

Coquitlam

For Council

July 12, 2017

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To: City Manager

From: General Manager Planning and Development

Subject: **Proposed Northwest Burke Vision & Phase 3 Public Consultation Summary**

For: **Council**

Recommendation:

That Council approve the proposed Northwest Burke Vision (NBV) document, as attached in the report dated July 12, 2017 of the General Manager Planning and Development, entitled "Proposed Northwest Burke Vision & Phase 3 Consultation Summary".

Report Purpose:

To provide an overview of the results of the Phase 3 public consultation process and the revised Northwest Burke Vision (NBV) (Attachment 1), and to recommend approval of the NBV as a long-term guide for future land use, infrastructure and transportation planning.

Strategic Goal:

This report supports the strategic goal of 'Strengthening Neighbourhoods'.

Executive Summary:

The Phase 3 public consultation program presented the draft NBV for public and stakeholder feedback through May and June. Overall the proposed NBV was well received, with the majority of public comments focusing on the Oxford Street extension.

The draft NBV is a 30 year 'game-plan' that will guide the planning and development of the largest remaining greenfield area in Coquitlam. The proposed NBV sets out generalized land uses, conceptualized road and trail networks and utility servicing concepts, which will allow for the subsequent preparation of focused and streamlined neighbourhood plans.

Based on the outcomes of the NBV Phase 3 public consultation, staff recommend that Council approve the proposed NBV document.

Background:

Phase 3 Public Consultation Program

On May 1, 2017 the draft Northwest Burke Vision was presented to Council-in-Committee as an update in advance of Phase 3 public consultation. Subsequent to that update, input was sought from a broad cross section of the public and stakeholders through an extensive public consultation and notification program.



Background: cont'd

Phase 3 Public Consultation Program cont'd/

This was conducted through multiple components including the City's website and social media, a YouTube video, neighbourhood signage and flyer mail-outs. Staff also met with multiple residents and property owners, either through the Property Owners Group or individually, to discuss the proposed NBV, listen to their views and answer questions.

The complete Phase 3 public consultation and notification program is described in Attachment 2. The following discussion summarizes Phase 3 feedback and identifies major themes and summarizes refinements to the NBV or other follow up actions.

Discussion/Analysis:

The public consultation program was undertaken through May and June and received feedback from the following meetings and events:

- A Property Owners Workshop;
- A Project Advisory Group Meeting, with written feedback provided by Coquitlam River Watershed Roundtable (Attachment 3) and TransLink (Attachment 4);
- Two Community Information Sessions;
- Sustainability and Environmental Advisory Committee presentation;
- Coquitlam Youth Council presentation; and
- Referrals to External Agencies (City of Port Coquitlam, Kwikwetlem First Nation, Department of Fisheries and Oceans, Metro Vancouver).
 - a. Written feedback received from Port Coquitlam and Metro Vancouver (see Attachments 5, 6 & 7).

Public Consultation: Major Feedback Themes

A review of the feedback received at the public consultation meetings and events has identified the following key themes:

1. Conceptual Road Network;
2. Conceptual Land Use Overlay;
3. Phasing order and timing of future neighbourhood planning; and
4. City of Port Coquitlam staff feedback.

These themes reflect a range of views from residents and property owners from within and surrounding the NBV area and are elaborated on in the discussion below.

Conceptual Road Network Feedback

Overall, the proposed Conceptual Road Network was well received with the majority of comments focusing on the Oxford Street extension and the Hazel-Coy loop:

Discussion/Analysis: cont'd/

Conceptual Road Network Feedback cont'd/

Oxford Street Extension – Residents of the Park Ridge Estates neighbourhood expressed their opposition to the future extension of Oxford Street and highlighted safety as a key traffic concern. They have also filed a petition with the City and appeared as a delegation before Council-in-Committee on June 12, 2017 to express their views on the Oxford Street extension.

