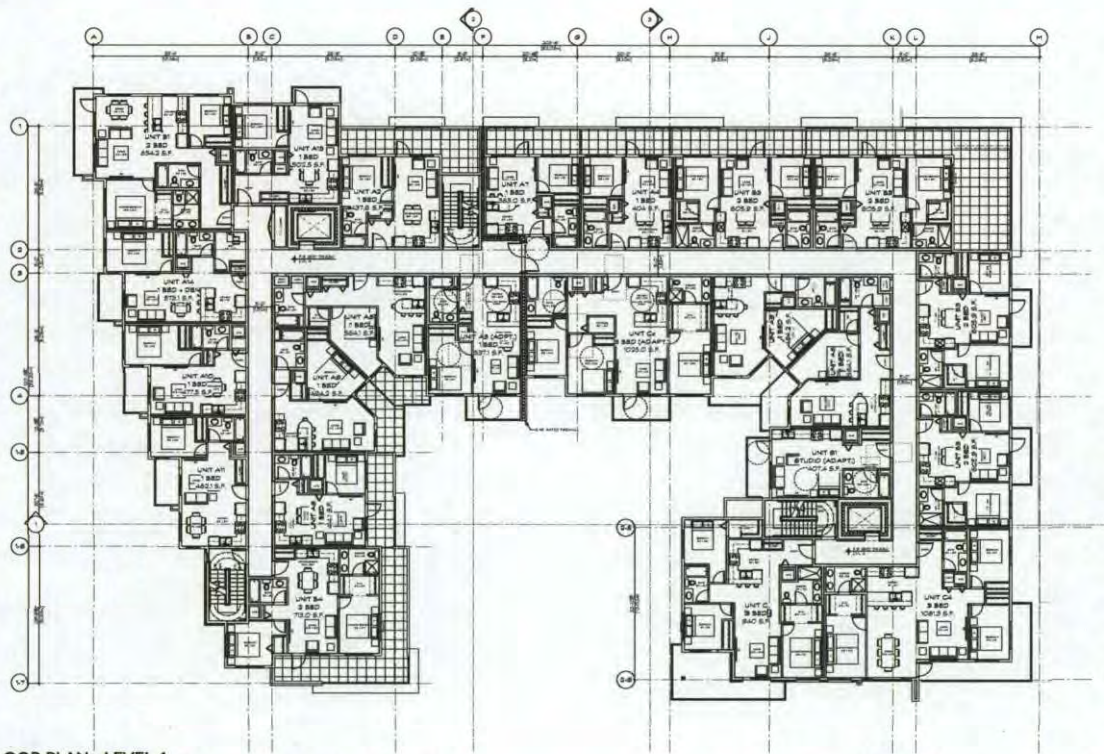


FLOOR PLAN - LEVEL 2

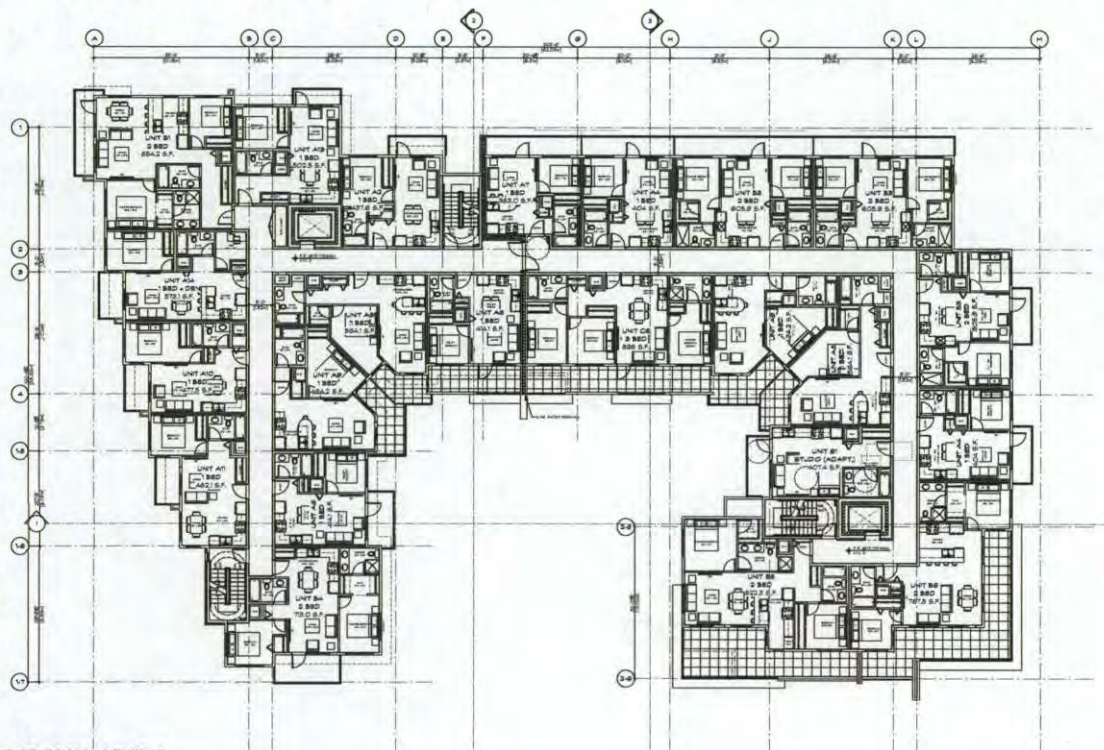


FLOOR PLAN - LEVEL 3



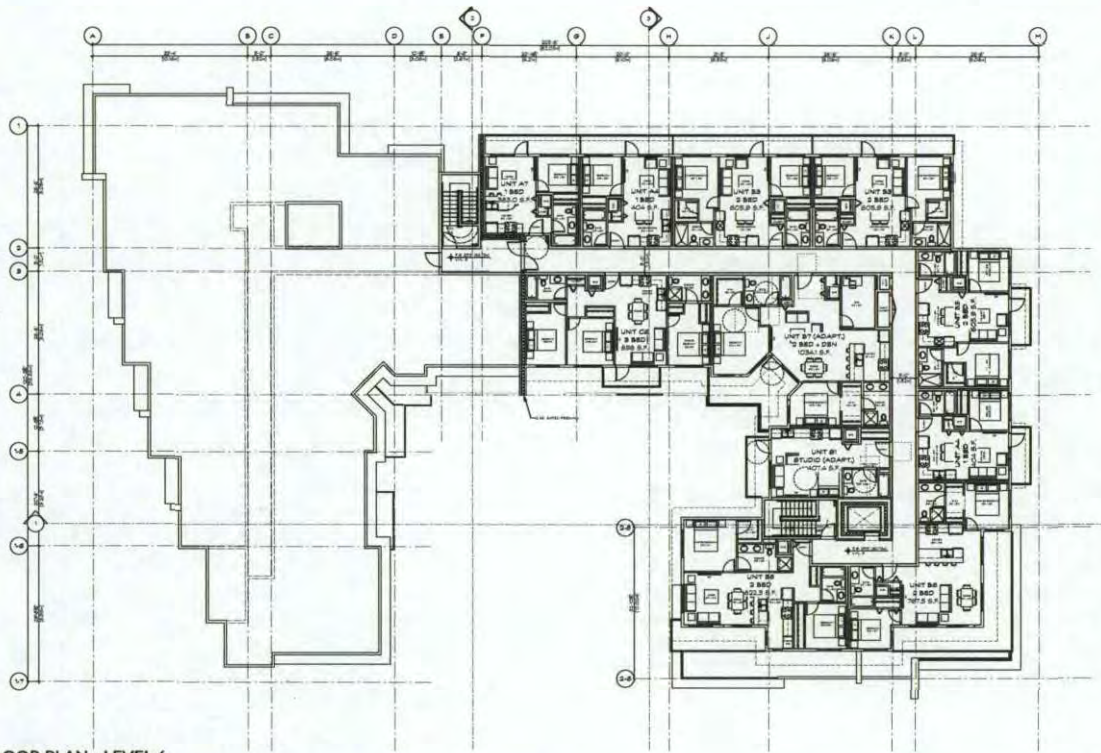


FLOOR PLAN - LEVEL 4



FLOOR PLAN - LEVEL 5



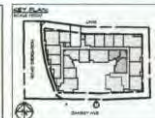


FLOOR PLAN - LEVEL 6



**SOUTH ELEVATION - DANSEY AVENUE**

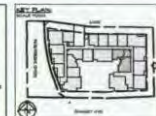
- | COLOR & MATERIAL LEGEND                             |   |
|---|---|
| BRCK - NATURAL MATERIAL<br>FINISH: MASON TEXTURE    | CONCRETE  |
| HARD FANG, BROWN<br>BT 204-0 STONE - FTD. BRCK GLPS | DOUBLE GLAZED VINYL WINDOWS<br>STANDARD BLACK                             |
| BRCK - NATURAL MATERIAL<br>FINISH: MASON TEXTURE    | WOODEN DOOR WITH WH. BRANDED GLASS<br>STANDARD BLACK                      |
| BRCK - NATURAL MATERIAL<br>FINISH: MASON TEXTURE    | PREFINISHED ALUMINUM CL. GRILL STANDARD BLACK                             |
| BRCK - NATURAL MATERIAL<br>FINISH: MASON TEXTURE    | PREFINISHED ALUMINUM BUTTER DOORHOLDERS & DOORS<br>STANDARD BLACK & WHITE |










































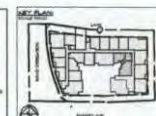




<b><u>COLOR &amp; MATERIAL LEGEND</u></b>	
	BROWN PLURAL MATERIAL TEXTURE BROWN TEXTURE
	HARD PANE, STAINLESS STEEL - STD. GREY CLIPS
	HARD PANE, BPT 22-80 CIP MET. - STD. GREY CLIPS
	GLASS HARDENED GLASS PAINTED WOOD TERN BPT 22-80 CIP MET. - STD. GREY CLIPS
	SILICONE BPT BRUSH ON MOUNTAIN
	ALUMINUM FEATURE BPT 22-80 BRN MOUNTAIN
	CONCRETE
	COLORED GLAZED VINYL WINDOWS STANDARD BLACK
	WINDOW WALL, EMBLEM WITH SHAPESIDE SLABS STANDARD BLACK
	PREFORMED ALUMINUM CLIP SLAB STANDARD BLACK
	PREFORMED ALUMINUM SLABS, DONORSPOTS & BOTTOM STANDARD BLACK & WHITE



COLOUR & MATERIAL LEGEND	
	SOLID, FLAT MATERIAL PATTERN: FINISH TEXTURE
	WAVEY PATTERN HPI 25-30 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 35-40 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 45-50 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 55-60 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 65-70 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 75-80 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 85-90 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 95-100 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 105-110 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 115-120 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 125-130 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 135-140 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 145-150 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 155-160 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 165-170 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 175-180 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 185-190 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 195-200 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 205-210 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 215-220 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 225-230 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 235-240 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 245-250 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 255-260 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 265-270 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 275-280 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 285-290 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 295-300 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 305-310 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 315-320 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 325-330 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 335-340 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 345-350 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 355-360 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 365-370 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 375-380 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 385-390 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 395-400 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 405-410 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 415-420 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 425-430 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 435-440 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 445-450 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 455-460 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 465-470 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 475-480 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 485-490 STONE - STD. GREY CLIPS
	WAVEY PATTERN HPI 495-500 STONE - STD. GREY CLIPS

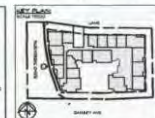






WEST ELEVATION - CLAYTON STREET

COLOUR & MATERIAL LEGEND	
BRICK - FLUTTER MATERIAL PATTERN: MASONRY	CONCRETE ARCHITECTURAL CONCRETE
HARDIE PANEL BENJAMIN MOORE 233-40 - ICE MIST STANDARD EASTERN REVEAL SYSTEM	DOUBLE GLAZED VINYL WINDOWS BLACK
HARDIE PANEL BENJAMIN MOORE 233-10 - ICE MIST STANDARD EASTERN REVEAL SYSTEM	WINDOW WALL SYSTEM WITH SPANDREL GLASS BLACK
HORIZONTAL 4" SIDING/ PAINTED WOOD TRIM JAMES HARDIE BENJAMIN MOORE 233-10 - ICE MIST	PREFINISHED ALUMINUM & CLEAR GLASS GUARDRAIL BLACK
BALCONY BENJAMIN MOORE 233-80 - RICH MOUNTAIN	PREFINISHED ALUMINUM GUTTERS & DOWNSPOUTS STANDARD WHITE OR BLACK
ALUMINUM FEATURE BENJAMIN MOORE 233-30 - RICH MOUNTAIN	



MATERIALS USED

A	BRICK FLUTTER MATERIAL PATTERN: MASONRY
B	HARDIE PANEL BENJAMIN MOORE 233-40 - ICE MIST STANDARD EASTERN REVEAL SYSTEM
B1	HARDIE PANEL BENJAMIN MOORE 233-10 - ICE MIST STANDARD EASTERN REVEAL SYSTEM
C	HORIZONTAL 4" SIDING/ PAINTED WOOD TRIM JAMES HARDIE BENJAMIN MOORE 233-10 - ICE MIST
D	BALCONY BENJAMIN MOORE 233-80 - RICH MOUNTAIN
E	ALUMINUM FEATURE BENJAMIN MOORE 233-30 - RICH MOUNTAIN
F	CONCRETE ARCHITECTURAL CONCRETE
G	DOUBLE GLAZED VINYL WINDOWS BLACK
G1	WINDOW WALL SYSTEM & SPANDREL GLASS BLACK VINYL-ANCHORED GREY SPANDREL
H	PREFINISHED ALUMINUM & CLEAR GLASS GUARDRAIL BLACK
J	PREFINISHED ALUMINUM GUTTERS & DOWNSPOUTS STANDARD WHITE OR BLACK

PARTIAL ELEVATIONS







VIEW FROM THE CORNER OF CLAYTON STREET & DANSEY AVENUE



DANSEY AVENUE VIEW



VIEW OF BACK LANE FROM CLAYTON STREET



AERIAL VIEW



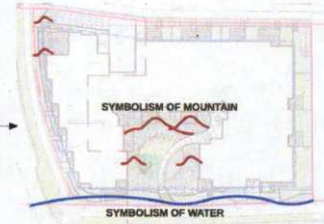
DESIGN PRINCIPLE  
- CREATE A LAND OF PURE NATURE



EXISTING PURE NATURE ON SITE



**FENG SHUI**  
IS A PHILOSOPHY IN EAST ASIAN CULTURE TO  
HELP PEOPLE LIVE IN HARMONY WITH NATURE.



**FENG SHUI LAYOUT**  
MOUNTAIN TO THE BACK AND RIVER/STREAM TO THE FRONT  
ARE CANONICAL ELEMENTS OF A GOOD FENG SHUI SITE.

DESIGN PRINCIPLE  
- CELEBRATE CULTURAL DIVERSITY

TOP 10 PLACES OF BIRTH - BY TOTAL AND RECENT IMMIGRANT POPULATIONS  
(CENSUS 2016)

Canada		British Columbia		Metro Vancouver		Coquitlam	
Rank	Population	Rank	Population	Rank	Population	Rank	Population
1	1,211,575	1	1,575,507	1	2,443,000	1	75,583
2	695,816	2	418,000	2	218,000	2	15,000
3	497,500	3	297,000	3	147,000	3	10,000
4	397,000	4	247,000	4	117,000	4	8,000
5	307,000	5	197,000	5	97,000	5	6,000
6	217,000	6	147,000	6	77,000	6	4,000
7	167,000	7	117,000	7	67,000	7	3,000
8	117,000	8	87,000	8	57,000	8	2,000
9	77,000	9	57,000	9	47,000	9	1,000
10	47,000	10	37,000	10	27,000	10	500

• Just as in BC, and Metro Vancouver, Coquitlam still shows that China was the largest source country of immigrants to the City of Coquitlam. Nationally, the Philippines was the largest source country for recent immigrants to Canada.

• In 2016, 81% of Coquitlam's total immigrant and 84% of its recent immigrant population were born in China, indicating a significant increase from 61% of the City's total immigrant and 65% of its recent immigrants reported in the 2011 census.

• Census 2016 shows that visible minorities accounted for half (50%) of Coquitlam's total population, led by people of Chinese (25%), Korean (12%) and South Asian (10%) descent. Among recent immigrants, 85% reported to be visible minority, led by people of Chinese (25%), South Asian (10%) and Korean (8%) descent.

• Coquitlam is one of the few municipalities in BC where the visible minority population was greater than the Caucasian population. This other four were Richmond (21%), Burnaby (18%), Surrey (15%) and Vancouver (13%). Close to half (45%) of Metro Vancouver residents, self-identified as visible minorities.

(Coquitlam Immigrant Demographics, Page 2)

FOR COQUITLAM, MORE THAN 40% IMMIGRANTS WERE BORN IN EAST ASIA.



