

PLANNING AND DEVELOPMENT DEPARTMENT
BRIEF TO PUBLIC HEARING, MONDAY JULY 28, 2025

ITEM #1 – PROJ 22-097 – BYLAW NOS. 5466, 2025 and 5456, 2025

Application to amend *City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001* to redesignate the western portion of the property at 1145 Inlet Street from Medium Density Apartment Residential to High Density Apartment Residential and permit the construction of a 29-storey market strata tower on the western portion of the site (*Bylaw No. 5466, 2025*).

This application is also to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the same property from RM-1 Two-Storey Low Density Apartment Residential and RT-2 Townhouse Residential to CD-43 Comprehensive Development Zone - 43 and remove the maximum 6-storey height restriction applicable to the property (*Bylaw No. 5456, 2025*).

Recommendation:

That Council give second and third readings to *Citywide Official Community Plan Amendment Bylaw No. 5466, 2025* and *Zoning Amendment Bylaw No. 5456, 2025*.

First Reading:

On June 23, 2025, Council gave first reading to *Bylaw Nos. 5466, 2025 and 5456, 2025* and referred the bylaws to Public Hearing.

Additional Information:

At the June 23, 2025 Regular Council meeting, Council requested the following additional information:

1. Details on the Tenant Relocation and Assistance Strategy, including demolition phasing of the existing buildings, considerations to relocate displaced tenants to the existing buildings within the site, and access to the new below-market rental units for the existing tenants.

The applicant has provided a voluntary Tenant Relocation and Assistance Strategy in compliance with the City's Housing Affordability Strategy (HAS). The proposed plan includes:

- Early and ongoing communication with the eligible tenants regarding the timing and phasing of the development, and the applicable compensations.
- Provision of financial compensation based on the length of tenure, and the moving assistance.
- Assistance to find alternative housing options for the eligible tenants through a Tenant Relocation Coordinator. This includes relocating displaced tenants to the buildings which will be demolished at the later phases (Phases 2 and 3), if requested by a tenant and it is a viable option (Attachment 1).
- Additional services, such as one-on-one meetings as requested by a tenant, extended move-out date, and translation services.

- Right of first refusal to return to new units, including the following options:
 - Below-market rental units: The applicant will work with BC Housing to ensure the tenants who meet the below-market eligibility criteria will have priority access to the new below-market rental units.
 - Market rental units: The new market rental units will be offered to the existing tenants at 5% below the market rental rates.
 - Market strata units: The new market strata units will be offered to the existing tenants at 95% of the purchase price and a reduced deposit of 5% for purchase.

2. Why are the below-market rental rates set at 20% rather than 25% below the market rental rate?

In response to Council's request, the applicant conducted a financial analysis to determine the floor area and the rental rates for the below-market rental units. Based on their analysis and according to the applicant, they indicate that 10% of the rental units with the rental rate of 20% below-market rate can be provided to maintain the viability of the project. The proposed 20% below-market rental rates will be included in the standard lease agreement with BC Housing, with the actual rates to be established at the time of signing the agreement.

3. What is the proposed unit mix, including the number of family-size units in the development?

The applicants proposed unit mix is provided in the table below which include 568 two-bedroom units (48% of the total units) and 122 three-bedroom units (10% of the total units):

Building Name	Studio	1 Bed	2 Bed	3 Bed	Total
Size	385 sq ft	500-620 sq ft	675-805 sq ft	885-920 sq ft	
Building A(1A) (Condo Residential)	16	94	212	15	337
Building B(1B) (Rental Residential)	28	42	48	22	140
Building C(1C) (Condo Residential)	-	31	39	7	77
Building D(2A) (Condo Residential)	-	39	49	10	98
Building E(2B) (Condo Residential)	-	38	47	9	94
Building F(2C) (Condo Residential)	-	41	51	9	101
Building G(3A) (Condo Residential)	-	45	51	11	107
Building H(3B) (Condo Residential)	-	72	23	30	125
Building I(3C) (Condo Residential)	-	39	48	9	96
Total	44	441	568	122	1,175 Units
%	4%	38%	48%	10%	100%

4. What are the alternative solutions proposed by the applicant to minimize the impacts of the construction of the southern greenway and eastern walkway and sanitary main on the critical root zone of the adjacent trees?

The applicant has not obtained consent from adjacent properties to remove the trees along the shared property lines. The applicant has proposed the following alternative options for the construction of the southern greenway, eastern walkway, and sanitary line (Attachment 2):

Greenway/Walkway

- Use of “low-impact” construction methods with no compaction or excavation: While the recent arborist report includes a general schematic of “Low Impact Pathway Details”, it does not provide specific details on how this would be achieved for each section of the greenway and walkway. Detailed review of this method is required to ensure it will not result in damaging the trees and causing future liability issues for the City. Staff are also concerned about a higher ongoing maintenance cost of this option which will be borne by the City.
- Meandering pathway design which results in a reduced travel width of 2.9 m in some portions compared to the City standards of 4.0 m for the southern greenway. (Attachment 2, pages 2-3)

Sanitary Line

- The applicant has proposed an alternative alignment for the sanitary sewer main along the eastern property line and a section of the southern property line in the absence of consents from the neighbouring properties to remove shared or off-site trees (Attachment 3). This includes the relocation of a manhole and creating jogs in the sanitary lines to avoid the tree protection zones.
- The proposed jogged alignment does not comply with the Subdivision and Development Servicing Bylaw and poses significant concerns regarding the hydraulic performance of the sanitary main and the maintenance considerations.
- The applicant is exploring options to shift portions of the parkade that protrude above ground in the southeastern portion of the site to accommodate the required sanitary line, however this item, despite being identified very early in the application review process, was still pending at the time of completing the Public Hearing Brief.

Should Council grant third reading, staff will continue to work with the applicant to find a workable solution for the greenway and sanitary line. Noting that potential solutions include shifting the buildings to provide sufficient room for the greenway and sanitary line, obtaining consent from adjacent owners to remove trees, or alternatively varying the standards for the greenway or walkway. Shifting the buildings is the preferred approach, however, this may result in amendments to the setback requirements of the CD zone from the southern and eastern property lines after the third reading. The pre-requisites of final reading that were identified in the First Reading Report include resolution of the greenway alignment and considering the interface of the buildings and the walkways.

5. What is the proposed public art arrangement and the range of financial contributions committed by the applicant for the construction of the public art?

The applicant has provided a preliminary Public Art Plan with an estimated financial contribution of \$150,000 - \$250,000 (Attachment 4).

Staff preliminarily reviewed the applicant's proposed Public Art Plan and believe that the proposed financial contributions would likely be inadequate to construct the vertical upright-type of art being proposed by the applicant. Staff note that other master development plans with similar density and number of units have provided an estimated contribution of \$400,000 - \$450,000.

6. Noting that the development site is located within a TOA, what is the proposed number of off-street parking spaces within the development?

Details of the proposed off-street parking for each building is provided in Attachment 5.

7. Please provide a rationale why rental tenants will not have access to the central amenity building.

The applicant has noted that the development site includes eight market strata buildings with an exclusive central amenity area and one rental building and the rental building will include a separate dedicated indoor and outdoor amenity areas for the following reasons:

1. Timing: The rental building includes indoor and outdoor amenity areas which will be constructed at the time of construction of the building. This allows the residents to access amenities at the time of move-in without waiting for the completion of the separate central amenity building as part of Phases 2A and 2B.
2. Equity, Operational Clarity, and Affordability Impacts: The central amenity building will be owned, operated, and maintained by stratas of the eight market strata buildings. Allowing the residents of the rental building to access the central amenity building would create legal and operational impacts related to access rights, cost sharing, and long-term maintenance. Extending the amenity access to rental residents would result in an increased rent due to the operating costs which undermines the goal of providing below-market rental units.
3. Tailored Amenities for the Rental Building: The rental building includes 378 m² of indoor amenity areas, as well as outdoor areas. Additionally, the rental building includes generous private patios, a childcare facility's outdoor play area, and direct access to the adjacent greenway. Beyond the on-site amenities, renters will benefit from proximity to several nearby parks that enhance daily quality of life, including Coquitlam River Park, Glen Park, and Town Centre Park.
4. Providing below-market rental units: The rental building provides 140 purpose-built rental units, including 10% below-market units, and a childcare facility. The project exceeds a 1:1 replacement ratio for rental housing and responds to direct feedback from City staff and Council to provide much needed housing diversity while minimizing tenant displacement.

8. Please provide a rationale why the height of the high-rise building has been increased beyond 25 storeys and what the benefits are.

The applicant has proposed increased tower height beyond the 25-storey building height requirement of the City Centre Area Plan (CCAP) to address the following issues while maintaining the same overall density:

1. Building bulk: The original 25-storey tower had a significantly bulkier and wider tower form which would result in greater visual and shadowing impacts on adjacent properties, particularly Malaspina Village to the north. The proposed more slender tower form has a smaller floor plate to improve views, solar access, and privacy for the neighbouring properties and provides a more elegant and contextually sensitive tower form.
2. Massing and Transition Strategies: The proposed tower design provides step-backs from Level 7 to 12 to reduce the perceived overall building height and massing. Incorporating articulated facades, landscaped stepped terraces, and enhanced streetscapes would improve the transition of the tower to the adjacent medium density residential buildings.

9. Information by the developer on what they have done to clean up the site, especially the corner of Inlet Street and Pipeline Road, and how construction will occur to minimize disruption to the neighbourhood.

The applicant has provided photos that the corner of Inlet Street and Pipeline Road has been cleaned up and the landscaping on the outside of the fence line has been trimmed. Additionally, all fencing will have branded panels installed on them to provide a visual break from the public realm (Attachment 6, which also includes the other Ledingham McAllister site on Pipeline Road).

Construction at the Stratford Wynd site will be managed by Marcon. The applicant has provided a Construction Management Plan for the first two buildings including traffic control measures, loading areas, trade parking strategies, corporate safety best practices, and Erosion and Sediment Control measures (Attachment 7).

