

January 28, 2020

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To: City Manager
From: General Manager Planning and Development

Subject: **Proposed Burquitlam-Lougheed Neighbourhood Plan (BLNP)
OCP Amendment Bylaw No. 5028, 2020 and Zoning Amendment Bylaw No. 5029,
2020 (PROJ 19-100)**

For: **Council**

Recommendation:

That Council:

1. Give first reading to the *City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 5028, 2020*, to amend the Burquitlam-Lougheed Neighbourhood Plan, and make related amendments to the Southwest Coquitlam Area Plan;
2. In accordance with the *Local Government Act*, consider *Bylaw No. 5028, 2020*, in conjunction with both the *City of Coquitlam 2020 Five-Year Financial Plan Bylaw No. 5024, 2019*, and the *Regional Solid Waste Management Plan*;
3. Give first reading to the *City of Coquitlam Zoning Amendment Bylaw No. 5029, 2020*;
4. Refer *Bylaw No. 5028, 2020* and *Bylaw No. 5029, 2020* to Public Hearing; and
5. Having given consideration to the requirements of Section 3.5.2.3 of the *City of Coquitlam Development Procedures Bylaw No. 4068, 2009*, direct staff to conduct additional notification prior to the Public Hearing as outlined in the report of the General Manager Planning and Development dated January 28, 2020 and entitled "Proposed Burquitlam-Lougheed Neighbourhood Plan (BLNP) OCP Amendment Bylaw No. 5028, 2020 and Zoning Amendment Bylaw No. 5029, 2020 (PROJ 19-100)"

Report Purpose:

This report presents the proposed update of the Burquitlam-Lougheed Neighbourhood Plan (BLNP) to incorporate the Oakdale Land Use Designation Update (OLUDU), as well as associated Southwest Coquitlam Area Plan amendments and Zoning Bylaw text amendments for first reading and referral to Public Hearing. In addition, this report provides an overview of the updated Burquitlam-Lougheed Servicing Assessment which will support implementation of the OLUDU.



Strategic Goal:

The OLUDU supports the strategic goal of 'Safe and Complete Neighbourhoods' by ensuring that growth and development in the Oakdale neighbourhood over the next 25 years balances City priorities, along with property owners, residents and stakeholder aspirations and feedback.

Background:

The OLUDU was initiated in early 2018 with the goal of identifying future land uses that are supported by the local community and would guide development in the Oakdale neighbourhood for the next 25 years.

At the November 18, 2019 Council-in-Committee (CIC) meeting, staff presented a preferred Oakdale land use concept that was developed based on Phase 2 consultation feedback and additional technical analysis. Building on the Committee's input, staff has undertaken further refinements to the preferred Oakdale land use concept.

The remainder of this report presents an overview of the refinements for the preferred Oakdale land use concept, the Bylaws that are being brought forward for first reading, as well as an overview of the Servicing Assessment updates.

Discussion/Analysis:***Proposed Refinement of Sub-Region F(South) Land Uses***

The refined Oakdale concept incorporates the majority of the land uses presented during the November 18, 2019 CIC meeting, except for Sub-Region F(South) where Neighbourhood Attached Residential uses were originally proposed. During that meeting, discussion ensued about the possibility of re-evaluating a petition from numerous property owners in Sub-Region F(South) which proposed Townhousing land use in their area south of Nicola Avenue (please refer to Attachment 1).

Staff has since re-evaluated the petition and recommends incorporating the Townhousing land use request for Sub-Region F(South) into the Oakdale land use concept, given its potential benefit to bring about more consistent streetscape upgrades on both sides of Thompson Avenue. For the four properties east of Bowron Street in Sub-Region F(South), staff recommends a further land use designation change to Medium Density Apartment Residential that would facilitate road dedication on Bowron Street and an improved land use transition boundary at Bowron Street.

With these proposed changes, the general transition from higher density buildings nearer Burquitlam SkyTrain Station to low-rise buildings in the northern portion of Oakdale would still be maintained. To minimize the vehicle traffic volume impacts to the South on Chapman Avenue and Nicola Avenue in Sub-Region F(North), any new Townhousing development in Sub-Region F(South) will be required to take access from Thompson Avenue.

The refined land use concept reflecting these land use changes in Sub-Region F(South) is shown in Attachment 1. Incorporating this latest refinement along with the previously presented land use concept, Oakdale will remain a predominantly residential neighbourhood with an anticipated future market demand of approximately 3,300 units of various housing types by 2041. The refined land use concept provides sufficient capacity to accommodate this growth, with theoretical long-range development capacity around 6,100 units. This provides flexibility for development to occur within the defined parameters of the plan and certainty for the community identifying where development can occur.

Growth Impacts on Fire Department Service Demand

At the November 18, 2019 CIC meeting, there was discussion about fire services and emergency response in the southwest area of Coquitlam in light of planned, occurring and projected growth. Although population increase generally correlates to a rise in incident frequency, future service demands will also be influenced by the impact of non-residential land uses, urban transportation corridors, visitor trends, and commuter profiles. In addition, incident volume can be variable particularly as it relates to medical responses and changes driven by BC Emergency Health Services. Fire and Rescue Services periodically reviews emergency response needs to determine if additional resources are required.

In terms of fire halls, several factors influence their future expansion, such as road response times, incident frequency, coverage boundaries and resourcing (i.e., equipment and staffing). Service limitations in terms of coverage and adjacency to the Burnaby and Port Moody municipal boundaries suggest that Oakdale is not an appropriate location for consideration of a future fire hall.

Greenway Network

Building on the proposed active transportation network presented during the November 18, 2019 CIC meeting, staff has identified future greenway and cycling routes in the Oakdale neighbourhood (Attachment 2). The greenway network will also provide an opportunity to potentially incorporate "Green Streets" (i.e., green corridors immediately adjacent to residential and / or commercial development, such as the one on Watkins Avenue) in Oakdale.

Urban Design Framework

The existing Burquitlam-Lougheed Neighbourhood Plan contains urban design policies that ensure new development has a high-degree of architectural excellence, is walkable and transit supportive, complements the public realm, fits appropriately into existing neighbourhoods and enhances neighbourhood character with active ground-floors that are designed on a human-scale to frame streets and other open spaces. The BLNP Urban Design Framework currently designates:

- Three major nodes along Clarke Road near the Como Lake Avenue, Kemsley Avenue and Chapman Avenue intersections;
- A landmark site at the Como Lake Avenue/Clarke Road intersection; and
- Two gateways near the Como Lake Avenue/North Road and Clarke Road/Glenayre Drive intersections.

Staff has identified five additional minor nodes within Oakdale (Attachment 3) along the proposed greenway network for the provision of publicly-accessible open spaces. Developments located at landmark sites, major nodes, minor nodes and gateways will be required to provide building designs or public spaces in accordance with Section 4 of the BLNP (Attachment 4).

With respect to gateways, the BLNP already requires development at these locations to include elements that provide a high degree of design excellence and mark the entry to the neighbourhood (but are not reliant on higher density/high rise development forms). A pre-application to allow a high rise development as a “gateway” project north of Glenayre Drive on Clarke Road is not supported by staff as it is inconsistent with the existing and planned residential character in density and building forms of this area*.

Another property owner group has also approached staff about requesting a special study area designation that would allow medium density residential apartment development (with rental and affordable housing components) for three lots (655, 651, 647 Harrison Avenue) at the southeast corner of Sub-Region F(South). As these three lots are part of a contiguous block designated for townhouse development and separated by a designated Primary Access Lane to the east, with medium density residential proposed eastward from the lane to Clarke Road, staff are unable to support the medium density residential study area request. The primary access lane provides a clear logical delineation between the medium density residential land use envisioned to the east along Clarke Road and the recommended townhouse designation for the larger, contiguous Sub-Region F(South).

Proposed Associated Bylaw Amendments

Implementation of the preferred Oakdale land use concept requires the implementation of coordinated policies and regulations to ensure an “application ready” Plan. Staff recommends related OCP and Zoning Bylaw amendments, as well as Servicing Assessment updates to ensure an integrated update of the BLNP that reflects the preferred Oakdale land use concept.

Citywide Official Community Plan (CWOCP) Amendments

The BLNP serves as the City's 'blueprint' for guiding growth in Burquitlam and Lougheed over the next 20-25 years and envisions that both neighbourhoods will become complete, transit-oriented communities with a range of housing types in close proximity to shopping, employment and amenities in a walkable, human-scaled setting with a high-degree of urban design excellence.

Staff has undertaken an update of the existing BLNP policies and schedules to incorporate the refined Oakdale land use concept, as well as housekeeping amendments to reflect recent street and greenway network changes in the Burquitlam-Lougheed neighbourhood (as set out in Attachments 5 and 6). In addition, following recent transportation analysis, a new policy is proposed in the BLNP to explore the potential for a new four-way intersection with Clarke Road

*A subsequent related submission for this site was recently provided to Council by the proponent and also reviewed by staff. As noted previously, staff have concerns about the incompatibility of this proposed high rise/high density development form with the existing and planned residential land use in the area in both Coquitlam and Port Moody.

and Glenayre Drive when the parcels on the east side of Clarke Road (near Catherine Avenue) redevelop.

Proposed Zoning Bylaw Amendments

The following Zoning Bylaw amendments (Attachments 7 and 8) have been proposed to fully implement the refined Oakdale land use concept:

- Amendment of Schedule "O" to revise the 'Core' and 'Shoulder' boundary to include all the areas of higher-density in Oakdale; and
- Amendment of Schedule "R" to exclude areas in Oakdale that will no longer be Neighbourhood Attached Residential.

Additional Notification of Public Hearing

In addition to the notification of a Public Hearing required in the *Local Government Act*, staff recommends the following additional measures be taken to raise awareness of the proposed bylaw amendments prior to the Public Hearing:

- Email notifications through the Burquitlam-Lougheed Neighbourhood Plan and Council News email lists, including to the two above noted proponents requesting higher density residential designations for two specific sites;
- Email notifications to stakeholder groups including Oakdale Neighbourhood Association, Burquitlam Neighbourhood Association, the Urban Development Institute and the Homebuilders Association Vancouver;
- OLUDE project webpage and City website updates;
- Information bulletin posted to the City website and promoted through the City News email list;
- Social media announcements and posts (Twitter and Facebook), geotargeted to Southwest Coquitlam residents; and
- Send copies of *Bylaw No. 5028, 2020*, to the Cities of Burnaby and Port Moody, School District No. 43, TransLink, Metro Vancouver, and Kwikwetlem First Nation.

Burquitlam-Lougheed Servicing Assessment Update

The *Burquitlam-Lougheed Servicing Assessment* is a 'companion' report to the BLNP that identifies and summarizes infrastructure improvements (transportation, utilities, and parks) to support development in Burquitlam-Lougheed, including estimated costs and funding sources (such as Development Cost Charges (DCCs)).

As the BLNP is being modified to reflect higher density land uses in the Oakdale neighbourhood, staff has undertaken a concurrent update of the Burquitlam-Lougheed Servicing Assessment (Attachment 9) that reflects the costs of additional infrastructure improvements planned for Oakdale to support higher densities. As well, newly identified projects that are eligible to be funded by DCCs but not currently included in the DCC program (i.e., parkland acquisition for portions of Oakdale Park and Kemsley-Clarke Park, parkland improvement for Nicola-Bowron Park, and the Clarke and Como Lake citywide greenway sections in Oakdale) have been addressed.

Finally, staff has updated the revenue and cost estimates for existing projects identified in the Servicing Assessment to reflect anticipated revenue based on the latest 2019 DCC Bylaw rates, as well as cost projections based on current market values.

Next Steps:

Staff recommends first reading of OCP Amendment Bylaw No. 5028, 2020 and Zoning Amendment Bylaw No. 5029, 2020, and referral of the Bylaws to the next Public Hearing. Following the Public Hearing and pending any feedback received at that time, Council will be able to consider adoption of the updated BLNP into the CWOCP.

Infrastructure improvements noted in the Servicing Assessment that are eligible to be funded by DCCs but not currently included in the existing DCC program (i.e., parkland acquisition for portions of Oakdale Park and Kemsley-Clarke Park, parkland improvement for Nicola-Bowron Park, as well as Clarke and Como Lake citywide greenway sections in Oakdale) are proposed to be added through an upcoming update of the DCC program.

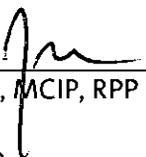
Financial Implications:

Staff has prepared an update to the existing *Burquitlam-Lougheed Servicing Assessment* that identifies and summarizes infrastructure improvements (transportation, utilities, and parks) to support development in Burquitlam-Lougheed, including estimated costs and funding sources (such as DCCs).

Previous CIC reports have indicated that staff is working on an interim funding policy to cover the additional costs of parkland acquisition in Oakdale. Upon further review, an area-specific parkland acquisition policy is deemed not to be required and funding for new infrastructure projects in Oakdale will instead be addressed through an upcoming update of the DCC program. In this update, DCC-eligible items in the Servicing Assessment not currently included in the DCC program will be added to the program. Staff anticipates a nominal rate increase to the DCC rates to incorporate these DCC-eligible items.

Conclusion:

The OLUDU aims to identify future land uses that are supported by the local community and would guide development in the Oakdale neighbourhood for the next 25 years. Following the presentation of the preferred Oakdale land use concept to CIC in November 2019, staff has undertaken further refinements to the preferred Oakdale land use concept based on Committee's input, and prepared an update to the Burquitlam-Lougheed Servicing Assessment. Staff recommends first reading of OCP Amendment Bylaw No. 5028, 2020 and Zoning Amendment Bylaw No. 5029, 2020, and referral of the Bylaws to Public Hearing.

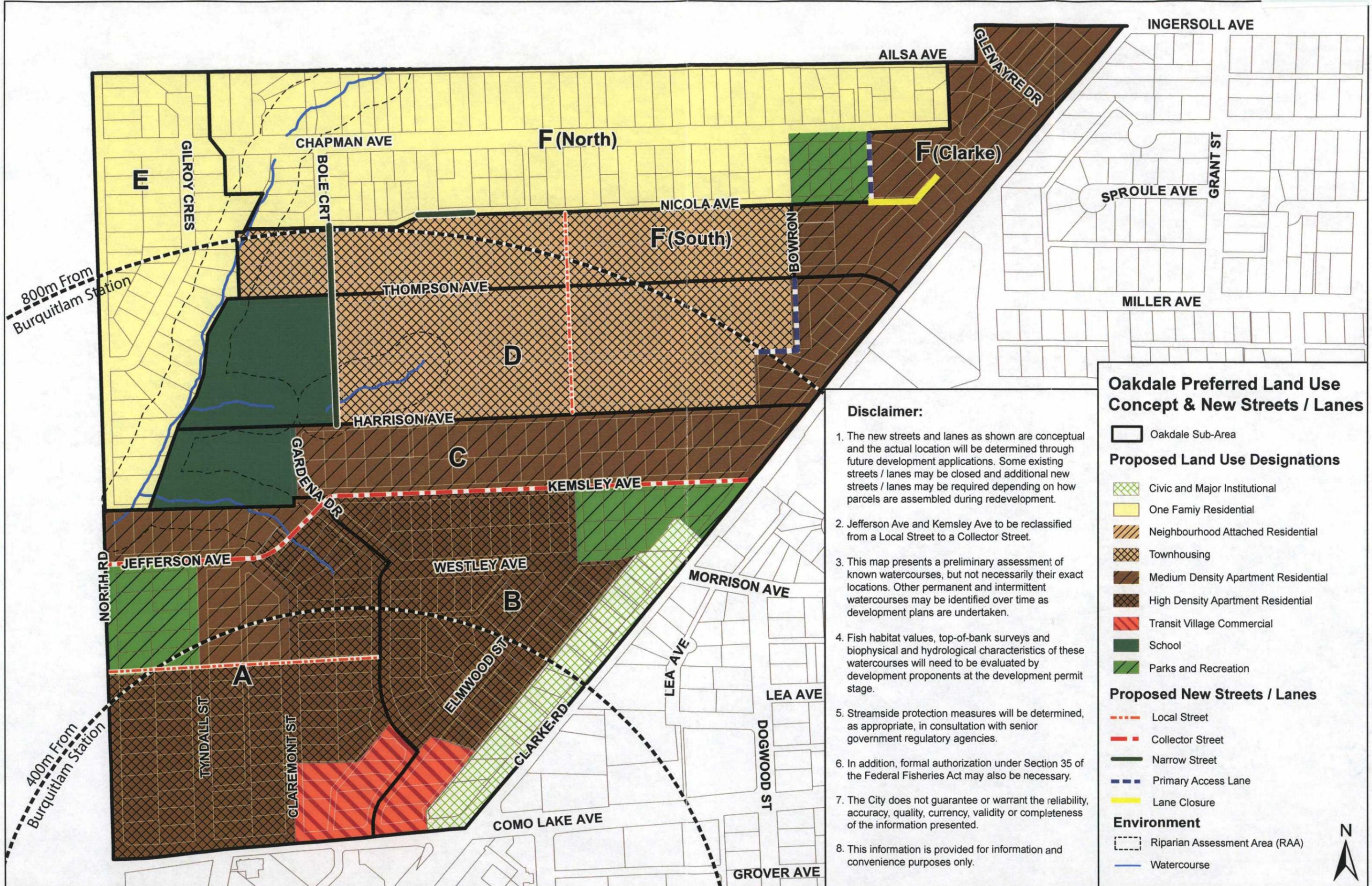


J.L. McIntyre, MCIP, RPP
GC/ce/bk/cb

Attachments:

