

**PUBLIC HEARING**  
**Monday, February 24, 2020**

A Public Hearing convened on Monday, February 24, 2020 at 7:05 p.m. in the Council Chambers, City Hall, 3000 Guildford Way, Coquitlam, B.C. with the following persons present:

Council Members Present: Mayor Richard Stewart  
Councillor Brent Asmundson  
Councillor Craig Hodge  
Councillor Steve Kim  
Councillor Trish Mandewo  
Councillor Dennis Marsden  
Councillor Chris Wilson  
Councillor Bonita Zarrillo

Regrets: Councillor Teri Towner

Staff Present: Peter Steblin, City Manager  
Raul Allueva, Deputy City Manager  
Jim Ogloff, Fire Chief  
Jozsef Dioszeghy, General Manager Engineering and Public Works  
Don Luymes, General Manager Civic Lands and Facilities  
Jim McIntyre, General Manager Planning and Development  
Donnie Rosa, General Manager Parks, Recreation and Culture Services  
Andrew Merrill, Director Development Services  
Dragana Mitic, Manager Transportation  
Glen Chua, Planner 1  
Sean O'Melinn, Legislative Services Manager  
Rachel Cormack, Legislative Services Clerk

**REPORT OF DIRECTOR DEVELOPMENT SERVICES**

The Director Development Services submitted a written brief to the Public Hearing dated Tuesday, February 19, 2020, a copy of which is attached to and forms a part of these minutes.

**REPORT OF SENIOR TRANSPORTATION PLANNING ENGINEER**

The Senior Transportation Planning Engineer submitted a written brief to the Public Hearing dated Friday, February 21, 2020, a copy of which is attached to and forms a part of these minutes.

**ADVERTISING OF PUBLIC HEARING**

The Public Hearing was advertised in the Tri-City News on the following dates: Thursday, February 13, 2020 and Thursday, February 20, 2020.

## **OPENING REMARKS**

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

**ITEM #1      Reference: PROJ 19-100  
Bylaw Nos. 5028, 2020 and 5029, 2020  
Updated Burquitlam-Lougheed Neighbourhood Plan (BLNP)**

---

The intent of **Bylaw No. 5028, 2020** is to amend *City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001* in order to:

- Incorporate the refined Oakdale land use concept;
- Update the urban design framework for the Oakdale area; and
- Capture recent street and greenway network changes in the BLNP.

The intent of **Bylaw No. 5029, 2020** is to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* in order to:

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

If adopted, the above Bylaws update the Burquitlam-Lougheed Neighbourhood Plan by incorporating the Oakdale Land Use Designation Update and other noted changes.

The Planner 1 provided an overview of the following:

- Focus of Oakdale Land Use Designation Update
- Public Consultation
- Proposed Oakdale Land Use Concept
- Proposed Amendments
- Map Schedule 4 of Bylaw No. 5028, 2020
- Recommendation

Narim Hemnani, 719 Clarke Road, Coquitlam, appeared before Council to express support for the application, and thanked Coquitlam staff for their efforts with respect to the application.

Rick Varandas, 651 Harrison Avenue, Coquitlam, appeared before Council to express support for the proposed application. He noted his belief that higher density in the neighbourhood would allow more young families to enter the housing market near Skytrain stations. He further requested additional non-market housing options and medium density within Oakdale.

Dave Irving, President, Oakdale Neighbourhood Association, appeared before Council to express concern relative to the proposed transportation network and the possibility of additional traffic concerns along Chapman Avenue. He further noted his desire for a multi-use path along Clarke Road.

In response to a question from Council, the Director Development Services provided an overview of the retention of a cul-de-sac on Chapman Avenue, and the potential amenities provided along Clarke Road as the re-development process progresses.

Mr. Irving further expressed his concern relative to potential traffic congestion due to construction and the potential for parts of the road network to be installed before construction.

Laureen Allan, 644 Tyndall Street, appeared before Council to express concerns relative to the increased density proposed in the application, as well as a perceived lack of City offered amenities.

Adam Popowitz, 657 Gardena Drive, appeared before Council to express concerns relative to the proposed re-designation of his property and his desire to have City staff increase the potential density allowed on his property.

In response to a question from Council, the Director Development Services provided an overview of the land use for the specific property and noted that City staff would be willing to work with Mr. Popowitz in the future when his property is ready for development.

John Juzyniec, 600 Nicola Avenue, appeared before Council to express support for the application. He stated that increased density close to Skytrain stations would allow young families to continue to live in the area.

Jack Bi, 625 Thompson Avenue, appeared before Council to express support for the application. He noted appreciation for the consultation process undertaken by the City and noted his belief that the land use concept is highest and best use.

Rick Rupp, 659 Nicola Avenue, appeared before Council and provided an on-screen presentation entitled "Oakdale Neighbourhood Pathways" with slides titled as follows:

- Unresolved Oakdale Land Use planning issue
- Transportation Feedback
- 1 Narrow Footpath.
- Bike Lands End at Coquitlam border.
- No plan for Buses either!

- We need pedestrian access to local amenities
- Ideas to Connect us:
- Almost too late!!
- Asking Council for a strong mandate
- Asking Council & Planning Dept...

In response to a question from Council, the Manager Transportation provided an overview of the proposed greenway and cycling network in the Oakdale neighbourhood, as well as opportunities for future walkway construction through re-development. She further provided an overview of the revised cycling network proposed in the Public Hearing Brief.

Alan Wong, 669 Chapman Avenue, appeared before Council to express support for the application. He further noted his desire for his property to potentially be re-designated as townhousing rather than one family residential.

Richard Li, 634 Tyndall Street, appeared before Council to express his desire for his property to be designated as high density apartment residential rather than the currently proposed medium density apartment residential.

Marek Gnatowski, 622 Chapman Avenue, appeared before Council to express his desire for further consideration to be given to the walkability of the neighbourhood relative to the Burquitlam Skytrain Station.

Graham Hill, 581 Thompson Avenue, appeared before Council to express his support for the application and appreciation for the work staff undertook to consult with the neighbourhood.

Mina Kirkman, 9897 Rathburn Drive, Burnaby, appeared before Council to express her concern regarding potential water runoff downhill due to less permeable soil as a result of higher density in the area. She further expressed concerns regarding potential sun shadows due to towers. She noted her appreciation for the potential gentrification of the neighbourhood and expressed desire for a walkable neighbourhood.

Dave Irving, President, Oakdale Neighbourhood Association, 981 Gilroy Crescent, appeared before Council a second time to express concern relative to potential empty houses in the neighbourhood prior to re-development.

Douglas Dunn, 592 Harrison Avenue, appeared before Council to express concern relative to the timing of re-development and the pressure being felt by residents to participate in a land assembly by developers.

Paul Olynyk, 619 Tyndall Street, appeared before Council to express his support for the application and the proposed density of his property.

Diana Moerike, 623 Tyndall Street, appeared before Council to express her support for the application. She noted her appreciation for the future Burquitlam YMCA and the amenities that will be developed in the neighbourhood.

Discussion ensued relative to an explanation of the difference between amending an Official Community Plan (OCP) and the re-zoning process, and the understanding that properties in the Oakdale neighbourhood would not be re-zoned through the proposed application.

Jason Lee, 815 Miller Avenue, appeared before Council to express the desire for OCP changes in adjacent neighbourhoods outside of Oakdale.

Rick Rupp, 659 Nicola Avenue, appeared before Council a second time to request further information regarding future transportation works in the Oakdale neighbourhood.

In response to a question from Council, the Director Development Services noted the potential options to further develop the transportation network in Oakdale, including the walkways and pathways that would be improved through re-development. He further noted the limitations the City has to address pathways over private property, or property that will retain its current land use.

In response to a question from Council, the Manager Transportation provided an overview of the extended cycling network along Glenayre Drive.

Discussion ensued relative to the following:

- Clarification regarding occupancy in Oakdale
- Clarification regarding the maximum density allowable for the medium density apartment residential zone
- Clarification relative to the demolition of pre-existing buildings on development sites and the understanding that the City cannot dictate when demolition occurs

In response to a question from Council, the General Manager Engineering and Public Works provided information regarding the sewage collection system in the City and the occurrence of a sewage overflow due to an extraordinary rainfall event.

Councillor Marsden left the meeting at this time (8:37 p.m.).

Discussion continued relative to the understanding that sewer overflow is a re-occurring issue due to impermissible private connections and capacity in Metro Vancouver sewer pipes during rainfall events.

Councillor Marsden returned to the meeting at this time (8:39 p.m.).

In response to a question from Council, the Director Development Services provided an overview of future water, sewer and drainage works for the Oakdale neighbourhood.

In response to a question from Council, the Fire Chief provided an overview of the work staff undertakes to review where fire halls are required within the City.

Discussion continued relative to the following:

- The projected future population for Oakdale
- The need to ensure that the Oakdale neighbourhood has enough amenities to develop a complete community
- The potential for empty houses to be used as short-term rentals rather than abandoning them until demolition
- The understanding that there will be flexibility regarding upgrading walkways through re-development
- Clarification relative to the current re-development works on Nicola Avenue that are not impacted by the Oakdale land use concept
- The desire to ensure that the proposed parks in Oakdale serve the needs of the community

In response to a question from Council, the Deputy City Manager provided an overview of the public consultation the City would undertake to develop the proposed parks in the Oakdale neighbourhood.

Discussion continued relative to the following:

- Clarification regarding the scope of usage of future greenway paths
- Clarification regarding traffic turning restrictions in Oakdale
- The potential for future commercial zoning in the Oakdale neighbourhood outside the current land use designations

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

1. Email from Paul and Shaminder Purhar, 587 Thompson Avenue, received February 3, 2020;
2. Email from Ardita Isufi and Adem Anamali, 597 Thompson Avenue, received February 3, 2020;

3. Email from Neal and Teresa Kannegiesser, 680 Thompson Avenue, received February 14, 2020;
4. Email from Mike Di Giovanni, Stonecrest Properties Inc., 75 Kwantlen Court, New Westminster, received February 19, 2020;
5. Email from Shama Ramnarine, 733 Clarke Road, received February 20, 2020;
6. Email from Adam Popowitz, 657 Gardena Drive, received February 20, 2020;
7. Email from Sook Kim, 723 Clarke Road, received February 21, 2020;
8. Email from Narmin Hemnani, 713 and 719 Clarke Road, received February 21, 2020;
9. Email from Callum Watts, received February 23, 2020;
10. Email from Michelle York, Coquitlam, received February 23, 2020;
11. Email from Shahnaz Shivji, 700 block of Clarke Road, received February 23, 2020;
12. Email from Khalil Merali, 719 Clarke Road, received February 23, 2020;
13. Email from Ardita Isufi, 597 Thompson Avenue, received February 23, 2020;
14. Email from Kim and Frank Succurro, 643 Garden Drive, received February 23, 2020;
15. Email from Dimitros Karkoglou, 590 Bole Crescent, received February 23, 2020;
16. Email from Laura and Frank Demichina, 633 Elmwood Street, received February 23, 2020;
17. Email from Richard DiVito and Ellyn Schriber, 631 Gardena Drive, received February 24, 2020;
18. Email from Katie Barr, received February 24, 2020;
19. Email from Dan Toderita, 951 Gilroy Crescent, received February 24, 2020;
20. Email from Janice McAndrew, 957 Gilroy Crescent, received February 24, 2020;
21. Email from Salvatore and Monica Gallo, 641 Gardena Drive, received February 24, 2020;
22. Email from Ross and Sera Bridger, 635 Gardena Drive, received February 24, 2020;
23. Email from Jennifer Vadeboncoeur, Coquitlam, received February 24, 2020;
24. Email from Leslie Mao, received February 24, 2020;
25. Email from Suzana Kovacic, 9983 Rathburn Drive, Burnaby, received February 24, 2020;
26. Email from George Kovacic, received February 24, 2020;
27. Email from Jennifer Vadeboncoeur, Coquitlam, received February 24, 2020;
28. Email from Nathalie Kip, Planner, Partner Planning, Translink, received February 24, 2020;
29. Email from Xichen Xu, 622 Kemsley Avenue, received February 24, 2020;
30. Email from Diane Higham, 655 Chapman Avenue, received February 24, 2020;
31. Email from Hildegard Richter, 597 Westley Avenue, received February 24, 2020; and
32. Email from Rick Rupp, 649 Nicole Avenue, received February 24, 2020.

There were no further representations to this item.

**CLOSURE OF PUBLIC HEARING**

The Chair declared the Public Hearing closed at 9:00 p.m. on Monday, February 24, 2020.

MINUTES CERTIFIED CORRECT

---

CHAIR

I hereby certify that I have recorded the  
Minutes of the Public Hearing held on  
Monday, February 24, 2020 as instructed,  
subject to amendment and adoption.



---

Rachel Cormack  
Legislative Services Clerk



**PLANNING AND DEVELOPMENT DEPARTMENT**  
**BRIEF TO PUBLIC HEARING, MONDAY FEBRUARY 24, 2020**

**ITEM #1 – PROJ 19-100 – BYLAW NOS. 5028, 2020 and 5029, 2020**

Application to amend *City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001* and *City of Coquitlam Zoning Bylaw No. 3000, 1996* in order to incorporate the Oakdale Land Use Designation Update (OLUDU), as well as housekeeping amendments to reflect recent street and greenway network changes in the Burquitlam-Lougheed Neighbourhood Plan (BLNP) – *Bylaw Nos. 5028, 2020 and 5029, 2020*.

**Recommendation:**

That Council:

1. Replace Schedule 4 of *City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 5028, 2020* with “Schedule C, Burquitlam-Lougheed Neighbourhood Plan Proposed Greenways and Cycle Routes”, as attached to this Brief as Attachment 1; and
2. Give second, third, and fourth and final readings to *City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 5028, 2020*, as revised, and *City of Coquitlam Zoning Amendment Bylaw No. 5029, 2020*.

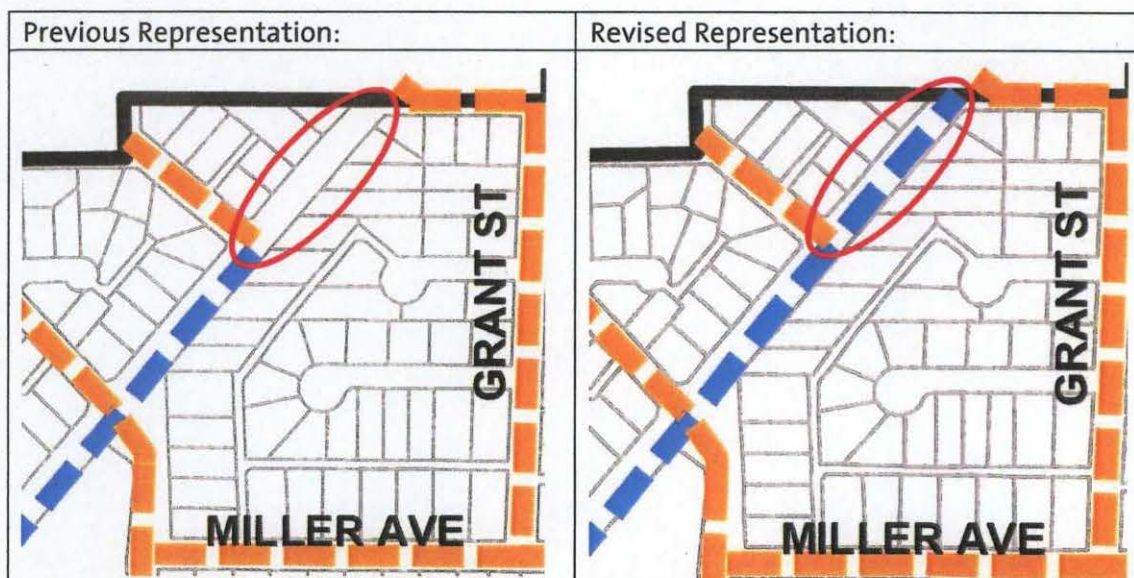
**First Reading:**

On February 3, 2020, Council gave first reading to *Bylaw Nos. 5028, 2020 and 5029, 2020* and referred the bylaws to Public Hearing.

