

City Centre Servicing Assessment

City of Coquitlam

November 16, 2020

CEDMS Doc #: 3901588

Coquitlam

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The City Centre Servicing Assessment was developed by a multi-disciplinary team of Coquitlam staff, led by Community Planning and including Engineering and Public Works, Parks, Recreation and Culture, Planning and Development, and Finance and Technology staff.

1. INTRODUCTION

1.1. Context

The City Centre Servicing Assessment (Assessment) is a high-level summary of estimated costs and proposed funding sources (e.g., Development Cost Charges) for servicing requirements (including transportation, utility, parkland acquisition and improvements, and recreation and culture facilities) that are needed to support the implementation of the City Centre Area Plan (CCAP).

These servicing requirements are based on the projected increase of approximately 14,000 dwelling units (27,000 people) and 345,000m² of commercial floor space anticipated to be developed within City Centre over the next 30 years¹.

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

Development Cost Charges (DCC's) are levied on new development to pay for the costs of expanding and upgrading the community's transportation, utility and park infrastructure and parkland acquisition, to meet the needs of growth in the City. DCC rates are set citywide by Council and the money goes into six specific categories to help fund the capital costs of DCC-eligible improvements: transportation, water, sanitary sewer, drainage, parkland acquisition and park improvement.

DCCs do not fund infrastructure that services existing residents and businesses, nor do they fund operating and maintenance costs. DCCs cannot be used to fund local road and utility servicing, some types of park improvements (sports courts, artificial sports fields, spray parks, field lighting etc.) libraries, community and recreation centres, and other City buildings. Non-DCC eligible capital improvements will be funded through a variety of means, including private sector development, City capital reserves, capital borrowing, general revenues, utility fees, Community Amenity Contributions (CAC's), density bonus funding, and contributions from other levels of governments. As part of the DCC Bylaw, the City is required to indicate to the Inspector of Municipalities how the non-DCC portion will be funded.

For larger multi-phased development sites in City Centre, Master Development Plans will be required to provide a finer grain of detail in terms of street and block layout, utility servicing, and the location of parks and open space. Through the preparation of these Master Plans, additional developer funded infrastructure improvements may be identified and realized that are not included in this Assessment.

The capital improvement needs identified in this Assessment are used by the Engineering and Public Works, Parks, Recreation and Culture, and Planning and Development Departments to

¹ Growth figures are in addition to the estimated 2018 area population of approximately 34,000 residents (14,000 dwelling units).

prepare future Five Year Financial Plans and assist in the determination of DCC rates as part of updates to the DCC program.

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

1.2. Funding and Costs Summary

As notes above, transportation, utility, and park improvements in City Centre will be implemented through a combination of funding sources, including private sector development, the City's capital and DCC reserves, density bonus funds, general revenues, utility fees and potential contributions from other levels of government. Granted by enabling legislation, the City will determine the optimal funding source in balance with other City funding priorities in order to support future growth.

The City uses a citywide DCC program, which applies the same DCC rates to developments across the City to fund the cost of all DCC-eligible capital improvements in Coquitlam. DCC revenue and spending is not tracked on a neighbourhood level basis, therefore DCC revenue generated from development within City Centre will go towards funding DCC-eligible infrastructure improvements across Coquitlam and vice versa as prioritized by Council.

In addition, there are a number of identified infrastructure upgrades and new facilities in City Centre that cannot be funded through DCCs and will require separate funding sources; many of these also serve and benefit the broader community. Non DCC-eligible items will be funded through a variety of means, including private sector development, City capital reserves, capital borrowing, general revenues, utility fees, CACs, density bonus funding, and contributions from other levels of government.

1.2.1. Estimated Costs

The estimated cost of DCC-eligible improvements identified in this Assessment is approximately \$480 million and non-DCC eligible improvement costs are approximately \$247 million, bringing the total servicing costs to approximately \$727 million over the next 30 years (Table 2). Funded DCC-eligible capital costs noted in this Assessment are currently incorporated into the DCC program while unfunded DCC-eligible capital costs will be reviewed and incorporated into the City's DCC program through future DCC bylaw updates. The next DCC Bylaw update is scheduled for 2021/2022.

Table 2: Estimated Servicing Cost Breakdown for City Centre to 2050² (in millions)

DCC Eligible Project Categories	Estimated Cost	Currently Funded in DCC Program	Unfunded in DCC Program
Transportation DCC Eligible	\$ 49.68	\$ 41.95	\$ 7.73
Water DCC Eligible	-	-	-
Sanitary DCC Eligible	\$ 1.95	-	\$ 1.95
Drainage DCC Eligible	\$ 1 M	-	\$ 1.0
Park Acquisition DCC Eligible	\$ 338.26	\$ 34.5	\$ 303.76
Park Improvement DCC Eligible	\$ 89.58	\$21.84	\$ 67.74
Total Cost DCC Eligible Projects	\$ 480.47	\$ 98.29	\$ 382.18
Non-DCC Eligible Project Categories	Estimated Cost		
Transportation Non-DCC Eligible	\$ 20.24		
Water Non-DCC Eligible	-		
Sanitary Non-DCC Eligible	\$2.05		
Drainage Non-DCC Eligible	-		
Park Acquisition Non-DCC Eligible	\$ 3.42		
Park Improvement Non-DCC Eligible	\$ 44.69		
Rec. and Culture Facilities (Non-DCC Eligible)	\$ 176.43		
Total Cost Non-DCC Eligible Projects	\$ 246.83		
TOTAL ESTIMATED COSTS	\$ 727.3		

² All cost estimates are at current market value and are based on conceptual design concepts which are subject to change at the time of functional design, site development, and land acquisition.

1.2.2. Estimated DCC Receipts

Based on development projections, it is estimated that up to approximately \$246 million (Table 1) of DCCs will be collected from development within City Centre over the next 30 years, depending on actual development activity and market cycles. Estimated DCC receipts projected in this area are based on the rates set out in the current Development Cost Charge Bylaw No. 4950, 2019. The rates would be amended during the next DCC Update to incorporate the current unfunded DCC eligible amounts. Should the additional costs for the CCAP not be offset by the removal of completed projects or not phased-in, the impact is a potential increase in DCC rates for single family and multi-family units of approximately 40% and for commercial, industrial and institutional would be approximately 5% as these do not pay DCCs for parkland acquisition or development.

As part of the next DCC Bylaw update, the DCC infrastructure program will be reviewed and updated for Council's consideration. Through this review potential measures to mitigate DCC rate increases for parkland acquisition and development will be investigated. As further discussed in section 4.1 Parkland Acquisition below, a proposed 5% dedication/cash-in-lieu policy plus accounting for completed park projects would assist in achieving a DCC rate increase of approximately 17% for residential uses and remain relatively unchanged for commercial, industrial and institutional uses.

