

**PUBLIC HEARING  
Monday, September 27, 2021**

A Public Hearing convened on Monday, September 27, 2021 at 7:04 p.m. in the Council Chambers, City Hall, 3000 Guildford Way, Coquitlam, B.C. with the following persons present:

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

Regrets: Councillor Bonita Zarrillo

Staff Present: Peter Steblin, City Manager  
Raul Allueva, Deputy City Manager  
Jaime Boan, General Manager Engineering and Public Works  
Don Luymes, General Manager Planning and Development  
Andrew Merrill, Director Development Services  
Robert Cooke, Development Servicing Engineer Manager  
Natasha Lock, Planner 2  
Stephanie Lam, Legislative Services Manager  
Rachel Cormack, Legislative Services Coordinator

**REPORT OF DIRECTOR DEVELOPMENT SERVICES**

The Director Development Services submitted a written brief to the Public Hearing dated September 20, 2021, 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, September 16, 2021 and Thursday, September 23, 2021.

**OPENING REMARKS**

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

**ITEM #1**      **Reference: PROJ 19-047**  
**Bylaw Nos. 5078 and 5079, 2021**  
**Address: 100 Woolridge Street**

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The intent of Bylaw No. 5078, 2021 is to amend *Citywide Official Community Plan Bylaw No. 3479, 2001* to re-designate the subject property as outlined in black on the map marked Schedule 'A' to Bylaw No. 5078, 2021 from Industrial to Service Commercial.

The intent of Bylaw No. 5079, 2021 is to amend the *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the subject property as outlined in black on the map marked Schedule 'A' to Bylaw No. 5079, 2021 from M-1 General Industrial to CS-1 Service Commercial.

If approved, the application would facilitate the development of a two-storey car dealership, including a service facility with repair bays and a car wash.

The Director Development Services provided an overview of the following:

- Zoning and Land Use Designation
- Proposal
- Recommendation

In response to a question from Council, the Director Development Services provided information relative to the Ministry of Transportation and Infrastructure's request for a road dedication along the south property boundary of the subject property for future Brunette Interchange improvements.

There were no further representations to this item.

There were no submissions for this item.

The Chair declared the Public Hearing regarding Item #1 closed at this time (7:15 p.m.).

**ITEM #2**      **Reference: PROJ 21-040**  
**Bylaw No. 5142, 2021**  
**Text Amendment: Oakdale Transportation Network Update**

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The intent of Bylaw No. 5142, 2021 is to amend City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001 in order to update the Oakdale Transportation Network as part of the Burquitlam-Lougheed Neighbourhood

Plan. The proposed bylaw includes a number of text amendments that are intended to:

- Update the associated street network in response to the removal of the Kemsley-Jefferson connector over Harmony Creek:
  - Remove the new road connection linking Kemsley Avenue to Jefferson Avenue and reclassify Jefferson Avenue and Kemsley Avenue (from North Road to Elmwood Street) from a collector road to a local high density road;
  - Extend the new east-west road to Elmwood Street; reclassify the new east-west road (North Road to Kemsley Avenue) from a local high density road to a collector road; maintain Kemsley Avenue (Elmwood Street to Clarke Road) as a collector road; and plan for a future roundabout at the intersection of Kemsley Avenue and Elmwood Street;
  - Realign the existing Gardena Drive as a local high density road from Wesley Avenue to Harrison Avenue, linking to the future Bole Court extension; and realign Gardena Drive at Elmwood Street to link to Como Lake Avenue;
  - Realign the existing north-south lanes at Como Lake Avenue (between Claremont Street and Clarke Road), and close vehicle lane access onto Como Lake Avenue;
  - Reclassify the Bole Court extension (between Harrison Avenue to Nicola Avenue) from a narrow street to a local low density road; and establish a portion of the Bole Court extension (between Thompson Avenue and Nicola Avenue) as a Green Street. The public right-of-way will be secured with future development so that the Bole Court extension between Thompson Avenue and Nicola Avenue could be repurposed to allow vehicular access in the future, depending on the long-term land use change at the north end of Oakdale (beyond the scope of the current proposal); and
  - Reclassify Elmwood Street (between Harrison Avenue and Nicola Avenue) from a local low density road to a local high density road.
- Update the associated greenway network:
  - Relocate the east-west greenway from Kemsley Avenue and Jefferson Avenue to the new east-west collector route;
  - Replace the north-south greenway along a portion of the Bole Court extension (Thompson Avenue to Nicola Avenue) with a Green Street that will also provide for pedestrian and cycling connections, while restricting vehicular access;

- Maintain the greenway along the remnant Kemsley Avenue (west of the new Gardena Drive), linking to a new greenway along the remnant Gardena Drive (north of Kemsley Avenue);
- Relocate the north-south greenway from Elmwood Street to Claremont Street; and
- Provide a new north-south greenway from Chapman Avenue to Ailsa Avenue.
- Change the land use designation for the property located at 657 Gardena Drive from Medium Density Apartment Residential to High Density Apartment Residential, in-line with the adjacent properties to the south, due to the removal of the Kemsley-Jefferson connector, which was previously the border between the two land uses.

If approved, the application would facilitate the update of the Oakdale Transportation Network and the re-designation of the property at 657 Gardena Drive.

The Planner 2 provided an overview of the following:

- Background
- Public and Stakeholder Consultation
- Proposed Street Network Changes
- Proposed Greenway Network Changes
- Minor Land Use Designation Change
- Recommendation

Ian Dowdall, 652 Gardena Drive, Coquitlam, appeared before Council to provide an on-screen presentation address concerns regarding impacted land assemblies as part of the Oakdale Transportation Network Update.

Discussion ensued relative to the role of Council in land use matters.

Adam Popowitz, 657 Gardena Drive, Coquitlam, appeared before Council to express support for the proposed amendments.

Rick Rupp (Director, Oakdale Neighbourhood Association), 659 Nicola Avenue, Coquitlam, appeared before Council to express concerns regarding the proposed bike lane improvements as part of the application and the potential amendments that could improve their connectivity as outlined in his Public Hearing submission.

Discussion continued relative to the following:

- The current bike paths in Oakdale
- The desire to connect Coquitlam biking trails with neighbouring

municipalities

Councillor Kim left the meeting at this time (7:46 p.m.).