**Additional Information:**

- A. Following the first reading of the *City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 5028, 2020*, the City has received updated information from Port Moody staff regarding a long-term cycling route planned along Seaforth Way, Seaview Drive and the east side of Clarke Road within their municipal boundary. Staff is thus recommending that the proposed Clarke Road citywide greenway be extended past Glenayre Drive to the Port Moody border to achieve a seamless cycling route along this corridor in the future.

This revision, which is represented below, is proposed to be addressed by replacing Schedule 4 of *City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 5028, 2020* with Attachment 1 of this Brief.



- B. At the February 3, 2020 Regular Council meeting, Council requested the following additional information:

**1. Greenways**

Originally identified in the Strategic Transportation Plan (STP) adopted by Council in 2012, greenways are transportation corridors designed to encourage walking and cycling.

Greenways are split into *Citywide* and *Neighbourhood* designations:

- *Citywide Greenways* are long, continuous routes that connect major destinations throughout the City. They are analogous to arterial streets for pedestrians and cyclists.
- *Neighbourhood Greenways* are shorter and provide connections to local destinations. They are analogous to local streets for pedestrians and cyclists.

The term "greenway" is commonly used in the industry to refer to the purpose/function of a greenway to serve as an active transportation facility. In Coquitlam, we have constructed two types of facilities along greenways: multi-use pathways (MUPs), as well as sidewalks and on-street cycling facilities. In the future, in urban areas, greenways may also include separated pedestrian and cycling facilities. Landscaping through boulevards or curb extensions may be provided where there is sufficient road right-of-way. Moving forward, staff will be providing further clarity in terms of what a greenway looks like in Coquitlam, including photos of the recently built greenways on our web page.

**2. Potential Catherine Avenue extension to tie in to existing Clarke Road/Glenayre Drive intersection**

Along Clarke Road, there are currently traffic signals at Chapman Avenue (which connects to Robinson Street) and Glenayre Drive that are closely spaced at 140 metres apart. With active development interest on the east side of Clarke Road, analysis work is underway to determine if an additional traffic signal is required north of Robinson Street to improve access and circulation for future residents on the east side of Clarke Road.

Should an additional traffic signal be warranted as part of that analysis, locating it at the Ingersoll Avenue intersection would be undesirable from a traffic operations perspective due to its close spacing to the Glenayre Drive signal (120 metres). Instead, staff has identified an opportunity to utilize the existing signal at Glenayre Drive, and tying in a potential future westward extension of Catherine Avenue to create a new four-way intersection. This Catherine Avenue extension is currently not identified in the BLNP, and would be subject to a land assembly of properties on the east side of Clarke Road with development potential impacts taken into consideration.

As such, the subject OCP amendment application proposes the following new policy: "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".

**3. Gateways**

The attached memo (Attachment 2) provides additional information on gateways and a variety of low to medium density architectural and urban gateway examples from around the world.

**4. Development Cost Charge (DCC) Program Funding Gap**

Through the Oakdale Land Use Designation Update process, new infrastructure projects have been identified in Oakdale that are eligible to be funded by DCCs, but not currently included in the existing DCC program. The DCC funding gap for these projects, which amounts to approximately \$10 million, will be addressed through an upcoming update of the DCC program where the DCC rate increase to incorporate these additional projects is expected to be nominal.

While the upcoming DCC program update is anticipated to be completed ahead of the development process timeframe for sites in Oakdale (DCCs are payable at the time of building permit issuance), there is flexibility within the DCC program to accommodate an interim shortfall should the update not be ready in time:

- The DCC program includes infrastructure programs for transportation, utilities and parks over a 30-year timeframe. Depending on Council's priorities and direction, some of the funding may be reallocated from existing programs to finance these new Oakdale infrastructure projects in the interim.
- The DCC program includes "floating allowances" for parkland acquisition and parkland improvement to fund emerging needs. While a portion of these floating allowances are being used to fund Oakdale projects, the remaining balances have not been assigned to any specific project and could be used as a temporary contingency stopgap to cover the shortfall until the DCC program update is completed.

If approved, the application would finalize the Oakdale Land Use Designation Update.



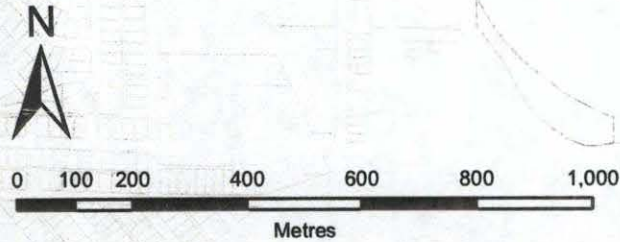
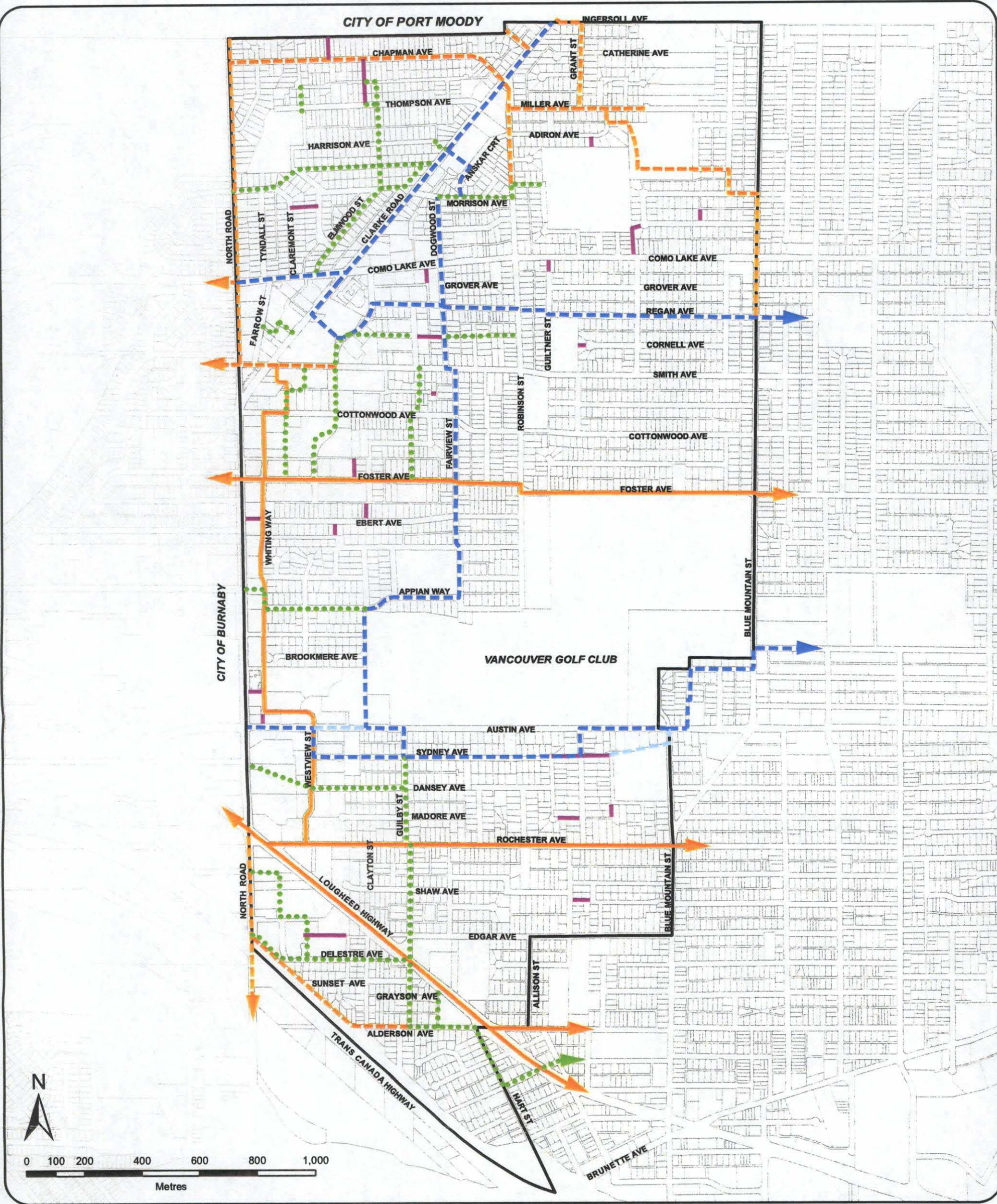
Andrew Merrill, MCIP, RPP

AM/ce

**Attachments:**

1. Revised Schedule 4 of City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 5028, 2020 (Doc# 3651703)
2. Memo: Gateways Primer (Doc# 3647388)





**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





## GATEWAYS PRIMER

As described in the Burquitlam-Lougheed Neighbourhood Plan (BLNP) and its accompanying Streetscape Guidelines, gateways are distinct public places that represent ideas or events that are important to the community. They are ideal locations for public art, memorials to historic people and events, as well as enhanced public realm design.

The BLNP includes a policy requiring developments located at gateways identified in the plan area 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 signify entry to distinct areas and/or identification of precincts.

Building on the above policy, gateways can thus assume a diverse range of typologies, forms, functions, scales and characteristics, and do not necessarily necessitate a high-rise building form or scale. Most importantly, a gateway will need to demonstrate a high degree of design excellence that is exemplary for its time and place, so that it has perceived lasting value which shows a connection to its place and offers a sense of delight. It should also assume a height and scale that fits into the vision, context and character of the surrounding area.

The photos on the following pages show some examples of gateway typologies from around the world that reflect a low to medium density scale.

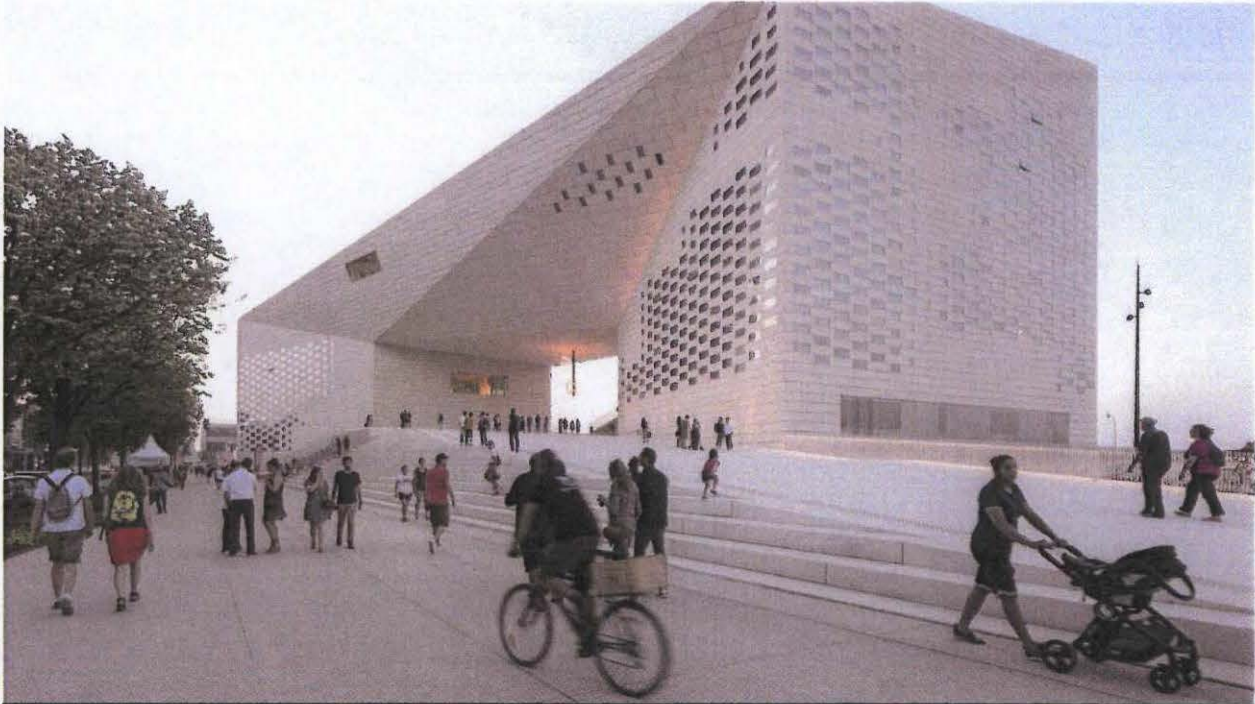


**Art – Melbourne International Gateway, Melbourne**



**Residential building – Ijburg Gateway, Amsterdam**





**Cultural centre – MECA Cultural Building, Bordeaux**

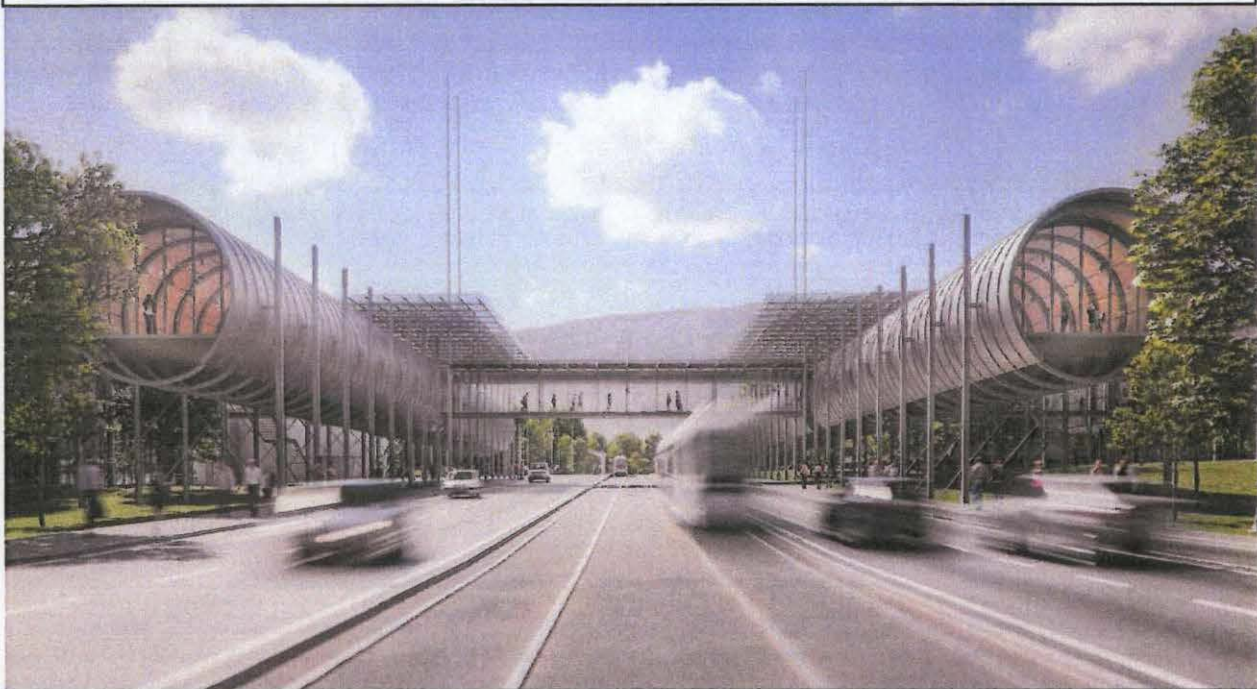


**Pavilion – Greenwich Pavilion, London**





**Academic building – SUNY Gateway Centre, Syracuse**



**Science research building – CERN Science Gateway, Geneva**



# Memo

February 21, 2020

Our File: 16-8690-01/000/2020-1

Doc #: 3656088.v1

To: Council

From: Senior Transportation Planning Engineer

Subject: **Oakdale Land Use Designation Update – Transportation Analysis Summary**

## Introduction

The City retained Watt Consulting Group to conduct transportation analysis in support of the Oakdale Land Use Designation Update (OLUDU) and associated Official Community Plan (OCP) amendments.