Table 1: Estimated DCC receipts for City Centre to 2050³ (in millions)

	Transportation DCCs	Water DCCs	Sanitary DCCs	Drainage DCCs	Parkland Acquisition DCCs	Parkland Improvement DCCs	Total
Estimated DCC Revenue	\$ 62.21	\$ 12.17	\$ 5.49	\$ 16.3	\$ 117.5	\$ 32.37	\$246.04

1.3. Infrastructure Development Timing and Coordination

This Assessment summarizes infrastructure improvements to support development in City Centre over the next 30 years, but it is important to note the timing of specific improvements is variable. Given the interconnected nature of infrastructure, some of the improvements in City Centre will directly or indirectly benefit other areas of the City and vice versa. Where appropriate, the City will coordinate infrastructure improvements in City Centre with other infrastructure upgrade requirements in adjacent neighbourhoods and throughout Coquitlam.

The estimated timing of capital projects over the short term are identified in the City's Five Year Financial Plan. The exact timing of projects will be based on Council's capital project priorities (i.e., capital projects in City Centre relative to other projects in the City), DCC revenue collection, market cycles, the actual pace of development and the utilization of developer-funding revenue tools. This Assessment will be monitored and revisited as periodic updates are made to the CCAP (e.g., approximately every 10 years).

³ DCC Revenue includes an estimated 13,781 new residential units and 345,948m² of commercial floor space (section 5).

2. TRANSPORTATION

The CCAP proposes several City-funded transportation improvements to support growth in City Centre. Given the nature of these project, the City will be seeking funding assistance for many of these improvements from other levels of government and potential funding from the Transportation Reserve Fund for major infrastructure projects. The location of transportation improvements are shown on Appendix A and B and additional developer-funded projects may be identified as part of Master Development Plan applications.

2.1. Arterial Streets and Major Road Network

Barnet Highway, Lougheed Highway, David Avenue, Guildford Way, Ozada Avenue, Lincoln Avenue, Johnson Street, Mariner Way, Pinetree Way, Westwood Street and Pipeline Road are designated arterial streets in City Centre (Appendix A). Improvements to arterial streets will be funded through the City's DCC program as well as through private development (where developers are responsible for standard frontage improvements as per the *Subdivision and Development Serving Bylaw*).

Additional road dedication will be required along major roadways such as the Barnet Highway and Lougheed Highway (east-west) corridor to achieve the desired cross-section for the Urban Boulevard Character Street as identified in the *City Centre Streetscape Guidelines*.

TransLink, in partnership with municipalities, plans the region's Major Road Network (MRN). TransLink contributes funding to help off-set part of the costs for the on-going operation, maintenance and rehabilitation of the MRN, but ownership and operational responsibility for the MRN remains with the respective municipalities. The following arterial streets in City Centre are part of TransLink's Major Road Network (MRN):

- David Avenue: Pinetree Way to Coquitlam River
- Guildford Way: Port Moody border to Pinetree Way
- Barnet Highway: Port Moody border to Pinetree Way
- Lougheed Highway (east-west): Pinetree Way to Westwood Street
- Lougheed Highway (north-south): Barnet Highway to CP Rail overpass
- Mariner Way: Barnet Highway to CP Rail crossing

In addition to the above existing MRN's, the City of Coquitlam may pursue the addition of other arterial roadway segments into the MRN as identified in the *Strategic Transportation Plan*.

TransLink provides oversight on potential changes to the MRN (e.g., new traffic signals, changes to number of lanes) that may affect the people and goods movement capacity of those routes.

2.2. Access Control

Several properties currently have direct vehicular access to arterial streets within City Centre. To improve safety and street operations, where possible, alternative access will be sought as these properties are redeveloped.

Appendix A shows the local and collector roads that have been introduced to not only provide a finer grained street network, but also to consolidate/eliminate some of the existing direct driveway accesses. Primary access and standard lanes have not been shown in Appendix A, and will need to be considered on a site-specific basis.

Some properties in City Centre may need to be consolidated upon development; however, most of the redevelopment is concentrated on existing large parcels. Within these parcels, service lanes for garbage collection and loading may be private facilities with public access. In limited cases where consolidation or a new rear lane is not feasible, joint-access or shared-access agreements should be secured to provide appropriate access. The best access solutions will be determined at the time of redevelopment.

2.3. New Street Extensions

There are a number of new street extensions proposed in City Centre to provide improved access and enhance the road network for all users. Construction of new streets (other than Arterials) will be funded through private development and will occur when the property (or adjacent property) redevelops. The timing of these improvements will depend on the pace of development in City Centre. The location of planned new streets and street extensions are based on the proposed land use concept identified in the CCAP and are shown on Appendix A. This list may not be exhaustive, and is subject to change in accordance with the development application review process.

2.4. Intersection and Street Improvements

Intersection and street improvements will be necessary to support anticipated growth in City Centre⁴. Appendix A identifies the location of these intersection and street improvements and Table 3 outlines the estimated costs. Other government agencies and organizations, such as TransLink, may also contribute funding for intersection and street improvement projects. An estimate of this potential funding is shown in Table 3.

Table 3 – City Centre Intersection and Street Improvements⁵ (in millions)

Project Description	Estimated Cost DCC Eligible		Estimated Cost Non-DCC Eligible	Other Funding Sources	Total Estimated Cost
	Funded	Unfunded			
Guildford Way/Johnson St	\$ 0.23	-	-	\$ 0.06	\$ 0.29
Lougheed Hwy/Westwood St	\$ 0.33	-	\$ 0.17	\$ 0.13	\$ 0.63
Pipeline Rd (Guildford Way to David Ave)	\$ 3.5	\$4.5	\$ 0.08	\$ 0.07	\$ 8.15
Lansdowne Ave/Barnet Hwy	\$ 0.66	-	\$ 0.34		\$ 1
Lougheed Hwy/Ponderosa St	-	\$ 0.22	\$ 0.28		\$ 0.5
Johnson St/Packard Ave	-	\$ 0.22	\$ 0.28		\$ 0.5
Lincoln Ave/Ozada Ave	-	\$ 0.11	\$ 0.14		\$ 0.25
Pacific St/Lincoln Ave	-	\$ 0.11	\$ 0.14		\$ 0.25
Barnet Hwy/Coronation Park	-	\$ 0.22	\$ 0.28		\$ 0.5
Johnson St/Barnet Hwy		\$0.44	\$0.56		\$ 1
TOTAL ESTIMATED COST	\$ 4.72	\$ 5.82	\$ 2.27	\$ 0.26	\$ 13.07

The above noted list of intersection and street improvements is not exhaustive and other intersections may be modified due to changes beyond what is anticipated in City Centre and/or operational and safety concerns. New traffic signals will be installed when they are warranted and may be pedestrian signals, bike signals, or full traffic signals depending on technical reviews, crossing gap opportunities and safety factors.