In response to a question from Council, the General Manager Engineering and Public Works noted the geographical difficulties of aligning some bike paths and noted that staff could review the Oakdale neighbourhood as part of the City's Strategic Transportation Plan.

Councillor Kim returned to the meeting at this time (7:48 p.m.).

Todd Ono, 629 Tyndall Street, Coquitlam, appeared before Council to express concern regarding the creation of land assemblies and the difficulties of coordinating multiple properties for re-development.

In response to a question from Council, the General Manager Planning and Development provided an overview of the tools the City has to attempt to protect lots from being orphaned by land assemblies.

Mr. Ono further stated his belief that development infrastructure should be finalized prior to land assemblies.

Discussion continued relative to the understanding that the City cannot influence homeowners into joining land assemblies.

Leslie Watts, 578 Bole Crescent, Coquitlam, appeared before Council to express concerns regarding the removal of the Bole Crescent cul-de-sac to connect Nicola Avenue as one through road. She further noted that she has previously submitted two petitions to the City against this road network update, and stated her concern that the proposed greenway space won't be built in a timely manner due to property owners not joining land assemblies.

Katherine Barr, 1254 Gabriola Drive, Coquitlam, appeared before Council to express her objection to the connection of the two ends of Nicola Avenue.

Dave Irving (President, Oakdale Neighbourhood Association), 981 Gilroy Crescent, appeared before Council to thank Planning staff for their responsiveness throughout the consultation process. He provided general comments in support for the application, and further noted his concern at the lack of Streamside Protection and Enhancement Areas (SPEAs) to protect the surrounding creeks in the Oakdale neighbourhood.

Discussion continued relative to the understanding rezoning and land use designations are separate processes, and that changing the land use designation of a property does not necessarily mean that it is able to be re-developed.

Douglas Jack, 582 Bole Court, appeared before Council to express his objection to the connection of the two ends of Nicola Avenue. He further noted the need for cul-de-sacs in neighbourhoods to create safe spaces for children to play.

Alisha Grootendorst, 574 Bole Court, appeared before Council to express her objection to the removal of the Bole Court cul-de-sac and noted the unsafe pedestrian conditions along Chapman Avenue.

Tess Trethewey, 492 Culzean Place, Port Moody, appeared before Council to thank the City for their consultation sessions. She noted that the bike path along Chapman Avenue is challenging due to the unsafe traffic conditions on the road and stated the potential for enhanced pedestrian safety installations. She further noted potential bike network enhancements and concerns regarding the difficulties of establishing bike paths due to how uneven the elevation is within the Oakdale Neighbourhood.

In response to a question from Ms. Trethewey, the Director Development Services provided an overview of the proposed pedestrian connections through to Elmwood Street as development progresses within the Oakdale Neighbourhood.

Jennifer Vadeboncoeur, 599 Nicola Avenue, appeared before Council to express her concern regarding the increased development in the Oakdale Neighbourhood and the phasing of future development. She further noted that this application is something the community is passionate about, both for and against the proposed amendment.

Discussion continued relative to the following:

- Council's understanding that this is a sensitive and passionate topic for the neighbourhood

Councillor Asmundson left the meeting at this time (8:42 p.m.).

- The understanding that development phasing is difficult to execute

Councillor Asmundson returned to the meeting at this time (8:44 p.m.).

- The understanding that the Oakdale Transportation Network Update

was previously delayed when the Burquitlam-Lougheed Neighbourhood Plan was updated

- o That increased density within the City is required to manage increasing housing needs

Sam Foo, appeared before Council to express his objection to the connection of the two ends of Nicola Avenue. He further noted his experiences with door-knocking in the neighbourhood to gather signatures for a petition against the amendment to the road network.

In response to a question from Council, the General Manager Engineering and Public Works provided information on the road network pertaining to potential impacts to Nicola Avenue and Chapman Avenue.

Paul Olynyk, 619 Tyndall Street, appeared before Council to express his belief that the City should create incentives to developers to prioritize the developments of roadways and reiterated his statements in his Public Hearing submission.

In response to a question from Council, the General Manager Planning and Development noted that current density incentives that the City utilizes and the road allowances are reflected in those policies. He further noted that it is currently considered best practices to have parks surrounded by roadways.

The Director Development Services provided an overview of the policies the City utilizes to protect orphan properties as part of land assemblies.

The General Manager Planning and Development provided an overview of the City's Strategic Road Purchase Policy.

Damir Kazulin, that staff and Council for their consideration on this topic and further noted that Mr. Olynyk represented many residents of Area A in his comments.

Neil Englund, 829 North Road, appeared before Council to express concerns regarding the City's notification process with respect to the proposed amendment.

In response to a question from Mr. Englund, the General Manager Planning and Development clarified the notification process established by provincial legislation.

The Director Development Services provided an overview of the land use

designation change for the property at 657 Gardena Drive as part of the proposed Oakdale Transportation Network Update.

Leslie Watts, 578 Bole Crescent, appeared before Council a second time to reiterate her understanding that the majority of her neighbourhood supports the maintenance of the Bole Crescent cul-de-sac.

In response to a question from Ms. Watts, the Director Development Services provided an overview as to the historical subdivision of properties along Nicola Avenue that has resulted in the expansion of that roadway.

The General Manager Engineering and Public Works noted that the connection of the two sections of Nicola Avenue would allow for an expansion of the Oakdale road network to create additional traffic paths to reduce overall vehicular congestion.

Ms. Watts stated her belief that there are only benefits to the neighbourhood should Nicola Avenue continue to be two separate portions of road.

Scott Yano, 509 Jefferson Avenue, appeared before Council to express his support for the proposed application.

Richard Shen, 639 Claremont Street, appeared before Council express concern that a portion of his property will be designated for roadway.

In response to a question from Mr. Shen, the Director Development Services provided information regarding the required works a developer needs to undertake as part of a land assembly development. He further provided information relative to the minimum lot size for an apartment development.

Rick Rupp (Director, Oakdale Neighbourhood Association), 659 Nicola Avenue, Coquitlam, appeared before Council a second time to request information regarding who to contact for future consultation relative to future bike paths. He further requested potential traffic calming measures along Nicola Avenue as well as an increased pedestrian experience.