The consultant's scope included an assessment of existing conditions, future forecasting, and development of multimodal transportation improvements to support the future land use concepts. The improvements were selected to maintain regional traffic flow, local neighbourhood circulation, and to provide safe route options for pedestrians and cyclists.

A hard copy of the technical report will be made available in the Councillor's lounge. However, as the subject matter of the report is highly technical, staff have prepared the following summary to highlight the key findings of the study.

## Purpose

This memo summarizes the effect of transportation improvements on the preferred land use concept for the Oakdale neighbourhood (see *Figure 1*) in respect of traffic operational performance along Como Lake Avenue, and shortcutting behaviour along Chapman Avenue during rush hour periods. These were the two main areas of concern regarding transportation that were raised during consultation with the community and through internal discussions. The memo also provides comment on traffic circulation within the densified Oakdale neighbourhood, as well as active transportation options.

## Discussion

### *Traffic Operations*

Based on the analysis, a suite of transportation improvements was identified. The improvements are designed to work in conjunction with one another, and include:

1. New Jefferson-Kemsley Collector Road
2. Left turn restrictions along Como Lake Avenue from North Road to Clarke Road
3. Eastbound left-turn storage bay extension at the Como Lake Avenue/Clarke Road intersection
4. Potential Pedestrian signal at Como Lake Avenue and Claremont Street
5. Signal Coordination

1. New Jefferson-Kemsley Collector Road
  - The new collector road that joins existing local roads (Jefferson Avenue and Kemsley Avenue) across Harmony Creek will be funded by, and the necessary land made available through, road dedication and adjacent high density apartment residential development.
  - The collector will be designed to meet a 50km/h speed limit, and will draw traffic away from Chapman Avenue.
  - In conjunction with access restrictions along Como Lake Avenue, Jefferson-Kemsley Collector will improve operations along the Como Lake corridor by redirecting traffic through the neighbourhood.
  - An east-west connection through Sub-Areas A and B is necessary before full build-out in order to maintain adequate operation at the Como Lake Avenue/North Road intersection. This connection can be furnished through the construction of the Jefferson-Kemsley Collector road or through the east-west local road connections between North Road and Gardena Drive.
2. Left turn restrictions along Como Lake Avenue from North Road to Clarke Road
  - Como Lake Avenue is heavily congested during rush hour periods, making access and egress to side streets (Tyndall Street, Claremont Street, and Elmwood Street) difficult.
  - Converting these intersections to right-in/right-out access only will improve operations on Como Lake Avenue. Direct access to Como Lake Avenue from the lanes east and west of Elmwood Street will be closed.
  - The aforementioned Jefferson-Kemsley collector road and east-west local street are required to provide traffic circulation within the neighbourhood.
3. Eastbound left-turn storage bay extension at the Como Lake Avenue/Clarke Road intersection
  - Road dedication on the north side of Como Lake Avenue is required to extend the eastbound left-turn storage lanes at the Como Lake Avenue/Clarke Road intersection. Providing more storage capacity will improve the operation of both eastbound left turn and through movements; some of the through movements are currently blocked by left turn queues that spill over into the through lanes.
4. Potential Pedestrian signal at Como Lake Avenue and Claremont Street
  - The City is protecting for the potential future need for a pedestrian crossing of Como Lake Avenue at Claremont Street. The installation of such a crossing will depend on warrant analysis on future traffic and pedestrian volumes, as well as a review of traffic safety and operations along the entire corridor (Como Lake Avenue from North Road to Clarke Road).

- Implementing a pedestrian signal at Claremont Street has negligible effects on traffic operations on Como Lake Avenue, although the pedestrian signal should be coordinated with adjacent traffic signals.
- A two-stage pedestrian crossing can potentially provide pedestrians with more comfort and safety compared to a one-stage crossing. However, pedestrians will require more time to cross the roadway and education of the public on how to use the crossing will be required.

5. Signal Coordination

- Signal coordination should be implemented on Como Lake Avenue from Gagliardi Way to Clarke Road to help reduce queues.

Additional local street, narrow street and primary access lanes identified in *Figure 1* are provided to reduce circuitous travel within the neighbourhood, and to support loading and waste collection. These connections do not have a measurable impact traffic operations.

*Active Transportation*

The future greenway and cycling network is depicted in *Figure 2*. It features an extension of the existing Citywide Greenway on the west side of Clarke Road north, beyond Kemsley Ave to tie in with the Port Moody cycling network at Glenayre Drive and Ingersoll Avenue. A Citywide Greenway is also shown along the north side of Como Lake Avenue between Clarke Road and North Road. These city-funded greenways will be multi-use pathways (MUPs) with boulevard separation from vehicle traffic and landscaping features.

Two Neighbourhood Greenways are also envisioned to serve the community. The east-west route will follow the new Jefferson-Kemsley collector street, and the north-south route will run along Elmwood Street. These Neighbourhood Greenways will also take the form of MUPs, but may have narrower boulevard separation due to limited road rights-of-way.

The greenways provide a safe and comfortable alternative for users of all ages and abilities. Most of the southern portion of Oakdale lies within the 800m catchment area of Burquitlam Station (see *Figure 1*). The medium density land uses within Sub-Area F(Clarke) are beyond 800m. The provision of a direct, MUP connection will facilitate walking and cycling access to transit.

# Memo

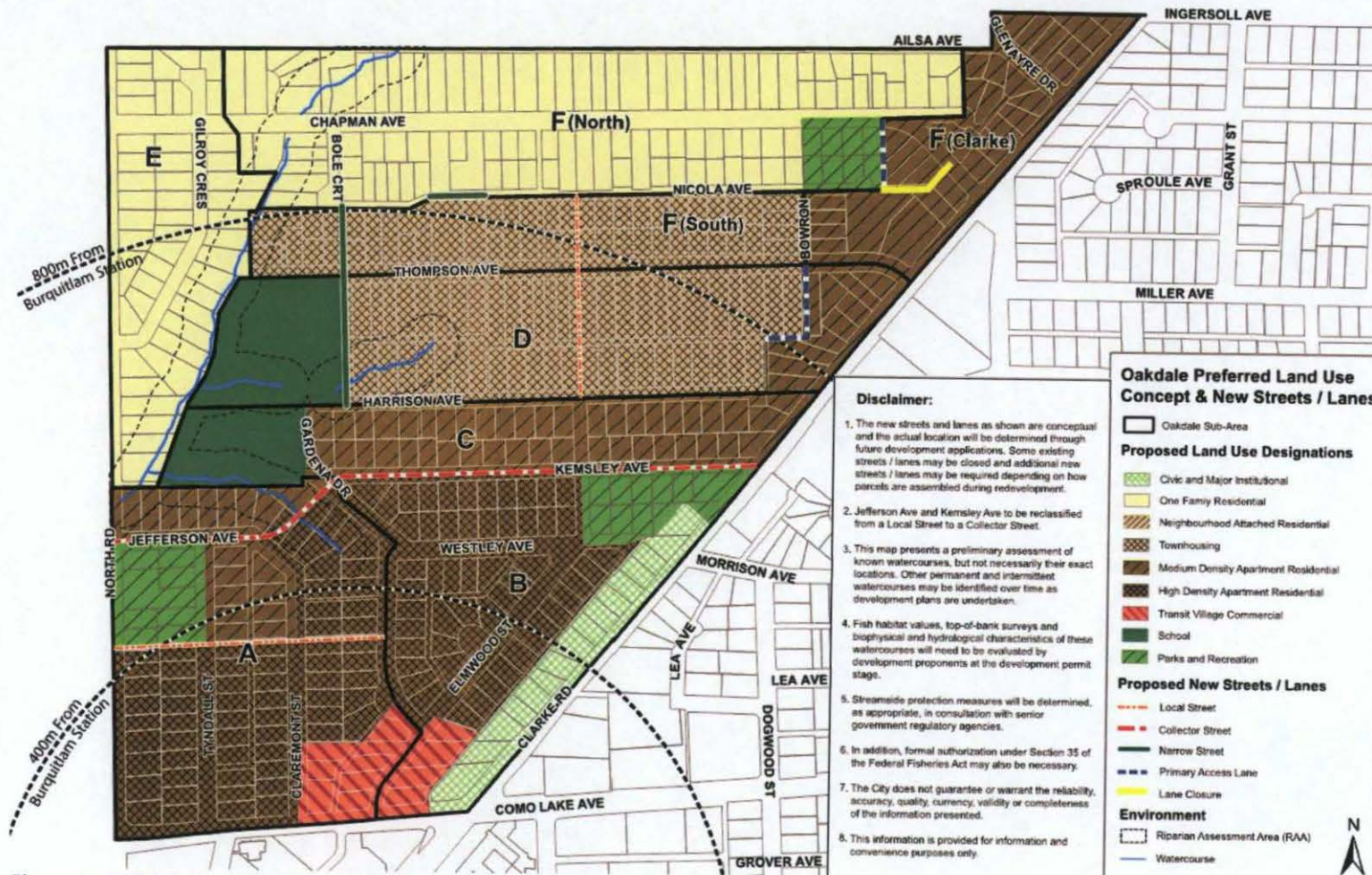


Figure 1 - Oakdale Land Use Concept and New Streets/ Lanes



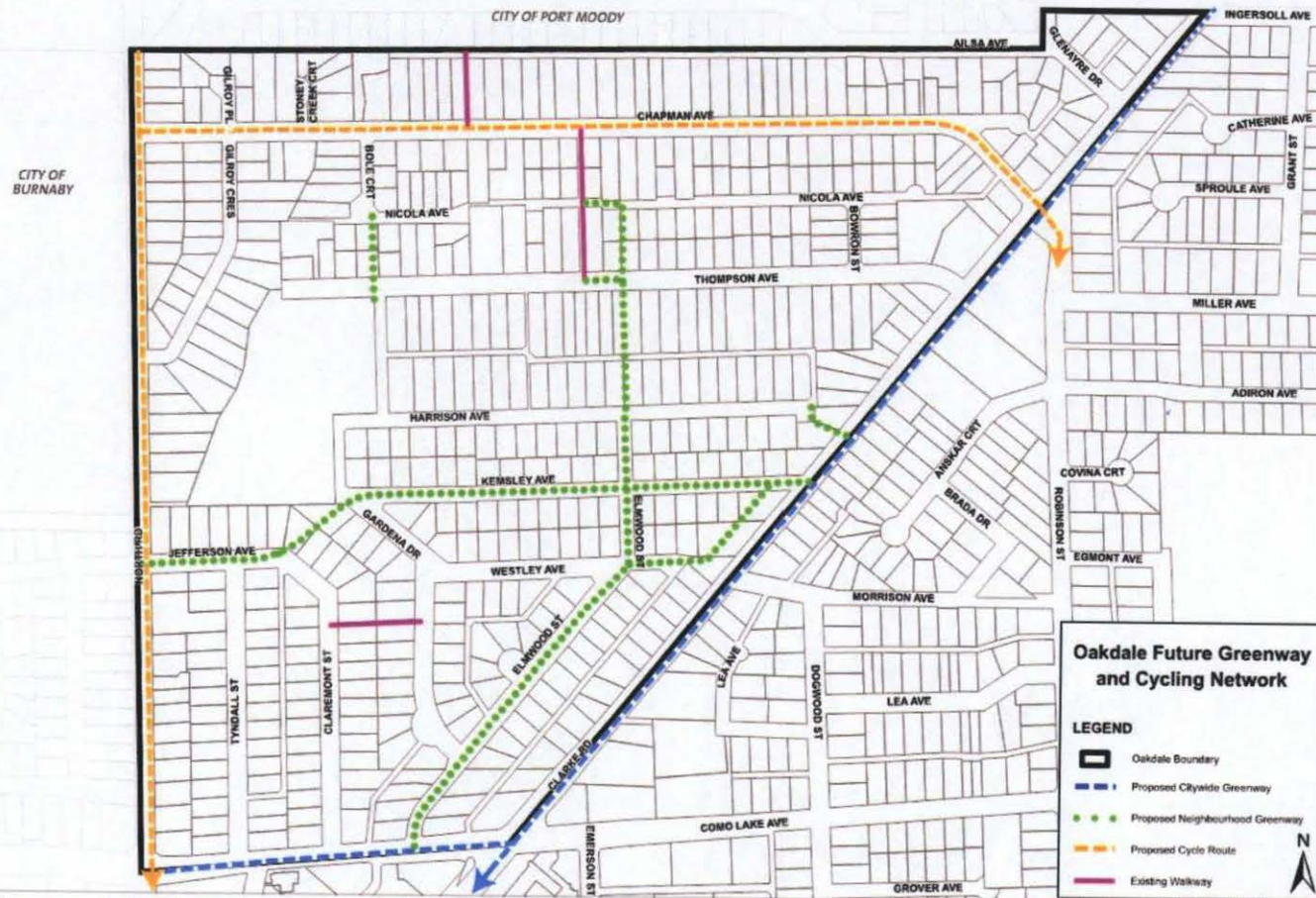


Figure 2 - Oakdale Future Greenway and Cycling Network

**Cormack, Rachel**

**From:** paul purhar [REDACTED]  
**Sent:** Monday, February 03, 2020 8:51 AM  
**To:** Clerks Dept  
**Cc:** paul purhar  
**Subject:** oakdale redevelopment, 587 thompson ave. coquitlam

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

*Dear Mayor and Councillors,*

*We live in Oakdale and have read through the revised Oakdale Land Use Designation Update prepared by City planning staff. We are very excited to see the changes made since the last version. This includes a change to Townhousing land use in our area (Sub-Region F South), which is exactly what we and our neighbours wanted to see. We very much appreciate the consideration given to consultation with the local community.*

*We look forward to seeing this plan at an upcoming public hearing, and are confident you'll see a lot of support.*

*Kind regards,*

*paul and shaminder purhar*

*587 thompson ave coquitlam*

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To GRAND DEVELOPER PLANNING  
THE MANAGER, THE COPY

**Cormack, Rachel**

**From:** Email Companies [REDACTED]  
**Sent:** Monday, February 03, 2020 6:42 PM  
**To:** Clerks Dept  
**Subject:** 597 Thompson Avenue, Coquitlam

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

*Dear Mayor and Councillors,*

*I live in Oakdale and have read through the revised Oakdale Land Use Designation Update prepared by City planning staff. I'm very excited to see the changes made since the last version. This includes a change to Townhousing land use in my area (Sub-Region F South), which is exactly what myself and my neighbours wanted to see. I very much appreciate the consideration given to consultation with the local community.*

*I look forward to seeing this plan at an upcoming public hearing, and I'm confident you'll see a lot of support.*

*Kind regards*

*Ardita Isufi, Adem Anamali*

*597 Thompson Avenue*

*Coquitlam*

*Sent from my iPhone*

☒ Copies to Mayor & Council

☐ Tabled Item for Council Meeting

☐ Correspondence Item for Council Meeting

☒ For Information Only

☐ For Response Only \_\_\_\_\_

☒ Copies To GM, D, DIR, DEVER, PLANNING,  
FILE MANAGER, FILE COPY

**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Neal Kannegiesser [REDACTED]  
**Sent:** Friday, February 14, 2020 1:59 PM  
**To:** Clerks Dept  
**Subject:** Burquitlam Lougheed Neighborhood Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good Evening

My wife & I have been homeowners in Burquitlam for 30 years. We are excited for the changes that are coming to the North Road corridor including our neighbourhood. We are out of the country until March but we want our voice heard on this important issue which goes beyond the local level.

All cities — even small ones such as Coquitlam — have a responsibility to address the most significant challenges of our time: climate change, income inequality, and housing affordability. We believe that adding multifamily housing near the sky train stations is the best way for Coquitlam to do its part. People need to stop advocating for, or implementing policies that would thwart transit density.

Count my wife & myself as YIMBY's  
Yes in My Back Yard!