10. Please provide additional details regarding efforts to retain trees and provide estimates for tree replacement.

The applicant has proposed a net increase of 177 additional trees as follows:

	Total	Remove	Retain	Replace	Net Gain
On-Site Trees	184	184	0	337	153
Street Trees	16	16	0	40	24
Total	200	200	0	377	177

The final replacement trees will be reviewed in accordance with the tree replacement requirements and as part of the future development permit applications for each phase.

Retaining existing trees on the site is especially difficult due to the underground parking structures which impact the critical root zone of the adjacent trees. To mitigate the loss of existing trees, a greater number of new trees are proposed to provide ecological benefits including rain water retention and shading.

Removal of 16 existing street trees is required for the widening of Inlet Street and Tahsis Avenue. Approximately 24 additional street trees will be planted at suitable planting depths to ensure that the public realm adjacent to the site has a robust tree canopy.



Chris Jarvie, MCIP, RPP

CJ/ce

Attachments:

1. Demolition Phasing Plan (#5812920)
2. Meandering Greenway Design (#5813013)
3. Alternative Alignment of the Sanitary Sewer Main (#5812930)
4. Proposed Public Art Plan (#5812942)
5. Proposed Off-Street Parking Data (#5812947)
6. Site Clean-up Photos (#5812950)
7. Proposed Construction Management Plan (#5812953)

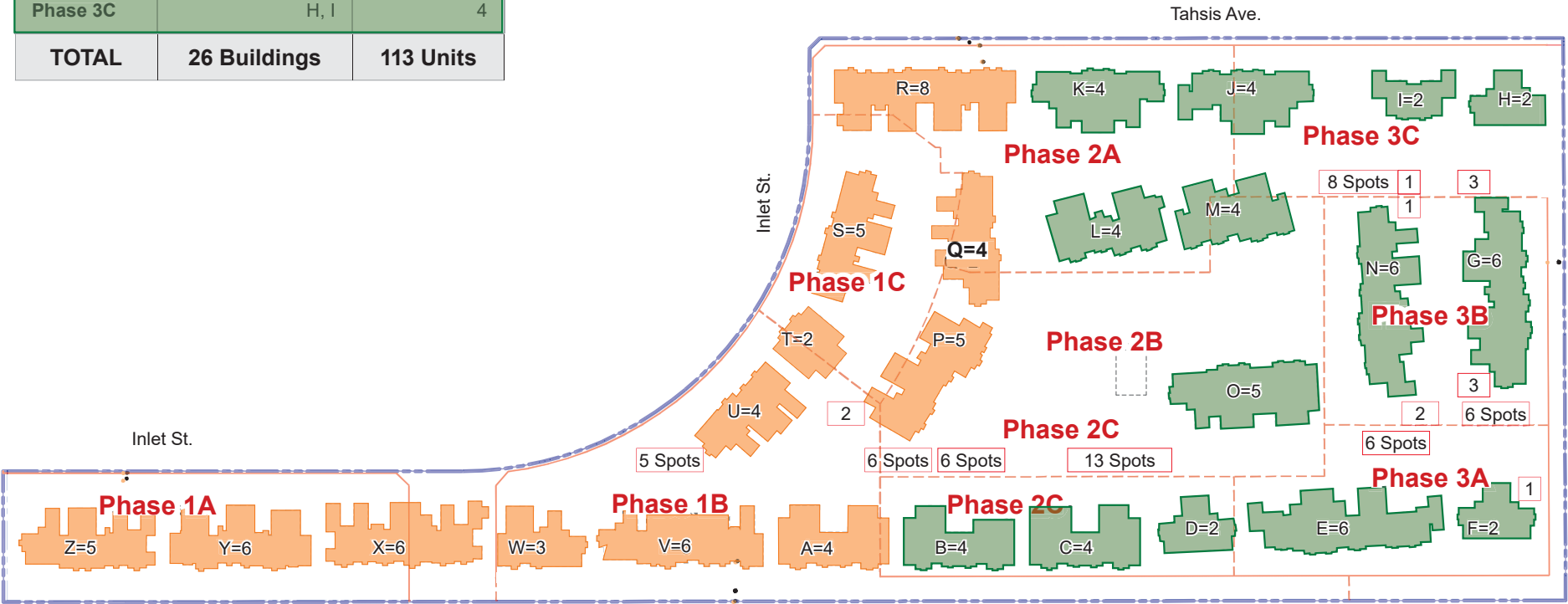
Demolition Phasing Plan

The site currently hosts 26 rental buildings which host 113 rental units and 176 surface parking stalls.

Best efforts will be made to preserve the existing rental units during the phasing. Site access is preserved until the later phases.

The first phase of demolition includes the buildings outlined in orange, located on the western portion of the site. This approach allows the initial phase of the project to proceed with minimal tenant displacement. Vacant units in buildings designated for Phase 2 demolition can be used to temporarily house tenants impacted by the first phase. The buildings included in the second phase of demolition, outlined in green, will be removed at a later date, triggered by the commencement of Phase 2A construction.

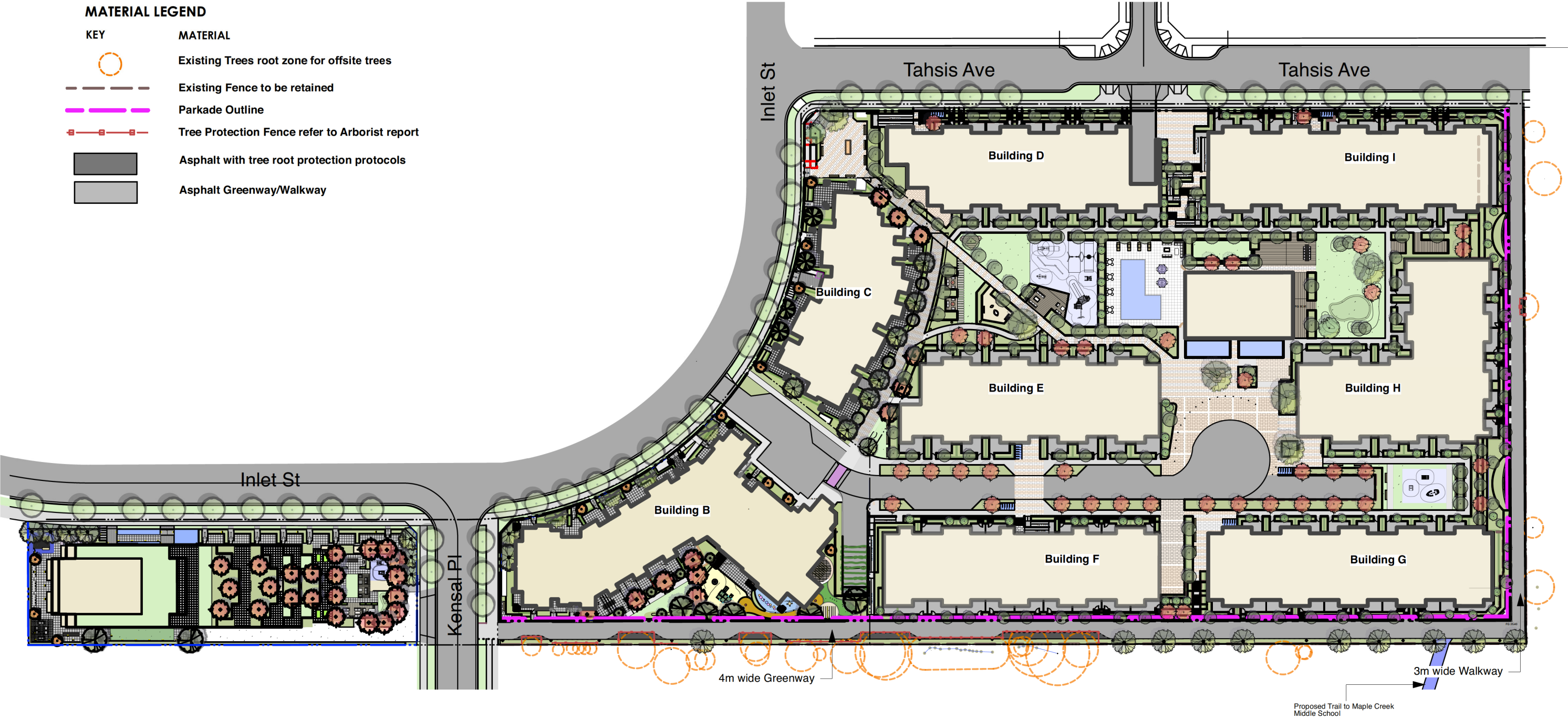
Phasing	Demolition Building	Demolition Units
Phase 1A	X, Y, Z	17
Phase 1B	A, P, T, U, V, W	24
Phase 1C	Q, S, R	17
Phase 2A	J, K, L, M	16
Phase 2B	O	5
Phase 2C	B, C, D	10
Phase 3A	E, F	8
Phase 3B	G, N	12
Phase 3C	H, I	4
TOTAL	26 Buildings	113 Units



Legend: --- Existing Property Line
--- Existing Buildings
--- Phasing Boundary
[A=4] Existing Building Name & Unit Count
[8 Spots] Existing Surface Parking Stalls