Pipeline Road is an arterial street in the City Centre and an important access to Town Centre Park, as well as a frequent route for residents traveling to Northeast Coquitlam. The Pipeline Road improvement project aims to enhance travel, street conditions and safety for all users while meeting the needs of a growing community. Benefits will include improvements to mobility, safety, aesthetics, lighting, pedestrian and cycling facilities, and access into Town Centre Park. The current design is focused between the Guildford Way to David Avenue segment of Pipeline Road (Appendix A).

⁴ The necessary road network dedications are taken into account in determining the developable area of a site for the purposes of calculating floor area density (i.e., buildable density net loss through road dedication).

⁵ Estimated costs less than \$10,000 are not represented.

2.5. Vehicle and Pedestrian/Bicycle Crossings

The CCAP identifies a number of vehicle and pedestrian/bicycle crossings to improve access and linkages in City Centre with adjacent areas (Appendix A). Pedestrian/bicycle crossings include Lougheed Hwy, south of Barnet and Barnet Hwy at Coquitlam Centre Mall. Vehicle crossings include the proposed Falcon Overpass, Westwood Underpass and the Lincoln Bridge. The estimated costs for each type of crossing are shown in table 4. External funding for these type of projects are often significant, but will vary. Funding can be obtained from other levels of government, including TransLink, and the City of Port Coquitlam (Westwood Underpass and Lincoln Bridge) as well as other agencies, such as the Port of Vancouver or railways. Based on external funding obtained in recent years, Table 4 indicates the estimated level of external funding that could be expected.

Table 4 – City Centre Vehicle and Pedestrian/Bicycle Crossings (in millions)

Project Description	Estimated Cost DCC Eligible		Estimated Cost Non-DCC Eligible	Other Funding sources	Total Estimated Cost
	Funded	Unfunded			
Vehicle Crossings	\$ 32.61		\$ 9.05	\$ 63.83	\$ 105.49
Pedestrian/Bicycle Crossings	\$ 3.32		\$ 4.68	\$ 2	\$ 10
TOTAL ESTIMATED COST	\$ 35.93	-	\$ 13.73	\$65.83	\$ 115.49

2.6. Citywide Greenways

Greenways are key corridors for pedestrians and cyclists with enhanced landscaping/furnishing treatments. Citywide Greenways are long, continuous routes that connect major destinations (e.g., Commercial Downtown Core, public parks, amenities) throughout the City. Specific Citywide Greenway features will be explored based on available right-of-way and in conjunction with private development. The design requirements for frontage improvements are described in the *City Centre Streetscape Guidelines*.

The CCAP identifies four proposed Citywide Greenways as shown on Appendix B:

1. Lincoln Citywide Greenway – A conceptual east-west Citywide Greenway was identified in the *Strategic Transportation Plan* (STP), with the specific alignment to be determined at a later date. The alignment shown on Appendix B connects a number of recreational and natural areas.
2. Guildford Greenway – Upgrade of the existing on-street bike lane facility to a separated multi-use pathway (MUP) facility on the north side of Guildford Way from the Port Moody border to Pinetree Way.
3. Ozada Greenway – A separated MUP on Ozada Avenue connecting Pipeline Road to Lincoln Avenue.
4. Pipeline Greenway – A separated MUP on the west side of Pipeline Road, along Town Centre Park, that will be constructed as part of the Pipeline Road improvement project.

Citywide Greenways are implemented and funded from a combination of funding sources, including DCCs and sources from other levels of government, as available. Developers are

responsible for standard frontage improvements as per the *Subdivision and Development Servicing Bylaw* for development sites along Citywide Greenways and the City will fund incremental upgrades to the standard frontage improvements. Phasing of Citywide Greenways will depend on the pace of development, adjacent frontage improvements and other priorities laid out in the annual capital budgeting process. The estimated costs for Citywide Greenways are summarized in Table 5. Other government agencies and particularly organizations, such as TransLink, may also contribute funding for Citywide Greenway projects.

Table 5 – City Centre Citywide Greenway Projects (in millions)

Project Description	Estimated Cost DCC Eligible		Estimated Cost Non-DCC Eligible	Other Funding Sources	Total Estimated Cost
	Funded	Unfunded			
Lincoln Citywide Greenway	\$ 1.29	-	\$ 1.81	\$ 3.1	\$ 6.2
Guildford Greenway	-	\$ 1.33	\$ 1.7	\$ 3.03	\$ 6.06
Ozada Greenway	-	\$ 0.58	\$ 0.74	\$ 1.32	\$ 2.64
TOTAL ESTIMATED COST	\$ 1.29	\$ 1.91	\$ 4.25	\$ 7.45	\$ 14.9

2.7. Neighbourhood Greenways

Neighbourhood Greenways are shorter routes that provide connections to local destinations. Neighbourhood Greenways will be implemented and funded through private development, and coordinated through development servicing requirements for each application. Neighbourhood Greenways identified in City Centre are shown on Appendix B, while additional Neighbourhood Greenways may be identified as part of the developer initiated Master Development Plan application processes.

Neighbourhood Greenway routes will feature frontage improvements such as wider sidewalks, landscaped boulevards, mid-block pedestrian crossings, and curb extension where appropriate, as required by the *Subdivision and Development Servicing Bylaw*. Specific features will be explored in conjunction with private development. The design requirements for frontage improvements are described in the *City Centre Streetscape Guidelines*. Where Neighbourhood Greenways involve disproportionate costs (for such things as retaining walls on smaller scale developments) the City may contribute funding support.

2.8. Streetscape Guidelines

Streetscape and other public realm improvements will be implemented and completed through new development and coordinated with other City projects in City Centre. These improvements will be guided by the *City Centre Streetscape Guidelines*, which identifies street lighting, street furniture, pavement finishes, street trees and other public realm finishes for the area. Refer to the *City Centre Streetscape Guidelines* for details regarding the specific guidelines for each area.

3. UTILITIES

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

A hydraulic analysis of the water, sewer and drainage system was completed using population and employment projections to determine required system upgrades. Specific utility improvements are presented in the following sections and Appendix C identifies the location of these improvements.