Cheers,

Neal & Teresa Kannegiesser  
680 Thompson Ave.  
Coquitlam  
C: [REDACTED]

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To GMPO, DMOWSER, PLANNERS3,  
FILE MANAGER, FILE COPY



**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Mike Di Giovanni [REDACTED]  
**Sent:** Wednesday, February 19, 2020 8:55 AM  
**To:** Clerks Dept  
**Subject:** Oakdale Preferred Land Use Concept & New Streets/Lanes  
**Attachments:** 2169\_001.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

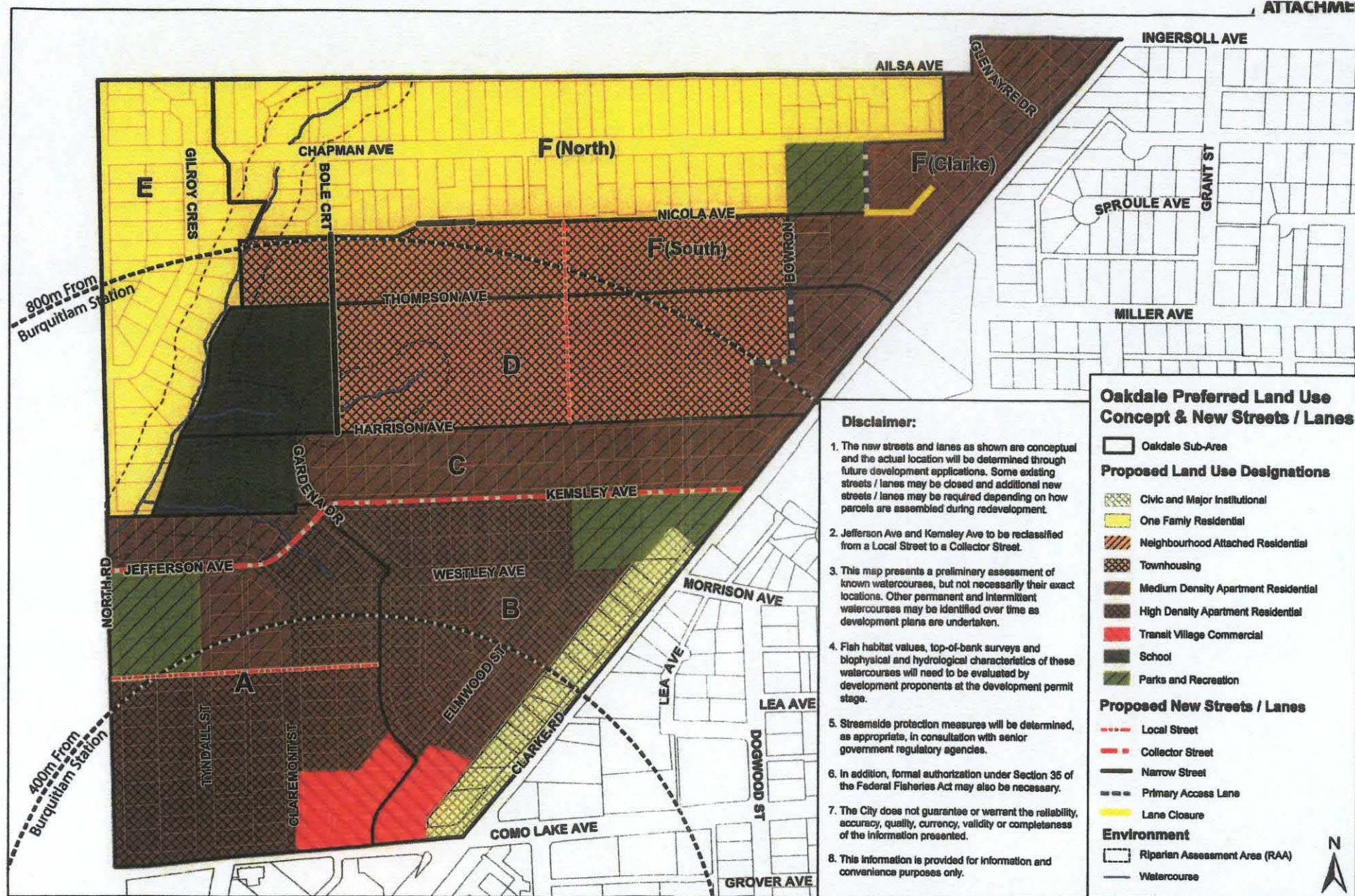
To whom it may concern,

My name is Mike Di Giovanni and I'm the Director for Stonecrest Properties Inc. (SPI). SPI owns the property at 632 Harrison Avenue in Coquitlam.

I'm writing this email to let you know that I propose the attached "Oakdale Preferred Land Use" for section C as well as the proposed land use for the entire Oakdale area.

Mike Di Giovanni  
Stonecrest Properties Inc.  
75 Kwantlen Court,  
New Westminster, BC  
V3L 5M9

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only
- ☒ Copies To GMPO, DILDOUSE PLANNERS,  
FILE MANAGER, FILE 004



**Cormack, Rachel**

**From:** Shama Ramnarine [REDACTED]  
**Sent:** Thursday, February 20, 2020 7:54 PM  
**To:** Clerks Dept  
**Cc:** Sasha Ramnarine  
**Subject:** Re: Support for Medium Density - Oakdale

My apologies, I have now copied my son who is also in support of medium density for Oak Dale - our home is at 733 Clarke Road.

Regards,

Shama Ramnarine

On Thu, Feb 20, 2020 at 7:52 PM Shama Ramnarine <[REDACTED]> wrote:

Hello, I am the resident and owner at 733 Clarke Road. I am writing to pledge my support for the upcoming meeting on Monday for medium density. I have copied my son, Sasha Ramnarine, who is also in support of medium density.

Thank you kindly.

Shama Ramnarine

☒ Copies to Mayor & Council  
☐ Tabled Item for Council Meeting  
☐ Correspondence Item for Council Meeting  
☒ For Information Only  
☐ For Response Only \_\_\_\_\_  
☒ Copies To: MPD, DIEDERSEN, PLD, HERS3  
FRZ, MAY, AGOR, FILE COPY



**Cormack, Rachel**

---

**Subject:**

RE: Attn: City Clerk- Oakdale Land Use Designation - 657 Gardena Drive - Amendment Request

**From:** Adam Popowitz [REDACTED]  
**Sent:** Thursday, February 20, 2020 4:14 PM  
**To:** Manager's Office <ManagersOffice@coquitlam.ca>  
**Cc:** Merrill, Andrew <AMerrill@coquitlam.ca>; Chua, Glen <GChua@coquitlam.ca>  
**Subject:** Attn: City Clerk- Oakdale Land Use Designation - 657 Gardena Drive - Amendment Request

Attn: Coquitlam City Clerk

To whom it may concern,

In advance of the Feb 24th Public Hearing, I am submitting the attached letter to the City Clerk's office in regard to the property amendment request as outlined in the letter.

Sincerely,

Adam Popowitz  
657 Gardena Drive  
Coquitlam, BC V3J 3W4  
[REDACTED]

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- 4 Copies To GMPT, DKO, JAL, JRS  
FILE MANAGER, FILE COPY

Feb 20, 2020

To: Andrew Merrill

Re: Oakdale Land Use Designation / 657 Gardena Drive Amendment Request,  
From: Adam Popowitz, 657 Gardena Drive, Coquitlam, BC

Hi Andrew,

Thank you again for taking the time to meet yesterday. As a follow-up to our discussion, I'm sending this letter with the intent to add weight to my request for my property to be amended and added in with my Gardena Drive neighbours as a high-density development site.

Throughout this extensive rezoning process, my property was logically considered as same zoning as my adjacent neighbours. But with the current Oakdale rezoning plan, my property is at risk of being orphaned and becoming undesirable for a developer due to what seems to be the result of designating a collector street location without considering all the factors.

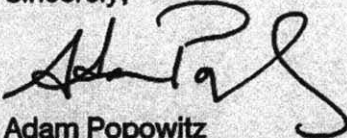
In regard to the proposal to rezone my property together with Jefferson Street, my property would be a significant challenge for potential developers due to the significant size of the protected riparian zone between my property and Jefferson, and even more of a challenge when a culvert is built for the collector street.

Perhaps most relevant to my position is if my property was zoned as the same higher density as my adjacent neighbour's on Gardena Drive, the value of the entire land assembly would become more attractive to developers due to the close proximity to the elementary school.

Please note that I am registered to speak about my property on Monday night at the public hearing. I sincerely hope that the city will take my request under serious consideration.

Could you please confirm receipt of this letter?

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Popowitz', written over a horizontal line.

Adam Popowitz  
657 Gardena Drive  
Coquitlam, BC  
V3J 3W4

**Cormack, Rachel**

---

**From:** sook oh [REDACTED]  
**Sent:** Friday, February 21, 2020 9:30 AM  
**To:** Clerks Dept  
**Subject:** Owner of 723 Clarke Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi there - my name is Sook Kim, and I am the owner of 723 Clarke Road, Coquitlam, BC, V3J 3Y2.  
I currently support the current land use draft with medium density proposed for my address.

Sincerely,  
Sook Kim

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To: **CMO, DIRECTOR, PLANNER 3,  
FILE MANAGER, FILE COPY**

**Cormack, Rachel**

Public Hearing – February 24, 2020

Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Narmin Hemnani [REDACTED]  
**Sent:** Friday, February 21, 2020 1:16 PM  
**To:** Clerks Dept  
**Cc:** Narmin Hemnani; Shahnaz  
**Subject:** Approval for future land uses in the Oakdale neighborhood for Public Hearing on February 24th, 2020

**To whom it may Concern**

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

I fully agree and support the proposed updates 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.

I agree with the recommendations and support the updates to the land use to make housing more affordable to the community.

Owners of below property:

(a) 713 Clarke Rd , Coquitlam, BC V3J 3Y2

(b) 719 Clarke Rd, Coquitlam, BC V3J 3Y2

Thank you  
Narmin Hemnani

☒ Copies to Mayor & Council

☐ Tabled Item for Council Meeting

☐ Correspondence Item for Council Meeting

☒ For Information Only

☐ For Response Only \_\_\_\_\_

☒ Copies To: GMDD, DILLON, PLANNERS, FILE MANAGER, FILE COPY

**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** CZ Watts <[REDACTED]>  
**Sent:** Sunday, February 23, 2020 12:35 PM  
**To:** Clerks Dept  
**Subject:** Public Hearing for Burquitlam/Lougheed Rezoning

To Whom It May Concern:

The current proposed plan for the rezoning calls for a through road to be created to join the west and east ends of Nicola Ave at the end of Bole Crt. Creating this through road will disrupt our neighbourhood. The Oakdale area is located at the foot of Burnaby mountain and the majority of streets in this area are steep and have grades which do not allow for children to play. Even Oakdale park, the only park in our area, is located on an incline.

Bole Crt and the west end of Nicola street are a flat, safe, low-traffic gathering place for the local children. They come from all over our neighbourhood to ride their bikes, play basketball, and run around on this quiet street. Don't take this sanctuary away from them by making it a busy through road.

Regards,  
Callum Watts

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To SMO, DILDERSEN, P3  
FIVE MARKER, FIVE COPY



**Cormack, Rachel**

---

**From:** Michelle York <[REDACTED]>  
**Sent:** Sunday, February 23, 2020 1:15 PM  
**To:** Clerks Dept  
**Subject:** Against the connection of Nicola Ave/ Bole CRT

I live in the Oakdale Community and I am against the connection of Nicola Ave and Bole Crt because it will increase traffic down Chapman ave. and remove the only safe space my children have to play with neighbours.

Thanks!

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To CAND, DDS, P, FILE MANAGER  
FILE COM

**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Shahnaz Shivji <[REDACTED]>  
**Sent:** Sunday, February 23, 2020 3:57 PM  
**To:** Clerks Dept  
**Subject:** Approval for future land uses in the Oakdale neighborhood for Public Hearing on February 24th, 2020

I am in support of the future land use in Oakdale neighbourhood for public Hearing on February 24th, 2020.

My interest is in 7[REDACTED] Clarke Rd. Coquitlam Thank you for all your time and efforts.

Shahnaz

Sent from my iPhone

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only
- ☒ Copies To Camoo, DDS, 23, Km, FL

**Cormack, Rachel**

**From:** Khalil Merali [REDACTED]  
**Sent:** Sunday, February 23, 2020 5:35 PM  
**To:** Clerks Dept  
**Subject:** Approval for future land uses in the Oakdale neighborhood for Public Hearing on February 24th, 2020

To whom it may concern,

As a resident in the Oakdale neighbourhood, I am in support of the future land use in the Oakdale neighbourhood for medium density property development, to be discussed at the public Hearing on February 24th, 2020.

My interest is in 719 Clarke Rd. Coquitlam.

Thank you for all your time and efforts.

Khalil Merali

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To GMPO, DOS, P3, PM, FL

**Cormack, Rachel**

---

Public Hearing - February 24, 2020  
Item 1 - Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** adem anamali [REDACTED]  
**Sent:** Sunday, February 23, 2020 6:29 PM  
**To:** Clerks Dept  
**Subject:** Oakdale Development

Hi my name is Ardita Isufi, I live in 597 Thompson Avenue, Coquitlam.

I fully support the changes to the townhousing in my area and me, my family and my neighbours are very excited to see the new development.

I look forward to seeing this plan at an upcoming public hearing.

Thank you

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To EMPD, DDS, P3, FM, FL

**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Kim Succurro [REDACTED]  
**Sent:** Sunday, February 23, 2020 7:33 PM  
**To:** Clerks Dept  
**Subject:** Oakdale Land Use

Hi,

My husband and I live in Oakdale, 643 Garden Drive. We have lived at this address for over fifteen years, and grew up in the area.

We strongly agree with the proposed OCP amendment.

Living so close to the skytrain station is defiantly a major benefit that we think more young families, and others should be able to experience and have access to. We have two daughters approaching their 20s, and the cost of buying an old house in this area, then having to do major renovations is unachievable. They would love to stay in the area, with new affordable housing options that are laid out in the new OCP.

If the OPC doesn't get passed, we fear that these old homes will be torn down and replaced with monster homes with illegal suits. The area needs more walkability, ie. side walks, lighting, and a new fresh look to the community. We are excited to see what the future holds for Oakdale. Its a great location, but needs to be used to its full potential.

Thank you for your time,

Kim and Frank Succurro

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To GMFO, DDS, PB, FM, FL

**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Jim Kark [REDACTED]  
**Sent:** Sunday, February 23, 2020 8:05 PM  
**To:** Clerks Dept  
**Subject:** RE: Public Hearing Feb 24th @ 7pm

To whom it may concern,

I, Dimitros Karkoglou of 590 Bole Crt., Coquitlam am writing to provide council my comments on the proposed rezoning of our neighbourhood.

Regrettably, I am unable to attend and hope you accept this email in my absence.

Firstly, I would like to thank council for all their efforts in putting together this plan. I feel they have done a great job in properly presenting their vision through constant updates, a consultation and the online survey. I believe I voice was evident by the 70+% approval rate for maximum density. The future of our community is linked to the Burquitlam Skytrain station which will ultimately bring many new homes and families to live in our beautiful neighbourhood. While this is the first step, I'm excited to watch this unfold.

Thank you.

Best Regards,  
Dimitros Karkoglou  
590 Bole Crt.,  
Coquitlam, B.C.

☒ Copies to Mayor & Council

☐ Tabled Item for Council Meeting

☐ Correspondence Item for Council Meeting

☒ For Information Only

☐ For Response Only \_\_\_\_\_

☒ Copies To: GMOD, DDS, PS, EC, EL...

**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** L & F Demichina  
**Sent:** Sunday, February 23, 2020 10:09 PM  
**To:** Clerks Dept  
**Subject:** Oakdale Land Use

My husband and I live in Oakdale, 633 Elmwood street. We have lived at this address for over 20 years, and grew up in the area. We strongly agree with the proposed OCP amendment.

Living close to the burquitlam skytrain station is a major benefit that we think more young families, and others should be able to experience and have access to. We have two daughters nearing their 20s, and the cost of buying an old house in this area, then having to do major renovations is unachievable. They are planning to stay in the area, with new affordable housing options that are laid out in the new OCP.