The General Manager Engineering and Public Works noted that the City would be undertaking the Strategic Transportation Plan and community consultation would occur as part of it.

There were no further representations to this item.



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

1. Email from Ky Leung, 618 Tyndall Street, Coquitlam, received on September 20, 2021;
2. Presentation from Ian Dowdall, 652 Gardena Drive, Coquitlam, received on September 23, 2021;
3. Letter from Paul Olynyk, 619 Tyndall Street, Coquitlam, received on September 27, 2021; and
4. Email from Rick Rupp, Director of Oakdale Neighbourhood Association, received on September 27, 2021.

The Chair declared the Public Hearing regarding Item #2 closed at this time (9:52 p.m.).

**CLOSURE OF PUBLIC HEARING**

The Chair declared the Public Hearing closed at 9:52 p.m. on Monday, September 27, 2021.

MINUTES CERTIFIED CORRECT

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CHAIR

I hereby certify that I have recorded the Minutes of the Public Hearing held on Monday, September 27, 2021 as instructed, subject to amendment and adoption.



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Rachel Cormack  
Legislative Services Coordinator

**PLANNING AND DEVELOPMENT DEPARTMENT**  
**BRIEF TO PUBLIC HEARING, MONDAY SEPTEMBER 27, 2021**

**ITEM #1 – PROJ 19-047 – BYLAW NOS. 5078, 2021 and 5079, 2021**

Application to amend *City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001* to revise the land use designation of the property at 100 Woolridge Street, from Industrial to Service Commercial; and to amend *City of Coquitlam Zoning Bylaw No. 3000, 1996* to rezone the property at 100 Woolridge Street, from M-1 General Industrial to CS-1 Service Commercial – *Bylaw Nos. 5078, 2021 and 5079, 2021*.

**Recommendation:**

That Council give second and third readings to *City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 5078, 2021* and *City of Coquitlam Zoning Amendment Bylaw No. 5079, 2021*.

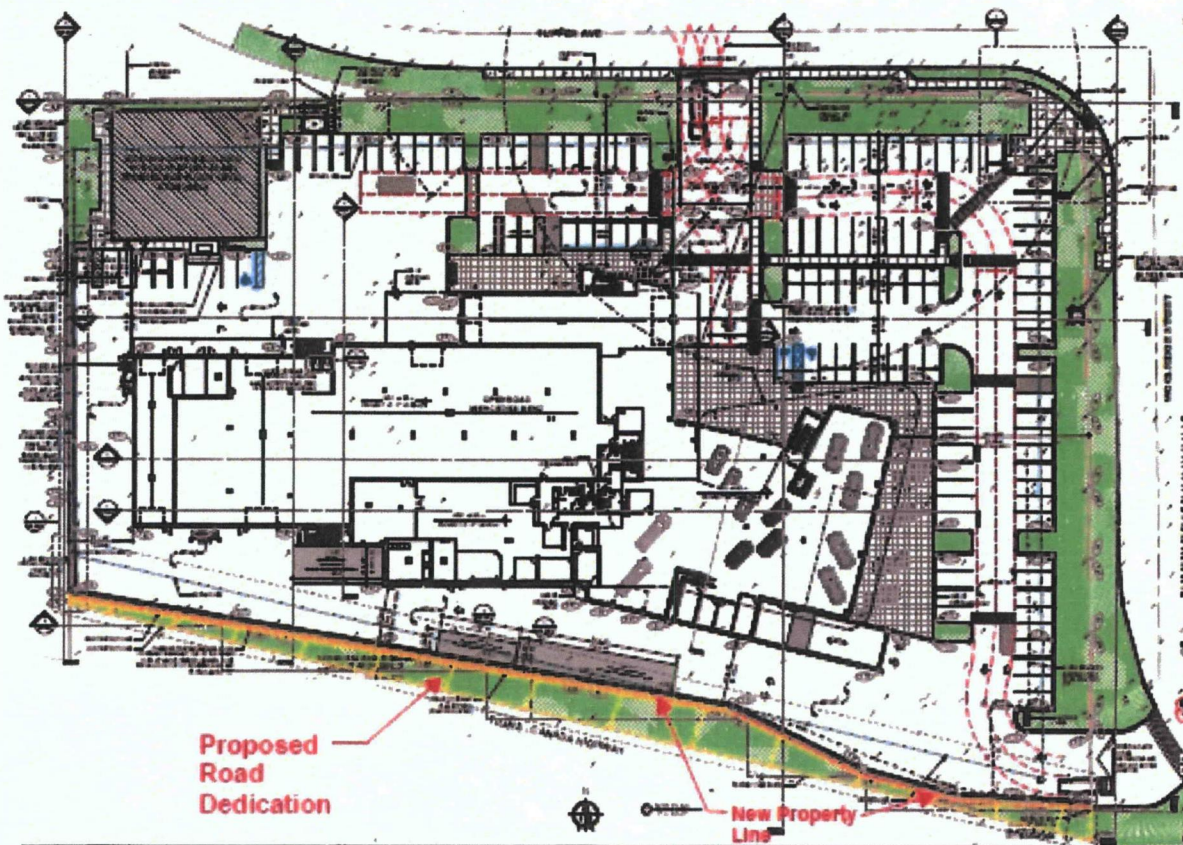
**First Reading:**

On July 26, 2021, Council gave first reading to *Bylaw Nos. 5078, 2021 and 5079, 2021* and referred the bylaws to Public Hearing.

**Additional Information:**

At the July 26, 2021 Regular Council meeting, Council requested no additional information.

Staff have received correspondence from the Ministry of Transportation and Infrastructure requesting the applicant provide road dedication along the south property boundary for future Brunette Interchange improvements. The entire Restrictive Covenant area along the south boundary is proposed to be dedicated as road (see site plan below).



**PLANNING AND DEVELOPMENT DEPARTMENT  
BRIEF TO PUBLIC HEARING, MONDAY SEPTEMBER 27, 2021**

Page 2 of 3

Staff have reviewed the Section 219 Restrictive Covenant for Environmental Protection and the site conditions. There is not a watercourse in the covenant area and the Streamside Protection Environmental Area requirements are not applicable; therefore, staff have no objections to the entire covenant area being used for road purposes. The applicant is to submit a Subdivision Application for the site reconfiguration (road dedication) and to request the discharge of the Section 219 Restrictive Covenant.

