

**Cedar Drive and Partington Creek Upgrade Project
Question and Answer Online Event – April 21, 2021**

The following is the list of questions that were asked during the online event and a paraphrasing of the answers. Most of these questions were answered by Mark Zaborniak, Manager of Design and Construction. If you would like to hear the live recording, it can be found on our website at www.coquitlam.ca/cedardrive:

1 How high will the preload be above the existing farmland?

The preload will be approximately 5.5 meters above the surrounding farmland. It will be higher than the road. It will settle and some of the material that is used in the preload will be removed. Ultimately the roadway will be at approximately 3.5 meters above the farmland, which is approximately 11.5 feet. In comparison to Cedar Drive, that is about 1.5 meters (5 feet) higher than the existing Cedar Drive.

2 The road and channel improvements are happening in the upper section of Cedar Drive. When will these improvements get extended to the Victoria/Cedar intersection?

Right now, we are focused on the upper section of road. That is where the flooding happens on a yearly basis so that is where we are focused in this project. We will be extending the road, creek, and utility improvements further along Cedar Drive connecting to Victoria Drive, but this is not within our 5-year plan.

3 Can you estimate the impact on traffic to Oliver Road and on to Minnekhada Lodge?

There will be impacts while we are constructing particularly starting next year when we are working within Cedar Drive. There will be detours, but you will still be able to get to Minnekhada Lodge. It will not stop people from getting to that destination, but you will have to follow the detour route along Victoria Drive, for example. [Over the longer term] the area is getting busier so there will be more people over time who want to visit Minnekhada.

4 Will there be a bike path along Cedar Drive so that cyclists can still do a bike loop from Pitt River dike road down Cedar Drive and back to Prairie Avenue?

There is a plan that our Parks Department has which is to provide a trail along Cedar Drive. There is an existing trail [along the dike] that goes along Deboville Slough, along the Coquitlam side that extends along the Slough, along Pitt River, then connects to Oliver Road. Ultimately we'll want to connect to that existing trail, so that cyclists and pedestrians can follow a loop all the way around the existing dike from Oliver Road to Cedar Drive and down to Victoria Drive. Many people also use the dike on the south side of Deboville Slough, and that will also be connected. As part of this project we are constructing the multi-use pathway along the upper section of Cedar Drive. It will not be extended within our 5-year plan, but is in our plans for the future.

5 Is the creation of the environmental channel just dredging and expanding the ditch creek that runs along Cedar?

No. The environmental channel that we are creating is going to connect within the Partington Creek drainage system. It will expand upon the habitat which already supports a lot of fish - it is one of the best/highest runs of salmon in the area. We are going to be enhancing that system. The new channel will envelop part of that existing farm ditch that runs along it, but as noted it will become part of the Partington Creek system, which is separate from the farm ditch system.

6 How will the intersection of Cedar, Victoria and Fremont look? Is there a drawing for that?

Our project does not extend that far. It goes that far in terms of the connection of the sewer system and the forcemain but not road surface works. The Fremont Connector Project – which will involve changes at the Victoria/Cedar intersection – is being looked at by Coquitlam staff and also Port Coquitlam staff. It is a longer term project. It is not within our 5-year plan, but it is something that both cities are working towards in the long term.

7 The Cedar Drive road is already narrow so if there are a lot of big trucks moving along the roadway it may create a safety concern.

That is true. There are already trucks that follow that route and traffic needs to be careful and slow down. We will have construction signage in place, and we will certainly let people know about the construction. Part of the project is to improve and widen Cedar Drive but we can't improve Cedar Drive without using trucks. We will have a plan in place for dealing with truck traffic.

8 Is your work going to be weather dependent? Last year was a wet year, and it was difficult to get to the rehabilitation of the spawning area at the base of Gilley's Trail at Cedar.