**NATIVE MATERIALS SELECTION BASED ON  
FIVE FENG SHUI ELEMENTS:  
WOOD, FIRE, EARTH, METAL & WATER**

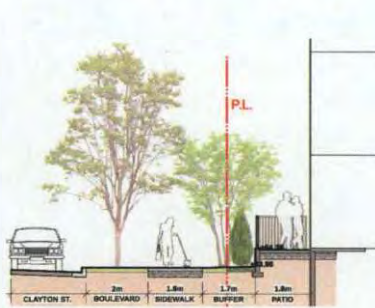


- LEGEND**
- 1 NATURE PLAY AREA
  - 2 TERRACED PLANTERS
  - 3 YOGA WOOD DECK
  - 4 CENTRAL OPEN SPACE
  - 5 AMENITY PATIO
  - 6 SLIDE ON RUBBER SURFACING

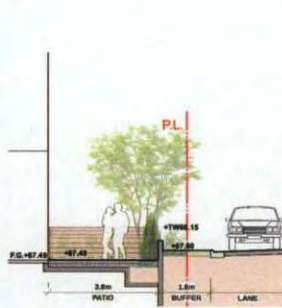




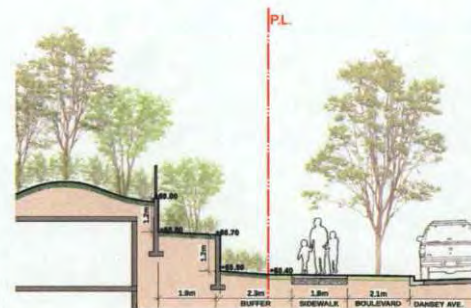
1 SECTION ELEVATION THROUGH CENTRAL AMENITY SPACE  
 SCALE 1:50



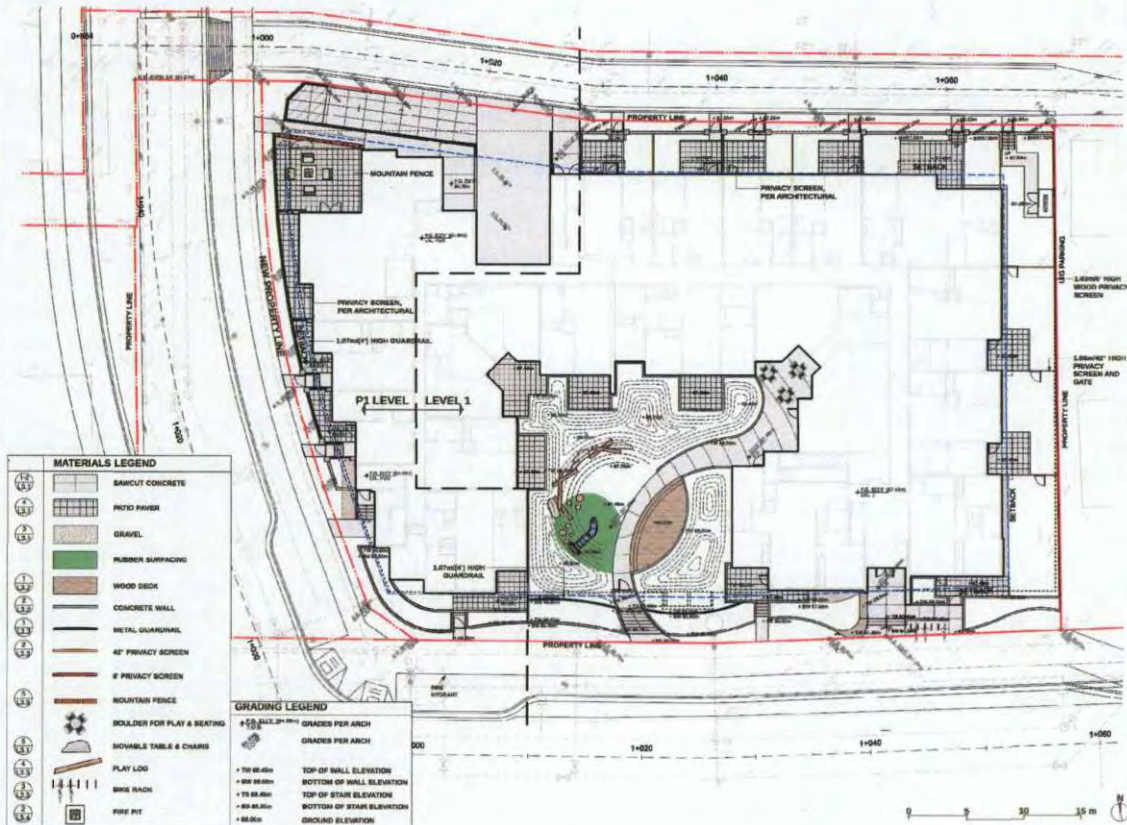
2 SECTION THROUGH WEST PATIO AND FUTURE ROAD  
 SCALE 1:50



3 SECTION THROUGH NORTH PATIO AND LANE  
 SCALE 1:50



4 SECTION THROUGH SOUTH RETAINING WALLS AND DANSEY AVENUE  
 SCALE 1:50







NATIVE PLANT MATERIAL SELECTION BASED ON FENG SHUI PRINCIPLE & RECOMMENDED PLANTS THAT ARE RANKED LOW OR VERY LOW IN ATTRACTING URBAN WILDLIFE TO RESIDENTIAL AREAS.

PLANT LIST	SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	NOTE
<b>Trees</b>							
	13	1	Acer glabrum	White Maple	3m height	AS 5'x5'x5'	Sub-species
	8	1	Acer glabrum	Paperbark Maple	5m cal. 500	AS 5'x5'x5'	
	8	1	Cornus rubra	Pacific dogwood	5m cal. 500	AS 5'x5'x5'	
	21	1	Camellia japonica	Kazuki	5m cal. 500	AS 5'x5'x5'	Shrub Tree Species To Be Approved by City
	20	1	Ginkgo biloba	Ginkgo	5m cal. 500	AS 5'x5'x5'	
	18	1	Pinus strobus	Scots Pine	3.5m height	AS 5'x5'x5'	
	2	1	Pinus strobus var. canadensis	Scots Pine	3m height	AS 5'x5'x5'	
<b>Shrubs</b>							
	13	1	Coronilla pacifica	Buttercup Winterheath	No. 1 Pot	500mm d.c.	
	18	1	Philadelphus lewisii	Mock Orange	No. 1 Pot	500mm d.c.	
	208	1	Sedum spectabile	Doer Plant	No. 1 Pot	500mm d.c.	
	21	1	Coreopsis verticillata	Scaberrima	No. 1 Pot	500mm d.c.	
	12	1	Physocarpus opulifolius	Paektu Dogwood	No. 1 Pot	500mm d.c.	
	201	1	Sorbus japonica	Japanese Sorbus	No. 1 Pot	500mm d.c.	
	124	1	Rhododendron 'Yakari'	Yakari Rhododendron	No. 1 Pot	500mm d.c.	
	48	1	Rhododendron albatrum	White-flowered Rhododendron	No. 1 Pot	500mm d.c.	
	223	1	Syringaphysalis alba	Shreevay	No. 1 Pot	500mm d.c.	
	14	1	Sorbus domestica	Hardhack Sorbus	No. 1 Pot	500mm d.c.	
	102	1	Sorbus domestica 'Goldflame'	Goldflame Sorbus	No. 1 Pot	500mm d.c.	
	244	1	Sorbus domestica var. hirtella	Hirtella Sorbus	No. 1 Pot	500mm d.c.	
	177	1	Taxus media 'Hidai'	Hidai Tree	500 1.5m height	500mm d.c.	
<b>Grasses &amp; Groundcover</b>							
	77	1	Artemisia vulgaris	Thyme	No. 1 Pot	500mm d.c.	
	50	1	Diandra formosa	Western Weeping Yucca	No. 1 Pot	400mm d.c.	
	13	1	Coreopsis grandis var. hirtellifolia	Western Plant California Line	500mm d.c.	500mm d.c.	
	8	1	Chenopodium album	Redroot Spurge	500mm d.c.	500mm d.c.	
<b>Lawn</b>							
	41	1	Square Meter Lawn				

Note:  
1) All planting shall be in accordance with Canadian Landscape Standards, latest edition.  
2) All planting shall be in accordance with 2" (50mm) growth organic matter.  
3) The street trees will be planted by the City of Coquitlam.

# THANK YOU



**Nasato, Kate**

Public Hearing – July 6, 2020  
Item 3 – 3537 Princeton Avenue

**From:** Rod Byrnell [REDACTED]  
**Sent:** Thursday, June 25, 2020 7:58 PM  
**To:** Clerks Dept; Yu, Andrew  
**Subject:** Amendment to Zoning Bylaw - 3537 Princeton Ave Coquitlam

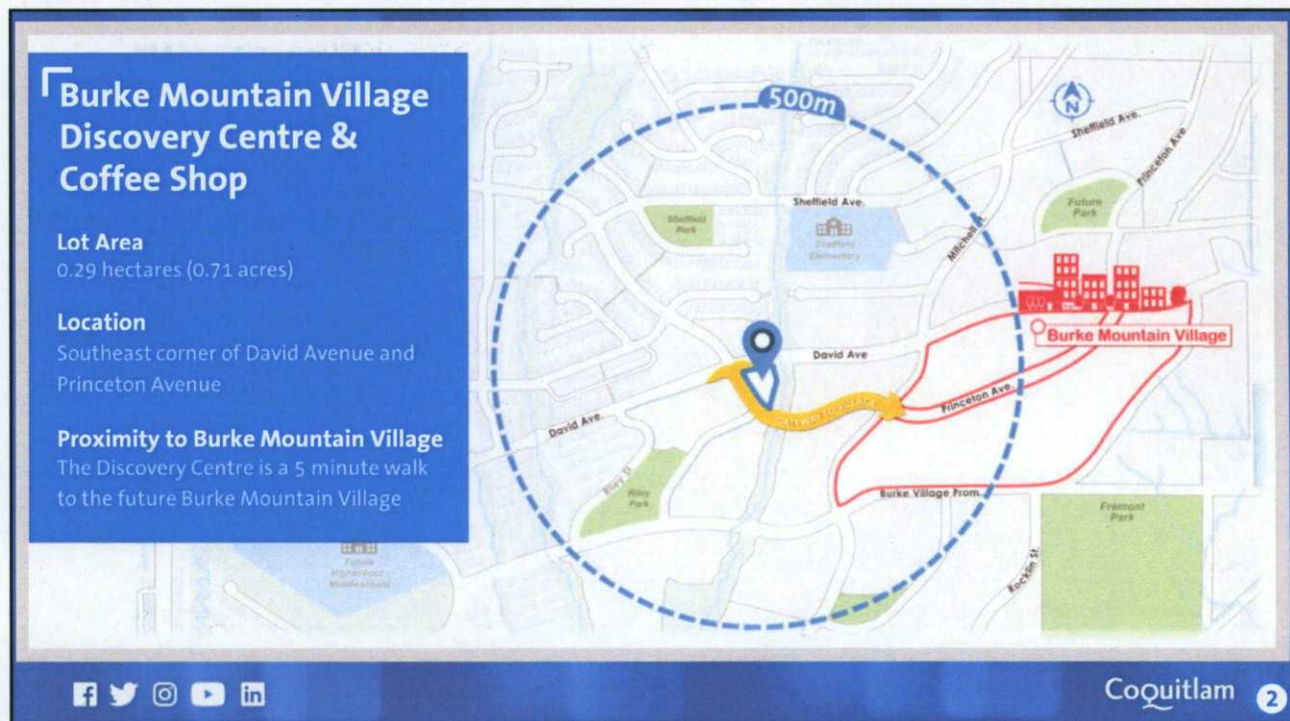
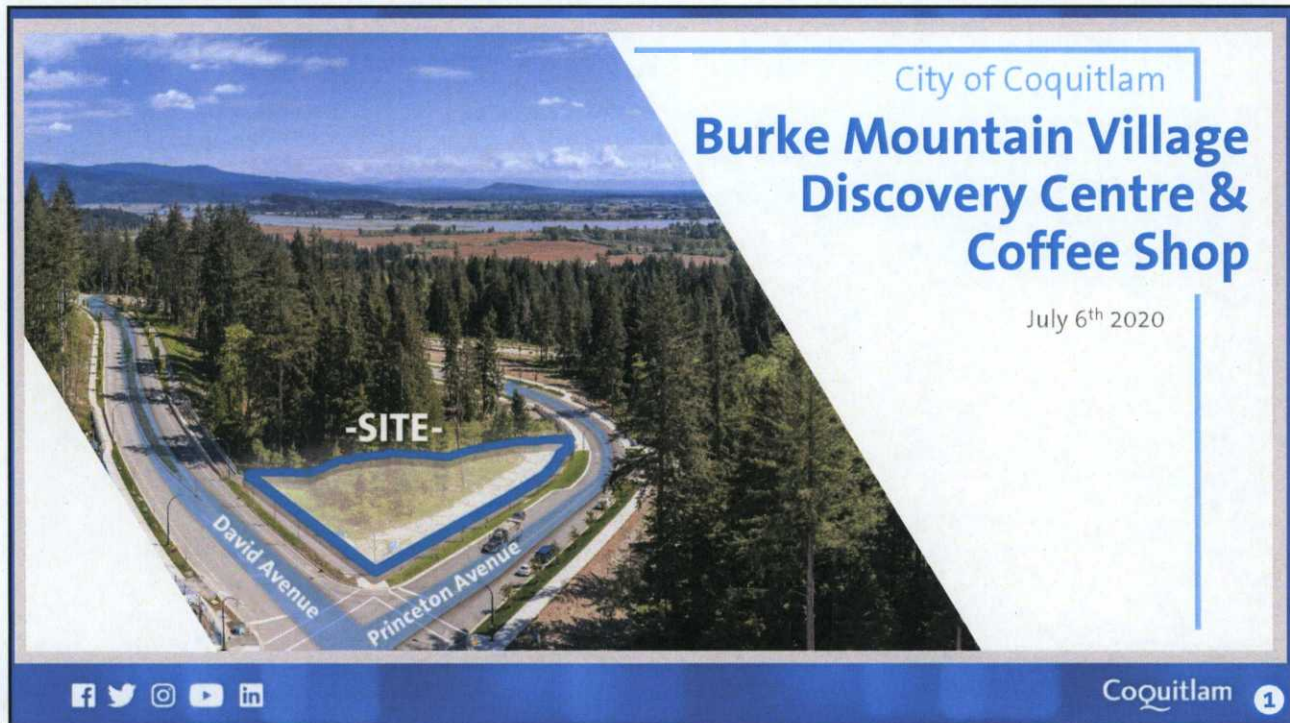
To all concerned;

Rod Byrnell and Debra Byrnell at #5 - 3535 Princeton Ave would like to say that we are in support of the proposed Amendment to the Zoning Bylaw for 3537 Princeton Ave.

Thanks  
Rod and Debra Byrnell  
[REDACTED]

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only
- ☒ Copies to CMMTD, DAD, S, P, S, E, H, M, Y  
Phonics 3, F, L, G, F, L, G

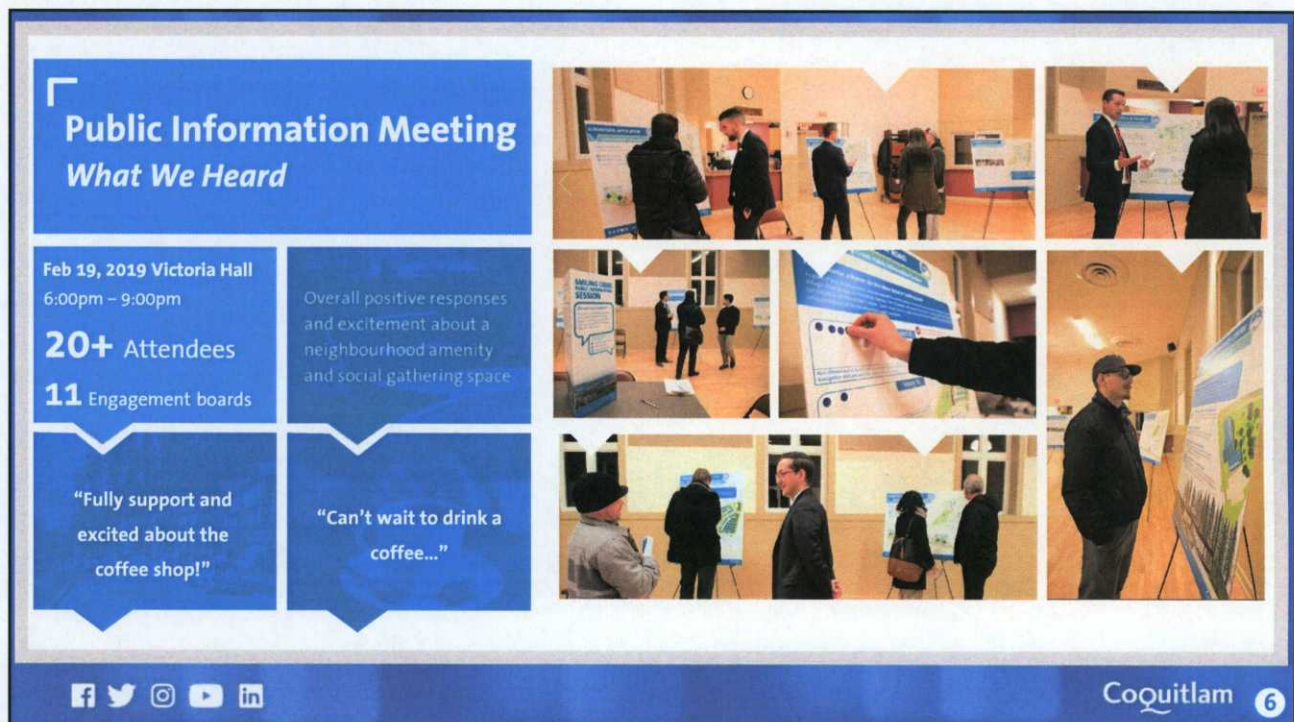
















# Thank You

Coquitlam 7

**Selby-Brown, Ashland**

Public Hearing – July 6, 2020  
Item 6 – City-Wide Parking Review

Public Hearing – July 6, 2020  
Item 3 – 3537 Princeton Avenue

**From:** [REDACTED]  
**Sent:** Friday, July 3, 2020 5:01 PM  
**To:** Clerks Dept  
**Cc:** [REDACTED]  
**Subject:** Att: City Clerks Office, Re: July 6th, 2020, Public Hearing

To whom it may concern;

I have the following comments and suggestions relating to two items on the agenda of the July 6<sup>th</sup> Public Hearing:

**Item 3: Address: 3537 Princeton Avenue, Bylaw No. 4971, 2020**

I think that the design of the Burke Mountain Village Discovery Centre could use a few changes, as follows:

1. The presentation Centre/Coffee Shop will sit on an extremely valuable view property with a substantial slope and South, to South-West vistas. Why does this concept have the best view of the parking lot? The parking area should be on the North side of the building, out of view, with level access to at least one corner of the roof/Terrace/garden/viewpoint, in order to facilitate accessibility and accentuate natural view corridors. Another alternative would be to put the parking underneath the proposed building.
2. The circulating ramp concept works well for access on this sloping site, but, due to the frequent and heavy rainfall that we receive here on the mountain, the ramp should be wide enough to provide a covered seating area around the view-faces of the building, preferably using a transparent, or translucent canopy structure which circulates and protects the building walkways, as well as structure-proximal seating.
3. A stairway to the roof would also be desirable, either internal, or external, and if underground parking is employed, an elevator would be recommended.
4. The large glass windows will be a hazard for birds and should be fitted with decals or prints which would prevent or reduce bird-strikes.
5. Where are the reduced energy consumption, zero waste and carbon neutral components? This looks like concrete, steel and glass, with a few trees planted around it and plunked next to a watercourse.
6. Given the location and the greenfield nature of the site, I would have expected the building to blend in with the surroundings, merge with the mountain and feel very mossy and green, rather than sterile. How about some green walls, rain gardens and wood features?

**Item 6: City-Wide Parking Review, Bylaw No. 5047, 2020**

I think that reducing the parking requirements in the Burke Mountain area is a mistake and that on-site parking requirements should be increased. If one drives the recently developed areas (Sobal and Riley streets), the on-street parking in many areas is constantly full, congested and an occasional source of conflict. While not experiencing it directly myself, keying, tire-slashing, other vandalism, arguments about over-staying and entitlement have been documented in resident fora. It is clear that in many areas of Burke Mountain, there is not enough off-street parking, or that the provided parking is not as useful or convenient (read: Tandem Parking) as anticipated by the designers. In my opinion, the public should not be paying for permanent parking of private vehicles. That should be the responsibility of the owner.

Although these changes are aimed at "TOD" and "TDM" areas, I suspect that Burke Mountain will get caught up in these lower requirement rule changes.

Thank you for your attention in these matters.