Landscape Site Plan Greenway Diagram







Arborist Tree Root Protection Solution Option

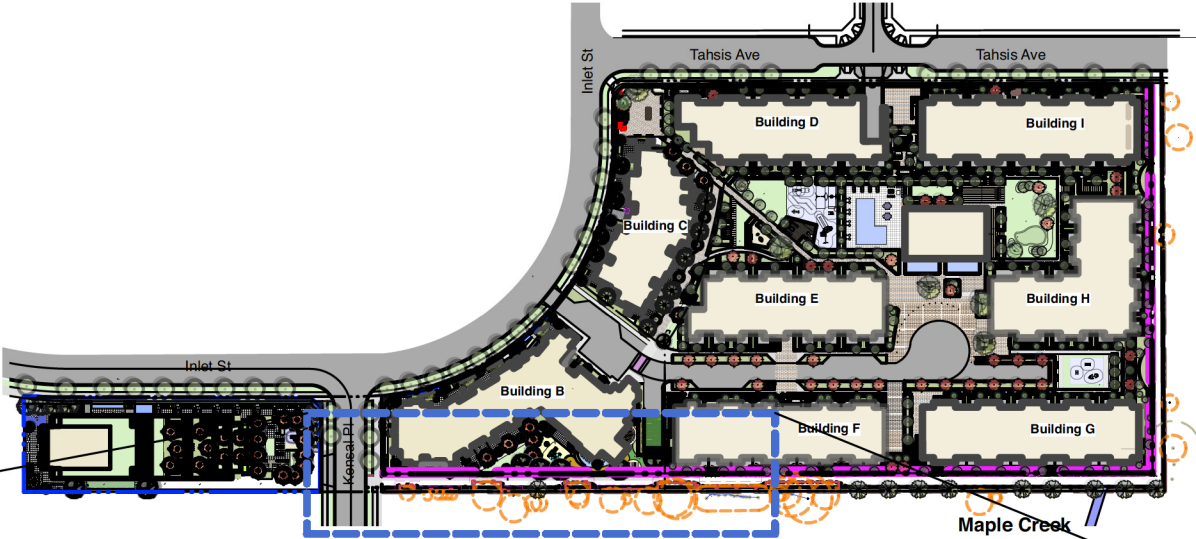


Landscape Site Plan Greenway Enlarge Area A

Arborist Tree Root Protection Solution Option

MATERIAL LEGEND

KEY	MATERIAL
	Existing Trees root zone for offsite trees
	Existing Fence to be retained
	Parkade Outline
	Tree Protection Fence refer to Arborist report
	Asphalt with tree root protection protocols
	Asphalt Greenway/Walkway

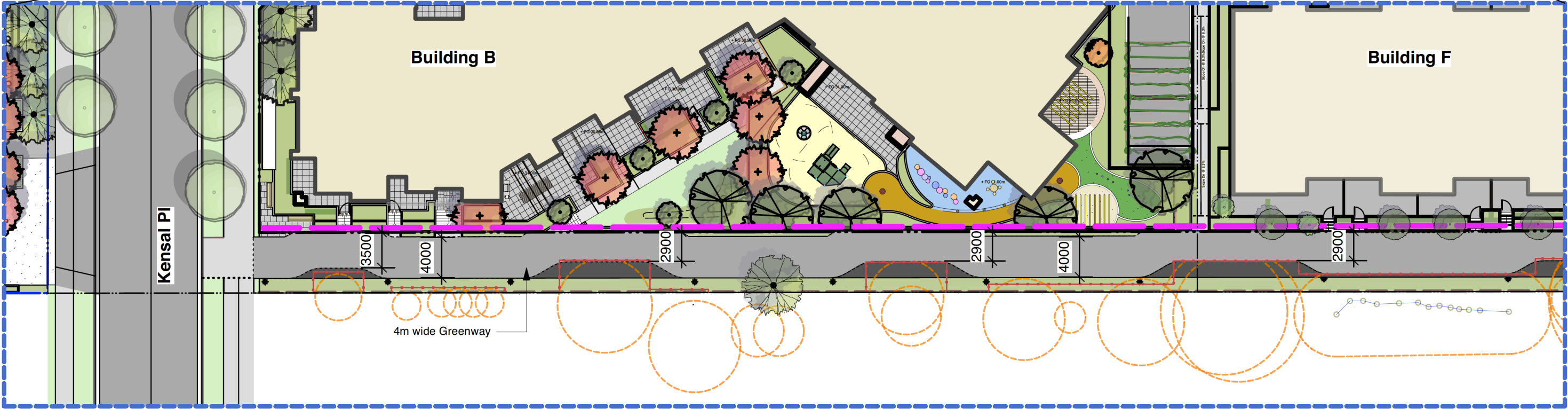


1

KEY PLAN

ML-G02

Scale =



2







ENLARGE PLAN A

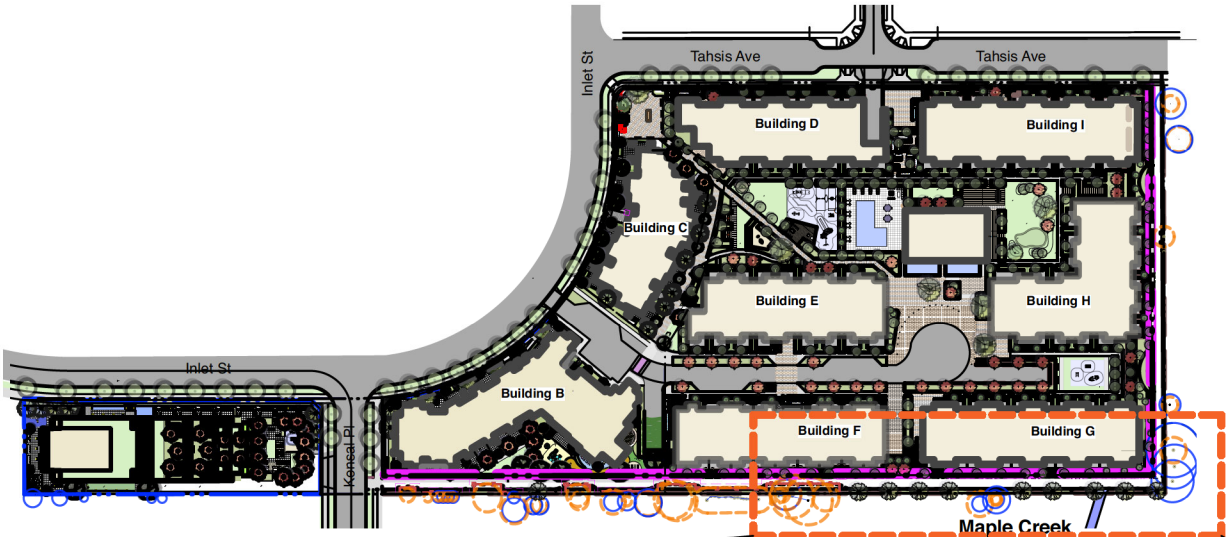
ML-G02

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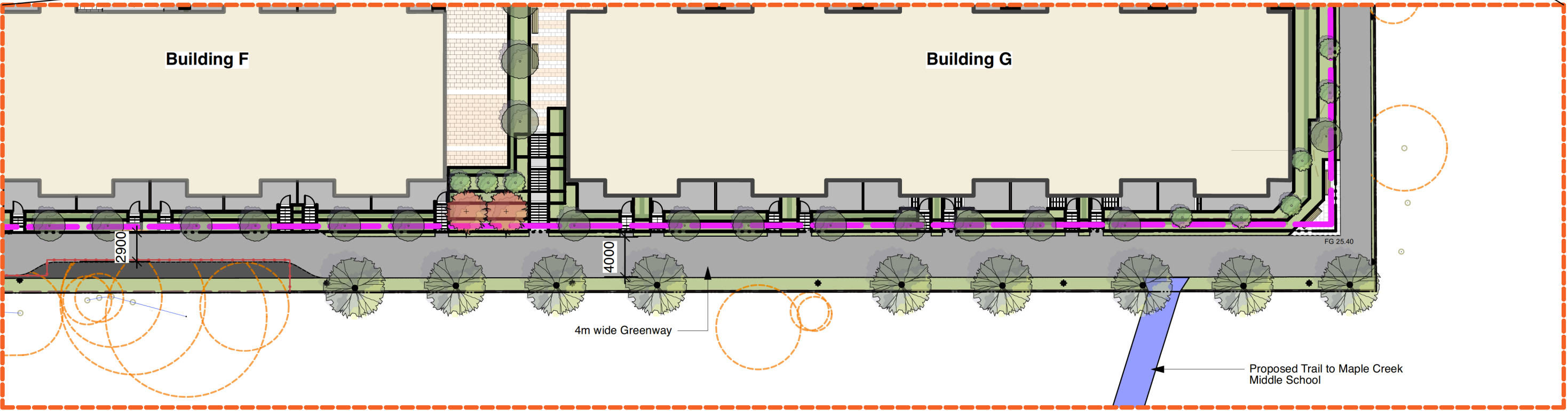
Landscape Site Plan Greenway Enlarge Area B Arborist Tree Root Protection Solution Option

MATERIAL LEGEND

KEY	MATERIAL
	Existing Trees root zone for offsite trees
	Existing Fence to be retained
	Parkade Outline
	Tree Protection Fence refer to Arborist report
	Asphalt with tree root protection protocols
	Asphalt Greenway/Walkway



1 KEY PLAN
ML-G03 Scale =



2 ENLARGE PLAN B
ML-G03 Scale =

Landscape Site Plan Greenway Enlarge Area C

Arborist Tree Root Protection Solution Option

MATERIAL LEGEND

KEY

MATERIAL



Existing Trees root zone for offsite trees



Existing Fence to be retained



Parkade Outline



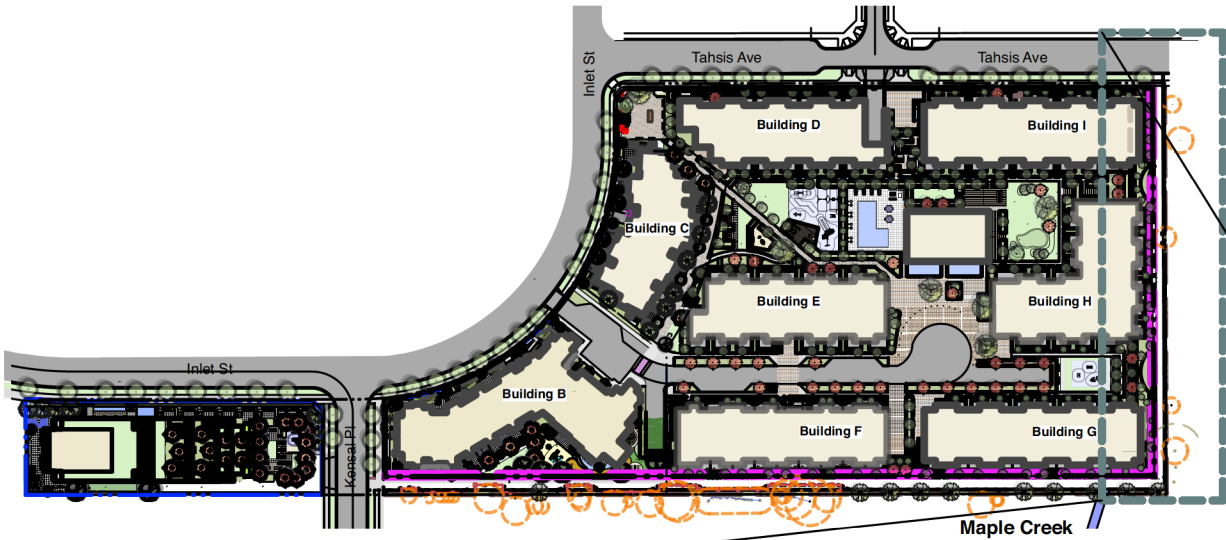
Tree Protection Fence refer to Arborist report



