

Public Hearing

Monday, July 8, 2024

7:00 p.m.

**City Hall
Council Chambers
3000 Guildford Way
Coquitlam, BC V3B 7N2**



City of Coquitlam

Notice is hereby given that the City of Coquitlam will be holding a Public Hearing to receive representations from all persons who deem it in their interest to address Council regarding the following proposed bylaws. This meeting will be held on:

Date: Monday, July 8, 2024
Time: 7:00 p.m.
Location: City Hall Council Chambers, 3000 Guildford Way, Coquitlam, BC V3B 7N2

The City facilitates electronic participation at Public Hearings. Those wishing to participate at the Public Hearing remotely can visit www.coquitlam.ca/publichearing or call 604-927-3010 for details and instructions.
Video recordings of Public Hearings are streamed live and archived at www.coquitlam.ca/webcasts.

Immediately following the adjournment of the Public Hearing, Council will convene a Regular Council Meeting during which it will give consideration to the items on the Public Hearing agenda.

Item 1 Addresses: 1963 Lougheed Hwy and 1880 Coleman Ave

The intent of *Bylaw No. 5361, 2024* is to amend *Citywide Official Community Plan Bylaw No. 3479, 2001* to allow for a place of worship as an accessory use under the current Land Use Designation, specific to the subject properties only – *Bylaw No. 5361, 2024*.

The intent of *Bylaw No. 5362, 2024* is to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the subject properties as outlined in black on the map marked “Schedule ‘A’ to Bylaw 5362, 2024” from RS-1 One-Family Residential and B-1 Business Enterprise to CD-45 Comprehensive Development Zone-45 – *Bylaw No. 5362, 2024*.

If approved, the application would allow place of worship as an accessory use at 1963 Lougheed Highway and use of parking at 1880 Coleman Avenue.



How do I find out more information?

For copies of supporting staff reports and the bylaws, please visit www.coquitlam.ca/publichearing.

For additional information and any relevant background documentation, contact the Planning and Development Department by email at planninganddevelopment@coquitlam.ca or by phone at 604-927-3430. You may also visit the Planning and Development Department in person at 3000 Guildford Way, Coquitlam, BC, during the hours of 8:00 a.m. to 5:00 p.m. from Monday to Friday excluding statutory holidays.

How do I provide input?

Prior to the Public Hearing written comments may be submitted to the City Clerk's Office in one of the following ways:

- Email: clerks@coquitlam.ca with **"PROJ 23-024"** in the subject line;
- Regular mail: City Clerk's Office, 2nd Floor, to 3000 Guildford Way, Coquitlam BC, V3B 7N2;
- In person: City Hall at 3000 Guildford Way:
 - To the City Clerk's Office front desk located on the 2nd Floor of City Hall; or
 - Place in one of two City Hall drop boxes located at the underground parking entrance or by the main entrance facing Burlington Drive.

To afford Council an opportunity to review your submission, please ensure that you forward it to the City Clerk's Office **prior to noon on the day of the hearing**. Please note that the drop boxes will be emptied shortly after 12:00 p.m. and not checked again prior to the hearing.

Written submissions provided in response to this consultation, including names and addresses, 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/agendas. If you require more information regarding this process, please call the City Clerk's Office at 604-927-3010.

Coquitlam

If you would like to provide a verbal submission, please register as far in advance of the meeting as possible. Instructions and registration information can be found at www.coquitlam.ca/publichearing. You can also contact the City Clerk's Office for more information at clerks@coquitlam.ca or call 604-927-3010. The City Clerk's Office will compile a speakers list for each item. Everyone will be permitted to speak at the Public Hearing but those who have registered in advance will be given first opportunity.

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Please note that Council may not receive further submissions from the public or interested parties concerning any of the bylaws described above after the conclusion of the Public Hearing.

Coquitlam

Item 2 Transit Oriented Areas (TOAs) Update

The intent of *Bylaw No. 5396, 2024* is to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to revise the boundaries of the Evergreen Line Core and Shoulder Station Areas identified on Schedule 'O'.

If approved, the amendment would revise the 'core' areas to match the boundaries of the provincial Transit-Oriented Areas, and the 'shoulder' areas to include all other properties currently identified as either 'core' or 'shoulder'. This amendment is for administrative purposes to ensure consistency between Schedule 'O' in the Zoning Bylaw and provincially designated Transit-Oriented Areas. It supports implementation of the provincially mandated removal of minimum residential off-street parking rates within Transit-Oriented Areas, which is not subject to a public hearing.

How do I find out more information?

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How do I provide input?

Prior to the Public Hearing written comments may be submitted to the City Clerk's Office in one of the following ways:

- Email: clerks@coquitlam.ca with **"PROJ 24-085"** in the subject line;
- Regular mail: City Clerk's Office, 2nd Floor, to 3000 Guildford Way, Coquitlam BC, V3B 7N2;
- In person: City Hall at 3000 Guildford Way:

Coquitlam

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Coquitlam

Public Hearing – 7:00 p.m.
Monday, July 8, 2024

Order of Business

Item 1 Application to amend *Citywide Official Community Plan Bylaw No. 3479, 2001* to allow for a place of worship as an accessory use under the current Land Use Designation, specific to the subject properties only – *Bylaw No. 5361, 2024.*

The applicant also proposes to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* in order to rezone the subject properties from RS-1 One-Family Residential and B-1 Business Enterprise to CD-45 Comprehensive Development Zone-45 – *Bylaw No. 5362, 2024.*

Item 2 Application to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* in order to revise the boundaries of the Evergreen Line Core and Shoulder Station Areas identified on Schedule “O” – *Bylaw No. 5396, 2024*

Coquitlam

Item 1 Addresses: 1963 Lougheed Hwy and 1880 Coleman Ave

The intent of *Bylaw No. 5361, 2024* is to amend *Citywide Official Community Plan Bylaw No. 3479, 2001* to allow for a place of worship under the current Land Use Designation, but for the subject property only – *Bylaw No. 5361, 2024*.

The intent of *Bylaw No. 5362, 2024* is to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the subject properties as outlined in black on the map marked “Schedule ‘A’ to Bylaw 5362, 2024” from RS-1 One-Family Residential and B-1 Business Enterprise to CD-45 Comprehensive Development Zone-45 – *Bylaw No. 5362, 2024*.

If approved, the application would allow place of worship as an accessory use at 1963 Lougheed Highway.

Item 1

May 27, 2024

Our file: 08-3010-06/23 104994 PROJ/1

Doc #: 5113949.v4

To: City Manager
From: Director Development Services

Subject: **Development Application at 1963 Lougheed Highway and 1880 Coleman Avenue - Disciple Methodist Church (PROJ 23-024)**

For: **Council**

Applicant and Owner:	Disciple Methodist Church
Addresses of Subject Sites:	1963 Lougheed Highway and 1880 Coleman Avenue
Present OCP Designations:	Business Enterprise and One-Family Residential
Requested OCP Designation:	No change to the existing land use designation, however, seeking a site-specific text amendment to allow a place of worship for the subject site only
Present Zoning:	B-1 Business Enterprise RS-1 One-Family Residential
Requested Zoning:	CD-45 Comprehensive Development Zone - 45
Applications Included:	Official Community Plan Amendment Bylaw No. 5361, 2024 Zoning Amendment Bylaw No. 5362, 2024
Project Description:	To permit places of worship as an accessory assembly use at 1963 Lougheed Highway

Recommendation:

That Council either:

1. **Option A:** Deny the application.

OR

2. **Option B:** Support the application, as follows:

- a. Give first reading to *Citywide Official Community Plan Amendment Bylaw No. 5361, 2024*;
- b. In accordance with the *Local Government Act*, consider *Bylaw No. 5361, 2024*, in conjunction with *2024 Five Year Financial Plan Bylaw No. 5356, 2023* and the *Regional Solid Waste Management Plan*;
- c. Give first reading to *Zoning Amendment Bylaw No. 5362, 2024*;
- d. Refer *Bylaw Nos. 5361, 2024* and *5362, 2024* to Public Hearing; and
- e. Instruct staff to complete the following items prior to Council's consideration of final adoption, should Council grant second and third readings to *Citywide Official Community Plan Amendment Bylaw No. 5361, 2024* and *Zoning Amendment Bylaw No. 5362, 2024*:



- i. Finalization of a subdivision plan facilitating a 3 metre by 3 metre corner cut at the northwest corner of 1963 Lougheed Highway to the satisfaction of the Approving Officer in Land Title Office registrable form;
- ii. Ensure that all engineering requirements and issues including restrictive covenants, dedications and rights-of-way where necessary, are addressed to the satisfaction of the General Manager Engineering and Public Works;
- iii. Submission of a floor plan delineating that the floor area for the place of worship does not exceed 35% of the overall floor area; and
- iv. Finalize, execute and deliver to the City, the following agreements in Land Title Office registrable form:
 1. Registration of one or more Section 219 Covenants with respect to shared vehicular/pedestrian areas, on-site parking requirements and restricting use among both subject properties;
 2. Registration of an access easement on 1880 Coleman Avenue in favour of 1963 Lougheed Highway to access the additional parking spaces; and
 3. Such other Land Title Office registrable agreements as may be required by the City.

Executive Summary:

The applicant is proposing:

- An **Official Community Plan Text Amendment** to the *Citywide Official Community Plan Bylaw No. 3479, 2001* to allow for a place of worship under the current Land Use Designation, but for the subject property only; and
- To **Re-zone** the subject sites from B-1 Business Enterprise and RS-1 One-Family Residential to CD-45 Comprehensive Development Zone – 45. The CD zone allows the permitted uses of the B-1 and RS-1 zones, but also permits places of worship on a site-specific basis and includes a proposed reduction in off-street parking spaces from 68 to 61, as well as a decrease in end-of-trip facilities from two amenity rooms to one.

A map showing the location of the subject site and current zoning is included in Attachment 1. Maps showing the current Official Community Plan land use designations and the proposed subdivision plan are included in Attachments 2 and 3, respectively.

Background:

On May 6, 2024, Council-in-Committee received the report titled "Proposed Official Community Plan Text Amendment, 1963 Lougheed Highway and 1880 Coleman Avenue". This report outlined the relevant policy context that the application was reviewed against. Further details of the policy review are provided in the Policy Analysis section below.

The report outlined where the proposed development does not align with existing policy directions in the Official Community Plan in terms of preserving and enhancing industrial and employment-generating lands. Subsequently, based on the feedback received from Council-in-Committee, this application is being forwarded to Council for their formal consideration.

Discussion/Analysis:

The proposal does not align with the existing policy context outlined in the Official Community Plan. As such, the policy context would not support the current development proposal for this site. Given that it does not align with existing City policies, it could adversely affect the limited industrial and employment-generating lands within the city. Moreover, it could establish a precedent for other places of worship to be proposed on sites designated for Business Enterprise.

Despite the above, at the May 6 Council-in-Committee meeting, several members of Council expressed an openness to consider the proposal given the uniqueness of this site and the scarcity of reasonable and affordable sites for places of worship. Given that the proposal does not align with several existing policies, but Council may still wish to consider it, staff have prepared two options for Council's consideration:

Option A: That Council deny the application.

OR

Option B: Council grant first reading to *Citywide Official Community Plan Amendment Bylaw No. 5361, 2024* and *Zoning Amendment Bylaw No. 5362, 2024* and direct staff to proceed with the necessary development application requirements. The OCP amendment recognizes the uniqueness and isolated nature of the site and will facilitate locating a place of worship on a site-specific basis on the subject site only, and is not intended to encourage the proliferation of such uses in the broader neighbourhood.

Site and Context:

The subject properties are:

- Located at 1963 Lougheed Highway and 1880 Coleman Street in the Maillardville neighbourhood, southeast of Coleman Avenue and north of Lougheed Highway;
- 4,567 square metre (sq. m) (49,159 square feet (sq. ft.)) in combined area;
- Designated Mixed Employment and General Urban in the Metro Vancouver Regional Growth Strategy;
- Designated Business Enterprise and One-Family Residential in the Official Community Plan;
- Zoned B-1 Business Enterprise and RS-1 One-Family Residential; and
- Surrounded by properties consisting of one-family residential and industrial uses.

Table 1: Adjacent Property Characteristics

	Existing Land Uses	OCP Land Use Designations	Zones
North	One-Family Residential	One-Family Residential	RT-1 (Infill Residential)
West	Vehicle repair shop	Service Commercial	CS-1 (Service Commercial)
East	One-Family Residential	One-Family Residential	RS-1 (One-Family Residential)
South	Trans-Canada Highway and car dealership	Business Enterprise	B-1 (Business Enterprise)

The proposed Official Community Plan amendment, permitting places of worship, would apply only to 1963 Lougheed Highway, which will hereon be referred to as the “parent property” (Attachment 4). The parent property is 3,502 sq. m (37,695 sq. ft.).

At the time of writing, there are no active development applications in close proximity to the subject site.

Policy Analysis:

Metro 2050 Regional Growth Strategy

- The parent property is located within Metro Vancouver’s “Mixed Employment” land use designation. This designation, noting a critical shortfall of industrial lands, aims to safeguard and foster industrial and commercial developments against encroachment of residential and other incompatible land uses.
- Metro Vancouver’s *Metro 2050 Regional Growth Strategy* is established as a region-wide plan for municipalities in the Lower Mainland to coordinate and manage growth. Any amendments to the City’s Official Community Plan must align with the Regional Growth Strategy.
- Per consultation with Metro Vancouver staff, to avoid a Regional Growth Strategy amendment, the proposed place of worship use could be considered an accessory use under the existing designation, so long as the use occupies less than 35% of the total floor area and functions as part of the ancillary use within the commercial building.

Official Community Plan

- The subject properties are located within the Southwest Coquitlam Area Plan area and Maillardville Neighbourhood Plan.
- Policy CC21 in the Southwest Coquitlam Area Plan aims to maintain the long-term supply and viability of employment-generating commercial and industrial activities through the Business Enterprise land use designation.
- Policy CC29 in the Southwest Coquitlam Area Plan permits Council to consider the P-2 Special Institutional zone to support places of worship at specific land use designations (e.g. one-family residential), but to avoid industrial zones.

The proposal would facilitate the expansion of places of worship to respond to the regional population growth and community needs. Additionally, it will provide a permanent location for the Church, which has been renting space around the city since 2019.

Official Community Plan Amendment Bylaw No. 5361, 2024 is included in Attachment 6.

Proposed CD-45 Zone

- The CD-45 zone accommodates places of worship as an accessory assembly use at the parent property, as well as accessory off-street parking at 1880 Coleman Avenue, neither of which are currently permitted.
- The CD-45 zone generally conforms with the B-1 Business Enterprise and RS-1 One-Family Residential zone with the following exceptions:
 - Accessory assembly use allowed at the parent property, limited to places of worship;
 - The places of worship use is limited to the maximum of 660 sq. m (7,014 sq. ft.) or 35% of the total gross floor area;
 - The total required number of off-street parking spaces has been reduced from 68 to 61. Further details and the applicant's rationale are provided in the parking and circulation section; and
 - The required number of end-of-trip facilities is reduced from two to one.
- An access easement and restrictive covenant will be required to be registered on title for 1880 Coleman Avenue to ensure access to and the provision of the additional off-street parking spaces remains.

Zoning Amendment Bylaw No. 5362, 2024 is included in Attachment 7.

Commercial Space

- The existing building located at the parent property contains two levels with a total floor area of 1,958 sq. m (21,073 sq. ft.).
- A net leasable commercial space of approximately 1,298 sq. m (13,971 sq. ft.) is proposed, with the remaining 660 sq. m (7,014 sq. ft.) allocated for places of worship.

Place of Worship

- Interior modifications are proposed to the existing building to accommodate a chapel, choir room and a banquet hall.
- The CD-45 zone is restricted to only permit places of worship. As such, renting out the space or banquet hall for other assembly uses is not permitted.
- Under the current floor configuration the applicant is proposing that congregants have free access to the remainder of the building and bathroom facilities which are currently only provided within the commercial space. As this will result in the place of worship exceeding the maximum floor space requirement, should Council elect to advance the bylaw, revisions will be required to provide washroom facilities within the allotted 35%.

Economic Development Impact

- The conversion of a portion of the site from employment space to places of worship will result in a loss of employment/industrial usage on this site. B-1 is an industrial zone that was designed to allow flexibility to facilitate some complementary office uses and commercial recreation uses onsite to support industrial use.
- The proposed Official Community Plan amendment, being institutional in nature, limits the economic component of the site and does not fully align with the existing City or Regional policy context such as the following policy:
 - Economic Development Strategy (Goal C): Preserve limited existing employment lands and encourage further intensification of productive employment spaces.
- The conversion of employment-generating floor area to institutional may be viewed as precedent or could encourage other groups to seek a similar conversion.

Site Access, Parking and Circulation

- Vehicular access will be taken from Coleman Avenue.
- 61 parking stalls are proposed, of which two are dedicated for the residential house at 1880 Coleman Avenue.

Staff supports the proposed parking reduction based on the results of the applicant's parking study demonstrating that the church and office operate on different days of the week and at different times, thus the anticipated peak parking demands for both the commercial and assembly use can be accommodated through the shared parking approach.

Public Notification and Consultation:

A development sign was installed on the subject site on January 11, 2024 to notify the public of the proposed development.

In accordance with provisions of the *Local Government Act*, a City-led consultation opportunity was provided for the proposed Official Community Plan amendment. The consultation began on January 24, 2024 and concluded on February 15, 2024. A total of 80 letters were mailed to surrounding property owners and tenants within 100 m (328 ft.) of the subject site and three advertisements were published in the local newspaper.

Staff received eight responses from the public in support of the development proposal (Attachment 8).

Financial Implications:

In 2023, the owner appealed their property assessment through Property Assessment Appeal Board (PAAB) to seek a Statutory Property Tax Exemption. They were successful in their appeal as BC Assessment classified the building as being used as a place of worship, despite the use not being allowed by the current zoning. Therefore, the assessment was changed to statutorily exempt the church portion; however, they paid taxes on the remaining land value since it was not permissively exempt.

In 2023, the property owner submitted an application to the City in order to have this remaining value for the entire site permissively exempt for 2024, which Council endorsed based on the site being statutorily exempt. The total estimated value of the statutory tax exemption is \$78,965 and the total estimated value of the permissive tax exemption is \$45,674. The estimated combined 2024 total property tax exemption amount is \$124,639.

Should the portion of the property used for public worship be reduced and limited to 35%, it is anticipated that the current exemptions will be amended accordingly as part of a future BC Assessment Roll.

Conclusion:

The development proposal does not align with the City's current policies and land use requirements in relation to the protection of industrial and employment-generating lands, and if approved may establish a precedent for future applications for places of worship on other sites designated as Business Enterprise. That said, the subject site is unique and relatively isolated, and could be potentially differentiated given these circumstances. At the May 6 Council-in-Committee meeting, Council indicated an openness to consider the proposal and requested that it be brought forward for their formal review.

Therefore, staff are providing two options for Council to consider, one to deny the application (Option A), or to proceed with the proposed Official Community Plan Text Amendment and Zoning Amendment Bylaw (Option B).



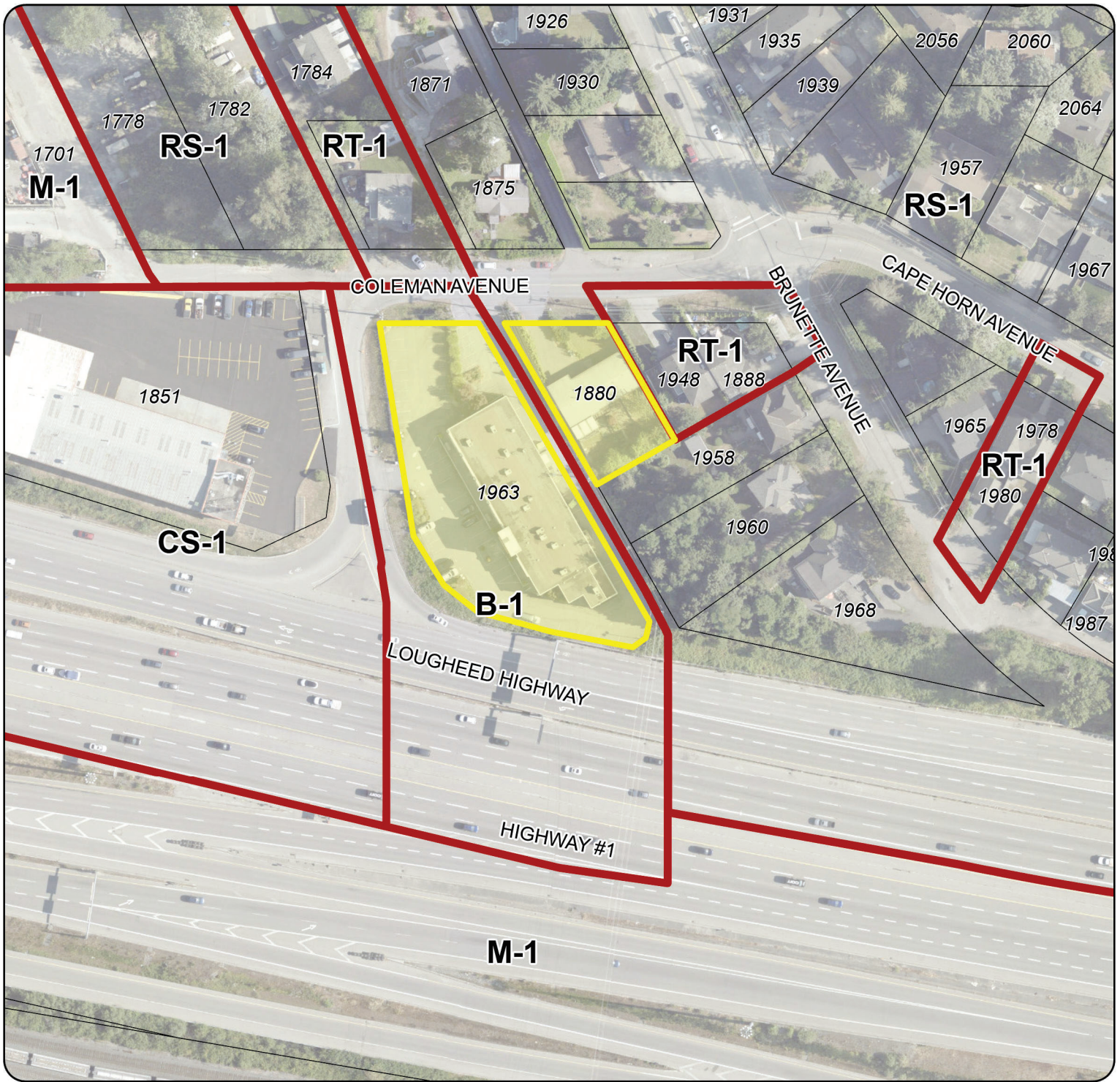
Chris Jarvie MCIP, RPP

ET/ab/ce

Attachments:

1. Location and Adjacent Zoning (Doc# 5194874)
2. Existing Official Community Plan Land Use Designations (Doc# 5194873)
3. Proposed Subdivision Plan (Doc# 5029643)
4. Context Map (Doc# 5194872)
5. Design Drawings and Landscaping Plan (Doc# 5192906)
6. Official Community Plan Amendment Bylaw No. 5361, 2024 (Doc# 5167773), Schedule A (Doc# 5210740)
7. Zoning Amendment Bylaw No. 5362, 2024 (Doc# 5169560), Schedule A (Doc# 5191261)
8. Section 475 Public Consultation Responses (Doc# 5190464)

This report was prepared by Edison Ting, Planner 2, with input from Jacint Simon, Major Project Planner and Rhonda Anderson, Revenue Services Manager, and reviewed by Jeff Denney, Senior Planner and Chris Jarvie, Director Development Services.