Sincerely,

James D. McNeil, P.Eng. (Retired)

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only
- ☒ Copies to GMPT, DDS, DeSiv Eng Mng,  
Planner 3, File Manager, File Copy



**Selby-Brown, Ashland**

Public Hearing - July 6, 2020  
Item 6 - City-Wide Parking Review

Public Hearing - July 6, 2020  
Item 3 - 3537 Princeton Avenue

**From:** SANDRA MARSDEN [REDACTED]  
**Sent:** Friday, July 3, 2020 5:44 PM  
**To:** Clerks Dept  
**Subject:** Item 3 and Item 6 on Monday's (July 6, 2020) public hearing agenda

Dear Council:

**Item 3:** Address: 3537 Princeton Avenue, Bylaw No. 4971, 2020

and

**Item 6:** City-Wide Parking Review, Bylaw No. 5047, 2020

I support Jim McNeil's comments and suggestions on the above mentioned items in his email to Council.

Sandra Marsden  
[REDACTED]

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only
- ☒ Copies to GLAD DDS, Dev & Eng Mng, Planner 3, File Manager, File to

**Selby-Brown, Ashland**

**Public Hearing – July 6, 2020  
Item 6 – City-Wide Parking Review**

**Public Hearing – July 6, 2020  
Item 3 – 3537 Princeton Avenue**

**From:** Silva, Liz  
**Sent:** Monday, July 6, 2020 8:24 AM  
**To:** Clerks Dept  
**Subject:** FW: Item 3 and Item 6 on Monday's (July 6, 2020) public hearing agenda

Hi there,

This email came in Saturday afternoon ... thought maybe you should be made aware of it.

Thank you,

Liz Silva | Executive Assistant to Mayor & Council  
City of Coquitlam | 3000 Guildford Way | Coquitlam, BC V3B 7N2  
T: 604.927.3008 | E: [lsilva@coquitlam.ca](mailto:lsilva@coquitlam.ca) | W: [coquitlam.ca](http://coquitlam.ca)

**From:** Janet Klopp [REDACTED]  
**Sent:** Saturday, July 04, 2020 1:38 PM  
**To:** Council <[Council@coquitlam.ca](mailto:Council@coquitlam.ca)>  
**Subject:** Item 3 and Item 6 on Monday's (July 6, 2020) public hearing agenda

Dear Council:  
Regarding:

**Item 3: Address: 3537 Princeton Avenue, Bylaw No. 4971, 2020**

and

**Item 6: City-Wide Parking Review, Bylaw No. 5047, 2020**

I support Jim McNeil's comments and suggestions on the above mentioned items in his email to Council Regarding Item #3: Please make the coffee shop proposal the priority for this purpose built building, giving the best vantage points to the community visitors as well as best access.

We have nothing of this kind of facility on Burke Mountain. Our vistas and proximity to the wilderness Canadian jungle draw people here. (Use of the word "jungle" seems to give people a better perspective of living up against wild, rugged terrain and environment- for 99 km directly north as the crow flies, all the way to Pemberton, which is beyond Whistler) New comers to our neighbourhood and prospective buyers I have encountered while walking my neighbourhood and its trails revel in the "fresh air" and wildlife sightings. And they love hearing from me about the wonders of the area.

Allow people the opportunity to linger and enjoy Burke Mountain at this facility in whatever small way they can. The area will sell itself; the location for the "presentation" part of it would be a waste of the view.

I have always thought restaurants in our area were missing a great opportunity to promote our mountain vistas. I, for one, do not care to sit on a patio next to a noisy, exhaust corridor such as a highway or parking lot. The roof top patio is a great idea.

Please re-configure the floor plan, parking , and site plan if necessary to make it truly a 'People Place'. It makes one wonder if the designer had any idea there is a view. The "presentation part" should be the secondary attraction to this facility.

Re Item #6: Jim McNeil's concerns are right on point. Beware reducing parking and not making private property owners provide their own.

Thank you and regards,

Janet Klopp

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only
- ☒ Copies to GMPD, DDS, Parker Eng'g, Inc.,  
Planners 3, File Manager, Filecopy.

**Selby-Brown, Ashland**

Public Hearing – July 6, 2020  
Item 3 – 3537 Princeton Avenue

**From:** Silva, Liz  
**Sent:** Monday, July 6, 2020 11:44 AM  
**To:** Clerks Dept  
**Subject:** FW: Item 3 and Item 6 on Monday's (July 6, 2020) public hearing agenda

**Public Hearing – July 6, 2020  
Item 6 – City-Wide Parking Review**

And another one ☺

Liz Silva | Executive Assistant to Mayor & Council  
City of Coquitlam | 3000 Guildford Way | Coquitlam, BC V3B 7N2  
T: 604.927.3008 | E: [lsilva@coquitlam.ca](mailto:lsilva@coquitlam.ca) | W: [coquitlam.ca](http://coquitlam.ca)

**From:** KellyandIsabel Coquitlam [REDACTED]  
**Sent:** Monday, July 06, 2020 11:17 AM  
**To:** Council <[Council@coquitlam.ca](mailto:Council@coquitlam.ca)>  
**Cc:** Janet Klopp [REDACTED] 'Sandra Marsden [REDACTED] Jim McNeil [REDACTED]  
**Subject:** Re: Item 3 and Item 6 on Monday's (July 6, 2020) public hearing agenda

Dear Council,

I am writing regarding concerns for the following items at today's public hearing:

**Item 3: Address: 3537 Princeton Avenue, Bylaw No. 4971, 2020**

and

**Item 6: City-Wide Parking Review, Bylaw No. 5047, 2020.**

I support Jim McNeil's and Janet Klopp's comments and suggestions on the above mentioned items in their email to Council regarding **Item #3**: The priority of the building should be reserved as a coffee shop so that the community is able to gather as there is such building in existence on the mountain and it will be many more years before a commercial area will be build.

**Item #6**: Jim McNeil's and Janet's concerns on relaxing parking requirements for developers. Burke Mountain and other areas of Coquitlam already has issues the current parking requirement. Relaxing the requirements would lead to further issues that the City would be required to handle.

Thank you,

Isabel Silvestre  
[REDACTED]

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only
- ☒ Copies to GM, PD, DDS, Dev, Ser, Eng, M, Planners 3, File Manager, File Cop

**From:** Janet Klopp [REDACTED]  
**Sent:** July 4, 2020 8:38 PM

**From:** Jim .hotmail.com [REDACTED]  
**Sent:** Monday, July 06, 2020 6:46 PM  
**To:** Clerks Dept  
**Cc:** [REDACTED]  
**Subject:** Coquitlam, Public Hearing, Monday, July 6, 2020

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Item 3: Address: 3537 Princeton Avenue;

**Questions:**

- What is the budget and timeframe for the construction of this building?
- What is the construction method and using what materials? Stick-built in-situ, pre-fabricated, manufactured, 3-D printed?
- Other than the air-sourced heat pumps, what green features are included?
- I presume that the primary energy source will be electrical, but what, if any is the backup energy source?
- What is the purpose of, and intent for the "Covenant area" specified in the plan, which is separate from, but adjacent to the SPEA? If it is to windfirm trees in the SPEA, will it be accessible for walking and sitting and is that part of this development proposal?
- Has a ground-sourced heat-pump energy supply been considered? This, because it could cool the watercourse, compensating for some of the increased energy density caused by upstream development and reduce GHG emissions. With a little bit of effort, this could be a GHG reducing facility.
- Has a "Rammed-earth" structure been considered, thus eliminating tonnes of transport, material and transport-related GHGs and would meld more naturally with the mountain?

**Comments:**

- Other than a brief and general outline, over a year ago, I do not recall any call for input from the community. Did I miss something? Going to 2, 3 and 4<sup>th</sup> reading tonight is too rushed and insufficient provision has been made to gather input.

- While the proposal is for an interim use. I am in favour of a durable installation which will persist as an enduring feature of our neighbourhood. Unless the budgeted expenditure is planned to endure for the better part of a century, that money should be considered as wasted, as would be the costs of deconstruction.

- The proposed structure appears to be a foreign intrusion into this setting and I feel that a subtler, less intrusive structure could be constructed, with all the desired flexibility and without scarring the landscape with a pile of boxes.

- The proposed design divorces the best views from the visitors on David Avenue's Multi-Use Path and dedicates the rooftop to vents and heat pumps and attempts to hide them behind a corrugated metal wall.

- I feel that this building should be considered a very permanent structure, be embedded into, and cascaded down the 10 metre vertical, maximally exposing the views while minimizing its presence. If this is considered a permanent structure, it is worth the investment.

- A coffee shop is not just a coffee shop and one in the Village will not have the same flavour or clientele as that above Riley Park, nor should it be direct competition. This is a neighbourhood amenity, a meeting place, an office, a place to wake up and a place to unwind, a music studio, or an author's work on display. This is a serious undertaking, in a virtuous location and is not to be wasted by putting rectangular boxes on top of a larger rectangular box.



## PROJECT SUMMARY AND CONTEXT

### Property Description

**Civic Address**  
625 North Road  
Coquitlam, BC

**Legal Address**  
PLAN OF SURVEY OF LOT 1, DISTRICT LOT 1, GROUP 1,  
NEW WESTMINSTER DISTRICT, PLAN 8182

### Site Description

Located in the Municipality of Coquitlam, the site is situated at the South East corner of North Road and Ebert Avenue. Currently, there is a 2 storey funeral home in site.

### Zoning

Currently the site is zoned as CS-2, and it is home to Funeral home. We are proposing to amend the zoning to Comprehensive Development using the recently adopted Burquitlam Lougheed Neighborhood Plan (BLNP), RM-6 guidelines.

### INQUIRER:

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700-1285 West Pender Street  
Vancouver BC V6E 4B1  
604-683-8797

On behalf of:

IKOR Group  
#200-1590 Bellevue Avenue  
West Vancouver, BC V7V 1A7  
604-379-4560



NORTH EAST



NORTH WEST



SOUTH EAST



SOUTH WEST



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Public Hearing – July 6, 2020  
Item 4 – 625 North Road

## STREET VIEWS



NORTH EAST VIEW FROM WHITING WAY



NORTH WEST VIEW FROM NORTH ROAD



SOUTH EAST VIEW FROM WHITING WAY



SOUTH WEST VIEW FROM NORTH ROAD



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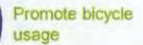
625 NORTH ROAD



## Policy Context

The site is currently zoned CS-2 for Service Commercial Zones, Limited

ale



UNITS BREAKDOWN					
Number of	State Type				
	Studio	1 BR	2 BR-2DZ	3 BR	
1	2	2	1	2	
2	2	2	1	2	
3	2	2	1	2	
4	2	2	1	2	
5	2	2	1	2	
6	2	2	1	2	
7	2	2	1	2	
8	2	2	1	2	
9	2	2	1	2	
10	2	2	1	2	
11	2	2	1	2	
12	2	2	1	2	
13	2	2	1	2	
14	2	2	1	2	
15	2	2	1	2	
16	2	2	1	2	
17	2	2	1	2	
18	2	2	1	2	
19	2	2	1	2	
20	2	2	1	2	
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22	2	2	1	2	
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26	2	2	1	2	
27	2	2	1	2	
28	2	2	1	2	
29	2	2	1	2	
30	2	2	1	2	
31	2	2	1	2	
32	2	2	1	2	
33	2	2	1	2	
34	2	2	1	2	
35	2	2	1	2	
36	2	2	1	2	
37	2	2	1	2	
38	2	2	1	2	
39	2	2	1	2	
40	2	2	1	2	
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95	2	2	1	2	
96	2	2	1	2	
97	2	2	1	2	
98	2	2	1	2	
99	2	2	1	2	
100	2				





## PROJECT INFORMATION - PARKING STATS

REQUIRED BIKE PARKING				
1.25 per dwelling unit (long-term)				
8 per building (short-term)				
Bike Break Down				
Floor	Affordable	Rental	Market	Short term
L2				6
L1			84	8
P1	13	13	18	
P2	13	9	28	
P3		12	31	
P4		10	13	
P5				
Type	Affordable	Rental	Market	Short Term
Bike Required	14	42	271	6
Bike Provided	13	44	174	14

PARKING COUNT				
Bylaw	MARKET	RENTAL	AFF.	
	1/2 1BR UNIT	1.35 / 2BR & 3BR UNIT	0.86/UNIT	0.75/UNIT
PART 7, 70(18) APARTMENT & TOWNHOUSE- (Evergreen Line Shoulder Station Area)	71.00	108.00	29.00	9.00

TDM proposal		
Total parking requirement		
	Parking rate per unit	Required parking
Market	71 studio/1-BR	1
	80 2 and more-BR	1.35
AFF.	11 below market rental	0.75
Rental	33 market rental	0.86
Visitor	195 total units	0.2
Total Parking Required =		256

Provided parking		
	Required	Provided
Market	179	181
AFF.	9	9
Rental	29	29
Visitor	39	20
Total	256	239

Parking reduction from proposed Zoning bylaw = 17

### Required TDM and payment-in-lieu

Maximum parking reduction per Zoning Bylaw (TDM for first 5%)

Maximum parking reduction per Zoning Bylaw (payment-in-lieu for subsequent 5%)

Required value of TDM measures by applicant

Required payment-in-lieu from applicant

13

0

260000

0

UNIT COUNT				
LEVEL	Market	Rental	AFF.	
27	4	4	0	0
26	4	4	0	0
25	4	4	0	0
24	4	4	0	0
23	4	4	0	0
22	4	4	0	0
21	4	4	0	0
20	4	4	0	0
19	4	4	0	0
18	4	4	0	0
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13	3	4	0	0
12	3	4	0	0
11	3	4	0	0
10	3	4	0	0
9	3	4	0	0
8	0	0	7	0
7	0	0	7	0
6	0	0	7	0
5	0	0	7	0
4	1	1	2	0
3	0	0	3	4
2	0	3	0	4
1	0	0	0	3
TOTAL	71	80	33	11
T. UNITS	195			

PROVIDED PARKING BREAKDOWN

PARKING BREAKDOWN												
	VISITOR			AFFORDABLE			RENTAL		MARKET		RESIDENTIAL DISABILITY	Total
	REGULAR	SMALL	DISABILITY	REGULAR	SMALL	DISABILITY	REGULAR	SMALL	REGULAR	SMALL		
P1	17	2	1						18	5		47
P2				8		1	4	6	21	9		49
P3							4	2	30	13	1	50
P4							3	2	32	13	1	51
P5							3	2	23	13	1	42
Total	17	2	1	8	0	1	14	10	124	34	3	239
	20			9			29		178		3	

PARKING BREAKDOWN			
	SMALL	REGULAR	DISABILITY
P1	11	35	1
P2	15	33	1
P3	15	34	1
P4	15	35	1
P5	15	26	1
TOTAL	71	163	5

PARKING PERCENT						
	VISITOR		RESIDENTIAL		TOTAL	
	TOTAL	PERCENT	TOTAL	PERCENT	TOTAL	PERCENT
REGULAR	17	85.0 %	146	66.7 %	163	68.2 %
SMALL	2	10.0 %	69	31.5 %	71	29.7 %
DISABILITY	1	5.0 %	4	1.8 %	5	2.1 %
TOTAL	20	100.0 %	219	100.0 %	239	100.0 %

Note: EV Chargers are proposed for 195 parking stalls of Residential, Rental & Affordable units in total.  
(157 Residential units parkings + 29 Rental units parkings + 9 Affordable unit parkings)



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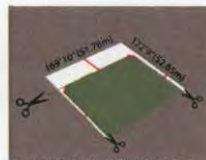
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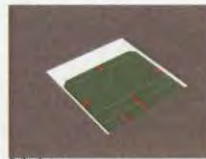
625 NORTH ROAD

## DESIGN RATIONALE

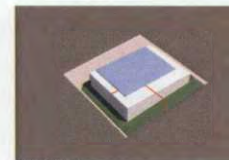
The site is located at 625 North Road Coquitlam. It faces North Road to the west, Whiting Way to the east, new Ebert Avenue on north, and adjacent property, 615 North road, to the south. Existing zoning is CS-2, Limited Commercial. It measures 172'9" (52.65m) by 169'10" (51.78m) with an area of 29002 sq.ft (2694.37 m2) before dedications. The site has a cross-fall of 17.4' (5.3m) from north east highpoint to the low-point, in the south west. The result is almost 14% 4sides. Cross sloping from east to west with a grade difference of approximately 13' and north to south with a grade difference of approximately 4'. Based on OCP, to the north and south, will be developed as RM-6 and to the east will be Large single family zone. Based on Official community Plan, the site is in Burquitlam-Lougheed Neighborhood plan under 5.3 North Road. It will be rezoned to RM-6, High Density Residential Apartment. Maximum density is 4 FAR with the 1.5 bonus, with no height limit. There are 3 road dedications required from the city: 13m from north, 2.5m from east and 1.5 m from west, which is 30 % of the site. After required setbacks, our build-able area will be around 38m by 29m. Density bonus is achieved by Rental units with 20% three bedrooms, and affordable housing. Rental and market units share the same entrance, lobby and amenities from corner of Ebert and Whiting. Affordable units are formed in a three storey building facing North Road with their own bike storage at P1, and large amenity space looking to the south green space. Because of very limited ground floor, we have provided required indoor and



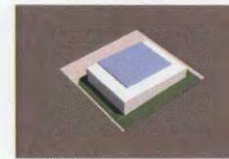
Before dedication 29'002 sq.ft (2 694.5 m<sup>2</sup>)  
After dedication 20'080 sq.ft (1'865.5 m<sup>2</sup>)  
East 2.5m  
West 1.25m  
North 13m



Setbacks:  
4.5m from N.E.W and 6m from south for low-rise and 40' for high-rise



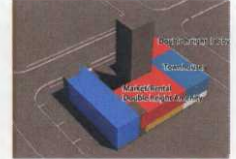
Lower Setbacks:  
12' from Podium and 40' from south PL



Tower Plate: 89'x74'



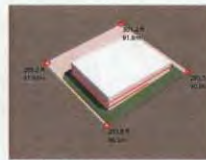
Affordable Amenity space



Market Rental Double height entrance



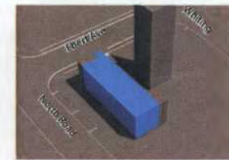
Build-able Area: 12'019 sq.ft (1'116.6 m<sup>2</sup>)



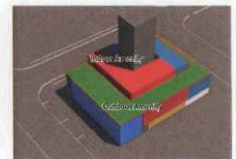
Three storey Podium



5 Floors of Parking with entrance from Ebert



3 Storey Affordable residential frontage to North Road



Market Rental Double height entrance



Market Rental Double height entrance



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625 NORTH ROAD



## DESIGN RATIONALE

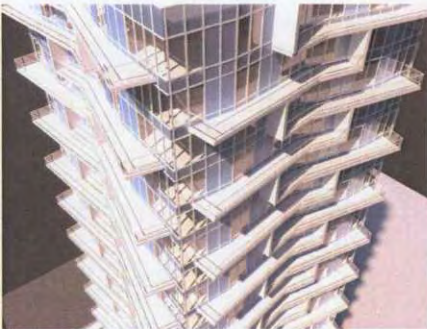
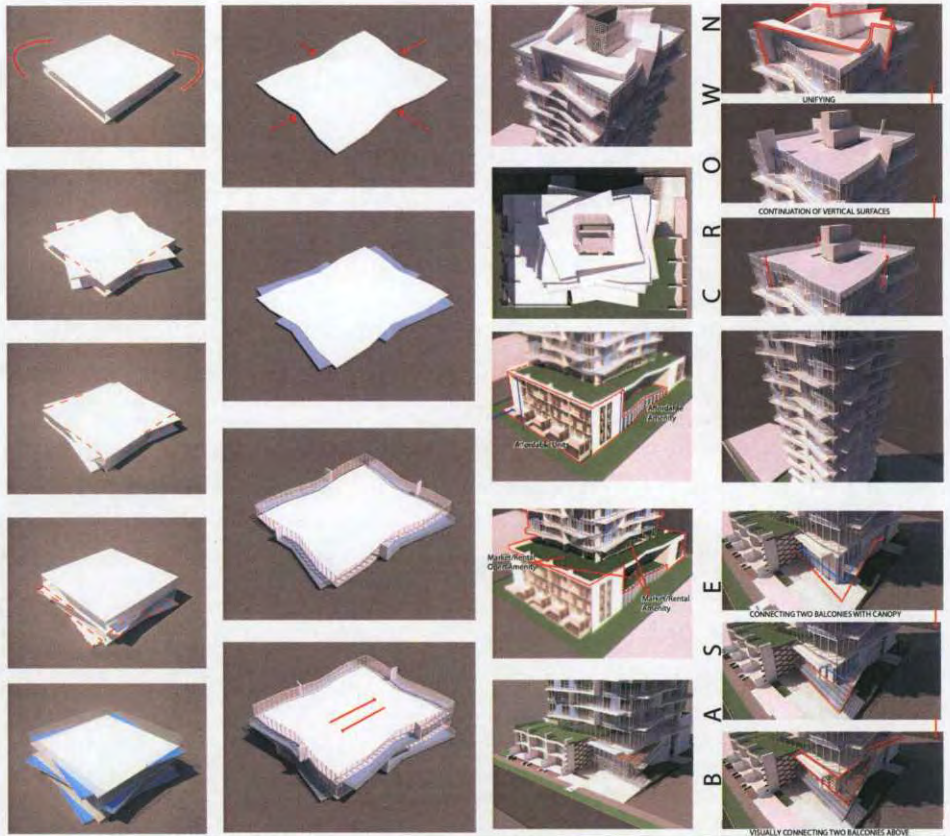
Tower massing concept is based on its unique site and strong flow around it's three sides. The concept square floor plate is rotated and adjusted to create a sense of movement on each floor. What is out of the square perimeter will be extended on the same path to create balcony area. The balconies will be flipped on each level and connected by vertical solid surfaces to maximize the effect, and create a playful urban volume.