Both the Northeast Coquitlam Area Plan and the Strategic Transportation Plan identify Oxford Street as a Collector Road extending north from the existing Oxford Street into the Hazel-Coy neighbourhood. The existing portion of Oxford Street is built to a Collector standard and designed for the anticipated traffic volumes. Based on the conceptual road network analysis, Oxford Street has been identified as a second entry point into the Burke Mountain area, which will provide an emergency access route and a transit loop.

Following the delegation to Council-in-Committee staff has undertaken measures to improve signage in the area.

Hazel-Coy Loop – In discussion with Hazel-Coy residents, a few noted the proposed location of the Collector Road was in close proximity to their homes. Through these discussions staff noted that the new road is conceptual and the specific alignment will be determined through future neighbourhood planning and road design. The new road will only be constructed should those properties redevelop, as common practice is to construct Collector Roads through the land development process. To convey this position Figures 12 and 14 have been updated in the proposed NBV to better reflect that the road network is conceptual as this time.

Coast Meridian Extension – The extension of Coast Meridian Road is classified as a Collector Road and would normally be constructed through development and paid for by adjacent developers. Given the potential costs associated with the crossing of Hyde Creek, a group of developers have expressed interest in jointly contributing financially to funding the Coast Meridian Road crossing of Hyde Creek (Attachment 8). The developers are also proposing that the crossing be a 'culvert' instead of a 'bridge.'

The type of crossing at Hyde Creek (i.e., culvert or bridge) will be reviewed and finalized through further assessment as there are a variety of traffic management and environmental considerations. To ensure that all benefiting property owners are consulted, staff are proposing to work through the details of potential developer funded cost sharing options at the neighbourhood planning stage.

Discussion/Analysis: cont'd/***Conceptual Road Network Feedback cont'd/***

Coquitlam River Bridge Crossing – The NBV identifies two optional locations for a Coquitlam River bridge crossing, which as per the Riverwalk Development Agreement, must seek appropriate agency approvals. In 2012 the Federal Government made changes to the Fisheries Act by introducing a set of conditions related to water crossings, which if followed, do not require either an authorization or review by the Department of Fisheries and Oceans. Notwithstanding this regulatory change there are other requirements in the Riverwalk Development Agreement that still apply (e.g., emergency access and integrated watershed management planning).

Other Road Network Related Feedback – A number of responses mention concern related to an increase in traffic and the availability of existing and future parking for visitors and local residents accessing the trail network and Pinecone Burke Provincial Park. Two locations were identified which include Karley Crescent, a popular access trail to Crystal Falls and the park entry point located at the north end of Harper Road. Staff note that in collaboration with the BC Ministry of Environment a Pinecone Burke Provincial Park Parking Study is identified as an implementation item in the proposed NBV, and is to be completed as part of future neighbourhood planning.

Conceptual Land Use Overlay Feedback

The proposed Land Use Overlay was well received with feedback generally focusing on the overall growth of Burke Mountain. These comments highlight resident interests and concerns associated with urban development, such as:

- The impact of urban development on wildlife and the increased potential for human-wildlife conflict;
- More opportunities for diverse forms of housing including alternate options for ownership / tenure; and
- The provision of neighbourhood services and amenities (e.g., commercial and transit services, access to parks, schools and trails).

Staff note that the proposed NBV puts emphasis on the City's 'Bear Smart' practices to reduce the potential for attracting wildlife into residential areas and considers the safe movement of wildlife through design of the local road network, which will be determined through neighbourhood plans. Also identified in the proposed NBV is the need to further explore a range of housing options through future neighbourhood plans. The proposed NBV identifies two Community Nodes, which will provide local serving commercial services and the Partington Creek Neighbourhood Centre will provide commercial, recreational and civic amenities serving all Burke Mountain neighbourhoods.