Our work is weather dependent. In particular, the work that happens in the creek needs to happen in the window when fisheries work can occur. Since Partington Creek is a salmon creek, the work can only be done between August 1 and September 15 [although sometimes that window can be extended]. Other types of work are impacted by weather but not to the same degree (i.e. paving work).

9 My understanding is that there were several pieces of ALR property expropriated for phase one of the project. What consultation was done with the other farm property owners within this area during this expropriation process? How much more property will need to be expropriated for phase two of the project, and what consultation will be done during this process with the other farm owners within this area?

No property has been expropriated. We have most of the property, and we are still negotiating for a few pieces of property. We are able to get most of it so we are able to proceed with the project in the timeframe that we have described. There is a public

process that is laid out by the Agricultural Land Commission, and we followed that process. As far as the project itself, it is part of the Integrated Watershed Management Plan, which also involved a public process. It has been in the City's plans for approximately 10 years. The project is mainly funded by developers through development cost charges (DCC's), and funding for the project has been collected over many years from developers for the DCC program. When the City proceeds to phase 2 (i.e. extending the improvements to Victoria Drive), a planning process will happen, which will be led by our Utilities Division and our Transportation Division. I believe that there will be a public process that will consider how best to extend these improvements to the intersection of Cedar and Victoria.

- 10 I'm assuming that the motivation behind these improvements is that there's anticipated to be significantly more traffic along Cedar Drive over the next while. Besides this road improvement, will there be improvements for pedestrian access and safety along this route? For example, the intersection of Cedar and Victoria has no crossings at the intersection, which has gotten quite busy.**

There are a few parts to this question. The motivation for the project is primarily about the sewer system expansion and the environmental and drainage improvements. Those are the primary reasons for the project. However, transportation considerations are also important so as we are doing this work [on sewer, drainage, and environment] we will also make improvements to transportation. Other improvements will happen but it will take time. There is the Cedar Drive/Victoria Drive Intersection and there is the Fremont Connector project which are also being planned [but are longer term]. When Port Coquitlam and Coquitlam make those improvements they will definitely include upgrades to pedestrian and bike facilities. As we improve Cedar Drive there will be pedestrian and bike facilities and improvements and increases to the road width.

- 11 Love the pedestrian lighting and the thoughtful addition of a multi-use path. I have two concerns: Is there any ability to increase the width of the multi-use path? Given the popularity of the dike trails I think 4.0 meters would be more appropriate than the 3.5. Secondly, when would the multi-use path connect to Victoria Drive? Leaving it at 4180 Cedar makes it a sort of "pathway to nowhere" and I'm hoping it can be moved up separate from the rest of the project.**

It is always a judgement about how wide to make these paths. The issue with going wider is that then you take some more space away from the environment. We had the path at 3.0 metres, then we widened it to 3.5 metres. It is a judgement whether it is better to go to 4.0 metres. I believe that 3.5 metres is adequate at this location.

When will the multi-use path connect to Victoria Drive? The current plan will not extend all the way to Victoria Drive. It would be great to extend these facilities but there really is no room at all on Cedar Drive to do any kind of improvement for pedestrians [without additional land]. Partington Creek is within the road right-of-way, and the road right-of-way is just a typical width, so the creek takes up a good part of the area, which leaves very little space. This is why the road is narrow. The City would need to buy additional

property, so it will need to be considered as part of the future extension of the improvements to the Cedar Drive/Victoria Drive intersection.

12 Which route will the dump trucks be encouraged to take? That is, along Cedar Drive (PoCo) or using Victoria Dr. – Coquitlam?

Trucks need to follow the designated truck routes and then they need to follow arterials. So the route that they would normally take to enter this area would be along Coast Meridian Road, and then they have to follow the closest arterial street, which is Victoria Drive. However, it depends on where trucks are coming from and where they are going to. They will need to follow the truck routes and then, after the end of the truck route, to get to their destination, they need to follow arterial routes to get as close as possible to their destination. Next, trucks need to follow collectors; and after collectors, local roads. So between those two [i.e. a choice between Victoria Drive and Cedar Drive], I believe it would be Victoria Drive, because Victoria Drive is the arterial and Cedar Drive is not.