If the OPC doesn't pass, we fear that these old homes will be torn down and replaced with unaffordable mega homes. The area needs more walkability, ie; side walks, lighting, and a new fresh look to the community. We are passionate about this area and look forward to see what the future holds for Oakdale. It's a great location, but should be used to its full potential.

Thank you for your consideration,

Laura and Frank Demichina

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only
- ☒ Copies To: CMPO, DDS, PS, FR, FL

**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Ellyn Schriber [REDACTED]  
**Sent:** Monday, February 24, 2020 8:22 AM  
**To:** Clerks Dept  
**Cc:** r w divito  
**Subject:** Support for updated land use in Oakdale Neighborhood

Hello  
Richard DiVito and Ellyn Schriber both reside at 631 Gardena Drive Coquitlam and are fully in support of the updated land use to high density for our Oakdale neighborhood.  
This will bring an end to the uncertainty that has been prevalent for several years now. The updated OCP decision will be very welcomed.  
Thank you

Ellyn Schriber  
[REDACTED]

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To CMPD, DIVISION 23,  
FILE MAPA 204, #11304



**Cormack, Rachel**

---

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Katherine Barr [REDACTED]  
**Sent:** Monday, February 24, 2020 8:37 AM  
**To:** Clerks Dept  
**Subject:** Bole Court

To Whom It May Concern,

I am writing to state my objection for the connection of east and west Nicola street at the end of Bole Court. I have family who live there and we all feel more safe without a through road. Please consider not joining these streets.

Thank you,  
Katie Barr

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To Cam PD, DCS, B, En, AL

**Cormack, Rachel**

---

**From:** DT <[REDACTED]>  
**Sent:** Monday, February 24, 2020 8:51 AM  
**To:** Clerks Dept  
**Cc:** Stewart, Richard; Marsden, Dennis; Kim, Steve; Towner, Teri; Hodge, Craig; Zarrillo, Bonita; Mandewo, Trish; Wilson, Chris; Asmundson, Brent  
**Subject:** Future Oakdale Land Use-To be used as a formal submission at the public hearing

Hello,

No matter which angle we see this bylaw modification it is obvious that the whole thing is done for money, in total disregard with the realities around that area, in case the modifications will go ahead.

These realities will be as follows:

1. A huge increase in population on an area of just a couple square km North West of the Burquitlam Sky Train Station, very likely exceeding six-eight thousand people, in fact way more than the existing, established population.  
At no point during the so called "consultations" the city provided an accurate or at least approximate number of additional residents.  
They always avoided this subject.
2. A huge increase in vehicular traffic in the area, also likely in the thousands, for which it is very clear there are no parking solutions provided in the plan and no major traffic improvements.  
Most of these vehicles will overflow into the adjacent residential areas where parking is currently free.  
Directly related to this, there are no significant roads additions, roads improvements and sidewalks planned other than some minor alley type streets.
3. There is no additional primary school and middle school planned to be built anywhere close to this area to absorb the hundreds if not thousands of additional kids moving in the area.  
The closest middle school, Banting was recently re-built with a lower capacity than it was before and it is already running out of space.
4. There are no plans for a rec center in the area with proper facilities and size to absorb the huge amount of people planned to move here.  
We are continuously being told that a new YMCA facility will be constructed soon but that is a small, private venture with prices way higher than the city's other rec centers and not capable to alleviate the demand.
5. The sewage capacity in the area is running extremely low with the main pipe overflowing raw sewage in the adjacent Stoney Creek during the rain and consistently destroying the environment.  
By doubling or tripling the population in the area it will be unbearable for the wild life population including the salmon in the creek.
6. There are no sufficient, if any, planned medical facilities in the area not to mention the shortage of family doctors even for the current population.
7. If the Sky Train noise was not enough, this doubling-tripling the population will mean an enormous amount of noise, pollution, access issues.  
In the meantime the construction related issues planned to last for years in the area will destroy any quality of life for the existing inhabitants, with traffic detours, road blocks, dust, noise, speed restrictions etc.

So far the City of Coquitlam did not produce any precise answers to the above issues, only vague attempts that lack credibility.

Their representatives, during the previous meetings they attended in the community, looked so much on the builders' and developers' side that all the other matters didn't seem important at all for them.

They weren't able to provide any concrete measures to address the above issues and they happily brushed them away to the satisfaction of that part of the community which stands to benefit from this plan by selling their properties at a huge premium to the developers.

They made it somehow clear to the community that this is a done deal and what followed proved they were right.

The final plans were basically the initial ones with a few minor changes, just enough to provide the argument that "the voice of the community was listened to".

They gave the impression that the drawings were done in the developers' offices and then pushed through to give us this "following the rules and nothing we can do" feeling.

Many people were wondering out loud after the meetings if the city had actually any input to the plans or not. They seemed to be the developer dream plans and not something the city would do to their own people.

All of these issues outlined above have a clear explanation:

None of the council members, the mayor, the city planners, are living in Oakdale area or even close and they are not going to suffer any of the major inconveniences outlined here, but the contrary.

They will have at their disposition an important source of extra money, part of which will contribute to the yearly personal income increase (way higher than the average people get in income raises), which is self-approved by the way, and not

approved by any popular input.

By replacing any of four or five houses with a high rise, the property tax income per square foot will skyrocket, so there will be plenty of dough to enjoy including all sorts of additional funds like permit fees, developer's contributions etc., etc.

In the meantime all the city leadership will continue to feed us, using various media channels, with the regular election slogans like "our next generation needs affordable housing" or "we need to look to the future as the world is changing".

The council and the mayor will also tell us about a majority of people living in the area which asked for these changes to be done and "they need to listen to the people they represent".

What they forget to tell is that these are the residents, which already accepted fat offers for their properties from the real estate companies assembling land for future multi-family projects, or they are in process of signing these agreements and who

will get double or more than the regular fair market value for their land.

If the city has a legal department perhaps they can disclose if this practice is, or is not, a major conflict of interest.

When you, the city, do a survey in a community, in order to do major changes involving millions of dollars and the lives of hundreds of residents, maybe you need to exclude those who are enriching themselves as a result of these changes and who

likely will not be part of the community once they have sold.

I don't think it is morally correct to sit on the fence (and in the same time to hugely benefit) as an elected entity and enjoy a category of residents standing to gain huge money benefits from developers pitted against another category of residents

which are going to suffer all the disadvantages of this by-law change.

I don't believe this is the role of the city in any way, shape or form.

They need to serve the interest of all the people's categories regardless if, by that, they will or will not get monetary benefits.

As I expressed before I really believe that our Oakdale community is underserved by the City of Coquitlam. Oakdale does not seem to belong to the City of Coquitlam, and we, the residents, should have a local referendum, to break away from

Coquitlam, and join the City of Burnaby which seems more capable from many points of view than our current city. That will make sense geographically and also logistically.

That will be our way to have our property taxes used for us here in Oakdale and not for Burke Mountain or other areas.

Dan Toderita  
951 Gilroy Crescent  
Coquitlam

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies to GM, PD, DDS, PB, PC, CC

**Cormack, Rachel**

**From:** Janice McAndrew [REDACTED]  
**Sent:** Monday, February 24, 2020 9:19 AM  
**To:** Clerks Dept  
**Subject:** Oakdale Land Use  
**Attachments:** NAI Annual Report and info on Oakdale.pdf

☒ Copies to Mayor & Council  
☐ Tabled Item for Council Meeting  
☐ Correspondence Item for Council Meeting  
☒ For Information Only  
☐ For Response Only  
☒ Copies To GM, OPS, PS, FR, PL

Mayor & Councilors,

I have many concerns about the proposed Oakdale Land Use and I would like to take the time to express just a few of them here with the hopes that you will be able to answer the questions posed and reconsider your plan for the neighbourhood.

**Motivation:**

I want to express my great disappointment over the proposed Oakdale Land Use proposal and process used to get there. We have been telling Andrew for years that the responses he receives to his surveys are not a true reflection of the views of the residents of Oakdale. They are a reflection of the views of the real estate developers and expressed by the residents that have been pressed into land assemblies. I have attached a portion of a year-end report that I received from Apartmentblocks.ca that talks about their pride and success in lobbying property owners for high density in Oakdale. I've also included a [link](#) to the page mentioned in the article. It further demonstrates how they (and I am sure others like them) have worked with Andrew and the City staff to bring about density in Oakdale. There are many flaws in the plan and none of these guys will not be around to suffer them.

I am further disappointed when I hear you discuss how you (the City of Coquitlam) has surpassed its commitment to the GVRD in regards to increasing density and that you will meet both Coquitlam's and the GVRD's density goals even if there was no development in Oakdale. It makes me wonder, where is the motivation to destroy and dismantle this gem of a neighbourhood?

**Demand for Commercial Space:**

I also want to know what analysis has been conducted to ensure that there is a real demand for commercial space in Oakdale? There is a new building 'The Burquitlam Capital' that is on the corner of North Road & Clarke that has been available for tenancy for almost one year now and yet not a single commercial venture has moved in yet. Why is this? Could it be that there is no demand? And once the Burquitlam Plaza is re-developed will there still be a demand for commercial space in Oakdale? I know I am not likely to frequent the commercial space in Oakdale as I won't be able to get there easily. I live on Gilroy Crescent so, I can't walk there easily (it is uphill both ways and there is a ravine between me and the commercial space) and I won't be able to drive there easily either because there is no left turns into it and I would have to drive halfway round my neighbourhood to get to it. Burquitlam Plaza would likely still be more convenient for many in the neighbourhood. There are no buses that service Oakdale so, taking transit is not an option either. How will we get there? If you are coming from inside the neighbourhood (or can't make a left into it) there is only one access road coming from the back of it and it is a narrow street! How do 10,000+ people use one narrow street to access a large commercial complex? -- my guess is: they don't bother.

**Trees and Nature**

Oakdale has many, many old trees that exceed well over 100+ feet, do you intend to and how do you intend to preserve a number of these trees from being destroyed? I imagine the development of Oakdale will happen rapidly in much the same way that occurred around Foster & Whiting Way which means that once the changes are approved it will not be long before the blue fences go up in our neighbourhood and the land gets levelled for development. Do you propose to save any of the trees in Oakdale? And, what strategies you will employ to ensure that the life of every tree in Oakdale is not destroyed? These trees are important for many reasons and they also support the habitat of many creatures of

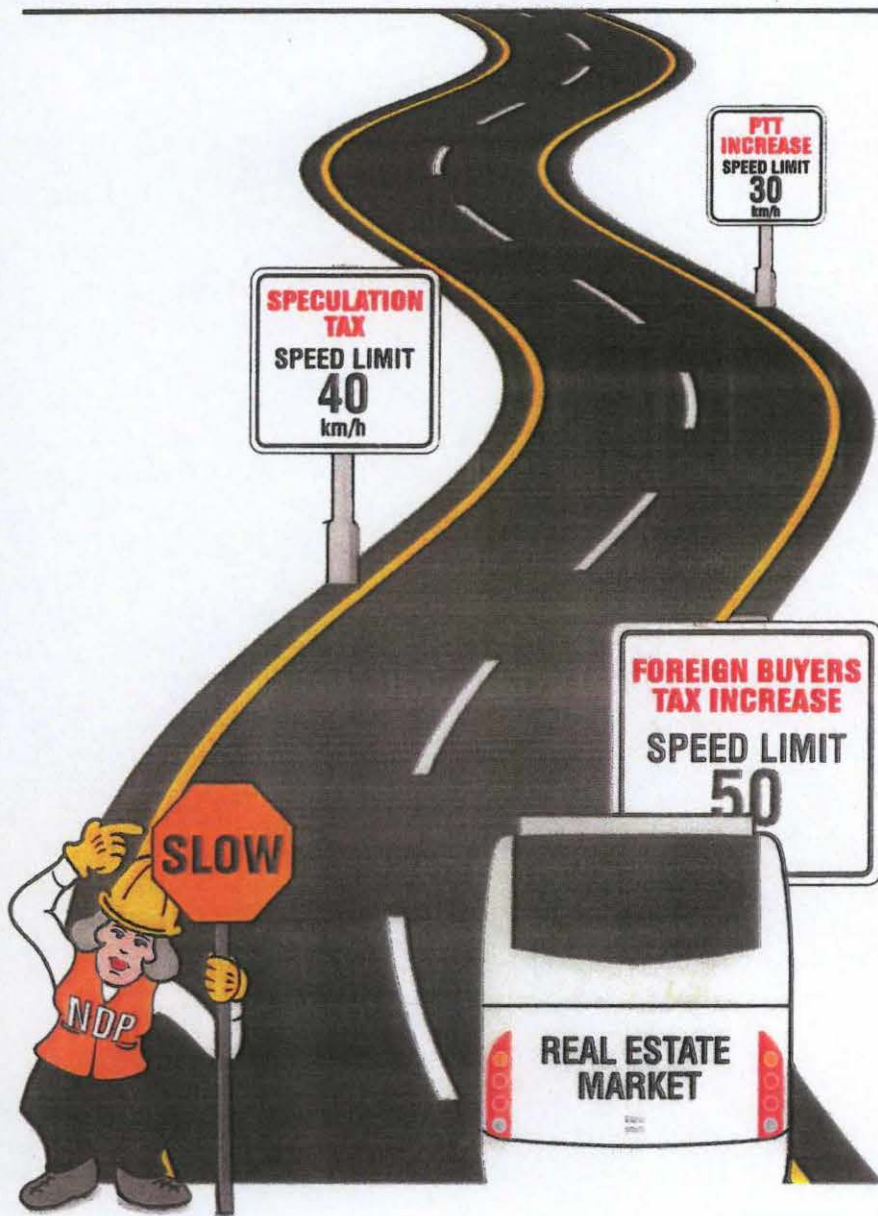
nature. We have quite a community of pileated woodpeckers, several barred/spotted owls, bobcats as well as a plethora of other wild creatures throughout Oakdale. What will be done to preserve these animals during construction and support them once it is complete?

Thank you for your time and reconsideration of the plan.

Thanks,  
Janice McAndrew  
957 Gilroy Cres  
[REDACTED]

PRESENTS

# METRO VANCOUVER'S FIRST EVER POLICY-INDUCED HOUSING RECESSION



## MULTI-FAMILY & DEVELOPMENT MARKET INSIGHTS

2019 Top five multi-family  
investors and land purchasers

## DEVELOPMENT HIGHLIGHTS

OCP updates & highlights and  
how this affects you

## REMEMBER THE RENTAL TASK FORCE RECOMMENDATIONS?

How many were implemented?

## MARKET FORECAST & BEST BETS FOR 2020

## LAND ASSEMBLY MYTH BUSTER

## SHANTYTOWN

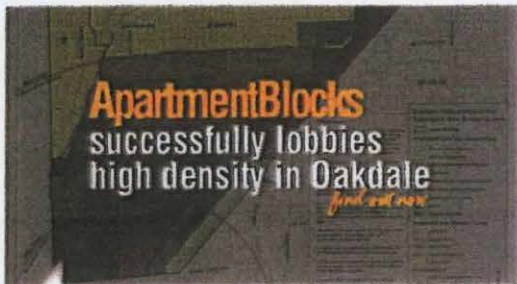
and more.