Discussion/Analysis: cont'd/***Phasing and Timing Feedback***

Through consultation with Wesbild, Burke Mountain Holdings, and several individual land owners, concerns have been expressed over the timing of the neighbourhood planning phases identified in the proposed NBV. Wesbild has submitted a letter (Attachment 9) indicating that the Phase 2 Burke Mountain Creek potential neighbourhood planning area should proceed in conjunction with planning for Phase 1 (the Hazel-Coy area). Burke Mountain Holdings have submitted two letters (Attachment 10) requesting that the Riverwalk potential neighbourhood planning area proceed concurrently with the Phase 2 Burke Mountain Creek area. Burke Mountain Holdings raises several other issues in their letter and staff are responding directly to them, noting that these issues are beyond the scope of the proposed NBV (e.g., changing the Development Agreement). Individual property owners in the Hazel-Coy area have expressed support for the Hazel-Coy area being proposed as Phase 1 and would like the neighbourhood planning process for the area to be included in the City's 2018 annual Business Plan.

Staff are not proposing any adjustments to the NBV's phasing order as it reflects the rationale and phasing criteria and the City's growth priorities, which are represented by the *Official Community Plan*, *Strategic Transportation Plan*, and the City's investment in road, utility and community infrastructure (e.g., commercial, civic and recreation amenities).

City of Port Coquitlam Feedback

On July 4, 2017 Port Coquitlam staff brought forward a report to their Finance & Intergovernmental Committee recommending that the two municipalities work together through a collaborative process to address any impacts that Port Coquitlam may face due to further development in Coquitlam (see Attachment 5). Key points raised by Port Coquitlam staff included ensuring appropriate stormwater management practices are in place, the delivery of an integrated transportation network and the provision of community services and recreation facilities to support residents. The City has been advised that the Port Coquitlam staff recommendation was not accepted by the Port Coquitlam Finance & Intergovernmental Committee and deferred to Port Coquitlam Council.

On July 11, 2017 the City of Coquitlam received a letter from Mayor Moore noting a range of items associated with inter-municipal growth (Attachment 6).

After a preliminary review of the letter staff note the following:

- The NBV area is identified for future urban growth in the Metro Vancouver Regional Growth Strategy and is located within the Regional Urban Containment Boundary. The planned growth in this area aligns with the population projections outlined in Coquitlam's Regional Context Statement.

Discussion/Analysis: cont'd/

City of Port Coquitlam Feedback cont'd/

- Building off of Coquitlam's Regional Context Statement the proposed NBV aligns with the Regional Growth Strategy's goals to create compact urban areas and develop complete communities. The proposed NBV is an important next step in making the transition from the goals and objectives of the Regional Growth Strategy and Coquitlam's associated Regional Contact Statement to community-level planning by establishing a vision for how this area of Coquitlam can develop over the next 30-years.
- For the protection of watercourses, Coquitlam can utilize the science-based Riparian Areas Regulation assessment by a Qualified Environmental Professional (QEP) as an appropriate method to determine watercourse setbacks, and follows Provincial and Federal legislation.
- Prior to development occurring in new neighbourhoods, the City requires the preparation of integrated watershed and stormwater management plans that follow sound principles and address downstream impacts.
- The recently completed Tri-Cities Recreation User Study (April 2016), supported by Port Coquitlam, Coquitlam and Port Moody, showed that all three municipalities benefit from each other's recreational facilities. Coquitlam has historically funded many recreational services that benefit its neighbours, as outlined in the recently approved Parks, Recreation and Culture Master Plan.
- Coquitlam has made significant efforts to advance innovative solutions to the provision of schools on Burke Mountain. This included working with SD43 to service future school sites and urging the Province to adequately fund future Burke Mountain schools, so that residents do not have to travel to attend school. Port Coquitlam's support in encouraging the Provincial Government to adequately fund Burke Mountain schools would be welcomed by Coquitlam.
- Coquitlam welcomes the opportunity to discuss joint approaches to Inter-municipal transportation issues. Coquitlam has previously provided Port Coquitlam with a list of appropriate planning principles on how to collectively approach these discussions. In addition, a key goal of the proposed NBV is to improve public access to Pinecone Burke Provincial Park, which will benefit all residents of the Tri-Cities.