13 Will pedestrians and cyclists use the same path?

It is a multi-use pathway (MUP) which, yes, combines pedestrians and cyclists. If it is a fast cyclist (such as a commuter cyclist) we would expect that person to use roadways (rather than a MUP). If it is a fast cyclist, such as along Cedar Drive, their speed will be more consistent with the speed of vehicular traffic. And so hopefully those types of cyclists will be on the roadway. If they are a serious cyclist, they should go slower when they are on the multi-use pathway. There will be a mixture of cyclists and pedestrians using the multi-use pathway, which is typical across the City.

14 How does the Port Coquitlam side of Cedar Drive connect to the Coquitlam side of Victoria/Cedar/Fremont?

The Fremont Connector is something that is in the works between Port Coquitlam and Coquitlam. It is not part of our project. It is a longer-term initiative.

15 There has been a proposal from farm owners in the area to raise the farmland to counter flooding and redirect McLean Creek. Does this work together with this proposal?

McLean Creek is separate from the Partington Creek watershed, so connecting McLean Creek directly to Pitt River would be a separate initiative, and could happen independently from our [Cedar Drive/Partington Creek] project. The idea of raising the farm land (if it goes ahead) is a much longer term project, and a very large project (much larger than our project). It [the proposal to raise the farm land] speaks to the issue of sea level rise and the need to look at and deal with sea level rise, and how to deal with the existing Coquitlam dike. It is a longer term schedule [for planning and implementation], and there would be a lot of issues to resolve. The Cedar Drive/Partington Creek project that we are working on is complex; but this idea is much

more complex and much more long term. But the answer would be 'yes', those two do work together.

16 Was there any time spent to look at putting Partington Creek back into its original channel, rather than leaving it on the north side of Cedar Drive?

This idea has been included as part of the proposal to raise the farmland. The current project (Cedar Drive/Partington Creek) that we are carrying out started about 10 years ago with planning and the Integrated Watershed Management Plan and a public process. It also required updates to our bylaws that are in place to collect development cost charges, which determine the costs that developers pay towards capital projects (such as this one). Part of the project cost is the land acquisition, which has been in process for a number of years, and which is also paid from the development cost charges. So this has been a long term project, that has been underway for many years, and the plan does not include connection of Partington Creek to its old alignment [from 100 years ago or more] but it does include a number of improvements to Partington Creek.

17 The Cedar Drive area is frequently used by bears.

- a. What will be done to mitigate bear-human-truck interactions?**
- b. Will you be creating a wildlife corridor to accommodate the bears especially during the salmon spawning?**

In the area where the spawning happens, there will be a number of changes that will make it more difficult for humans to get close to bears. The sediment pond is being installed in that area, which will provide a separation. We will be fencing around the pond and we will be choosing plantings which will make it difficult for humans to get closer. We met with our environmental group and the officers that deal with bears [conservation officers] to discuss this issue, and this plan follows their recommendations.

The scope of the project does not include special measures to enhance the habitat for bears. We are not interfering with bears. We are going to try to increase the separation between bears and humans. The salmon spawning will continue and the project is expected to improve the salmon habitat, by improving the riparian and aquatic habitat. If we improve salmon spawning, we improve the conditions for bears because there will be more fish. By increasing the riparian habitat, then we will also be increasing habitat for all sorts of other animals that live in riparian areas. The plantings will probably be ones that do not attract bears to those areas, but the fish will continue to provide food for the bears.

18 What will you use to control the knotweed?

We have looked into this and we have talked to various experts. We looked into physically removing the knotweed, but that is not recommended, since it is likely to cause the knotweed to spread. From everything that we have learned about knotweed, the best way to treat it is with a chemical called 'glyphosate'. The company that we use

is Diamond Head Consulting, and our Parks Department also uses them. They are the local experts and rely on their expertise.