# COQUITLAM | OAKDALE LAND USE UPDATE

## Successful lobbying efforts

**B**randon Harding was very active engaging property owners and lobbying for high density. Working together with the community, they sent multiple letters to the Mayor, Council and Planning that registered over seventy-five signatures and led to a plan Coquitlam can be proud of. The requests made in our lobbying to the city were fully incorporated into the Oakdale Land Use update, which you can read about in the latest discussion:

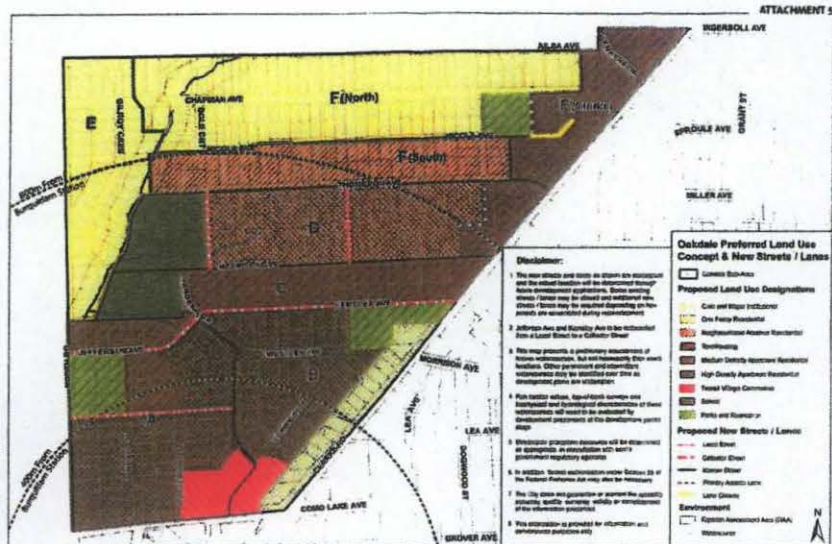


(ApartmentBlocks.ca/2019/11/21/apartmentblocks-successfully-lobbies-high-density-in-oakdale)

## Sub Area B letter to Coquitlam Mayor & Council



## Oakdale letter to Planning



## Highlights of the Oakdale Plan

- ▶ New shops and commercial space closest to the Burquitlam Station
- ▶ Higher density within 800 metres
- ▶ Kemsley and Jefferson Avenues will become collector streets
- ▶ Large increases to parkland
- ▶ Oakdale specific tax to fund parkland acquisition
- ▶ Supportive community for increased density

## How this affects you

- ▶ Many land assemblies have already been organized
- ▶ Most of the homes are older with large lots providing significant upside in the land
- ▶ Properties designated for high density have seen up to 3x assessed value
- ▶ Medium designated properties are in strong demand with proven sales
- ▶ Townhousing designations tend to be on the largest lots, which is ideal for development

## Timeline

- Phase 1 Public Consultation (Spring 2018)
- Analysis, Land Use Concept Development
- Phase 2 Public Consultation, Concept Refinement (Fall 2019)

Potential Land Use Changes (Late 2019/Early 2020)

First Reading (Early 2020)

Final Adoption (Early 2020)

Source: Coquitlam Planning & Development Resources  
(Coquitlam.ca/planning-and-development/resources/special-plans-projects/oakdale-land-use-designation-update)



**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Gallo, Sal <[REDACTED]>  
**Sent:** Monday, February 24, 2020 9:21 AM  
**To:** Clerks Dept  
**Subject:** Oakdale Landuse

Good morning,

I have been a residence of Oakdale for 20 years and reside 641 Gardena Drive. Growing up in East Vancouver I never would of thought I would be able to love another City, I was wrong!! My wife and I have raised two children in Burquitlam and using outdoors as our back yard has been instrumental in the growth of our children. Taking advantage of the trails, creeks, mountains has been our foundation to raising our children.

Having a 17 year old child at home and now working the Sky Train has saved me numerous trips downtown to pick him up and can money. As they get older and looking forward to other milestones I worry that my children wouldn't be able to afford to live here.

Living so close to the sky train station is definitely has benefited my family and many other young families. The proposed OCP Plan will address a lot more affordable housing and more needed housing. The cost of buying an older large home in this area, then having to do major renovations is unachievable. I would love for my children to continue to call Burquitlam their home. With new affordable housing options that are laid out in the new OCP they will have a chance to continue to grow and give back to the community that has given so much to us!!

If the OPC doesn't get passed, we fear that these old homes will be torn down and replaced with monster homes with illegal suits. The area needs more walkability, ie. sidewalks, lighting, and a new fresh look to the community. We are excited to see what the future holds for Oakdale. It's a great location, but needs to be used to its full potential.

We strongly agree with the proposed OCP amendment.

Thank you for your time,

Salvatore & Monica Gallo

☒ Copies to Mayor & Council  
☐ Tabled Item for Council Meeting  
☐ Correspondence Item for Council Meeting  
☒ For Information Only  
☐ For Response Only \_\_\_\_\_  
☒ Copies To GRPO, DOS, P3, FM, FL

**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Ross Bridger  
**Sent:** Monday, February 24, 2020 9:35 AM  
**To:** Clerks Dept  
**Cc:** Mayor & Council  
**Subject:** OLU DU Public Hearing Comments

Dear Mayor Stewart and Council,

Please find below my comments with relation to the Burquitlam-Lougheed Neighbourhood Plan update public hearing for February 24, 2020.

First off, I'd like to say thank you and congratulations to all city staff that played a part in this update, while it took a while to get to this point I believe staff did an outstanding job it getting us here. We know from going through the original BLNP in 2015 & 2016 the Oakdale area was a difficult area, this time around I believe the residents were much more aware of the process and I believe staff can take a lot of credit with resident engagement.

I support the preferred land use 100% and strongly believe this land use is the best way to move forward, below are few comments:

1. We know traffic along Como Lake Ave will only increase as the area develops over the next number of years, I would of preferred to see some comments regarding road access from Oakdale directly onto Como Lake, current there are 3 roads that enter Como Lake (not including North Road), I strongly believe this should be cut down to 1. I understand that this may change over time with specific development applications however, giving some guidance at this point would be beneficial as the city could dictate which intersection could remain or be aligned differently. I don't think making the existing intersections right in and right out only is the best way to move forward.
2. In reference to the parks, its nice to see that parks have both been expanded and added in Oakdale under this plan, however, it would of also been nice to see the area around Harmony Creek added as parkland, the area around the creek isn't developable so adding it as a greenway and having a pathway added and connecting it to the Stoney Creek trail on the Burnaby side of North Road would have been a great idea.
3. Having a significant amount of area designated high density is the right way to move forward for an area this close to a rapid transit station, it is also right to have a portion of the area as transit village, hopefully this small area of commercial for cafés, restaurant's, etc. will allow the area to maintain the community family friendly neighbourhood feel that it has today. Much like areas I've mentioned in the past, Suterbrook and Newport Village in Port Moody.
4. While areas on the north side of Oakdale (area E and F-North), were more opposed to having density added I am surprised the city didn't designate more of the area as NAR. Some of the lots on the north side Chapman Ave appear to be some of the largest single family lots in Coquitlam, they would have been very good candidates for infill housing. That said, I understand the position of staff and respect the decision made.

I'm excited to see the changes in Oakdale and once a period of transition passes I looking forward to a new and rejuvenated Oakdale area thrive in the many years to come, this rejuvenation is long over due.

Yours truly,  
Ross and Sera Bridger  
635 Gardena Drive

☒ Forward to Mayor & Council  
☐ Tabled Item for Council Meeting  
☐ Correspondence Item for Council Meeting  
☒ For Information Only  
☐ For Response Only  
☒ Copies To: GM, PO, DD, 13, EN, KL

**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Vadeboncoeur, Jennifer [REDACTED]  
**Sent:** Monday, February 24, 2020 9:46 AM  
**To:** Clerks Dept  
**Cc:** [REDACTED] Janice McAndrew  
**Subject:** Petition Against Through Road at Nicola Ave for Feb 24 meeting  
**Attachments:** Petition Against Through Road at Nicola Ave Feb 24 2020.pdf; Petition - City of Coquitlam Stop Road Construction - Change.org.pdf

Dear Coquitlam City Clerk,

Please find two pdfs attached.

- 1) One entitled, Petition Against Through Road at Nicola Ave Feb 24 2020, as a submission for the Public Hearing on the Oakdale Land Use Designation Plan; this petition includes 48 signatures and represents approximately 196 people.
- 2) The second petition was created online yesterday morning and in less than 24 hours it has received 53 signatures. It is available at [Change.Org](http://Change.Org), created by Michelle York, and entitled, "Stop Connection of Bole Court and Nicola Avenue." <http://chn.g.it/VVt2KjmYSQ>. Please note pdf of screen shot below.

Please confirm receipt of this email and the two pdfs when you have a moment.

With thanks, Jennifer

☒ Copies to Mayor & Council  
☐ Tabled Item for Council Meeting  
☐ Correspondence Item for Council Meeting  
☒ For Information Only  
☐ For Response Only \_\_\_\_\_  
☒ Copies To GM, PD, DDS, PB, FM, CL

To: City of Coquitlam

Re: We, the undersigned, are against the concept of a through road being developed to connect Nicola Ave where it is currently separated at the end of Bole Court.

### Background

Oakdale is located at the foot of Burnaby mountain and many of the streets in our area have a steep grade. The few streets without a major incline, such as Chapman Ave., are heavily trafficked. Neighbourhood children from surrounding streets have all grown up bringing their bikes to Bole Crt/ west end of Nicola Ave to learn how to ride, to play with balls, and all of the activities that you require a flat, paved, not busy (i.e. high-traffic) street to engage in.

We ask that you not take this space away from the children of the neighborhood.

<u>Name/Signature</u>	<u>Address</u>	<u># ppl in Household</u>
1) Leslie Mao <i>Leslie Mao</i>	578 Bole Crt	4
2) D. Karkogian <i>D. Karkogian</i>	590 Bole Crt, Coquitlam	4
3) Sean Bragg <i>Sean Bragg</i>	591 Nicola Ave	2
4) Simon Leung <i>Simon Leung</i>	593 Nicola Ave	2
5) Salim Mehar <i>Salim Mehar</i>	597 Nicola Ave	4
6) Jen Vadeboncoeur <i>Jen Vadeboncoeur</i>	[REDACTED]	4
7) Laszlo Szentirmai <i>Laszlo Szentirmai</i>	599 Nicola Ave	4
8) JAMIE FRYE <i>JAMIE FRYE</i>		5
9) Chris Cho <i>Chris Cho</i>	571 Bole Crt.	6 people
10) EVAN VERCHÈRE - GLOVER <i>EVAN VERCHÈRE - GLOVER</i>	531 CHAPMAN AVE. V3J 4A1	8
11) GRACE ESCUDERO <i>GRACE ESCUDERO</i>	531 CHAPMAN AVE. V3J 4A1	8
12) DANIAN TRASLOE <i>DANIAN TRASLOE</i>	566 Chapman Ave V3J 4A1	
13) PRIMA REZANZOW <i>PRIMA REZANZOW</i>	530 CHAPMAN AVE COQ	2 ppl
14) DARREN RUSHWORTH <i>DARREN RUSHWORTH</i>	548 CHAPMAN AVE. COQ	3



	Name/Signature	Address	# ppl in Household
15)	R. McMillan	531 Chapman Ave	8
16)	Michelle York	531 Chapman Ave	8
17)	AIR PEDERSEN	1025 Gilroy Pl.	1
18)	Lia Yu	1025 Gilroy Pl	4
19)	MILAN BILIC	571 Chapman Ave	3
20)	WAYLAND YOUNG	574 CHAPMAN AVE, COG. BC	5
21)	KAREN FOD	581 BOLT COURT	3
22)	Hilary Goddard	610 Chapman Ave	5
23)	Markell Beards	609 Westway Ave Cog	5
24)	Stephen Coatta	601 THOMPSON AVE Cog	4
25)	Roxanne Sturdy	587 CHAPMAN	2
26)	Claudia Kam	602 Thompson Ave Cog	7
27)	DAVE IRVING	981 GILROY CR	4
28)	JANICE M. HARRISON		
29)	Jon Drews	574 Bolt Court	6
30)	ALBERT GROOT	574 Bolt Court	6
31)	Carrie Olson	655 Gardena Dr	4
32)	Renata Busch	2000 Quinton Dr.	4
33)	Dave Cusning	480 Lakeview St Coquitlam	5
34)	ERIC DUFOUR	773 CLARKE ROAD	4
35)	SUZIE CUMMINGS	332A. ENCLAREN DR PORT MOODY	4
36)	AMOR YOUNG	510 AILSA AVE PORT MOODY	5
37)	COLIN YOUNG	510 AILSA AVE PORT MOODY	5
38)	Marina Skeves	1130 Tuxedo Drive	4
39)	MIKE MARCHESINI	1020 GILROY CRES.	4
40)	Karen Smith	657 Thompson Ave	4
41)	Jeremy Smith	657 Thompson Ave	4
42)	Saige McMillan	531 Chapman Ave	2
43)	JOE SHARONOWSKI	1455 HOWE ST	2
44)	RHONDA MCMILLAN	1455 HOWE ST	2
45)	Harper McMillan	531 Chapman	6
46)	Linden McMillan		
47)	Ayla McMillan		
48)	Aphrodite Angelopoulos	540 Bolt Cr	4
49)			

[Skip to main content](#)

- 
- - [Start a petition](#)
  - [My petitions](#)
  - [Browse](#)
  - [Membership](#)

Log in

- [Start a petition](#)
  - [Membership](#)
  - [Browse](#)
  - [Search](#)
- 
- [Log in or sign up](#)

---

**Log in**

Don't have an account? [Sign up](#)



[Log in with Facebook](#)

or

Email

Password

[Forgot password?](#)

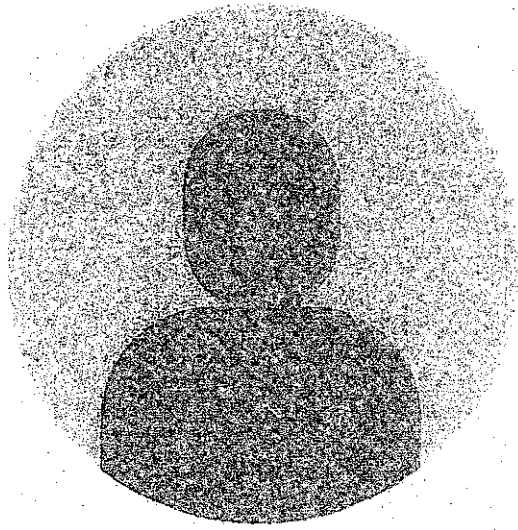
[Log in](#)

By joining, or logging in via Facebook, you accept Change.org's [Terms of Service](#) and [Privacy Policy](#).

## Stop Connection of Bole Court and Nicola Avenue

**53 have signed.** Let's get to 100!

---



**Michelle York started this petition to City Of Coquitlam**

We the undersigned are against the concept of a through road being developed to connect Nicola Avenue where it is currently separated at the end of Bole Court.

Oakdale is located at the front of Burnaby Mountain and many of the streets in our area have a steep grade. The few streets without a major incline such as Chapman Ave are heavily trafficked. Neighbourhood children from surrounding streets have all grown up bringing their bikes to Bole Court/ the west end of Nicola Ave to learn how to ride, play with balls, and all of the activities that you require a flat, paved, not busy street to engage in. This is the only space in the area where they can do this. We ask that you do not take this space away from them.

Anyone who has a minute should also email [clerks@coquitlam.ca](mailto:clerks@coquitlam.ca), and write a short line that they are against joining the end of Nicola Ave. and Bole Crt. They are counting emails.

**Start a petition of your own**

This petition starter stood up and took action. Will you do the same?