LOCATION AND ADJACENT ZONING



Zoning

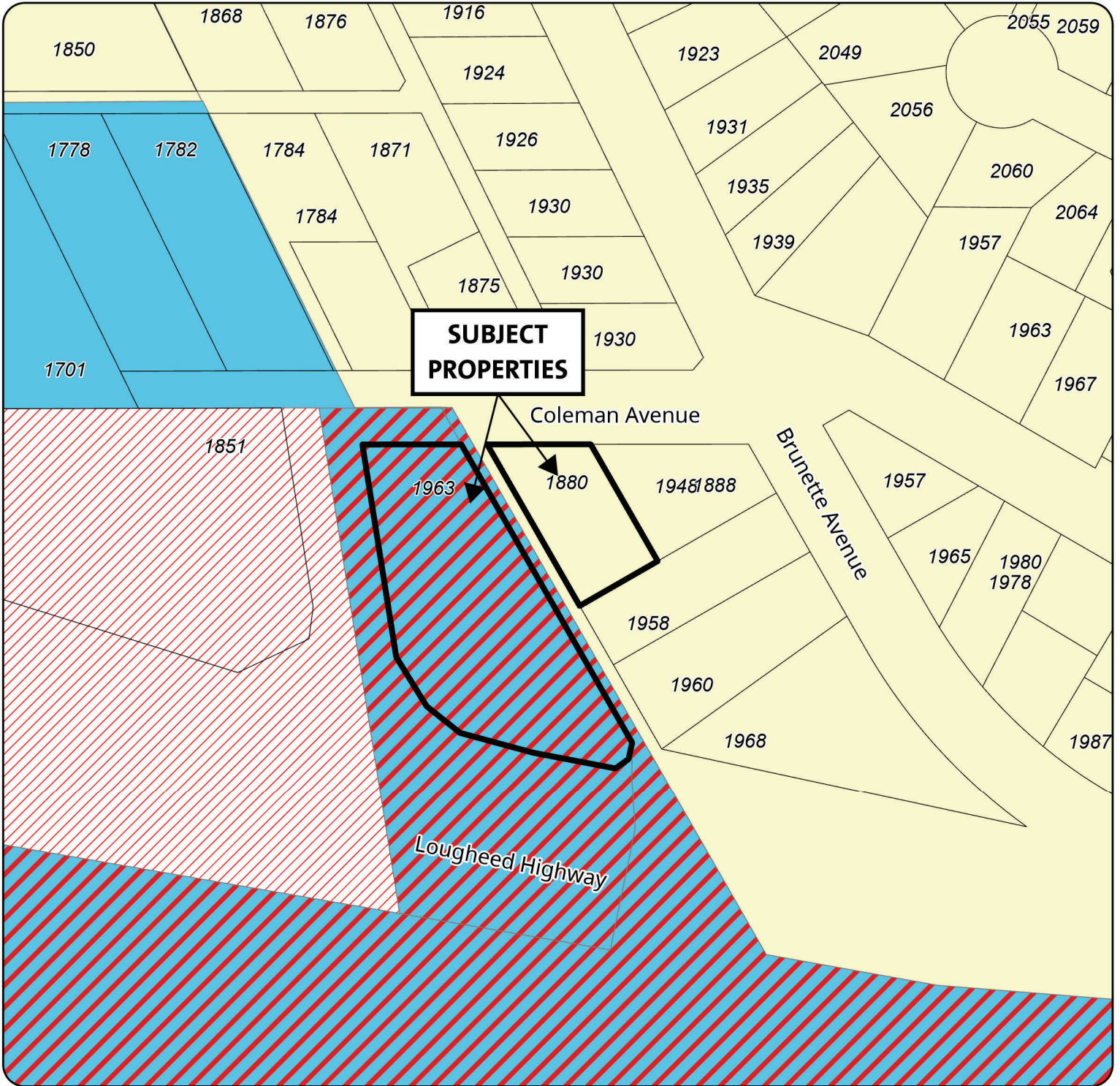


1963 Lougheed Highway and
1880 Coleman Avenue

Application No.: PROJ 23-024

Map Date: 2/21/2024





EXISTING OCP LAND USE DESIGNATIONS



0 10 20 40 Metres

- Industrial
- One Family Residential
- Service Commercial
- Business Enterprise

Application No.: PROJ 23-024

Map Date: 2/8/2024



**SKETCH PLAN OF PRELIMINARY SUBDIVISION OVER LOT 129 DISTRICT LOTS 62 AND 63 GROUP 1 PLAN 51328
EXCEPT: PART WITHIN HEAVY BLACK OUTLINE ON HIGHWAY STATUTORY RIGHT OF WAY PLAN 63067
NEW WESTMINSTER DISTRICT**

CIVIC ADDRESS:

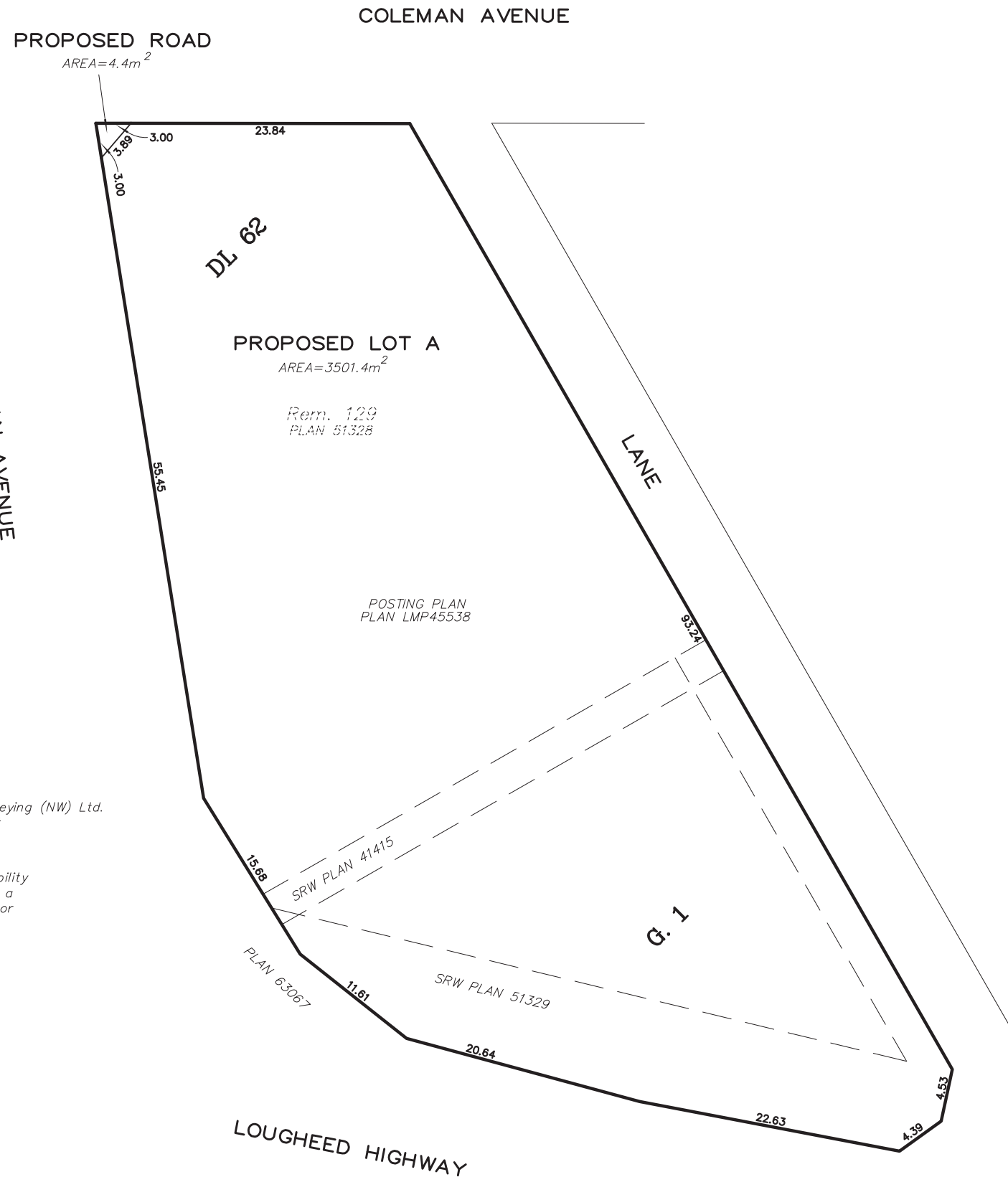
1963 Lougheed Highway, Coquitlam
PID: 004-925-963

B.C.G.S. 92G.026

SCALE 1 : 300



The intended plot size of this plan is 560mm in width and 432mm in height (C size) when plotted at a scale of 1:300.



NOTES:

Lot dimensions are derived from Posting Plan LMP45538.

If this plan is used in digital form, Target Land Surveying (NW) Ltd. will only assume responsibility for information content shown on original unaltered drawing.

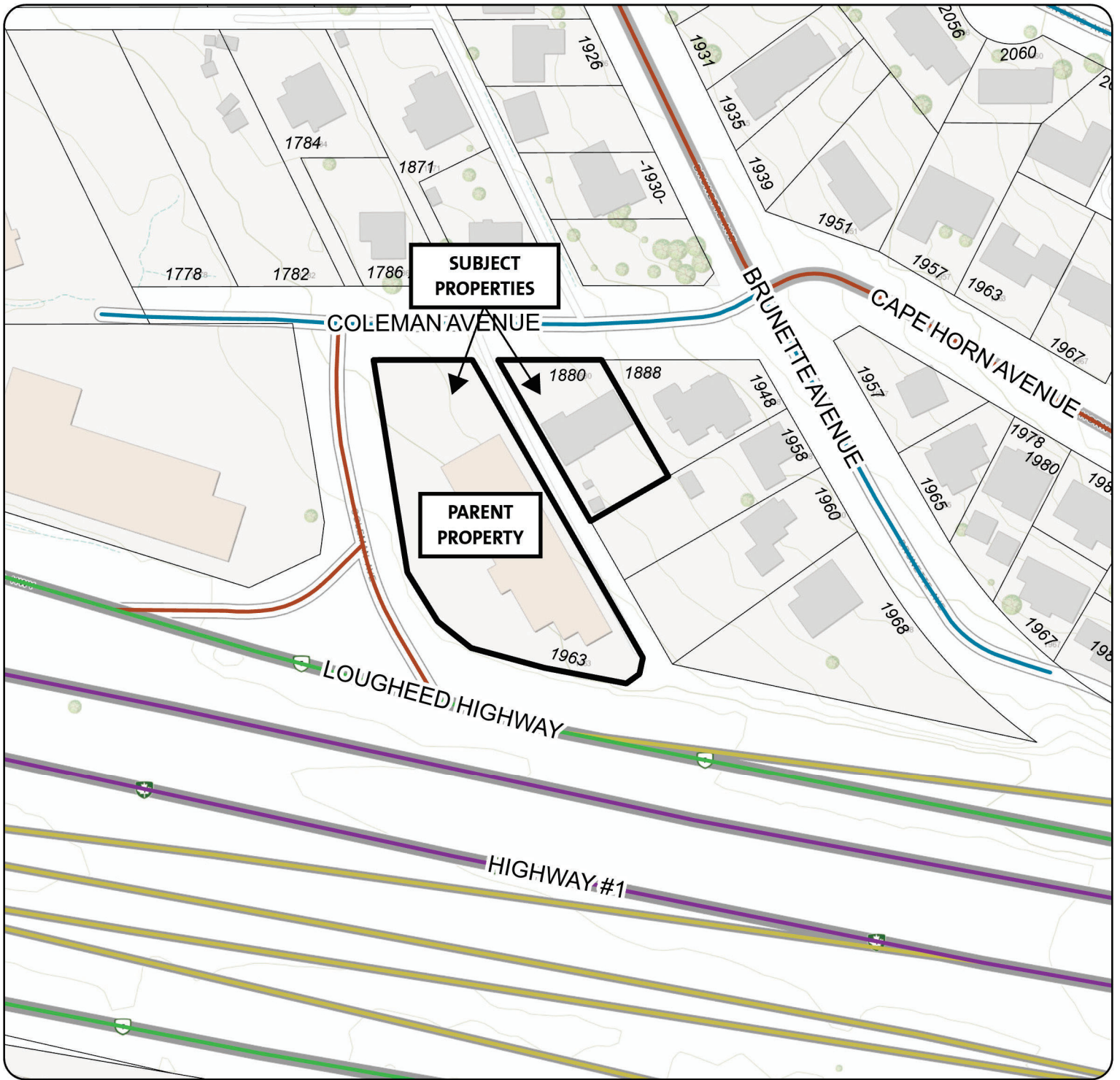
Target Land Surveying (NW) Ltd. accepts no responsibility or liability for any damages that may be suffered by a third party as a result of reproduction, transmission or alteration to this document without consent.

This lot is subject to the following charges:
Statutory Right of Way: 366854C, PLAN 9066
Statutory Right of Way: M107378, PLAN 51329

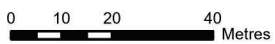


PRELIMINARY

PRELIMINARY




CONTEXT MAP



 Development Activity

 Traffic Signal Locations

 Collector

 FWR

 FWY

 HWY

 Local

Application No.: PROJ 23-024

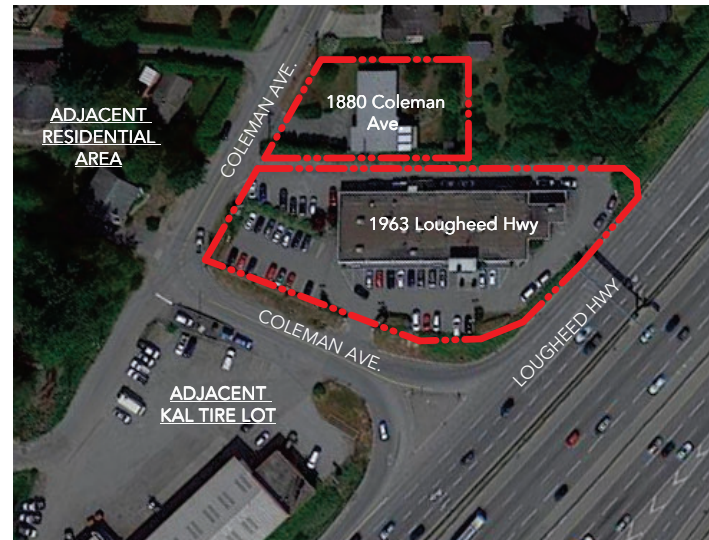
Map Date: 2/21/2024





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 It is the responsibility of the Owner and General Contractor to verify all dimensions and site conditions prior to commencement of work and they shall notify the architect of any errors, omissions or discrepancies. Any work completed without architect's knowledge will be the full responsibility of the Owner and General Contractor.



1 CONTEXT PLAN*
 N.T.S

PROJECT DATA

GENERAL INFORMATION		
Civic Address	1963 Lougheed Hwy	1880 Coleman Ave
Legal Description	LOT 129 PLAN NWP51328 DISTRICT LOT 62 & 63 LAND DISTRICT 36	LOT 86, PLAN NWP33944, DISTRICT LOT 62 & 63, GROUP 1, NEW WESTMINSTER LAND DISTRICT
PID	004-925-963 and	006-978-657
OCP	Business Enterprise	One Family Residential
Zoning	B-1	RS-1

ZONING REQUIREMENTS	REQUIRED	EXISTING	PROPOSED
Zoning		B-1 & RS-1	CD
Setback - 1963 Lougheed Hwy			
Front	7.6m	13.25m	13.25m
Exterior Side (Coleman Ave.)	7.6m	21.25m	21.25m
Exterior Side (Lougheed Hwy)	7.6m	8.16m	8.16m
Rear	7.6m	3.69m	3.69m
Setback - 1880 Coleman Ave.			
Front	7.6m	9.1m	9.1m
Interior Side (East)	1.8m	1.8m	1.8m
Interior Side (West)	1.8m	1.8m	1.8m
Rear	7.6m	18.4m	18.4m

Lot Area			
1963 Lougheed Hwy	3x3 Road Dedication (4.4m ²)	3,505.9 m ² (Gross)	3,501.5m ² (Net)
1880 Coleman Ave.	n/a	1,062.8 m ²	1,062.8 m ²

Building Area			
1963 Lougheed Hwy	n/a	1,076 m ²	1,076 m ²
1880 Coleman Ave.	n/a	160.8 m ²	160.8 m ²

Lot Coverage			
1963 Lougheed Hwy	n/a	30.69%	30.73%
1880 Coleman Ave.	45%	15.13%	15.13%

Building Height			
1963 Lougheed Hwy	Max. 8 storeys	9.25m	9.25m
1880 Coleman Ave.	7.3m	1 storey	1 storey

Density			
1963 Lougheed Hwy	2.0	0.59	0.56
1880 Coleman Ave.	18 units / hectare	1 dwelling unit	1 dwelling unit

Building Use			
1963 Lougheed Hwy	n/a	Commercial	Commercial & Institutional
1880 Coleman Ave.	n/a	Residential	Residential

REZONING + OCP AMENDMENT

DISCIPLE METHODIST CHURCH
 1963 LOUGHEED HWY & 1880 COLEMAN AVE.

DEVELOPMENT DATA

PROPOSED GFA BY FLOOR (1963 Lougheed Hwy)		
Name	Area (ft ²)	Area (m ²)
PROPOSED UPPER FLOOR	9797.07	910.18 m ²
PROPOSED MAIN FLOOR	11276.26	1047.6 m ²
	21073.33	1957.78 m ²

PROPOSED GFA BY USE (1963 Lougheed Hwy)			
	GFA (SF)	GFA (m ²)	% TOTAL GFA
CHURCH ASSEMBLY			
1st Floor	4495.80	417.68	
2nd Floor	2,502.60	232.49	
	6,998.40	650.17	33.2%
OFFICE	14,074.90	1,307.61	66.8%

NOTE:
 SEE DRAWING A101 FOR AREA OVERLAY
 AREAS AND CALCULATION MATCHED TRAFFIC REPORT PROVIDED BY BUNT

OFF-STREET PARKING BY LAW

706 NUMBER OF REQUIRED OFF-STREET PARKING SPACES
 (2) (g) Commercial uses permitted in the Business Enterprise (B) zone: 1 space per 100 m² of gross floor area
 Except: (i) Commercial recreation, grocery store, office, restaurant, specialty food retail: 1 space per 40 m² of gross floor area

(4) (a) Assembly use: 1 space per 10 m² of gross floor area
 Except: (ii) Places of worship: 1 space per 20 m² of gross floor area

REQUIRED ACCESSIBLE PARKING:
 Building or use classes listed under section 706 Commercial, and requiring 26 or more off-street parking spaces, the following number of the required spaces must be provided for persons with disabilities is applicable:

REQUIRED: 26 - 75 = 1 STALL
 PROPOSED: 2 STALLS

REQUIRED LOADING ZONE:
 Section 710 determines Number of Required Accessory Off-Street Loading Spaces based on square meters of Building Use, where "Office" is applicable to our case.

OFFICE GFA = 1307.61 m²
 REQUIRED: 501 - 2000 m² = 1 Type B
 Type B Loading size: 12.5 m x 3.5 m

REQUIRED BICYCLE PARKING:
 Section 711 determines Number of Required Off-Street Bicycle Parking Spaces based on Building Use, where "Commercial; Office" is applicable to our case.