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

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

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

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

As noted under each of the following sections, in addition to the utility improvements and costs identified in this Plan, additional utility servicing may be required of developers to service their sites, such as upsizing of existing infrastructure or the addition of new pipes.

3.1. Water System Improvements

The water system in City Centre area is supplied by the Greater Vancouver Water District (GVWD) Coquitlam Lake reservoir and distributed through a robust grid of City feeder mains. Currently there are no DCC funded water utility improvements required to accommodate anticipated growth in City Centre.

Watermains fronting individual development sites, mainly in commercial and high density areas, may need to be upsized to ensure fire flows can be delivered to the site. This includes a planned east-west watermain loop through the Coquitlam Centre Mall site to provide adequate water supply for the future redevelopment of the site and add redundancy to the water system. Costs for these improvements will be the responsibility of developers as part of their site servicing requirements.

3.2. Sanitary Sewer System Improvements

Sewage from City Centre is conveyed to Greater Vancouver Sewerage & Drainage District (GVS&DD) Coquitlam Interceptor through a system of gravity sewers, pump stations and forcemains. An analysis of the City sewerage collection system identified additional trunk sewer improvements needed to support future growth and development in City Centre. Sanitary Improvements are shown on Appendix C and estimated costs are outlined in Table 6.

Table 6 – City Centre Sanitary Sewer System Improvements⁶ (in millions)

Project Description	Estimated Cost DCC Eligible		Estimated Cost Non-DCC Eligible	Total Estimated Cost
	Funded	Unfunded		
Pipeline Rd. / Glen Dr. / Pinetree Way Sewer Upgrades	-	\$ 0.67	\$ 0.94	\$ 1.61
Johnson Street Sewer Upgrades	-	\$ 0.5	-	\$ 0.5
Barnet Highway Sewer Upgrades	-	\$ 0.79	\$ 1.11	\$ 1.9
TOTAL ESTIMATED COST	-	\$ 1.96	\$ 2.05	\$ 4.01

Sewers fronting and downstream of individual development sites may also need to be upsized, such as a planned sanitary trunk sewer through the development at Lougheed Highway and Christmas Way. Costs for these improvements will be the responsibility of developers as part of their site servicing requirements.

⁶ Estimated project costs less than \$10,000 are not represented.

3.3. Drainage System Improvements

City Centre is located within the Scott/Hoy Creek, Maple Creek, and Coquitlam River watersheds. These creeks/river are the main drainage channels to safely convey rainwater runoff to the Fraser River and on to the Strait of Georgia.

Historically, prevailing servicing requirements at the time of development were not stringent enough and may have resulted in degrading of stream water quality, reducing summer base flows and increasing intensity of runoff, which can result in eroding stream channels and impacting environmental health. The *Scott Creek IWMP* sets out policies and guidelines to manage rainwater in a way that protects aquatic habitat and provides flood protection. For areas not covered by an IWMP, the City's *Rainwater Management – Source Controls Design Requirements and Guidelines* would apply.

Table 7 and Appendix C show the proposed drainage improvements that will be funded by drainage DCC's. The proposed sediment traps identified in the Scott Creek IWMP will prevent the transport of sediment from accumulating in the lower stream reaches and reduce the risk of flooding.

Table 7 – Storm Sewer System Improvements in City Centre⁷ (in millions)

Project Description	Estimated Cost DCC Eligible		Estimated Cost Non-DCC Eligible	Total Estimated Cost
	Funded	Unfunded		
Scott Creek Sediment Trap	-	\$ 0.5	-	\$ 0.5
Hoy Creek Sediment Trap	-	\$ 0.5	-	\$ 0.5
TOTAL ESTIMATED COST	-	\$ 1	-	\$ 1

In addition to the above listed measures, developers will be required to implement the City's *Rainwater Management – Source Controls, Design Requirements and Guidelines* on a site by site basis. Drainage pipes fronting and downstream of individual development sites may also need to be upsized. Costs for these improvements will be the responsibility of developers as part of their site servicing requirements.

3.4. Other Contributing Capital Projects

Other utility improvements in Coquitlam that support growth in City Centre and surrounding neighbourhoods, have been either completed or are planned to be completed by outside agencies:

- GVWD's Coquitlam Water Main No. 4 – new water supply main
- GVWD's Port Moody Main No. 3 – upsizing of existing water supply main

⁷ Estimated project costs less than \$10,000 are not represented.

4. PARKS, RECREATION AND CULTURE

To support anticipated growth in City Centre, new and upgraded parks, recreation and cultural facilities will be essential to ensuring City Centre is a great place to live. The CCAP proposes to integrate parks, recreation and cultural amenities throughout City Centre through a series of greenways, walkways and a linear parkway to create a connected recreation experience. Existing and new City-owned park, recreation and culture amenities will form the foundation of an attractive, livable downtown by nature that is connected by culture, which will further be supported by a network of active transportation corridors and privately owned publicly-accessible open spaces.

The CCAP identifies an additional 7.2 hectares (17.8 acres) of new active parkland located in the core areas where the greatest growth is envisioned in proximity to SkyTrain stations (Appendix D). New civic amenities will also contribute to the vibrancy of the downtown by providing recreation and cultural amenities for residents, visitors and businesses. Cultural amenities are proposed to be centrally located near the Lincoln SkyTrain station forming a ‘Cultural Heart’ and new neighbourhood recreation facilities are proposed to be located south of Barnet Highway in the Pinetree-Lougheed Precinct and east of Pinetree Way, near Glen Park.

Identifying these land and facility needs at the time of the CCAP adoption will be crucial to ensuring the long-term ability to provide adequate parks, recreation and culture amenities, as these opportunities will become increasingly difficult and costly to achieve as growth in City Centre progresses. Further details on proposed parks, recreation and cultural amenities are summarized in the following sub-sections and shown in conceptual terms in Appendix D.

4.1 Parkland Acquisition

City Centre is currently served by approximately 65 hectares (160 acres) of active parkland⁸ and approximately 77 hectares (190 acres) of passive parkland (Appendix D). Active parkland provides informal and formal recreational uses through amenities such as playgrounds, sports fields, gardens, open lawn space, sports courts, and pathways. Passive parkland consists of linear trail systems along creek corridors and watercourses (including the Coquitlam River), forested areas, and utility corridors and further connects City Centre residents and visitors with natural areas.

As identified in the CCAP, the majority of population and employment growth in City Centre will be concentrated in core areas near SkyTrain stations on existing shopping mall sites. New park spaces in these largely “brownfield” areas will be critical to create a livable community and establish a unique sense of place. Over the next 30 years, based on the CCAP, the City will seek to acquire a minimum of 7.2 hectares (17.8 acres) of new parkland as identified in Table 8 and Appendix D.