[Start a petition](#)

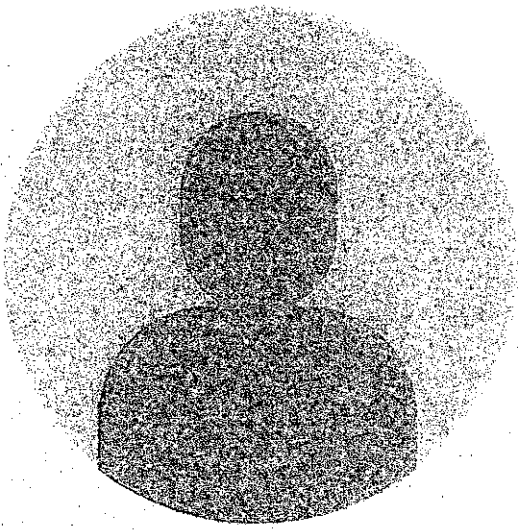
[Start a petition of your own](#)

[This petition starter stood up and took action. Will you do the same?](#)

**Updates**

- 1.
2. 24 hours ago  
Michelle York started this petition

**Reasons for signing**



**Marko Orescanin** · 4 hours ago

**Slow down rat racing**

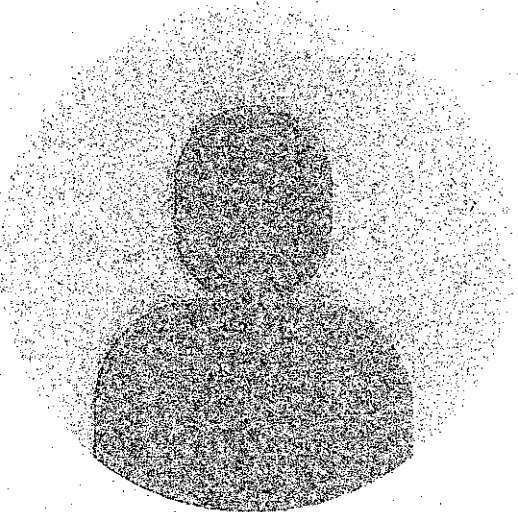
•  
• 0

Share

Tweet

Report

---



**Michelle York** · 20 hours ago

**This is the only safe place where my kids can play with other kids in the neighbourhood. It would also increase traffic on my street (Chapman Ave) which is already heavily trafficked by people using the street as a short cut to Broadway/ Gagliardi.**

•  
• 0

Share



[Tweet](#)

[Report](#)

**View all reasons for signing**

[Report a policy violation](#)

**Complete your signature**

**53 have signed.** Let's get to 100!



**Alisha Groot** signed this petition

First name

Last name

Email

Vancouver, V6T

Canada

Canada

Vancouver

V6T

☒ Display my name and comment on this petition

[Sign this petition](#)

By signing, you accept Change.org's [Terms of Service](#) and [Privacy Policy](#), and agree to receive occasional emails about campaigns on Change.org. You can unsubscribe at any time.

---

[Sign this petition](#)

---

**Today: Alisha is counting on you**

Alisha Groot needs your help with **"City of Coquitlam : Stop Road Construction"**. Join Alisha and 52 supporters today.

[Sign this petition](#)

**Today: Alisha is counting on you**

Alisha Groot needs your help with **"City of Coquitlam : Stop Road Construction"**. Join Alisha and 52 supporters today.

[Sign this petition](#)

---

**From:** Leslie Mao [REDACTED]  
**Sent:** Monday, February 24, 2020 11:06 AM  
**To:** Clerks Dept  
**Subject:** Re: Petition Against Through Road at Nicola Ave for Feb 24 meeting

To clarify, these two petitions are in regards to the new road proposals located at Nicola Ave and Bole Crt under the Burquitlam-Lougheed Neighbourhood plan.

Our neighbourhood is against any through road to connect Nicola Ave on the west and east sides, or a through street at Bole Crt. This area presents the only quiet and flat play area for dozens of neighbourhood children. Oakdale park is located on a steep grade and is not suitable for bike riding, playing with balls, etc. Please don't take this safe space away from our kids!

Regards,  
Leslie Mao

On Feb 24, 2020, at 9:46 AM, Vadeboncoeur, Jennifer [REDACTED] wrote:

Dear Coquitlam City Clerk,

Please find two pdfs attached.

1) One entitled, Petition Against Through Road at Nicola Ave Feb 24 2020, as a submission for the Public Hearing on the Oakdale Land Use Designation Plan; this petition includes 48 signatures and represents approximately 196 people.

2) The second petition was created online yesterday morning and in less than 24 hours it has received 53 signatures. It is available at [Change.Org](http://chnge.org), created by Michelle York, and entitled, "Stop Connection of Bole Court and Nicola Avenue." <http://chnge.it/VVt2KjmYSQ>. Please note pdf of screen shot below.

Please confirm receipt of this email and the two pdfs when you have a moment.

With thanks, Jennifer

<Petition Against Through Road at Nicola Ave Feb 24 2020.pdf>

<Petition - City of Coquitlam Stop Road Construction - Change.org.pdf>

☒ Copies to Mayor & Council  
☐ Tabled Item for Council Meeting  
☐ Correspondence Item for Council Meeting  
☒ For Information Only  
☐ For Response Only \_\_\_\_\_  
☒ Copies To GMDD, DDS, P3, EM, ES

**From:** Suzana Kovacic [REDACTED]  
**Sent:** Monday, February 24, 2020 9:52 AM  
**To:** Clerks Dept  
**Subject:** Submission for Updated Burquitlam-Lougheed Neighbourhood Plan (BLNP)

I note that future plans for the Burquitlam area include a potential extension of Jefferson Avenue to Clarke Road. I urge you to reconsider this extension. My primary concern for opposing this extension is traffic safety through the playground zone around Oakdale park.

Oakdale Park sits at the lowest elevation with downhill approaches from both directions along North Road and Jefferson Avenue. North Road is a popular rat runner route during rush hours with drivers trying to avoid the Clarke and Como Lake intersection. There is a left turn restriction at Chapman onto Clarke Road to try to limit evening rat runner traffic and a morning right turn restriction but drivers routinely ignore the restrictions. The recent Fortis gas line upgrade lead to a significant increase in traffic in front of Oakdale Park. Any traffic congestion at Como Lake and Clarke quickly leads to an increase in traffic past Oakdale Park. The posted limit in front of the park is 30 km/h. I routinely see drivers speeding well in excess of the posted speed. Some drivers are dangerously in excess of that speed. Traffic calming measures have failed to slow traffic. A bump out was built at Jefferson Avenue and North Road to try to slow traffic. Speeding drivers tend to shift over and drive down the centre of North Road to clear the bump out. Drivers turning onto North Road at Jefferson have come close to collisions when speeding drivers are unexpectedly driving in the centre of North Road. A Jefferson Avenue extension will only create more opportunities for dangerous speeding and rat running through playground zones.

The proposed development will mean more children at Oakdale Park. I urge the committee to not extend Jefferson Avenue to Clarke Road to ensure the safety of children.

Regards,

Suzana Kovacic  
9983 Rathburn Drive  
Burnaby

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To GM, PD, DDS, PB, FM, PL

**From:** [REDACTED]  
**Sent:** Monday, February 24, 2020 10:22 AM  
**To:** Clerks Dept  
**Subject:** Submission for Updated Burquitlam-Lougheed Neighbourhood Plan (BLNP)

To whom it may concern,

The sanitary and storm systems along North Road - north of the Como Lake and Broadway intersection are overwhelmed. As such area residences are affected by Third World health, safety and environmental conditions, for example:

- (1) Raw Sewage has on many occasions, over at least the past decade, spewed onto North Road, Oakdale Park and into Stoney Creek. Fecal matter transmits disease, including the coronavirus (COVID-19), and presents a significant health hazard to children and others that use Oakdale Park and the surrounding area and to residents that live in the area and their visitors as well as people traveling on North Road.
- (2) The pressure of raw sewage spewing onto North Road has lifted a manhole cover on North Road in-front of Oakdale Park. This has created a safety hazard as vehicles need to swerve, in raw sewage, to avoid hitting the lifted manhole cover.
- (3) The Raw Sewage spewing onto North Road has via the Storm system been drained into Stoney Creek further contaminating the salmon bearing creek and posing an additional health hazard.

While a former gas station location along Como Lake and Clarke Road was being excavated an oily substance appeared in Stoney Creek via the storm drain outflow near Rathburn Drive in Burnaby. The oily substance appeared in the creek from January to April 2019 and intermittently thereafter. Perhaps the ground water under that gas station was contaminated with fuel and was being drained into Stoney Creek via the Storm system, if that is the case proper on site remediation was not done.

For additional information please see The Tri-City News article, page A21 The Environment, - *"Bubbling Burquitlam sewage spews on to North Road and into Burnaby creek"*

Also please read the following Facebook post by Suzana Kovacic - For the past decade, I have called the city every time raw sewage has flowed out of the manhole in front of the playground and flowed down the street contaminating the salmon bearing creek. I would ask when calling the city if this is really poo and toilet paper that I am seeing all over the street and by the playground. "I hope not!" they would reply. After the call to the city, I would see a Coquitlam truck stop by and watch the poo flowing out of the manhole. Surely, something would be done, I thought. But no. Poo keeps coming out every time there is a major rainfall. A few weeks ago when there was a particularly large flow of poo and used toilet paper out of the manhole, the city did come by to pump out the storm drain that leads to the salmon bearing creek to clear out any blockages. I thought it would be better to keep blockages intact because at least that would limit the amount of poo going into the creek. But maybe better that the poo goes into the creek than into the playground. Poison the fish, not the kids.

The city's most important job is to keep poo off streets and playgrounds. Nothing else can be more important than that! Public health is at risk when kids have to walk through poo to get to their playground.

For the past decade I have watched medium and high density development proceed in the area. The existing infrastructure is clearly not able to handle the increased development. Address crumbling infrastructure before allowing development to overwhelm the system. How long do we have to wait for poo-free playgrounds?

Prior to adopting Bylaw No. 5028, 2020 and Bylaw No. 5029, 2020, I request that steps are immediately implemented that will stop the spewing of sewage and prevent the release of oily or other harmful substances into Stoney Creek.

We need immediate action by the City of Coquitlam to protect the Health and Safety of the area residents and visitors as well as the Environment.

Thank you,

George Kovacic

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☒ Correspondence Item for Council Meeting
- ☐ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To GM, PD, DDS, PB, EM, FC



**Cormack, Rachel**

**From:** Vadeboncoeur, Jennifer [REDACTED]  
**Sent:** Monday, February 24, 2020 10:30 AM  
**To:** Clerks Dept  
**Cc:** Merrill, Andrew; Janice McAndrew  
**Subject:** Letter Against Refined Oakdale Plan to Include Townhousing at Sub-Region F-South  
**Attachments:** Letter Against Refined Oakdale Plan to Include Townhousing at Sub-Region F-South for City of Coquitlam Hearing Feb 24 2020.pdf

Dear City of Coquitlam Clerk,

Please find attached a letter against the refined Oakdale plan to include town housing at Sub-Region F-South for the meeting this evening, February 24, 2020.

When you have a moment, please acknowledge receipt.

With thanks, Jennifer

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To GMPS, DDS, P3, PM, FL

TO: Andrew Merrill, Manager Community Planning  
FR: Jennifer Vadeboncoeur

RE: Oakdale Refined Land Use Concept Doc #3558724

February 24, 2020

Dear Andrew,

I am sorry to miss the Public Hearing on Monday February 24, 2020; I am teaching at that time.

This is the second letter I have written regarding my opposition to increasing density in Sub-Region F, North and South, of which I am a member living at [REDACTED] (see letter 1 from October 8, 2019, and referencing participation in land use meeting on both September 11, and September 21, 2019). **I disagree with the refinement of the land use in Sub-Region F to include townhousing in F-South for many of the same reasons I have argued against densification in Sub-Region F; I note two of them below along with two general concerns.**

1) Given the Housing Choices Review, adopted in 2011, both homeowners and developers already have the option and incentive (e.g., streamlined permit process, parking regulation relaxation) to build duplex, triplex, and fourplex housing in relation to the size of lots. **Maintaining the approach in the Housing Choices Review in Sub-Region F, is consistent with the general transition from higher density buildings nearer Burquitlam SkyTrain Station to the single family lots in North Oakdale. Thus, there is no reason to include townhousing in F-South.**

2) **The upgrades to parks and green spaces, recreational spaces, and "walkability" plans in the Oakdale Plan are insufficient for the amount of densification proposed.** Further, it does not appear that Coquitlam has adequate regulation and control over city infrastructure affecting Stoney Creek. On February 1, I drove over the raw sewage flooding out on to North Road. On February 13, Stefan Labbé reported in the *Tri-City News* that this was neither the first time this had occurred, just metres away from Oakdale Park, nor the first time an overflow reached Stoney Creek. In the same article, Brad Lofgren, Coquitlam's Director of Public Works, noted that, in addition to the limited infrastructure, incidents have been linked to illegal discharges from homeowners and construction sites. **There appears to be a history, at least 10 years, of problems protecting Burnaby Mountain Conservation Area, as well as Stoney Creek. Given existing problems, Coquitlam seems ill-prepared to increase density in F-South.**

3) **More generally, the move to rapidly increase density in Oakdale through a neighborhood plan that divides a small area into small Sub-Regions through a single approval process will lead to development projects that are spotty, ill-defined, and haphazard, rather than ensuring that projects are approved in a thoughtful and deliberate manner.** Any group of lots could move ahead with development at any given moment, including those in the centre of Oakdale. This leaves decision making for housing in Coquitlam up to developers, rather than taking a proactive

approach to maintaining control over development in Coquitlam by opening areas up for development in a measured way that moves out from Burquitlam SkyTrain Station.

**4) More generally, the move to rapidly increase density in Oakdale will not address the problem of housing affordability if developers are not required to offer a substantial percentage of housing at below market rental rates or below market purchase rates.** Our neighbors who assume they will be able to purchase units for their children, or sell homes and "down size," will find there is no affordable housing stock if all development is offered solely at market rates.

In a quote from Counselor Brent Asmundson reported by Gary McKenna in the *Tri-City News* (July 11, 2019), regarding the parking issues that will "likely arise from increasing density" to older neighborhoods, it does seem as if Coquitlam is "experimenting with existing neighborhoods and we really don't know what the outcome is going to be" (see "Coquitlam tweaks housing regulations to encourage higher density").

**At present, it feels like the land use plan for Oakdale is "an experiment."**

1) What happens when a land use change, that includes variegated housing density, is given blanket approval for the entire block of land?

It gets developed in an ill-defined and haphazard way is likely to be one outcome

2) What happens when developers (and real estate agents) control development, rather than the City of Coquitlam?

The outcomes are likely to be an additional loss of adequate regulations regarding sewage infrastructure, conservation, housing affordability, and parking.

This can't be an effective way to develop a limited resource.

As I noted, I am sorry to miss the public meeting; I wish I could attend, present these concerns, and hear your responses.

Sincerely,

Jennifer Vadeboncoeur

**From:** Kip, Nathalie <Nathalie.Kip@Translink.ca>  
**Sent:** Monday, February 24, 2020 10:31 AM  
**To:** Clerks Dept; Merrill, Andrew  
**Cc:** Brownell, Joanna  
**Subject:** TransLink Comments regarding BLNP OCP Amendment  
**Attachments:** 2020-02-24 - TransLink Comments\_Proposed BLNP OCP Amendment.pdf

Good morning Jay and Andrew,

Please find attached TransLink's comments regarding the proposed BLNP OCP Amendment Bylaw No. 5028, 2020 and Zoning Amendment Bylaw No. 5029, 2020.

Thank you again for the opportunity to provide input. Please feel free to let me know if you have any questions or wish to discuss our response further.

Kind regards,  
Nathalie

**NATHALIE KIP**, LEED Green Associate  
Planner, Partner Planning  
*Transportation & Land Use Planning*  
T: 778.375.7597 | [translink.ca](mailto:nathalie.kip@translink.ca)

**TransLink**  
400-287 Nelson's Court, New Westminster, BC, V3L 0E7, Canada

☒ Copies to Mayor & Council  
☐ Tabled Item for Council Meeting  
☐ Correspondence Item for Council Meeting  
☒ For Information Only  
☐ For Response Only \_\_\_\_\_  
☒ Copies To GR, PD, DDS, Z3, FR, FC



This e-mail and any attachments may contain confidential and privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal.



**TransLink**  
400 - 287 Nelson's Court  
New Westminster, BC V3L 0E7  
Canada  
Tel 778.375.7500  
translink.ca

South Coast British Columbia  
Transportation Authority

February 24, 2020

Jay Gilbert  
City Clerk  
City of Coquitlam  
3000 Guildford Way  
Coquitlam, BC V3B 7N2

Dear Mr. Gilbert,

**Re: Proposed Burquitlam-Lougheed Neighbourhood Plan (BLNP) OCP Amendment Bylaw No. 5028, 2020 and Zoning Amendment Bylaw No. 5029, 2020 (13-6480-20/18-01/1)**

Thank you for your correspondence dated February 11, 2020 and for the opportunity to provide comment on the proposed Burquitlam-Lougheed Neighborhood Plan (BLNP) OCP Amendment Bylaw No. 5028, 2020 and Zoning Amendment Bylaw No. 5029, 2020.