Minimum number of spaces required for Bicycle Parking, Long-Term = 4 spaces + 0.1 space per 100 m² of GFA
 Minimum number of spaces required for Bicycle Parking, Short-Term = 6 spaces of each building entrance = 6 x 1 Main Building Entrance = 6 spaces

PARKING REQUIREMENTS	REQUIRED	PROPOSED
Car parking		
Church Assembly	33	
Office	33	
Dwelling Unit	2	
Total	68	61
Accessible parking	1	2
Loading	1 type B based on Office GFA	1 type B
Bicycle parking		
Short term	5.3	5
Long term	6	6

OCCUPANCY DATA

SECTION 3.1 GENERAL

3.1.17 OCCUPANT LOAD
 EXISTING BUILDING OCCUPANCY LOAD = 330 PERSONS

PROPOSED:

Level	Type of Use	Floor (m ²)	Area (m ²)	Area Per Person (m ²)	Occupant (persons)	Load	Subtotal Occupant Load (persons)
Level 1	Chapel	196.66	0.95	208			470
	Chapel Stage	43.47	0.75	58			
	Church Lobby	40.97	1.85	23			
	Banquet Hall	100.32	0.95	106			
	Office Staff Room	85.58	1.85	47			
Level 2	Office	234.61	9.30	26			220
	Reception	17.73	9.30	2			
	Chapel Mezzanine / Choir	140.10	0.95	148			
	Mother's Room	48.50	1.85	27			
	Office	402.26	9.30	45			

SECTION 3.4 EXITS

3.4.3.2. Exit Width
 1) Except as permitted by Sentence (3), the minimum aggregate required width of exits serving floor areas intended for assembly occupancies, residential occupancies, business and personal services occupancies, mercantile occupancies, and industrial occupancies shall be determined by multiplying the occupant load of the area served by
 a) 6.1 mm per person for ramps with a slope of not more than 1 in 8, doorways, corridors and passageways

PROPOSED:

Level	Exits Provided	Total Exit Width (mm)	Exit Capacity Factor (mm/persons)	Exit Capacity (persons)	Subtotal Exit Capacity (persons)	Subtotal Occupant Load (persons)
Level 1	4 Exit Doors @ 915 mm	7,190	6.1	1,178	1,178	470
	2 Exit Doors @ 1,765 mm					
Level 2	1 Existing Exit Stair @ 1,140 mm	3,580	9.2 ⁽¹⁾	389	389	220
	1 Existing Exterior Exit Stair @ 1,200 mm					
	1 Existing Exterior Loading Dock Stair @ 1,240 mm					

(1) An exit capacity factor of 9.2 is used since all existing stairs are assumed to not comply with the dimensional requirements of the 2018 BCB.

SECTION 3.7 HEALTH REQUIREMENTS

3.7.2.2. WATER CLOSETS

1) Except as permitted by Sentence (4), water closets shall be provided for each sex assuming that the occupant load is equally divided between males and females, unless the proportion of each sex expected in the building can be determined with reasonable accuracy. (See Note A-3.7.2.2.(1).)

(8) The number of water closets required for places of worship and undertaking premises shall be at least one for each 150 persons of each sex.

12) Except as permitted by Sentence (4), the number of water closets required for a business and personal services Occupancy shall conform to Table 3.7.2.2.-B.

Table 3.7.2.2.-B
Water Closets for a Business and Personal Services Occupancy
 Forming Part of Sentences 3.7.2.2.(12) and (18)

Number of Persons of Each Sex	Minimum Number of Water Closets for Each Sex
1 - 25	1
26 - 50	2
Over 50	3, plus 1 for each additional increment of 50 persons of each sex in excess of 50

PROPOSED:

Floor Area	Occupant Load	Number of Water Closets Required		Number of Water Closets Provided	
		Male	Female	Male	Female
All	690	3	3	7	7

NUMBER OF UNIVERSAL WASHROOMS PROVIDED: 2

7. Issued for Reasoning REV.3 16 Feb 2024
 6. Issued for Reasoning REV.2 09 Feb 2024
 5. Issued for Reasoning REV.1 13 Jan 2023
 3. Issued for Reasoning Application 13 Mar 2022
 Revisions

Sign & Seal
 Project No. 180103
 Project Start Date DECEMBER 2018

Project
DISCIPLE METHODIST CHURCH
REZONING

Sheet Title
PROJECT DATA

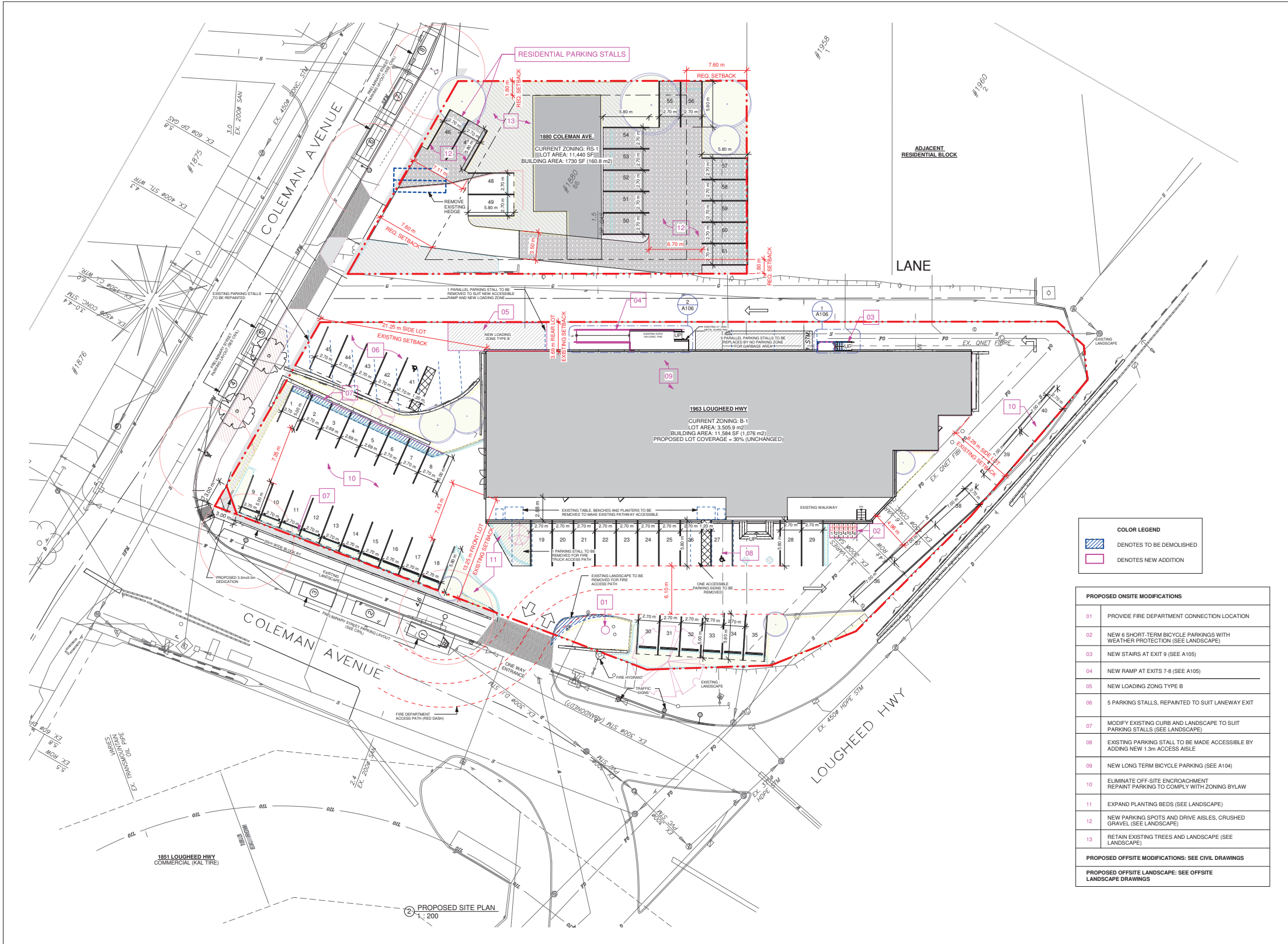
Scale N.T.S.
 Sheet No.

A100.1



Architect:
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COLOR LEGEND

	DENOTES TO BE DEMOLISHED
	DENOTES NEW ADDITION

PROPOSED ONSITE MODIFICATIONS

01	PROVIDE FIRE DEPARTMENT CONNECTION LOCATION
02	NEW 6 SHORT-TERM BICYCLE PARKINGS WITH WEATHER PROTECTION (SEE LANDSCAPE)
03	NEW STAIRS AT EXIT 9 (SEE A105)
04	NEW RAMP AT EXITS 7-8 (SEE A105)
05	NEW LOADING ZONE TYPE B
06	5 PARKING STALLS, REPAINTED TO SUIT LANEWAY EXIT
07	MODIFY EXISTING CURB AND LANDSCAPE TO SUIT PARKING STALLS (SEE LANDSCAPE)
08	EXISTING PARKING STALL TO BE MADE ACCESSIBLE BY ADDING NEW 1.3m ACCESS AISLE
09	NEW LONG TERM BICYCLE PARKING (SEE A104)
10	ELIMINATE OFF-SITE ENCROACHMENT REPAINT PARKING TO COMPLY WITH ZONING BYLAW
11	EXPAND PLANTING BEDS (SEE LANDSCAPE)
12	NEW PARKING SPOTS AND DRIVE AISLES, CRUSHED GRAVEL (SEE LANDSCAPE)
13	RETAIN EXISTING TREES AND LANDSCAPE (SEE LANDSCAPE)

PROPOSED OFFSITE MODIFICATIONS: SEE CIVIL DRAWINGS
 PROPOSED OFFSITE LANDSCAPE: SEE OFFSITE LANDSCAPE DRAWINGS

Revisions

7	Issued for Reasoning REV.3	16 Feb 2024
6	Issued for Reasoning REV.2	09 Feb 2024
5	Issued for Reasoning REV.1	13 Oct 2023
3	Issued for Reasoning Application	13 Mar 2023

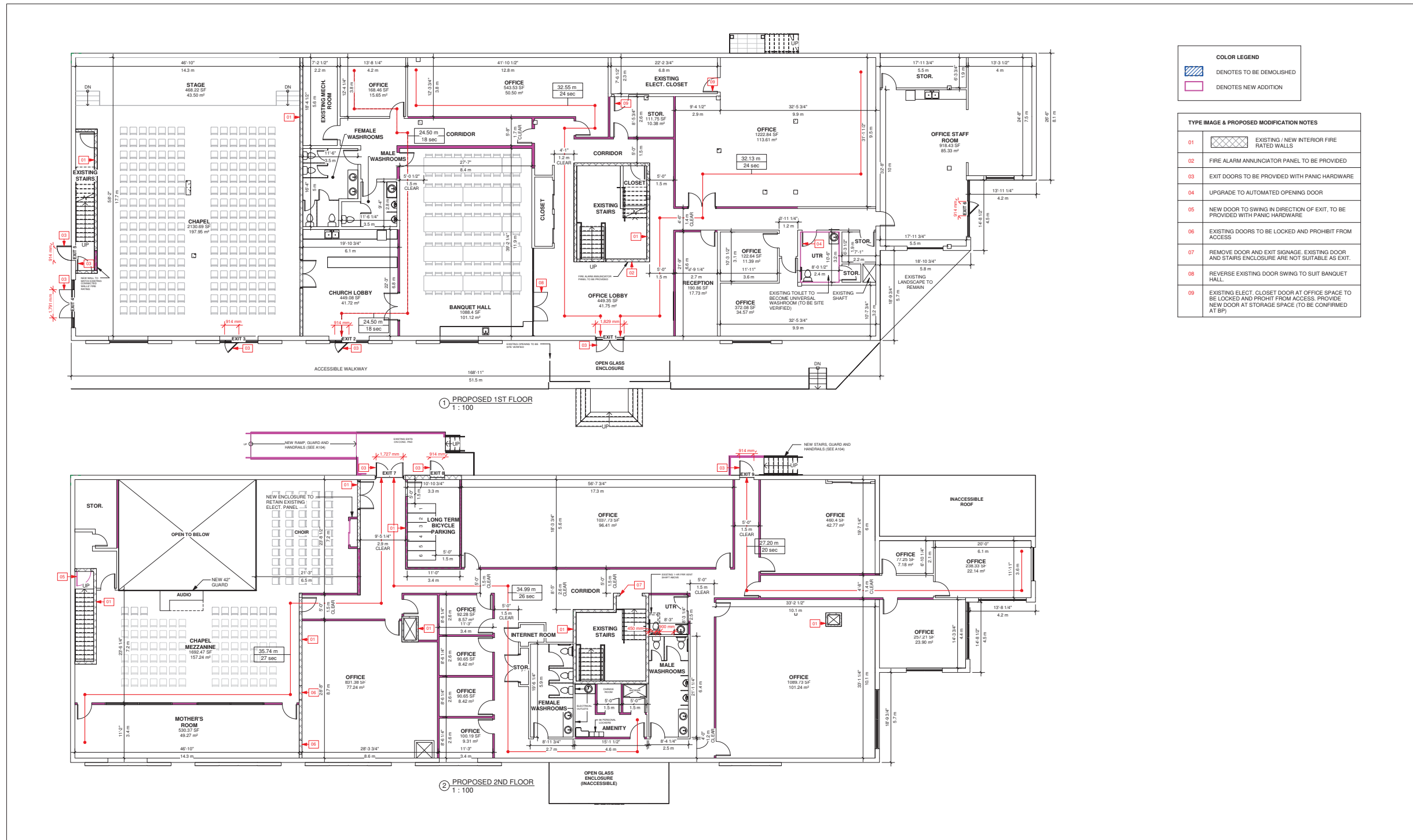
Sign & Seal
 Project No. 180103
 Project Start Date DECEMBER 2018

DISCIPLE METHODIST CHURCH REZONING

Sheet Title
PROPOSED SITE PLAN

Scale As indicated
 Sheet No.

A102



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Revisions	Issued for Reasoning	Date
7	Issued for Reasoning REV.3	16 Feb 2024
6	Issued for Reasoning REV.2	06 Feb 2024
5	Issued for Reasoning REV.1	13 Oct 2023
3	Issued for Reasoning Application	13 Mar 2023

**DISCIPLE METHODIST CHURCH
 REZONING**

1963 LOUGHREED HIGHWAY

Project Address
 Project No.: 180103
 Project Start/DECEMBER 2018

Project Information

PROPOSED FLOOR PLANS

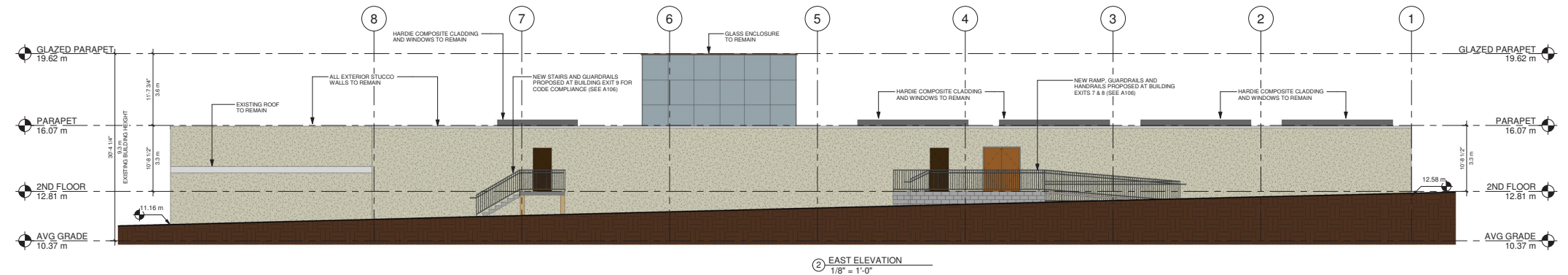
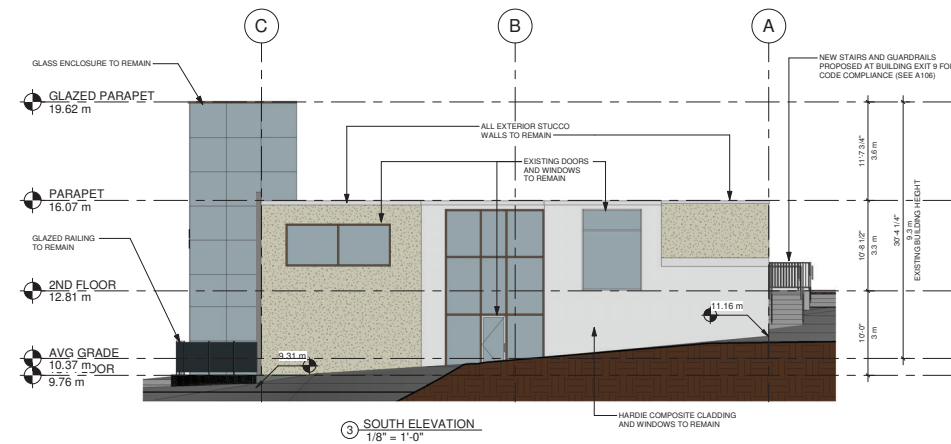
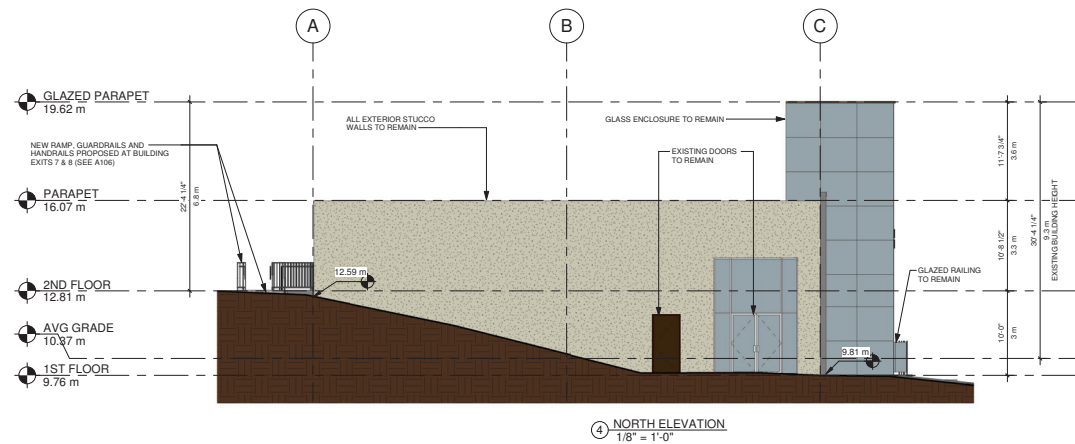
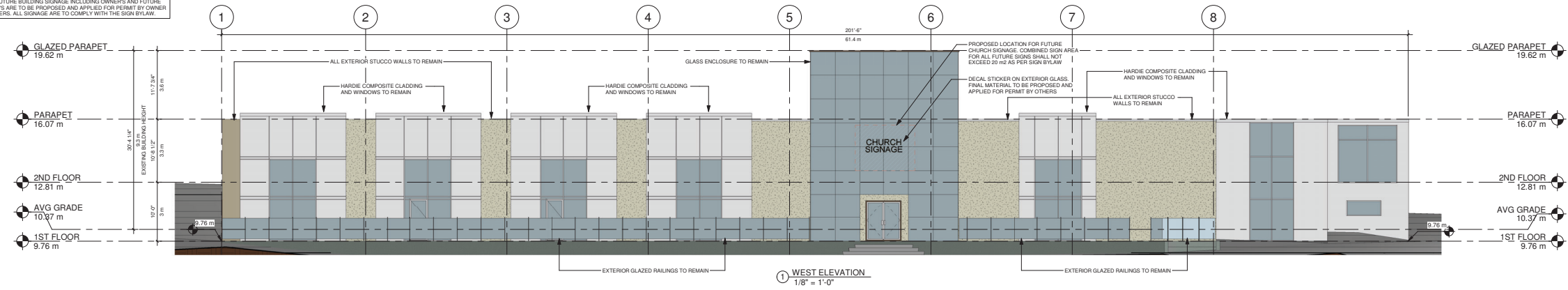
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A104

Sheet No.

Sign & Seal

GENERAL NOTES
 1. NO MODIFICATION IS PROPOSED FOR THE EXTERIOR BUILDING ENVELOPE. ALL EXISTING WALLS, ROOF, DOORS, WINDOWS, CLADDING MATERIALS TO REMAIN UNCHANGED.
 2. ALL FUTURE BUILDING SIGNAGE INCLUDING OWNERS AND FUTURE TENANTS ARE TO BE PROPOSED AND APPLIED FOR PERMIT BY OWNER OR OTHERS. ALL SIGNAGE ARE TO COMPLY WITH THE SIGN BYLAW.