⁸ Approximately 45 hectares (110 acres) of the current 65 hectares of active parkland in City Centre is within Town Centre Park.

Table 8 – Parkland Acquisition in City Centre (in millions)⁹

Description	Estimated Cost DCC Eligible		Estimated Cost Non-DCC Eligible	Total Estimated Cost
	Funded	Unfunded		
Future City Centre Parkland (Linear Park) (0.8 ha/2.0 ac)	\$ 34.5		\$.35	\$34.85
City Centre Park A (0.4 ha/1 ac)		\$ 15.9	\$.16	\$ 16.06
City Centre Park B (0.4 ha/1 ac)		\$ 19.2	\$.19	\$ 19.39
City Centre Park C (0.3 ha/0.75 ac)		\$ 14.4	\$.15	\$ 14.55
City Centre Park D (0.6 ha/1.5 ac)		\$ 28.8	\$.29	\$ 29.09
City Centre Park E (0.4 ha/1 ac)		\$ 19.2	\$.19	\$ 19.39
City Centre Park F1 & F2 (1.1 ha/2.72 ac)		\$ 52.75	\$.53	\$ 53.28
City Centre Park G (0.6 ha/1.5 ac)		\$ 28.8	\$.29	\$ 29.09
City Centre Park H (0.6 ha/1.5 ac)		\$ 28.8	\$.29	\$ 29.09
City Centre Park I (0.6 ha/1.5 ac)		\$ 28.8	\$.29	\$ 29.09
City Centre Park J1 & J2 (0.8 ha/2.0 ac)		\$ 38.36	\$.39	\$ 38.75
City Centre Park K (0.3 ha/0.75 ac)		\$ 14.4	\$.15	\$ 14.55
City Centre Park L (0.3 ha/0.75 ac)		\$ 14.4	\$.15	\$ 14.55
TOTAL ESTIMATED COST (7.2 ha/ 17.97 ac)	\$ 34.5	\$ 303.81	\$ 3.42	\$ 341.73

To mitigate increases to the DCC program, staff are investigating alternative policy and funding options to acquire these new parks, including the potential for a portion of these costs to be phased into the DCC program over time. In addition, there are a number of existing policy and funding tools that could be adjusted to address the funding required for these amenities, such as:

- Density Bonus (identified for a review in 2020 Business Plan) which is currently used to fund non-DCC eligible park amenities; and
- Community Amenity Contributions.

Other mechanisms that have been successfully used in Coquitlam that could also be leveraged to address funding, include contributions from other levels of government, in-lieu of employment space contributions, amenity space consolidation or public-private partnerships. If these existing tools cannot be modified, are insufficient or deemed inappropriate to address the projected funding program, then another option for acquiring parkland is the creation of a new rezoning policy which could generate approximately \$180 million through 5% parkland dedication/cash-in-lieu. Staff will work with Council to identify optimal funding sources in balance with other City funding priorities in order to support future growth.

In addition to the parkland acquisition sites, a proposed east-west linear park is identified along the southern boundary of the Commercial Downtown Core to connect residents with new parkland, existing north-south recreational corridors (Coquitlam Crunch, Scott Creek Trail, and Hoy Creek Trail), natural areas, recreation and cultural amenities and Coquitlam Central Station.

⁹ Estimated parkland costs are based on the City's 2019 DCC Bylaw and projections by the Real Estate Division based on 2019 market valuations. Current property values may vary from these estimates and are subject to change at the time of land acquisition.

4.2 Park Improvements

Park improvements will need to be made to both existing and to future acquired parkland. Table 9 identifies the estimated cost of improvements to both existing and new parkland and Appendix D shows the location of planned park improvements.

Table 9 – Park Improvement Projects in City Centre (in millions)

Project Description	Estimated Cost DCC Eligible		Estimated Cost Non-DCC Eligible	Total Estimated Cost
	Funded	Unfunded		
Future City Centre Parkland Improvements (Linear Park)	\$1.7	-	\$0.33	\$2.08
Glen Park Revitalization	\$3.02	-	\$1.05	\$4.07
Town Centre Park Master Plan (3 Phases)	\$14.39	-	\$31.75	\$46.14
Coquitlam River Greenway - Trail System (City Centre Portion)	\$0.06	-	-	\$0.06
Scott Creek trail - Trail System (City Centre Portion)	\$0.06	-	-	\$0.06
Off-Road Cycling Amenities (City Centre Portion)	\$0.16	-	-	\$0.16
Glen Park Washroom	\$1.31	-	\$0.01	\$1.32
Future Washroom Expansion - Basic (2 – Town Centre Park and Crunch)	\$1.09	-	\$0.01	\$1.1
Linear Parkway	-	\$5.45	\$0.05	\$5.5
City Centre Park A	-	\$4.09	\$0.77	\$4.86
City Centre Park B	-	\$4.09	\$0.77	\$4.86
City Centre Park C	-	\$3.06	\$0.58	\$3.64
City Centre Park D	-	\$6.13	\$1.15	\$7.28
City Centre Park E	-	\$2.86	\$0.54	\$3.40
City Centre Park F1 & F2	-	\$11.22	\$1.9	\$13.2
City Centre Park G	-	\$6.13	\$1.15	\$7.28
City Centre Park H	-	\$6.13	\$1.15	\$7.28
City Centre Park I	-	\$6.13	\$1.15	\$7.28
City Centre Park J1 & J2	-	\$8.16	\$1.44	\$9.6
City Centre Park K	-	\$2.15	\$0.4	\$2.55
City Centre Park L	-	\$2.15	\$0.4	\$2.55
TOTAL ESTIMATED COST	\$21.84	\$67.75	\$44.6	\$134.19

There are a number of park improvement amenities that are not eligible to be funded through DCCs (tennis courts, sport courts, lighting, etc.). Additional funding source(s) will need to be identified for these non-eligible park improvements and may include, but are not limited to private sector development contributions, City capital reserves, CAC's, capital borrowing, general revenues, density bonus funding, public-private partnerships and grants from other levels of government.¹⁰ As part of the ongoing implementation of the CAP, staff will undertake analysis and work with Council to identify appropriate funding options as development proceeds.

In addition to the identified park improvements, it is anticipated that other opportunities will arise to invest in existing City Centre parkland and maximize recreational value to serve the growing neighbourhood. This includes parks such as Coquitlam River Park, where future park master planning is anticipated to be undertaken to improve access and provide enhanced recreational park amenities.