The project will comply with the Zoning Bylaw requirements except for the variances already identified in the First Reading report.

PLANNING AND DEVELOPMENT DEPARTMENT  
BRIEF TO PUBLIC HEARING, MONDAY SEPTEMBER 27, 2021

Page 3 of 3

**ITEM #2 – PROJ 21-040 – BYLAW NO. 5142, 2021**

Application to amend *City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001* in order to update the Oakdale transportation network in the Burquitlam-Lougheed Neighbourhood Plan (BLNP) area – *Bylaw No. 5142, 2021*.

**Recommendation:**

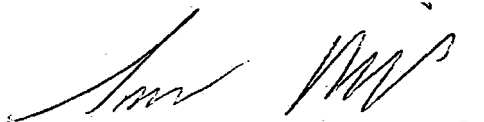
That Council give second, third, and fourth and final readings to *City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 5142, 2021*.

**First Reading:**

On July 26, 2021, Council gave first reading to *Bylaw No. 5142, 2021* and referred the bylaw to Public Hearing.

**Additional Information:**

At the July 26, 2021 Regular Council meeting, Council requested no additional information.

A handwritten signature in black ink, appearing to read 'Andrew Merrill', is written over a horizontal line.

Andrew Merrill, MCIP, RPP

AM/ce

**Clerks Dept**

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**From:** Ky Leung [REDACTED] >  
**Sent:** Monday, September 20, 2021 2:15 PM  
**To:** Clerks Dept  
**Subject:** Public Hearing 9/27/2021

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

**Categories:** Public Hearing

Dear Coquitlam Council,

My name is Ky Leung. I have resided on Tyndall St in Oakdale for almost 10 years. I would like to express my opinion about the proposed Oakdale Transportation Network, specifically the new collector street proposed in the south part of Oakdale.

I think it is a good idea to create a road that runs between North Rd and Clarke Rd. The original plan to connect Kemsley Ave and Jefferson Ave made a lot of sense. It is a relatively straight run and aligns with Rathburn Dr on the Burnaby side of North Road. The proposed collector street which runs from Kemsley to Elmwood and through a whole new road, would be a confusing zipzag through the community.

For the purposes of moving traffic in and out of Southern Oakdale, the limitation is the traffic flow of Como Lake Ave and Clarke Rd. Adding more east-west streets would be redundant and would not help traffic flow. Connecting Kemsley Ave and Jefferson Ave should be sufficient to meet the needs of the area. Adding another street south of Oakdale park, a mere 300ft from Jefferson Ave is unnecessary.

To connect Kemsley Ave and Jefferson Ave, it appears 3 lots would be needed, and potentially 1 redevelopment site could be impacted. To build the newly proposed road from North Rd to Elmwood St, no less than 8 lots would be needed, and no less than 4 redevelopment projects could be impacted. If there are redevelopment concerns over the Kemsley-Jefferson connector, there are 4 times as many concerns over the new road. I know for a fact the developers have been reluctant to purchase lots on either side of Tyndall St around the location of the proposed road.

I have discussed this issue with several neighbours and we are in agreement. The planners had it right the first time. A collector street connecting Kemsley Ave and Jefferson Ave is the best solution. The only refinement necessary is to eliminate the extra road proposed at the south of Oakdale park.

Best regards,  
Ky Leung  
618 Tyndall St.  
Coquitlam

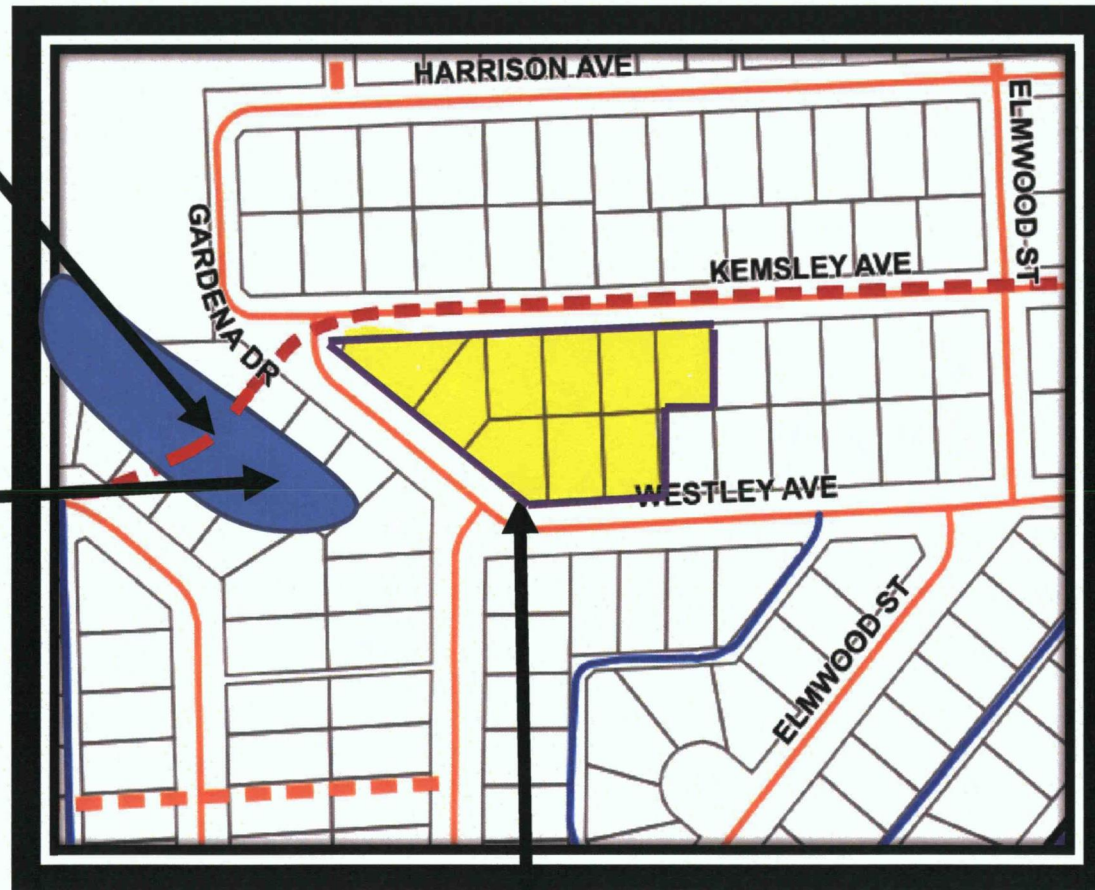
- **Not an 'Anti-Road' Issue**
  - Very obvious Financial Benefits
  - Some Creekside Homes could be developed
  