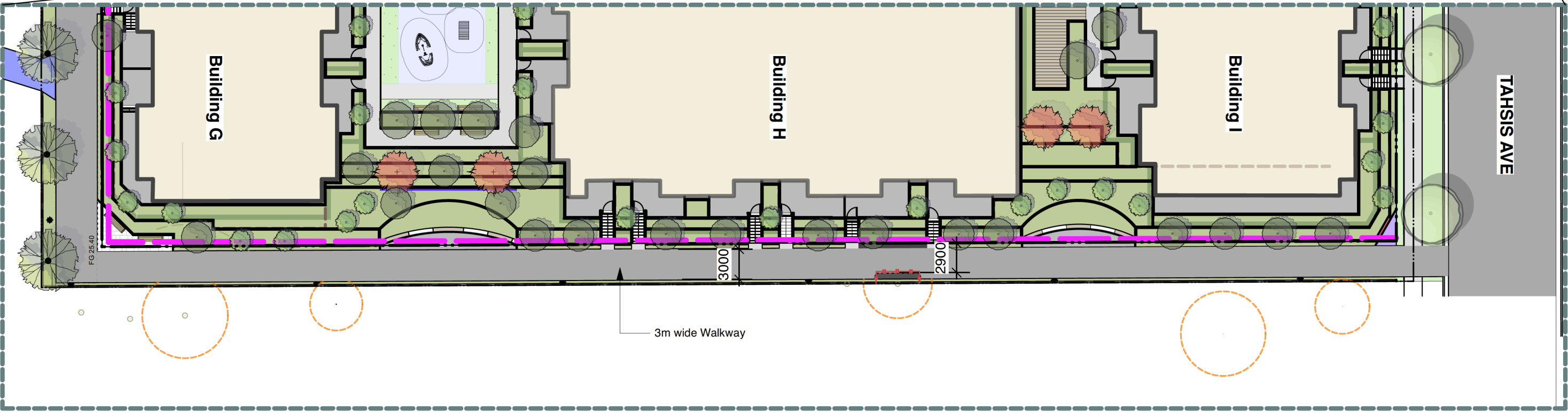
Asphalt with tree root protection protocols



Asphalt Greenway/Walkway



1 KEY PLAN
ML-G04 Scale =









2 ENLARGE PLAN C
ML-G04 Scale =

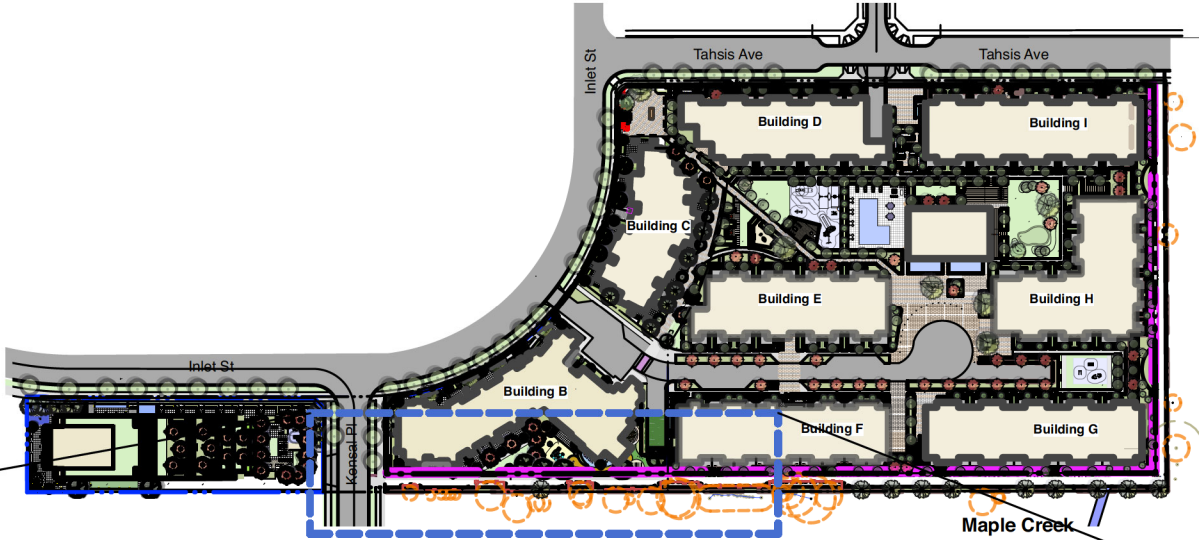
Landscape Site Plan Greenway Diagram Meandering Path



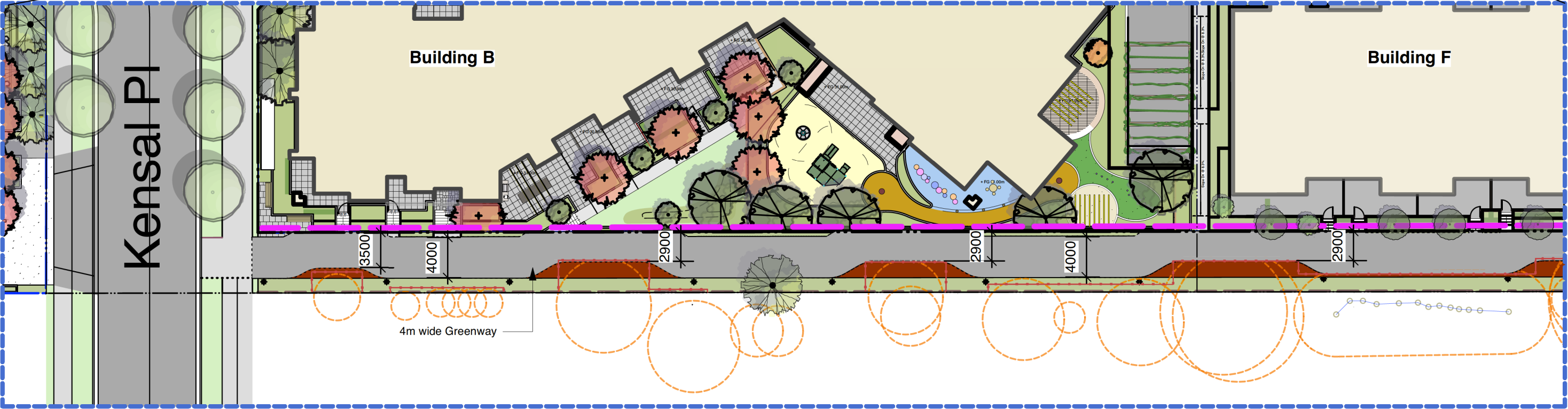
Landscape Site Plan Greenway Enlarge Area A Meandering Path

MATERIAL LEGEND

KEY	MATERIAL
	Existing Trees root zone for offsite trees
	Existing Fence to be retained
	Parkade Outline
	Tree Protection Fence refer to Arborist report
	Leave As Existing Tree Roots & Soil
	Asphalt Greenway/Walkway