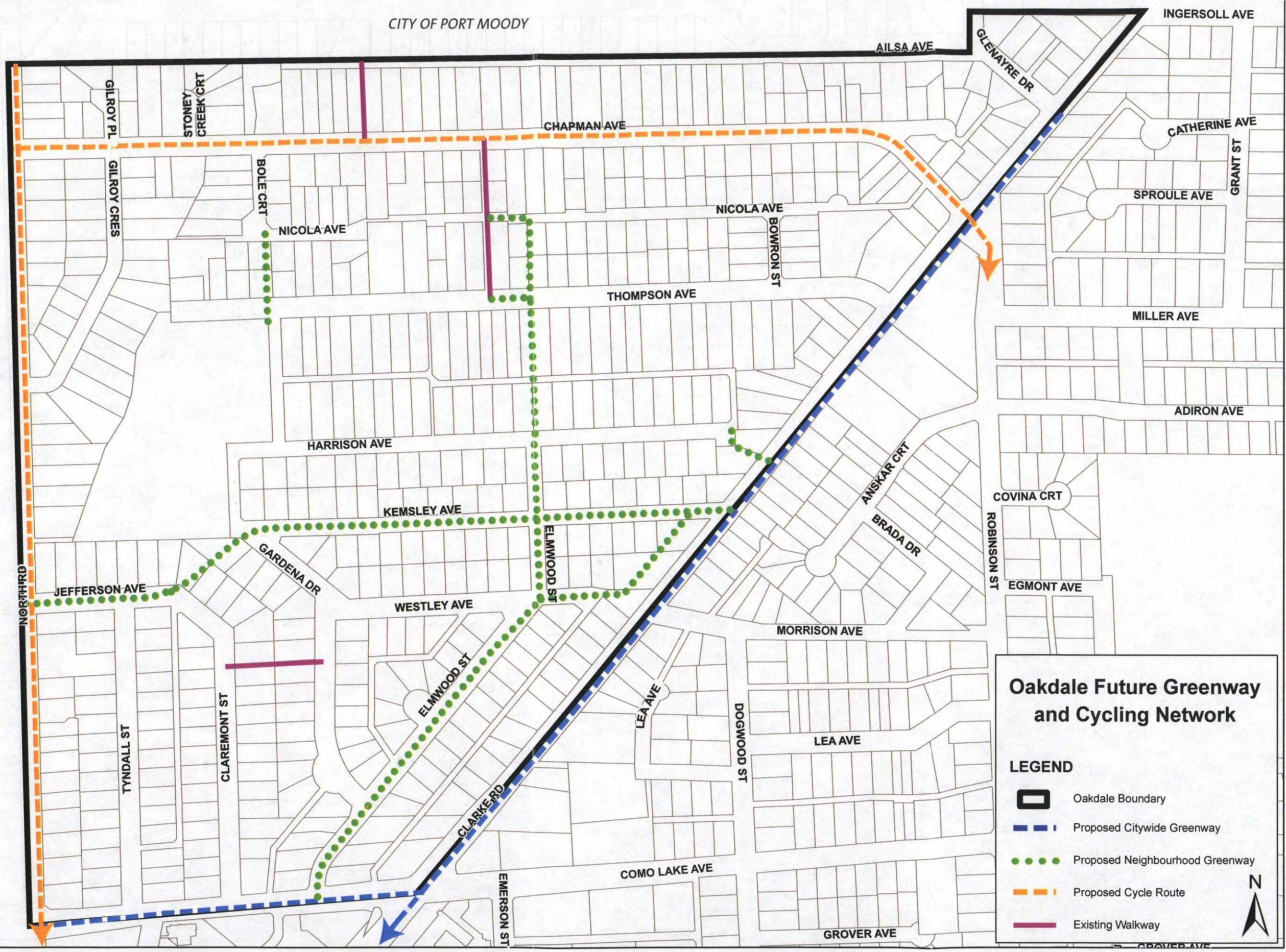
1. Oakdale Preferred Land Use Concept (Doc #3558724)
2. Oakdale Future Greenway and Cycling Network (Doc #3566120)
3. Oakdale Urban Design Framework (Doc #3565436)
4. BLNP Urban Design Policies (Doc #3558748)
5. Rationale for Proposed CWOCP Amendments (Doc #3543355)
6. OCP Amendment Bylaw No. 5028, 2020 (Doc #3558882)
7. Rationale for Proposed Zoning Bylaw Amendments (Doc #3543327)
8. Zoning Amendment Bylaw No. 5029, 2020 (Doc #3558881)
9. Updated Burquitlam-Lougheed Servicing Assessment (Doc #3578151)

This report was prepared by Glen Chua, Community Planner with input from a cross-departmental team including staff from Planning and Development, Parks, Recreation and Culture, Engineering and Public Works, Finance, Technology and Police Services, Fire and Rescue Services, and Civic Lands and Facilities, and reviewed by Andrew Merrill, Director of Development Services.



CITY OF PORT MOODY

CITY OF BURNABY



Oakdale Future Greenway and Cycling Network

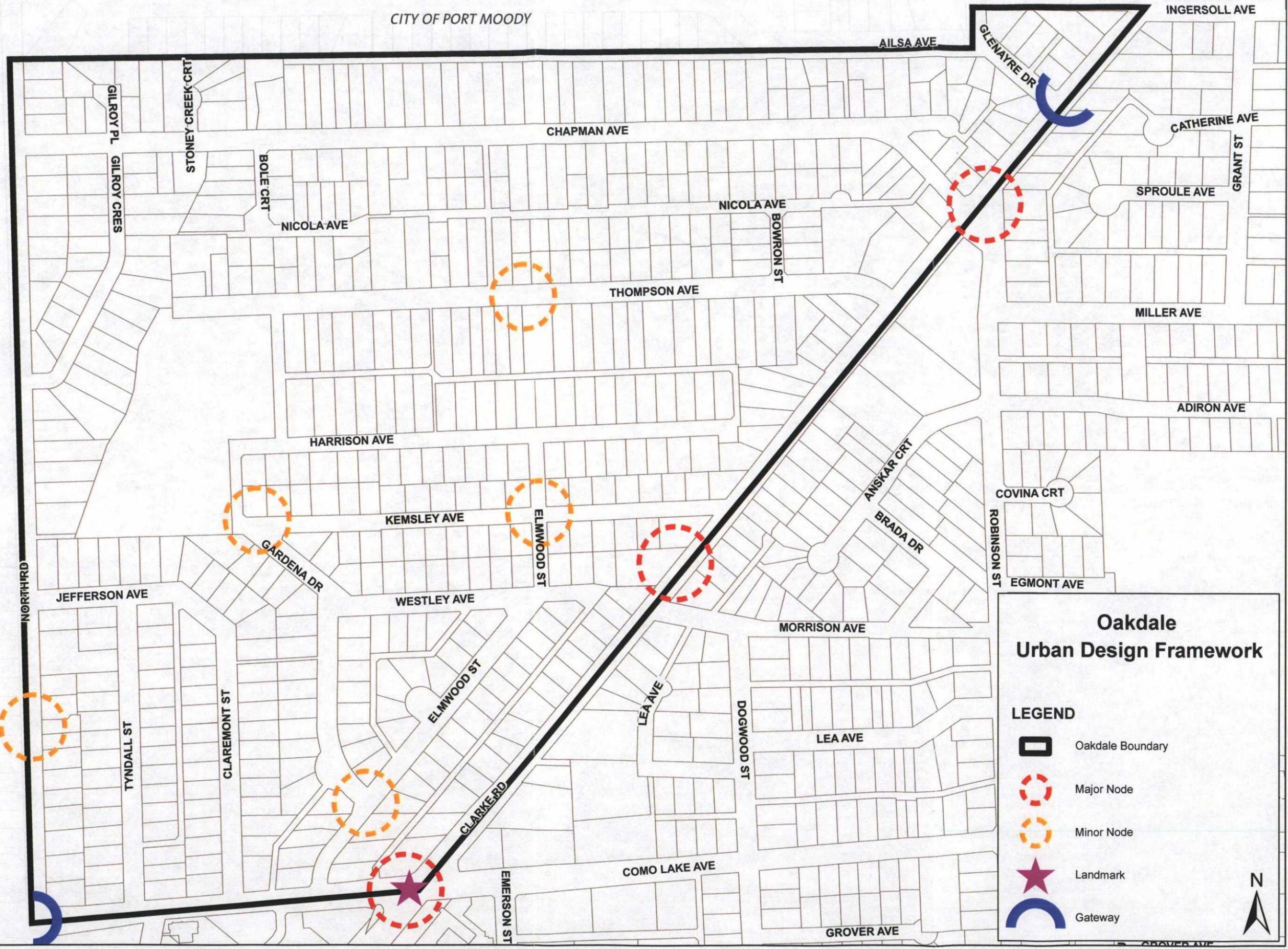
LEGEND

-  Oakdale Boundary
-  Proposed Citywide Greenway
-  Proposed Neighbourhood Greenway
-  Proposed Cycle Route
-  Existing Walkway



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Oakdale Urban Design Framework

LEGEND

-  Oakdale Boundary
-  Major Node
-  Minor Node
-  Landmark
-  Gateway

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4.0 URBAN DESIGN POLICIES

Urban design involves the design of buildings and the spaces between them to create livable, attractive and human-scaled buildings, streets, neighbourhoods, public spaces and parks.

Good design encompasses all of the guiding principles and Plan policies. These aim to improve neighbourhood character and the pedestrian experience along the main streets of the area, to meet the principle of *Design on a Human Scale*. This involves applying the policies below, the complementary Development Permit Guidelines and Burquitlam-Lougheed Streetscape Guidelines.

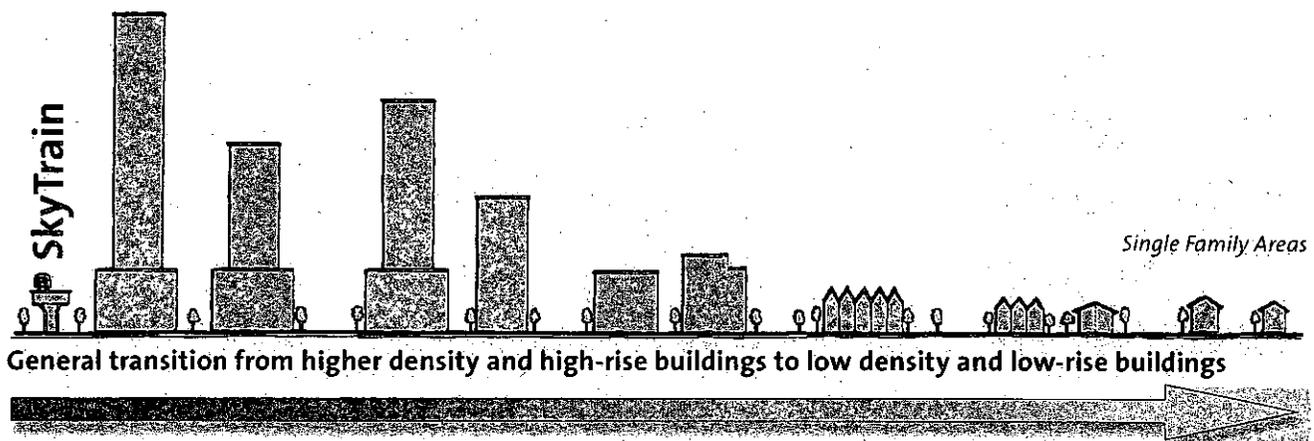
In Burquitlam-Lougheed, urban design principles play an important role in ensuring new development is walkable and transit supportive, has a high-degree of architectural excellence, complements the public realm, fits appropriately into existing neighbourhoods and enhances neighbourhood character.

Also, based on the importance of the new SkyTrain stations and the topographical and view-rich context, these policies also strongly encourage a high degree of architectural excellence, especially for buildings and developments located at key intersections, gateways and viewpoints.

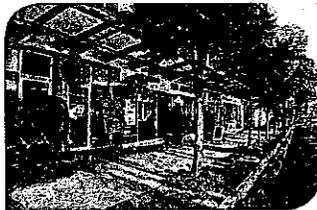
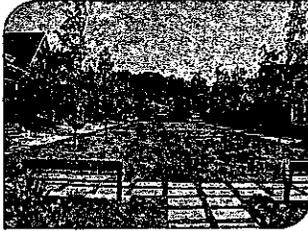
Human scaled design refers to urban design that promotes people friendly places, building designs and urban patterns focusing on a pedestrian-oriented public realm based on human dimensions and experiences.

4.1 General Policies

- a) Require all commercial, mixed-use, multi-family residential, and Housing Choices (with two or more principal dwelling units on a lot) developments to obtain a Development Permit to provide for higher-quality project design.
- b) A density bonus above the maximum base gross floor area, as specified in the *Zoning Bylaw*, may be offered in exchange for the provision of amenities or a specified financial share of the land value of the additional density to be applied towards the provision of amenities deemed by the City to have public benefit. Examples of these amenities include: community facilities, park improvements, plazas, streetscape improvements, transit infrastructure, daycares, walkways, greenways, affordable housing, and public art. Density bonus contributions will be allocated towards specific amenities as determined by Council.



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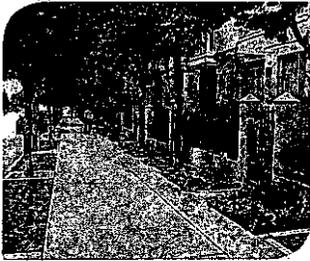
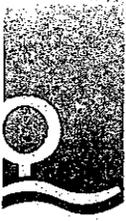


- c) Development densities and building heights will be highest in and adjacent to the Burquitlam and Lougheed Neighbourhood Centres, along major arterial streets and adjacent to TransLink's *Frequent Transit Network (FTN)*. Buildings will generally transition to lower height with increased distance from the Neighbourhood Centres, in consideration of local context. The manner and style of transition will not be the same in all areas.
- d) Land assemblies and consolidations must follow a logical pattern to achieve future transportation connections as shown on Schedule B to leave no remnant (orphan) parcels that are undevelopable under their designated land use.
- e) Integrate soft landscaping, surface texture and other enhancements to the design of retaining walls where they are located along any public right-of-way, in a public space or are visible to the public.
- f) Encourage the use of Green Streets that convert portions of local streets into public open green spaces to provide additional space for gathering, leisure and relief from the built environment. Green Streets may have a mix of hard and soft landscaping and adjoining buildings shall actively front Green Streets. The location and design of Green Streets will be guided by the following:
 - i. Comprehensive development occurring along the subject street frontage to minimize disruption to local residents;
 - ii. A transportation network analysis demonstrating that the street can be closed to vehicles;
 - iii. Sufficient rear lane access;
 - iv. Sufficient space for parking and loading;
 - v. Sufficient fire access; and
 - vi. Site appropriate landscaping.
- g) New developments shall locate buildings and site towers in a manner that respects the opportunities for future redevelopment of adjacent parcels.

4.2 Street Frontage Type Policies

- a) Provide continuous ground-oriented, at-grade, pedestrian-focused, retail, commercial, or civic/assembly uses in the ground floor of all buildings along frontages identified on Schedule D as *Mandatory Commercial Street Frontage*.
- b) All development along *Mandatory Commercial Street Frontage* should include the following:
 - i. Additional sidewalk width, as determined in the *Burquitlam-Lougheed Streetscape Guidelines*, with a wider frontage zone to provide opportunities for outdoor seating and display.
 - ii. All entrances that are slightly recessed at the grade of the adjoining sidewalk should prevent door swing from impeding the through-movement zone of the sidewalk.



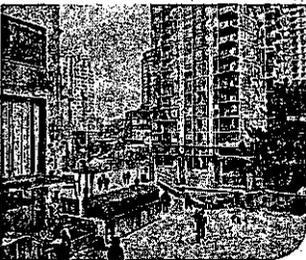


- iii. Integrate pedestrian-oriented streetscapes and an enhanced public realm to establish direct and seamless connections that direct pedestrians to the Burquitlam and Lougheed Neighbourhood Centres.
 - iv. Orient buildings and closely integrate building design to address and create a strong connection with the street.
 - v. Require continuous weather protection (canopies, awnings) for pedestrians on building facades with no gaps wherever possible, as well as outdoor seating adjacent to buildings.
 - vi. Incorporate pedestrian-oriented lighting.
 - vii. Encourage options for pedestrian seating along and adjacent to buildings, separate from buildings or sidewalks.
- c) Provide continuous, ground-oriented, at-grade, commercial, civic/assembly, employment living, institutional, or residential uses on the ground floor of all buildings along frontages identified on Schedule D as *Optional Commercial Street Frontage*.
 - d) Provide continuous ground-oriented (or slightly elevated) residential, civic/assembly, employment living, institutional, or highly-transparent residential amenity uses on the ground floor of all buildings along frontages identified on Schedule D as *Residential Street Frontage*.
 - e) Discourage on-site loading and solid waste collection along *Mandatory Commercial Street Frontage*.

4.3 Urban Design Framework - Building Design Policies

The Urban Design Framework elements discussed below are not limited to locations identified on Schedule E. Through the development process additional locations for these elements may be identified.

- a) Require development that is identified as:
 - **Landmark Sites**, as identified on Schedule E; and/or
 - **Landmark Buildings**, that have a proposed height of 30 storeys or greater;to provide a high degree of design excellence due to their prominence and location within the neighbourhood. **Landmark Sites** and **Landmark Buildings** will be designed through a rigorous design-review process that includes:
 - i. Following the 'Landmark Buildings' Development Permit Guidelines located in Part 4 of the CWOCP;
 - ii. Elements that provide a high degree of design excellence such as public art, signage, unique public space, plazas, distinctive lighting, unique and high-quality building materials, sculpted architectural form, unique building floorplates, distinctive façades, site furnishing, improved street presence, and streetscape treatments that signal entry to distinct areas and/or identification of precincts.
- iii. Design input by City staff at key intervals;
- iv. Outside professional design review;
- v. Requirement for significant public realm improvements and/or public space contribution as detailed in 4.4

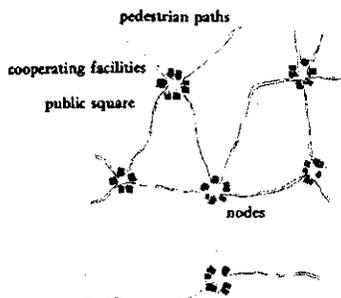


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- vi. Professional studies to ensure all potential community impacts (e.g., transportation, shadow, wind, environmental) are considered and addressed in the building and site design;
 - vii. Robust community consultation conducted by the applicant that is in addition to any statutory consultation process required for their development application. This will include an early presentation of the concept to Council at the pre-application stage. The consultation process will receive public input to ensure all potential community impacts from the landmark building and site are considered, including the proposed design of the building and site. The results of the consultation process, including how the proponent addressed community impacts, will be submitted to the City for consideration by Council.
- b) Require development located at **Gateways**, as identified on Schedule E, to include elements that provide a high degree of design excellence and mark entry to the neighbourhood, such as:
- › public art,
 - › signage,
 - › unique public space and plazas that convey a sense of entry,
 - › distinctive lighting,
 - › high-quality building materials,
 - › sculpted architectural form,
 - › distinctive façades,
 - › high-quality site furnishing,
 - › improved street presence, and
 - › streetscape treatments that signal entry to distinct areas and/or identification of precincts.

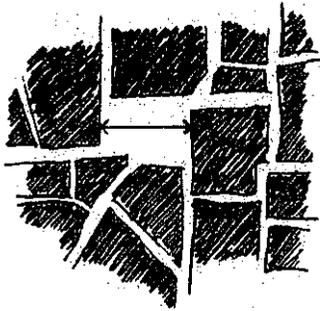
4.4 Urban Design Framework - Public Space Policies



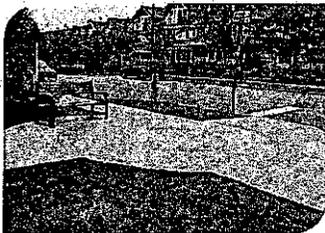
“Studies of pedestrian behaviour make it clear that people seek out concentrations of other people whenever they are available.”
—A Pattern Language: Towns, Buildings, Construction by C. Alexander, et al.