- **With those Benefits come Issues:**
  - Impacted Assemblies
  - Impacted Home owners
  - Impacted Developers



# Jefferson Kemsley Connector (Feb 2020- Mar 2021)

Planned Bridge

Surrounding  
Area cannot be  
Developed for  
High Density  
Due to Creek



Strand Assembly Under Contract



# Planning Proposal (2021)

Council abandons bridge & road plan, shifts costs to Developers & frees up striped area for development

Existing assemblies will agree to new road



- Road Connector is **not built**
- Strand is asking Planning to recommend a revised proposal to drop one property from their assembly & build half of the connecting road



- **No Connecting Road Built**

- Essential connector project is stalled

- **Gambles that Developers Re-engage**

- Glut of Condos in Area
- Did not happen for Jefferson
- Creekside Development Now Includes both Environmental and Road Costs

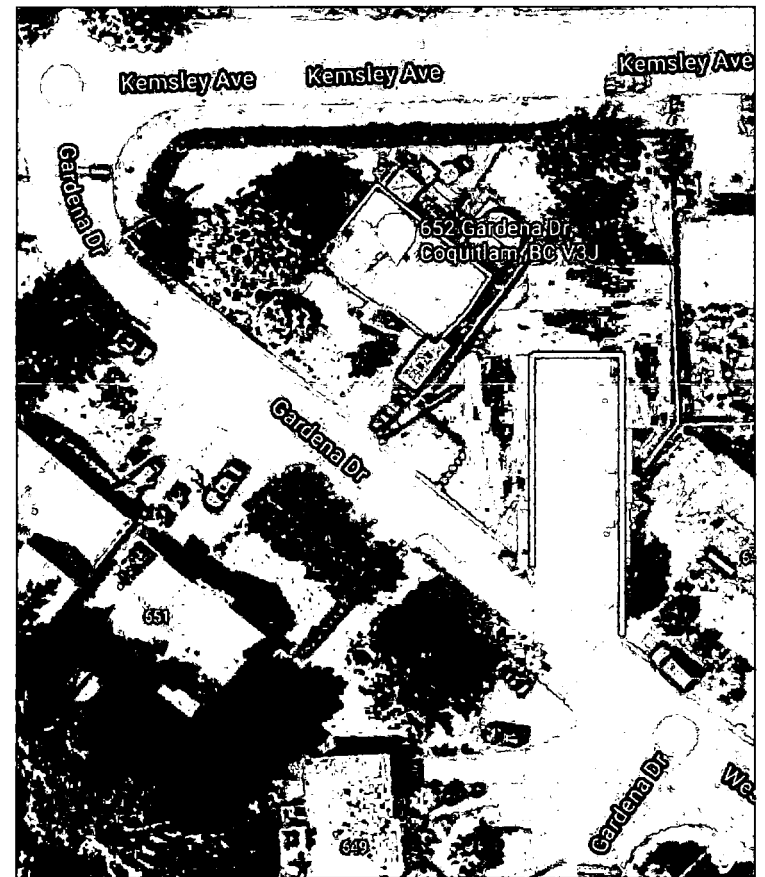
- **Creates an 'Island' Property**

- 652 Gardena is surrounded on all sides by Roads
- Development now faces additional Road Costs

*“Land assemblies and consolidations must follow a logical pattern to achieve future transportation connections ... to leave no remnant (orphan) parcels that are undevelopable under their designated land use.”*

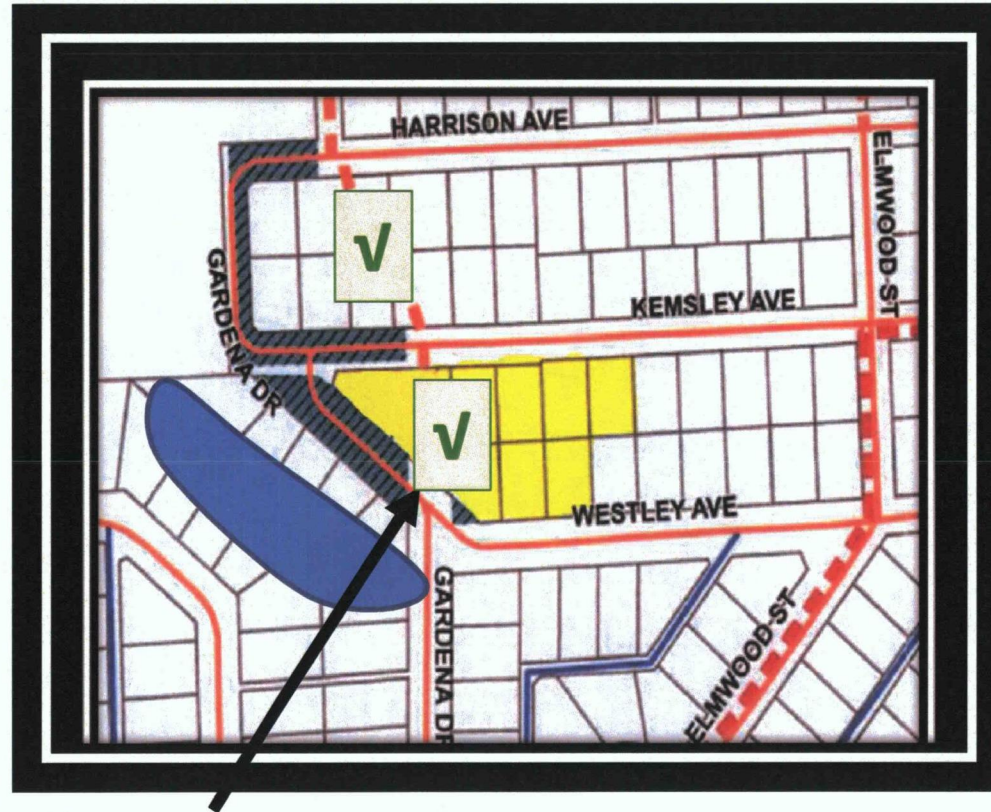
*This has No Time Limit*

*What is the Council’s plan if this is still the state and the new road is stalled for 3,5 or 10 years time?*