- 19 This plan shows Partington Creek at the bottom of the hill that will eventually be developed with houses, apartments, lots of roads, etc. How will Partington Creek be protected from the run off that will be coming down the hill from all of the development?**

We have an Integrated Watershed Management Plan and the project that we are working on, including the environmental channel, is a key of that plan. There are a bunch of things that go into the Plan including features at the source (where the rain water first lands) such as, the amount of soil that is used (to absorb the some of the rainwater), and other features that are included in the developments (road and buildings) to treat the run off and absorb some of the flows from the hard surfaces that are created. I invite anyone who is interested to look at the Partington Creek Integrated Watershed Management Plan online on our website. It is a very lengthy but interesting and well-written document and has many recommendations for measures that can be used as part of the development. The other major part of dealing with run-off is that across northeast Coquitlam there are a number of large pipes that divert very large flows away from small creeks, and away from Partington Creek, and diversion pipes are also to be installed in this area as well. For example, a diversion pipe will be installed along Victoria Drive which will cut off large flows and take them to DeBoville Slough.

- 20 So is it the plan that the new Cedar Drive will be completed in 3 years?**

Our project that we have shown in the various documents is anticipated to take approximately 4 years to complete. This year we are going to be starting with the pre-load. There is still some land that needs to be acquired and there is a house that needs to be removed before we can do the remaining parts of the pre-load. There is the sewer system which is planned for next year. The pre-load has to be in place for a year and a half. After the preloading phase is complete we can finish the road construction and utilities and tie in and do the environmental works. The environmental works can only happen in the fisheries window mentioned previously. So altogether we are looking at approximately four years for this project.

- 21 Polygon Development is planning to put a bridge across Partington Creek to access their 33+ acre 276+ townhouse project. How does this fit in with the new Cedar Drive? Is Polygon Development helping to pay for Cedar Drive sewer gravity and pump station improvements?**

It is actually a culvert that is planned. We are aware of Polygon's plan to connect a roadway which will connect from upper Victoria Drive to Cedar Drive. We are doing our design with the understanding that the connection will happen, and we are providing the design to Polygon so that the road that Polygon will build will match with the new elevation of Cedar Drive. I would say as well that the planned roadway connection (from Cedar to Victoria) is an improvement to the road system, because it provides other

ways to get around. One of the things that we try in our transportation objectives is to provide a grid system, to have other ways to get from point A to point B, which reduces the travel time and makes travel better for all modes of traffic (pedestrians and bikes as well as vehicle drivers).

As I mentioned, most of the cost of this project (over 90%) is paid through development cost charges (DCCs). Polygon and all the developers in the City contribute to development cost charges which will pay for this project as well as other DCC projects. I mentioned the diversion pipe on Victoria Drive. That is a development cost charge project, and so is the sewer system that we are building, and the drainage and environmental system. And as well the multi-use pathway is also a development cost charge funded project. So all developers contribute including Polygon.

As part of developments that happen, Polygon and all the other developers have to do frontage works, and they have to service their developments with sewer systems and water systems and those things.

22 Upper Victoria currently has a fair amount of construction and traffic management/issues associated with the developments and road improvements. Is there a plan to coordinate traffic management on Cedar and on Victoria to reduce delays and impacts to traffic flow?

We deal with these kinds of things on a daily basis in terms of all of our projects – we are constantly dealing with traffic issues. We are aware that there are things going on in upper Victoria, and we are also aware of all the things that are going on at any given time. We do have control of our projects. Our traffic operations division will look at, at any given time, all the things that are going on (including City projects and developer initiated projects), and will coordinate them. For example, we will be able to coordinate the work that we are doing on Cedar Drive with the work that we are planning in the next few years on upper Victoria Drive, which will include the drainage pipe that I mentioned previously, and extending the sewer system which was shown on the plans in the presentation (and on our website).