Local public space, through additional building setbacks, that is distributed throughout the neighbourhood is key to supporting the open space network. The Urban Design Framework on Schedule E contains a series of Primary, Major and Minor Nodes to enhance the public realm.

- a) Further to the Node locations identified on Schedule E, Nodes should be particularly located on the northeast corner of intersections, and at public walkway connections that intersect with streets, to take advantage of the southwest aspect.
- b) All Nodes will be designed to encourage public gathering and shall include elements such as:
 - i. A hard-surface area of at least 50%;
 - ii. Seating and other appropriate street furniture;
 - iii. Public art, water features and other elements that promote pedestrian interest;



"A town needs public squares; they are the largest, most public rooms that the town has."
C. Alexander,
A Pattern Language



"Nodes are natural centres of activity in the urban environment."
C. Alexander,
A Pattern Language

- iv. Use of trees and other vertical elements to define pedestrian-scale spaces;
 - v. Fronting buildings shall address the node with active frontages, architecturally distinctive façades, and high-quality streetscape treatments.
- c) Further to the requirements in 4.4 b) development located at **Primary Nodes**, as identified on Schedule E, shall provide a publicly-accessible open space which is a minimum of 250 square metres (with one dimension between 12 metres to 35 metres). Primary nodes will be designed to encourage a broad range of public gathering activities and shall include elements such as:
- i. A portion with weather protection coverage to facilitate year-round use;
 - ii. A mix of hard and soft landscaping that does not impede safety nor sightlines to commercial uses and building entrances;
 - iii. Pedestrian oriented lighting;
 - iv. Three-phase electrical and non-potable water connections;
 - v. Wayfinding;
- d) Further to the requirements in 4.4 b) development located at **Major Nodes**, as identified on Schedule E, shall provide a publicly-accessible open space that is approximately 45 square metres. Major nodes will be designed to encourage public gathering and shall include elements such as:
- i. Pedestrian oriented lighting; and
 - ii. Wayfinding.
 - iii. Fronting buildings shall have direct building frontage on at-least one side.
- e) Further to the requirements in 4.4 b) development located at **Minor Nodes**, as identified on Schedule E, shall provide a publicly-accessible open space that is approximately 16 square metres.

ATTACHMENT 5

Attachment 5 Rationale for proposed amendments to CWOCP

PART	CHAPTER	ISSUE	PROPOSED AMENDMENT
3	9.0 Schedule A	New land use designations have been identified in Oakdale	Update Southwest Coquitlam Area Plan Schedule A with new land use designations in Oakdale
3	9.2 Section 2.3	New land use designations have been identified in Oakdale which currently has single-family housing	Update proportion of single-family housing in Burquitlam-Lougheed neighbourhood that has been classified to other uses and proportion of area remaining as single-family housing
3	9.2 Section 2.3	New land use designations have been identified in Oakdale	Update Land Use Designations map immediately preceding sub-section 2.3.1
3	9.2 Section 2.3.1	Neighbourhood Attached Residential land use designation allows for more than four dwelling units following completion of Housing Choices Review in 2019	Housekeeping update of Neighbourhood Attached Residential land use designation description to remove cap of four dwelling units
3	9.2 Section 2.3.2 Table 1	SWCAP Policy CC32 does not apply to any parcel within the Burquitlam-Lougheed Neighbourhood Plan boundary	Housekeeping update to remove reference to SWCAP Policy CC32 for Extensive Recreation land use
3	9.2 Section 2.3.2 Figure 4	Maximum density (FAR) for Transit Village Commercial and High Density Apartment land uses requires updating	Update maximum density (FAR) for Transit Village Commercial and High Density Apartment land uses in Figure 4
3	9.2 Section 2.3.2 Figure 4	Provide greater clarity about maximum density and maximum building height	Updated Figure 4 to specify only the maximum density and building height across all potential corresponding zones, and added footnotes for clarity
3	9.2 Section 3.3.1	Additional new parks have been proposed in Oakdale since the original adoption of the Burquitlam-Lougheed Neighbourhood Plan	Update total area of new parkland proposed for the Burquitlam-Lougheed neighbourhood over the next 20 to 25 years
3	9.2 Section 3.6.5	Following recent transportation analysis, Transportation has identified a desire to explore the potential of extending Catherine Avenue westward to create a future four-way intersection at Clarke Road and Glenayre Drive.	Add a new policy k) to this section to explore the potential for a westward extension of Catherine Avenue to create a new four-way intersection with Clarke Road and Glenayre Drive when parcels on the east side of Clarke Road near Glenayre Drive redevelop.

PART	CHAPTER	ISSUE	PROPOSED AMENDMENT
3	9.2 Table 2	Additional new parks have been proposed in Oakdale since the original adoption of the Burquitlam-Lougheed Neighbourhood Plan	Update Table 2 with new parks in Oakdale
3	9.2 Section 5.4 c)	With the completion of the Oakdale Land Use Designation Update, Oakdale will no longer be designated as a Future Planning Area.	Remove this policy as it designates the Oakdale Neighbourhood as a Future Planning Area.
3	9.2 Section 5.4	Minimize vehicle traffic volume impacts of proposed higher density uses south of Nicola Avenue on single-family housing areas in the northern part of Oakdale	Add new policy requiring redeveloped higher density properties in the block between Thompson Avenue and Nicola Avenue to take access from Thompson Avenue
3	9.2 Section 5.4 d)	Two new parks have been identified in Oakdale through the Oakdale Land Use Designation Update	Amend policy to make reference to two new parks instead of one.
3	9.2 Schedule A	New land use designations have been identified in Oakdale	Update Burquitlam-Lougheed Neighbourhood Plan Schedule A with new land use designations in Oakdale
3	9.2 Schedule B	New streets and lanes have been identified in Oakdale and housekeeping amendments required for recent changes in the street network elsewhere in Burquitlam-Lougheed	Update Burquitlam-Lougheed Neighbourhood Plan Schedule B with new streets and lanes in Oakdale as well as revised new streets and lanes elsewhere in Burquitlam-Lougheed
3	9.2 Schedule C	New proposed greenways and cycle routes have been identified in Oakdale and housekeeping amendment required for greenway alignment change near Anskar Court	Update Burquitlam-Lougheed Neighbourhood Plan Schedule C with new proposed greenways and cycle routes in Oakdale and revised greenway alignment near Anskar Court
3	9.2 Schedule D	New Transit Village Commercial land uses identified in Oakdale should have Mandatory Commercial Street Frontage along parts of Como Lake Avenue	Update Burquitlam-Lougheed Neighbourhood Plan Schedule D to reflect Mandatory Commercial Street Frontage along parts of Como Lake Avenue in Oakdale
3	9.2 Schedule E	New minor nodes have been identified in Oakdale	Update Burquitlam-Lougheed Neighbourhood Plan Schedule E with new minor nodes in Oakdale
3	9.2 Schedule F	Oakdale district will no longer be a Future Planning Area	Update Burquitlam-Lougheed Neighbourhood Plan Schedule F to remove reference to Oakdale district as a Future Planning Area

BYLAW NO. 5028, 2020

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. 5028, 2020."

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:

- I. Part 3, Chapter 9, SOUTHWEST COQUITLAM AREA PLAN, is amended by removing "Schedule A, Southwest Coquitlam Area Plan Land Use Designations" and replacing it with "Schedule A, Southwest Coquitlam Area Plan Land Use Designations", as attached to this bylaw as Schedule "1".
- II. Part 3, Chapter 9.2, BURQUITLAM-LOUGHEED NEIGHBOURHOOD PLAN, Section 2.3 is amended as follows:
 - a. The statement "10% of single-family housing has been reclassified to other uses, with approximately 42% of the area remaining as established single-family neighbourhoods where little change is expected in the short to medium term" is removed and replaced with "22% of single-family housing has been reclassified to other uses, with approximately 37% of the area remaining as established single-family neighbourhoods where little change is expected in the short to medium term".
 - b. The Land Use Designations map immediately preceding sub-section 2.3.1 is replaced with the map in Schedule "2" of this Bylaw.
 - c. Sub-section 2.3.1 is amended by replacing the **Neighbourhood Attached Residential** section with the following: "**Neighbourhood Attached Residential** – provides for innovative, small scale housing types that can be accommodated through a variety of building arrangements."

d. Sub-section 2.3.1, Table 1, Extensive Recreation land use row is amended by deleting the phrase “(in accordance with SWCAP Policy CC32)” from the Corresponding Zone column.

e. Figure 4 is amended by replacing the table with the following:

Land Use Designation	Transit Village Commercial	High Density Apartment	Medium Density Apartment	Townhouse	Neighbourhood Attached Residential (Housing Choices)	One Family Residential
Zones Included	C-7, RM-6, RM-5	RM-4, RM-5, RM-6	RM-2, RM-3	RTM-1, RT-2, RM-2	RT-1, RT-3	RS-1, RS-3
Maximum Density (FAR)**	5.5 Floor Area Ratio (FAR)	5.0 FAR	2.4 FAR	1.4 FAR	0.85 FAR	18 units per hectare*
Maximum Building Height**	None (based on zoning restrictions)	None (based on zoning restrictions)	8 storeys	3 storeys	11 metres (2 storeys)	11 metres (2 storeys)

* One family density is defined by 'units or houses per hectare.'

** Maximum density / maximum building height specified is across all potential corresponding zones. Some of the corresponding zones may have a lower maximum density and/or maximum building height than that specified.

III. Part 3, Chapter 9.2, BURQUITLAM-LOUGHEED NEIGHBOURHOOD PLAN, Section 3.3 is amended as follows:

a. The phrase “Approximately 9.5 hectares (23.4 acres) of new parkland” is removed and replaced with “Approximately 9.2 hectares (22.7 acres) of new parkland”.

b. Table 2 is removed and replaced with the following:

Park	Existing Area (ha)	Potential Increase (ha)	Potential Total Area (ha)
Oakdale Park	0.4	0.4	0.8
Nicola-Bowron Park	-	0.5	0.5
Kemsley-Clarke Park	-	0.7	0.7
Miller Park	4.95	1.6	6.55
Cottonwood Park	0.9	3.8	4.7
Burquitlam Community Garden	0.4	0.2	0.6
Guilby Park	0.2	1.4	1.6
Lower Lougheed Park	0.2	0.4	0.6
Hart-Gauthier Park	-	0.8	0.8
Burquitlam Park ¹	1.55	-0.9	0.65
Mountainview Park	1.8	-	1.8
Brookmere Park	2.2	-	2.2
Future parkland (Burquitlam)	-	0.3	0.3
Total:	12.6 (31.1 ac)	9.2 (22.7 ac)	21.8 (53.9 ac)

¹ Reduction in Burquitlam Park size is due to the Community Recreation Facility being placed there. Cottonwood Park is being expanded to make up for this reduction.

- IV. Part 3, Chapter 9.2, BURQUITLAM-LOUGHEED NEIGHBOURHOOD PLAN, Sub-Section 3.6.5 is amended by adding the following as a new policy k):
 - k) Through future redevelopment of parcels on the east side of Clarke Road near Glenayre Drive, explore the potential for a westward extension of Catherine Avenue to create a new four-way intersection with Clarke Road and Glenayre Drive.

- V. Part 3, Chapter 9.2, BURQUITLAM-LOUGHEED NEIGHBOURHOOD PLAN, Section 5.4 amended as follows:
 - a. Policy c) is deleted and replaced with the following: "Access for redeveloped higher density properties in the block between Thompson Avenue and Nicola Avenue shall be taken from Thompson Avenue."
 - b. Policy d) is amended by replacing the phrase "provide a new 0.4 to 0.8 hectare park in a location to be determined through the future Oakdale Local Area Plan" with "provide two new parks as shown in Schedule A".

- VI. Part 3, Chapter 9.2, BURQUITLAM-LOUGHEED NEIGHBOURHOOD PLAN is amended by removing "Schedule A, Burquitlam-Lougheed Neighbourhood Plan Land Use Designations" and replacing it with "Schedule A, Burquitlam-Lougheed Neighbourhood Plan Land Use Designations", as attached to this bylaw as Schedule "2".

- VII. Part 3, Chapter 9.2, BURQUITLAM-LOUGHEED NEIGHBOURHOOD PLAN is amended by removing "Schedule B, Burquitlam-Lougheed Neighbourhood Plan New Streets and Lanes" and replacing it with "Schedule B, Burquitlam-Lougheed Neighbourhood Plan New Streets and Lanes", as attached to this bylaw as Schedule "3".

- VIII. Part 3, Chapter 9.2, BURQUITLAM-LOUGHEED NEIGHBOURHOOD PLAN is amended by removing "Schedule C, Burquitlam-Lougheed Neighbourhood Plan Proposed Greenways and Cycle Routes" and replacing it with "Schedule C, Burquitlam-Lougheed Neighbourhood Plan Proposed Greenways and Cycle Routes", as attached to this bylaw as Schedule "4".

- IX. Part 3, Chapter 9.2, BURQUITLAM-LOUGHEED NEIGHBOURHOOD PLAN is amended by removing "Schedule D, Street Frontage Hierarchy" and replacing it with "Schedule D, Burquitlam-Lougheed Neighbourhood Plan Street Frontage Hierarchy", as attached to this bylaw as Schedule "5".

- X. Part 3, Chapter 9.2, BURQUITLAM-LOUGHEED NEIGHBOURHOOD PLAN is amended by removing "Schedule E, Burquitlam-Lougheed Neighbourhood Plan Urban Design Framework" and replacing it with "Schedule E, Burquitlam-Lougheed Neighbourhood Plan Urban Design Framework", as attached to this bylaw as Schedule "6".

- XI. Part 3, Chapter 9.2, BURQUITLAM-LOUGHEED NEIGHBOURHOOD PLAN is amended by removing "Schedule F, Burquitlam-Lougheed Neighbourhood Plan Districts" and replacing it with "Schedule F, Burquitlam-Lougheed Neighbourhood Plan Districts", as attached to this bylaw as Schedule "7".

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:

- a. "Schedule "1" to Bylaw No. 5028, 2020"
- b. "Schedule "2" to Bylaw No. 5028, 2020"
- c. "Schedule "3" to Bylaw No. 5028, 2020"
- d. "Schedule "4" to Bylaw No. 5028, 2020"
- e. "Schedule "5" to Bylaw No. 5028, 2020"
- f. "Schedule "6" to Bylaw No. 5028, 2020"
- g. "Schedule "7" to Bylaw No. 5028, 2020"

Readings

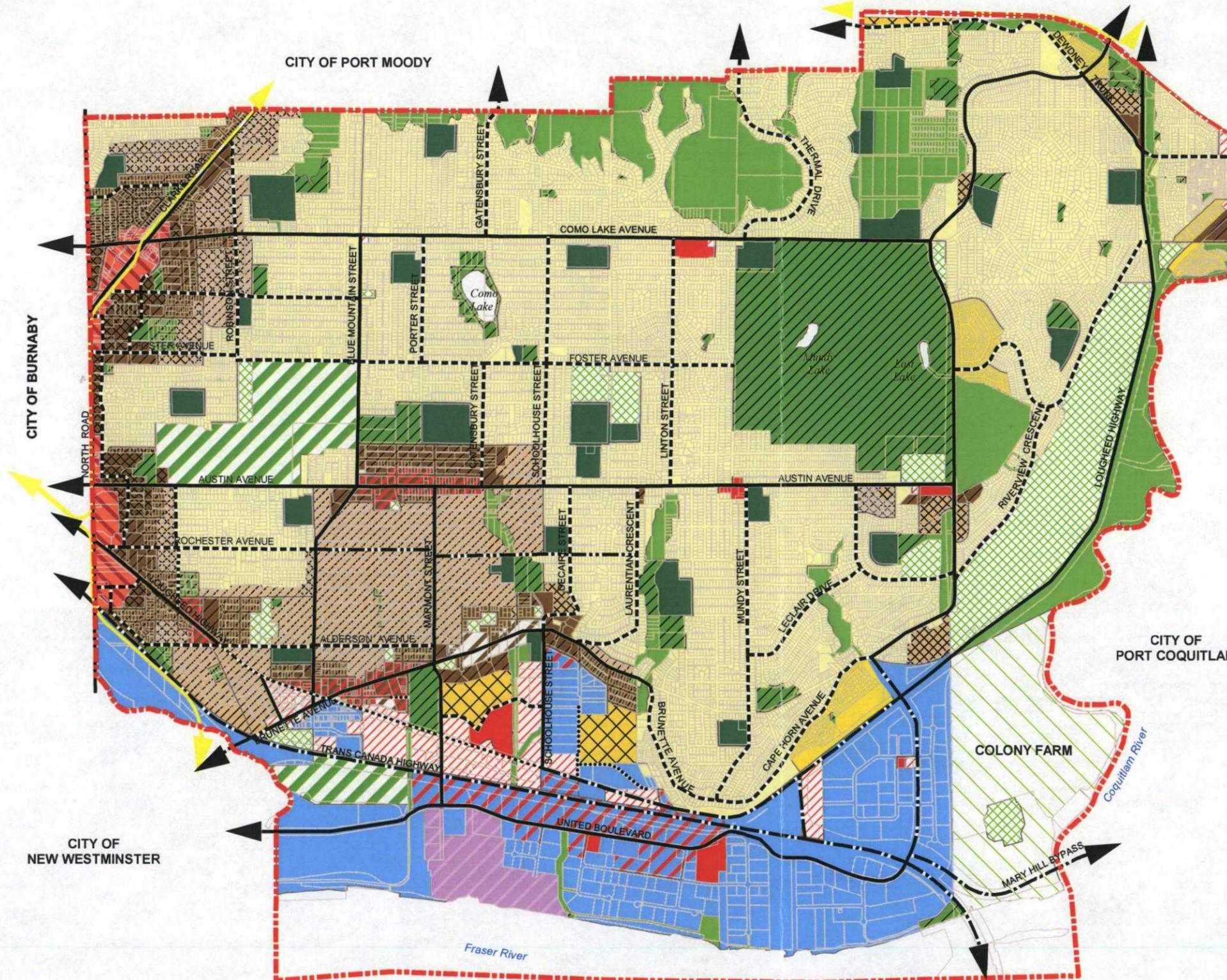
READ A FIRST TIME (_ of 9 votes in the affirmative) this 3rd day of February, 2020.
CONSIDERED AT PUBLIC HEARING 24th day of February, 2020.
READ A SECOND TIME (_ of 9 votes in the affirmative) this 24th day of February, 2020.
READ A THIRD TIME (_ of 9 votes in the affirmative) this 24th day of February, 2020.
GIVEN FOURTH AND FINAL READING (_ of 9 votes in the affirmative) and the Seal of the Corporation affixed this 24th day of February, 2020.