There are also other planned improvements to existing parks, already funded through the Five Year Capital Plan, which will help to support the vision of the CCAP:

- a) Town Centre Park – the Town Centre Park Master Plan outlines a 20-year vision for the parks ongoing development of open space, trails, playground and water play, sports recreation, cultural events and facilities.
- b) Improvements to Glen Park will include upgrades to the existing playground, a water play area with washrooms and other park improvements.
- c) Coquitlam Crunch trail enhancements will provide improved access to outdoor recreation and amenities, such as washrooms and parking, along the corridor from Eagle Mountain Park in the north to Mundy Park in the south.

As part of the City's continued commitment to investment in City Centre, in summer 2019, a \$1.4 million expansion and improvement to the Town Centre Park Festival Lawn was funded through a variety of sources including DCCs and general revenue. The expanded festival lawn serves the existing community and provides new amenities to support a growing neighbourhood. Similarly, in 2017, as part of a joint project involving an storm water upgrade, the twinning of the Coquitlam Crunch stairs was completed using DCCs and general revenue funding, in order to accommodate increased use of this popular City Centre attraction.

¹⁰ Refer to the *Parks, Recreation and Culture Master Plan Implementation Strategy* for further information.

4.3 Recreation and Culture Facilities

City Centre is served by existing recreation and culture facilities, including City Centre Aquatic Complex (CCAC), Eagle Ridge Outdoor Pool, Pinetree Community Centre, Evergreen Cultural Centre, City Centre Library, Glen Pine Pavilion, and a variety of amenities in Town Centre Park. Some of these recreation and culture facilities are at capacity and will require renovation, expansion or replacement over the life of the CCAP. New and upgraded civic facilities will support population growth and contribute to the vibrancy of the downtown by providing cultural and recreation amenities for residents and business.

Recreation Facilities

To accommodate ongoing recreation needs and in order to maintain service levels related to growth in City Centre, a major renovation, expansion or replacement of CCAC will be necessary. The existing CCAC site can accommodate a destination scale recreation centre, potentially including indoor and outdoor aquatics, arena and ice services, gymnasium, fitness centre, multi-purpose rooms and other recreation and cultural amenities.

New neighbourhood recreation facilities are proposed to be located south of Barnet Highway in the Pinetree-Lougheed Precinct and east of Pinetree Way, near Glen Park. Neighbourhood recreation facilities may be stand-alone, located in multiple buildings, integrated with other compatible community service uses, or within private development.

Cultural Facilities

Cultural amenities are proposed to be centrally located near a new urban park and the Lincoln SkyTrain station forming a 'Cultural Heart' to support the Entertainment District and could include a library, theatre, rehearsal and performance space, multi-purpose meeting and creative making spaces. Co-locating publicly owned and operated facilities with urban parks can create synergy for indoor and outdoor public programming of these amenities, and is a placemaking opportunity.

Recreation and culture facilities cannot be funded through DCC revenue, therefore additional funding sources will need to be identified that may include, but are not limited to, development revenues such as density bonus and CACs, City capital reserves, capital borrowing, tax levies, contributions from other levels of government and public-private partnerships. Staff will work with Council to identify optimal funding sources in balance with other City funding priorities in order to support future growth. Preliminary cost estimates for recreation and cultural facilities are identified in Table 10. The final scope, programming, locations and costs of facilities will be determined through future planning and prioritization processes with the community and Council including, the Southwest Arts and Heritage Centre Plan, Four Corners Master Plan/City Centre Aquatic Complex Renewal Plan, Major Recreation and Cultural Facilities Strategy and future master development plan processes.

Table 10 – Recreation & Culture Facility Projects in City Centre (in millions)

Project Description	Land Cost ¹¹	Building Cost (Incl. Parking) ¹²	Total Estimated Cost
CCAC Redevelopment - Recreation Primary (25%)	-	\$ 58.71	\$ 58.71
Neighbourhood Recreation (south of Barnet Hwy) (100%)	\$ 6.75	\$ 24.65	\$ 31.4
Neighbourhood Recreation (east of Pinetree Way) (100%)	\$ 6.75	\$ 24.65	\$ 31.4
PRC Facility # 1 – Culture Primary (25%)	\$ 4.5	\$ 22.82	\$ 27.32
PRC Facility # 2 - Culture Primary (25%)	\$ 4.5	\$ 23.12	\$ 27.62
Total Estimated Cost	\$ 22.5	\$ 153.95	\$ 176.45

The CCAP and associated parks, recreation and culture vision for City Centre will help to deliver the facilities outlined in the Major Recreation and Culture Facilities Strategy, which identifies the planned renewal of existing City facilities in combination with the development of new facilities to serve the growing population. While there are five new/renewed facilities located in City Centre, three of these facilities are intended to serve residents throughout Coquitlam and include the anticipated major expansion to CCAC and potential replacement of existing cultural facilities. Consequently, the cost of these five facilities are not fully attributed to new development in City Centre. As approximately 25% of the projected growth for Coquitlam is envisioned within City Centre, only 25% of the cost of these three city-wide serving facilities are recommended to be attributed to the CCAP as part of this Servicing Assessment, for an estimated investment of \$176 million in recreation and cultural facilities that will serve the population growth related to the CCAP. As with previous work in this regard, Council will continue to prioritize the City's investment in the development or renewal of specific facilities and to determine the optimal timing for delivery of these amenities.

¹¹ Estimated land costs are based on 2019 projections by the Real Estate Division. Current property values may vary from these estimates and are subject to change at the time of land acquisition.

¹² Construction cost for new facilities is \$1,000-1,200 per square foot in 2020. Parking assumption of 2.5 spots per 1,076 square feet of development, underground parking \$100K per parking stall.