1 KEY PLAN
ML-G06 Scale =

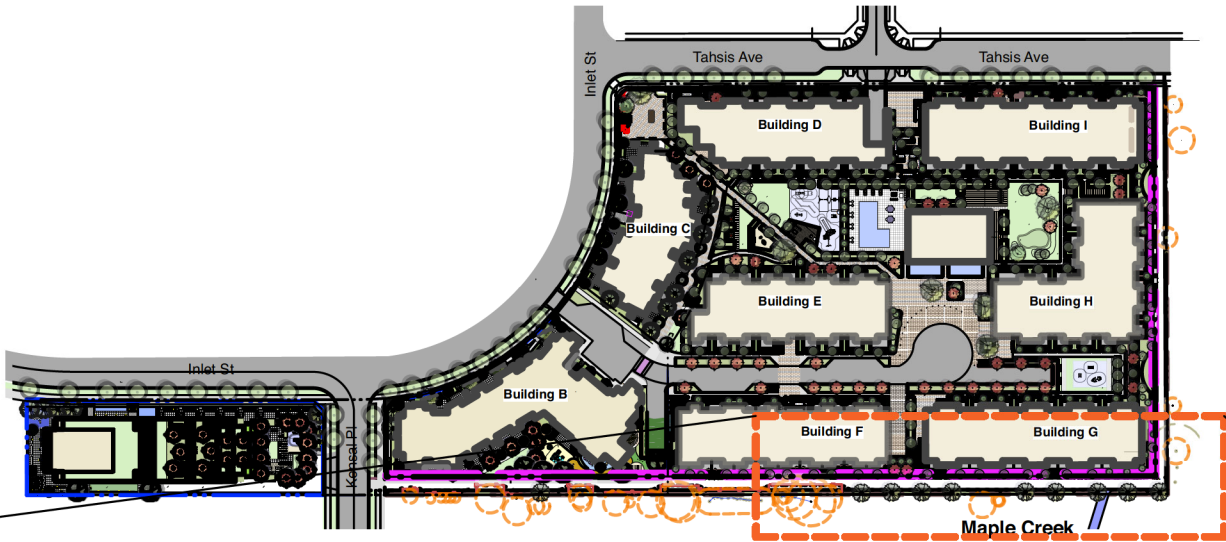


2 ENLARGE PLAN A
ML-G06 Scale =

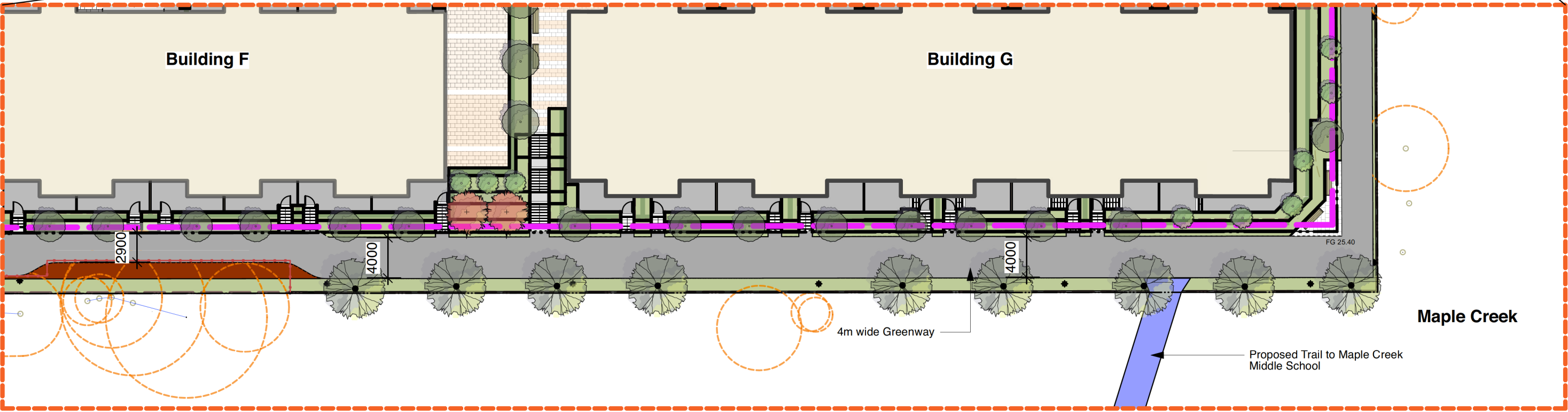
Landscape Site Plan Greenway Enlarge Area B Meandering Path

MATERIAL LEGEND

KEY	MATERIAL
	Existing Trees root zone for offsite trees
	Existing Fence to be retained
	Parkade Outline
	Tree Protection Fence refer to Arborist report
	Leave As Existing Tree Roots & Soil
	Asphalt Greenway/Walkway









1 KEY PLAN
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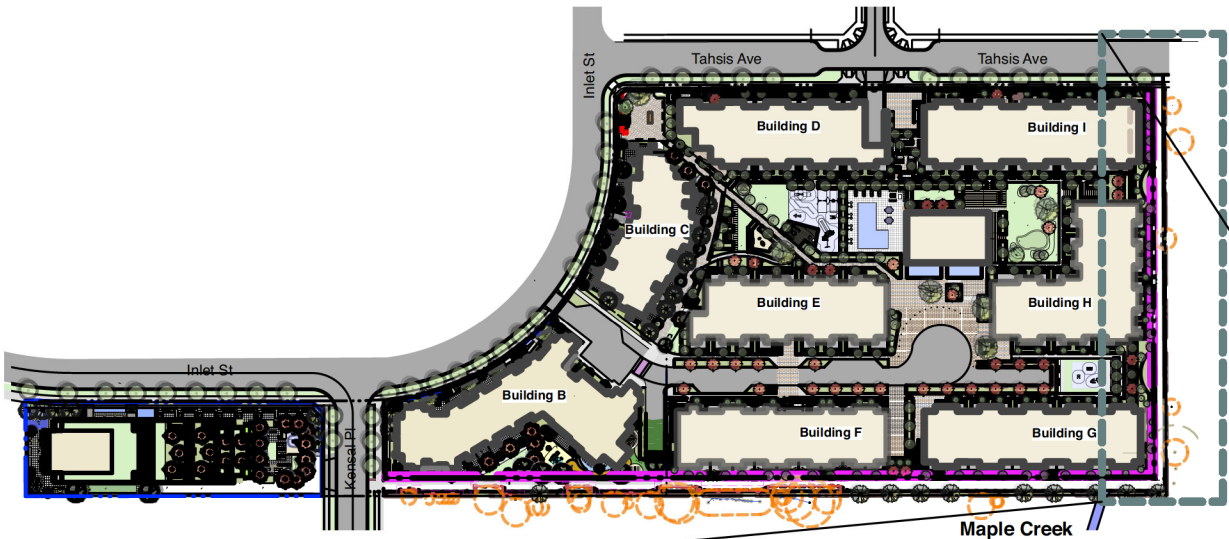


2 ENLARGE PLAN B
ML-G07 Scale =

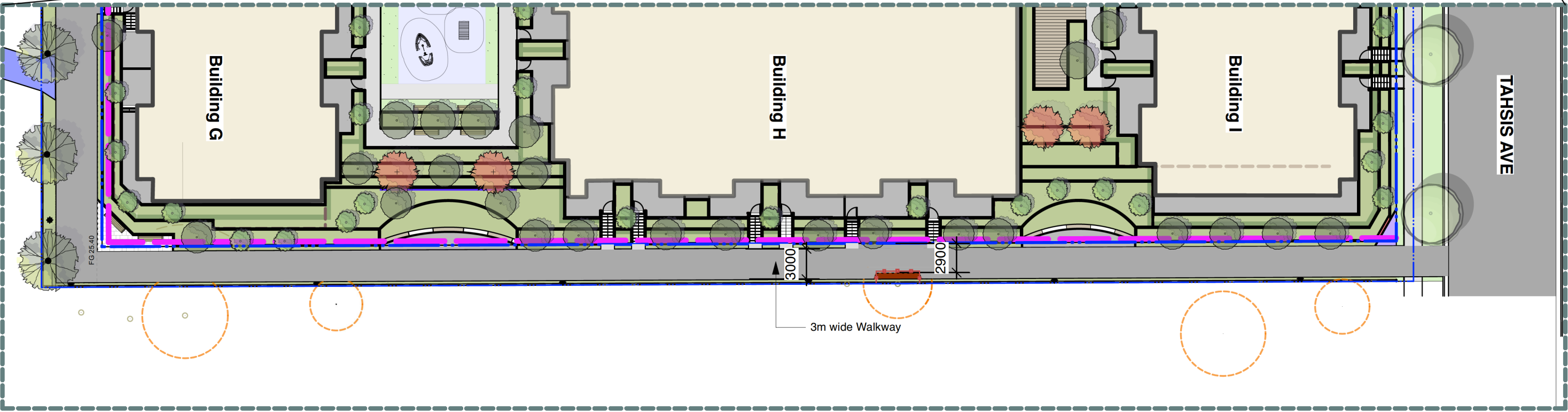
Landscape Site Plan Greenway Enlarge Area C Meandering Path

MATERIAL LEGEND

KEY	MATERIAL
	Existing Trees root zone for offsite trees
	Existing Fence to be retained
	Parkade Outline
	Tree Protection Fence refer to Arborist report
	Leave As Existing Tree Roots & Soil
	Asphalt Greenway/Walkway

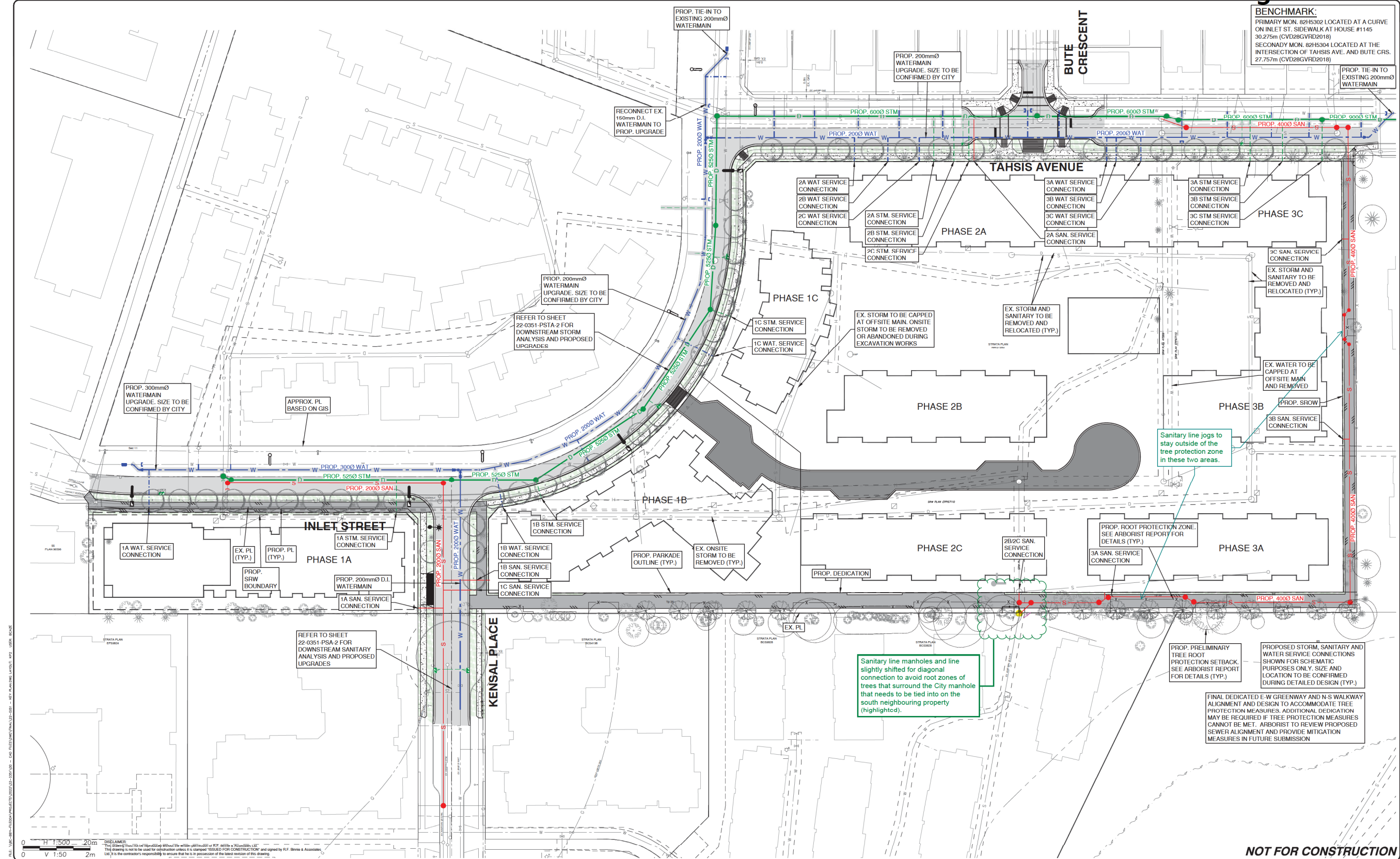


1 KEY PLAN
ML-G08 Scale =



2 ENLARGE PLAN C
ML-G08 Scale =

BENCHMARK:
PRIMARY MON. 82H5302 LOCATED AT A CURVE ON INLET ST. SIDEWALK AT HOUSE #1145 30.275m (CVD28GVRD2018)
SECONDARY MON. 82H5304 LOCATED AT THE INTERSECTION OF TAHSIS AVE. AND BUTE CRS. 27.757m (CVD28GVRD2018)