The 3 storey podium consist of residential units to the east and west with amenities in the middle.

Affordable housing with it's own entrance from North Road, has a simple three storey residential gesture with the movable exterior shutters which will serve as west sunlight shade and also gives the facade the required dynamism for North Road.

Rental and market entrance is through a double height corner lobby at intersection of Whiting and Ebert in front of Burquitlam community garden. The plaza landscape amplifies the community garden and rotating square pattern. Plaza will interface the tower with two overhang canopies above, which are the superimposition of continuation of two balconies. This open public space with it's landscape will activate the neighborhood and also portrays the dynamic design concept.

The continuity of surfaces are unified at the tower crown to make this pattern part of the eternal language of the building.



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## TOWER PLACEMENT



Green areas are possible positions for future RM-6 high-rises along North Road, and the Grey hatched areas are possible low rise development area. Setbacks are based on RM-6 as follows, and also 12' tower setback from podium level

### (b) Setbacks

- (a) Buildings or structures for the following uses must meet the following distance from other buildings and structures where applicable and must be sited no closer than the corresponding setbacks from lot lines set out below:

Use	Lot Lines along a Street or Lane (metres)	Interior Side Lot Line and Rear Lot Line (metres)
All buildings or structures	4.5	6.0

- (b) The above setbacks may increase under Sections 518, 519 and 523 or decrease under Section 514.



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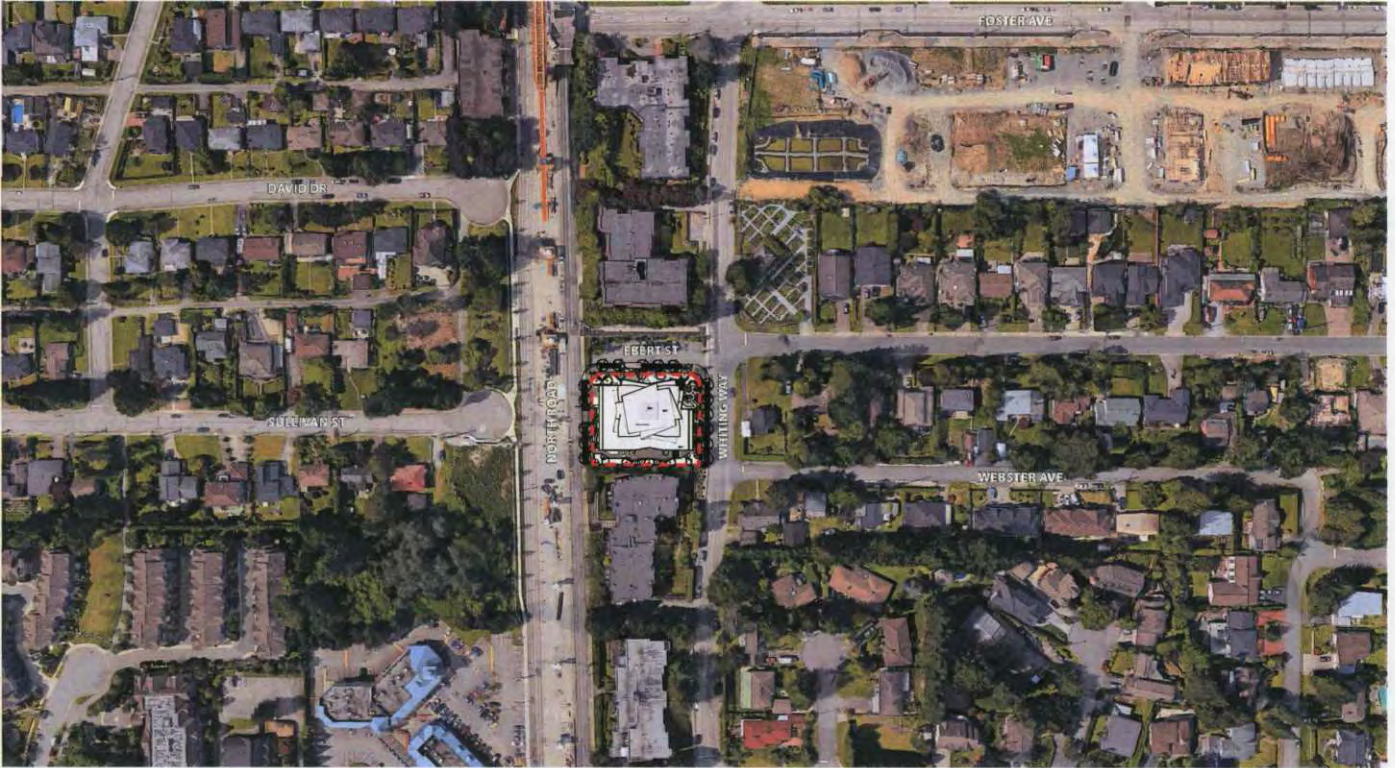
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# AERIAL CONTEXT PLAN



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## SHADOW STUDY

MAR 21 & SEPT 21



JUN 21



DEC 21



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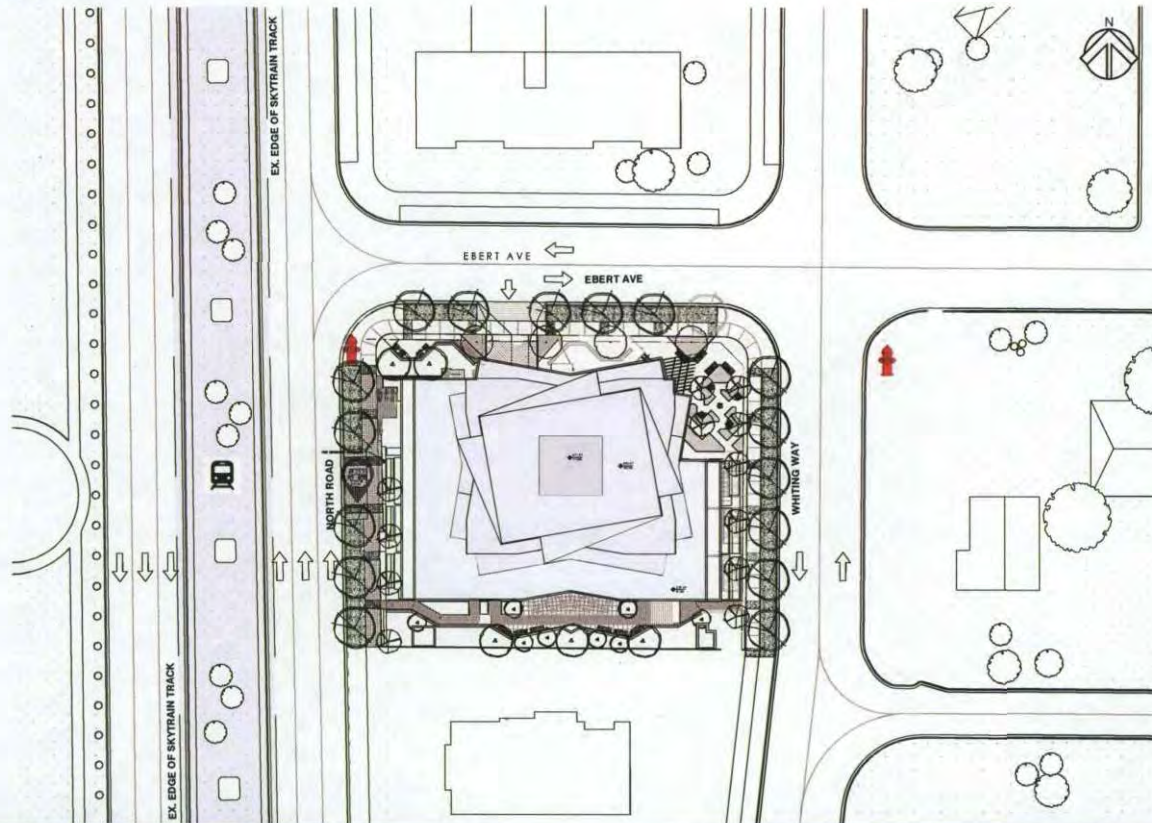
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# CONTEXT PLAN



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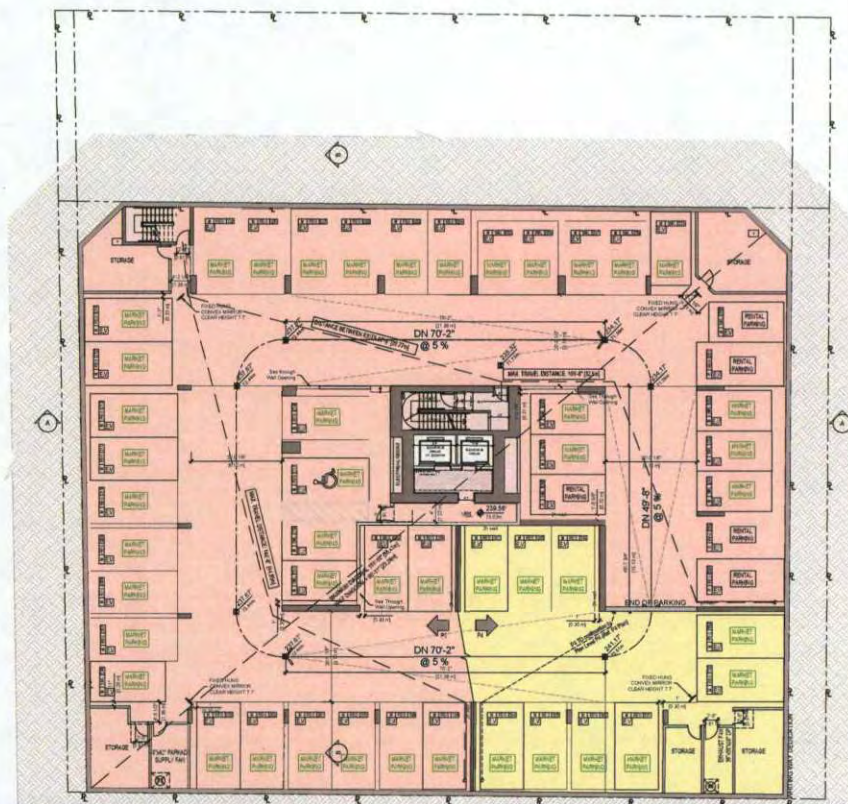


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## PLANS - P5



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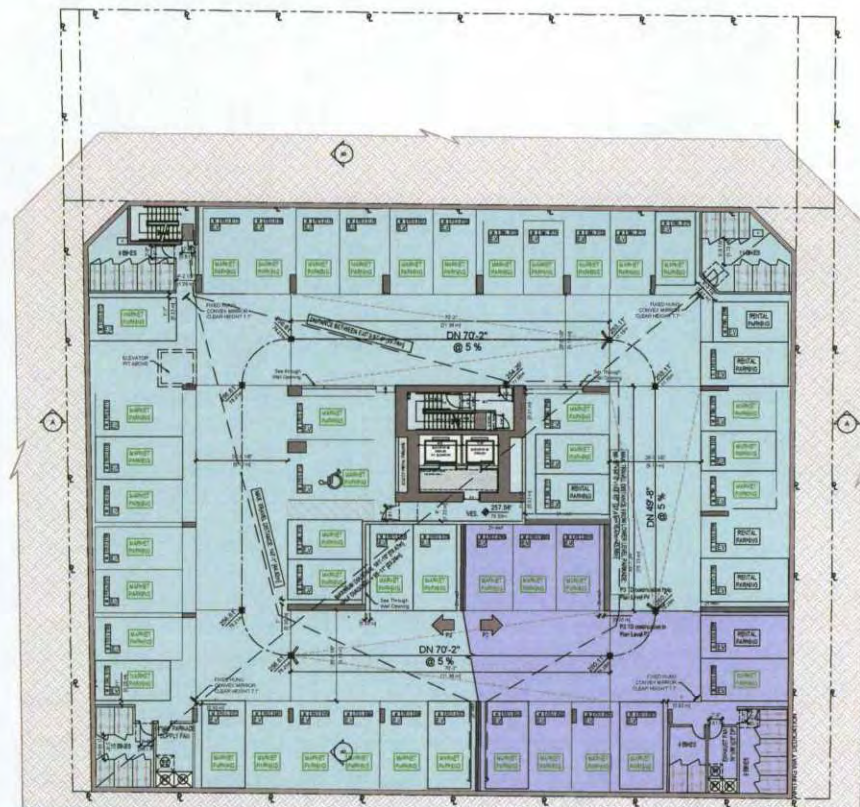
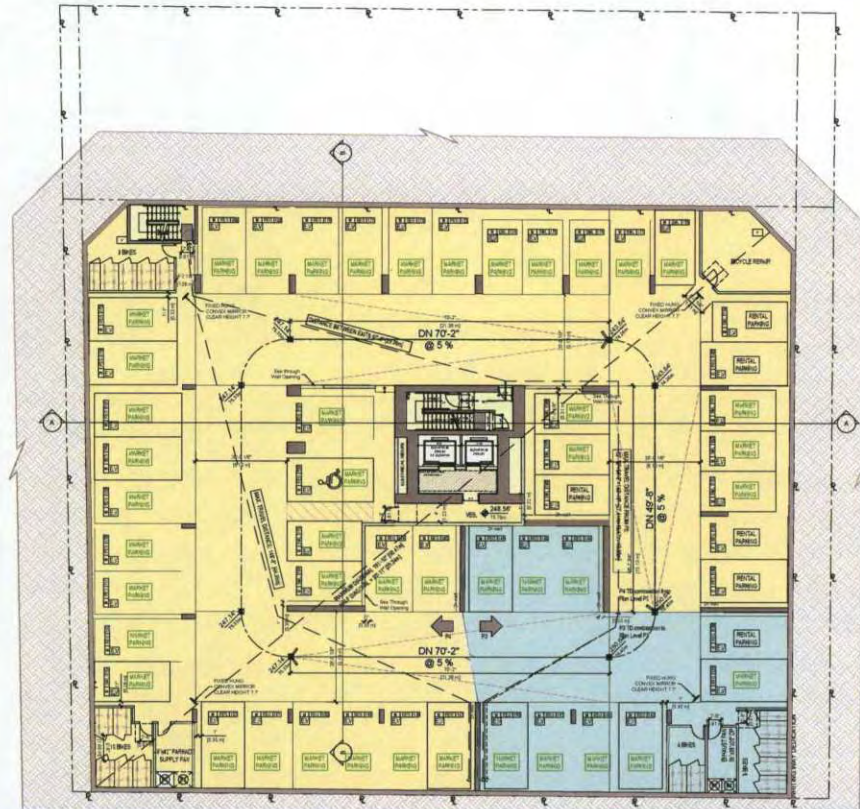


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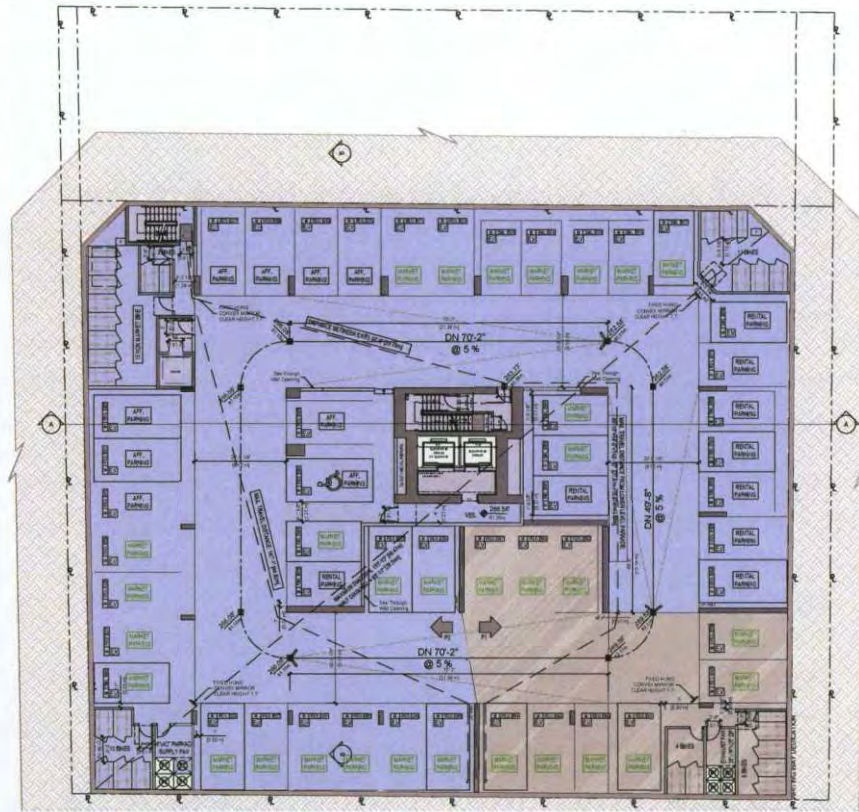