MAYOR

CLERK

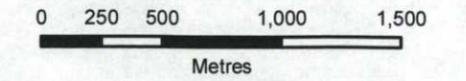


SCHEDULE A SOUTHWEST COQUITLAM AREA PLAN



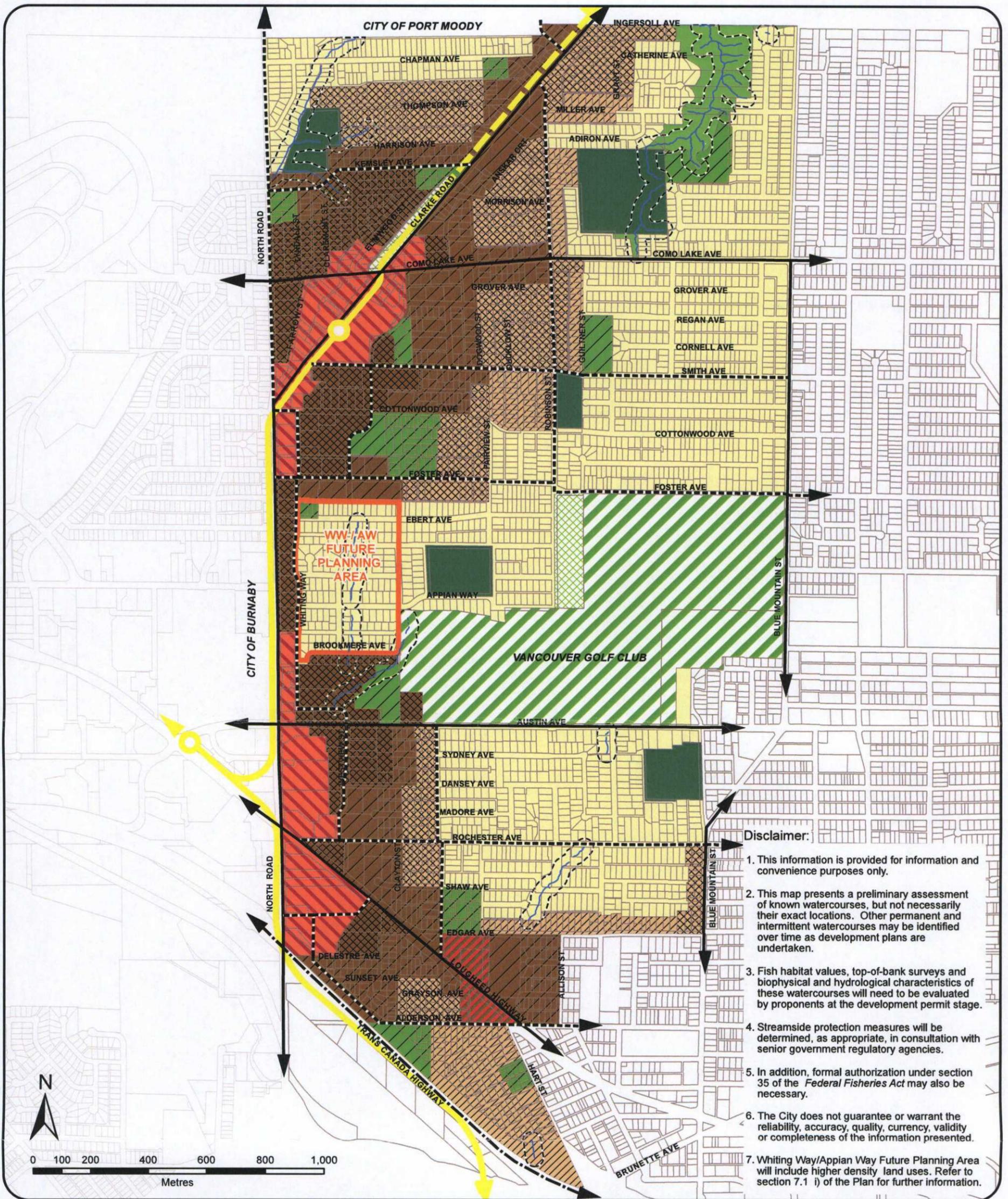
LAND USE DESIGNATIONS

- Agricultural
- Business Enterprise
- Civic and Major Institutional
- Compact One Family Residential
- Extensive Recreation
- General Commercial
- Industrial
- High Density Apartment
- Medium Density Apartment
- Low Density Apartment
- Mobile Home Park
- Natural Areas
- Neighbourhood Attached Residential
- Neighbourhood Centre
- One Family Residential
- Parks and Recreation
- School
- Service Commercial
- Townhousing
- Transit Village Commercial
- Urban Quarter
- Urban Townhousing
- Waterfront Village Centre
- Area Plan Boundary
- Street Extension
- East-West Connector
- Major Road Network
- Municipal Arterial Street
- Municipal Collector Street
- Community Collector Street
- North-South Connector
- Provincial Highway
- Evergreen Rapid Transit Line



Adopted: March 4, 2002
 Last Amended: Feb. 24, 2020
 Bylaw No: 5028, 2020
 Map Projection: UTM Nad1983
 Prepared By: Planning & Development
 Source: City of Coquitlam - OCP GIS Layer





- Disclaimer:**
1. This information is provided for information and convenience purposes only.
 2. This map presents a preliminary assessment of known watercourses, but not necessarily their exact locations. Other permanent and intermittent watercourses may be identified over time as development plans are undertaken.
 3. Fish habitat values, top-of-bank surveys and biophysical and hydrological characteristics of these watercourses will need to be evaluated by proponents at the development permit stage.
 4. Streamside protection measures will be determined, as appropriate, in consultation with senior government regulatory agencies.
 5. In addition, formal authorization under section 35 of the *Federal Fisheries Act* may also be necessary.
 6. The City does not guarantee or warrant the reliability, accuracy, quality, currency, validity or completeness of the information presented.
 7. Whiting Way/Appian Way Future Planning Area will include higher density land uses. Refer to section 7.1 i) of the Plan for further information.

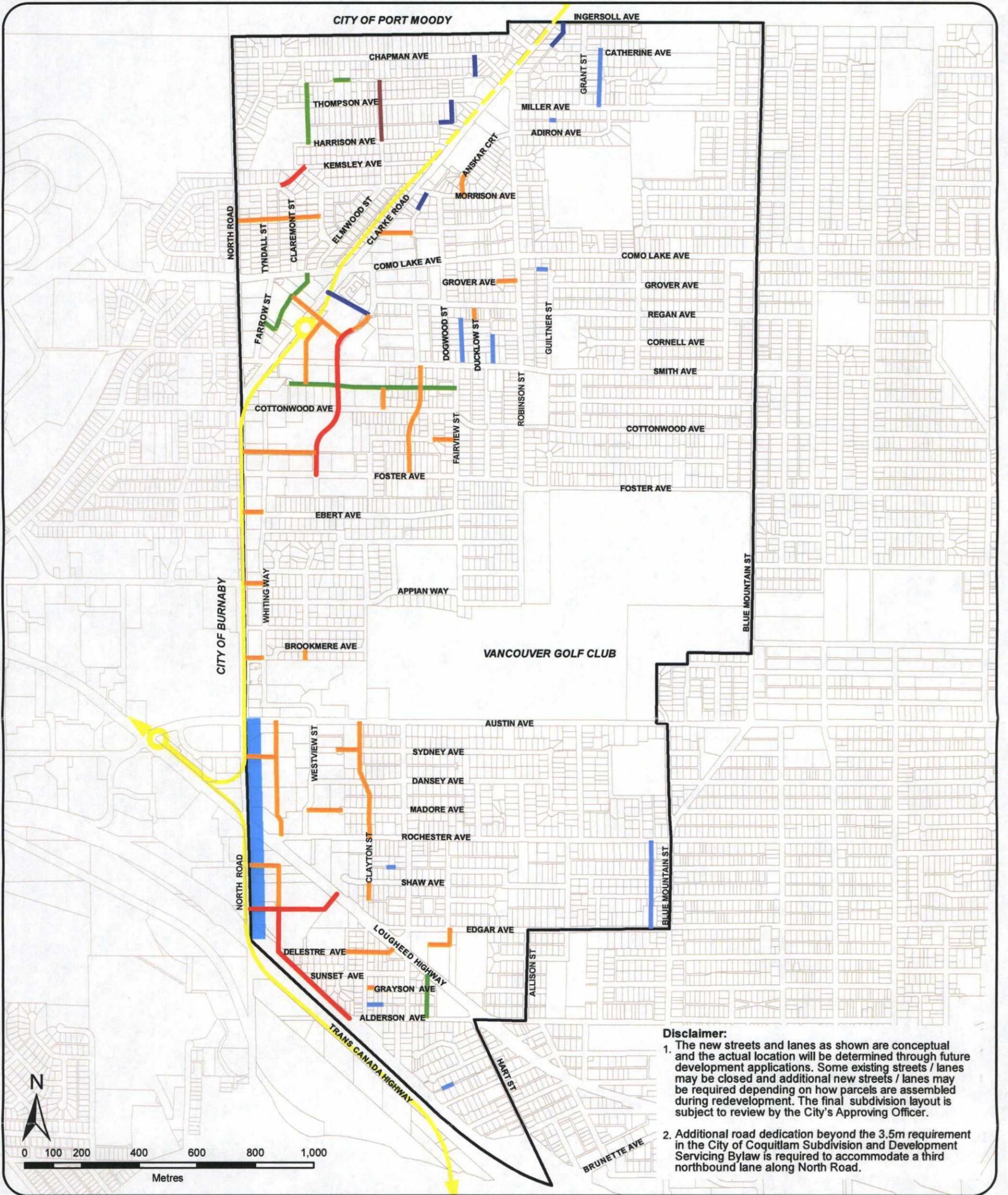
SCHEDULE A - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN

LAND USE DESIGNATIONS

Transit Village Commercial	One Family Residential	Municipal Arterial Street
Neighbourhood Centre	Civic and Major Institutional	Municipal Collector Street
High Density Apartment Residential	School	Provincial Highway
Medium Density Apartment Residential	Parks and Recreation	SkyTrain
Low Density Apartment Residential	Natural Areas	SkyTrain Station
Townhousing	Extensive Recreation	Watercourse
Neighbourhood Attached Residential	Future Planning Area ⁶	Riparian Assessment Area (RAA)

Adopted: June 27, 2017
 Amended February 24, 2020 Bylaw No: 5028, 2020
 Prepared By: Planning & Development
 Source: City of Coquitlam - OCP GIS layer



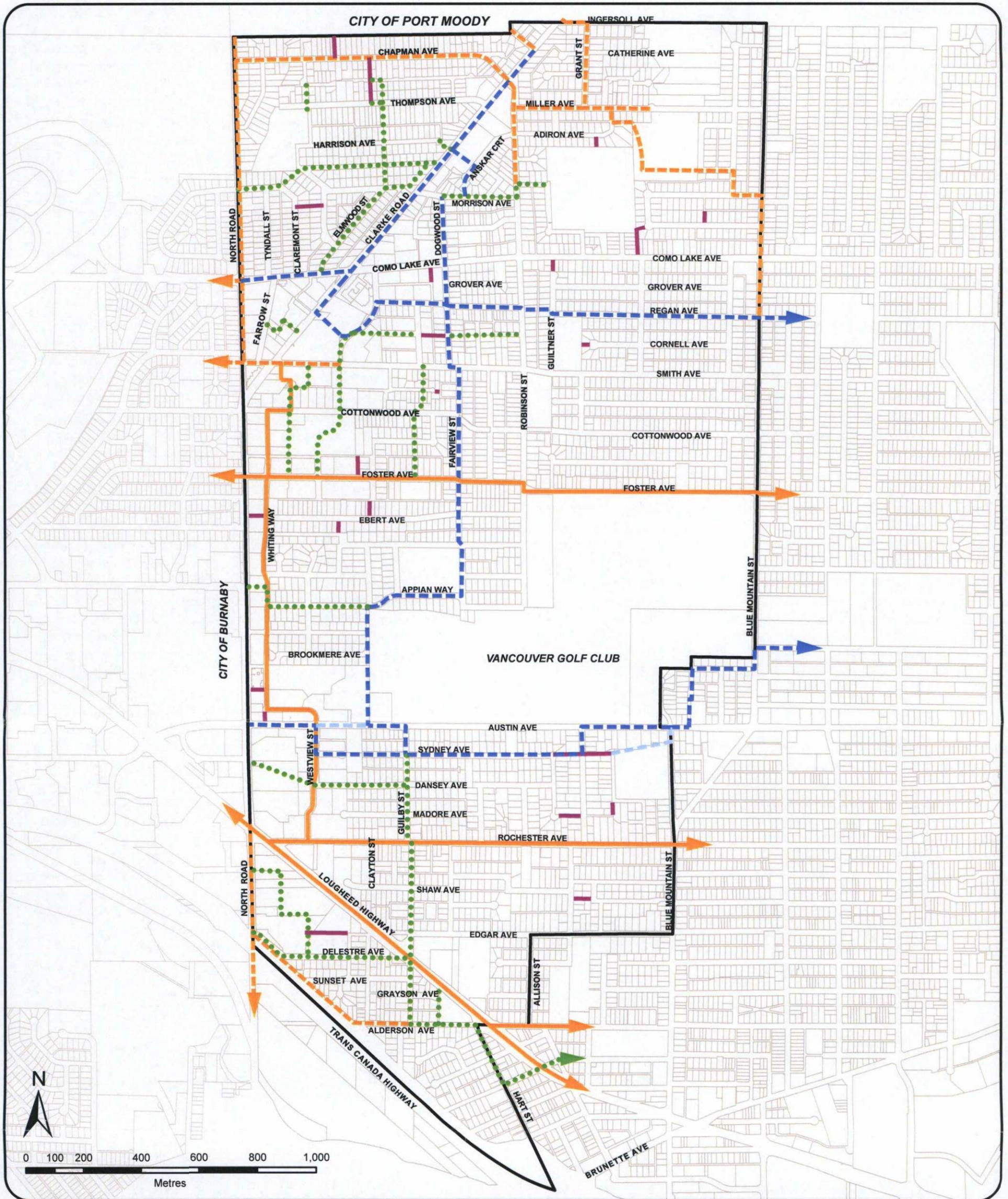


SCHEDULE B - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN NEW STREETS AND LANES

- Collector Street
- Local Street (High Density)
- Local Street (Low Density)
- Narrow Street
- Primary Access Lane
- Standard Lane
- Additional Dedication ²
- SkyTrain
- SkyTrain Station
- Burquitlam - Lougheed Neighbourhood Plan Boundary

Adopted: June 27, 2017
Amended: February 24, 2020
Bylaw No: 5028, 2020

Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS layer



SCHEDULE C - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN

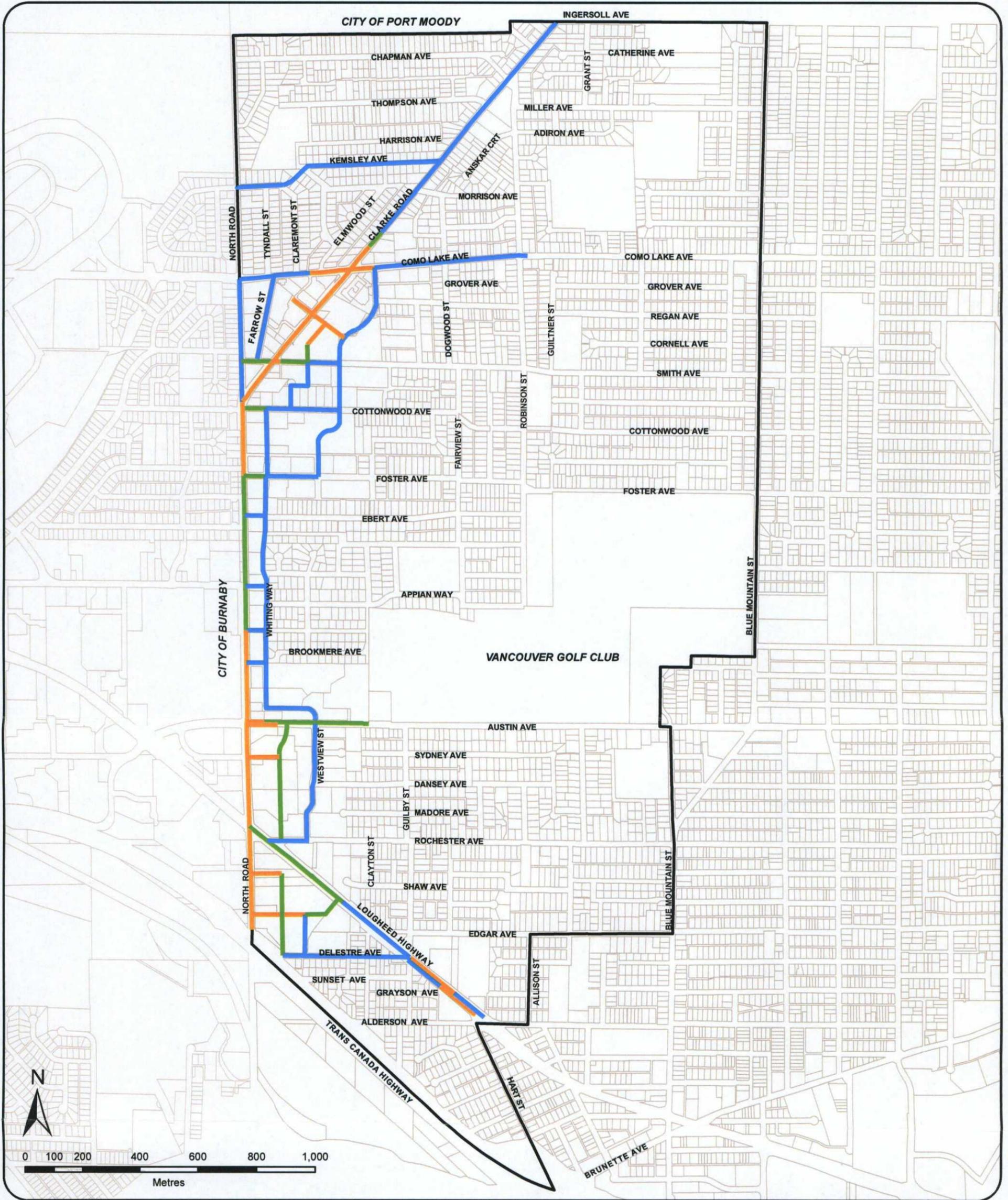
PROPOSED GREENWAYS AND CYCLE ROUTES

- Proposed Citywide Greenway
- Proposed Citywide Greenway Alternate
- Proposed Neighbourhood Greenway
- Existing Cycle Route
- - - - Proposed Cycle Route
- Existing Walkway
- Burquitlam - Lougheed Neighbourhood Plan Boundary