We work with our commercial vehicle inspector (regarding enforcement of regulations) as well and we always try to work with the local developers to try and coordinate schedules.

23 Where will the preload fill come from? Are you talking gravel or soil, and if soil will it come from the Burke Mountain area to avoid invasive plants coming into the area?

We don't like using the word 'soil' because soil can sometimes mean topsoil, which we do not want. When we are talking about preload it is gravel and other types of fill. Hopefully it will be glacial till or similar material. Anything that we use will need to be vetted by our geotechnical engineer and ISL certainly helps. Kevin and Carl help us with that. We have put up a notice tonight that we are looking for good fill. We are hoping to use it from Burke Mountain but we would be happy to use fill from Port Coquitlam or

other parts of Coquitlam. That is one way that we think we can reduce the costs of the project. If anyone knows about any opportunities to get fill, please let us know.

24 How often will the sand traps that are shown in the new Partington Creek channel need to be cleaned out or maintained?

Kevin from ISL Engineering says that depends on the number of storms we have and how much erosion from upstream gets washed down. Generally with similar type sediment ponds we run a five-year monitoring and maintenance program. It is a fair amount of work to clean these out so you don't want to do it too often – you are essentially dredging them out. A five-year plan seems to be about normal for cleaning these out.

We would add that we are designing these in a way that they can be isolated from the creek, which is not the case today. So when our crew did the work last year they needed to do the work within the creek. By building these ponds we will be separating that activity from the main part of the creek and it will be easier to isolate the creek from the work that happens.

25 Will there be any new road access from the new developments on the side of Burke Mountain down to Cedar Drive (from Upper Victoria)?

We talked about that a little bit previously. As part of their development, Polygon is planning to put a road that will cut through the middle of their development, and essentially at the mid-point of Cedar Drive road in Coquitlam. It will connect from upper Victoria to Cedar Drive. I've already talked about how I feel that this road connection will be an improvement to the transportation system. My background is in transportation. Increasing the grid of a road system improves a whole bunch of parts of transportation, reduces energy use and GHGs, makes travel times less and makes it easier to get around. It also creates some redundancy which is a good thing because if one road is closed you can use another road that is open. In other parts of the City we have a much tighter grid. Adding that road is an improvement in my view.

26 Has the environmental channel that is proposed for Partington Creek been approved by the Department of Fisheries and Oceans (DFO)?

DFO was part of creating the Integrated Watershed Management Plan so they have approved the plan in principle. The specifics will need to be vetted by DFO. However, the main government body that oversees these things is the provincial government. The Ministry of Forests, Lands and Natural Resource Operations does most of the work in terms of the review. DFO gets involved less often for work that happens in creeks. In this case they will be involved because the project will involve fish and salmon. They (DFO) don't necessarily get involved for every type of fish but in this case it is salmon so they will be involved. But the main regulatory authority that we need to consult is the Province. We are in the process of doing that. We need to submit to them more details about the project and then they have a certain timeframe to respond back to us and it takes a while. They are certainly aware of the project and we have been in communication with the Province about the project.

27 What do you plan to do about the material that will come off the mountain, settling in the creek along Gilley's Trail and eventually depositing into your new channel?

The sediment pond that was mentioned will be immediately before (upstream of) the environmental channel. There are also source controls and other measures that will be installed on private (and public) property. But the two sediment ponds on the drawings are intended to remove the sediments from the creek and provide our work crews with an opportunity to clean them out. As Kevin said, it will probably be done about every five years, so that we limit or mitigate the impacts to the creek.