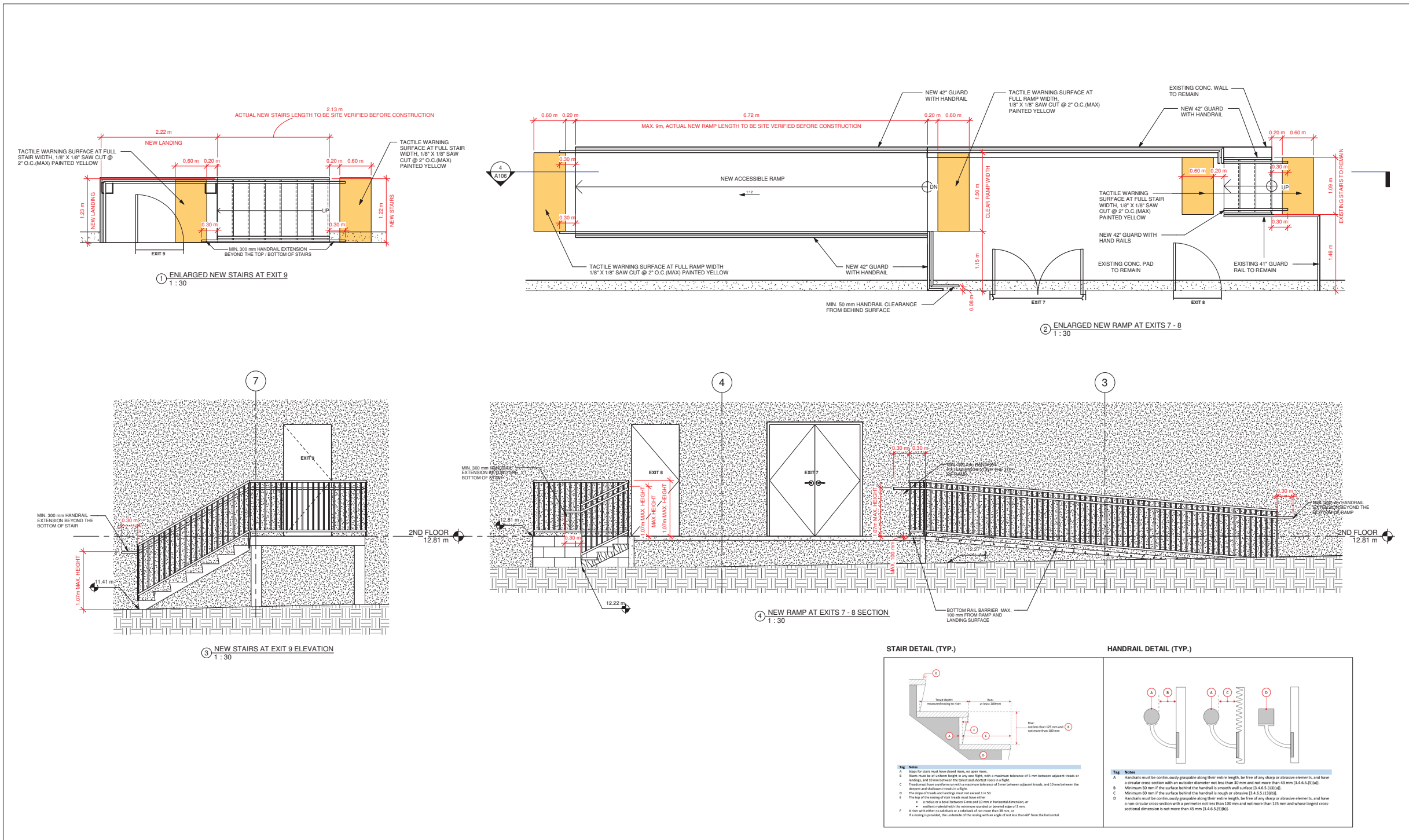
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Revisions	Issued for Reasoning REV.3	16 Feb 2024
	7 Issued for Reasoning REV.2	06 Feb 2024
	6 Issued for Reasoning REV.1	13 Oct 2023
	5 Issued for Reasoning Application	13 Mar 2023
	3 Issued for Reasoning Application	13 Mar 2023

DISCIPLE METHODIST CHURCH REZONING
 1963 LOUGHNEED HIGHWAY
 Project Address
 Project No. 180103 Project Start: DECEMBER 2018
 Project Information

ELEVATIONS
 Sheet Title
 Scale: 1/8" = 1'-0"
A105
 Sheet No.



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Revisions	Sign & Seal
7 Issued for Rezonning REV.3 16 Feb 2024	
6 Issued for Rezonning REV.2 06 Feb 2024	
5 Issued for Rezonning REV.1 13 Oct 2023	
3 Issued for Rezonning Application 13 Mar 2023	

DISCIPLINE METHODIST CHURCH REZONING

1963 LOUGHEED HIGHWAY

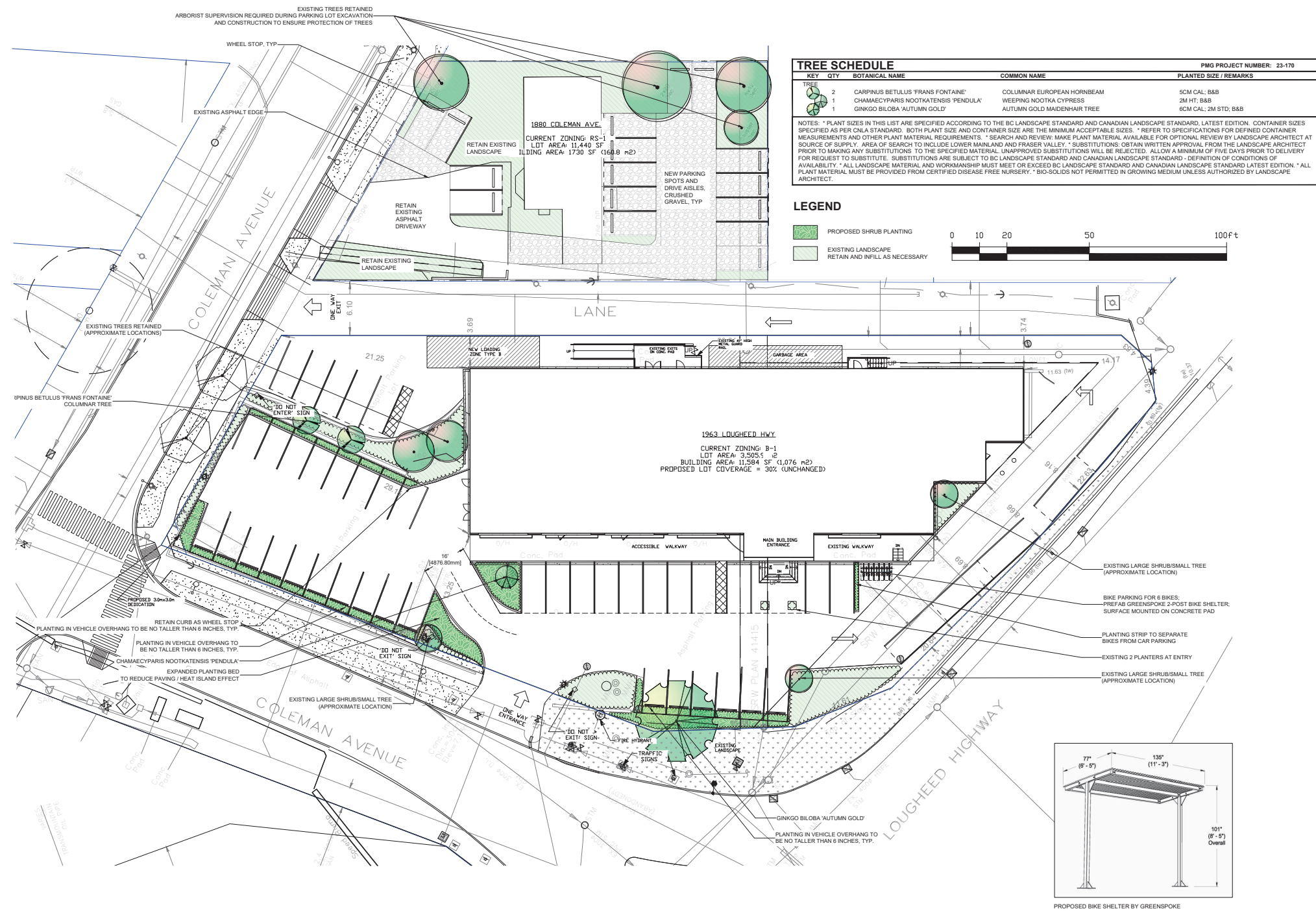
Project Address
 Project No: 180103 Project Start/DECEMBER 2018
 Project Information

EXIT STAIRS AND RAMP DETAILS

Sheet Title Scale 1:30

A106

Sheet No.



TREE SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE	2	CARPINUS BETULUS 'TRANS FONTAINE'	COLUMNAR EUROPEAN HORNBEAM	5CM CAL: B&B
	1	CHAMAECYPARIS NOOTKATENSIS 'PENDULA'	WEeping NOOTKA CYPRESS	2M HT: B&B
	1	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD MAIDENHAIR TREE	6CM CAL: 2M STD: B&B

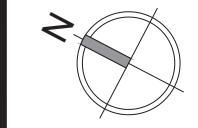
NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.



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Burnaby, British Columbia, V5C 6G9
p: 604 294-0011 ; f: 604 294-0022

SEAL:



NO.	DATE	REVISION DESCRIPTION	DR.
1	23.OCT.06	ADD 1880 COLEMAN AVE LOT	SA

CLIENT:

PROJECT:
DISCIPLE METHODIST CHURCH
1963 LOUGHEED HWY
COQUITLAM, BC

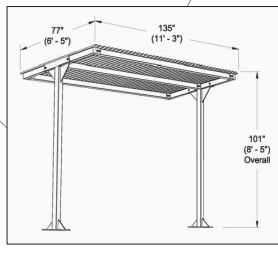
DRAWING TITLE:
LANDSCAPE PLAN

DATE: 23.SEP.11
SCALE: 1/16" = 1'-0"
DRAWN: SA
DESIGN: SA
CHKD: CW

L1

OF 1

PMG PROJECT NUMBER: 23-170



PROPOSED BIKE SHELTER BY GREENSPOKE

BYLAW NO. 5361, 2024

A Bylaw to amend the "City of Coquitlam
Citywide Official Community Plan
Bylaw No. 3479, 2001"

WHEREAS certain changes are necessary for the clarification and effective and efficient operation of Bylaw No. 3479, 2001, in accordance with the *Local Government Act*, R.S.B.C., 2015, c. 1;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the "Citywide Official Community Plan Amendment Bylaw No. 5361, 2024."

2. Amendment to Citywide Official Community Plan Bylaw No. 3479, 2001

City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001, is amended as follows:

2.1 Chapter 9.0 Southwest Coquitlam Area Plan, Subsection 2.3 is amended as follows:

2.1.1 CC2: The table is amended by deleting "B-1 Business Enterprise (*in accordance with SWCAP Policy CC21 and CC22*)" in the Corresponding Zone(s) and Supplementary Policy column for the Business Enterprise Plan Designation and replacing with "B-1 Business Enterprise (*in accordance with SWCAP Policy CC21, CC22 and CC23*)".

2.1.2 Adding the following new policy CC23:

Policy CC23: Places of worship in Business Enterprise and Industrial Areas

Places of worship, limited to lesser 35% of the total floor area of the site or 660 sq. m., are permitted on the parcel with the civic address 1963 Lougheed Highway and legal description PID 004-925-963 only. Places of worship must be ancillary to the principal employment generating uses on the site.

2.2 Chapter 9.0 Southwest Coquitlam Area Plan is amended by deleting Schedule "D" and replacing it with Schedule "D" as attached to this Bylaw as Schedule "A".

2.3 Chapter 9.1 Maillardville Neighbourhood Plan, subsection 2.3.3 Corresponding Zones, Table 1 – Corresponding Zones is amended by:

2.3.1 Deleting "B-1 Business Enterprise (*in accordance with SWCAP Policy CC21 and CC22*)" in the Corresponding Zone(s) column for the Business Enterprise Land Use replacing with "B-1 Business Enterprise (*in accordance with SWCAP Policy CC21, CC22 and CC23*)".

2.4 Chapter 9.1 Maillardville Neighbourhood Plan, subsection 4.3 is amended by adding the following as a new policy (c) and renumbering subsequent policies:

"c) Places of worship, limited to lesser 35% of the total floor area of the site or 660 sq. m, are permitted on the parcel with the civic address 1963 Lougheed Highway and legal description PID 004-925-963 in part of the Schoolhouse East area, as delineated on Figure 8. Places of worship must be ancillary to the principal employment generating uses on the site."

3. Severability

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

4. Schedule

The following schedules are attached to, and forms part of, this Bylaw:

1. Schedule "A" to Bylaw 5361, 2024

Readings

READ A FIRST TIME (_ of 9 votes in the affirmative) this [day] day of [month] , [year] .

CONSIDERED AT PUBLIC HEARING [day] day of [month] , [year] .

READ A SECOND TIME (_ of 9 votes in the affirmative) this [day] day of [month] , [year] .

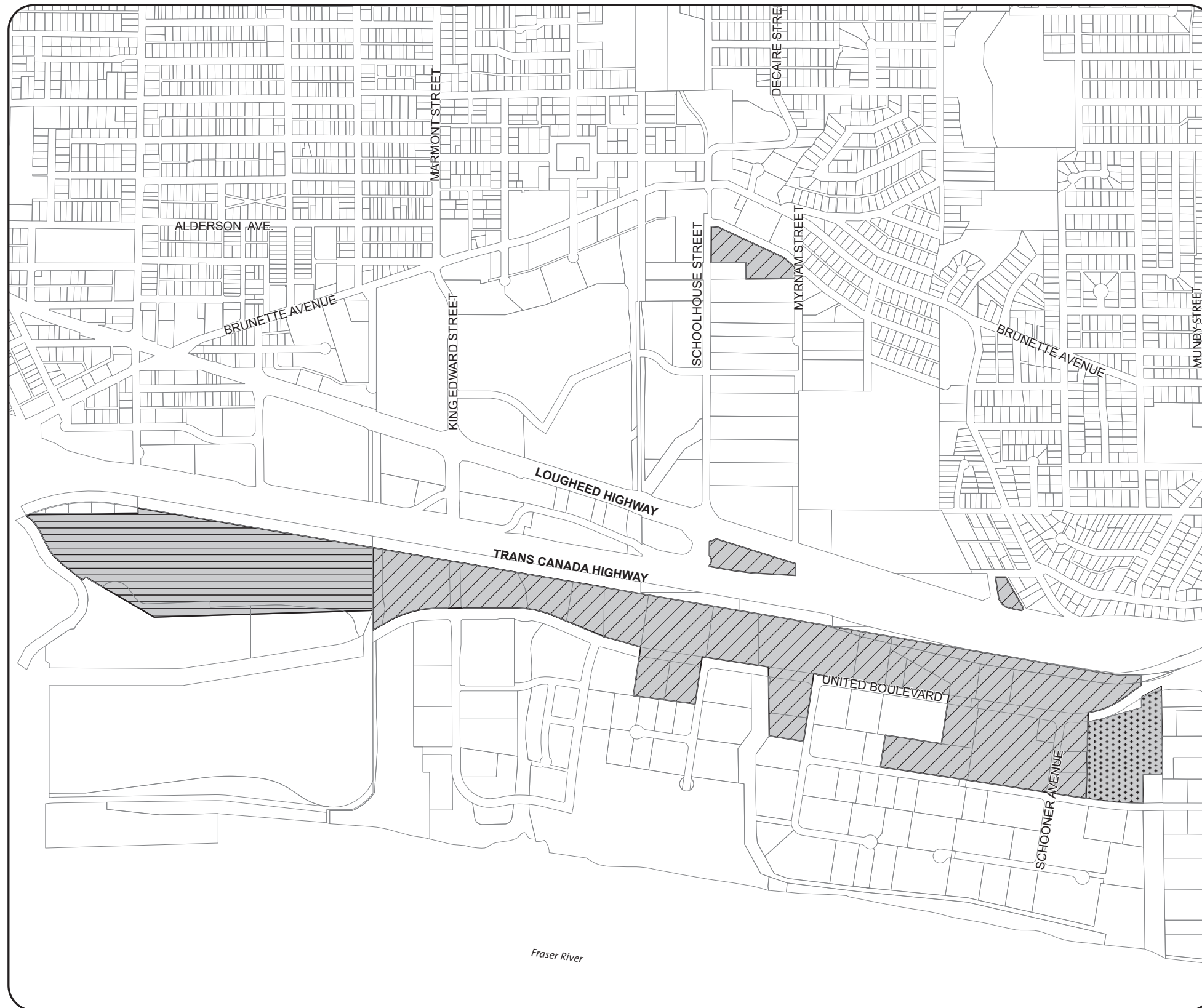
READ A THIRD TIME (_ of 9 votes in the affirmative) this [day] day of [month] , [year] .

FINAL ADOPTION (_ of 9 votes in the affirmative) and the Seal of the Corporation affixed
this [day] day of [month] , [year] .

_____ MAYOR




_____ CLERK

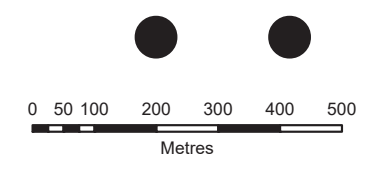
Schedule "A" to Bylaw No. 5361, 2024



SCHEDULE D TO SOUTHWEST COQUITLAM AREA PLAN

Legend

-  Business Enterprise in accordance with Policy CC21, CC22 & CC23
-  Casino Commercial in accordance with Policy CC15
-  Interim Extensive Recreation Area in accordance with Policy CC32



Adopted: March 4, 2002
Last Amended: TBD
Source: City of Coquitlam - GIS Production Data
Prepared By: Planning & Development



BYLAW NO. 5362, 2024

A Bylaw to amend the “City of Coquitlam
Zoning Bylaw No. 3000, 1996”

WHEREAS certain changes are necessary for the clarification and effective and efficient operation of Bylaw No. 3000, 1996, in accordance with the *Local Government Act*, R.S.B.C., 2015, c. 1;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the “Zoning Amendment Bylaw No. 5362, 2024.”

2. Amendment to City of Coquitlam Zoning Bylaw No. 3000, 1996

Schedule “A” to City of Coquitlam Zoning Bylaw No. 3000, 1996, as amended, is further amended as follows:

- 2.1 PART 21 COMPREHENSIVE DEVELOPMENT ZONES is amended by adding the following new section “CD-45 Comprehensive Development Zone - 45”, in appropriate numerical order, for the lands civically known as 1963 Lougheed highway and 1880 Coleman Avenue and legally described as:

PID 004-925-963

LOT 129 DISTRICT LOTS 62 AND 63 GROUP 1 PLAN 51328 EXCEPT: PART WITHIN HEAVY BLACK OUTLINE ON HIGHWAY STATUTORY RIGHT OF WAY PLAN 63067 NEW WESTMINSTER PLAN

PID 006-978-657

LOT 86 DISTRICT LOT 62 AND 63 GROUP 1 NEW WESTMINSTER DISTRICT PLAN 33944

or any subdivided parcel therefrom or consolidated parcel thereof:

CD-45 Comprehensive Development Zone – 45

(1) Intent

The lands within Comprehensive Development Zone – 45 are outlined in bold and divided into Blocks 'A' and 'B' as shown in the plan attached hereto and forming part of this bylaw as Schedule 'A'.

Block A

This block provides places of worship as an *accessory use* while providing most types of *industrial, office, commercial recreation* and *commercial uses* which support industrial activities.

Block B

This zone provides exclusively for the development of low density single family lots with a minimum lot size of 650 m², with limited appropriate accessory uses.

(2) Permitted Uses

The following *uses* and no others are permitted in this zone:

Block A

Principal uses, limited to:

- (a) *Assembly child care*
- (b) *Child care*
- (c) *Commercial*, limited to:
 - (i) *commercial recreation*
 - (ii) *contractor service*
 - (iii) *industrial office*
 - (iv) *office*
 - (v) *trade school*
 - (vi) *liquor manufacturing*
- (d) *Industrial*, except:
 - (i) batch plants for concrete and asphalt
 - (ii) manufacture of concrete products
 - (iii) recycling, processing, or salvaging of motor vehicles
- (e) *Assembly*, limited to child-minding service as limited under Sub-section (3)(a)

(f) *Public service*

Accessory uses, limited to the following and as further limited under sub-sections 3(a) and (3)(b):

- (a) Accessory health care and athletic rehabilitation and treatment services, exclusive to a *commercial recreation* use
- (b) *Accessory office*, as limited under sub-section (3)(a)
- (c) *Accessory retail*, as limited under sub-section 3(a)
- (d) *Accessory street vending*
- (e) *Assembly* (limited to places of worship), as limited under sub-section 3(b)

Block B

Principal uses, limited to:

- (a) *One-family residential*

Accessory uses, limited to:

- (a) *Boarding*, as limited under Section 508(1)
- (b) *Secondary suite*, as limited under Section 508(2)
- (c) *Accessory residential*
- (d) *Accessory home occupation*, as limited under Section 508(3)

(3) Condition of Use

- (a) All permitted *uses*, *accessory office* and *accessory retail uses* must be enclosed within a *building*.
- (b) *Assembly* (limited to places of worship) is limited to the lesser of 35 percent of the total *gross floor area* of the *building* or 660 m².

(4) Lot Size

In this Section (4), each of Block A and Block B as indicated in Schedule 'A' to this CD-45 Zone shall be a *lot* for the purposes of calculating *density*, *gross floor area* and *lot area*.

Block A

Not applicable in this zone.

Block B

(a) A *one-family residential use* is not permitted on a *lot* having an area less than:

(i) 650 m²; or

(ii) 555 m², where the lot being subdivided has an area between 1,110 m² and 1951 m² and was in existence prior to 1996 02 19.

(b) The minimum *lot width* is 13.5 metres;

(c) The minimum *lot depth* is 22.7 metres;

(d) The maximum *lot size* for a public park is 0.8 hectares

(5) Density

In this Section (5), each of Block A and Block B as indicated in Schedule 'A' to this CD-45 Zone shall be a *lot* for the purposes of calculating *density*, *gross floor area* and *lot area*.

Block A

(a) All *buildings* and *structures* together shall not exceed a *gross floor area* of 2.0 times the *lot area* of Block A.

(b) The *gross floor area* of *assembly* (limited to places of worship) *use* must not exceed the lesser of 35 percent of the total *gross floor area* of the *building* or 660 m².

Block B

(c) The maximum *density* shall be 18 units per hectare.