Adopted: June 27, 2017
 Amended: February 24, 2020
 Bylaw No: 5028, 2020

Prepared By: Planning & Development
 Source: City of Coquitlam - OCP GIS layer



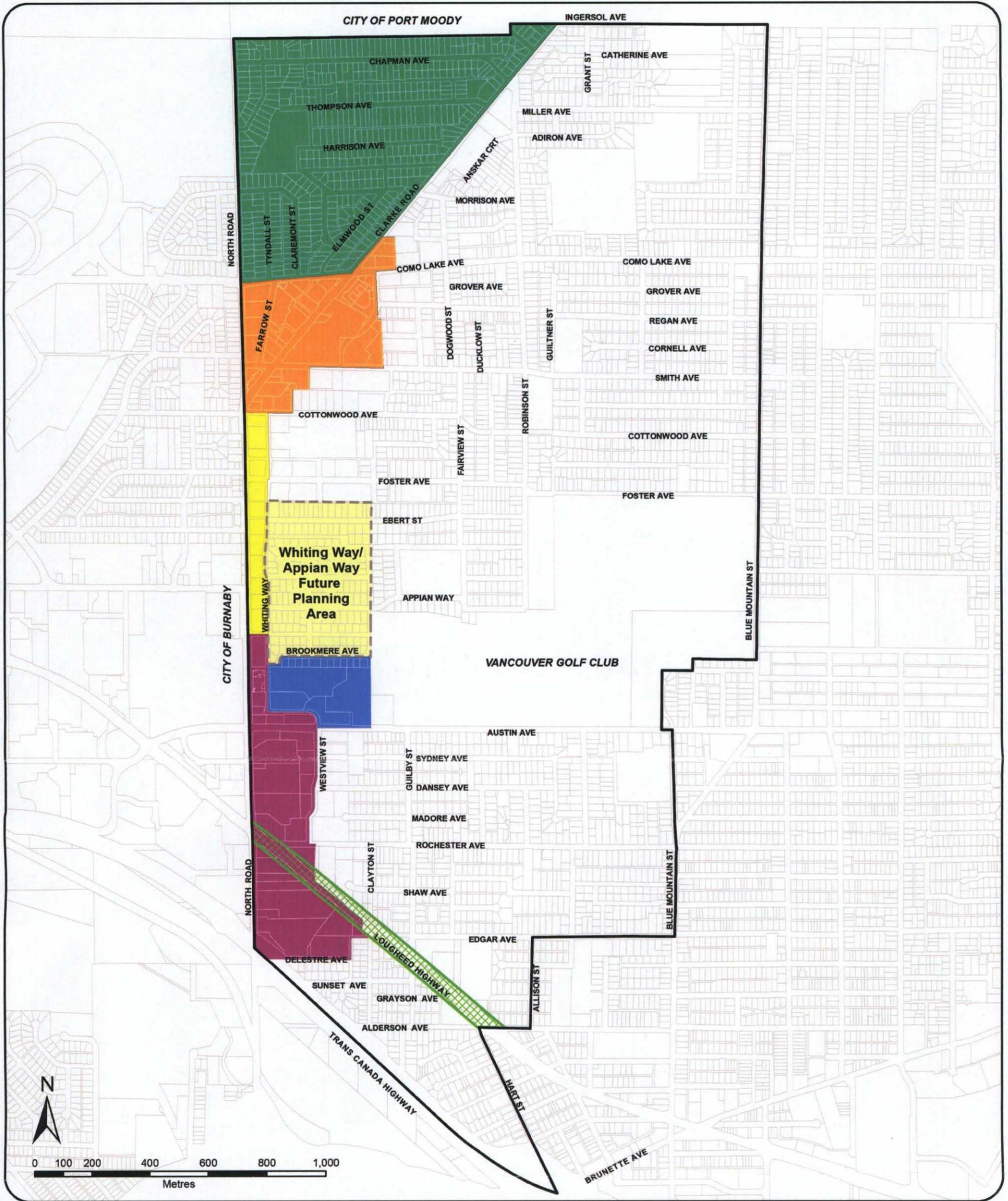


SCHEDULE D - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN
STREET FRONTAGE HIERARCHY

- Mandatory Commercial Street Frontage
- Optional Commercial Street Frontage
- Residential Street Frontage
- Burquitlam - Lougheed Neighbourhood Plan Boundary

Adopted: June 27, 2017
 Amended: February 24, 2020
 Bylaw No: 5028, 2020

Prepared By: Planning & Development
 Source: City of Coquitlam - OCP GIS layer



SCHEDULE F - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN

DISTRICTS

- Oakdale
- Burquitlam Neighbourhood Centre
- North Road
- Lougheed Neighbourhood Centre
- Coquitlam College
- Whiting/Appian Way Future Planning Area
- Lougheed Boulevard
- Burquitlam - Lougheed Neighbourhood Plan Boundary

Adopted: June 27, 2017
 Amended: February 24, 2020
 Bylaw No: 5028, 2020

Prepared By: Planning & Development
 Source: City of Coquitlam - OCP GIS layer



ATTACHMENT 7

Attachment 7 Rationale for Proposed Zoning Bylaw Amendments

Bylaw Section	Zone	ISSUE	PROPOSED AMENDMENT
517 (2)	N/A	Lot area for properties zoned or rezoning to RM-2, RM-3, RM-4, RM-5, RM-6, C-4, or C-7 and located within the Evergreen Line Core or Shoulder Area is calculated on the gross-site area pre-dedication for properties in transit-oriented areas.	Amend Schedule "O" boundary to include new areas of higher density in Oakdale.
706(1)(b)	N/A	Lower parking requirements for apartment and townhousing uses within the Evergreen Line Core and Shoulder Areas.	Amend Schedule "O" boundary to include new areas of higher density in Oakdale.
713	N/A	Off-street parking reductions for commercial, apartment and townhousing uses in Evergreen Line Core and Shoulder Station Areas	Amend Schedule "O" boundary to include new areas of higher density in Oakdale.
1101(3)(a)	RT-1	Reference made to classification of fronting street or lane shown in Schedule "R" which currently includes existing "Neighbourhood Attached Residential" areas of Oakdale that will have proposed land use designation changes	Amend Schedule "R" to exclude areas in Oakdale that will no longer be Neighbourhood Attached Residential (i.e., several properties along Clarke Road)
1201(10)(a)	RT-2	Higher height limit (11 metres or 3 storeys) for townhousing in transit-oriented areas	Amend Schedule "O" boundary to include new townhousing areas in Oakdale.
1205(5)(a)	RM-3	"For lots located within the Evergreen Line Core and Shoulder station areas on Map 2 [BLNP] of Schedule "O" of the Bylaw, this may be increased by..."	Amend Schedule "O" boundary to include new medium density apartment residential areas in Oakdale.
1507(9)(a)	C-7	A commercial use must be located on the areas identified as Mandatory Commercial Street Frontage on Schedule "D" of the Burquitlam-Lougheed Neighbourhood Plan.	Update Schedule "D" of the Burquitlam-Lougheed Neighbourhood Plan to require Mandatory Commercial Street Frontage along the new Transit Village Commercial uses on Como Lake Avenue in Oakdale.

Bylaw/Section	Zone	ISSUE	PROPOSED AMENDMENT
1206(9), 1207(9)(c), 1208(9)(c), 1507(9)(f)	RM-4, RM-5, RM-6, C-7	Lock-off units permitted within Evergreen Line Core and Shoulder Areas	Amend Schedule "O" boundary to include new areas of higher density in Oakdale.
Schedule "O"	N/A	Map requires updating to reflect transit- oriented areas of higher density in Oakdale.	Amend map to include new areas of higher density in Oakdale. (i.e., Townhousing and above)
Schedule "R"	N/A	Map showing Neighbourhood Attached Residential uses in Oakdale requires updating	Amend map to exclude areas in Oakdale that will no longer be Neighbourhood Attached Residential (i.e., several properties along Clarke Road)



BYLAW NO. 5029, 2020

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. 5029, 2020."

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

- a. Map 2 of Schedule "O" shall be replaced with Map 2 as attached as Schedule "1" of this bylaw.
- b. Schedule "R" shall be replaced with Schedule "2" of this bylaw.

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. Schedules

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

- a. "Schedule "1" to Bylaw No. 5029, 2020"
- b. "Schedule "2" to Bylaw No. 5029, 2020"

Readings

READ A FIRST TIME this 13th day of January, 2020.

CONSIDERED AT PUBLIC HEARING 24th day of February, 2020.

READ A SECOND TIME this 24th day of February, 2020.

READ A THIRD TIME this 24th day of February, 2020.

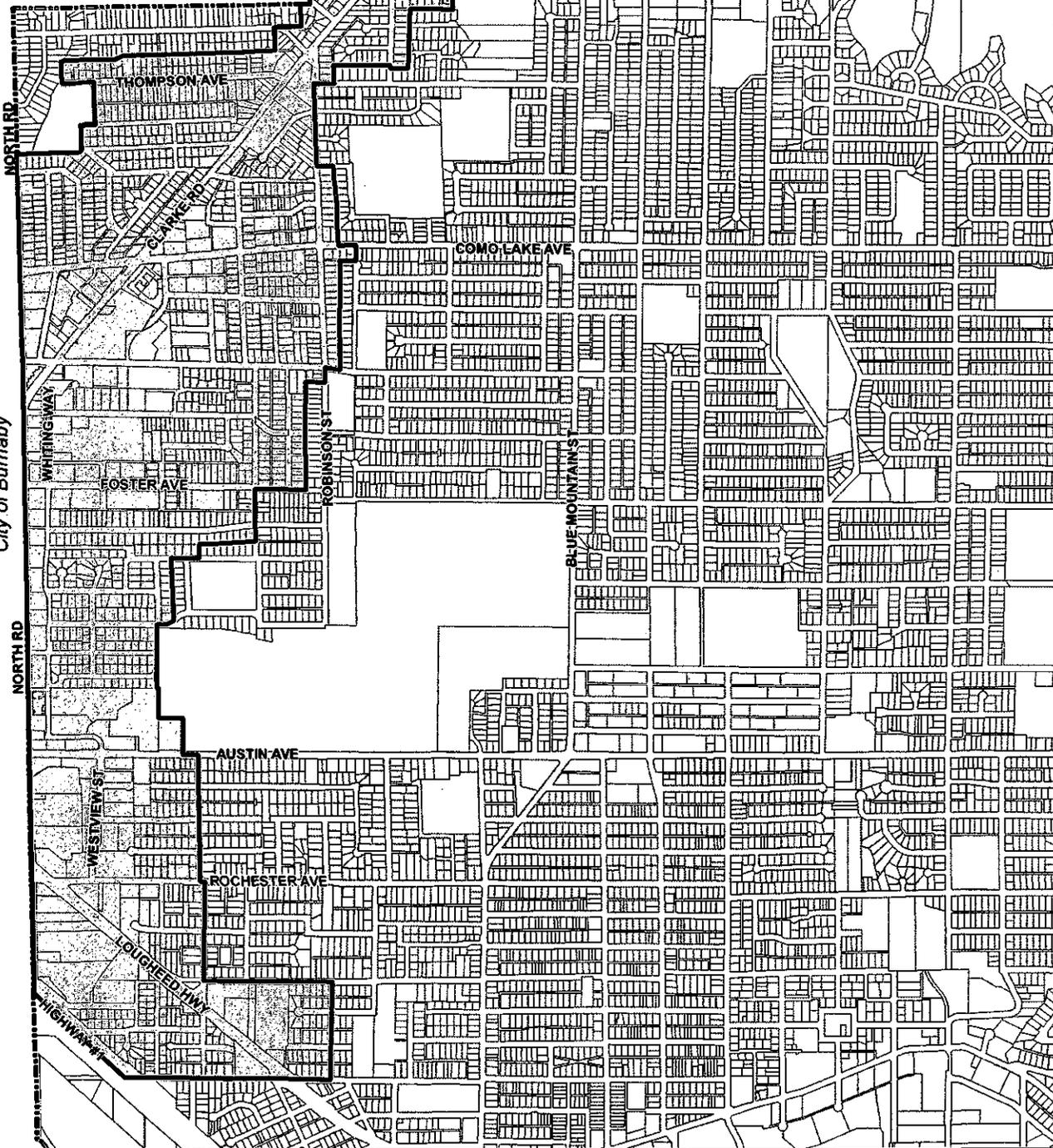
GIVEN FOURTH AND FINAL READING and the Seal of the Corporation affixed this 24th day of February, 2020.

_____ MAYOR

_____ CLERK

SCHEDULE 1 TO BYLAW NO. 5029, 2020

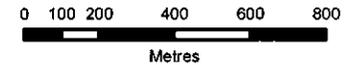
City of Port Moody



City of Burnaby

LEGEND

-  Burquitlam - Lougheed
-  Evergreen Line
-  Core and Shoulder Areas



SCALE: 1: 20,000

Date Created: October 25, 2012
Amended Date: February 24, 2020

Prepared By: Planning & Development
Source: City of Coquitlam

SCHEDULE "O" TO BYLAW 3000, 1996

MAP 2

Neighbourhood Attached Residential (NAR) Street and Lane Classifications

-  NAR Designated
-  City Arterial
-  City Collector
-  Local Street
-  Narrow Street
-  Existing & Future Lanes

Schedule "R" To Bylaw 3000, 1996

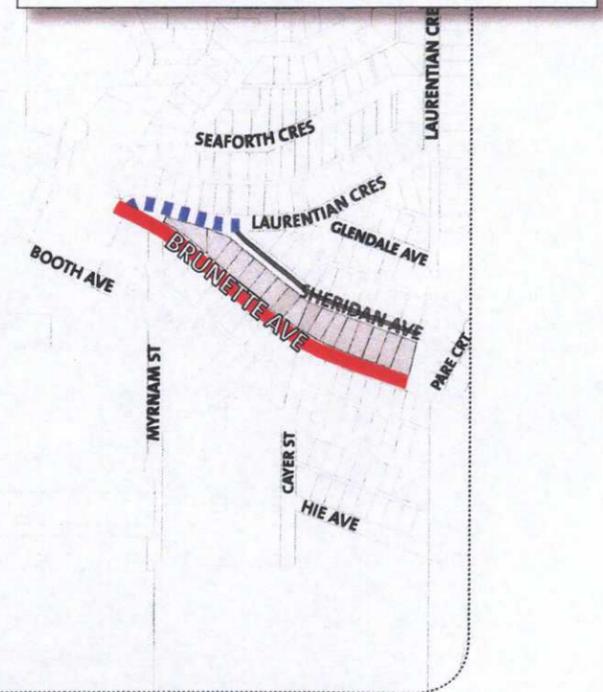
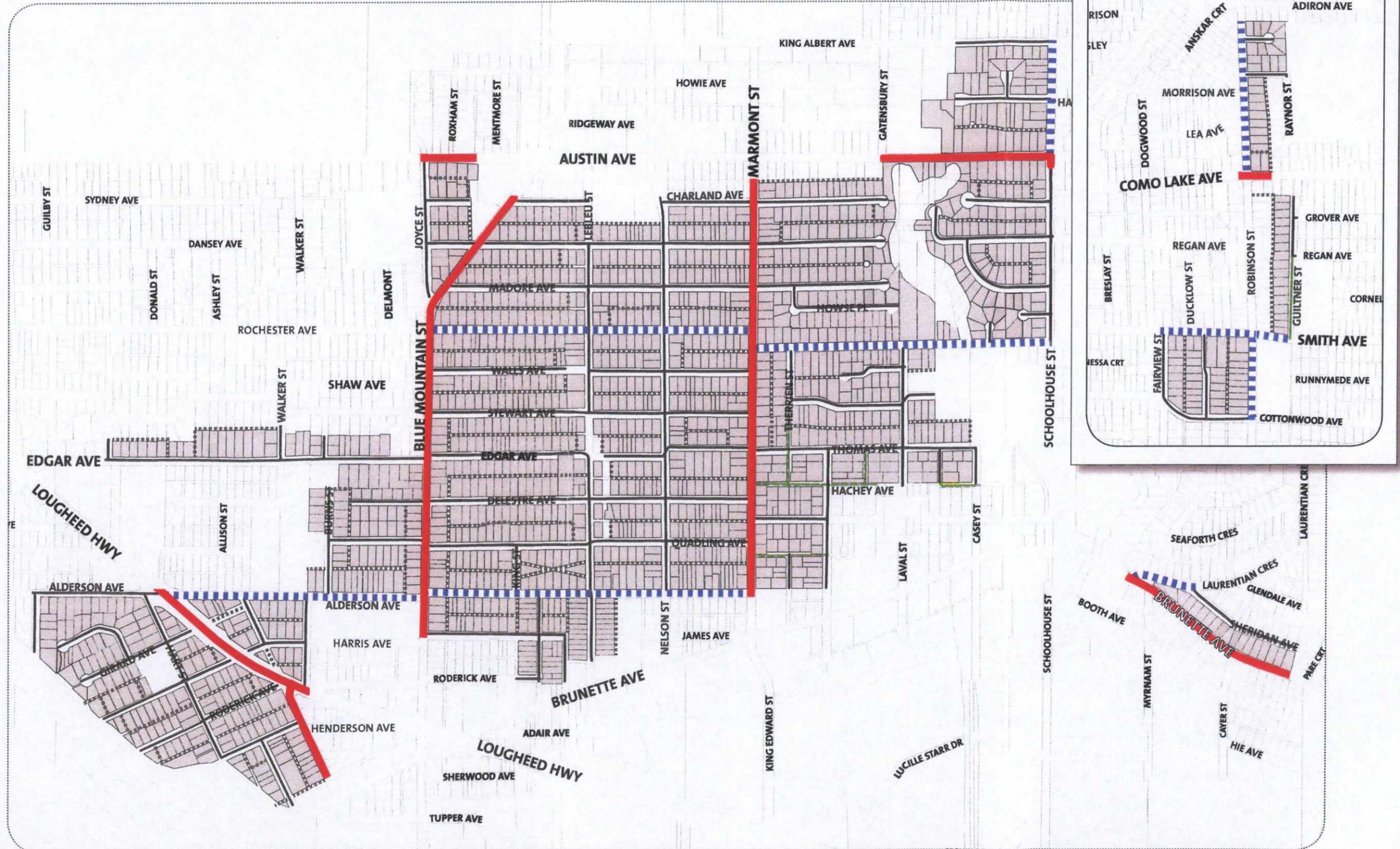


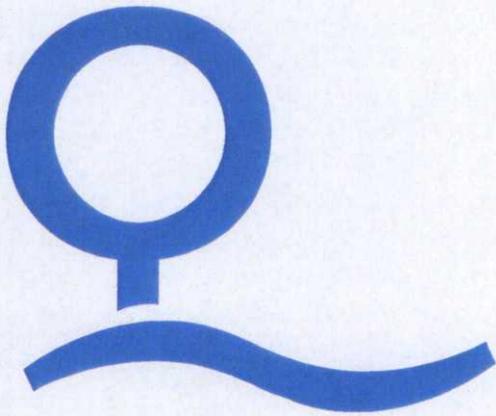
Date created: April 2019
 Amended Date: February 24, 2020
 Prepared by: Planning & Development
 Source: City of Coquitlam



Notes:

1. The final location of new lanes may be adjusted to an adjacent property line to reflect the boundaries of consolidation sites.
2. New lane-to-street connections to address single access dead-end lanes may not be required if a second lane access for that block has already been secured at another location.
3. The contents of Schedule "R" do not fetter the discretion of the Approving Officer to request additional or different road or lane dedications through a subdivision application process.