28 Will the homes along Cedar Drive be tied into the new sewer system? Or will they stay on septic fields?

That will be their choice. The sewer system initially will go from the pump station near 4180 Cedar Drive and the gravity main will extend west and uphill along the east side of Freemont Park, to Upper Victoria Drive. Eventually that sewer line will also be extended to the east along Cedar Drive. It will also extend along the existing, old Cedar Drive. That section of pipe needs to happen after the road construction, probably in 2024 at the earliest. For the time being the homes to the east of 4180 Cedar will remain on septic fields until the sewer pipe is in place. The other properties (from 4180 Cedar to Freemont Park) will have the choice to connect to the pipe (probably in 2023). I will say that once the sewer is in place, there is not an obligation to connect, but there is a fee related to having the sewer in place that comes into effect. We will certainly be communicating with specific residents about how that works in more detail.

29 Will there be any type of speed controls along the new Cedar Drive to control the speed along the straight away?

What we are doing to Cedar Drive is widening it. But we are only widening it enough to have two lanes. At this point we are not planning anything other than keeping it fairly narrow. We are not planning any other types of controls. The speed limit will be 50 km/h. Right now, as you know, it is really difficult to have even two regular size vehicles pass each other. We will be widening it so that it will be safer and better in terms of regular traffic that will use it.

30 What will the total Cedar Drive right of way width be after property acquisition?

The existing right of way is 20 meters and the widening, because it includes this wide channel, and the roadway, and the multi-use pathway, and an embankment, is going to be about an additional 40 meters. So in some places the corridor, including the creek, the old road, the channel, and the new road, will as wide as 60 meters

31 How will I get from the old Cedar Drive onto the new Cedar Drive from my property?

The old Cedar Drive will be connected at the top and the bottom, so you will be able to use either of those routes. I would say that it will depend on which direction you are coming from. If you were heading east (or more like northeast), it would be easier to

connect, and perhaps more logical to connect, at the first opportunity (near 4196 Cedar Drive).

If someone has a specific question like that, please give us a call and we can go into more details about how exactly the access will work. We are happy to do that.

32 What will happen to the residential bridges that currently cross Partington Creek to access the houses on the north side of Cedar Drive?

We are not changing the bridges. Because the project will divert the high flows away from the creek into this new channel, it will mean that these bridges are not going to be overtopped. Right now I think from time to time, depending on how heavy the rainstorm is, the water level in the creek gets as high as or higher than those bridges. So those bridges will be protected by this project. The long-term concept depends on future development and how that happens. The idea is that, as part of the Integrated Watershed Management Plan, somehow the accesses to those properties could happen in a different way and the bridges could ultimately be removed. Obviously there has to be different accesses provided to those properties before the bridges could be removed. That is the environmental objective (to remove the bridges) but it does have to align with how the transportation connections happen. This is all very far in the future. We are not doing anything to those bridges as part of this project.

33 Have you covered the possible reconnection of Partington Creek to the original creek bed, eliminating the right angle bend at Cedar/Oliver?

This was answered in detail previously - we've had a long planning process and after many years we are now implementing this project, which is the Partington Creek/Cedar Drive project.

At this point the session ended.

The questions listed below were not addressed in the online session.

34 Will the preload be coming from Gilleys Quarry on Quarry Road?

The preload material will be coming from various locations. The first one metre layer needs to be gravel, such as from a gravel pit, or quarry. However, we plan to get as much of the rest of the fill material from the various development sites across the City. This will save travel time distance for these sites to dispose of the material (benefit the environment) and benefit the City (by reducing the cost). We will test the material to ensure it meets our standards. We will know more regarding the routes that trucks will use in the next few months, but it is subject to change at any time, depending on where the material is sourced. In addition to determining the truck route, we consider the types of trucks, turn radius, safety, etc.

35 The multi-use path, will it extend all the way to DeBoville Slough?

See Question 4 above

36 What type of substrate do you expect to find under the environmental channel: Sand? Gravel?

The soil testing we have done in this area indicates the soil is a mixture of sand and silt (top soil).

37 Is this a joint project with Port Coquitlam considering the effect?

This project is wholly within Coquitlam, so it is not a joint project, but we will keep Port Coquitlam informed about the project. As noted, we are working with Port Coquitlam on the planned, future Fremont Connector project.