# Counter Proposal – City Owns Issue

Council Approve Strand Plan if Road Connector is built  
Offer incentives if appropriate



- Strand build connector in return for Council approval
- Strand honour commitment to Assembly
- High Density development of Creek Side *favourable*

**A Business is associated with trade, occupation, commerce, and transactions that involve the profit making of a particular person or industry**

**A Council exists to govern, represent collectively and strive to fulfill the needs of all of its constituents**

**This issue is not about saving money, it is about using that money wisely on behalf of your Constituents**

**Council Meeting September 27, 2021**

**These comments refer to Area A only**

**Presenter: Paul Olynyk**

**619 Tyndall St., Coquitlam**

[REDACTED]

[REDACTED]

**Generally supportive of the new route.**

The previous route which included the bridge was preferred but I realize:

There was a cost factor to consider for the bridge that would have delayed construction of the bridge (and the whole transportation system) if the city did not step in with infrastructure funding.

The greenway and road setbacks on Jefferson would have a huge impact on the marketability of the four houses adjacent to the park given the riparian setbacks.

**Concerns:**

- There would be roads on all four sides of the park creating a safety issue.
- Developer funded roads would create a delay in the final construction of the roads as those parcels would be the least desirable. This has already proven to be the case.

## **Recommendations:**

1. The city provides better incentives to developers interested in purchasing parcels associated with the road.
  - a. Fast track development applications associated with the road system
  - b. Even higher density options for the development parcels with the road requirements
  - c. Elimination of the rental component given that the developer is providing infrastructure. Developer should be required to provide either roads or rental but not both.
2. The city decommissions the portion of Jefferson Ave adjacent to the park.
3. The city sells their interest in the decommissioned road to a developer in conjunction with the adjacent four houses to provide a marketable development site.
4. Revisit the proposed zoning of the expanded Jefferson site (higher density, rental etc.)

This has been a very long process and we need certainty going forward. We ask that you do not delay this process any further so we can all move on.

**Clerks Dept**

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**From:** Rick Rupp [REDACTED]  
**Sent:** Monday, September 27, 2021 3:31 PM  
**To:** Clerks Dept  
**Subject:** Rick Rupp - Speakers Attachment - for City of Coquitlam - Public Hearing - Monday, September 27, 2020  
**Attachments:** 20210924  
\_BikeRouteIdea\_Oakdale\_Transportation\_Network\_Update\_-\_City\_of\_Coquitlam\_PROJ\_21-040 copy.pdf

Attention: City Council and City Planning

Attached is the PDF that I will talk over briefly with Council during the public hearing tonight.

My apologies for the delay in getting this document to you.

I had hoped to get it to you earlier, so you could read it over ahead of time and make things quicker at the meeting. Unfortunately, I was waylaid in the hospital for appendix surgery, which has put me behind on a lot of things.

I'm sure we'll make do.

I'm happy to follow up to answer questions offline afterward.

Cheers,

Rick Rupp  
Director, Oakdale Neighbourhood Association (ONA)

----- Forwarded message -----

**From:** City Clerk <[no-reply@zoom.us](mailto:no-reply@zoom.us)>  
**Date:** Sat, Sep 25, 2021 at 6:54 PM  
**Subject:** City of Coquitlam - Public Hearing - Monday, September 27, 2020 Confirmation  
**To:** <[REDACTED]>



# Coquitlam

# For Council

July 14, 2021

Our file: 08-3010-06/21 105816 PROJ/1

Doc#: 4070714.v2

To: City Manager

From: Director Development Services

Subject: **Citywide Official Community Plan Amendment Bylaw No. 5142, 2021 for the Oakdale Transportation Network Update – City of Coquitlam (PROJ 21-040)**

For: Council

Recommendation:

That Council

1. Give final

Amendment

2. In accordance

5142, 2021

Plan B

and

3. Refer Bylaw No. 5142, 2021 to Public Hearing.

**Bike lane improvement ideas. From the Oakdale Neighbourhood Association (ONA).**

**- Presented by Rick Rupp**

**Our ideas for improved Bike and Walking routes within Oakdale have been overlaid on the relevant pages of this July 2021 city planning document for your convenience.**

Report Purpose:

**Issue: Getting from A to B**

**We need good cycling connections to commute within and beyond our neighbourhood.**

**PROBLEMS: The existing North Road <—> Chapman bike route has 3 main problems.**

**1) This route along Chapman is already dangerous for biking.**

**These roads are narrow, and dangerous to ride along with the traffic, and around parked cars. Cars race through quickly and there isn't even enough room for two way traffic in many sections. Basically, there isn't any safe space for biking with cars along Chapman, and there are no development plans that would allow for road widening to make Chapman much safer.**

**2) That section of North road has two very steep hills that are problematic for younger and older people to ride. A more gradual climb riding through quieter local streets would be better.**

**3) This route doesn't really serve our community.**

**It forces us to go around our own neighbourhood when going for bike rides or longer walks. We don't have good connections to local neighbouring bike routes.**

**It's not even the best options for people who want to ride all the way around Oakdale: they will have an easier and safer time riding along Broadway and Clarke Road.**



## ATTACHMENT 4, Page 1 of 3

### Concerns Raised through the Consultation Process\*

	Concern	Staff Comments
1	There will be an increase in traffic flow and congestion in the area designated	The Bole Court extension is shown in the current street network plan, which was adopted with the Oakdale Land Use Designation Update (OLUDU) in February of 2020 (Attachment 1).  To address this concern, staff have revised the proposed transportation

**We are very close to a solution:**

**We are requesting a mandate from council to finish addressing this issue before closing this community planning.**

**These issues have been raised, and only partially addressed by current planning process. A few key elements are still missing in order to tie it all together.**