Edge of pavement	Hydrant	Sanitary service	Hydro Guy Wire
Watermain and valve	Water air valve	Sanitary cleanout	Hydro Kiosk
Drainage sewer, MH	Water blowoff	Utility pole (joint pole)	Vegetation Conifer
Drainage ditch	Water service	Utility pole with light	Vegetation Deciduous
Sanitary sewer, MH	Catch basin, top inlet	Streetlight, davit	Vegetation Shrub
Sanitary forcemain	Catch basin, side inlet	Streetlight, post top	Survey Traverse Hub
Gasmain and valve	Catch basin, round	Comb signal pole	Survey Iron Pin
Hydro duct, MH	Drainage service	Traffic signal pole	Survey Lead Plug
Telephone duct, MH	Drainage cleanout	Junction box	Survey Monument

No.	Date	By	Revisions
05	2025.05.23	CBC	REISSUED FOR APPROVAL
04	2025.05.02	CBC	REISSUED FOR APPROVAL
03	2025.04.25	CBC	RESUBMISSION FOR APPROVAL
02	2024.09.20	CBC	REISSUED FOR APPROVAL
01	2024.01.12	CBC	ISSUED FOR REVIEW

Design by CBC Date 2024.01.12
Drawn by JG Date 2024.01.12
Checked by SRS Date 2024.01.12
Approved by RW Date 2024.01.12

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Manager of Development Servicing

Coquitlam
Engineering & Public Works
3000 Guildford Way, Coquitlam, B.C. V3B 7N2

Scale 1:500 Scale 1:50
horiz. Sheet 02 of 13
Eng. Project No. _____

Project INLET STREET
1145 INLET STREET
Description SERVICING KEY PLAN
File: 22-0351-KP2
REV. 05



STRATFORD

W Y N D



PUBLIC ART PRELIMINARY PLAN

MASTER DEVELOPMENT PLAN
1145 INLET STREET, COQUITLAM, BC

2025



LEDINGHAM McALLISTER

Building BC since 1905

RATIONALE

The Public Art Preliminary Plan outlined herein is for the Stratford Wynd development in the City of Coquitlam, which proposes a 29-storey residential tower and eight (8) six- and seven-storey low-rise residential buildings at 1145 Inlet Street. The proposed installation will be located in the publicly accessible plaza at the northwest corner of Stratford Wynd, where Inlet Street and Tahsis Avenue intersect. The plaza is designed to integrate seamlessly with the surrounding public realm, ensuring it is easy to access, navigate, and enjoy for both the Stratford Wynd residents and the surrounding neighbourhood.

The Stratford Wynd development embodies a commitment to enhancing community identity, enriching local culture and fostering a sense of place through the integration of public art. Ledingham McAllister recognizes the transformative power of art, aims to integrate artistic expressions that reflect the character of the community, complement the project's architectural purpose, vision, and enrich the experience of residents and visitors alike.

Stratford Wynd is located within a growing community that has a vibrant and culturally rich environment. The public art will draw inspiration from the area's history, heritage, and natural surroundings of the area, reflecting the unique identity of The City of Coquitlam. The artwork may explore themes such as local flora and fauna, historical landmarks, and the stories of the community's residents, fostering a deeper connection to the place.

The public art contribution for Stratford Wynd by Ledingham McAllister represents a commitment to creating a community enriched by artistic expression. Located within a publicly accessible plaza, the artwork will serve as a focal point and in a welcoming gathering space. By integrating art into the plaza, the installation aspires to create a vibrant, cohesive, and culturally reflective environment that residents are proud to call home.

PUBLIC ART INTENT

The intent of the public art initiative is to enhance the public realm, strengthen community identity and support the overall well-being by integrating dynamic and inclusive artwork into public spaces. Key goals include fostering social interaction, celebrating local culture and promoting social well-being and environmental awareness. Through this initiative, the public art aims to transform the area into a vibrant, inviting environment that reflects the community's diverse narratives and creates a lasting legacy.

EXPRESSIONS OF PUBLIC ART INTENT

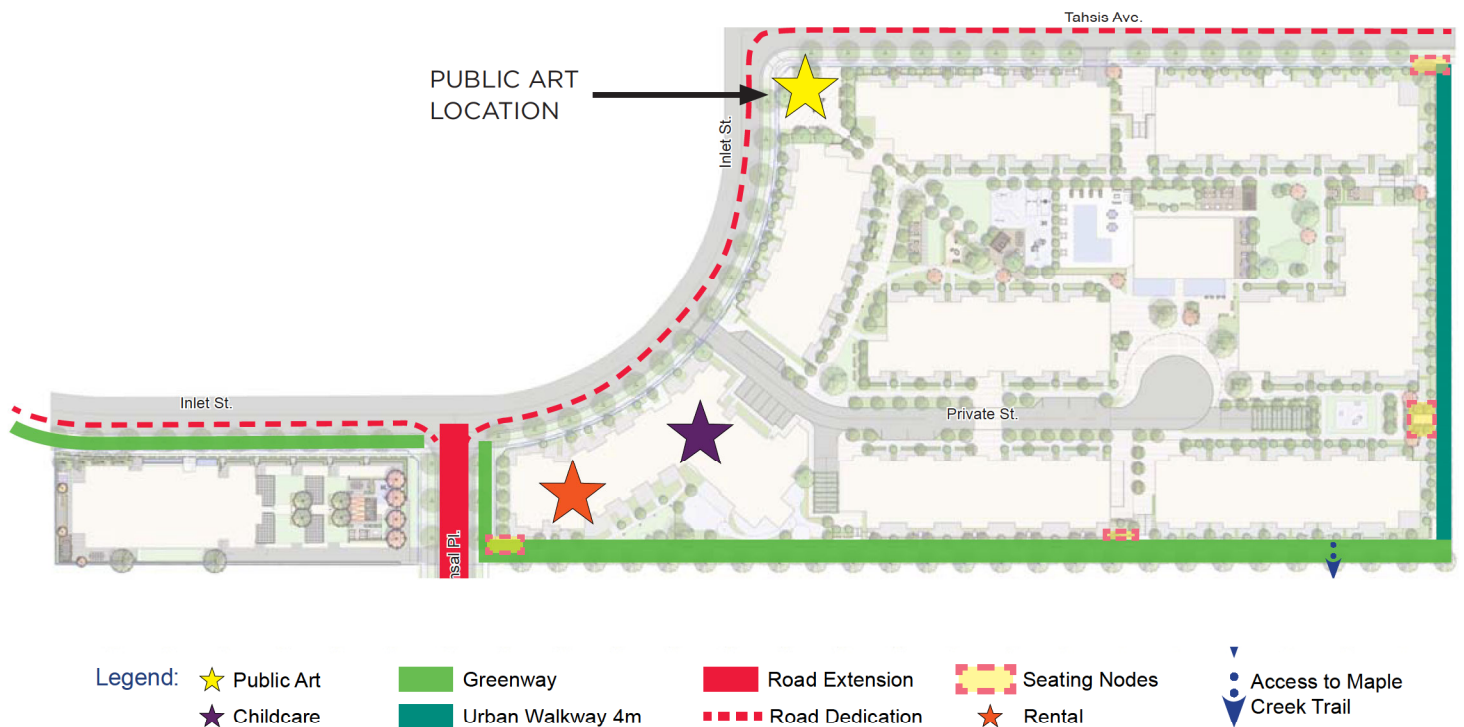
- Stimulates curiosity and interest through sculptural elements
- Integrates themes of sustainability and respect for nature
- Enhance and reinforces the pedestrian experience
- Establish visual and conceptual connections with surrounding architectural forms
- Establish enduring artworks that serve as cultural landmarks within the community

PUBLIC ART BUDGET

The overall public art program estimate is \$150,000 - \$250,000. The public art budget allocated for the artworks will cover the full costs associated with artwork installation, the artist fee, artwork materials, fabrication, structural, electrical and mechanical integrations into the proposed artworks, engineering drawings and certificates, construction coordination, insurance, storage, transportation, installation, any travel related expenditures and final documentation with professional images of the completed works, along with associated plaques.

In addition, the public art budget is inclusive of administration costs, which includes all public art consultation, the public art selection process, including the selection panel and artist honorariums for artists to develop concept proposals.

PUBLIC ART OPPORTUNITIES





Illarion Gallant,
Succession II, 2022
Burnaby



Rebecca Bayer,
Daydream, July 2025
Burnaby



Jill Anholt,
From Sea to Sky, 2025
Burnaby



Jody Broomfield,
Salmon Fountain, 2010
Burnaby



Ruth Beer,
Current, 2019
Burnaby



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IN PARTNERSHIP WITH:

Coquitlam

ARCADIS



Vehicular Parking Calculations

Phase 1A Building A

Unit Size & Use	Units	Basic Parking Rates with TDM	Parking Required	Provided Parking Rates	Parking Provided
Studio & 1 Bedroom (market condo)	110	0.85 / unit	$110 \times 0.85 = 94$	0.85 / unit	94
2+ Bedroom (market condo)	227	1.25 / unit	$227 \times 1.25 = 284$	1.52 / unit	345
Visitor	337	0.15 / unit	$337 \times 0.15 = 51$	0.05 / unit	19
Total	337	-	433	-	458

Parking Test	Parking Achieved
P1 Level	50
P2-P7 Level	408
Total	458

Note: Refer to Phase 1 Development Permit for detailed vehicular parking test and plans.