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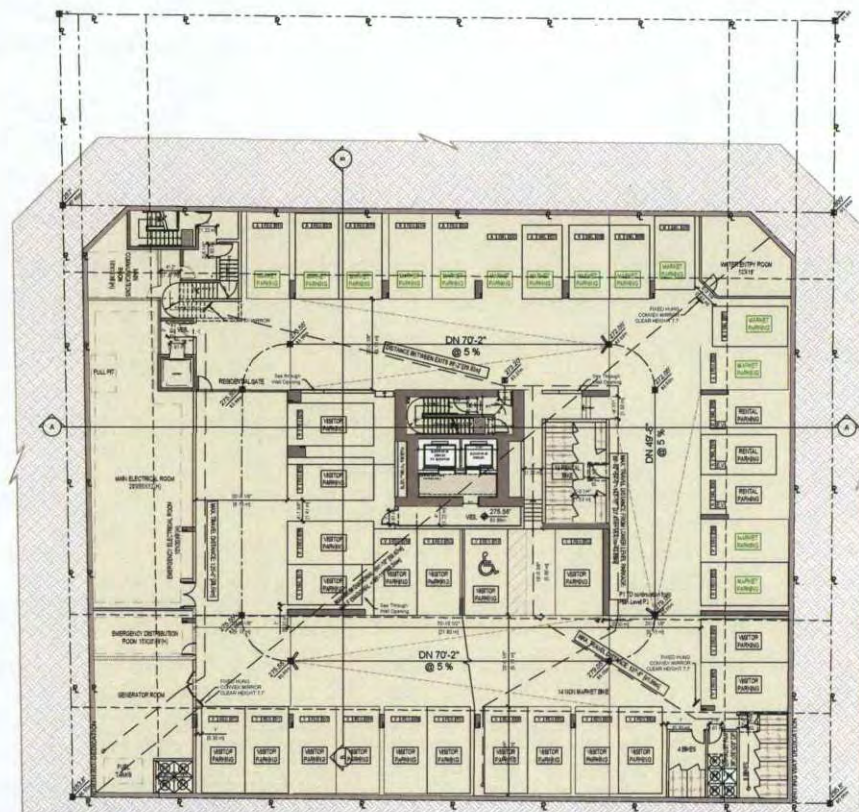
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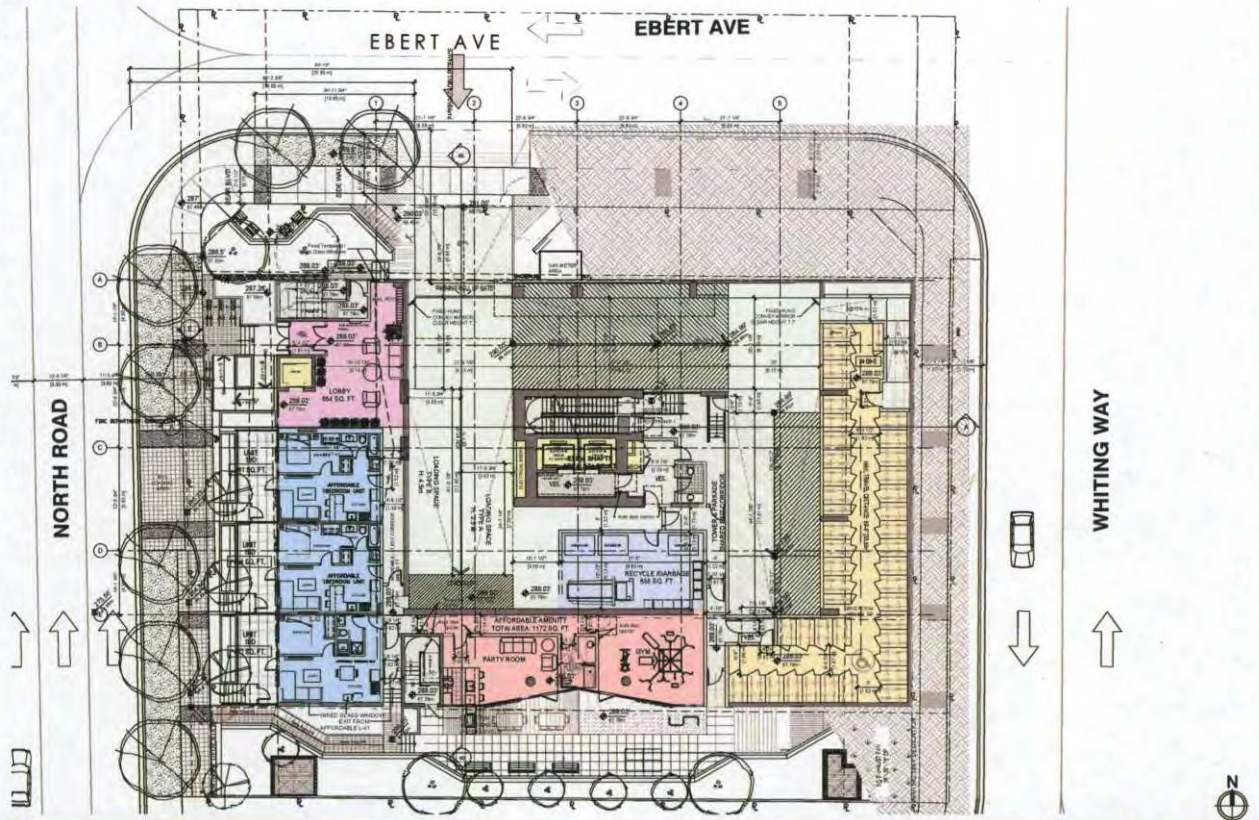


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PLANS - LEVEL 1



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GROUP

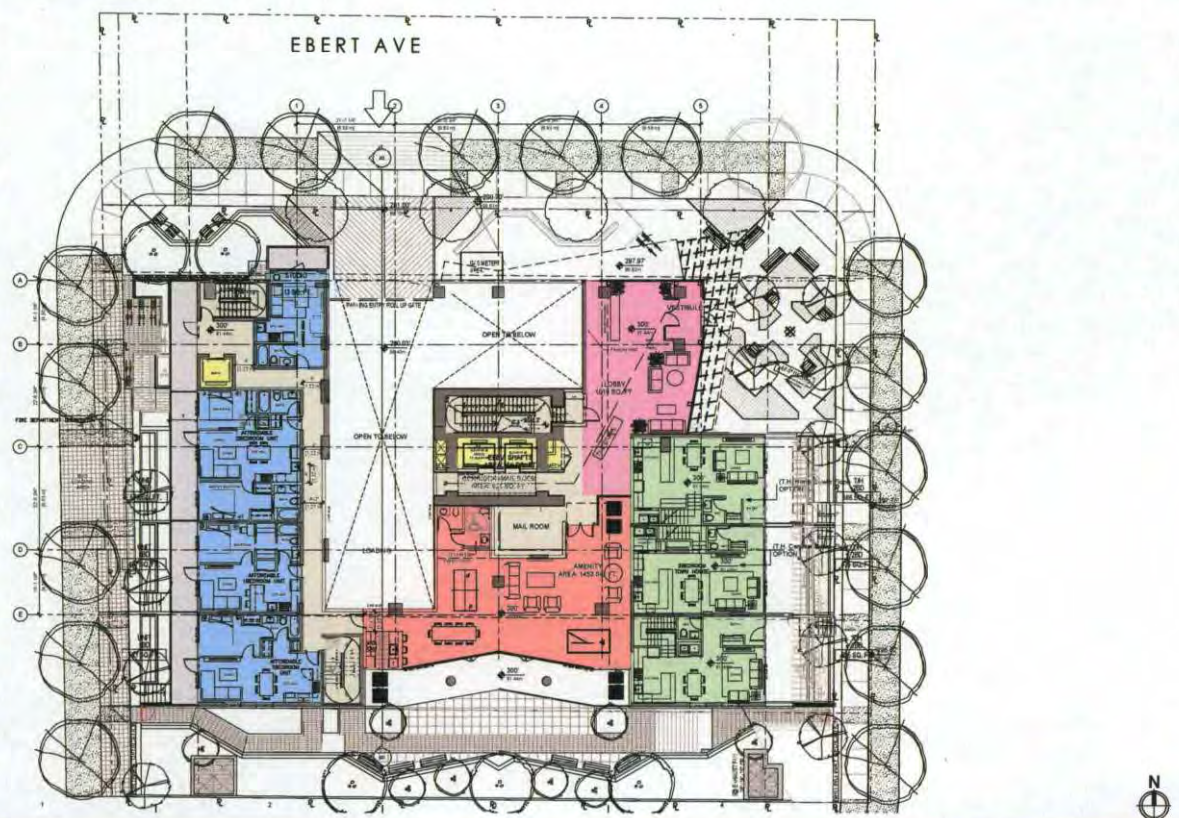
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ARCHITECTS

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PLANS - LEVEL 2



**IKOR**  
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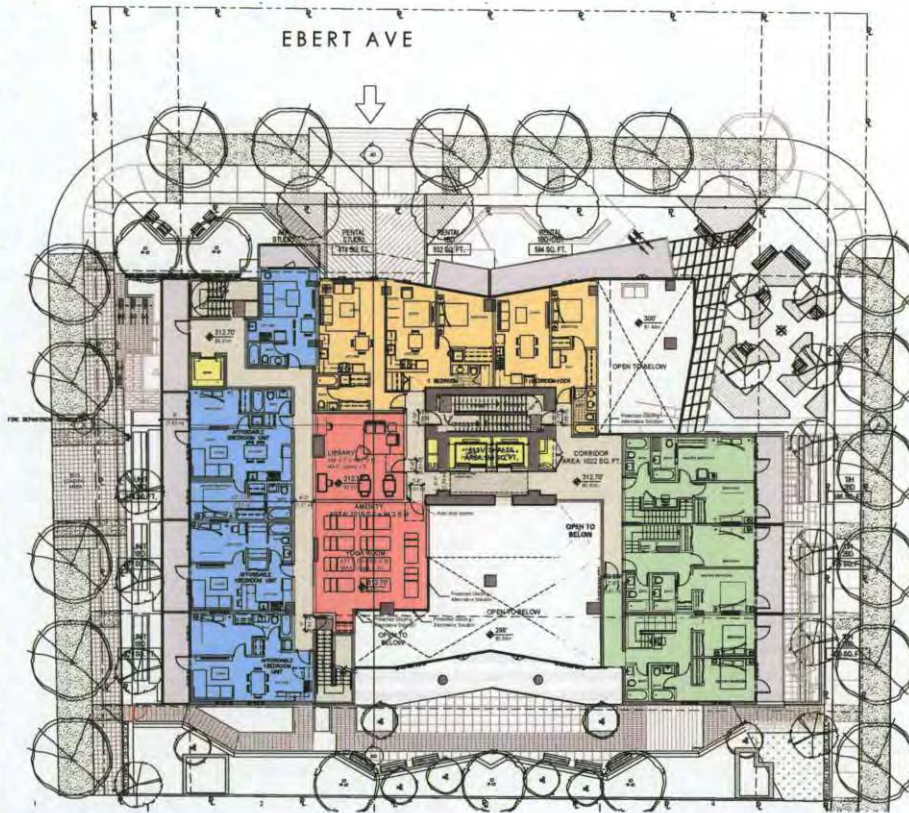
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PLANS - LEVEL 3



**IKOR**  
GROUP

**IBI**

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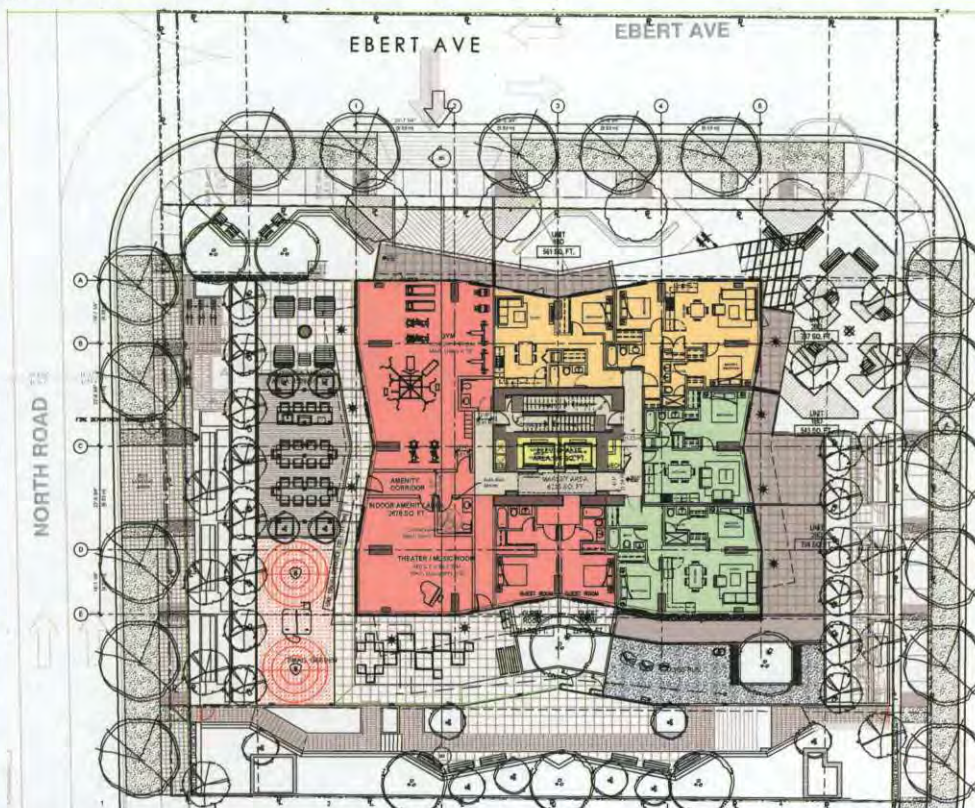
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BROOKS

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PLANS - LEVEL 4



**IKOR**  
GROUP

**IBI**

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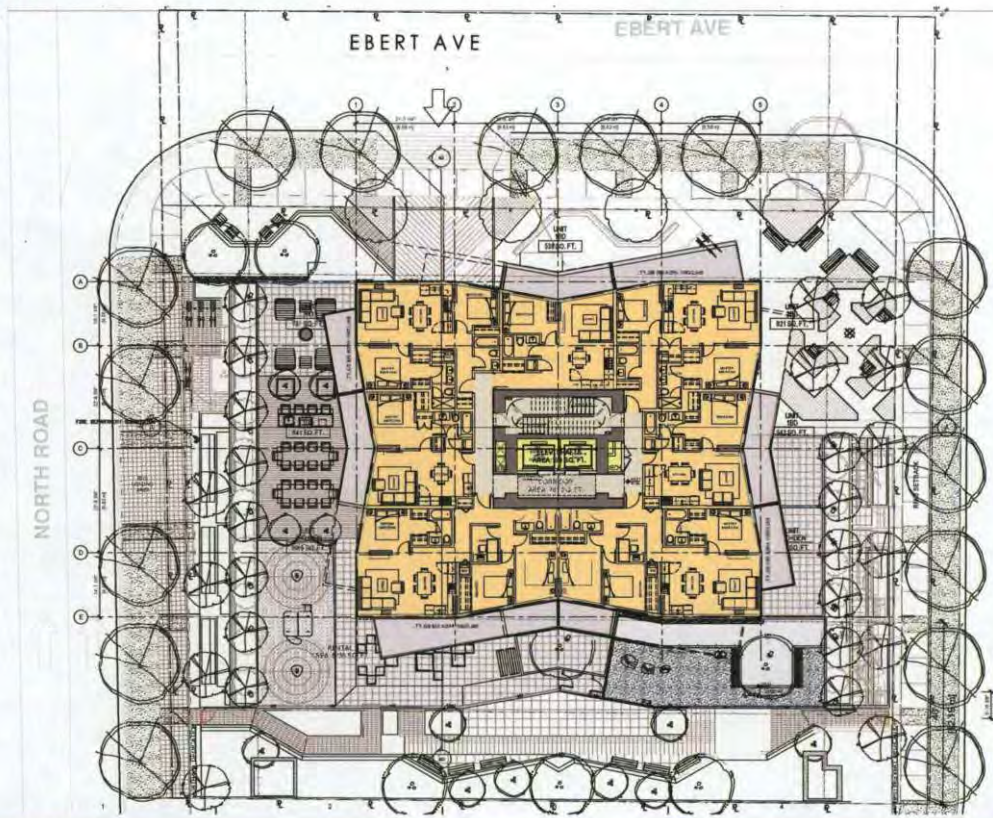
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BROOKS