**We are very close to resolving this with only minor enhancements to the current plan.**

**The following pages show one straightforward solution option that aligns to the latest planning documents. We are open to working with the planning department to fine tune it to a final solution that fits all their constraints.**

	In the northern portion of Oakdale.	As part of new development, curb bulges will be installed at intersections.  A roundabout design is planned for the intersection at Kemsley Avenue and Elmwood Street to address neighbourhood traffic concerns and to improve intersection safety.
3	North Road should not have a cycle route as it is too steep.	The existing Burquitlam-Lougheed Neighbourhood Plan (BLNP) identifies North Road as a future cycle route (i.e. no change is proposed from the current plan). Topography is taken into consideration when planning new cycle routes, balanced against connectivity to the rest of the cycling network.  Burnaby is planning to build a multi-use path (MUP) on North Road (south of Como Lake Avenue). As part of Oakdale redevelopment, developers are expected to construct a MUP along North Road (fronting land designated for multi-family), linking to the Burnaby capital project.
4	Additional cycling connections are needed.	Greenway facilities accommodate both cycling and walking. The revised transportation network enhances the planned greenway network, with improved connectivity across the Oakdale neighbourhood. Based on feedback from the public, the revised transportation network was amended to include a greenway connection from Chapman Avenue to Ailsa Avenue, linking to the Glenayre Drive bike lanes. In addition, the proposed Green Street from Thompson Avenue to Nicola Avenue will provide an additional greenway/cycling connection.



**Issue: Getting from A to B**  
We need good cycling connections to commute within and beyond our neighbourhood.

Bike routes A and B are not accounted for in the current plan. They are not even marked on these planning maps. Some walking and cycling within the neighbourhood are disjoint.

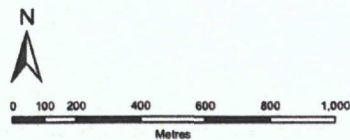
**B: Port Moody Bike Route.**

We can ride this to Westhill pool and beyond.

ATTACHMENT 11, Page 6 of 7

**A: Burnaby Bike Route.**

We can ride this all the way to Burnaby lake, and beyond.



## SCHEDULE C - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN

### PROPOSED GREENWAYS AND CYCLE ROUTES

- Proposed Citywide Greenway
- - - Proposed Citywide Greenway (Alternative)
- - - Proposed Neighbourhood Greenway
- Existing Cycle Route
- - - Proposed Cycle Route
- Existing Walkway
- Burquitlam - Lougheed Neighbourhood Plan Boundary

Adopted: June 27, 2017  
Amended: September 27, 2021  
Bylaw No. 5142, 2021

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

**Coquitlam**

SCHEDULE '4' TO BYLAW NO. 5142, 2021



# Bike Routes and Greenways in Oakdale - New Proposal

ATTACHMENT 8

Idea for Greenway/Bike Path:  
From A to B

- (1) Connect Jefferson to Gardena/Kemisey
- (2) Designate Nicola to Chapman as a bike route.  
(Already planned Street - See Attachment 10).
- (3) Designate the rest or Nicola as a cycle route or greenway, so the people living in the neighbourhood have options to flow through to either A or B.

A: Burnaby Bike Route

B: Port Moody Bike Route



# Bike Routes and Greenways in Oakdale - Currently Planned

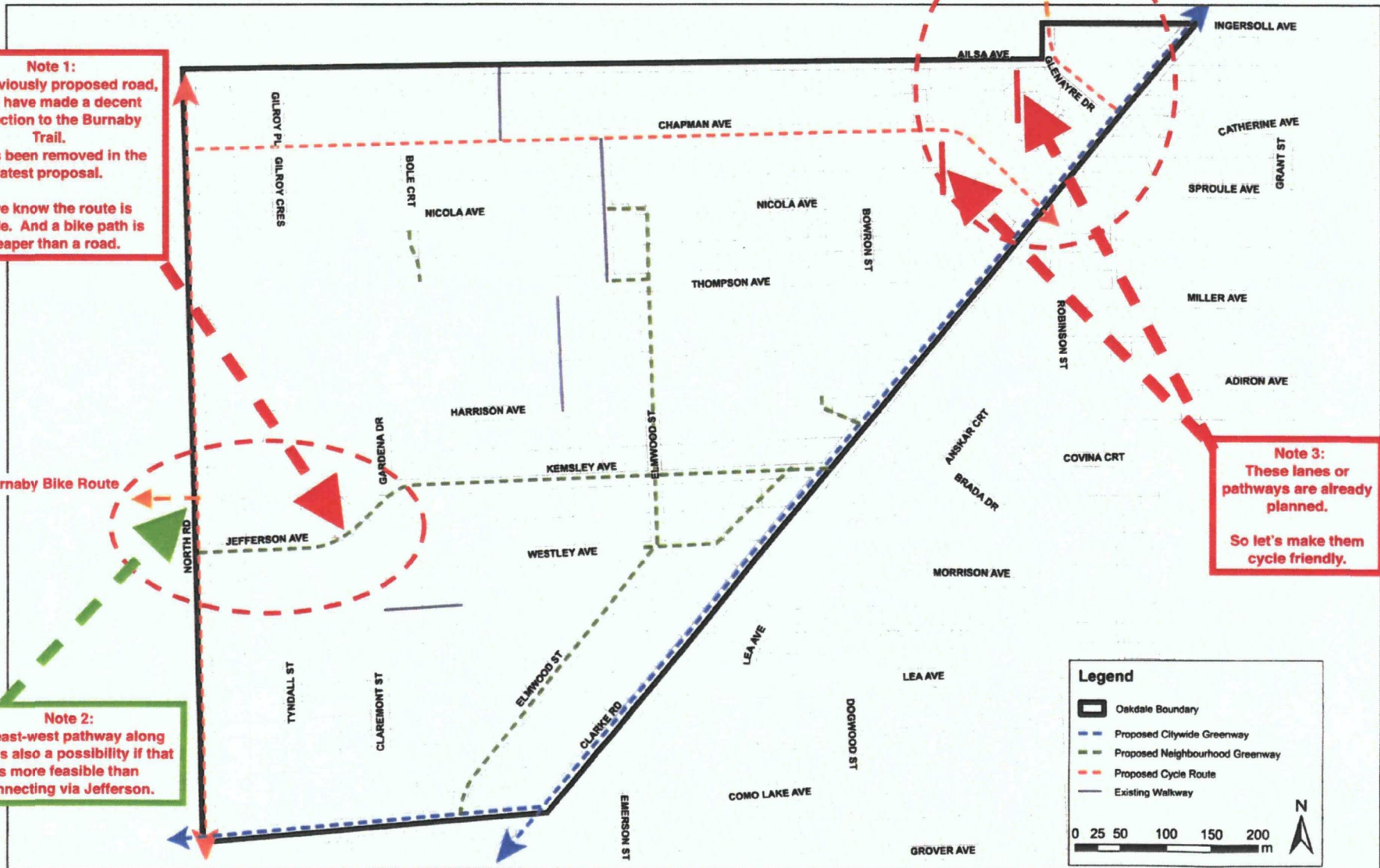
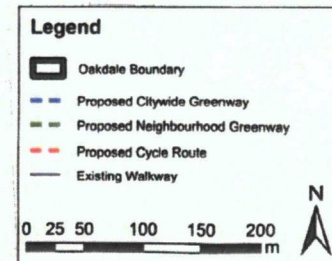
ATTACHMENT 7