(d) When calculating units per hectare, *secondary suite* dwelling units are excluded from the calculation.

(6) Lot Coverage

In this Section (6), each of Block A and Block B as indicated in Schedule 'A' to this CD-45 Zone shall be a *lot* for the purposes of calculating *lot coverage*.

Block A

Not applicable in this zone.

Block B

(a) All *buildings* and *structures* together must not exceed a *lot coverage* of 45 percent.

(7) Building Per Lot

In this Section (7), each of Block A and Block B as indicated in Schedule 'A' to this CD-45 Zone shall be a *lot*.

Block A

(a) One or more *principal buildings* may be located on a *lot*.

Block B

(b) No more than one *principal building* is permitted on a *lot*.

(8) Setbacks

In this Section (8), each of Block A and Block B as indicated in Schedule 'A' to this CD-45 Zone shall be a *lot*.

(a) *Buildings* and *structures* for the *uses* must be sited no closer than the corresponding setbacks from *lot* lines set out below:

Block A

<i>Uses Buildings and Structures</i>	<i>Lot Lines Along a Street (metres)</i>	<i>Rear Lot Line Abutting All Other Zones (metres)</i>	<i>Interior Side Lot Line All Other Zones (metres)</i>
<i>Buildings and structures</i>	7.6	7.6	3.0

Block B

<i>Use</i>	<i>Front Lot Line (metres)</i>	<i>Rear Lot Line (metres)</i>	<i>Interior Side Lot Line (metres)</i>	<i>Exterior Side Lot Line (metres)</i>
<i>One-family residential, and-public parks</i>	7.6	7.6	1.8	3.8

<i>Accessory residential and accessory off-street parking buildings and structures attached to or sited less than 1.6 metres from a building for residential use</i>	7.6	7.6	1.8	3.8
<i>Detached accessory residential and accessory off-street parking buildings and structures where sited 1.6 metres or more from a building for residential use</i>	7.6	1.2	1.2	3.8

(b) The above setbacks are subject to increase under sections 518, 519 and 523 and decrease under section 514 of this bylaw,

(9) Location of Uses

In this Section (9), each of Block A and Block B as indicated in Schedule 'A' to this CD-45 Zone shall be a *lot*.

Block A

(a) Not applicable in this zone.

Block B

(b) *Secondary suite* use, see Section 508(2).

(10) Height

In this Section (10), each of Block A and Block B as indicated in Schedule 'A' to this CD-45 Zone shall be a *lot*.

Block A

(a) *Building and structures* must not exceed a *height* of eight (8) *storeys*.

Block B

(b) *Buildings and structures for one-family residential use* must not exceed a *height* of:

- (i) 7.3 metres; or

- (ii) 11.0 metres for *buildings* and *structures* having a roof slope with a pitch of 3 in 12 or greater for an area of at least 80% of all roof surfaces.
- (c) Detached *buildings* and *structures* for *accessory residential* or *accessory off-street parking* must not exceed a height, measured from *finished grade*, of:
 - (i) 3.7 metres; or
 - (ii) 4.6 metres, for an *accessory building* that has a roof with a pitch of 4 in 12 or greater for an area of at least 80% of all roof surfaces.

(11) Building Size

In this Section (11), each of Block A and Block B as indicated in Schedule 'A' to this CD-45 Zone shall be a *lot*.

Block A

Not applicable in this zone.

Block B

(a) The maximum volume occupied by the *principal building* on a *lot* shall be determined by the simultaneous consideration on each face of the *building* of both the *perimeter wall height* and the *perimeter wall area* as specified below:

- (i) The average *perimeter wall height* of each *outermost building face*, when considering the slope of the *lot*, will be determined by the following:

(i.i)	0.00 to 1.00 % slope at each property line	6.1 metres
	1.01 to 5.00 % slope at each property line	6.4 metres
	5.01 to 10.00 % slope at each property line	6.7 metres
	10.01 to 15.00 % slope at each property line	7.0 metres
	15.01 % slope or greater	7.3 metres

- (i.ii) Parts of the building *wall* length may exceed the maximum *perimeter wall height*, but must never exceed a maximum *wall* height of 8.4 metres.

- (ii) Those parts of the *building* that extend beyond a plane formed by lines projecting inward at an angle of 45 degrees from the vertical at the respective permitted average *perimeter wall heights* as measured from grade along the

lines of the *outermost building faces*, will be considered in the determination of average *perimeter wall height*. Gable ends, dormers and those parts of the building *wall* identified under sub-section (11)(a)(i)(i.i) will not be included in the determination of average *perimeter wall height*.

(iii) The *perimeter wall area* of each *outermost building face*, when considering the slope of the *lot*, will be determined by the following:

(iii.i)	0.00 to 1.00 % slope at each property line	93 sq. metres
	1.01 to 5.00 % slope at each property line	97 sq. metres
	5.01 to 10.00 % slope at each property line	102 sq. metres
	10.01 to 15.00 % slope at each property line	107 sq. metres
	15.01 % slope or greater	110 sq. metres

(iii.ii) The area of gable ends and dormers above the second floor that face the side property line opposite another building site must be counted in the calculation of *perimeter wall area*, except if the face of the gable end or dormer is set back at least 2.4 metres from the building face of the floor below.

(iv) Sub-section (11)(a) does not apply to properties located in the highlighted areas shown on Schedules 'B', 'C', and 'D' to this Bylaw.

(v) The maximum length of any *wall* of a detached *building* or *structure* for an *accessory residential use* and an *accessory off-street parking use* is 9.2 metres.

(12) Off-Street Parking and Loading

(a) Block B may be used to satisfy a portion of the parking requirements for Block A when the *accessory use* on Block A is *assembly* (limited to places of worship).

(b) The regulation under Part 7 apply.

(c) Notwithstanding Section 706(1), the following regulations apply for *off-street parking spaces for assembly uses*.

<i>Use</i>	Vehicle Parking Requirements
<i>Assembly use</i>	1 <i>parking space</i> per 10 m ² of <i>gross floor area</i> ; or 1 <i>parking space</i> per 25 m ² of <i>gross floor area</i> for places of worship

(d) Notwithstanding Section 712(3)(a), one on-site amenity room is required and shall include as a minimum the following features: shower, changing room, water closet, wash basin, mirror, and electrical outlet.

(13) Other Regulations

(a) All other relevant sections of the bylaw apply.

2.2 Schedule 'A' to City of Coquitlam Zoning Bylaw No. 3000, 1996, is amended as follows:

The lands shown outlined in black on the map included in Schedule "A" above and marked "Schedule A" are rezoned from B-1 Business Enterprise and RS-1 One Family Residential to CD-45 Comprehensive Development Zone -45.

3. Severability

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

Readings

READ A FIRST TIME this [day] day of [month] , [year] .

CONSIDERED AT PUBLIC HEARING [day] day of [month] , [year] .

READ A SECOND TIME this [day] day of [month] , [year] .

READ A THIRD TIME this [day] day of [month] , [year] .

FINAL ADOPTION and the Seal of the Corporation affixed this
[day] day of [month] , [year] .

_____ MAYOR

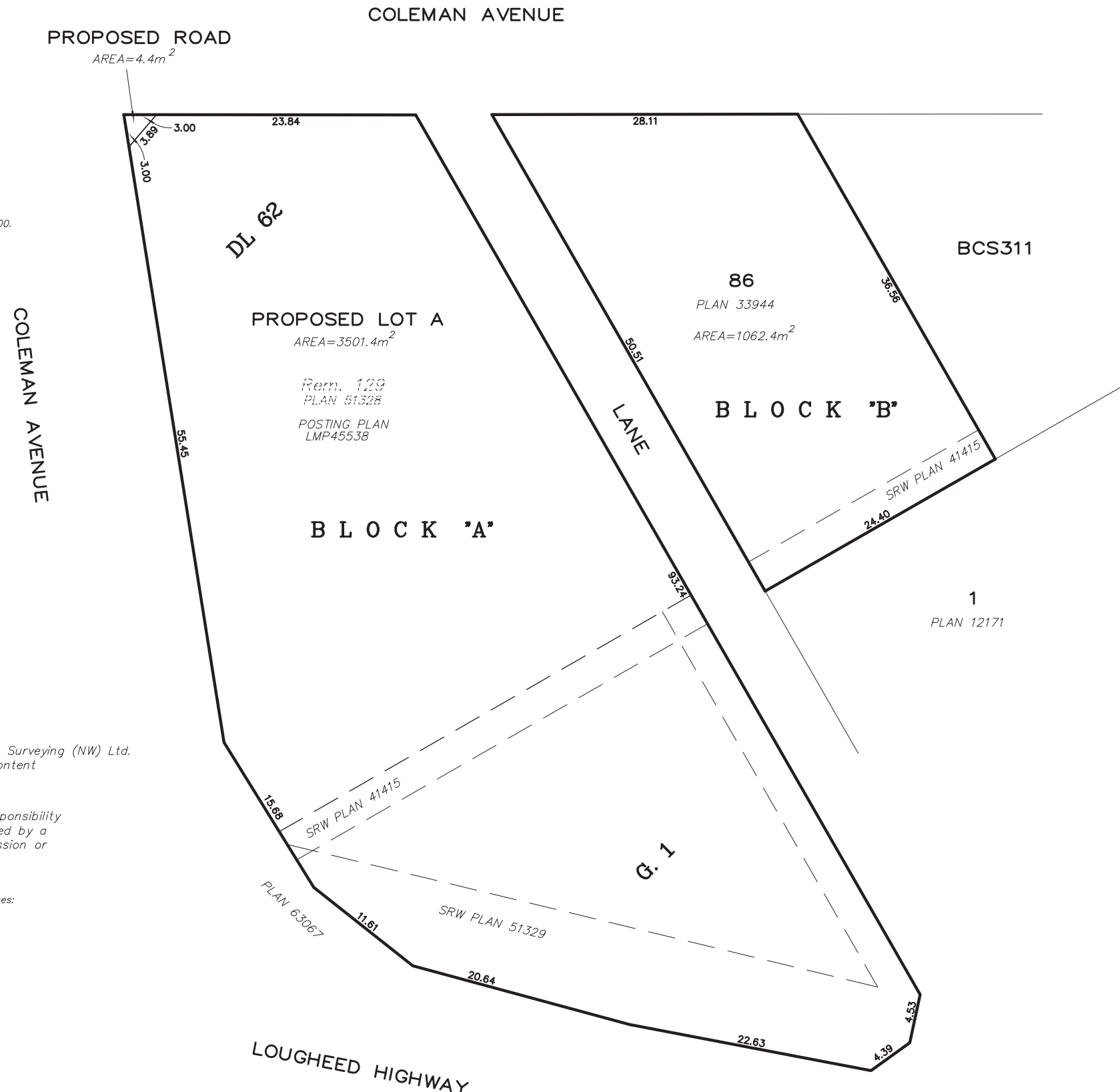
_____ CLERK

**SKETCH PLAN OVER LOT 129 PLAN 51328
EXCEPT: PART WITHIN HEAVY BLACK OUTLINE ON HIGHWAY STATUTORY RIGHT OF WAY PLAN 63067
AND LOT 86 PLAN 33944
BOTH OF DISTRICT LOTS 62 AND 63 GROUP 1 NEW WESTMINSTER DISTRICT**

CIVIC ADDRESS:
1963 Lougheed Highway, Coquitlam
PID: 004-925-963
1880 Coleman Avenue, Coquitlam
PID: 006-978-657
B.C.G.S. 92G.026

SCALE 1 : 300
3 0 6 12
ALL DISTANCES ARE IN METRES

The intended plot size of this plan is 560mm in width and 432mm in height (C size) when plotted at a scale of 1:300.



NOTES:

Lot dimensions are derived from Field Survey.

If this plan is used in digital form, Target Land Surveying (NW) Ltd. will only assume responsibility for information content shown on original unaltered drawing.

Target Land Surveying (NW) Ltd. accepts no responsibility or liability for any damages that may be suffered by a third party as a result of reproduction, transmission or alteration to this document without consent.

The lots described above are subject to the following charges:
Statutory Right of Way: 366854C, PLAN 9066
Statutory Right of Way: M107378, PLAN 51329
Statutory Right of Way: H42653, PLAN 41415



ATTACHMENT 8, Page 1 of 8

From: [REDACTED]
To: [Clerks Dept](#)
Subject: Section 475 – PROJ 23-024 (Support for DMC Church Project)
Date: Friday, February 9, 2024 8:34:10 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have any questions or concerns please contact ICT Support.

Dear,

I am writing to express my support for the DMC Church project. As a resident of Coquitlam, I have been aware of the church for some time and have witnessed the valuable contributions it has made to the community.

I believe that the DMC Church project will continue to provide essential services and support to those in need, making it a worthy cause to support. Therefore, I would like to offer my assistance and support in any way possible.

Please let me know if there is anything I can do to help with the project. I look forward to hearing back from you soon.

Best regards,
Hyung

From: [REDACTED]
To: [Clerks Dept](#)
Subject: Section457-PROJ23-024
Date: Friday, February 9, 2024 9:11:43 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have any questions or concerns please contact ICT Support.

Subject: Support for DMC Church Project

To city clerks

I am writing to express my support for the DMC Church project. As a resident of Coquitlam, I have been aware of the church for some time and have witnessed the valuable contributions it has made to the community.

I believe that the DMC Church project will continue to provide essential services and support to those in need, making it a worthy cause to support. Therefore, I would like to offer my assistance and support in any way possible.

Please let me know if there is anything I can do to help with the project. I look forward to hearing back from you soon.

Best regards,
Gisele moom

[REDACTED]

ATTACHMENT 8, Page 3 of 8

From: [REDACTED]
To: [Clerks Dept](#)
Subject: Section 475 – PROJ 23-024
Date: Friday, February 9, 2024 1:30:59 PM

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have any questions or concerns please contact ICT Support.

Good afternoon,

I am a resident in Westwood Plateau area of the city. Although I am not nearby the DMC church project, I am writing to express my support for DMC. Over the past decade, I have witnessed DMC church's significant impact on the community. Church is doing everything to foster our community and refugees who settled in our city.

I am convinced that the DMC Church project will extend vital services and support to those in need, underscoring its importance. I am ready to contribute my support and assist.

Thank you

Warm Regards

Vahid E

Murphy, Elizabeth

ATTACHMENT 8, Page 4 of 8

From: [REDACTED]
Sent: Saturday, February 10, 2024 6:16 PM
To: Clerks Dept
Subject: Section 475 – PROJ 23-024

Follow Up Flag: Follow up
Flag Status: Completed

Categories: s475

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have any questions or concerns please contact ICT Support.

Subject: Support for DMC Church Project

Dear Katie Karn

I am writing to express my support for the DMC Church project. As a resident of Coquitlam, I have been aware of the church for some time and have witnessed the valuable contributions it has made to the community.

I believe that the DMC Church project will continue to provide essential services and support to those in need, making it a worthy cause to support. Therefore, I would like to offer my assistance and support in any way possible.

Best regards,

Aeeun Kim

Murphy, Elizabeth

ATTACHMENT 8, Page 5 of 8

From: k lim [REDACTED]
Sent: Tuesday, February 13, 2024 11:16 AM
To: Clerks Dept
Subject: DMC church Project

Follow Up Flag: Follow up
Flag Status: Completed

Categories: s475

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have any questions or concerns please contact ICT Support.

Hi there,
I would like to support this project.
It is wonderful to have a church in this area since there is no church.
It is heartbreaking to see every old house turning to high rise APT.
You are doing a great job planning this project!
Thanks.

Murphy, Elizabeth

ATTACHMENT 8, Page 6 of 8

From: lee jenifer [REDACTED]
Sent: Tuesday, February 13, 2024 12:34 PM
To: Clerks Dept
Subject: Section 475-proj 23-024

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Clarice, s475

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have any questions or concerns please contact ICT Support.

Whom it may concern

I live in Burke mountain in Coquitlam.

I have been known DMC more than 10years.

My name is Jennifer Lee, my address is 1290 Michelle St Coquitlam v3E0N9.

I strongly recommend DMC is going to be very influenced many people peaceful and helpful,,etc influence specially who needs a lot of support such as immigrants, homeless, refugee, as well as residents.

Please guide DMC in great way to make Coquitlam safe, friendly and welcoming place.

I appreciate to read it , and thank you so much to support Coquitlam community!

Sincerely,
Jennifer Lee

Sent from my iPhone

Murphy, Elizabeth

ATTACHMENT 8, Page 7 of 8

From: Yangwon Lee [REDACTED]
Sent: Wednesday, February 14, 2024 12:41 PM
To: Clerks Dept
Subject: Section 475 - Proj 23-024

Categories: Clarice, s475

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have any questions or concerns please contact ICT Support.

To whom it may concern,

I am writing to express my support for the DMC Church project. As a resident of Coquitlam, I have been aware of the church for some time and have witnessed the valuable contributions it has made to the community.

I believe that the DMC Church project will continue to provide essential services and support to those in need, making it a worthy cause to support. Therefore, I would like to offer my assistance and support in any way possible.

Please let me know if there is anything I can do to help with the project. I look forward to hearing back from you soon.

Yang Won Lee

Murphy, Elizabeth

ATTACHMENT 8, Page 8 of 8

From: Cho Alyssa [REDACTED]
Sent: Thursday, February 15, 2024 1:35 PM
To: Clerks Dept
Subject: Section 475 PROJ 23-024

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you have any questions or concerns please contact ICT Support.

Dear whom it may concern,

My name is Kyong Soon Cho and living in 1283 Lasalle place Coquitlam.

I have known DMC church since 2010 and they are really good care of people in their community and give them positive affect through doing volunteering or church event.
Therefore I am supporting their project.

Thank you

Kyong Soon Cho

[REDACTED]

Item 2 Transit Oriented Areas Update

The intent of *Bylaw No. 5396, 2024* is to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to revise the boundaries of the Evergreen Line Core and Shoulder Station Areas identified on Schedule 'O'.

If approved, the amendment would revise the 'core' areas to match the boundaries of the provincial Transit-Oriented Areas, and the 'shoulder' areas to include all other properties currently identified as either 'core' or 'shoulder'. This amendment is for administrative purposes to ensure consistency between Schedule 'O' in the Zoning Bylaw and provincially designated Transit-Oriented Areas. It supports implementation of the provincially mandated removal of minimum residential off-street parking rates within Transit-Oriented Areas, which is not subject to a public hearing.

June 10, 2024

Our File: 08-3010-06/24 101993 PROJ/1

Doc #: 5280759.V1

To: City Manager

From: General Manager Planning and Development

Subject: **Transit-Oriented Areas Legislation (Bill 47) Implementation –
Stage 1: Transit-Oriented Areas Designation and Parking Updates**

For: **Council**

Recommendation:

That Council:

1. Give first, second, and third readings to *Transit-Oriented Areas Designation Bylaw No. 5393, 2024*;
2. Give first, second, and third readings to *Zoning Amendment Bylaw No. 5394, 2024*;
3. Give first reading to *Zoning Amendment Bylaw No. 5396, 2024*;
4. Refer *Bylaw No. 5396, 2024* to Public Hearing; and
5. Instruct staff to notify and provide copies of *Transit-Oriented Areas Designation Bylaw No. 5393, 2024*, and *Zoning Amendment Bylaws No. 5394, 2024 and 5396, 2024*, to the Minister of Transportation and Infrastructure, should Council grant final adoption of the Bylaws.

Report Purpose:

This report presents the new Transit-Oriented Areas (TOAs) Designation Bylaw and amendments to Part 7 Off-Street Parking and Schedule 'O' of the Zoning Bylaw to comply with provincial legislation.

Strategic Goal:

This project supports the City's strategic goals of '*Safe and Complete Neighbourhoods*' and '*Excellence in City Governance*'.

Background:

In late 2023, the province passed Bill 47, a major amendment to the *Local Government Act*, which has compelled changes to how local governments plan for, support, and finance growth around rapid transit stations.



Alongside Bill 47, the province approved the Local Government TOAs Regulation (the "Regulation"), which identifies TOAs, defined as areas within a prescribed distance from a transit station. The Regulation establishes applicable stations, their geographic location and the extent of each TOA, as well as the classes of land contained within each TOA (i.e., "tiers") and the minimum allowable densities and heights for each tier. Together, Bill 47 and the Regulation require the City to do the following:

- Designate lands within 800 metres (m) of SkyTrain stations as TOAs by June 30, 2024. There are eight stations which impact land within Coquitlam.
- Permit minimum densities and heights within TOAs based on a three-tier system: 200 m, 200-400 m, and 400-800 m.
- Eliminate residential off-street parking requirements in TOAs, also by June 30, 2024.

The province has also released the Provincial Policy Manual: Transit-Oriented Areas ("Policy Manual"), that local governments are required to consider to support implementation and compliance. The policy manual provides background and context for the legislative changes, consolidates key information and requirements contained within the legislation and Regulation, and provides guidance on adopting TOA bylaws and updating Official Community Plans and Zoning Bylaws. In March 2024, the province updated the policy manual to indicate that local governments could continue to use density bonus within minimum allowable densities until "mid-2025", providing additional time to transition to new development finance tools such as Amenity Cost Charges (ACCs) and updated density bonus programs.

This work to implement the provincial TOAs legislation is being undertaken in stages:

- Stage 1 of the project includes the designation of TOAs and updates to residential parking regulations (through the bylaws attached to this report);
- Stage 2 will focus on aligning the planning framework for areas that have already been planned for growth, including Planned TOAs (i.e., City Centre and Burquitlam-Lougheed) and updating land-uses in adjacent shoulder areas and key southwest corridors; and
- Stage 3 will shift to a comprehensive review of land-use policy and servicing needs in Unplanned TOAs and their shoulder areas (i.e., Braid Station, the area south of the rail line near Coquitlam Central Station, the areas east and northwest of Lafarge Lake-Douglas Station, and Inlet Station).