Burquitlam-Lougheed Servicing Assessment

City of Coquitlam

Updated February 2020

Table of Contents

- 1.0 Introduction
 - 1.1 Context
 - 1.2 Funding and Cost Summary
 - 1.2.1 Estimated DCC Revenue
 - 1.2.2 Estimated Costs
 - 1.3 Infrastructure Development Timing and Coordination

- 2.0 Transportation
 - 2.1 Arterial Streets
 - 2.2 Citywide and Greenways
 - 2.3 Other Supporting Projects
 - 2.3.1 Neighbourhood Greenways
 - 2.3.2 New Street Extensions
 - 2.3.3 Intersection Improvements
 - 2.3.4 Streetscape Guidelines
 - 2.3.5 Access Control

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 - 3.1 Water System Improvements
 - 3.2 Sanitary Sewer System Improvements
 - 3.3 Drainage System Improvements
 - 3.4 Other Contributing Capital Projects

- 4.0 Parks
 - 4.1 Park Acquisition
 - 4.2 Park Improvement
 - 4.3 Coquitlam Family YMCA

- 5.0 Dwelling Unit Projection

Appendix A – Transportation Improvement Projects – City Funded

Appendix B – Transportation Improvement Projects – Developer Funded

Appendix C – Southwest Coquitlam Water, Sewer and Drainage Projects

Appendix D – Park Acquisitions and Improvements

The Burquitlam-Lougheed Servicing Assessment was developed by a multi-disciplinary team of Coquitlam staff, led by Community Planning and including Engineering and Public Works, Parks, Recreation and Culture, Civic Lands & Facilities, and Planning and Development staff.

1.0 INTRODUCTION

1.1 Context

The Burquitlam-Lougheed Servicing Assessment is a high-level summary of estimated costs (both DCC and non-DCC) and proposed funding sources for servicing requirements (infrastructure works including transportation and utility improvements, and parks) that are needed to support the build-out of the Burquitlam-Lougheed Neighbourhood Plan ('BLNP' or the 'Plan').

These servicing requirements are based on the projected increase of 12,000-13,000 dwelling units (approximately 25,000 – 30,000 people) anticipated to be developed within the BLNP area over the next 20-25 years (in addition to the 2016 area population of approximately 21,000 residents and 8,600 dwelling units). Some of these servicing elements also support the wider Southwest Coquitlam community.

As a companion document to the BLNP, this Assessment is based on the key outcomes of detailed servicing, phasing and financial plans that aim to facilitate redevelopment in Burquitlam-Lougheed. While much of the servicing and infrastructure in Southwest Coquitlam is interlinked and improvements in one area help to support adjacent neighbourhoods, this Assessment only includes capital costs for improvements within the BLNP boundary and does not include the operating and maintenance costs associated with these projects.

More specifically, the Development Cost Charge (DCC) eligible capital costs noted in this Assessment are incorporated into the City-wide DCC program through periodic DCC bylaw updates. Non-DCC eligible capital improvements will be funded through a combination of sources, including private sector development, the City's capital budget, utility fees and contributions from other levels of governments. Project specific details are provided in Sections 2.0 – 4.0. The needs identified in this Servicing Assessment are used by the Finance Department to prepare future Five Year Financial Plans and assist in the determination of the City-wide DCC program, for approval by Council in the future to support the BLNP and the City as a whole.

This Servicing Assessment was jointly prepared by Engineering and Public Works, Parks, Recreation and Culture, Planning and Development, and Civic Lands & Facilities staff. This Assessment should be used in conjunction with the City's Five Year Financial Plan, *Official Community Plan, Burquitlam-Lougheed Neighbourhood Plan, Subdivision and Development Servicing Bylaw, Development Cost Charge (DCC) Bylaw, Community Amenity Contribution (CAC) Policy, and the Parks Prioritization Plan* in setting capital funding priorities.

1.2 Funding and Costs Summary

Transportation, utility, and park improvements in the BLNP area will be implemented through a combination of funding sources, including private sector development, the City's capital and Development Cost Charge (DCC) reserves, density bonus funds, utility fees and potential contributions from other levels of governments. The City will determine the optimal funding source in balance with other City funding priorities in order to support future growth.

1.2 Funding and Costs Summary cont'd/

The majority of DCC-eligible infrastructure works required to support full build-out of the Plan are already included in the City's DCC program. Works that are not currently included will be reviewed and are anticipated to be added to the DCC program during the next DCC bylaw review.

1.2.1 Estimated DCC Revenue

The City uses a Citywide DCC program, which applies the same DCC rates to developments across the City to fund the cost of all DCC-eligible capital projects in Coquitlam. Based on the development projections for the BLNP area, it is estimated that up to approximately \$244 million of DCCs (Table 1) will be collected from development within the BLNP area over the next 20-25 years, depending on actual development activity and market cycles.

1.2.2 Estimated Costs

The total estimated cost of DCC projects listed in the BLNP Servicing Assessment is approximately \$236 million (Table 1). Non-DCC eligible costs are approximately \$73 million (Table 2).

Table 1 – Estimated DCC revenues and costs generated from BLNP by 2046¹

	Transportation DCCs	Water DCCs	Sanitary DCCs	Drainage DCCs	Parkland Acquisition DCCs	Parkland Improvement DCCs	Total
Estimated DCC Revenue ²	\$52.3 M	\$11.5 M	\$5.3 M	\$15.8 M	\$124.7 M	\$34.5 M	\$244.1 M
Estimated DCC Costs ³	\$2.09 M	\$16.64 M	\$1.59 M	\$1.05 M	\$193.33 M	\$21.11 M	\$235.81 M

Coquitlam's DCC program is citywide and revenue and spending is not tracked on a neighbourhood level basis. DCC revenue generated from development within Burquitlam-Lougheed will go towards funding DCC-eligible infrastructure improvements across Coquitlam as prioritized by Council. Given the interconnected nature of infrastructure, some of the improvements in Burquitlam-Lougheed will directly or indirectly benefit other areas of Southwest Coquitlam and vice versa.

¹ The DCC Revenue includes an estimate of 82,500 m² (888,000 sq. ft.) of commercial floor space. Estimated dwelling unit projections are set out in Section 5.0.

² All revenue estimates are based on the City's 2019 DCC Bylaw and are in 2018 dollars.

³ All cost estimates are at current market value and are based on conceptual design concepts which are subject to change at the time of functional design, site development, and land acquisition.

1.2.2 Estimated Costs cont'd/

The proposed land uses in Burquitlam-Lougheed have a long-term infrastructure benefit in that less new infrastructure is required to support redevelopment (i.e., greater number of dwelling units in the same service area). Operating and maintenance will increase but the Assessment does not include estimates for these cost estimates.

In addition, there are a number of identified infrastructure upgrades and new facilities in the BLNP area that cannot be funded through DCCs and will require a separate funding source of approximately \$73 million, bringing the total DCC eligible and non-eligible servicing costs for the BLNP to approximately \$309 million (Table 2). Further details on these costs are contained in the following sections. Non DCC-eligible items will be funded through a variety of means, including private sector development, capital funding, capital borrowing, utility fees, Community Amenity Contributions (CACs), density bonus funding, and contributions from other levels of government.

Table 2 – Estimated Cost Breakdown

DCC Eligible Project Categories	Estimated Cost	Currently Funded in DCC Program	Unfunded in DCC Program
Transportation DCC Eligible	\$2.09 M	\$1.65 M	\$0.44 M
Water DCC Eligible	\$16.64 M	\$16.64 M	-
Sanitary DCC Eligible	\$1.59 M	\$1.59 M	-
Drainage DCC Eligible	\$1.05 M	\$1.05 M	-
Park Acquisition DCC Eligible	\$193.33 M	\$184.8 M	\$8.53 M
Park Improvement DCC Eligible	\$21.11 M	\$20.05 M	\$1.06 M
Total Cost DCC Eligible Projects	\$235.81 M	\$225.78 M	\$10.03 M
Non-DCC Eligible Project Categories	Estimated Cost		
Transportation Non-DCC Eligible	\$5.17 M	-	-
Water Non-DCC Eligible	\$2.56 M	-	-
Sanitary Non-DCC Eligible	\$2.18 M	-	-
Drainage Non-DCC Eligible	\$1.45 M	-	-
Park Improvement Non-DCC Eligible	\$4.58 M	-	-
Community Recreation Facility	\$57 M	-	-
Total Cost Non-DCC Eligible Projects	\$72.94 M	-	-
TOTAL ESTIMATED COSTS	\$308.75 M	\$225.78 M	\$10.03 M

1.3 Infrastructure Development Timing and Coordination

This assessment summarizes infrastructure improvements to be completed to support the build-out of the neighbourhood over the next 20-25 years, but it is important to note the timing of specific capital infrastructure improvements is variable. It is recognized that this Assessment will need to be coordinated with citywide capital planning and funding.

1.3 Infrastructure Development Timing and Coordination cont'd/

The estimated timing of capital projects over the short term are identified in the City's Five Year Financial Plan. The exact timing of these projects will be based on Council's capital project priorities (i.e., capital projects in the BLNP area relative to projects elsewhere in the City), DCC revenue collection, the housing market, the actual pace of development within the BLNP area and the utilization of developer-funding revenue tools.

Where appropriate, the City will coordinate infrastructure improvements in the BLNP area with other infrastructure upgrade requirements in adjacent neighbourhoods and throughout Southwest Coquitlam.

2.0 TRANSPORTATION

The Evergreen SkyTrain Extension is a significant, long-term rapid transit investment for Coquitlam that will improve transportation choice for residents and help shape transit-oriented growth over the long term.

The City has recently completed a number of improvements along the North and Clarke Road corridor, and Como Lake Avenue and Clarke Road intersection in parallel to the construction of the SkyTrain Extension. Further improvements to this corridor will occur incrementally as redevelopment occurs in the area.

The BLNP proposes several City funded transportation improvements to support growth in Burquitlam-Lougheed. The locations of these improvements are shown on Appendix A. The remaining transportation improvements are the responsibility of private development or other levels of government.

2.1 Arterial Streets

North Road, Clarke Road, Como Lake Avenue, Austin Avenue, Blue Mountain Street and Lougheed Highway are designated Arterial Streets in the BLNP area. Improvements to arterial streets in the neighbourhood will be funded through the City's DCC program as well as through private development.

The City will continue to work with the Province and TransLink to improve multimodal access along the Evergreen Line corridor, along existing and future transit routes, and within station core and shoulder areas (generally within 400-800 metres of a station or a 5-10 minute walking distance). Through these improvements, the City also seeks to minimize vehicle congestion along arterial routes and minimize vehicle conflicts. Improvements to the North and Clarke Road corridors as well as the Como Lake Avenue and Clarke Road intersection have recently been implemented as part of the Evergreen Line construction.

- **The North Road Corridor Enhancements** – the City of Coquitlam and City of Burnaby contributed to the following works along the corridor: median enhancements (e.g., rain water infiltration, enhanced landscaping with irrigation, trellis in select locations); planted curb bulges at Cochrane Avenue, Cameron Street and Foster Avenue to provide opportunity for tree planting, introduce parking/bus stop lanes, shorten pedestrian crossing distance of North Road and improve intersection safety efficiency; and gateway features proposed near Gatineau Place and at the intersection of North Road and Clarke Road; nodal plaza/enhanced gateway areas, as well as boulevard and sidewalk enhancements delivered through redevelopment.
- **Clarke Road Corridor Enhancements** – intersection improvements at Como Lake Avenue and Smith Avenue, as well as a new signalized intersection for improved mall access; station plaza area and frontage improvements consisting of wider sidewalks, plantings, furnishings, and improved lighting; guideway accent lighting; future multi-use pathway along the west side of Clarke Road from Como Lake Avenue to Kemsley Avenue complete with pedestrian scale lighting and tree planting to improve connectivity of local neighbourhoods and enhance aesthetics.

2.1 Arterial Streets cont'd/

There are constraints along the corridor that preclude widening of sidewalks and boulevards along the entire North Road and Clarke Road frontages. Additional walking and cycling accommodation, tree planting, underground hydro, or other street furnishings will be considered in conjunction with the BLNP update and as redevelopment opportunities arise.

Through redevelopment, the City will be requesting road dedication by development applicants. Developers will be responsible for any required improvements for the frontages along North and Clarke Road. This dedication will be used to provide wider sidewalks/boulevards and street furniture areas.

In addition, as part of redevelopment the City will also request road dedication along the east side of North Road for a third northbound lane between Austin Avenue and Highway 1.

2.2 Citywide Greenways

Building on the Strategic Transportation Plan, the Burquitlam-Lougheed Neighbourhood Plan identifies five Citywide Greenways as shown on Appendix A:

1. Clarke Citywide Greenway (Burquitlam Station to Glenayre Drive)
2. Como Lake Citywide Greenway (Clarke Road to Burnaby border)
3. Regan Citywide Greenway (Burquitlam Station to Coquitlam Central Station)
4. Fairview – Dogwood Citywide Greenway (Austin Avenue to Morrison Avenue)
5. Off-Austin Citywide Greenway (North Road to King Albert Avenue)

The *Strategic Transportation Plan* has identified most of these Greenways as key corridors for multi-modal connectivity and this Assessment provides greater clarification with respect to the alignments and costs. These greenway routes will feature frontage improvements such as wider sidewalks and planted boulevards, mid-block pedestrian crossings (where appropriate), and corner parkettes. Specific features will be explored in conjunction with private development. The design requirements for frontage improvements are described in the *Burquitlam-Lougheed Streetscape Guidelines*.

Citywide Greenways are implemented and funded from a combination of funding sources, including City DCC reserves and sources from other levels of government, as available. Developers are responsible for standard frontage improvements as per the *Subdivision and Development Servicing Bylaw* for development sites along corridors designated as Citywide Greenways and the City will fund incremental upgrades to the standard frontage improvements. Phasing of the Citywide Greenways will depend on the pace of development, adjacent frontage improvements and the capital budgeting process.

As mentioned previously, the Clarke Road corridor enhancements include a multi-use path on the west side of Clarke Road (between Como Lake Avenue and Kemsley Avenue), which was implemented in 2018 as part of the Clarke Citywide Greenway implemented in 2018. Portions of the Fairview-Dogwood Greenway, from Austin Avenue to north of Como Lake Avenue, were built in 2017-2018.

2.2 Citywide Greenways cont'd/

The Regan Citywide Greenway is anticipated to be built within the next five years, while the Off-Austin Citywide Greenway is projected to be built beyond the current Five Year Financial Plan. The estimated costs for upcoming Citywide Greenways are summarized in Table 4.

Table 4 – BLNP Area Citywide Greenway Projects

	Project Description	DCC Eligible Estimated Cost (44%)		Non-DCC Eligible Estimated Cost (56%)	Other Funding Sources	Total Estimated Cost ⁴
		Funded	Unfunded			
1	Clarke Greenway (Kemsley Ave – Glenayre Dr)		\$242,000	\$308,000	\$550,000	\$1,100,000
2	Como Lake Greenway		\$200,000	\$255,000	\$455,000	\$910,000
3	Regan Greenway (Burquitlam Stn. - Blue Mountain St)	\$72,000		\$93,000	\$620,000	\$785,000
4	Fairview-Dogwood Greenway (Austin Ave - Morrison Ave)	\$174,000		\$226,000	\$760,000	\$1,160,000
5	Off-Austin Greenway (North Rd - Blue Mountain St) ⁵	\$1,400,000		\$1,900,000		\$3,300,000
	TOTAL ESTIMATED COST	\$1.65 M	\$0.44 M	\$2.78 M	\$2.39 M	\$7.26 M

⁴ These cost estimates are based on preliminary design and are subject to change. Any utility network upgrades or repairs, property requirements for road widening, ornamental furniture, street trees and structural soils are not included in the costs estimates. For development projects fronting Citywide Greenways, the developer will be responsible for standard frontage improvements and the City will cover the incremental cost to upgrade standard frontage improvements to Citywide Greenway standards.

⁵ The off-Austin Greenway connects North Road and Mariner Way – the cost provided in Table 4 is for the portion in the BLNP area between North Road and Blue Mountain Street.

2.3 Other Supporting Projects

There are other transportation improvements, not funded by the City, that are planned to be completed in order to support full build-out of the Plan and will be the responsibility of private development. The location of these improvements is shown on Appendix B.

2.3.1 Neighbourhood Greenways

Neighbourhood Greenways will be implemented and primarily funded through private development. However, the City recognizes there may be extenuating circumstances that place a disproportionate burden on property owners to achieve a complete Neighbourhood Greenway. Examples include cases where additional right-of-way or retaining walls are required. The City has allocated funds to target such cases where public investment to complete these Neighbourhood Greenways is justified. Implementation of Neighbourhood Greenways will be coordinated through development servicing requirements for each application. A summary of all Neighbourhood Greenway projects is presented in Table 5 and shown on Appendix B.

These Greenway routes will feature frontage improvements such as wider sidewalks and planted boulevards, mid-block pedestrian crossings, and corner parkettes where appropriate, as required by the *Subdivision and Development Servicing Bylaw*. Specific features will be explored in conjunction with private development. The design requirements for frontage improvements are described in the *Burquitlam-Lougheed Streetscape Guidelines*.