**Note 1:**  
This previously proposed road, would have made a decent connection to the Burnaby Trail.  
But it's been removed in the latest proposal.  
  
So we know the route is feasible. And a bike path is cheaper than a road.

A: Burnaby Bike Route

**Note 2:**  
An east-west pathway along here is also a possibility if that is more feasible than connecting via Jefferson.

**Note 3:**  
These lanes or pathways are already planned.  
  
So let's make them cycle friendly.





Here is the exact same idea placed over the land use concept & new streets / lanes view.

## Oakdale Land Use Concept & New Streets / Lanes - New Proposal

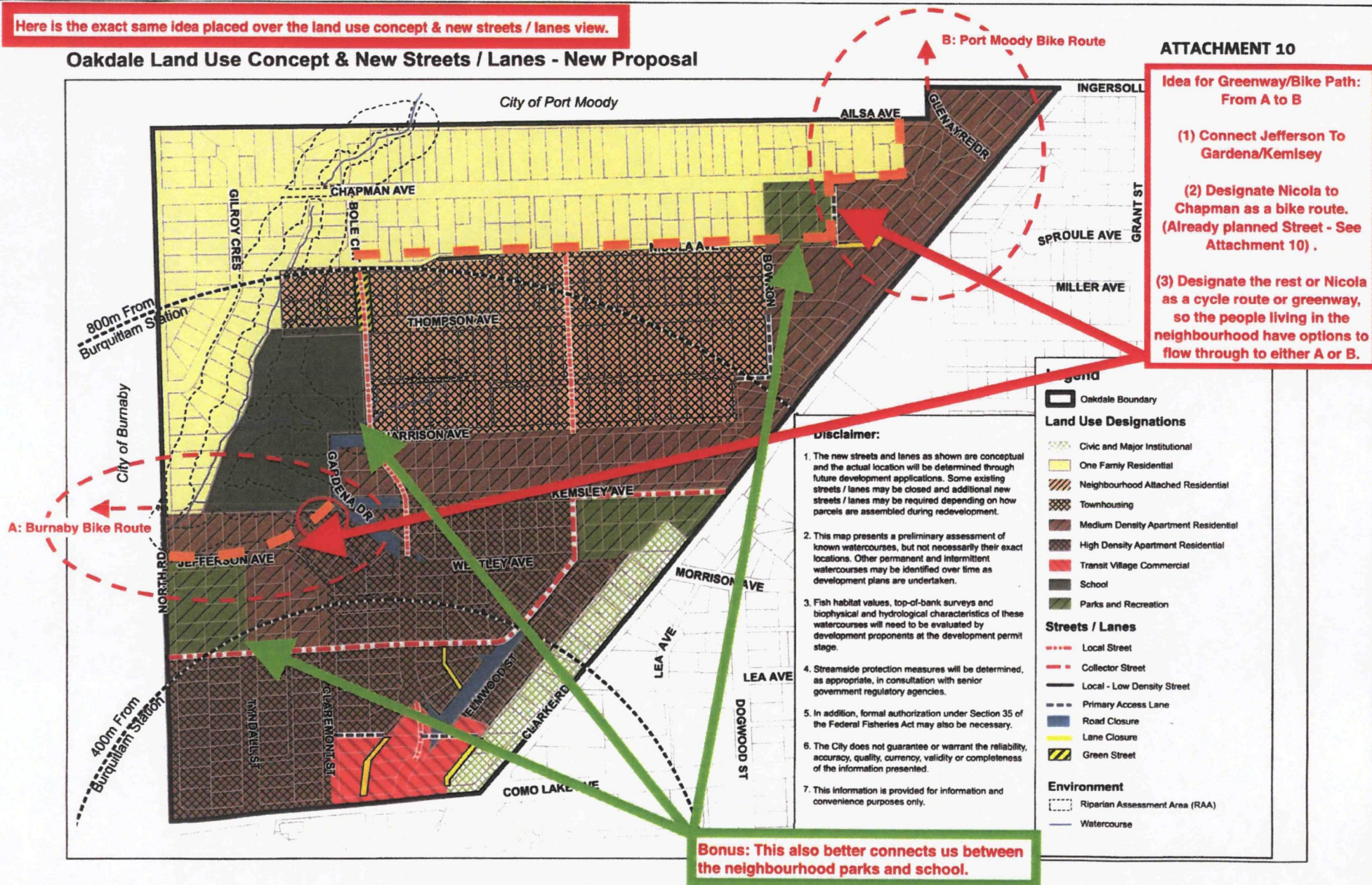
### ATTACHMENT 10

Idea for Greenway/Bike Path:  
From A to B

(1) Connect Jefferson to  
Gardena/Kemlsey

(2) Designate Nicola to  
Chapman as a bike route.  
(Already planned Street - See  
Attachment 10) .

(3) Designate the rest or Nicola  
as a cycle route or greenway,  
so the people living in the  
neighbourhood have options to  
flow through to either A or B.





**FYI: A new lane or pathway is already proposed here. But it's not yet marked on this attachment.**

# **ATTACHMENT 6**

## **Oakdale Street Network - New Proposal**