There are a variety of approaches for addressing the items in the letter from Port Coquitlam. These include:

1. Establishing an Inter-municipal senior staff working group comprising key Planning, Engineering and Parks and Recreation staff from both municipalities; and/or
2. As noted in the letter from Mayor Moore, this topic could be added to the agenda of the upcoming Coquitlam/Port Coquitlam Joint Council meeting scheduled for October 18, 2017.

Mayor Stewart will be responding to Mayor Moore's letter and it is likely that both of these approaches will be pursued.

Discussion/Analysis: cont'd/

Revised Northwest Burke Vision

Building on the feedback received from Council on May 1st, 2017, and feedback from the Phase 3 consultation process, minor revisions have been made to provide clarity for specific sections of the proposed Northwest Burke Vision document (Attachment 1). These revisions include relatively minor modifications to text and mapping to more clearly communicate the intention of the NBV as a vision document with further detail to be defined through future neighbourhood planning.

Northwest Burke Vision Key Highlights Summary

The proposed NBV sets out generalized land uses, conceptualized road and trail networks, and utility servicing concepts, which will allow for the subsequent preparation of focused and streamlined neighbourhood plans.

In summary, the key highlights of the NBV include:

- **Land Use Overlay** outlines a generalized pattern for the entire area;
- **Road and Pedestrian, Bicycle & Trail Network Concepts** that link together areas within the NBV area, as well as to the broader community;
- **Utility Servicing Concepts** for water, sanitary and drainage;
- **Specific Neighbourhood Planning Considerations** identifies specific planning considerations, including place making guidelines, for four potential neighbourhood planning areas;
- **Implementation** measures for neighbourhood planning that emphasize sensitive site design by working with the natural topography; and
- **Phasing Plan** to guide the sequencing of potential neighbourhood planning areas. The phasing order is determined by a set of criteria and priority is given to those planning areas that meet the majority of the phasing criteria.

Next Steps:

If approved by Council, the NBV would be implemented through future neighbourhood planning. The timing of these neighbourhood plans will be considered through the City's annual Business Plan process, with the Hazel-Coy area being recommended for consideration as part of the City's 2018 Business Plan process.

Financial Implications:

As part of Phase 3 a financial analysis was undertaken to gain an understanding of the utility servicing costs required to support anticipated development in the NBV area. These cost estimates are summarized in a Discussion Paper entitled "*Northwest Burke Vision Financial Analysis.*"

These costs estimates have been further categorized within the context of the City's Development Costs Charges (DCC) program, specifically related to identifying utility servicing projects that are included in the current DCC program and those projects that will need to be added to the program (none of the conceptual road network will qualify for DCC funding as no arterials are required to service the NBV area).

Financial Implications: cont'd/

This work has been consolidated into a technical memo, and the DCC eligible projects are summarized in Attachment 11.

These costs will be further refined through servicing assessments completed as part of future neighbourhood planning. These servicing assessments will guide the cost-effective extension of utility servicing in the NBV area.

Copies of both the discussion paper and technical memo have been included in the Northwest Burke Vision Technical Binder in the Councillors' office.

Conclusion:

Following the NBV Phase 3 public consultation staff recommend that Council approve the proposed NBV document. The draft NBV is a 30 year 'game-plan' that will guide the planning and development of the last remaining greenfield areas on Burke Mountain. The proposed NBV sets out generalized land uses, conceptualized road and trail networks, and utility servicing concepts, which will allow for the subsequent preparation of focused and streamlined neighbourhood plans.