38 What do you want from volunteers with these partnerships?

We appreciate interest and feedback from volunteers and special interest groups.

39 Can the trucks use Victoria Drive and Oliver (Gilley's Trail?) instead of Cedar Drive?

This will depend on where the trucks are travelling from. Trucks typically follow the designated truck route as mentioned previously but we also look at safety and access (i.e. location and turn radius).

40 When will David be connected to Victoria? This will help with traffic congestion.

David Ave from Mitchell Street to Crouch Avenue is now open.

41 Did you consider rerouting Partington Creek to its original channel rather than creating an environmental channel?

Please see Question 16.

42 This is a great project and the area needs more improvements like it. However, if this is "the big one" for the next five years, it feels like infrastructure improvements are significantly falling behind the rate at which the City approves new developments, which are being built MUCH faster than the area can support. Is this a concern that the city has a plan for, beyond just this project?

There is significant planning that takes place. As noted previously, the focus of this project is to improve drainage and environmental concerns. All the properties on the north side of Cedar Drive are within the Partington Creek Neighbourhood Plan area, and this plan includes many components (land use, utilities, watershed, transportation etc.). For more information about the Partington Creek Neighbourhood Plan please visit the City's website. Many improvements will occur as development takes place. If any residents have specific development questions they can email devinfo@coquitlam.ca.

43 Will there be anything put in place to slow vehicle traffic along the new Cedar Drive (particularly in the straight section)?

We will speak with our Traffic Operations team to see if there is an opportunity to install new signage – as noted this new roadway will be relatively narrow, which helps to discourage speeding.

- 44 Road width was estimated to be within 16m and 38m wide. The lower section of Cedar Drive, beginning at 4170 Cedar Drive, is 16m wide rather than 38m. Is the road frontage at 4150 Cedar Drive, therefore, likely to be 16m?**

We do not have a design for the lower section of Cedar Drive, since it is not part of this project – we will need to initiate a planning process for the road, utility and creek improvements in this lower section of Cedar Drive but this has not started yet.

- 45 How does this development affect the bears that feed in Partington Creek? What steps have been taken to preserve these natural assets?**

Please see question 17 above.

- 46 If Partington Creek was put back into its original channel, it would seem that there would be good wildlife corridors for the bears and other animals from the mountains, right down to the Pitt River. Is that correct?**

As noted, there is no plan to put Partington Creek into its old channel.

- 47 I just got the answer about additional roads to the upper part of Cedar Drive. Should there not have been consultation BEFORE this plan was agreed to? An increase in traffic on upper Cedar Drive does nothing for existing local residents, but simply gives us many more traffic problems which could be routed to Victoria Drive and Coast Meridian.**

Although this proposed roadway connection was discussed at the meeting (see above) it is part of the development process and is not part of our project. Please email devinfo@coquitlam.ca to get information about this proposed road connection and other development related questions.

- 48 If you have a wider channel, it will require more water flow to keep it viable. You are planning to redirect storm water runoff away from Partington Creek. How will you make sure you maintain adequate water flow for spawning salmon?**

It will be a requirement of the environmental design, as well as the environmental permitting process, to ensure that adequate base flows are maintained in Partington Creek. The top of the channel will have a weir that will maintain base flows in the creek.

- 49 It looks like there will be a lot of environmental work done to Partington Creek in the new channel. Are there any examples of a similar project within Coquitlam or the province?**

An example of a similar project in Coquitlam is a large side-channel that was constructed connecting to Mundy Creek, just west of the United/Lougheed interchange, approximately 10 years ago. This was a very successful environmental enhancement project which was part of the environmental compensation for the Port Mann/Highway1 project.

50 Will these questions and answers be online?

Yes

51 Will my questions be answered?

We attempted to answer all the questions. If you have a question that was not asked, please email us at cedardrive@coquitlam.ca.

52 Will these slides be online?

The live presentation is available on our City website. Please visit: www.coquitlam.ca/cedardrive.