Table 5 – BLNP Area Neighbourhood Greenways (funded by development)

Project Number	Project Description
A1	Jefferson-Kemsley Greenway (Clarke Road to North Road)
A2	Elmwood Greenway (Como Lake Avenue to Nicola Avenue)
A3	Bole Greenway (Thompson Avenue to Nicola Avenue)
A4	Westley Greenway (Westley Avenue to Kemsley Avenue)
A5	Harrison Greenway (Harrison Avenue to Clarke Road)
B	Morrison-Miller Greenway (Dogwood Street to Miller Park)
C	Farrow-Clarke Greenway (Farrow Street to Clarke Road)
D	Langside Greenway (Burquitlam Park to Breslay Street)
E	Whiting Way Greenway (Smith Avenue to Foster Avenue)
F	Emerson Greenway (Burquitlam Park to Foster Avenue)
G	Cottonwood Park Greenway (Cottonwood Avenue to Foster Avenue)
H	Appian Greenway (Denton Street to North Road)
I	Dansey Greenway (Guilby Street to North Road)
J	Lougheed Neighbourhood Centre Greenway (Delestre Avenue to North Road)
K	Delestre Greenway (North Road to Arrow Lane)
L	Guilby Greenway (Austin Avenue to Lougheed Highway)
M	Lower Lougheed Greenway (Lougheed Highway to Guilby Street to Gauthier Avenue)

2.3.2 New Street Extensions

There are a number of street and laneway extensions proposed for the BLNP area to provide improved access to the newly redeveloped areas and to enhance the road network for all users. Construction of these street and laneway extensions will be funded through private development and will occur when the property (or adjacent property) redevelops. The timing of these improvements will depend on the pace of redevelopment.

Refer to Appendix B for the location of planned new streets and lanes based on current land use development. This list may not be exhaustive, and is subject to change in accordance with the development review process.

2.3.3 Intersection Improvements

The below traffic signals will be installed when they are warranted and may be pedestrian signals, bike signals, or full traffic signals and will depend on technical reviews, crossing gap opportunities and safety factors. Construction is proposed at nine intersections within the BLNP area (refer to Appendix A and B):

1. Intersection of Como Lake Avenue and Dogwood Street – new traffic signal installed at existing intersection (City funded project ⁶– Appendix A);
2. Intersection of Como Lake Avenue and Claremont Street – new pedestrian crossing (City funded project ⁷– Appendix A);
3. Intersection of Smith Avenue and New N-S Road – new signalized intersection (developer funded project – Appendix B);
4. Intersection of Cottonwood Avenue and New N-S Road – new signalized intersection (developer funded project – Appendix B);
5. Intersection of Foster Avenue and Whiting Way – new traffic signal installed at existing intersection (developer funded project – Appendix B);
6. Intersection of Ebert Street extension and North Road – new pedestrian crossing (developer funded project – Appendix B);
7. Intersection of New E-W Connector and Lougheed Highway – new traffic signal and intersection reconfiguration (developer funded project – Appendix B);
8. Intersection of New E-W Connector and North Road – new traffic signal, relocated from Delestre Avenue (developer funded project – Appendix B);
9. Intersection of Jefferson Avenue and North Road – new traffic signal installed at existing intersection (developer funded project – Appendix B);

⁶The new traffic signal at Como Lake Avenue and Dogwood Street will be funded as part of the Fairview-Dogwood Citywide Greenway.

⁷The new pedestrian signal at Como Lake Avenue and Claremont Street will be funded as part of the Como Lake Citywide Greenway

2.3.4 Streetscape Guidelines

Streetscape and other public realm improvements will be implemented and completed through new development in Burquitlam-Lougheed and coordinated with other City projects in the neighbourhood.

These improvements will be guided by the *Burquitlam-Lougheed Streetscape Guidelines*, which identifies street lighting, street furniture, pavement finishes, street trees and other public realm finishes for the neighbourhood. Refer to the *Burquitlam-Lougheed Streetscape Guidelines* for details regarding the specific guidelines for each area.

2.3.5 Access Control

Several properties along North Road, Clarke Road, Como Lake Avenue, Austin Avenue, Blue Mountain Street, and Lougheed Highway have direct vehicular access to these arterial streets, which is not consistent with the *Subdivision and Development Servicing Bylaw*. Accordingly, alternative access needs to be facilitated or provided when these properties are redeveloped.

Some properties may need to be consolidated (except where the neighbourhood plan calls for the preservation of the existing subdivision pattern), or a new rear lane may need to be developed to provide alternate access. Where consolidation or a new rear lane is not feasible, joint-access or shared-access agreements should be secured to provide appropriate access. The best access solutions will be determined at the time of redevelopment.

Refer to Appendix B for new local streets and lanes intended to improve pedestrian permeability throughout the BLNP area.

3.0 UTILITIES

Planned growth in Burquitlam-Lougheed will require upgrades to the City's water, sewer and drainage systems. Future servicing must satisfy the demand created by new development while considering potential environmental impacts and the storm water management requirements of the *Austin/Rochester Creek Integrated Watershed Management Plan (IWMP)*, the *Stoney Creek IWMP* and the *Chines IWMP*.

A hydraulic analysis of the water, sewer and drainage system was completed using population projections to determine required system upgrades. Specific improvements are presented in the following sections. Appendix C shows the locations of Burquitlam-Lougheed specific improvements relative to planned improvements in the rest of Southwest Coquitlam.

Funding for completion of utility improvements will come from a variety of sources including:

- Frontage improvements constructed as part of the site servicing requirements of individual developments;
- DCC funded capital works to support growth; and
- The City's Water Utility, and Sewer & Drainage Utility for capital replacement of infrastructure.

Other government agencies and organizations like the Pacific Salmon Foundation may also contribute grants to improve the storm water system and aquatic habitat.

As some of these infrastructure improvements provide benefits within adjacent neighbourhoods and upstream or downstream areas, not all improvements will be 100% funded from development within a particular neighbourhood. Non-DCC eligible costs will be recovered from the Sewer and Drainage Utility and will be determined through the annual capital budget process and reflected in future Five Year Financial Plans.

3.1 Water System Improvements

The water system in Southwest Coquitlam is supplied by the GVWD Burnaby Mountain tank and Cape Horn reservoir, and distributed through a robust grid of City feeder mains and pump stations. To support anticipated growth in Southwest Coquitlam, a water servicing strategy was developed with planned improvements as shown in Appendix C.

An analysis of the City water system identified additional improvements needed to accommodate future planned development. Appendix C shows the upgrades required in Southwest Coquitlam, while Table 7 lists the upgrades required to support growth within the Burquitlam-Lougheed area (all upgrades identified in the table are currently funded in the DCC program).

Phasing of the water system improvements will depend on the pace of development and will be determined through the annual capital project priority-setting and budgeting process.

3.1 Water System Improvements cont'd/*Table 7 – Water System Improvements in Burquitlam-Lougheed*

	Project Description	DCC Eligible		Non-DCC Eligible Estimated Cost	Total Estimated Cost
		Estimated Cost	DCC Benefit Factor		
A	Foster Pump Station Expansion	\$7.50M	100%	-	\$7.50M
B	Foster Reservoir Expansion	\$7.19M	100%	-	\$7.19M
C	Foster Ave Watermain Upgrade	\$0.11M	100%	-	\$0.11M
D	North Road Watermain Upgrade	\$0.92M	42%	\$1.28M	\$2.20M
E	Foster-Ebert Trunk Watermain	\$0.92M	42%	\$1.28M	\$2.20M
	TOTAL ESTIMATED COST	\$16.64M	-	\$2.56M	\$19.2M

Watermains fronting individual development sites, mainly in commercial and high density areas, may also need to be upsized to ensure fire flows can be delivered to the site. Costs for these improvements will be the responsibility of developers as part of their site servicing requirements.

3.2 Sanitary Sewer System Improvements

Sewage from the Burquitlam-Lougheed area is conveyed to GVS&DD's North Road and Stoney Creek Trunk Sewers.

An analysis of the City sewerage collection system identified additional improvements needed to accommodate future planned development. Appendix C shows the upgrades required in Southwest Coquitlam, while Table 8 lists the upgrades identified for the Burquitlam-Lougheed Neighbourhood Plan area (all upgrades identified in the table are currently funded in the DCC program).

Phasing of the improvements will depend on the pace of development and will be determined through the annual capital project priority-setting and budgeting process.

Table 8 – Sanitary Sewer System Improvements in Burquitlam-Lougheed

	Project Description	DCC Eligible		Non-DCC Eligible Estimated Cost	Total Estimated Cost
		Estimated Cost	DCC Benefit Factor		
F	Burquitlam East Sewer Upgrades	\$0.99M	42%	\$1.36M	\$2.35M
G	Stoney Creek Trunk Sewer	\$0.60M	42%	\$0.82M	\$1.42M
	TOTAL ESTIMATED COST	\$1.59M	-	\$2.18M	\$3.77M

3.3 Drainage System Improvements

The Burquitlam-Lougheed Neighbourhood is located within the Austin Creek, Rochester Creek, Stoney Creek and Chines watersheds. These creeks are the main drainage channels to safely convey rainwater runoff to the Brunette and Fraser Rivers and to the Burrard Inlet. Integrated Watershed Management Plans have been completed for all watersheds in the Plan area; however, the Stoney Creek IWMP from 1999 is currently being updated and is anticipated to be completed by late 2020/early 2021. In the interim, City's Rainwater Management Requirements should be applied to developments in that watershed with the same capture criteria used in the neighbouring Austin/Rochester watersheds.

Historically, prevailing servicing requirements at the time of development were not stringent enough and may have resulted in degrading of stream water quality, reducing summer base flows and increasing intensity of runoff, which can result in eroding stream channels and impacting environmental health. The IWMPs set out policies and guidelines to manage rainwater in a way that protects aquatic habitat and provides flood protection. Specific strategies identified by these plans to mitigate these impacts and prevent further degradation, include:

- Protect Austin and Rochester Creeks and the lower reaches of the system (Lost Creek, Holmes Creek and Brunette River);
- Protect Stoney Creek, Schoolhouse Creek and Burrard Inlet;
- Preserve or improve water quality, food and nutrients;
- Divert high flows to protect stream channels;
- Infiltrate rainwater runoff into the ground to mimic the natural watershed hydrology and preserve stream base flows (using City's Rainwater Management guidelines); and
- Protect and enhance natural habitat along streams.

In addition to the above listed measures, developers will be required to implement the City's Rainwater Management Guidelines on a site by site basis. Drainage pipes fronting individual developments may also need to be upsized as part of the site servicing requirements.

An analysis of the drainage system shows that sections of the storm sewers may need to be upsized to accommodate both the projected flows and diversion of high flows from local watercourses. Diverting high flows away from the creeks will prevent channel erosion and improve aquatic habitat.

Appendix C shows the proposed pipe upsizing requirements required in Southwest Coquitlam, while Table 9 lists the pipe upsizing identified for the Burquitlam-Lougheed Neighbourhood Plan area (this upgrade is currently funded in the DCC program).

Phasing of drainage system improvements will depend on the pace of development and will be determined through the capital budgeting process.

3.3 Drainage System Improvements cont'd/

Table 9 – Storm Sewer System Improvements in Burquitlam-Lougheed

	Project Description	DCC Eligible		Non-DCC Eligible Cost	Total Estimated Cost
		Estimated Cost	DCC Benefit Factor		
H	Austin Creek Diversion East	\$1.05M	42%	\$1.45M	\$2.50M
	TOTAL ESTIMATED COST	\$1.05M	-	\$1.45M	\$2.50M

3.4 Other Contributing Capital Projects

Metro Vancouver plans to upgrade the Greater Vancouver Sewerage and Drainage District (GVS&DD) North Road Trunk Sanitary sewer. As of December 2019, Phase 1 (from the Coquitlam/New West border to north of Lougheed Highway.) is underway whereas Phase 2 (north of Lougheed Highway to Clarke Road) is beyond Metro Vancouver’s current five year capital plan.

4.0 PARKS

The Burquitlam-Lougheed neighbourhood currently contains 12.5 hectares (30.93 acres) of park space (as of 2019). To support projected population growth, the BLNP proposes the acquisition of 9.28 hectares (22.93 acres) of additional park land. The neighbourhood is further served by the proposed Citywide and Neighbourhood Greenway network. This approach reflects the existing level of park provision within Burquitlam-Lougheed and adjacent neighbourhoods and is informed by the Parks, Recreation and Culture (PRC) Master Plan.

The City recently completed a \$1.2 million update and renovation of Hartley Field at Mountain View Park, with improvements funded through a variety of sources including DCCs, general revenue, grants and the infrastructure reserve fund. Brookmere Park was also recently upgraded with \$900,000 in funding through development and previously approved DCC's. The revitalized Hartley Field at Mountain View Park and updated Brookmere Park both serve the existing community and provides new amenities for a growing neighbourhood.

4.1 Park Acquisition

As needed, to support future growth and development in Burquitlam-Lougheed, the City seeks to acquire a minimum of 9.28 hectares (22.93 acres) of new park land over the next 20-25 years. Appendix D and Table 10 presents the new park space intended to be acquired over the life of the Plan, which will be funded by Park Acquisition DCC's. Portions of the park acquisition costs are currently funded in the DCC program.

Table 10 – Park Acquisition Project in the BLNP Area

	Project Description	Estimated Cost DCC Eligible ⁸		Estimated Cost Non-DCC Eligible	Total Estimated Cost
		Funded	Unfunded		
A	Miller Park (1.6 ha/4 ac)	\$1.74 M	-	-	\$1.74 M
B	Oakdale Park (0.4 ha/1 ac)	\$8.62 M	\$5.68 M	-	\$14.3 M
C	Cottonwood Park (2.1 ha/5.2 ac) ⁹	\$56.6 M	-	-	\$56.6 M
D	Community Garden (0.2 ha/0.5 ac)	\$5.45 M	-	-	\$5.45 M
E	Guilby Park (1.25 ha/3.1 ac)	\$34.0 M	-	-	\$34.0 M
F	Lower Lougheed Park (0.4 ha/1 acre)	\$8.71 M	-	-	\$8.71 M
G	Gauthier - Hart Park (0.81 ha/2.0 ac)	\$17.4 M	-	-	\$17.4 M
H	Nicola – Bowron Park (0.49 ha/1.23 ac) ¹⁰	\$13.0 M	-	-	\$13.0 M
I	Kemsley - Clarke Park (0.69 ha/1.7 ac)	\$26.14 M	\$2.85 M	-	\$28.99 M
J	Future Burquitlam Parkland (0.31 ha/0.77 ac) ¹¹	\$13.14 M	-	-	\$13.14 M
	TOTAL ESTIMATED COSTS	\$ 184.8 M	\$8.53 M	-	\$193.33 M

⁸ Estimated land costs are based on the City's 2019 DCC Bylaw and projections by the Real Estate Division in 2019 to support the Oakdale Land Use Designation Update. Current property values may vary from these estimates.

⁹ Estimated DCC costs for Cottonwood Park accounts for the portion of land the City has identified for acquisition with DCC Funds and does not include 1.03 hectares (2.55 acres) proposed to be transferred to the City as part of the YMCA project.

¹⁰ Estimated DCC costs for Nicola Park is partially funded with (0.49 ha/1.23 ac) of DCC funds from Future Burquitlam Parkland.

¹¹ Future Burquitlam Parkland is reduced from (0.8 ha/2 ac) to (0.31 ha/0.77 ac) to fund Nicola Park.

4.2 Park Improvements

As noted in the BLNP, improvements will need to be made to both existing and to future acquired park space. Table 11 identifies the estimated cost of improvements to both existing and new parkland and Appendix D shows the location of planned park improvements. Park improvement costs are currently funded in the DCC program.

Table 11 – Park Improvement Projects in the BLNP Area

	Project Description	Estimated Cost DCC Eligible ¹²		Estimated Cost Non-DCC Eligible	Total Estimated Cost
		Funded	Unfunded		
A	Miller Park	\$50,000	-	-	\$50,000
B	Oakdale Park	\$883,000	-	\$156,000	\$1.04 M
C	Cottonwood Park (new development)	\$9.89 M	-	\$1.75 M	\$11.64 M
C	Cottonwood Park phase (redevelopment)	\$482,000	-	\$868,000	\$1.35 M
D	Community Garden	\$413,000	-	-	\$413,000
E	Guilby Park	\$3.29 M	-	\$871,000	\$4.16 M
F	Lower Lougheed Park	\$826,000	-	-	\$826,000
G	Gauthier - Hart Park	\$1.77 M	-	\$312,000	\$2.08 M
H	Nicola - Bowron Park ¹³	-	\$1.06 M	\$187,000	\$1.25 M
I	Kemsley - Clarke Park	\$1.77 M	-	\$312,000	\$2.08 M
J	Future Burquitlam Parkland ¹⁴	\$680,000	-	\$120,000	\$800,000
	TOTAL ESTIMATED COST	\$20.05 M	\$1.06 M	\$4.58 M	\$25.69 M

There are a number of park improvement amenities that are not eligible to be funded through DCCs (tennis courts, water play parks, sport courts, lighting, etc.). Additional funding source(s) will need to be identified for these non-eligible park amenities and may include, but are not limited to: capital funding, grants from other levels of government, CAC's, density bonus funding, developer contributions, and public-private partnerships¹⁵. Staff will work with Council to identify appropriate funding options as development of the neighbourhood proceeds. The phasing of the improvements will depend on the pace of development and the capital project priority setting and budgeting process.

There are several other ongoing and planned improvements to existing parks which will help to support the vision of the BLNP. For example, at Cottonwood Park, the first phase of expansion and improvements was completed in summer 2019. The costs of improvements including new play area, sport court, spray park, seating and open lawn are funded with approved DCC funding and density bonus funds. The second phase will be under procurement and construction in early 2020, and will include a baseball diamond, super 8 soccer field, sport counts and tables, and seating.

¹²Estimated costs are based on the City's 2019 DCC Bylaw.

¹³Estimated DCC costs for Nicola Park is funded partially from Future Burquitlam Parkland.

¹⁴Future Burquitlam Parkland is reduced to fund Nicola Park.

¹⁵ Refer to the *Parks, Recreation and Culture Master Plan Implementation Strategy* for further information.

4.3 Coquitlam Family YMCA

The Coquitlam Family YMCA facility and mixed-use residential development is planned in partnership with the City, YMCA of Metro Vancouver, and Concert Properties. The City's estimated budget for this project is \$57M (as approved by Council in December 2019).

The mixed-use community facility will be developed on a portion of the existing Burquitlam Park site. Subsequently the remaining portion of Burquitlam Park will be redeveloped in conjunction with the development of the community facility to provide enhanced and complementary park amenities to a revitalized Burquitlam Neighbourhood Centre. The balance of the Burquitlam Park that is to be occupied by the YMCA will be provided at the expanded Cottonwood Park site.