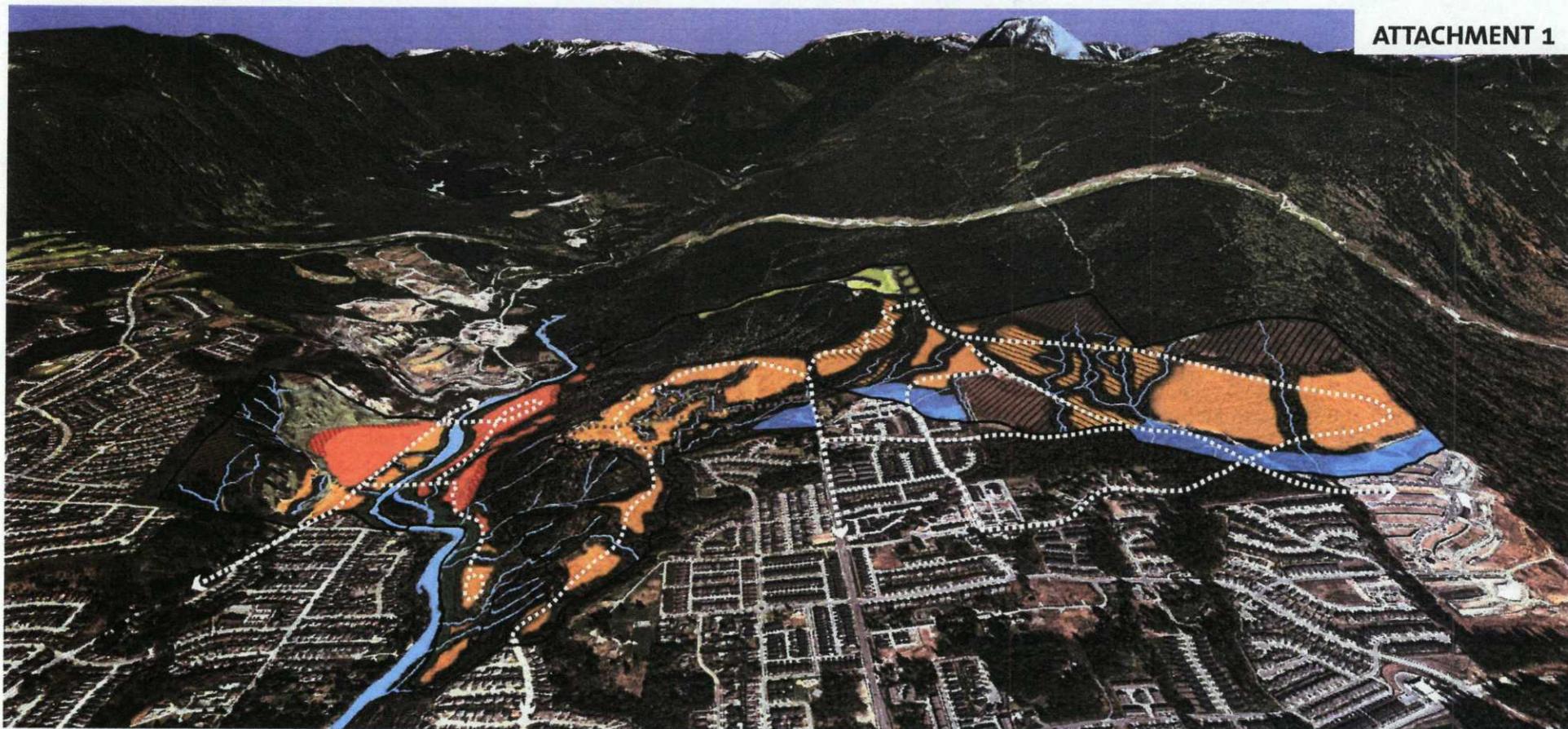
J.L. McIntyre, MCIP, RPP

AJ/ss

Attachments:

1. Northwest Burke Vision (Doc# 2579023)
2. Phase 3 Consultation Feedback (Doc# 2638333)
3. Coquitlam River Watershed Roundtable feedback (Doc# 2659549)
4. Translink feedback (Doc# 2659554)
5. Port Coquitlam staff report (Doc# 2659553)
6. Port Coquitlam letter (Doc# 2666248)
7. Metro Vancouver feedback (Doc# 2659551)
8. Developer Group feedback (Doc# 2661251)
9. Wesbild feedback (Doc# 2659819)
10. Burke Mountain Holdings feedback (Doc# 2661483)
11. Estimated Costs of NBV Utility Upgrades (Doc# 2661721)

This report was prepared by Aubrey Jensen, Community Planner, and reviewed by Steve Gauley, Senior Planner and Andrew Merrill, Manager Community Planning.