Phase 1B Building B (Purpose Built Rental)

Unit Size & Use	Units	Basic Parking Rates with TDM	Parking Required	Provided Parking Rates	Parking Provided
Studio & 1 Bedroom (Rental)	70	0.75 / unit	$70 \times 0.75 = 53$	0.75 / unit	49
2+ Bedroom (Rental)	70	0.75 / unit	$70 \times 0.75 = 53$	0.96 / unit	67
Visitor	140	0.15 / unit	$140 \times 0.15 = 21$	0.05 / unit	7
Total	140	-	127	-	123

Parking Test	Parking Achieved
P1 Level	52
P2 Level	71
Total	123

Note: Refer to Phase 1 Development Permit for detailed vehicular parking test and plans.

Childcare Building B (Childcare Space)

Use	Area (sqm)	Parking Rates	Parking Required	Parking Provided
Childcare	534	1 stall per 40 sqm	13	14

Parking Test	Parking Achieved
P1 Level	8
Surface Parking	6
Total	14

Note: Refer to Phase 1 Development Permit for detailed vehicular parking test and plans.

Phase 1C Building C

Unit Size & Use	Units	Basic Parking Rates with TDM	Parking Required	Provided Parking Rates	Parking Provided
Studio & 1 Bedroom (market condo)	31	0.85 / unit	$31 \times 0.85 = 26$	0.85 / unit	26
2+ Bedroom (market condo)	46	1.25 / unit	$46 \times 1.25 = 58$	1.30 / unit	60
Visitor	77	0.15 / unit	$77 \times 0.15 = 12$	0.05 / unit	4
Total	77	-	96	-	90

Parking Test	Parking Achieved
P1 Level	40
P2 Level	50
Total	90

Phase 2A Building D

Unit Size & Use	Units	Basic Parking Rates with TDM	Parking Required	Provided Parking Rates	Parking Provided
Studio & 1 Bedroom (market condo)	39	0.85 / unit	$39 \times 0.85 = 33$	0.85 / unit	33
2+ Bedroom (market condo)	59	1.25 / unit	$59 \times 1.25 = 74$	1.20 / unit	71
Visitor	98	0.15 / unit	$98 \times 0.15 = 15$	0.05 / unit	5
Total	98	-	122	-	109

Parking Test	Parking Achieved
P1 Level	64
P2 Level	45
Total	109

Note: Requirements sourced Coquitlam's Zoning Bylaw 3000 1996 (2022) - Part 7 Off Street Parking and Loading. We are proposing a visitor parking ratio of 5%. As units may vary in DP process, the parking will be appropriately amended.

Vehicular Parking Calculations

Phase 2B
Building E

Unit Size & Use	Units	Basic Parking Rates with TDM	Parking Required	Provided Parking Rates	Parking Provided
Studio & 1 Bedroom (market condo)	38	0.85 / unit	38 x 0.85 = 32	0.85 / unit	31
2+ Bedroom (market condo)	56	1.25 / unit	56 x 1.25 = 70	1.30 / unit	73
Visitor	94	0.15 / unit	94 x 0.15 = 14	0.05 / unit	5
Total	94	-	116	-	109

Parking Test	Parking Achieved
P1 Level	46
P2 Level	63
Total	109

Phase 2C
Building F

Unit Size & Use	Units	Basic Parking Rates with TDM	Parking Required	Provided Parking Rates	Parking Provided
Studio & 1 Bedroom (market condo)	41	0.85 / unit	41 x 0.85 = 35	0.85 / unit	35
2+ Bedroom (market condo)	60	1.25 / unit	60 x 1.25 = 75	1.02 / unit	77
Visitor	101	0.15 / unit	98 x 0.15 = 15	0.05 / unit	5
Total	101	-	125	-	117

Parking Test	Parking Achieved
P1 Level	41
P2 Level	76
Total	117

Phase 3A
Building G

Unit Size & Use	Units	Basic Parking Rates with TDM	Parking Required	Provided Parking Rates	Parking Provided
Studio & 1 Bedroom (market condo)	45	0.85 / unit	45 x 0.85 = 38	0.85 / unit	38
2+ Bedroom (market condo)	65	1.25 / unit	65 x 1.25 = 81	1.29 / unit	81
Visitor	107	0.15 / unit	104 x 0.15 = 16	0.05 / unit	6
Total	107	-	132	-	124

Parking Test	Parking Achieved
P1 Level	28
P2 Level	96
Total	124

Phase 3B
Building H

Unit Size & Use	Units	Basic Parking Rates with TDM	Parking Required	Provided Parking Rates	Parking Provided
Studio & 1 Bedroom (market condo)	72	0.85 / unit	72 x 0.85 = 61	0.85 / unit	61
2+ Bedroom (market condo)	53	1.25 / unit	53 x 1.25 = 66	1.30 / unit	69
Visitor	125	0.15 / unit	125 x 0.15 = 19	0.05 / unit	7
Total	125	-	146	-	137

Parking Test	Parking Achieved
P1 Level	55
P2 Level	82
Total	137

Phase 3C
Building I

Unit Size & Use	Units	Basic Parking Rates with TDM	Parking Required	Provided Parking Rates	Parking Provided
Studio & 1 Bedroom (market condo)	45	0.85 / unit	45 x 0.85 = 38	0.85 / unit	38
2+ Bedroom (market condo)	51	1.25 / unit	51 x 1.25 = 78	1.29 / unit	80
Visitor	96	0.15 / unit	107 x 0.15 = 16	0.05 / unit	6
Total	96	-	132	-	124

Parking Test	Parking Achieved
P1 Level	28
P2 Level	96
Total	124

Total

Unit Size & Use					Parking Provided
Market Condo					1,268
Purpose Built Rental					123
Childcare					14
Total					1,405

Parking Test	Parking Achieved
Total	1,405

Note: Requirements sourced Coquitlam's Zoning Bylaw 3000 1996 (2022) - Part 7 Off Street Parking and Loading. We are proposing a visitor parking ratio of 5%. As units may vary in DP process, the parking will be appropriately amended.



Pipeline Road & Inlet Street



Pipeline Road & Inlet Street



Pipeline Road

Construction Management Plan

Stratford Wynd Phase 1B, 1C



1145 Inlet Street, Coquitlam, British Columbia Canada

Phase 1B – 6-storey Rental Wood-frame Building

Phase 1C – 6-storey Condominium Wood-frame Building



LEDINGHAM McALLISTER

MARCON

July 03, 2025

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OVERVIEW

Project Brief

Stratford Wynd is a master planned development consisting of one high-rise concrete tower and 8 wood-frame buildings. The focus of this construction management plan is Stratford Wynd Phase 1B and 1C which includes two 6-storey wood-frame buildings with two levels of parkade. Phase 1B and 1C consist of 217 units and 213 parking stalls. The total net site area for Phase 1 is 65,815 square feet. It is located south of Tahsis Avenue and east of Inlet Street. Figure 1 shows the location map of the project.



Figure 1. Site Location

Project Team Information

Table 1. Project team information

Name	Company/Position	Telephone	Email/Website
Developer/Client			
Dan Giordano	Ledingham McAllister	604.662.3700	dgiordano@ledmac.com
Consultant			
Architect	RLA Architects	604.669.3339	office@rlai.com
Civil Engineer	R.F. Binnie and Associates	604.420.1721	binnie.com
Contractor			
Brent Payne	Marcon Construction	604.530.5646	bpayne@marcon.ca

Phasing

Phase 1B and 1C will be built simultaneously and will not be phased.

Project Schedule

Project will take approximately 28 months to complete. Table 3 below shows the approximate duration for each stage of construction. Stage 1 to 4 will be done in sequence.

Table 2. Construction stage duration

Construction Stage	Description	Duration
Stage 1	Site Mobilization	1 months
Stage 2	Phase 1B & 1C Excavation	6 months
Stage 3	Phase 1B & 1C Below Grade Concreting	9 months
Stage 4	Phase 1B & 1C Framing & Finishing	12 months
	Total Construction	28 months

Coordination with Neighboring Developments

Two future high-rise concrete towers under Ledingham McAllister will take place to the west of the project. These projects are not expected to start until Phase 1B and 1C are completed, therefore it is unlikely to have several construction activities happening at the same time.

To the north of the project is a future development of Malaspina Village. The project team will reach out to them to find out their schedule and develop a plan with them to minimize disturbance to the public.

TRUCK ROUTE

Excavation

Trucks will enter the site using Inlet Street from Pipeline Road. Trucks will get loaded at the parking lane along Inlet Street, however, at the early part of excavation, trucks could drive through the site and get loaded within the site. Loaded trucks will then turn left on the Lane just after Tahsis Avenue to go back to Inlet Street. Trucks will have a staggered schedule to minimize staging at local neighborhood. Refer to sheet MC-2 in the appendix for illustration.

For the overall truck route, empty trucks coming from Lougheed Highway will turn right to Pinetree Way, turn right to David Avenue, turn right to Pipeline Road, and finally turn left to Inlet Street. Loaded trucks will travel along Inlet Street and turn left to the Lane just after Tahsis Avenue. They will turn right to Inlet Street, turn right to Pipeline Road, turn left to David Avenue, turn left to Pinetree Way, and finally turn left to Lougheed Highway. Refer to sheet MC-6 in the appendix for the overall map showing the truck route.

Concrete Pumping

Concrete pumping locations will be along Inlet Street, at the Future Road, and within the site. Parking lane will be partially taken along Inlet Street during concrete pumping. Parking across the street will not be permitted during concrete pumping to allow for two-way traffic. Sidewalk will be closed during concrete pumping and pedestrian will be rerouted to the sidewalk across Inlet Street. Refer to sheet MC-3 and MC-4 in the appendix.

TRAFFIC MANAGEMENT PLAN

Qualified traffic control personnel and appropriate traffic signage will be provided at specific locations to avoid traffic disruption and ensure public safety. This will be detailed in a traffic management plan.

SITE STAGING PLAN

Site trailer, trade offices, and washrooms will be located at the vacant lot west of the project site. These will remain in the same location all throughout the different phases to avoid mobilization/ demobilization cost. Fencing will be installed around the perimeter of the site to ensure the public's safety. In addition, either remotely operated cameras, onsite security guard service, or combination of both will be utilized.