The following discussion addresses the City's direct response to comply with the initial requirements of Bill 47 and the Regulation, in consideration of the Policy Manual.

Discussion/Analysis:

Three bylaws have been prepared for Council consideration to implement the initial provincial requirements for TOAs. This represents the first deliverable of the TOAs Update project to align the City's existing transit-oriented planning and zoning frameworks with provincial housing mandates and completes the majority of Stage 1 work.

1. *Transit-Oriented Areas Designation Bylaw*

The purpose of *Transit-Oriented Areas Designation Bylaw No. 5393, 2024* (Attachment 1) is to comply with and fulfill the provincial requirement of designating TOAs. The bylaw designates areas within 800 m of eight rapid transit stations (SkyTrain stations), as prescribed by the province. Applicable SkyTrain stations include Braid, Lougheed Town Centre, Burquitlam, Moody Centre, Inlet Centre, Coquitlam Central, Lincoln and Lafarge Lake-Douglas SkyTrain Stations. The bylaw also identifies the tiers and associated densities and heights in accordance with the legislation and Regulation.

Staff have prepared the TOAs Bylaw as a standalone bylaw. The legislation allows for, but does not require, TOAs designations to be contained within the Official Community Plan or Zoning Bylaw. Additionally, it does not require that properties be pre-zoned, and provides temporary relief from the requirement that zoning bylaws be consistent with the Official Community Plan until December 31, 2025. This means that supportable development applications may proceed in advance of Stage 2 and 3 work to update zones and land-use designations to align with the TOAs framework. The use of a standalone bylaw offers a simplified approach to ensure and maintain compliance with the legislation.

2. *Evergreen Line Core and Shoulder Station Areas (Schedule 'O') Amendment*

The purpose of *Zoning Amendment Bylaw No. 5396, 2024* (Attachment 2) is to revise the existing Evergreen Line Core and Shoulder Station Areas mapping identified on Schedule 'O' of the Zoning Bylaw. Initially created to implement the Transit-Oriented Development Strategy, Schedule 'O' is used to delineate area-specific zoning regulations that are justified based on proximity and access to SkyTrain stations. Currently, this includes reduced parking rates, Transportation Demand Management (TDM) measures, additional density

allowances in the RM-3 Medium Density Apartment Residential zone, and permissions for lock-off units.

The current density allowances in the RM-3 zone do not align with the minimum allowable densities for properties located in Tier 3 of a TOA as required by the province. Future work will be completed to explore opportunities to determine the ultimate density allocations for Tier 3 development, including consideration of rental tenure allocations through the Rental Incentives Program Review.

The proposed update to Schedule 'O' revises the 'core' area to match the boundaries of provincial TOAs, and the 'shoulder' areas to include all properties currently identified as either 'core' or 'shoulder' but located outside of provincial TOAs. Staff anticipate future expansions to the 'shoulder' area in response to 'shoulder' area planning to be conducted as an upcoming component in Stages 2 and 3.

A Public Hearing is required for *Bylaw No. 5396, 2024* as the recent legislative changes prohibiting Public Hearings for residential development do not apply.

3. Off-Street Parking Amendments

The purpose of *Zoning Amendment Bylaw No. 5394, 2024* (Attachment 3) is to remove minimum residential parking requirements in core TOAs in accordance with the provincial legislation. This includes the removal of residential visitor parking requirements, although staff will continue to explore opportunities to accommodate visitor parking and revised TDM measures through the upcoming phases of the City-Wide Parking Review.

While the City's authority to require residential parking in TOAs has been removed, the City may continue to require non-residential parking, TDM measures, bicycle parking, accessible parking, and loading spaces. Consequently, the bylaw includes minor adjustments to other sections of the Zoning Bylaw in order to ensure continued applicability of a number of off-street parking regulations and to maintain and enhance legibility. The proposed changes include:

- Removing off-street parking requirements for residential uses within 'core' areas in Schedule 'O'.
- Reorganizing Subsection 706 (1) Number of Required Off-Street Parking Spaces for clarity and legibility.
- Changing the accessible parking requirement from 2.5% of required parking spaces (which under the provincial legislation is now effectively zero) to one

space per 30 dwelling units or portion thereof. The proposed new rate would yield a comparable, but likely slightly higher, number of accessible parking spaces than the current requirements (noting that the current requirements vary depending on unit mix).

- Removing reference to required off-street parking for TDM measures, but maintaining the requirements.
- Revising the language in Section 714, Requirements for Electric Vehicle Charging Infrastructure, to ensure any residential parking provided in TOAs is still required to be equipped with energized outlets for charging.

Legislative Compliance and Bylaw Adoption

Given the Council meeting schedule, should Council grant bylaw readings as outlined in the recommendations, each bylaw will have received initial readings by the provincial deadline of June 30, 2024 but final approval would not be granted until shortly after the deadline has passed. Under provincial regulations only one of the three bylaws is eligible for a Public Hearing. The province has stated that local governments that do not comply with the designation requirements may have a TOAs regulation imposed, but that the Minister must notify and provide the local government at least 90 days to designate the TOAs.

Next Steps:

Council approval of the TOAs Designation and Zoning Amendment Bylaws will conclude Stage 1 of the TOA Update project. Planning staff are also working with Finance to ensure updates to the density bonus program and land-use changes within TOAs through Stage 2 of the project, are aligned with the Development Cost Charge (DCC) program update and new ACC program.

A forthcoming report to Council-in-Committee will discuss Stage 2 to align the planning framework for “planned” TOAs, including project study area boundaries with respect to ‘shoulder’ areas and key southwest corridors, along with additional details on overall project timelines. Staff will also be preparing supporting reference material identifying properties deemed ineligible or inappropriate for transit-oriented development.

Also, staff will explore opportunities to accommodate on-site visitor parking in TOAs as a component of the City-Wide Parking Review. The Review would also include a Curbside Management Strategy to ensure effective management of curb space in TOAs. Additionally, staff will explore options to increase TDM requirements as part of the implementation of Bill 16; this will help to offset the removal of residential parking minimum in TOAs. Staff will present a revised

scope for the City-Wide Parking Review at an upcoming Strategic Priorities Standing Committee meeting.

Financial Implications:

The financial implications related to the TOA Update and the future of the City's established development revenue sources that fund the infrastructure and amenities to support growth are significant. Approximately \$300M in density bonus contributions under the City's existing program are projected from in-stream development applications, and the future of this program and how growth related amenities can be funded without significant impacts on taxpayer's remains uncertain. Work is currently under way to rebuild the City's Development Finance Framework with the objective to optimize the use of available development finance tools including a modified density bonus program and a new ACC program to support the investment required to support a growing community.

Conclusion:

The TOAs Designation Bylaw and Zoning Amendment Bylaws comply with the provincial legislation and represent the first deliverable of the TOAs Update project. Staff recommends that Council give first, second, and third readings to *Transit-Oriented Areas Bylaw No. 5393, 2024* and *Zoning Amendment Bylaw No. 5394, 2024*, First Reading to *Zoning Amendment Bylaw No. 5396, 2024*, and refer *Zoning Amendment Bylaw No. 5396, 2024* to a Public Hearing.



Andrew Merrill, MCIP, RPP

TS/cp

Attachments:

1. Transit-Oriented Areas Bylaw No. 5393, 2024 (Doc# 5283960) and Schedules A through H (Doc# 5294133)
2. Zoning Amendment Bylaw No. 5396, 2024 (Doc# 5301637) and Schedule A (Doc# 5294135)
3. Zoning Amendment Bylaw No. 5394, 2024 (Doc# 5279216)

This report was prepared by Tara Slater, Planner 1, and James Taylor, Planner 2 and reviewed by Natasha Lock, Planner 3, Ehab Taha, Senior Transportation Engineer, Stephanie Holland, Major Project Planner, and Chris McBeath, Program Manager, Regulatory Coordination and Policy Reform.

BYLAW NO. 5393, 2024

A Bylaw to Designate Transit-Oriented Areas

WHEREAS:

- A. A local government must designate transit-oriented areas within its jurisdiction.
- B. The City of Coquitlam has considered the applicable policy guidelines made pursuant to the Local Government Act.

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the "Transit-Oriented Areas Designation Bylaw No. 5393, 2024."

2. Designation of Transit-Oriented Areas

Pursuant to the Local Government Act, transit-oriented areas are designated within the City of Coquitlam for the following transit stations:

- 2.1 Lafarge Lake-Douglas, the location of which is described on Schedule "A",
- 2.2 Lincoln Station , the location of which is described on Schedule "B",
- 2.3 Coquitlam Central Station, the location of which is described on Schedule "C",
- 2.4 Inlet Centre Station, the location of which is described on Schedule "D",
- 2.5 Moody Centre Station, the location of which is described on Schedule "E",
- 2.6 Burquitlam Station, the location of which is described on Schedule "F",
- 2.7 Lougheed Town Centre Station, the location of which is described on Schedule "G",
- 2.8 Braid Station, the location of which is described on Schedule "H".

3. Density and Height in a Transit-Oriented Area

Pursuant to the Local Government Transit-Oriented Areas Regulation, the prescribed distances from transit stations, densities and heights for each transit-oriented area (as that term is defined by the Local Government Act) are as follows:

Class of land (tier)	Distance from transit station (metres)	Minimum allowable density (floor area ratio)	Minimum allowable height (storeys)
1	200 or less	5.0	20
2	Greater than 200 and up to 400	4.0	12
3	Greater than 400 and up to 800	3.0	8

4. Minimum Allowable Density and Height Subject to Eligibility and Exemption Criteria

The prescribed minimum allowable densities and heights identified in Section 3 are subject to eligibility criteria and exemptions identified in the Local Government Act and the Local Government Transit-Oriented Areas Regulation.

5. Severability

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

6. Schedule

The following schedules are attached to, and form part of, this Bylaw:

1. "Schedule "A" to Bylaw 5393, 2024",
2. "Schedule "B" to Bylaw 5393, 2024",
3. "Schedule "C" to Bylaw 5393, 2024",
4. "Schedule "D" to Bylaw 5393, 2024",
5. "Schedule "E" to Bylaw 5393, 2024",

6. "Schedule "F" to Bylaw 5393, 2024",
7. "Schedule "G" to Bylaw 5393, 2024",
8. "Schedule "H" to Bylaw 5393, 2024".

Readings

READ A FIRST TIME this [day] day of [month] , [year] .

READ A SECOND TIME this [day] day of [month] , [year] .

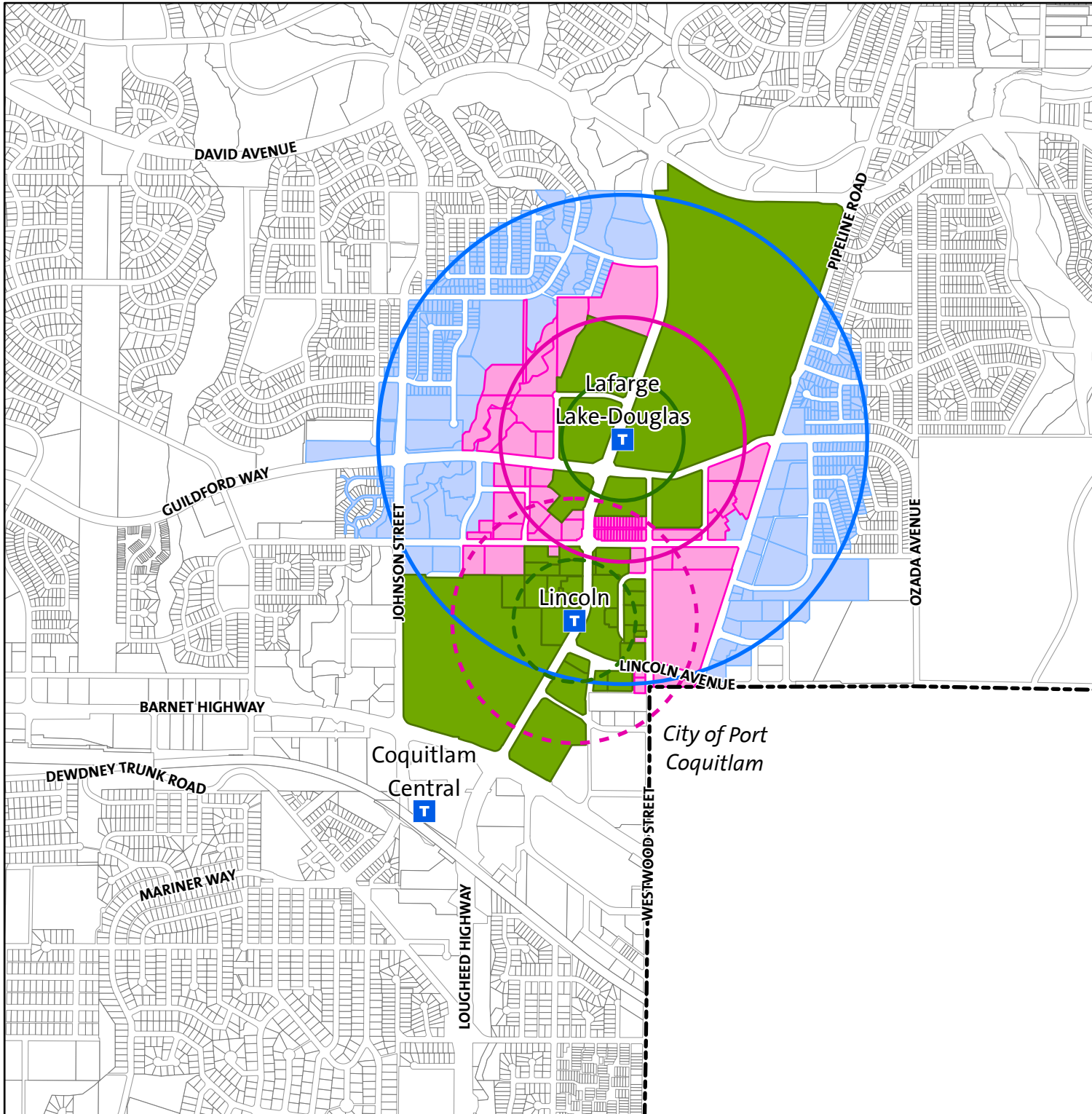
READ A THIRD TIME this [day] day of [month] , [year] .

FINAL ADOPTION and the Seal of the Corporation affixed this [day] day of [month] , [year]

.

_____ MAYOR

_____ CLERK



Lafarge Lake-Douglas Station Transit-Oriented Area

LEGEND

- | | |
|--|------------------------------|
| Transit Station | Transit-Oriented Area |
| Transit Station | Tier 1 |
| Transit-Oriented Area Tiers | Tier 2 |
| Tier 1 (up to 200m) | Tier 3 |
| Tier 2 (more than 200m and up to 400m) | |
| Tier 3 (more than 400m and up to 800m) | |
| Tier 1 of overlapping or proximate Transit-Oriented Area | |
| Tier 2 of overlapping or proximate Transit-Oriented Area | |



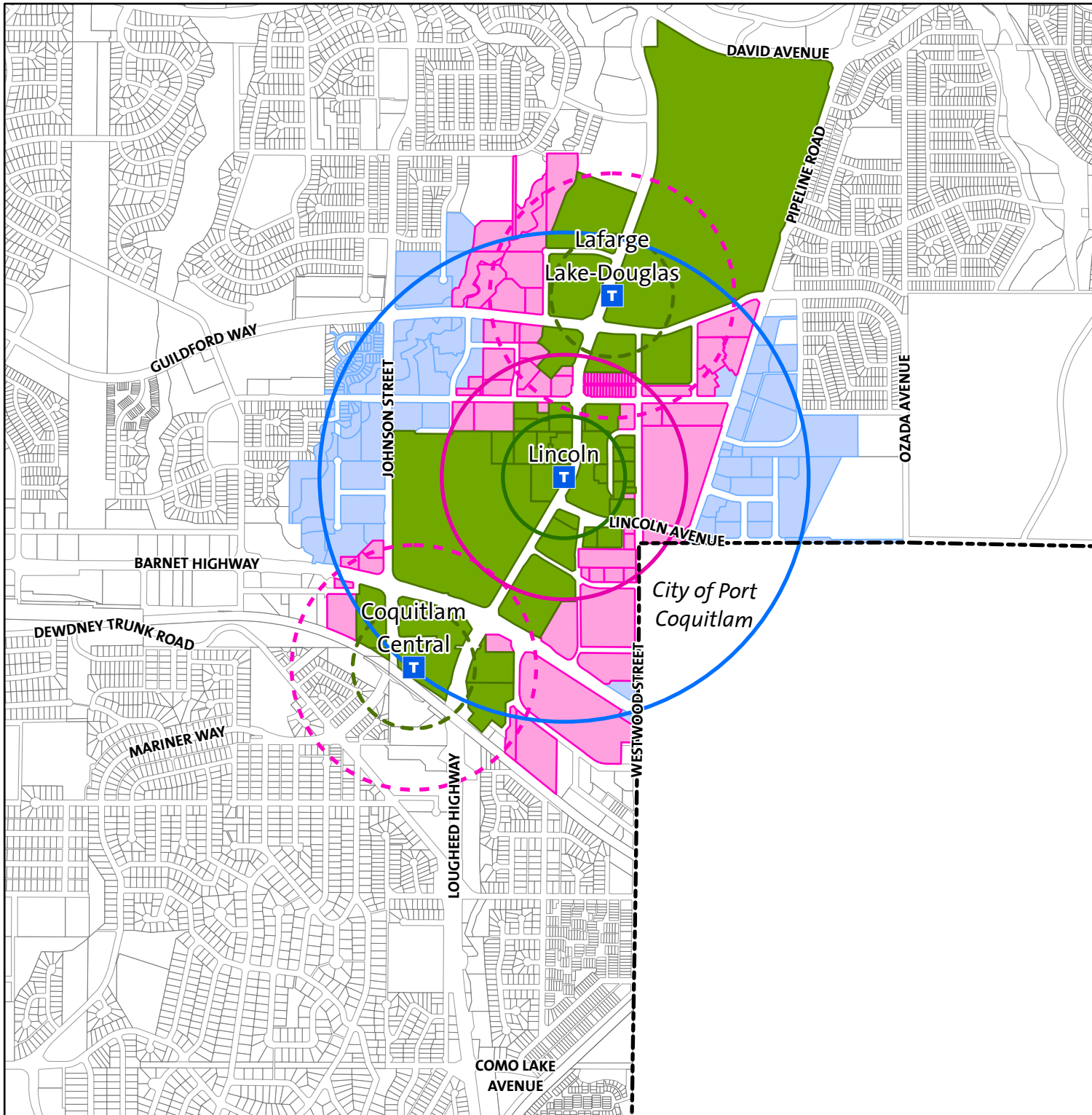
Meters

SCALE: 1: 18,000

Date Created: XXXX

Map Projection: UTM Nad1983
Prepared By: Planning & Development
Source: City of Coquitlam

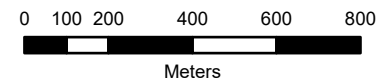
SCHEDULE "A" TO BYLAW 5393, 2024



Lincoln Station Transit-Oriented Area

LEGEND

- | | |
|--|------------------------------|
| Transit Station | Transit-Oriented Area |
| Transit Station | Tier 1 |
| Transit-Oriented Area Tiers | Tier 2 |
| Tier 1 (up to 200m) | Tier 3 |
| Tier 2 (more than 200m and up to 400m) | |
| Tier 3 (more than 400m and up to 800m) | |
| Tier 1 of overlapping or proximate Transit-Oriented Area | |
| Tier 2 of overlapping or proximate Transit-Oriented Area | |