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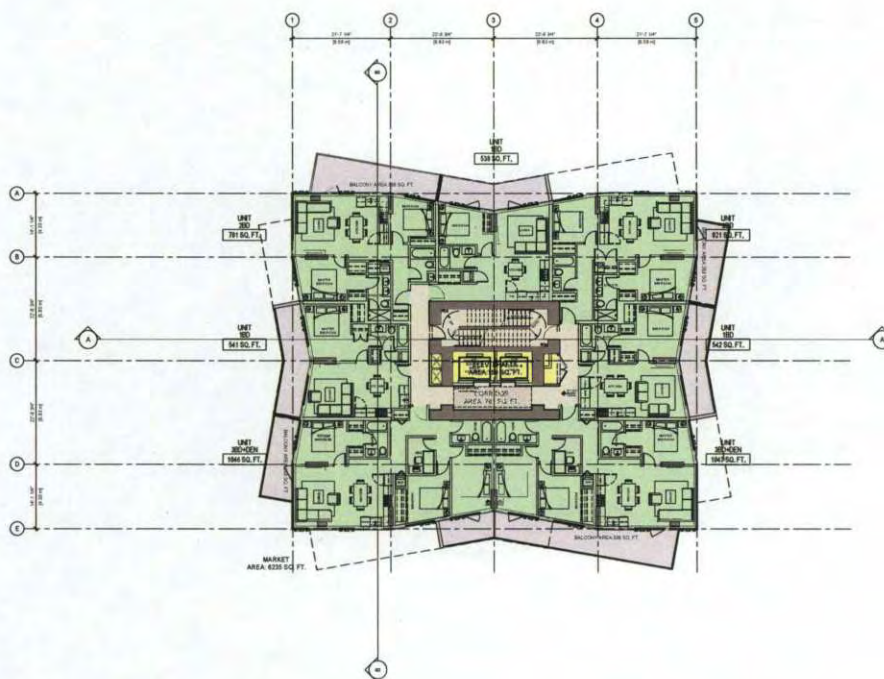
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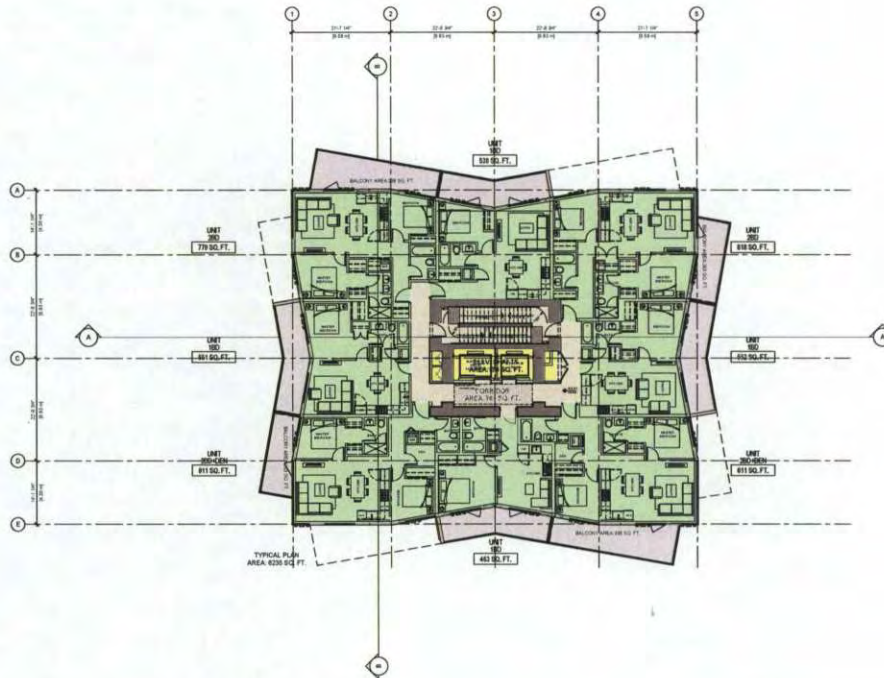
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PLANS - LEVEL 15-27 ODD



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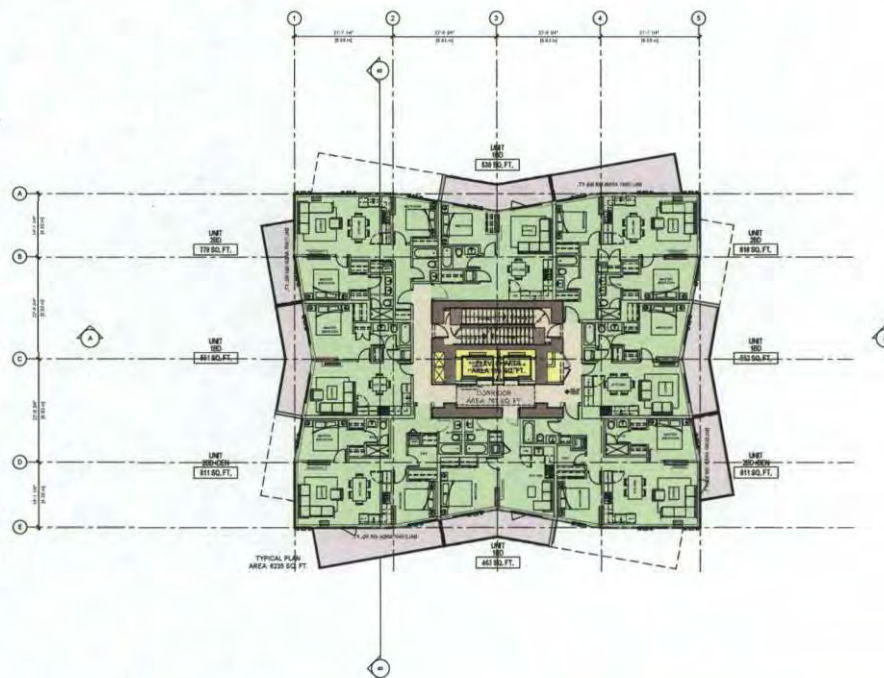


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PLANS - LEVEL 16-26 EVEN



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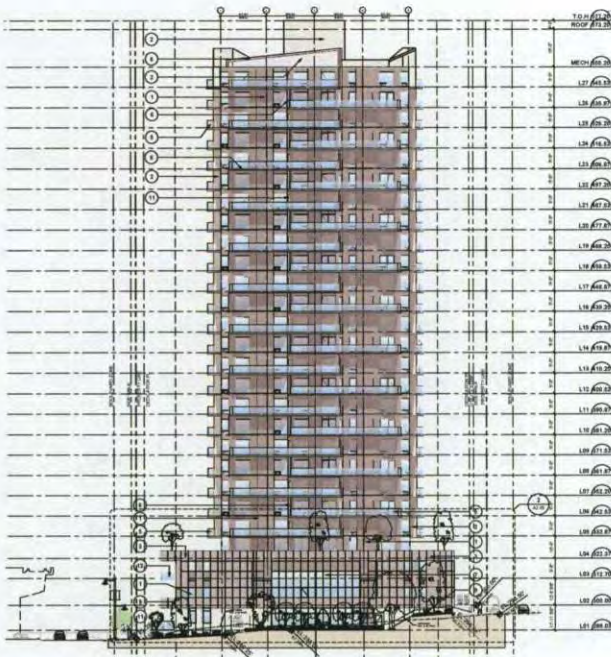
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# ELEVATIONS



SOUTH ELEVATION



NORTH ELEVATION

- MATERIAL LIST**
1. BRICKWORK, INSULATED ALUMINUM FRAMED GLASS GLAZING
  2. PAINTED CONCRETE BRICKWORK, INSULATED ALUMINUM FRAMED GLAZING
  3. WHITE PAINTED METAL PANELS
  4. INSULATED ALUMINUM FRAMED GLAZING
  5. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME
  6. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME
  7. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME
  8. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME
  9. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME
  10. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME
  11. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME
  12. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME



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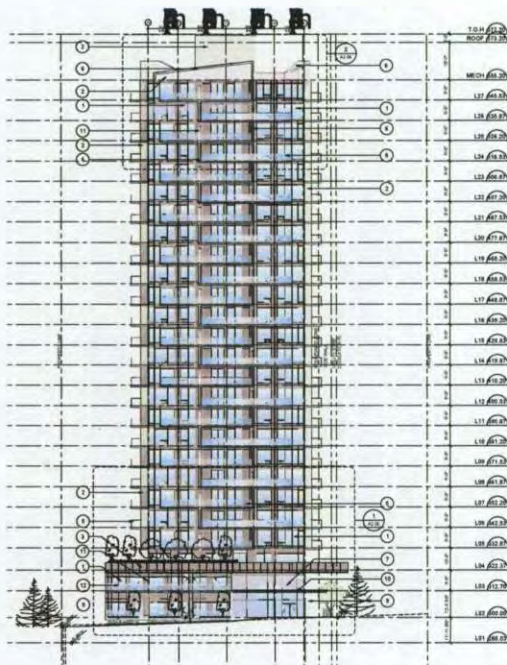


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# ELEVATIONS



EAST ELEVATION



WEST ELEVATION

- MATERIAL LIST**
1. BRICKWORK, INSULATED ALUMINUM FRAMED GLASS GLAZING
  2. PAINTED CONCRETE BRICKWORK, INSULATED ALUMINUM FRAMED GLAZING
  3. WHITE PAINTED METAL PANELS
  4. INSULATED ALUMINUM FRAMED GLAZING
  5. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME
  6. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME
  7. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME
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  12. ALUMINUM FRAMED GLAZING WITH CLUTON ENAMELED PUNCH METAL IN INSULATED ALUMINUM FRAME



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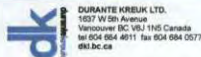
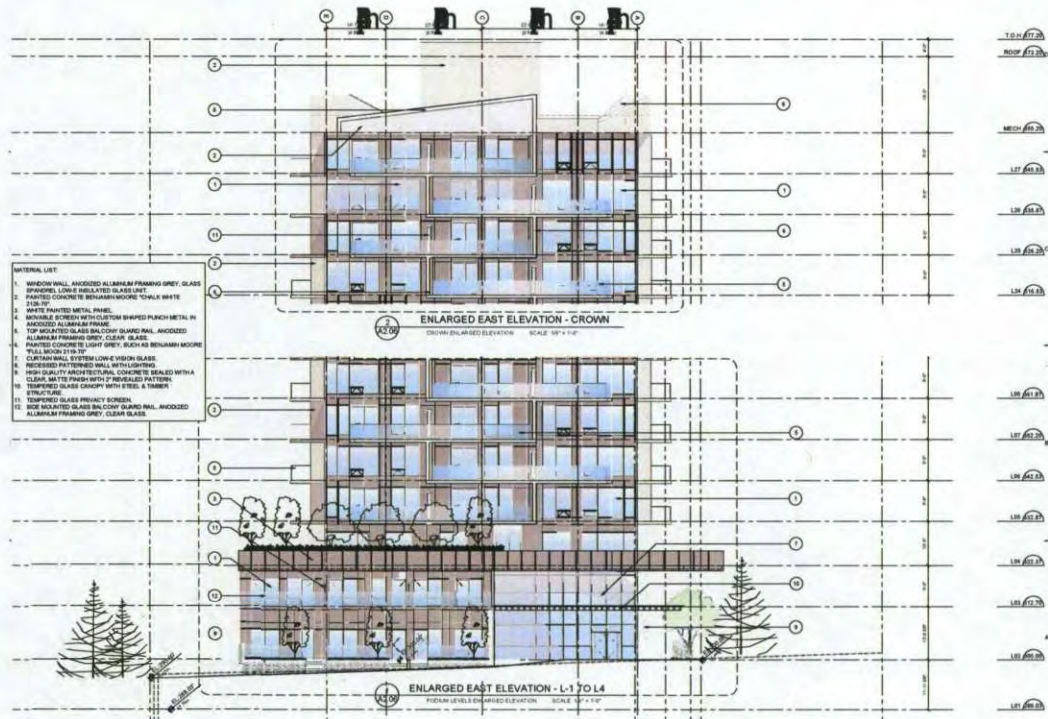
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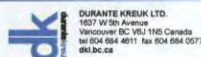
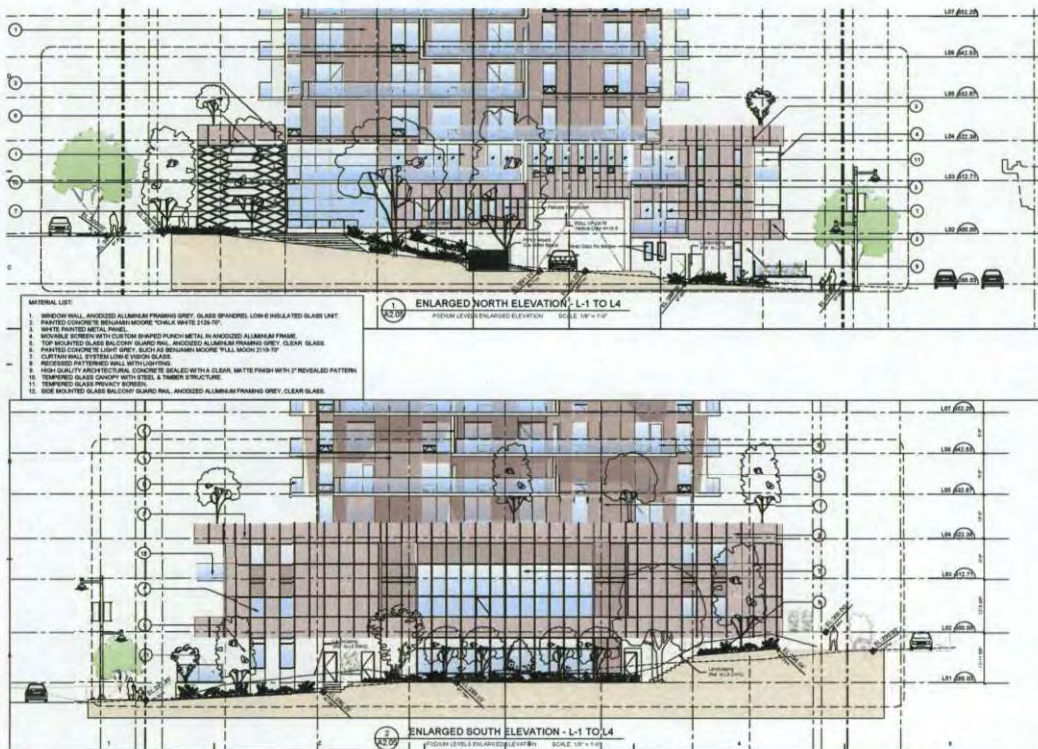


# ELEVATIONS



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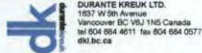
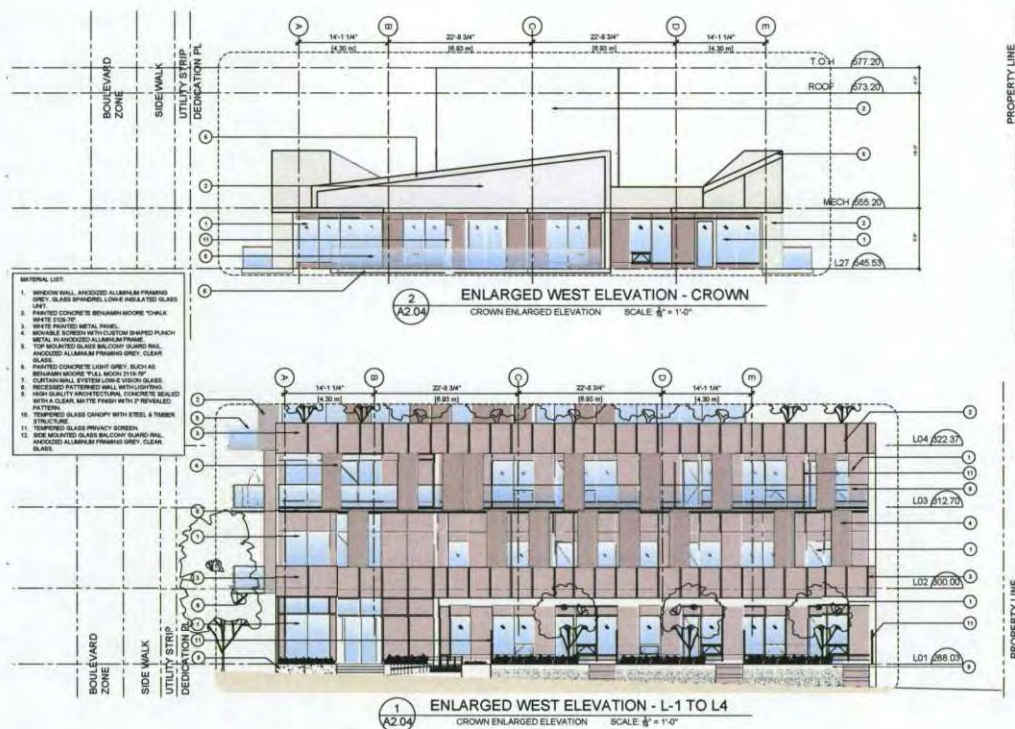
# ELEVATIONS



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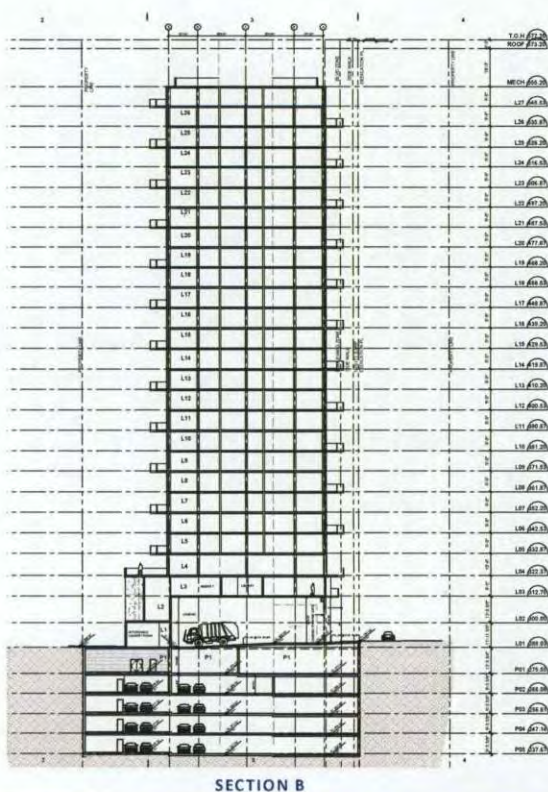
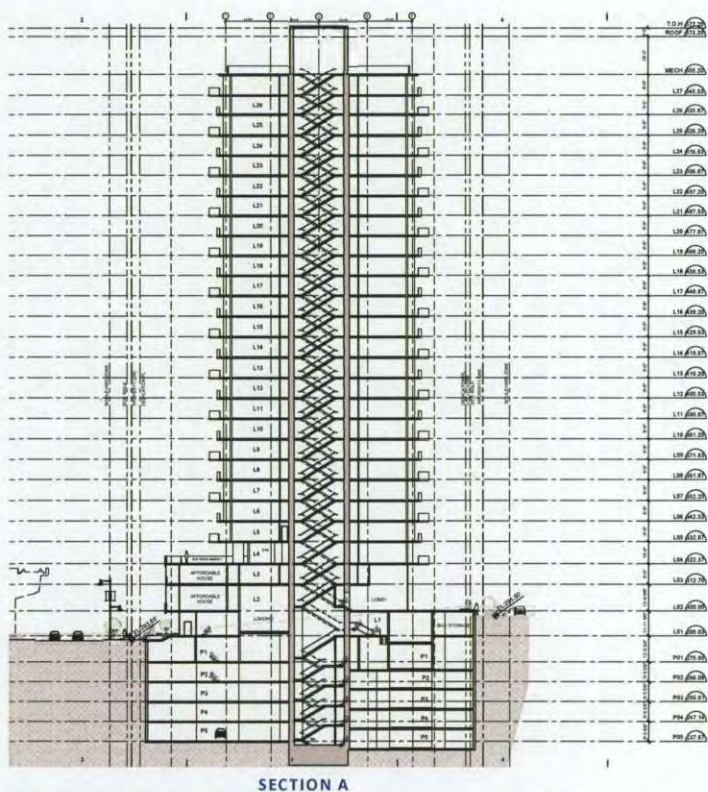