5. DEVELOPMENT PROJECTIONS

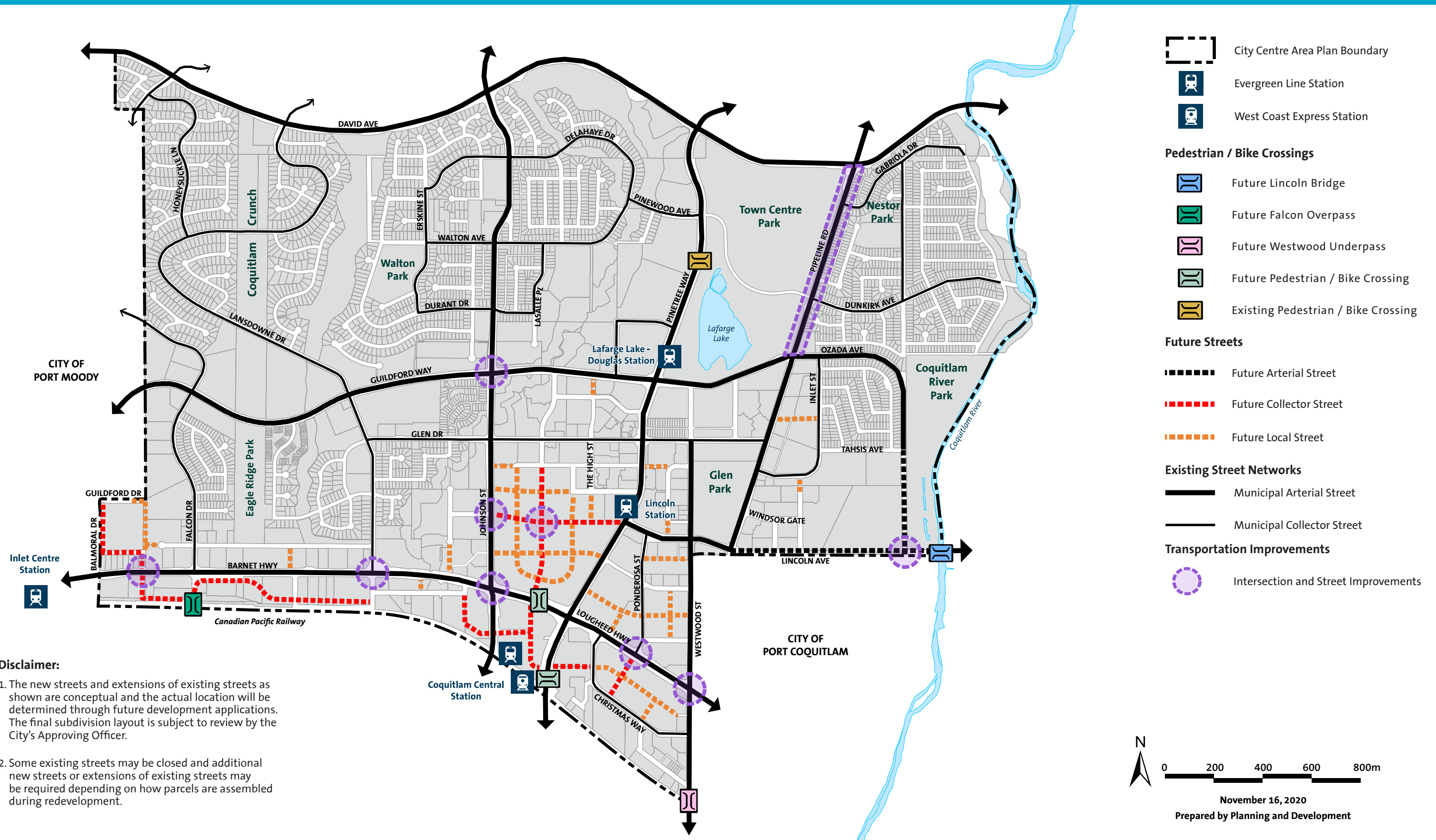
The servicing requirements identified in this Assessment are based on the projected increase of 13,781 dwelling units and an additional 345,948m² of commercial floor space over the next 30 years. It is anticipated that the majority of new dwelling units will be in the form of high-rise apartments with an average unit size of 87m² (935 sq. ft.). Residential unit and commercial floor space projections are net figures and do not include existing units or floor space lost to redevelopment.

6. CONCLUSION

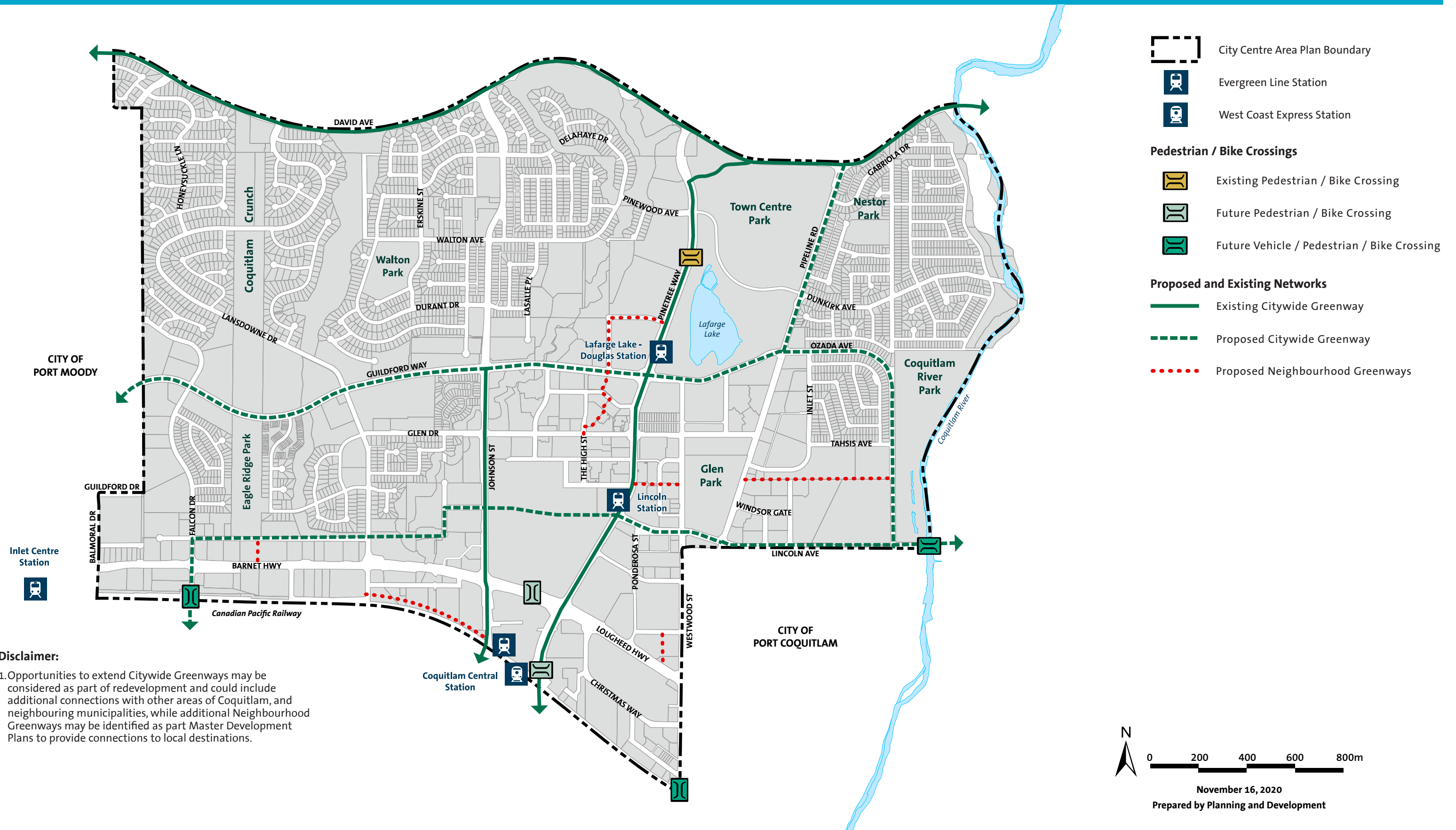
The policy direction in the CCAP along with other City plans and strategies, including this Assessment, provides a framework for guiding growth and development in City Centre. The Assessment provides a high-level 'snapshot' summary of estimated costs and proposed funding sources for servicing requirements that are needed to support the build-out and implementation of the CCAP. Estimated DCC-eligible costs are approximately \$480 million, plus approximately \$247 million in non-DCC eligible costs for an estimated total of \$727 million.