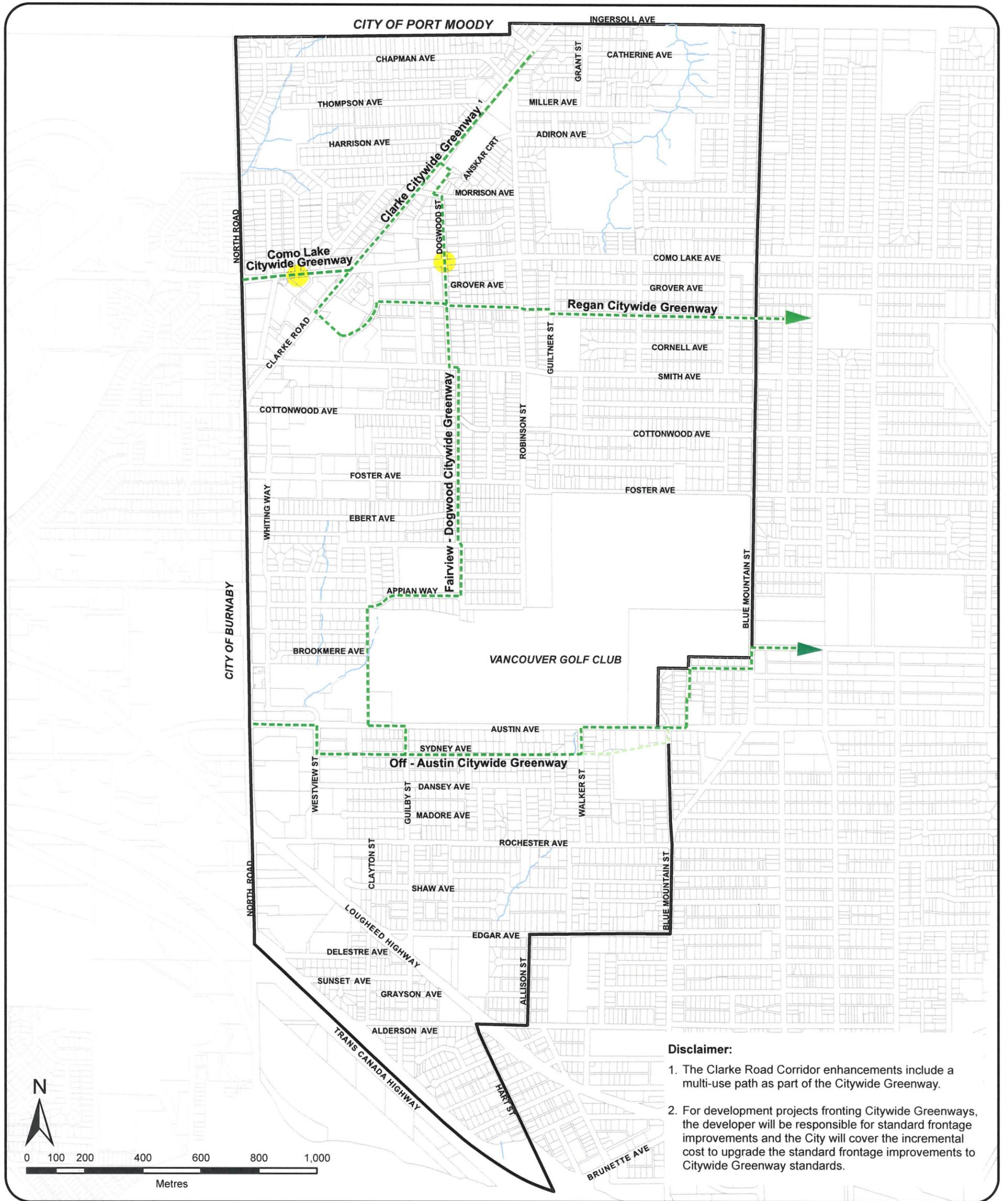
5.0 Dwelling Unit Projection

Table 12 – Projected Increase in new Dwelling Units in the BLNP Area to 2046

	High-rise Apartment	Low-rise Apartment	Townhouse	Housing Choices	TOTAL
Units	5,420	4,080	2,440	600	12,540

Assumptions:

- Unit projections are gross figures and do not include existing units lost to redevelopment.
- Average unit size:
 - Apartment 87 m² (935 sq. ft.)
 - Townhouse 150 m² (1,615 sq. ft.)
 - Housing Choices 190 m² (2,045 sq. ft.)
- The DCC projections in Table 1 include an estimate of 82,500 m² (888,000 sq. ft.) of commercial floorspace.



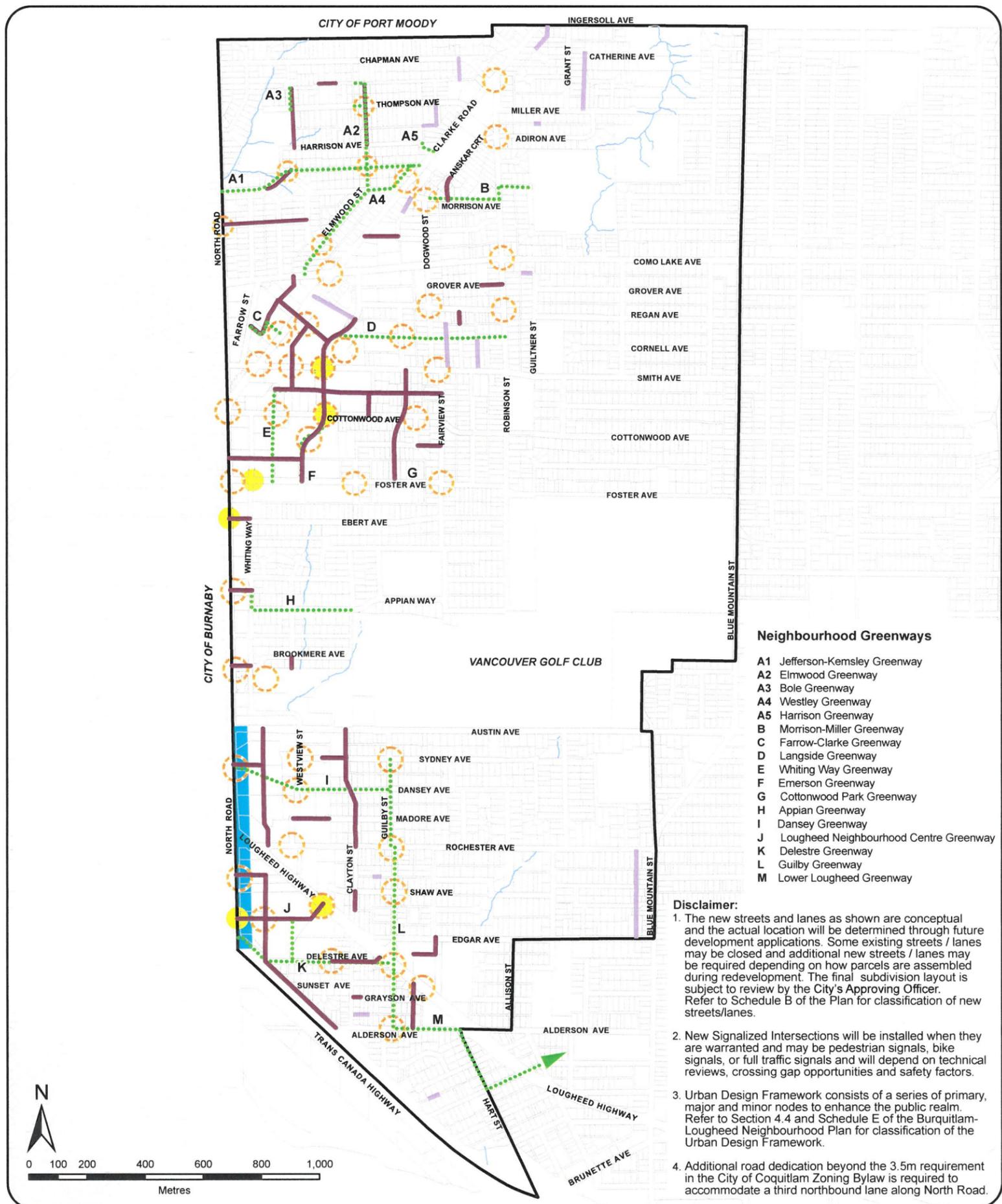
APPENDIX A - BURQUITLAM - LOUGHEED SERVICING ASSESSMENT TRANSPORTATION IMPROVEMENT PROJECTS – CITY FUNDED

- Watercourse
- - - Proposed Citywide Greenway ²
- - - Proposed Citywide Greenway Alternate
- New Signalized Intersection
- Burquitlam - Lougheed Neighbourhood Plan Boundary

Map date: February 24, 2020

Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS layer

Coquitlam



APPENDIX B - BURQUITLAM - LOUGHEED SERVICING ASSESSMENT TRANSPORTATION IMPROVEMENT PROJECTS - DEVELOPER FUNDED

- Neighbourhood Greenway
- Urban Design Framework - Nodes ³
- New Street ¹
- Additional Road Dedication ⁴
- New Lane ¹
- Watercourse
- New Signalized Intersection ²
- Burquitlam - Lougheed Neighbourhood Plan Boundary

Map date: February 24, 2020

Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS layer

Coquitlam

APPENDIX C BURQUITLAM - LOUGHEED SERVICING ASSESSMENT

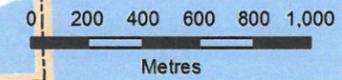
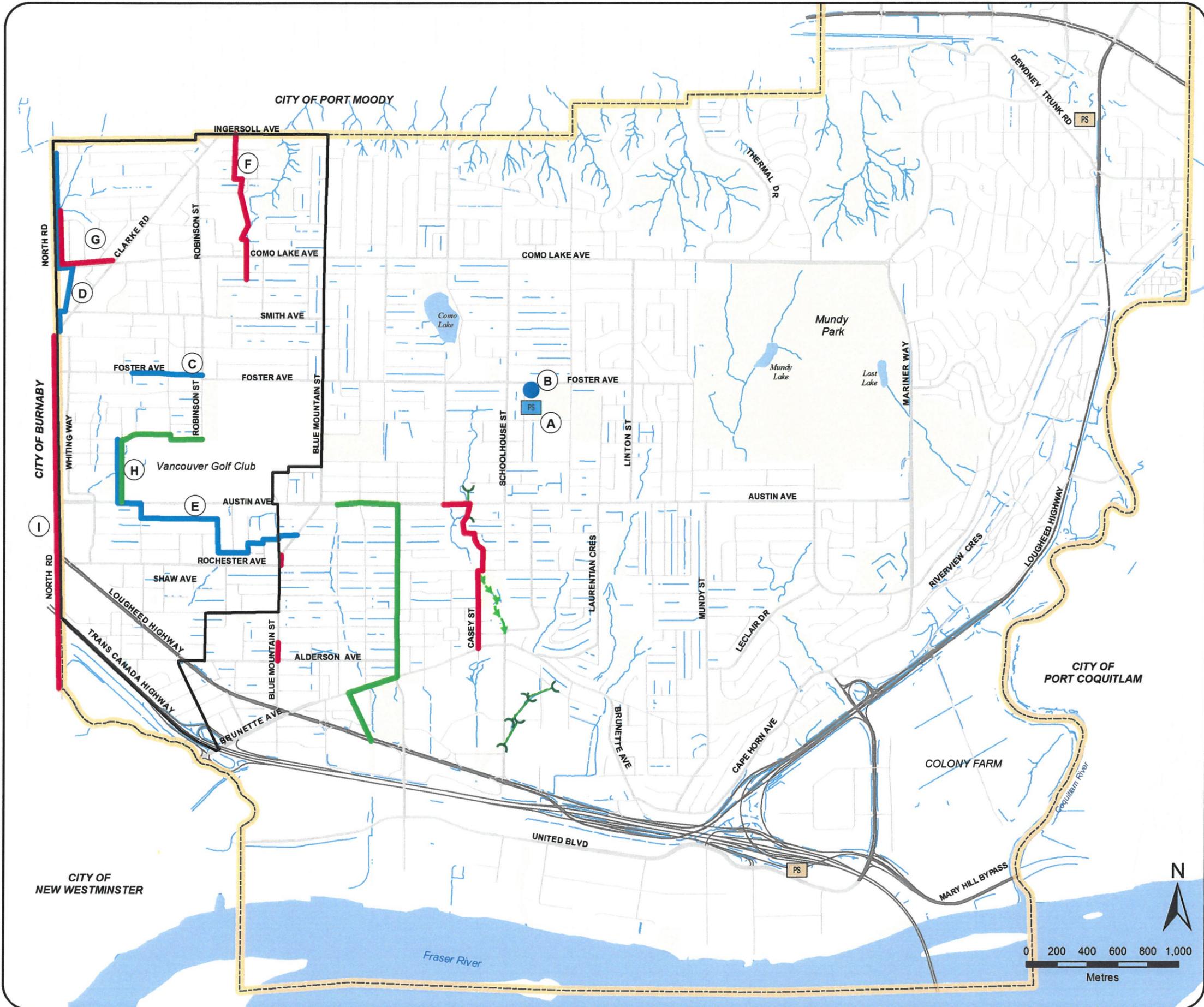
SOUTHWEST COQUITLAM WATER, SEWER & DRAINAGE PROJECTS

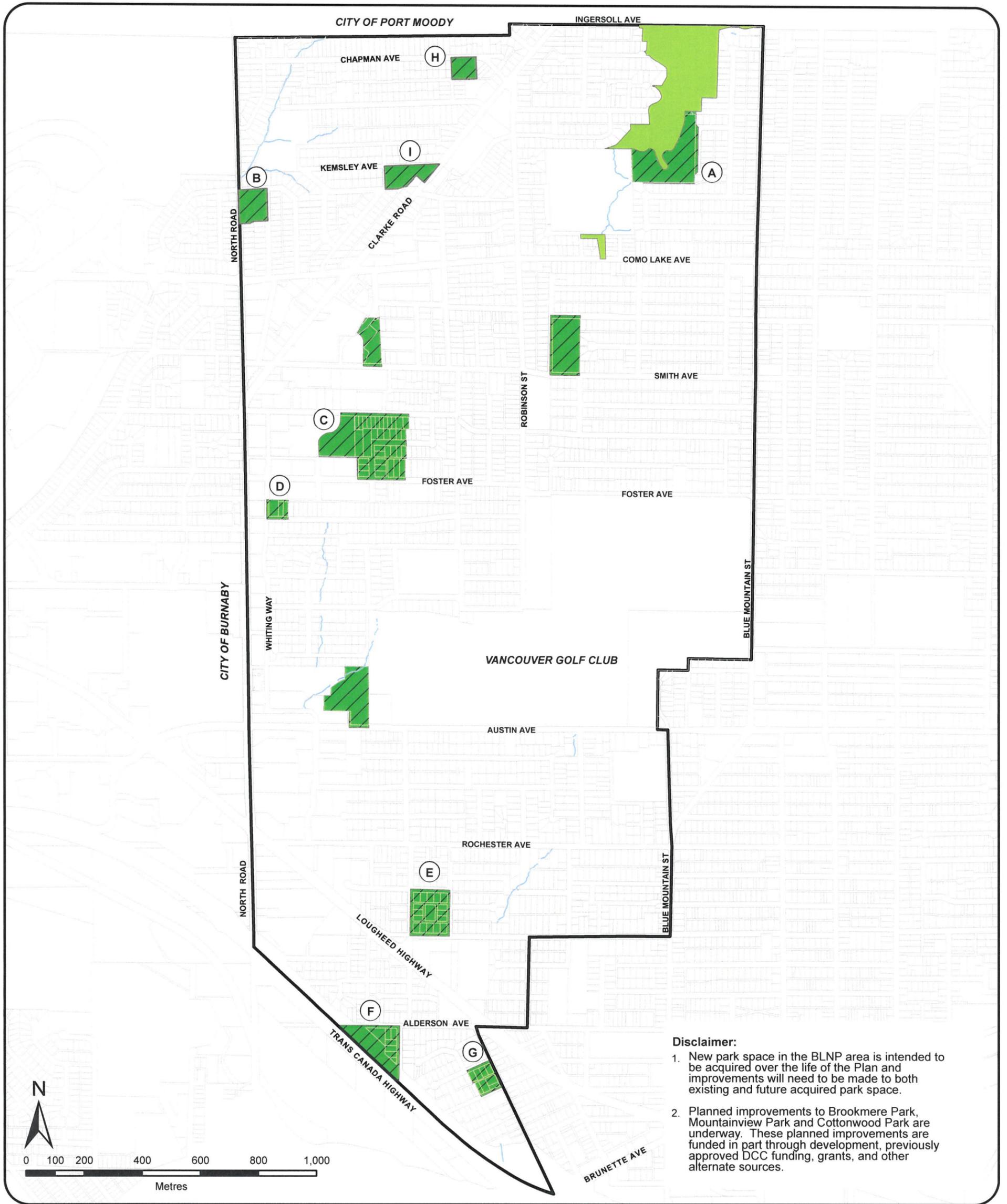
- Water Main Improvements
- Sanitary Sewer Improvements
- Storm System Improvements
- Stream Improvements
- Storm Culvert Improvements
- PS Water Pump Station Improvements
- PS Sanitary Pump Station
- Water Reservoir Improvements
- Water Bodies
- Streams
- Parks and Natural Areas
- Burquitlam - Lougheed NP Boundary
- Coquitlam City Boundary

- A Foster Pump Station Expansion
- B Foster Reservoir Expansion
- C Foster Ave Watermain Upgrade
- D North Road Watermain Upgrade
- E Foster-Ebert Trunk Watermain
- F Burquitlam East Sewer Upgrade
- G Stony Creek Trunk Sewer
- H Austin Creek Diversion East
- I GVS&DD Trunk Sewer

Adopted: June 27, 2017
Amended: February 24, 2020

Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS layer





Disclaimer:

1. New park space in the BLNP area is intended to be acquired over the life of the Plan and improvements will need to be made to both existing and future acquired park space.
2. Planned improvements to Brookmere Park, Mountainview Park and Cottonwood Park are underway. These planned improvements are funded in part through development, previously approved DCC funding, grants, and other alternate sources.

APPENDIX D - BURQUITLAM - LOUGHEED SERVICING ASSESSMENT

PARK ACQUISITIONS AND IMPROVEMENTS

-  Watercourse
 -  Burquitlam - Lougheed Neighbourhood Plan Boundary
 -  Natural Areas Land Use Designation
 -  Parks and Recreation Land Use Designation
- (A) Miller Park
 - (B) Oakdale Park
 - (C) Cottonwood Park
 - (D) Burquitlam Community Garden
 - (E) Guilby Park
 - (F) Lower Lougheed Park
 - (G) Gauthier - Hart Park
 - (H) Nicola - Bowron Park
 - (I) Kemsley - Clarke Park