We appreciate the outreach and provide our comments based on:

- Our legislated mandate in the South Coast British Columbia Transportation Authority Act to review OCP amendments for regional transportation implications;
- Policy direction in the Regional Transportation Strategy (RTS) to work with partner agencies in advancing regional objectives and integrated land use and transportation planning; and
- TransLink's Transit-Oriented Communities Design Guidelines (TOCDGs).

After reviewing the materials included with your referral, we offer the following comments:

**Integrated Land Use and Transportation Planning**

The land uses that best advance TransLink's RTS and align with the TOCDGs are those that:

- Concentrate density and mixed uses within 800m of rapid transit stations, with the highest intensity of development closest to stations;
- Locate major destinations along a reasonably direct corridor so they can be efficiently served by transit; and
- Contribute to a well-connected and well-designed street network for safe and efficient pedestrian and cycling access to transit.



The concentration of the highest intensity land uses, namely 'Transit Village Commercial' and 'High-Density Apartment Residential' closest to Burquitlam Station will both encourage transit ridership as well as support the creation of a livable and walkable neighbourhood. In addition to the higher density development, the diverse mix of land uses (residential, commercial, civic and institutional) within walking distance of the SkyTrain station will also support the reduction of vehicle kilometres travelled (VKT) per capita given that residents, employees and visitors will have more opportunities to satisfy the needs of daily life within an area that is accessible by transit, walking, and cycling.

In terms of housing, the provision of a mix of housing types and tenures within the station catchment area will help support a diverse residential population who will be able to use and rely on transit and active modes to meet their transportation needs. The Metro Vancouver Regional Affordable Housing Strategy specifically references the connection between affordable housing and transit, with Goal 4 being to 'Increase the rental housing supply along the Frequent Transit Network.' Any policies or initiatives that support the increased supply of particularly rental housing, within walking distance of the Frequent Transit Network will advance shared regional goals.

#### **Active Transportation**

The improvement of walking and cycling facilities within 800 metres of SkyTrain stations also advances shared regional goals. We encourage the development of an active transportation network that provides complete and continuous connections to Burquitlam Station, bus routes, schools, parks, and the neighbourhood centres in the area.

The Oakdale Preferred Land Use Concept proposes a number of new streets and lanes that will increase street network connectivity in the area and thus support the use of active modes of travel and efficient pedestrian and cycling access to transit. The OLU area is bounded by Clarke Road to the East, which is part of the Major Bikeway Network (MBN). The proposed cycle routes on Chapman Avenue and North Road will increase connectivity to the MBN and other existing cycling routes.

We support the proposed plan for a greenway and cycling network and encourage the provision of facilities that are comfortable for all ages and abilities. To that end, cycling routes should be designed to minimize conflicts with buses and other modes of transportation. Where feasible, signalized and accessible street crossings are encouraged to improve safety.

Active transportation improvements provided by developers could be complemented by other cycling and pedestrian improvements that TransLink could potentially cost-share with the City of Coquitlam, in order to provide complete and continuous cycling and walking connections. Please feel free to contact us to learn more about TransLink's municipal cost-share programs.

**Major Road Network**

The portions of Como Lake Avenue and Clarke Road which are adjacent to the OLU DU area are both part of the Major Road Network (MRN). Provincial legislation requires TransLink to approve any action that would reduce the people-moving capacity of the MRN. This includes (but is not limited to) alteration of a roadway and/or traffic control conditions. As plans are further developed for the identified intersection improvements on Como Lake Avenue and other MRN roads in the BLNP area, TransLink would request the opportunity for review and comment.

Thank you again for the opportunity to provide input on the proposed Burquitlam-Lougheed Plan OCP Amendment Bylaw No. 5028, 2020 and Zoning Amendment Bylaw No. 5029, 2020. Please contact me at [nathalie.kip@translink.ca](mailto:nathalie.kip@translink.ca) or 778-375-7597 should you have any questions or wish to discuss further. We look forward to continued coordination with the City of Coquitlam.

Sincerely,



Nathalie Kip  
Planner, Partner Planning

c. - Andrew Merrill, Director Development Services, City of Coquitlam

**Cormack, Rachel**

Public Hearing – February 24, 2020

Item 1 – Burquitlam-Lougheed

Neighbourhood Plan (BLNP)

**From:** xichen xu [REDACTED]  
**Sent:** Monday, February 24, 2020 10:37 AM  
**To:** Clerks Dept  
**Subject:** future Kemsley Park

To whom it may concern:

Dear Sir or Madam

I am the owner of 622 Kemsley Ave Coquitlam, which is just in the future new Park area.

I hope the City could give us more specific information about the appraisal of our property, namely if our property will be appraised by high density as other properties to the south of Kemsley Ave.

I hope we can be given a specific time line as when it can be happen and how long does it take.

I also hope that we can be given a specific guideline of the process of selling our property to the city.

Sincerely

Xichen Xu

X Copies to Mayor & Council  
I Tabled Item for Council Meeting  
I Correspondence Item for Council Meeting  
X For Information Only  
I For Response Only \_\_\_\_\_  
X Copies To: GM, PD, DDS, PB, FM, PL

**Cormack, Rachel**

Public Hearing - February 24, 2020  
Item 1 - Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** [REDACTED]  
**Sent:** Monday, February 24, 2020 11:05 AM  
**To:** Clerks Dept  
**Subject:** Public Hearing Feb 24th, 2020

February 24, 2020

To: City Clerk's Office  
Fax: [REDACTED]

Re: Public Hearing on Monday February 24th 7:00 pm

Change to Land Use Designation: 665 Chapman Avenue

I regret that I am unable to attend the February 24th meeting, as I am out of the country. Even though I cannot be present personally, I do want you to know that I appreciate all the work that has been done to thoughtfully transition Oakdale into the future. All of the discussions, public reach out and care for the current residents are very much appreciated.

I would ask that you consider one slight adjustment to the proposed higher density zoning boundary on Chapman. We (my family & I) now believe that under the new circumstances, that the top end of Chapman (Chapman Court) would be better developed if the higher density options were applied up to and including our property, so that the line of more intensive development become the lot line on the west side of 665 Chapman Avenue. This will allow for better access, services and design options that we believe would be favorable to our neighborhood as it transitions into the new vision for the Oakdale section of Coquitlam.

We urge you to consider this in your deliberations at this time.

If there is any way that I can be of assistance, please let me know. I can be reached at [REDACTED]

Thank you again for all of your hard work.

All the best,

Diane Higham

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

6 - GM, PD, DES, B, EM, FL

**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Hildegard Richter <[REDACTED]>  
**Sent:** Monday, February 24, 2020 11:11 AM  
**To:** Mayor & Council  
**Cc:** Clerks Dept  
**Subject:** Hearing -Development plans for Oakdale

Dear Mayor and Council and Mr. Gilbert,  
My name is Hildegard Richter, I live at 597 Westley Ave. Coquitlam, B.C. section B of Oakdale.

Since I will not be attending the Hearing today, Monday, 24, 2020, I want to send you my written comments regarding the Land Use for Oakdale.

I agree with the 25 year development plan and the division into various sections of Oakdale the City planning department has put forward.

The future calls for higher density of the available land to accommodate the projected increase of the population.

However at this moment tremendous housing developments have been already approved or are already in the construction stage.

This brings me to my concern.

I very much disagree with the neighbourhood being destroyed in case the construction does not go ahead within the next two years. I do not want to see houses being boarded up or torn down, when the rebuilding will only go ahead in 10 or 15 years or more.

Erased or boarded up houses are not in the interest of the critical housing situation we have right now.

Yours truly  
Hildegard Richter  
Email: [REDACTED]

- ☒ Copies to Mayor & Council
- ☐ Tabled Item for Council Meeting
- ☐ Correspondence Item for Council Meeting
- ☒ For Information Only
- ☐ For Response Only \_\_\_\_\_
- ☒ Copies To GM, PD, DDS, P3, FM, EC



**Cormack, Rachel**

Public Hearing – February 24, 2020  
Item 1 – Burquitlam-Lougheed  
Neighbourhood Plan (BLNP)

**From:** Rick Rupp [REDACTED]  
**Sent:** Monday, February 24, 2020 11:47 AM  
**To:** Clerks Dept  
**Subject:** Slides for speaking at Feb 24 City Council meeting  
**Attachments:** Oakdale Neighborhood Pathways.pdf; Oakdale Neighborhood Pathways.pptx

Hi. My name is Rick Rupp.

I'm on the speaker's list for the city council meeting tonight.

I want to make sure I submit copies of my short presentation with enough time deal with the logistics.

I'm attaching both PDF and powerpoint versions to this email.

Please respond with further clarifications of what you need.  
And any speaking restrictions or rules you want to clarify.

Cheers,  
Rick Rupp

☒ Copies to Mayor & Council  
☐ Tabled Item for Council Meeting  
☐ Correspondence Item for Council Meeting  
☒ For Information Only  
☐ For Response Only \_\_\_\_\_  
☒ Copies To GM, PD, DDS, P3, AM, FL

# More thought is needed for walking and cycling infrastructure plan

Unresolved Oakdale Land Use planning  
issue

Feb 2020 - Feedback to area planning process

Rick Rupp from Oakdale Neighbourhood



## **Oops. We missed something!!**

How do I get my kids to our local amenities  
without a car?

Some North<->South pathways are dead ends.



## **Connectivity to other neighborhoods**

Our amenities are in Port Moody and Burnaby.

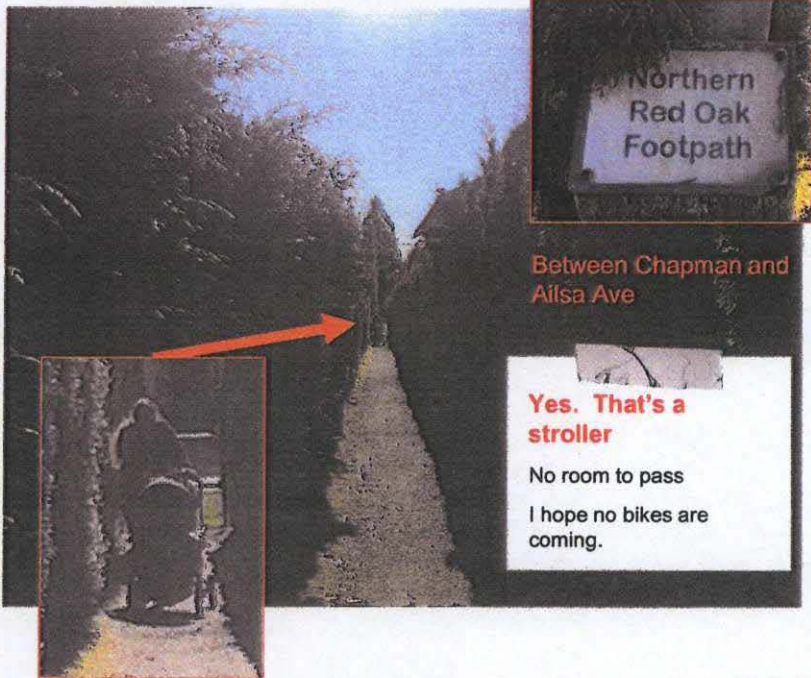
But it's hard to get to them with bikes and  
strollers.

## **Transportation Feedback**

"The written responses indicate a  
desire for **improving walking and  
cycling infrastructure** in the  
neighbourhood and overall  
**connectivity to other  
neighbourhoods**.

However, feedback also indicates  
some concerns about increased  
vehicle volumes and speeds as well  
as traffic safety. "





Northern Red Oak Footpath

Between Chapman and Ailsa Ave

**Yes. That's a stroller**

No room to pass  
I hope no bikes are coming.


## 1 Narrow Footpath.

One-way passage North  
"I hope nobody comes the other way"

Already busy at times.

I spent 5 minutes during lunch, and I couldn't get a picture without someone on this path.

And we're adding density!



Coquitlam

**No bikes allowed**

West Coquitlam is not bike or walking accessible.

## Bike Lanes End at Coquitlam border.

Bike lane from Port Moody - along Glenayre from Westhill park to the edge of coquitlam.

**A wall of houses**, with a **narrow sidewalk** onto busy Clark Road.



**We needed a 2nd car**

A car for every adult in the household in many cases.

Are we building enough parking?

**No plan for Buses either!**

Infrequent and unreliable buses.

The skytrain arrived, and buses were cancelled.

Causing many local families to buy a second car.

Often for park-and-ride access to the skytrain.

**We need pedestrian access to local amenities**

Our amenities are in POMO and BBY, (North and South)

Streetscape "wall" runs East-West blocking passage

- Community Centre
- Scout meetings
- Daycares
- French Immersion School
- Outdoor courts: Tennis, Basketball, ball hockey
- Spray park
- Soccer, Baseball fields

- Westhill Pool
- Covered Lacrosse Box
- Soccer Field

Only 1 Narrow Footpath

Local Amenities

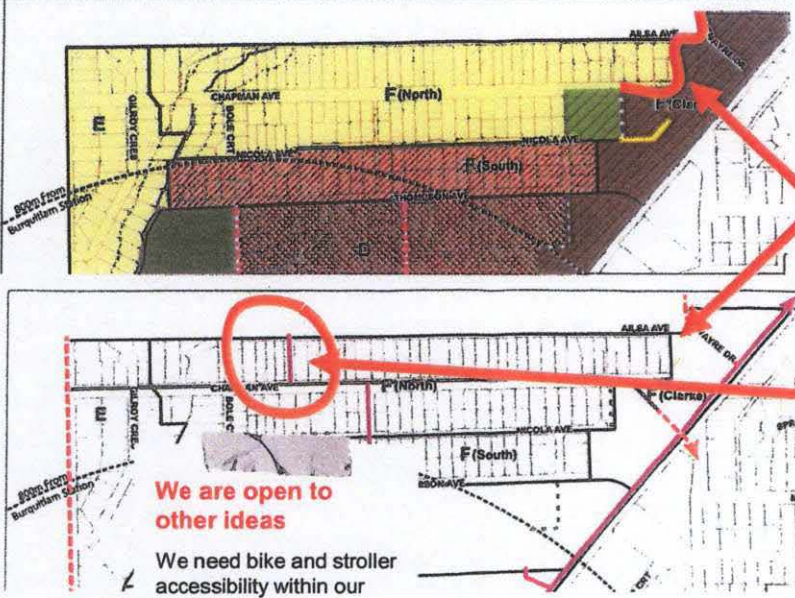
End Of Bike Lane

Car required


To use the amenities

We don't provide accessibility.





**Ideas to Connect us:**



- 1) Add bike paths alongside new parks and density
- 2) Augment the narrow footpath with a real multi-use pathway
- 3) Only a sample of the issues

**We are open to other ideas**

We need bike and stroller accessibility within our neighborhood.

## Almost too late !!

We need to act now if we want a holistic plan...

- **Pathways AND local amenities**  
Plans have not kept up with latest density additions.
- **Transit and cars - more issues!**  
Insufficient bus service.  
Not enough parking for all those cars.
- **How can we fix this without blocking progress?**  
Is there a commitment to keep our community involved as plans evolve?

## Asking Council for a strong mandate

### E.g. Pathways to local amenities:

Area planning will facilitate alternate (non-car) transportation routes to nearby local amenities.

Even if those amenities are outside of the neighbourhood area being replanned.

Include pathway support for bikes, strollers and walkability. Consider bus routes.



Similar to the existing mandate from council to have a local park within 10 minute walk.

## Asking Council & Planning Dept...

- 1) To acknowledge that these plans are incomplete and still changing frequently.
- 2) To establish a process to proactively collaborate with residents going forward.

Neighbourhood Association can help organize.

Complaining after the fact doesn't help.

We have "boots on the ground" who understand the neighborhood.



We can't help if we aren't included before decisions are made.