# ELEVATIONS



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## SECTIONS



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RENDERINGS



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RENDERINGS



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# RENDERINGS



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# RENDERINGS



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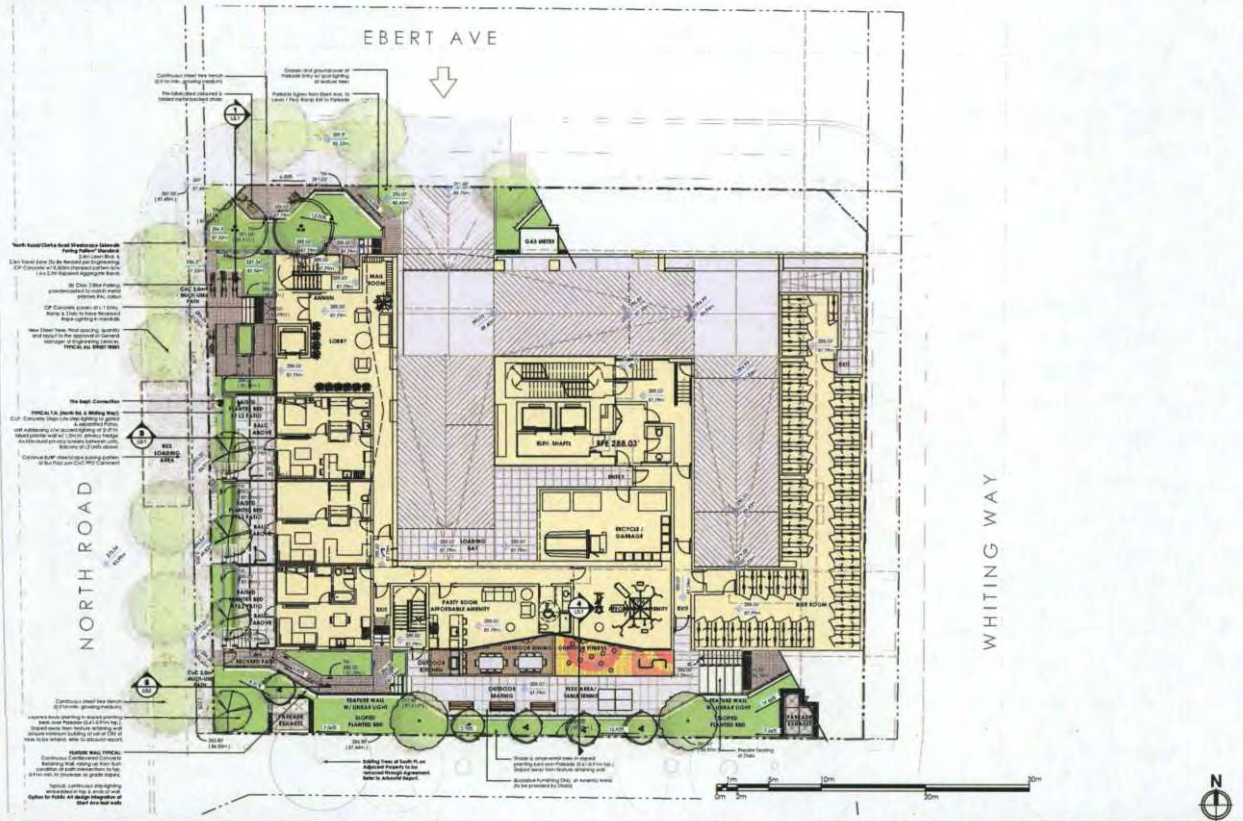
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# LANDSCAPE CONCEPT PLAN - LEVEL 1



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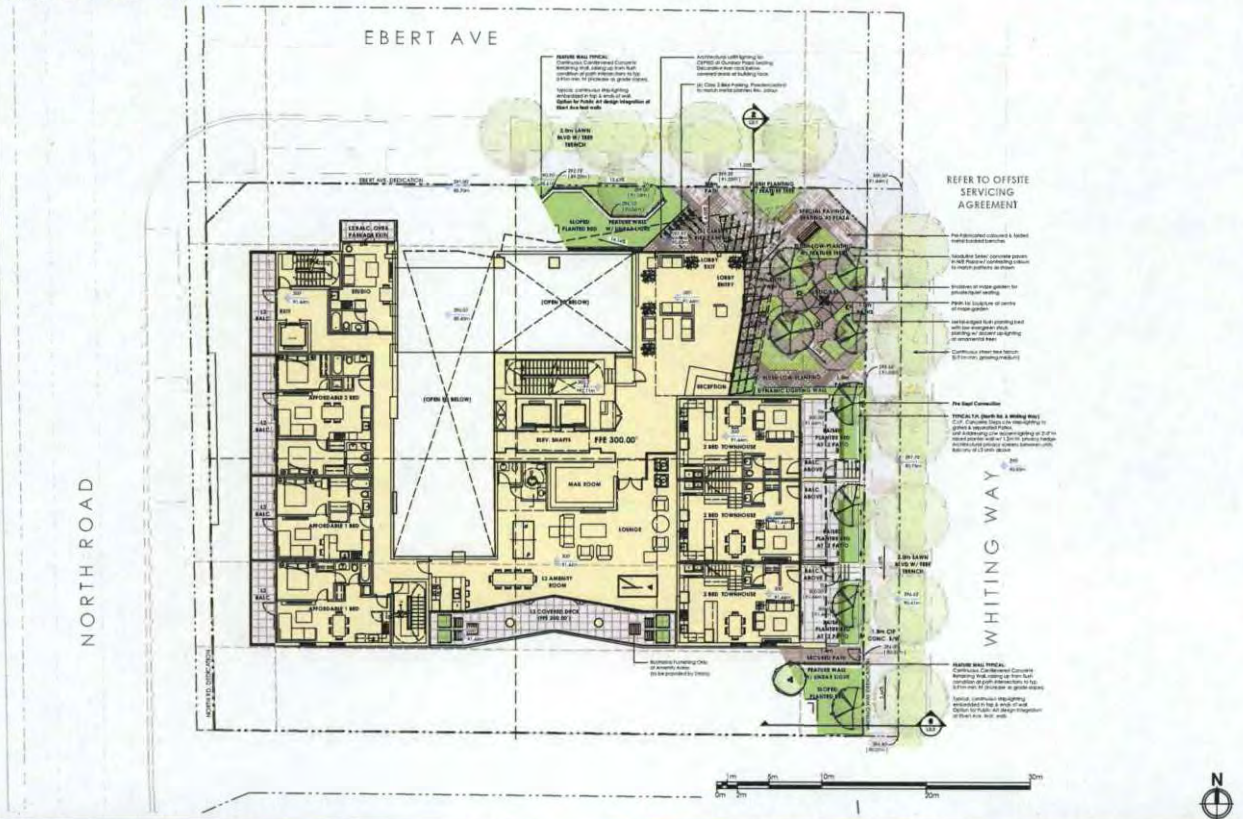


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# LANDSCAPE CONCEPT PLAN - LEVEL 2



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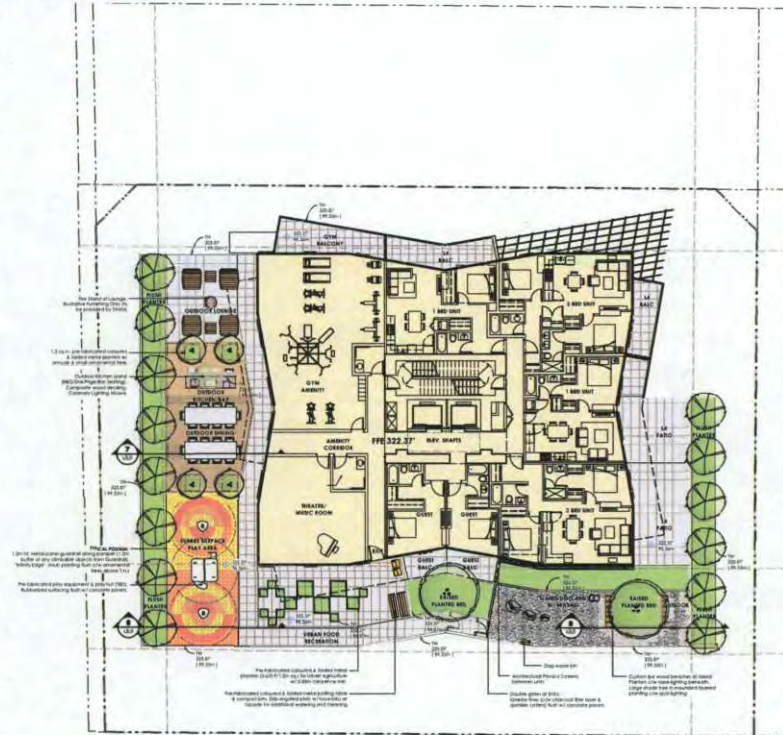
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# LANDSCAPE CONCEPT PLAN - LEVEL 4



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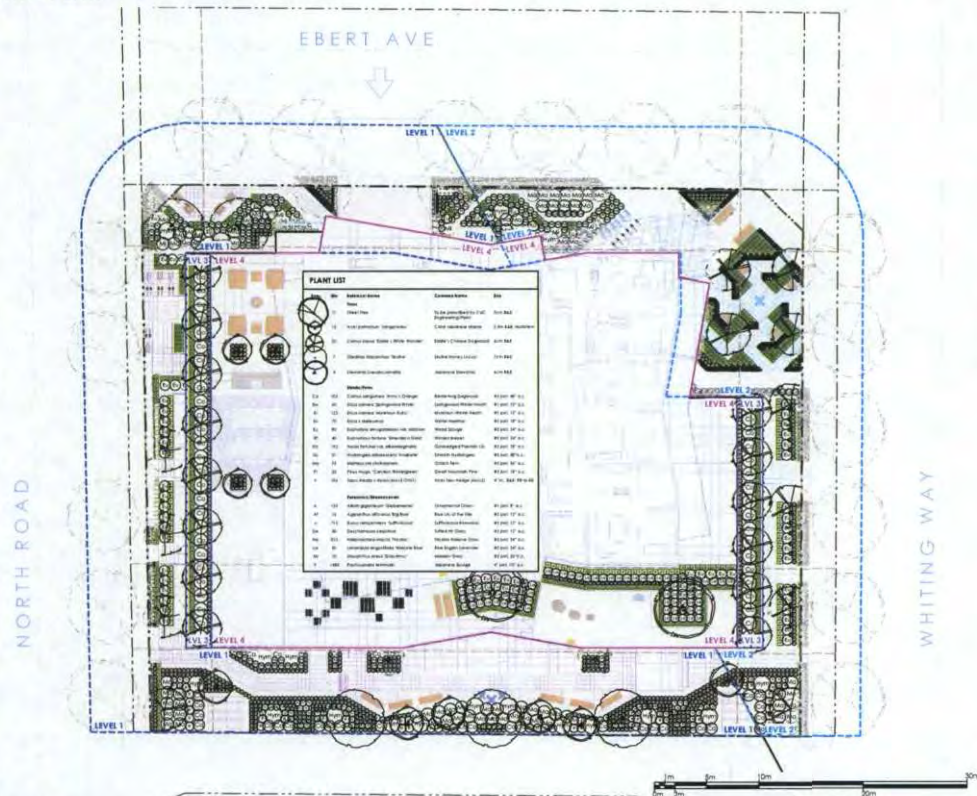
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ASSOCIATES

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## LANDSCAPE - PLANTING PLAN



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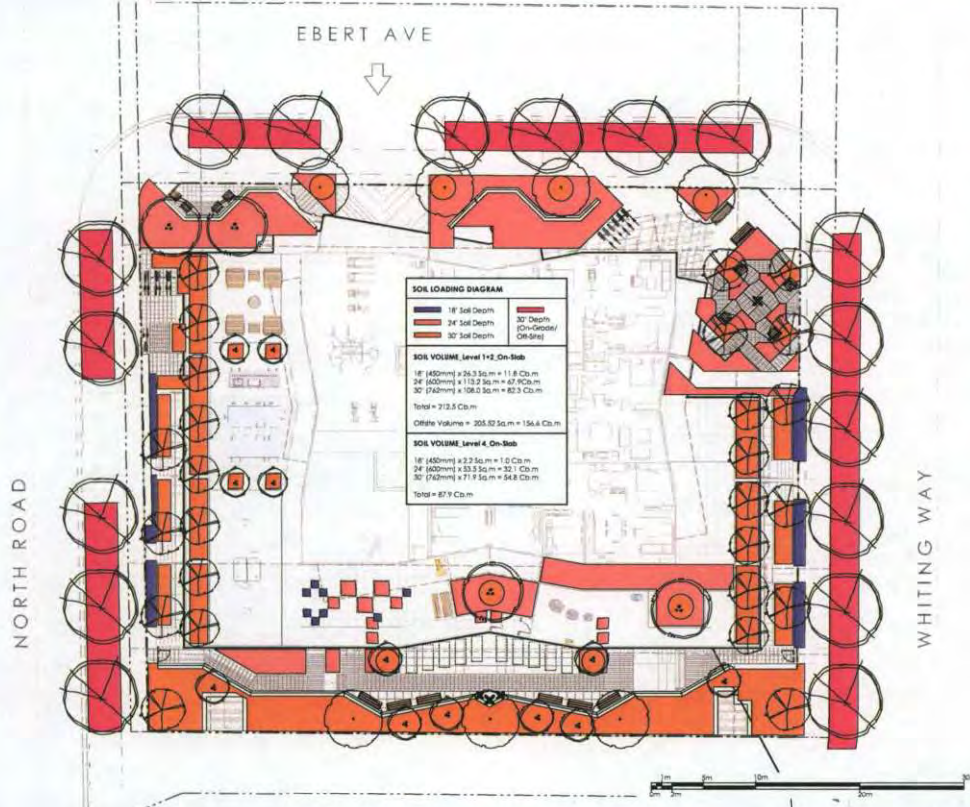
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# LANDSCAPE - SOIL LOADING PLAN

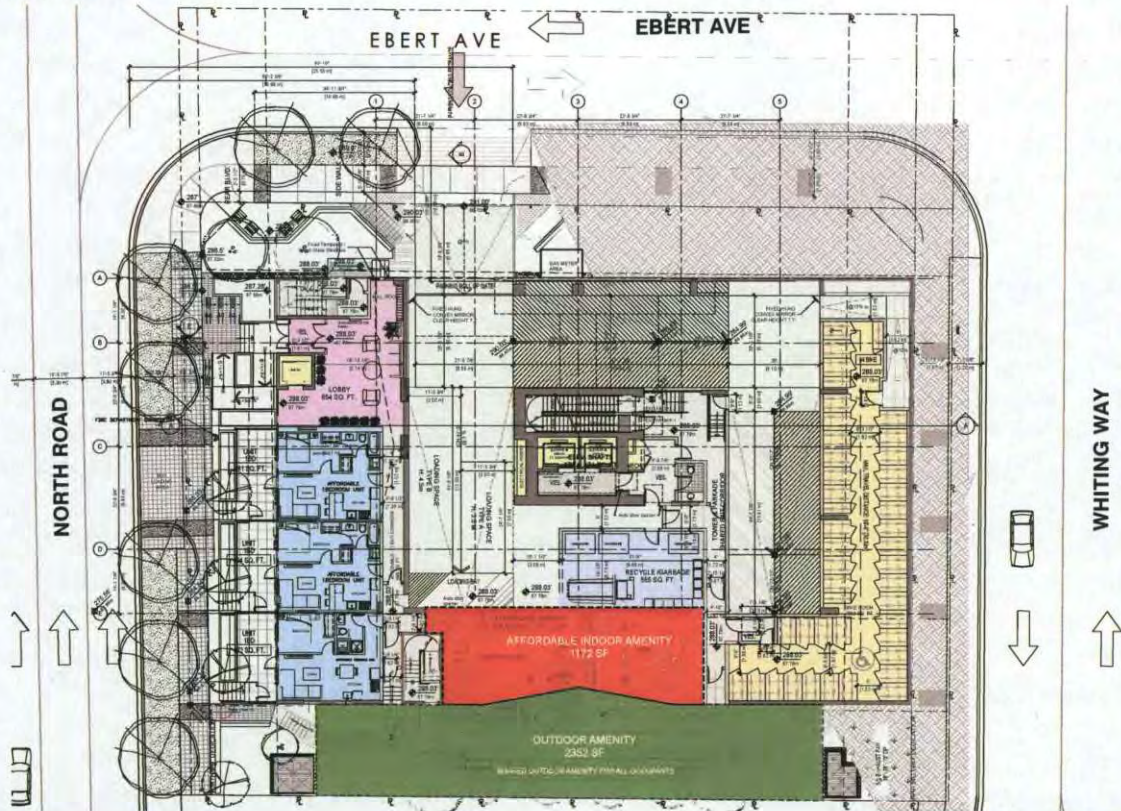


## LANDSCAPE SECTIONS





# OUTDOOR AMENITIES



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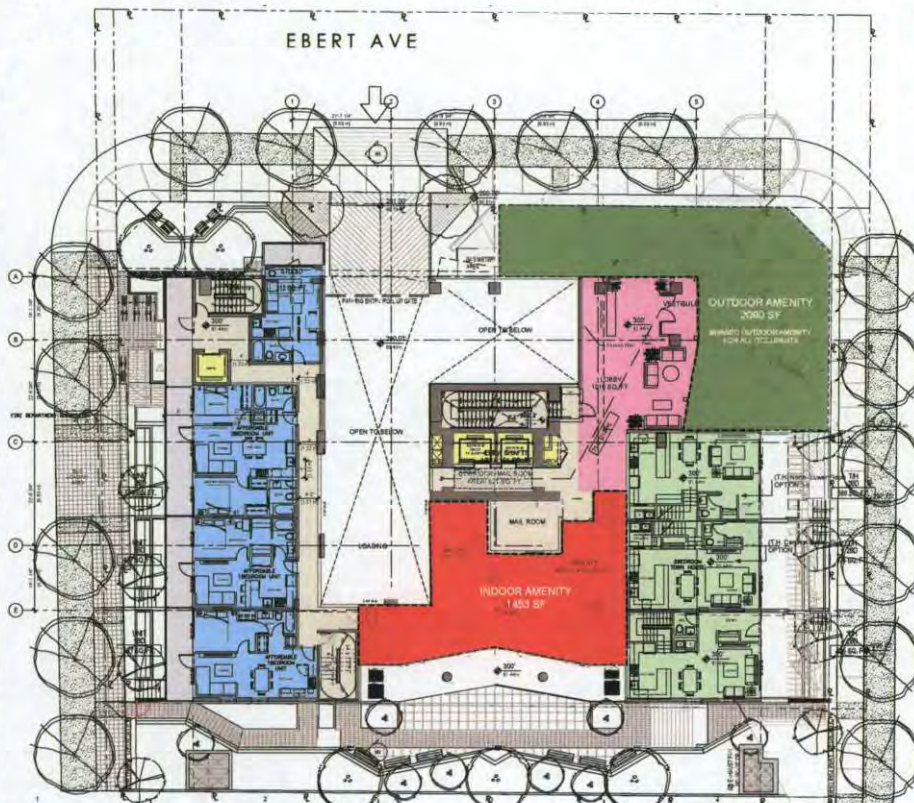
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# OUTDOOR AMENITIES