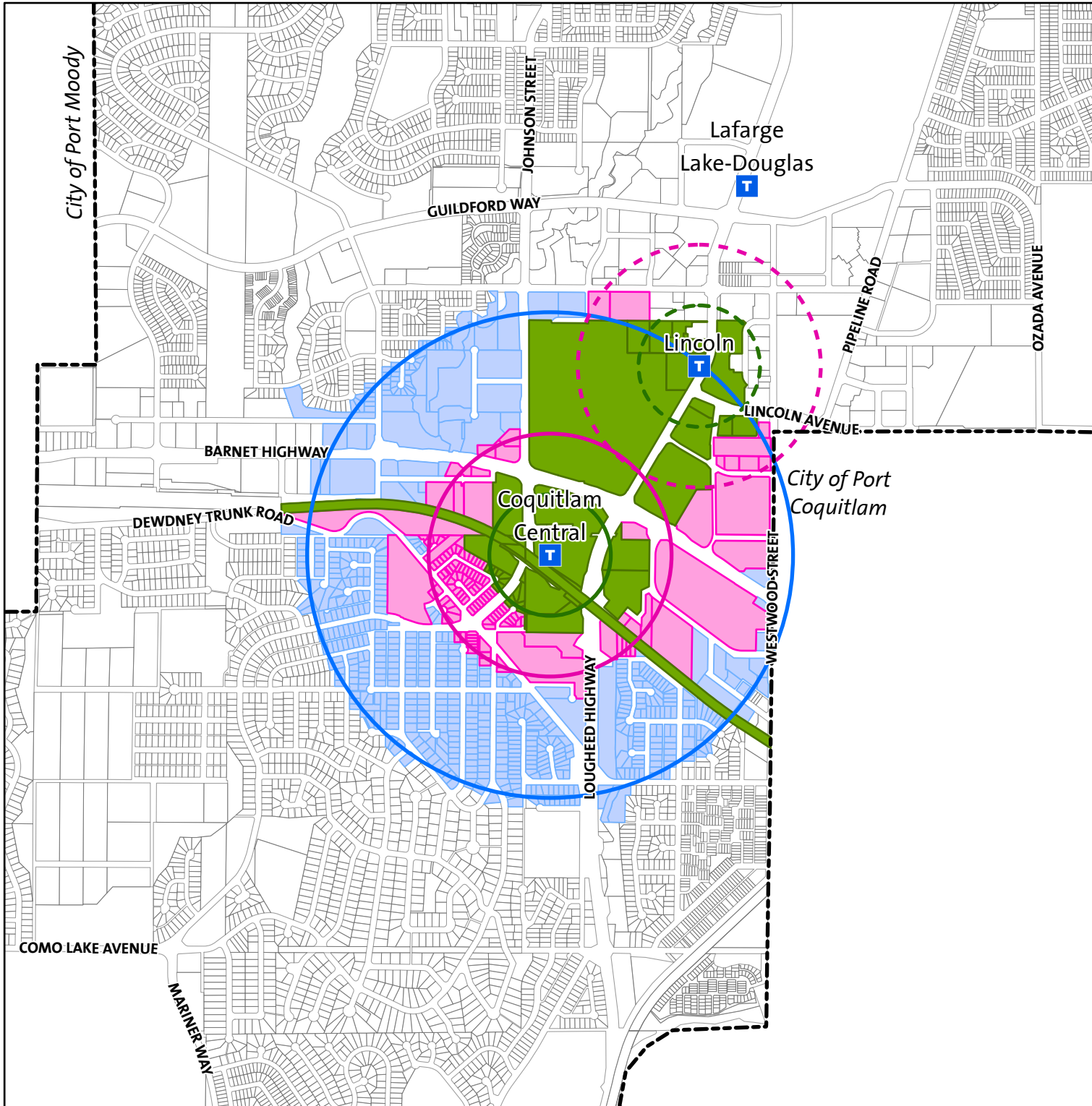


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Date Created: XXXX

Map Projection: UTM Nad1983
Prepared By: Planning & Development
Source: City of Coquitlam

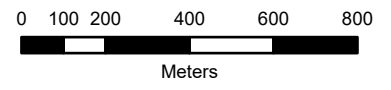
SCHEDULE "B" TO BYLAW 5393, 2024



Coquitlam Central Station Transit-Oriented Area

LEGEND

- | | |
|--|------------------------------|
| Transit Station | Transit-Oriented Area |
| Transit Station | Tier 1 |
| Transit-Oriented Area Tiers | Tier 2 |
| Tier 1 (Up to 200m) | Tier 3 |
| Tier 2 (more than 200m and up to 400m) | |
| Tier 3 (more than 400m and up to 800m) | |
| Tier 1 of overlapping or proximate Transit-Oriented Area | |
| Tier 2 of overlapping or proximate Transit-Oriented Area | |

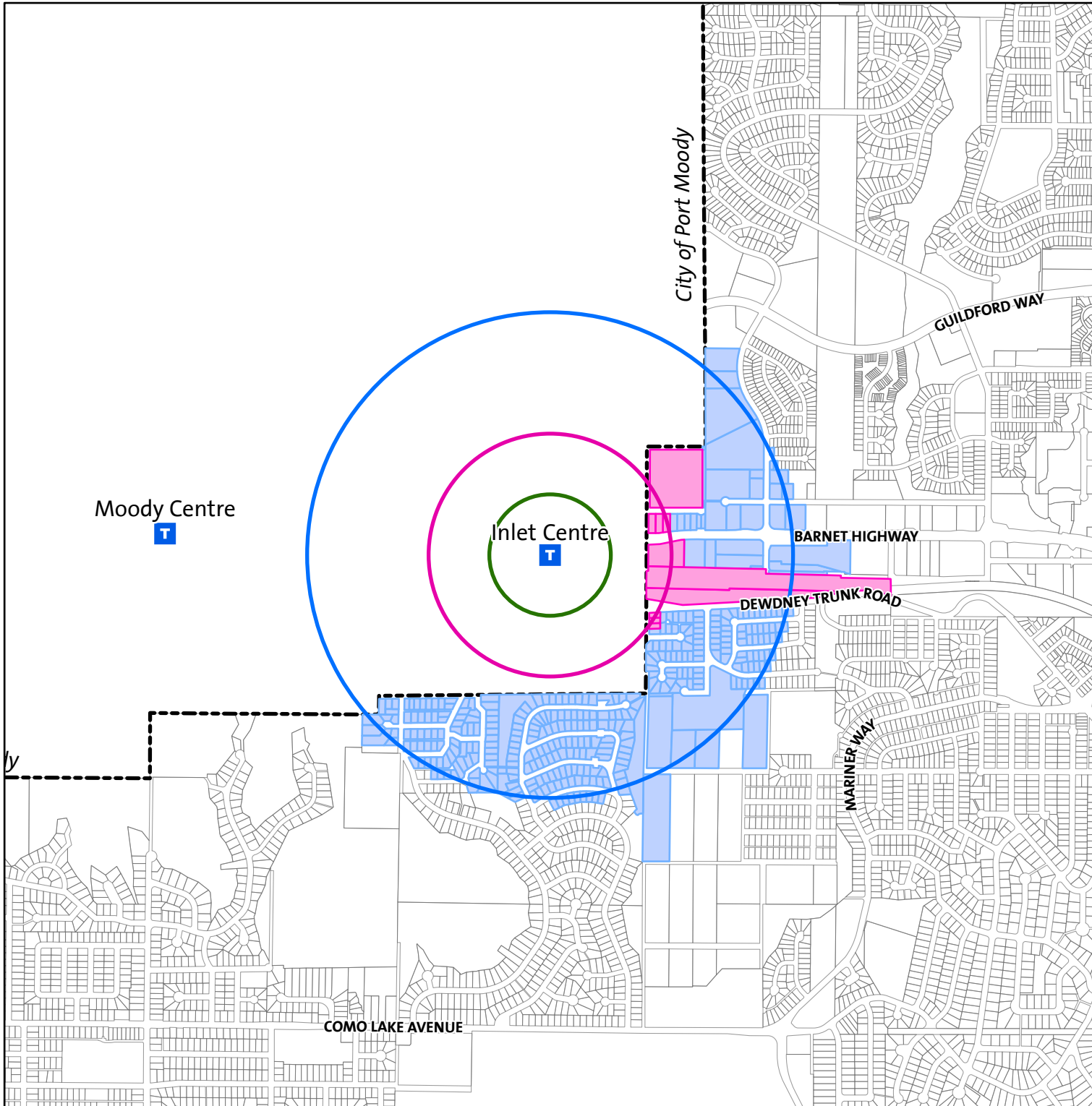


SCALE: 1: 18,000

Date Created: XXXX

Map Projection: UTM Nad1983
Prepared By: Planning & Development
Source: City of Coquitlam

SCHEDULE "C" TO BYLAW 5393, 2024



Inlet Centre Station Transit-Oriented Area

LEGEND

Transit Station

T Transit Station

Transit-Oriented Area Tiers

- Tier 1 (up to 200m)
- Tier 2 (more than 200m and up to 400m)
- Tier 3 (more than 400m and up to 800m)

Transit-Oriented Area

- Tier 2
- Tier 3



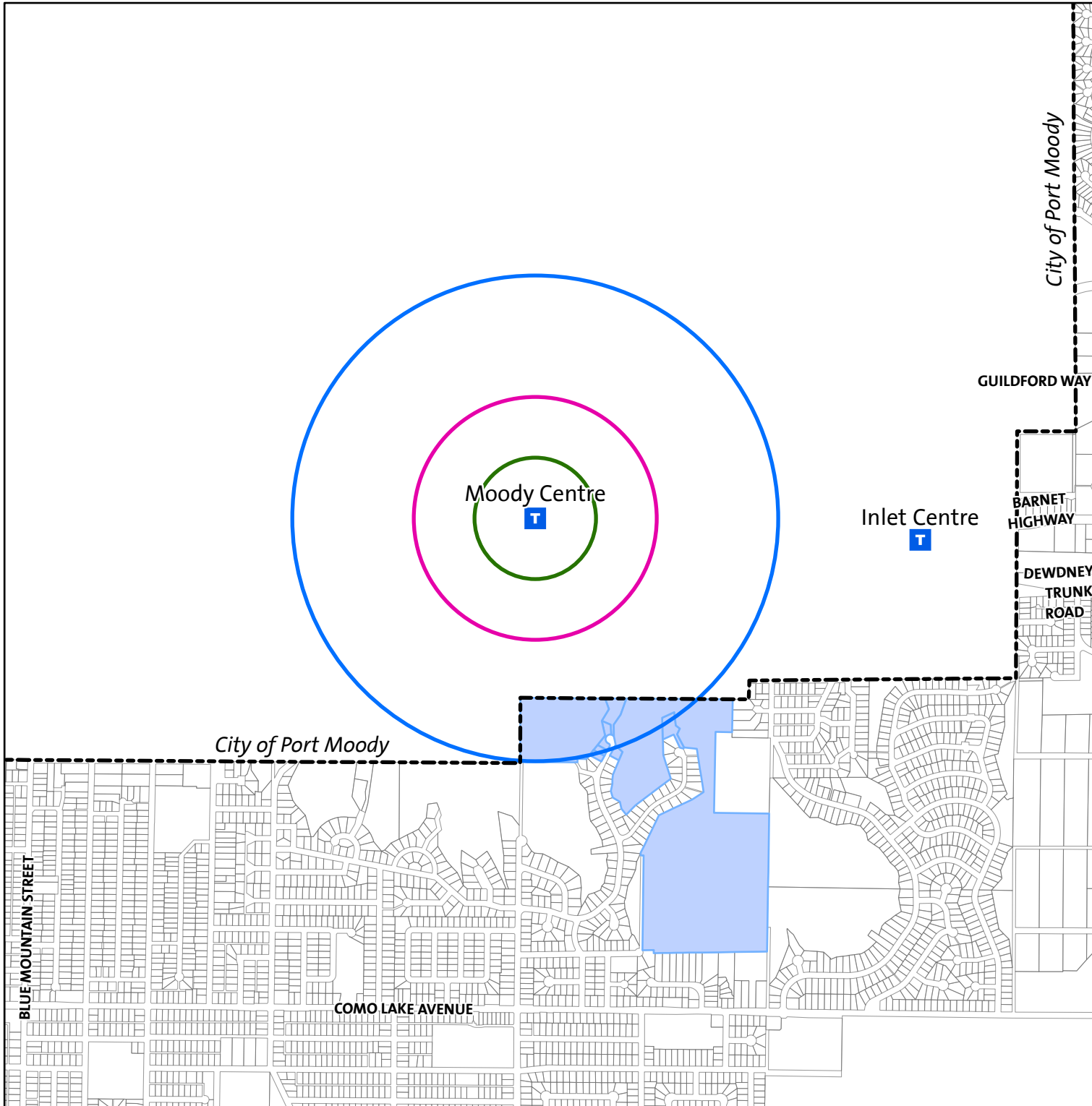
Meters

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Date Created: XXXX






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Prepared By: Planning & Development
Source: City of Coquitlam

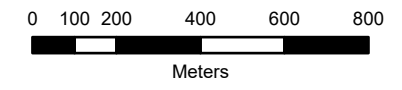
SCHEDULE "D" TO BYLAW 5393, 2024



Moody Centre Station Transit-Oriented Area

LEGEND

- | | |
|--|--|
| Transit Station | Transit-Oriented Area |
|  Transit Station |  Tier 3 |
| Transit-Oriented Area Tiers | |
|  Tier 1 (up to 200m) | |
|  Tier 2 (more than 200m and up to 400m) | |
|  Tier 3 (more than 400m and up to 800m) | |



SCALE: 1: 18,000








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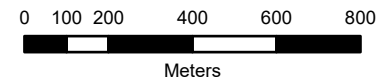
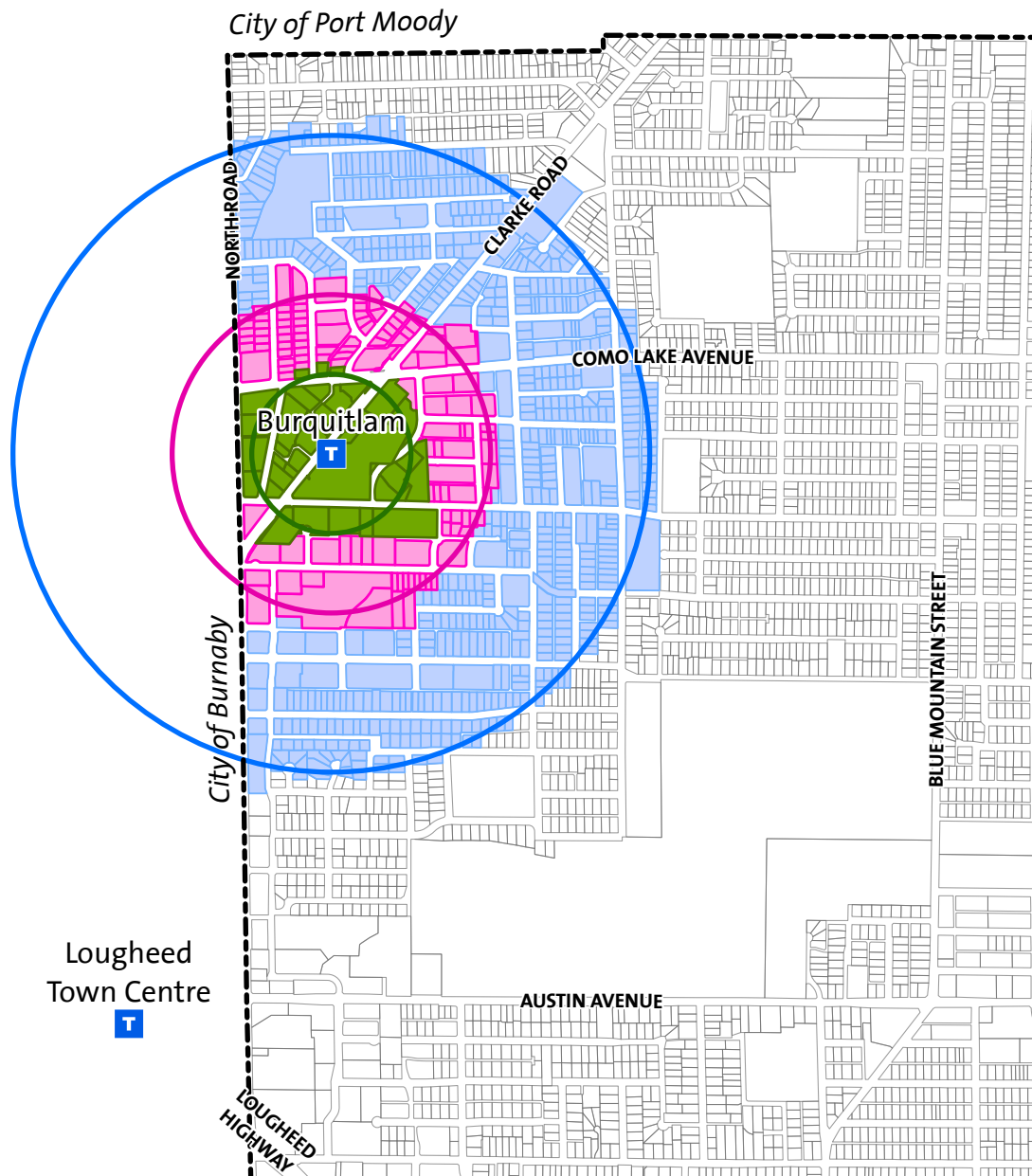
Map Projection: UTM Nad1983
Prepared By: Planning & Development
Source: City of Coquitlam

SCHEDULE "E" TO BYLAW 5393, 2024

Burquitlam Station Transit-Oriented Area

LEGEND

- | | |
|--|--|
| Transit Station | Transit-Oriented Area |
|  Transit Station |  Tier 1 |
| Transit-Oriented Area Tiers |  Tier 2 |
|  Tier 1 (up to 200m) |  Tier 3 |
|  Tier 2 (more than 200m and up to 400m) | |
|  Tier 3 (more than 400m and up to 800m) | |

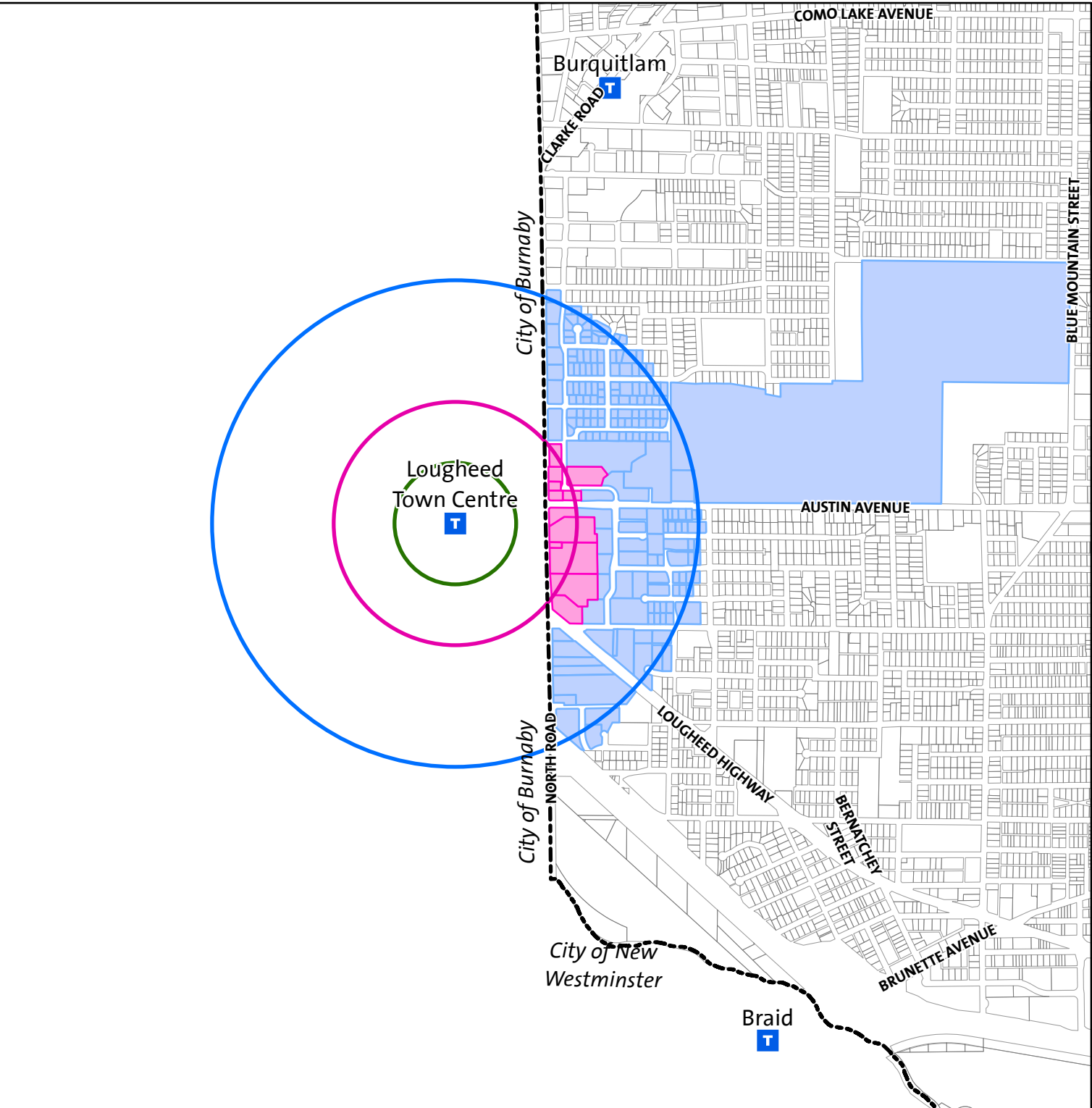


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Date Created: XXXX







Map Projection: UTM Nad1983
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Source: City of Coquitlam

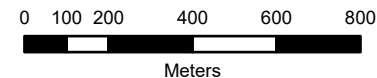
SCHEDULE "F" TO BYLAW 5393, 2024



Lougheed Town Centre Station Transit-Oriented Area

LEGEND

- | | |
|--|--|
| Transit Station | Transit-Oriented Area |
|  Transit Station |  Tier 2 |
| Transit-Oriented Area Tiers |  Tier 3 |
|  Tier 1 (up to 200m) | |
|  Tier 2 (more than 200m and up to 400m) | |
|  Tier 3 (more than 400m and up to 800m) | |