All materials will be stored within the fenced area and will be secured to prevent unauthorized access and prevent vandalism.

All items mentioned above utilize a combination of private property, dedicated land, and City property. Encroachment agreement will be discussed further with the City. Refer to MC-1 in the appendix for illustration.

There will be three pick areas during below grade and above grade construction activities. Two pick areas will utilize the parking lane along Inlet Street while the other two will be within the fenced area. Refer to sheet MC-3 and MC-4 in the appendix.

CRANE SWING PLAN

The project will utilize four different crane configurations at various stages of the construction. Cranes are configured to reduce the offsite air space utilization as much as possible while maintaining safe working distance between each other and efficient construction. Cranes will not lift loads over private property and will not be locked in position during non-working hours to allow them to weathervane. Refer to sheet MC-5 in the appendix.

GOOD NEIGHBOURS

As part of the Marcon's orientation given to all employees and sub-contractors working on the site, there is a good neighbour component that will outline the roles and responsibilities for all workers on the site. This will include a proactive approach to identifying and reporting potential problems. The orientation will also outline that all workers on the site are representatives of Marcon and need to conduct themselves with respect to all our neighbours. Any worker not following Marcon's code of conduct will be disciplined and could result in permanent removal from site. Signs will be posted on the site outlining the on and offsite conduct expected from all workers including but not limited to:

- parking
- rude conduct towards neighbours
- littering
- smoking
- trespassing
- fighting
- foul language.

Anyone seen consuming any substance (drugs or alcohol) that can affect their ability to perform their work will be removed from the construction site.

Prior to construction commencing, a good neighbour letter will be distributed to the homeowners and businesses in the area letting them know that construction will be starting and who to contact if they have any concerns or questions.

Marcon agrees to adhere to the City of Coquitlam's bylaws, policies, regulations, and guidelines that are specified in the Good Neighbour Development Policy.

Construction Hours

Site operations will generally adhere to the City of Coquitlam noise Regulation (Construction Hours) Amendment Bylaw No. 4739, 2017, which allows construction work to take place Monday through Friday 7:00am to 8:00pm and Saturday from 9:00am to 6:00pm. Marcon Construction will apply for bylaw variances from the City if work needs to take place outside of these hours. In practice it is normal for

work to commence at 7:00am and conclude daily between 4:00pm and 5:00pm. Saturdays will be considered a workday with work starting at 9:00am and concluding between 4:00pm and 5:00pm.

Pedestrian and Cyclist Management Plan

Marcon will have perimeter fencing along the borders of the site. Sidewalks along Inlet Street will be open all the time except during excavation truck loading, concrete pumping and crane picking. Pedestrians will be rerouted to the sidewalk on the north side of Inlet Street to ensure their safety.

Trade Parking

As part of the site orientation given to all employees and sub-contractors working on the site, carpools and public transit will be encouraged. The site is located relatively close to the Lincoln SkyTrain station, and we anticipate most site workers will utilize public transit. Trade parking will be strictly enforced with the clear understanding that overflow parking into surrounding single-family neighborhoods or local businesses will not be permitted. Whenever possible, onsite parking will be available and, if needed, nearby Ledingham McAllister's property will be available as well.

Construction vehicles are defined as vehicles that are active in the construction of the project and are delivering or removing goods from site. Parking of these vehicles will be within the fenced area while they are waiting to be loaded/unloaded. Construction vehicles and equipment will be parked on site when possible.

ESC Measures

Erosion and sediment control system will be engineered and installed for both excavation areas to avoid silt and other contaminants entering the City's stormwater system and neighbouring properties. The project will be graveled from the fence line to the edge of excavation to help in dust and sediment control. Other measures will be:

- protection of catchbasins
- weekly sweeping of City streets
- truck washing within site
- City of Coquitlam FlowLink monitoring.

Site Cleanliness

As part of Marcon's standard practice and to comply with the Unsightly Premises Bylaw, labourers will routinely patrol the perimeter of the site and the neighbouring property ensuring no construction debris or garbage is accumulating.

Project Title
STRATFORD WYND
PHASE 1

Project Address
1145 Inlet St. Coquitlam BC

Client/Owner
LEDINGHAM
MCALLISTER
Client Address
1285 W Pender St. 3rd floor,
Vancouver, BC V6E 4B1

Sheet Title
SITE CONTEXT /
MOBILIZATION
Scale
N.T.S.

Drawn By
Reviewed By

Plot Date
Sheet Number

Attachment 7 of 7
Page 7 of 12
M-1



Project Title
STRATFORD WYND
PHASE 1

Project Address
1145 Inlet St. Coquitlam BC

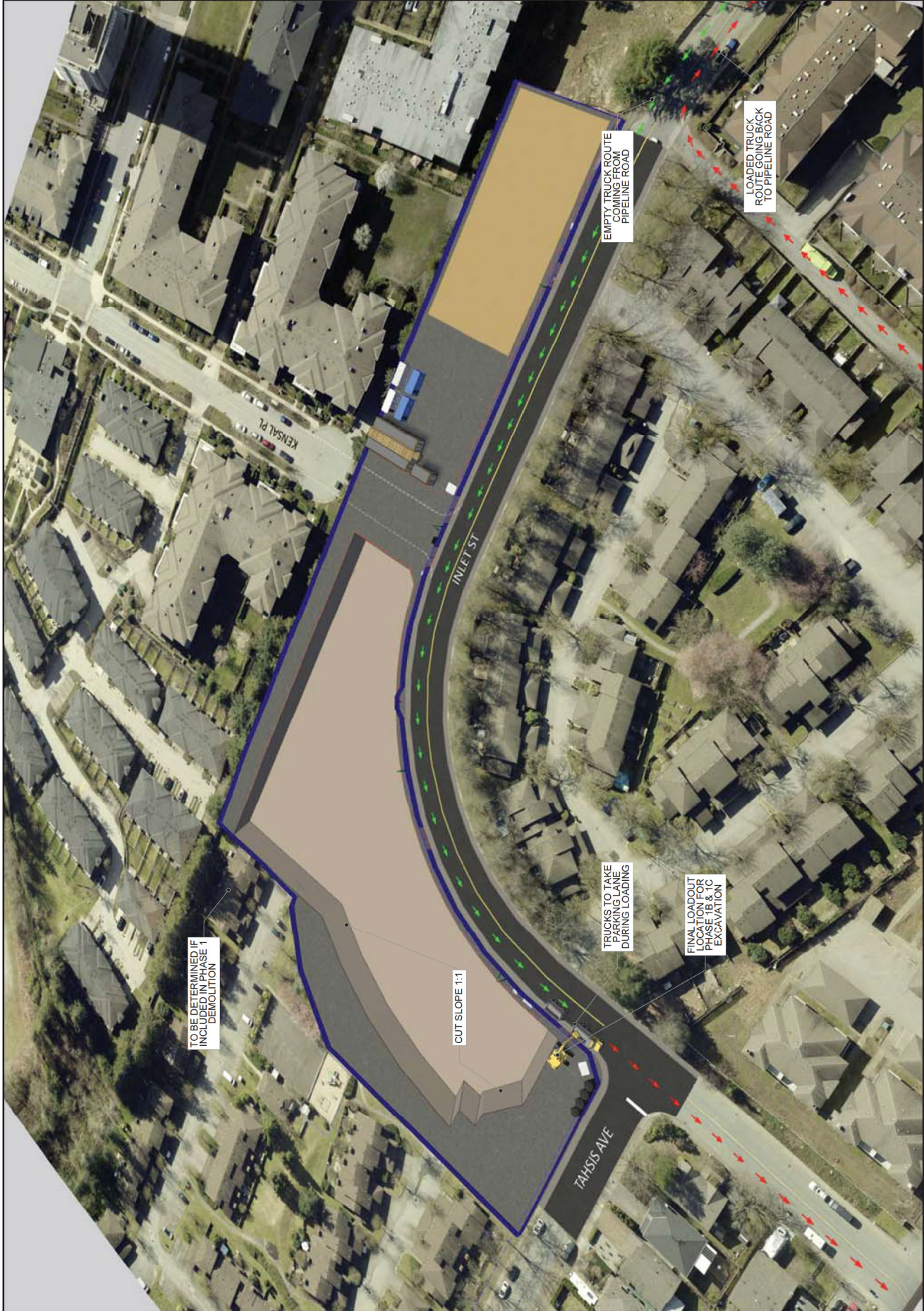
Client/Owner
LEDINGHAM
MCALLISTER
Client Address
1285 W Pender St 3rd floor,
Vancouver, BC V6E 4B1

Sheet Title
EXCAVATION

Scale
N.T.S.

Drawn By
Reviewed By

Plot Date
Sheet No.





Project Title
STRATFORD WYND
PHASE 1

Project Address
1145 Inlet St. Coquitlam BC

Client/Owner
LEDINGHAM
MCALLISTER
Client Address
1285 W Pender St 3rd floor,
Vancouver, BC V6E 4B1

Sheet Title
ABOVE GRADE

Scale
N.T.S.

Drawn By
Reviewed By

Plot Date
Sheet No.

Attachment 7 of 7
Page 10 of 12

M-4



Project Title
STRATFORD WYND
PHASE 1

Project Address
1145 Inlet St. Coquitlam BC

Client/Owner
LEDINGHAM
MCALLISTER
Client Address
1285 W Pender St. 3rd floor,
Vancouver, BC V6E 4B1

Sheet Title
CRANE SWING PLAN

Scale
N.T.S.

Drawn By
Reviewed By

Plot Date
Sheet No.

Attachment 7 of 7
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M-5



Project Title
STRATFORD WYND
PHASE 1

Project Address
1145 Inlet St. Coquitlam BC

Client/Owner
LEDINGHAM
MCALLISTER

Client Address
1285 W Pender St 3rd floor,
Vancouver, BC V6E 4B1

Sheet Title
OVERALL TRUCK
ROUTE
Scale
N.T.S

Drawn By
Revised By

Plot Date
Sheet No.

EMPTY TRUCK ROUTE
LOADED TRUCK ROUTE