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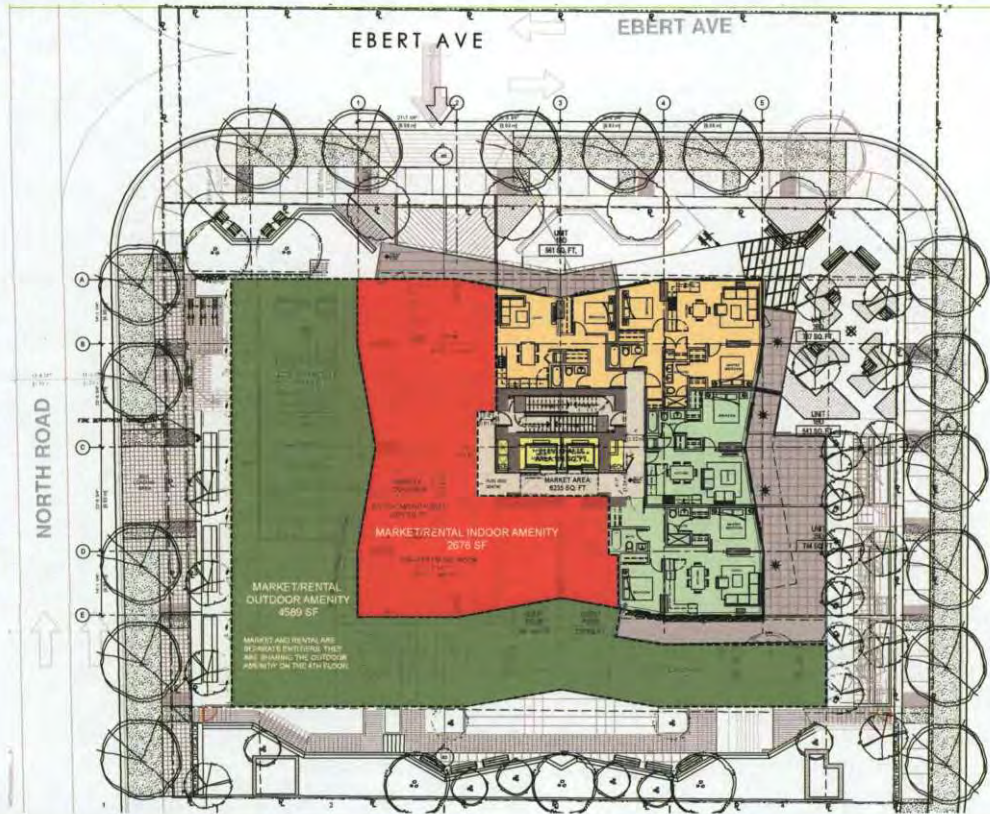
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# OUTDOOR AMENITIES



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## TRANSPORTATION



Exhibit 1a  
Type B Loading Space - Inbound Movement

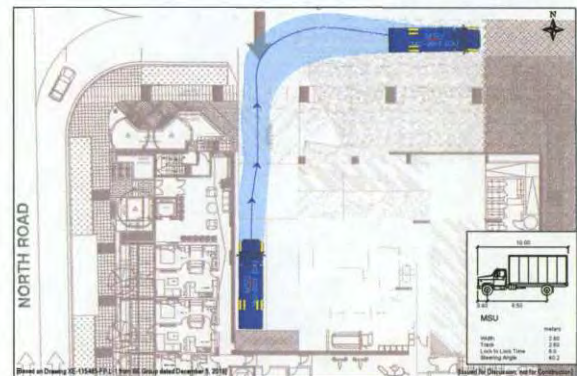


Exhibit 1b  
Type B Loading Space - Outbound Movement



Exhibit 2a  
Type A Loading Space - Inbound Movement

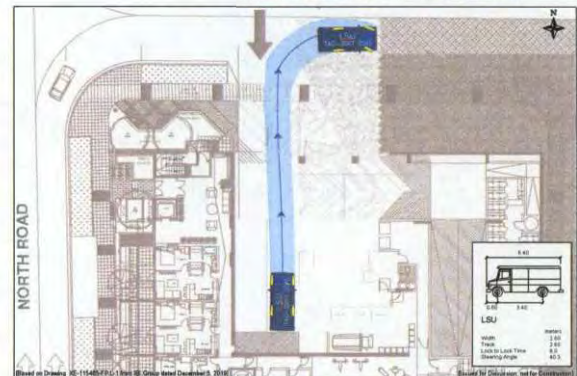


Exhibit 2b  
Type A Loading Space - Outbound Movement



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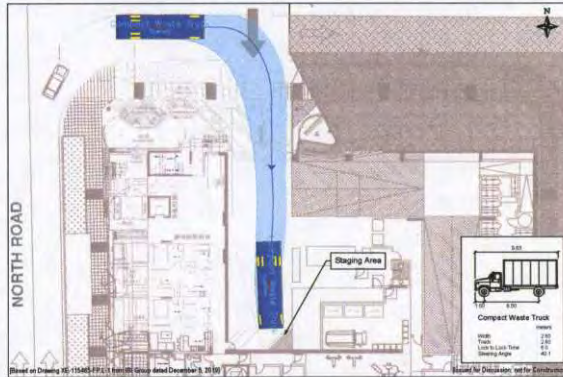
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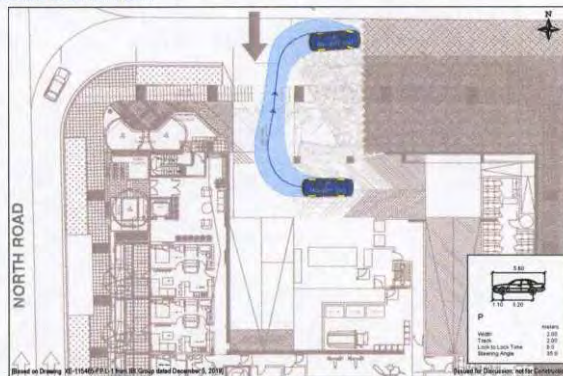


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**From:** Devan Kalbert [REDACTED]  
**Sent:** Saturday, July 4, 2020 8:08 PM  
**To:** Clerks Dept  
**Subject:** City Clerk's Office - Comment on Application for Amendment to the Zoning Bylaw - 625 North Road

To the attention of the City Clerk's Office,

Hi,

My name is Justin McGuire,  
I am a Coquitlam resident of [REDACTED]

I would like to submit this as a formal comment against the application for amendment of the Zoning Bylaw - 625 North Road

The corner of Whiting and Foster is already sited for a number of large scale development projects. This change will allow a much larger structure to occupy the old funeral home location that will block out even more of the afternoon light to our building directly and more importantly the community garden on whiting which is used by a number of people in the local community and is a lush and wonderful part of the area. I am concerned with another tower blotting out the garden for most of the afternoon and shrouding our area.

I am against this amendment to the bylaw, and would strongly suggest we maintain the current development height limits for the betterment of the local community, our building, and the garden itself which is a really important part of this neighborhood.

Thank you for your time,  
Justin McGuire



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- ☐ For Response Only
- ☒ Copies to GMDD, DDS, Dev Ser Eng Mng,  
Annex 3, File Manager, File Rep

**Nasato, Kate**

---

**From:** 繆佩江 [REDACTED]  
**Sent:** Wednesday, June 24, 2020 3:32 PM  
**To:** Nasato, Kate  
**Subject:** Re: Regards to City-Wide Parking Review Phase 1 Update

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Kate,

Thanks for replying.

For your information, my name is Gilbert Miao and my home address is 584 Harrison Ave, Coquitlam, BC V3J 3Z5, Canada.

Thanks

Gilbert

Nasato, Kate <[KNasato@coquitlam.ca](mailto:KNasato@coquitlam.ca)> 于2020年6月24日周三 下午3:30写道 :

Good afternoon,

Thank you for your submission which will be circulated to Council and staff for their information.

Please note, written submissions, including your name and address, provided in response to this consultation will become part of the public record which includes the submissions being made available for public inspection at Coquitlam City Hall and on our website at [www.coquitlam.ca](http://www.coquitlam.ca). If you require more information regarding this process please call me at the number listed below.

Regards,

Kate

Kate Nasato | City of Coquitlam | Legislative Services Clerk

T: 604.927.3014 | E: [knasato@coquitlam.ca](mailto:knasato@coquitlam.ca)

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**From:** 廖佩江 [REDACTED]

**Sent:** Wednesday, June 24, 2020 3:19 PM

**To:** Clerks Dept <[Clerks@coquitlam.ca](mailto:Clerks@coquitlam.ca)>

**Subject:** Regards to City-Wide Parking Review Phase 1 Update

Dear Coquitlam city clerks:

This is Gilbert Miao, a resident of Coquitlam. I'm writing this email to submit my comments to the City-Wide Parking Review Phase 1 plan.

First of all, thanks for all the hard work to keep the city running during this pandemic. For this undergoing review, I would like to say that I'm very glad to see the city is pushing for effective parking management to support the modern transit-oriented development strategy. As a young Millennial, I always support public transit. With the emerging technologies/trends like car sharing, self driving, better public transportation services and remote work, I can tell people around me have less motivations to buy and hold more than one car per family. Especially for people who live in a strata building. Normally those buildings are close to public transit and shoppings, residents of the building have way less car than the building can support. I encourage the city to give more detailed instructions like new buildings can cooperate with car sharing companies to have dedicated parking spots for rental cars. I believe there can be more creative ways to make Coquitlam city a place that is public transit friendly, eco friendly and attractive to young families.

Thanks again for your services.

Gilbert

Nasato, Kate

Public Hearing - July 6, 2020  
Item 6 - City-Wide Parking Review

**From:** JULIUS DEBAAR [REDACTED]  
**Sent:** Thursday, June 25, 2020 8:55 AM  
**To:** Clerks Dept  
**Subject:** Parking in Burquitlam changes

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Der sir / madam

We realize that the neighborhood is changing and that street parking restrictions will be implemented but as a long time resident in a single family house that relies on street parking we ask that you consider a exemption for residents , if not for the long term than at least during the time that the neighborhood is changing from mainly single family houses to higher density.

We live at 642 Claremont street my wife and I and my son and daughter Thank you.

Julius DeBaar

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*My Trans, Plans 3, Flaky,  
Toby*



**Nasato, Kate**

**Public Hearing – July 6, 2020  
Item 6 – City-Wide Parking Review**

**From:** David Hutniak <davidh@landlordbc.ca>  
**Sent:** Thursday, June 25, 2020 3:20 PM  
**To:** Clerks Dept  
**Cc:** David Hutniak  
**Subject:** City of Coquitlam City-Wide Parking Review Phase 1 Review  
**Attachments:** Coquitlam City-Wide Parking Review June 2020.pdf

Please see our brief submission in regard to the above-captioned.

Thank you.

David Hutniak  
Chief Executive Officer  
LandlordBC - BC's top resource for owners and managers of rental housing  
Phone: 604.733.9440 ext. 202 | Fax: 604.733.9420 | Mobile: [REDACTED]  
Email: [davidh@landlordbc.ca](mailto:davidh@landlordbc.ca)  
Website: [www.landlordbc.ca](http://www.landlordbc.ca)



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# LANDLORDBC

BC's top resource for owners and managers of rental housing

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CHRW, Trusty, Fle, Hig, Fle, Gg

Mayor and Councillors  
City of Coquitlam

Sent via email: [clerks@coquitlam.ca](mailto:clerks@coquitlam.ca)

**Subject: City of Coquitlam City-Wide Parking Review Phase 1 Review**

Dear Mayor and Council,

LandlordBC is a non-profit industry association representing owners and managers of rental housing in BC. We applaud the continued efforts of the City of Coquitlam to encourage the development of secure, long-term, purpose-built rental housing. We are especially pleased that the City is acknowledging the need for robust parking policies that eliminate extraneous parking and the significant associated construction costs, while encouraging the broader community to seek more climate-friendly and sustainable travel options.

We strongly support the Staff recommendations as summarized in their report (see Table 2 below - from the report), and would only add that in our view **these reductions should be extended outside TOD areas as well**. Doing so would truly demonstrate the City of Coquitlam's commitment to reducing single vehicle travel and the reduction of GHG emissions.

**Table 2: Staff Recommended Residential Parking Rates in TOD Areas**

Residential Type		Pre-2012 Parking Bylaw Rate (space / dwelling Unit)	Current Parking Bylaw Rate (space / dwelling Unit)	Proposed Parking Bylaw Rate Amendment (space / dwelling Unit)
Multi-Family Apartment <sup>1</sup>	Studio / 1 Bedroom	1.00	1.00	0.85
	2+ Bedroom	1.50	1.35	1.25
Rental Apartment <sup>1</sup>	Purpose Built	N.A.	0.86	0.75
	Below Market / Non Market Housing	1.00	0.75	0.65
All Residential Visitor		0.20	0.20	0.10

Note: (1) Parking rates in the TOD areas can be further reduced through supported TDM and PIL strategies.

Sincerely,



David Hutniak  
CEO  
LandlordBC



**From:** Colin Fowler [REDACTED]  
**Sent:** Sunday, July 5, 2020 1:16 PM  
**To:** Clerks Dept  
**Subject:** Public Hearing - Parking Minimums Review

Hello Mayor and Council,

My name is Colin Fowler and I **strongly encourage Council to vote in favour of the motion to reduce parking minimums and ask staff to explore further reductions, up to and including the full elimination of parking minimums.** As a lifelong Coquitlam resident I have seen the city grow and change from an almost strictly single-family home city into a more dense, urbanized metropolis. Transit-oriented development, particularly in the City Centre and Burquitlam/Lougheed precinct, has provided many a means of getting around without the use of an automobile. It is clear that city staff have read and reviewed the Metro Vancouver Apartment Parking Study from 2012 and worked to bring parking minimums in line with overall use patterns. However, since 2012, the region has changed how it moves. Locally, we've seen the grand opening and continued success of the Evergreen Extension, bringing long-promised SkyTrain service to Coquitlam and further enabling inter-regional connectivity. This shift towards sustainable transportation has continued as the region launched the RapidBus network this year with 3 new fast, frequent transit routes with several more RapidBus routes undergoing study and approval. We're also on the verge of groundbreaking of the Arbutus extension of the Millennium Line and an extension of the Expo Line into Surrey, and possibly into Langley. In this pandemic, we've also seen a surge of cycling. The bottom line is that the way we get around is changing, and the city must adapt by lowering parking minimums to both cut costs for end-buyers as well as carbon emissions.

Edmonton city council recently voted unanimously to eliminate parking minimums. I implore city staff and council to learn more about eliminating parking minimums and reconsider their role in our city. The regulations we put in place today will affect the building's entire lifespan of several decades. Mobility is a crucial part of the city's future and it's vital we do not overbuild or underbuild for demand. Let developers and business owners choose the parking to best meet their customer base.

Thank you,

Colin Fowler

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only

☒ Copies to GMPTD, GMPEW, DDS, DevSec  
Eng Mng, Mng Trans, Planners?  
File Manager, File Copy.

**From:** [REDACTED]  
**Sent:** Sunday, July 5, 2020 1:46 PM  
**To:** Clerks Dept  
**Subject:** Public Hearing - Parking Minimums Review

Hello Mayor and Council,

My name is Chris Fowler and I'm writing on behalf of myself, my husband Greg, and my adult son Mark. We **strongly encourage Council to vote in favour of the motion to reduce parking minimums and ask staff to explore further reductions, up to and including the full elimination of parking minimums.** Greg and Mark are lifelong residents of Coquitlam and I have been lucky enough to call Coquitlam home for about 32 years. We have seen a lot of changes to the city over the years and have been able to enjoy many of them personally. Greg and I waited for the Evergreen Line for 20 years and hoped it would bring even more changes along with reducing driving dependency.

The recent pandemic has brought to light many unexpected self and societal discoveries one which was most interesting to us at the onset of the pandemic in BC was the various methods of transportation people chose in particular cycling, roller skating and skateboarding by a broad range of ages. We believe this shift will be long-term. We, as a City, should be recognizing this shift and lessening parking minimums accordingly. Who best to decide what the customer base requires than the business owner or customer themselves.

Other cities such as Edmonton have eliminated parking minimums entirely. Others have eliminated parking minimums in their downtown core. Let Coquitlam be on the leading edge in the Lower Mainland.

Thank you,

Chris Fowler

Greg Fowler

Mark Fowler

- ☒ Copies to Mayor & Council
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- ☒ For Information Only
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Eng Mng, Mng Trns, Admin  
File Mnggr, File Copy.



**Selby-Brown, Ashland**

Public Hearing - July 6, 2020  
Item 6 - City-Wide Parking Review

**From:** Cheryl Chok [REDACTED]  
**Sent:** Monday, July 6, 2020 12:03 PM  
**To:** Clerks Dept  
**Cc:** [REDACTED]  
**Subject:** Public Hearing submission for the City-wide Parking Review Phase 1 Review  
**Attachments:** Letter for City-wide Parking Review Phase 1 Public Hearing - July 3, 2020.pdf

Dear Council,

**RE: Public Hearing submission for the City-wide Parking Review - Phase 1 Review**

Please find attached letter in correspondence to the City-Wide Parking Review, Phase 1 in Maillardville neighbourhood. Thank you.

Warmest Regards,

**Cheryl Chok | Office Manager**

1981 Main St | Vancouver BC | V5T 3C1

T: [REDACTED]

E: [REDACTED]

W: [www.mondivan.ca](http://www.mondivan.ca)

**mondivan**

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- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
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- ☒ Copies to

GMPD, GMEPW, DDS, Dev & Eng Mtn  
Mng trans, Planner's 3, File Manager  
File Copy.



July 3, 2020

Mayor & Council  
City of Coquitlam  
3000 Guildford Way  
Coquitlam, BC

**Re. City-Wide Parking Review - Phase 1 Review**

Dear Mayor & Council,

Please receive this letter in response to the City-Wide Parking Review – Phase 1 Review that is being presented to Council on July 6, 2020.

We are a family-owned and operated development firm that specializes in multi-family residential and office/commercial projects. We currently own a site in the Maillardville neighbourhood.

We acknowledge staff's hard work on the first phase of the City-wide Parking Review and support the reduction in parking requirements for residential and visitor parking in Transit-Oriented Development areas. This is a good step towards encouraging the use of alternative modes of transportation, including utilization of large infrastructure expenditures such as the Evergreen Line.

In subsequent phases of the Review, we encourage staff and Council to consider further reductions to the bylaw minimums, especially for rental. The cost of providing underground parking is extremely high, which could negatively impact the feasibility of rental projects.

We also encourage the City to consider allowing parking variances in neighbourhoods like Maillardville, in exchange for the implementation of transit demand management (TDM) measures. By developing multi-family projects with reduced residential parking, but enhanced sustainable options such as bike infrastructure, car share, and transit passes, helps to shape the behavior of future residents from the get-go; reducing their reliance on private vehicles and embracing healthier transportation alternatives.

Sincerely,

1981 Main St  
Vancouver, BC  
Canada  
V5T 3C1



Samuel Lu, Director

Mondivan