As noted, some capital investments do not have identified funding sources and staff are investigating alternative policy and funding options to support the capital improvements identified in this Assessment, including the potential for a portion of these costs to be phased into the DCC program over time. Non-DCC eligible projects will require separate funding sources which will be determined at the time of development of those projects.

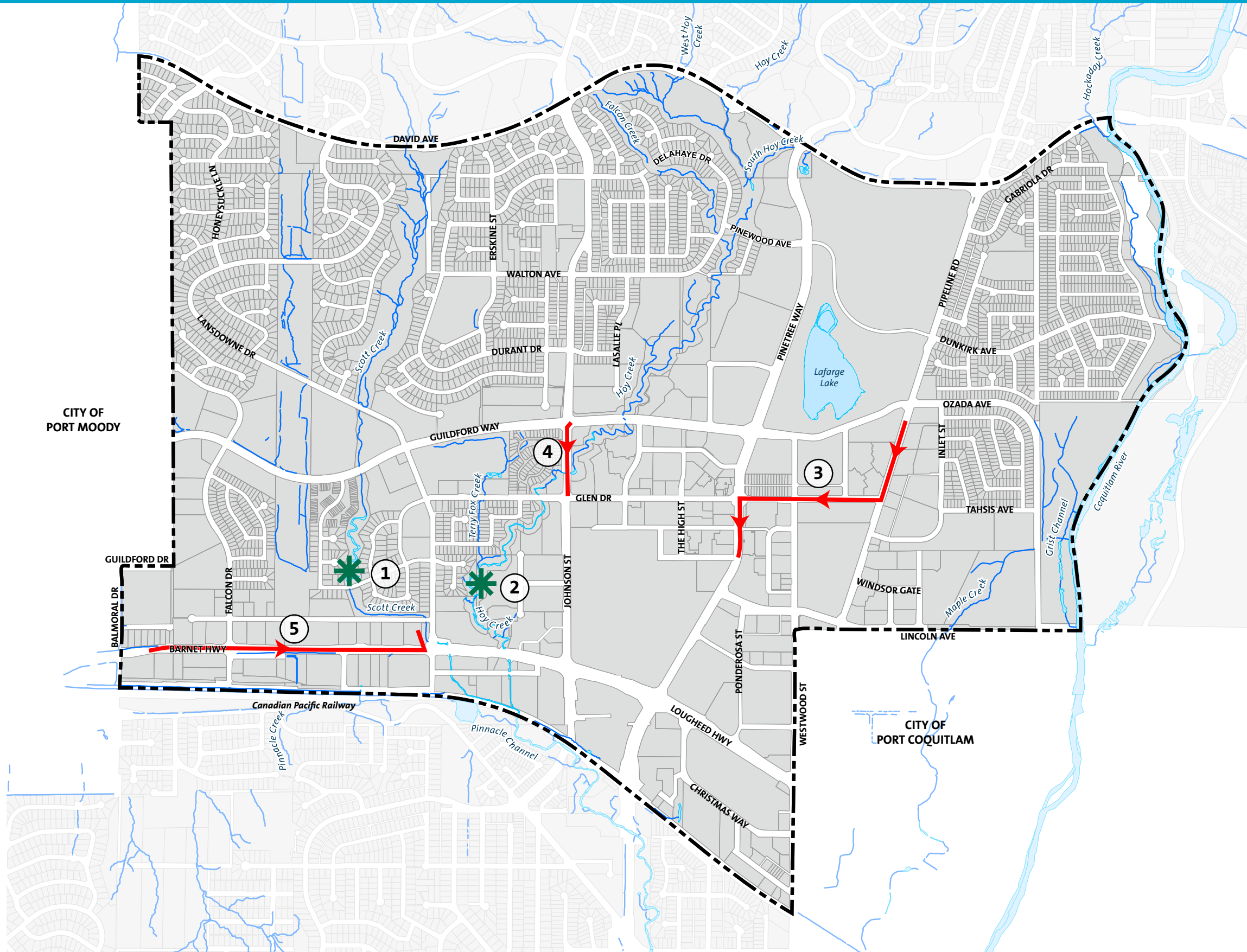
APPENDIX A TRANSPORTATION IMPROVEMENT PROJECTS (STREETS AND CROSSINGS)







APPENDIX B TRANSPORTATION IMPROVEMENT PROJECTS (GREENWAYS)



APPENDIX C TRUNK UTILITY IMPROVEMENT PROJECTS



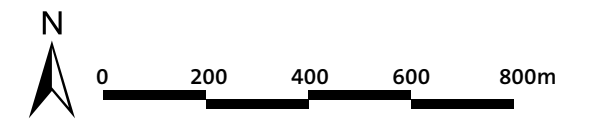
-  City Centre Area Plan Boundary
-  Watercourses / Wetlands
-  Sanitary Trunk Mains
-  Sediment Traps

Project Description

1	Scott Creek Sediment Trap
2	Hoy Creek Sediment Trap
3	Pipeline Rd/ Glen Dr/ Pinetree Way Sewer Upgrades
4	Johnson Street Sewer Upgrades
5	Barnet Highway Sewer Upgrades

Disclaimer:

1. Only the DCC funded trunk utility improvement projects are shown. Other utility upgrades needed to service a development are not shown for clarity.



November 16, 2020
Prepared by Planning and Development

APPENDIX D PARKS, RECREATION AND CULTURE IMPROVEMENT PROJECTS