SCALE: 1: 18,000

Date Created: XXXX

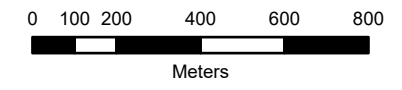
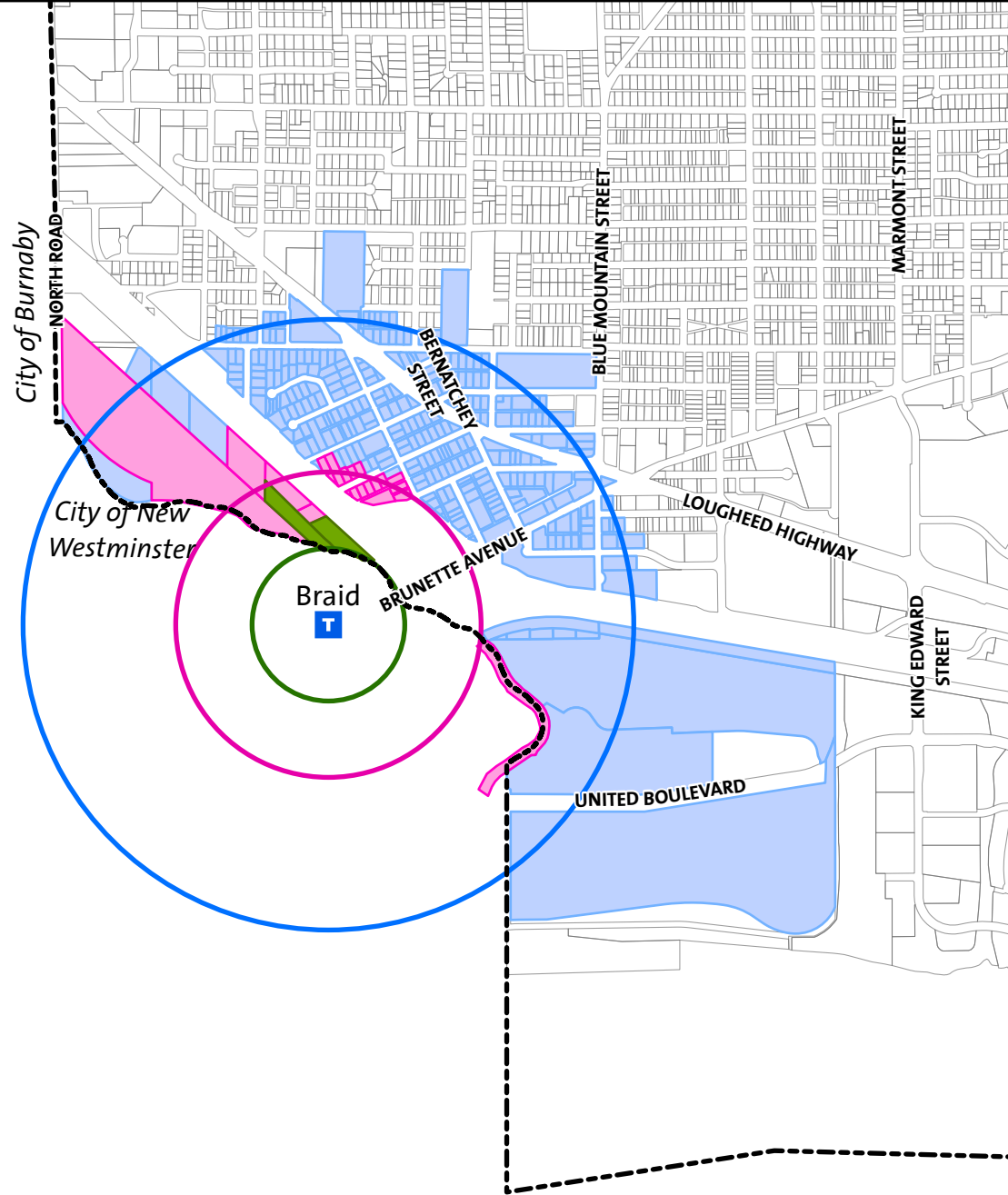
Map Projection: UTM Nad1983
Prepared By: Planning & Development
Source: City of Coquitlam

SCHEDULE "G" TO BYLAW 5393, 2024

Braid Station Transit-Oriented Area

LEGEND

- | | |
|--|------------------------------|
| Transit Station | Transit-Oriented Area |
| Transit Station | Tier 1 |
| Transit-Oriented Area Tiers | Tier 2 |
| Tier 1 (up to 200m) | Tier 3 |
| Tier 2 (more than 200m and up to 400m) | |
| Tier 3 (more than 400m and up to 800m) | |



SCALE: 1: 18,000

Date Created: XXXX

Map Projection: UTM Nad1983
Prepared By: Planning & Development
Source: City of Coquitlam

SCHEDULE "H" TO BYLAW 5393, 2024

BYLAW NO. 5396, 2024

A Bylaw to amend the “City of Coquitlam
Zoning Bylaw No. 3000, 1996”

WHEREAS certain changes are necessary for the clarification and effective and efficient operation of Bylaw No. 3000, 1996, in accordance with the *Local Government Act*, R.S.B.C., 2015, c. 1;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the “Zoning Amendment Bylaw No. 5396, 2024.”

2. Amendment to City of Coquitlam Zoning Bylaw No. 3000, 1996

City of Coquitlam Zoning Bylaw No. 3000, 1996, as amended (the “Zoning Bylaw”), is further amended as follows:

2.1 Schedule “O” is deleted in its entirety and replaced with the maps set out in Schedule A attached to this Bylaw.

3. Consequential Amendments

The Zoning Bylaw is further amended by making any consequential changes required to give effect to the amendments enumerated in this Bylaw, including any necessary corrections to the format, grammar, punctuation, and numbering, and to any Tables of Contents.

4. Severability

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

5. Schedule

The following schedule is attached to, and forms part of, this Bylaw:

1. “Schedule A to Bylaw 5396, 2024.”

Readings

READ A FIRST TIME this [day] day of [month] , [year] .

CONSIDERED AT PUBLIC HEARING [day] day of [month] , [year] .

READ A SECOND TIME this [day] day of [month] , [year] .

READ A THIRD TIME this [day] day of [month] , [year] .

FINAL ADOPTION and the Seal of the Corporation affixed this [day] day of [month] , [year]



.

_____ MAYOR

_____ CLERK

**Evergreen Line Core
and Shoulder Station Areas**

LEGEND

-  Core
-  Shoulder



0 100 200 400 600 800
Metres

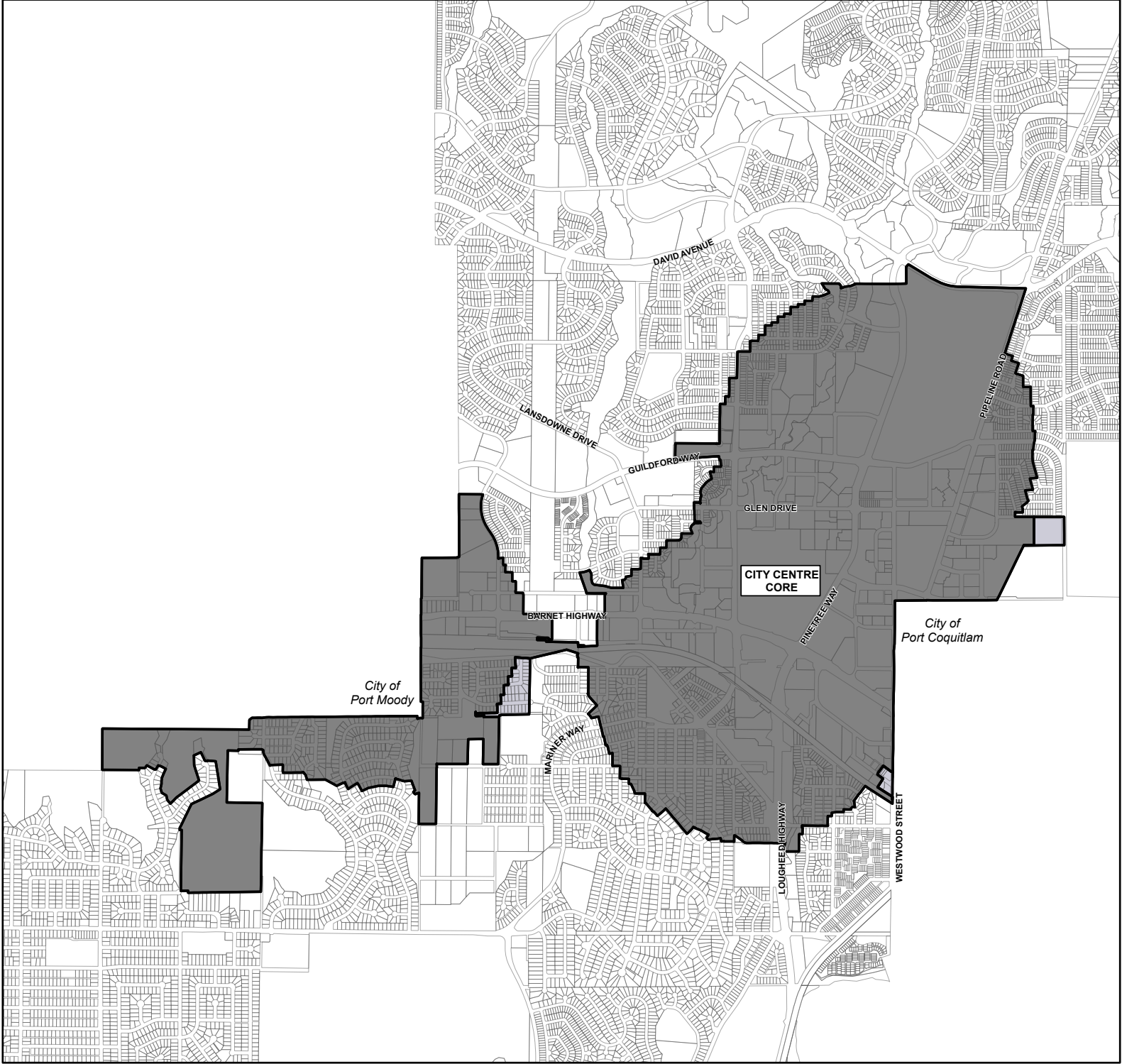
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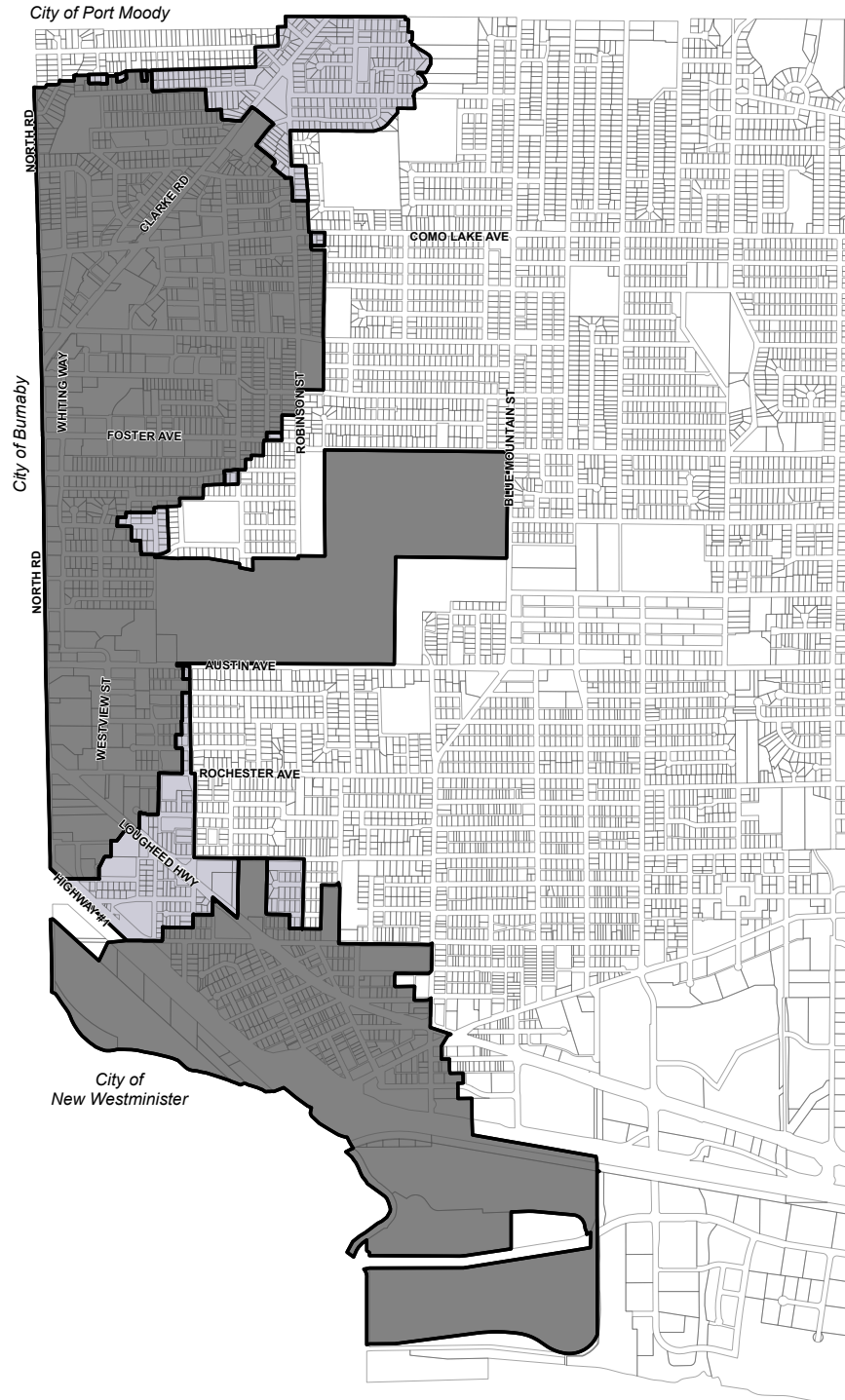
Date Created: October 25, 2012
Amended Date: XXXX
Bylaw: XXXX

Prepared By: Planning & Development
Source: City of Coquitlam

**SCHEDULE "O" TO
BYLAW 3000, 1996**

MAP 1





Evergreen Line Core and Shoulder Station Areas

LEGEND

- Core
- Shoulder



0 100 200 400 600 800
Metres

SCALE: 1: 27,500

Date Created: October 25, 2012
Amended Date: XXXX
Bylaw: XXXX

Prepared By: Planning & Development
Source: City of Coquitlam

SCHEDULE "O" TO BYLAW 3000, 1996

MAP 2

BYLAW NO. 5394, 2024

A Bylaw to amend the “City of Coquitlam
Zoning Bylaw No. 3000, 1996”

WHEREAS certain changes are necessary for the clarification and effective and efficient operation of Bylaw No. 3000, 1996, in accordance with the *Local Government Act*, R.S.B.C., 2015, c. 1;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the “Zoning Amendment Bylaw No. 5394, 2024.”

2. Amendment to City of Coquitlam Zoning Bylaw No. 3000, 1996

City of Coquitlam Zoning Bylaw No. 3000, 1996, as amended (the “Zoning Bylaw”), is further amended as follows:

- 2.1 Part 7, Off-Street Parking and Loading, Section 706 Number of Required Off-Street Parking Spaces, Subsection (1) Residential is deleted in its entirety and replaced with the following:

(1) Residential

(a) Residential located outside the Evergreen Line Core and Shoulder Station Areas

- | | |
|--|--|
| (i) <i>One-Family Residential</i> | 2 spaces per <i>dwelling unit</i> |
| (ii) <i>Secondary Suite; Carriage House; Garden Cottage</i> | 1 space per <i>dwelling unit</i> , which may not be <i>tandem parking</i> |
| (iii) <i>Accessory One-Family Residential</i> | 1 space per <i>dwelling unit</i> |
| (iv) <i>Duplex Residential; Triplex Residential; Fourplex Residential; Multiplex Residential</i> | 2 spaces per <i>dwelling unit</i> , of which a maximum of 100% may be <i>tandem parking spaces</i> |
| (v) <i>Street-Oriented Village Home Residential</i> | 2 spaces per <i>dwelling unit</i> , of which a maximum of 33% may be <i>tandem parking spaces</i> |

- | | |
|---|--|
| (vi) <i>Townhouse</i> | 2 spaces per <i>dwelling unit</i> , of which a maximum of 33% may be <i>tandem parking spaces</i>

Plus 0.20 spaces per <i>dwelling unit</i> designated for visitors |
| (vii) <i>Apartment</i> | 1 space per <i>studio dwelling unit</i> and one-bedroom <i>dwelling unit</i>

1.5 spaces per <i>dwelling unit</i> with two or more bedrooms

Plus 0.20 spaces per <i>dwelling unit</i> designated for visitors |
| (viii) <i>Purpose-Built Rental; Non Market Housing; Below-Market Rental Units</i> | 1 space per <i>dwelling unit</i>

Plus 0.20 spaces per <i>dwelling unit</i> designated for visitors |
| (ix) <i>Mobile Home Park</i> | 1.5 spaces per <i>dwelling unit</i> , one of which must be immediately adjacent to the <i>mobile home</i> , or pad of the <i>mobile home</i> , for which it is required |
| (x) <i>Boarding</i> | 1 space for each <i>sleeping unit</i> |
| (xi) <i>Congregate Housing and Care; Community Care Use</i> | 0.35 spaces for each <i>Licensed Residential Care, Registered Assisted Living or Supportive Housing unit</i> |

(b) Residential located within Evergreen Line Core Station Areas

Despite Subsection 706(1)(a), *off-street parking* spaces are not required for the *residential use* class within Evergreen Line Core station areas, as identified by Schedule "O" of this Bylaw, except as set out in Subsection 708(1)(a).

(c) Residential located within Evergreen Line Shoulder Station Areas

Despite Subsection 706(1)(a), *off-street parking* spaces are required for the *residential use* class located within Evergreen Line Shoulder station areas, as identified by Schedule "O" of this Bylaw, as follows:

- | | |
|---------------------------------|---|
| (i) <i>Townhouse; Apartment</i> | 0.85 space per <i>studio dwelling unit</i> and one-bedroom <i>dwelling unit</i>

1.25 spaces per <i>dwelling unit</i> with two or more bedrooms |
|---------------------------------|---|

- Plus 0.50 spaces per *dwelling unit* that contains a *lock-off unit*
 - Plus 0.15 spaces per *dwelling unit* designated for visitors
- (ii) *Purpose-Built Rental* (except for *dwelling units* in *Non Market Housing* and *Below-Market Rental Units*)
 - 0.75 spaces per *dwelling unit*
 - Plus 0.50 spaces per *dwelling unit* that contains a *lock-off unit*
 - Plus 0.15 spaces per *dwelling unit* designated for visitors
- (iii) *Non Market Housing; Below-Market Rental Units*
 - 0.65 spaces per *dwelling unit*
 - Plus 0.50 spaces per *dwelling unit* that contains a *lock-off unit*
 - Plus 0.15 spaces per *dwelling unit* designated for visitors

2.2 Part 7, Off-Street Parking and Loading, Subsection 708 Number of Required Off-Street Accessible Parking Spaces, Subsection (1)(a) is deleted in its entirety and replaced with the following:

- (a) Within the *residential uses of townhouse, apartment, purpose-built rental, congregate housing and care, and community care use*, the minimum number of *accessible parking spaces* shall be calculated at a ratio of the greater of either:
 - (i) 1 *accessible parking space* per 30 *dwelling units* or portion thereof; or
 - (ii) 1 *accessible parking space* per 2 *accessible residential units* or portion thereof.

Despite Subsection 706(1), within Evergreen Line Core station areas, as identified by Schedule "O" of this Bylaw, the above calculation for *accessible parking spaces* is deemed to be the minimum number of *off-street parking spaces* required for the *residential use* class and such *parking spaces* must be designated as *accessible parking*.

2.3 Part 7, Off-Street Parking and Loading, Section 713 Off-Street Parking Management for the Evergreen Line Core and Shoulder Station Areas, the following paragraph is deleted in its entirety:

An owner of a *lot* located within the Evergreen Line Core and Shoulder Station Areas, as identified in Schedule "O" of this Bylaw, who applies for a *building*

permit to construct or add additional *gross floor area* to a *building* or *structure* for an *apartment, townhouse, commercial, or office use* which requires *off-street parking* spaces under Section 706 will be required to provide *transportation demand management* measures and may opt to reduce the number of required *off-street parking* spaces through payment in-lieu of parking, subject to the following:

and replaced with the following:

An owner of a *lot* located within the Evergreen Line Core and Shoulder station areas, as identified in Schedule "O" of this Bylaw, who applies for a *building* permit to construct or add additional *gross floor area* to a *building* or *structure* for an *apartment, townhouse, commercial, or office use* will be required to provide *transportation demand management* measures, and may opt to reduce the number of required *off-street parking* spaces through payment in-lieu of parking, subject to the following:

- 2.4 Part 7, Off-Street Parking and Loading, Section 714 Requirements for *Electric Vehicle* Charging Infrastructure is deleted in its entirety and replaced with the following:

This Section 714 sets out the minimum number of provided *parking spaces* that must also be equipped each with an *energized outlet* for an *electric vehicle*.

Each *energized outlet* required under this Section 714 must provide *level 2 charging* or higher.

Where an *electric vehicle energy management system* is implemented, the Director of Development Services may specify a minimum performance standard to ensure a sufficient rate of *electric vehicle* charging.

<u>Use Class and Use</u>	<u>Minimum Number of Parking Spaces Equipped with Energized Outlets</u>
<p>(1) Residential</p> <p>(a) <i>Apartment, Townhouse, Street-Oriented Village Home Residential, and Multiplex uses.</i></p>	<p>The lesser of:</p> <p>(i) the number of principal <i>dwelling units</i>; and</p> <p>(ii) 100% of the provided number of <i>parking spaces</i>, excluding <i>parking spaces</i> designated for visitors.</p>

An owner of a <i>lot</i> may elect (but is not obligated) to equip <i>parking spaces</i> designated for visitors with <i>energized outlets</i> .
--

3. Consequential Amendments

The Zoning Bylaw is further amended by making any consequential changes required to give effect to the amendments enumerated in this Bylaw, including any necessary corrections to the format, grammar, punctuation, and numbering, and to any Tables of Contents.

4. Severability

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

Readings

READ A FIRST TIME this [day] day of [month] , [year] .

READ A SECOND TIME this [day] day of [month] , [year] .

READ A THIRD TIME this [day] day of [month] , [year] .

FINAL ADOPTION and the Seal of the Corporation affixed this [day] day of [month] , [year]

.

_____ MAYOR

_____ CLERK