City of Coquitlam

NORTHWEST BURKE VISION

July 11, 2017 (for Council consideration)

Coquitlam

NORTHWEST BURKE VISION

SYNOPSIS

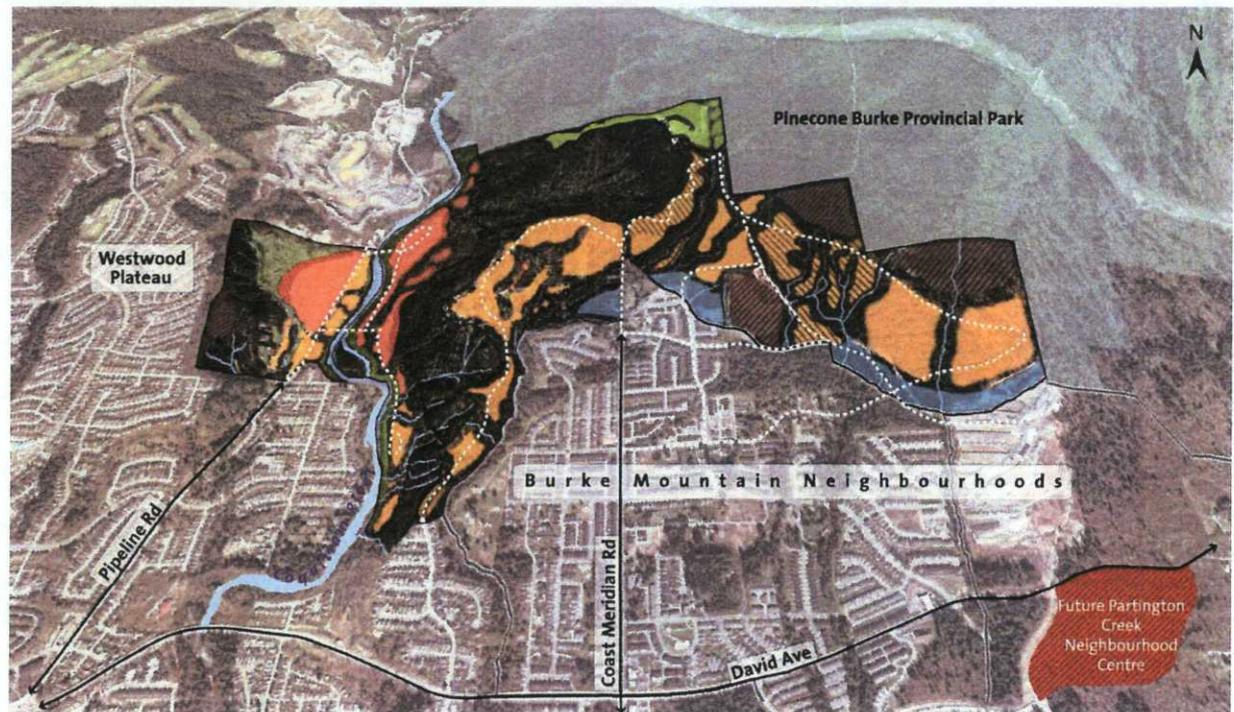
The Northwest Burke Vision (NBV) has been prepared to guide future planning and urban growth over the next 30+ years. Through the use of a high-level land use policy framework, the NBV encourages family-friendly neighbourhoods with a mix of housing while respecting the natural habitat. The NBV also identifies a conceptual network of streets and trails that will create opportunities to explore the area's unique heritage, recreation and tourism opportunities. As the culmination of a three phase process, the NBV identifies potential neighbourhood planning areas, which will guide development in the short, medium and long term.

Key elements include:

- A Land Use Overlay which defines a future land use pattern in generalized, conceptual terms;
- Concepts for the provision of roads, trails and utilities;
- The identification of four potential neighbourhood planning areas;
- Improved access to Pinecone Burke Provincial Park;
- Neighbourhood-specific policy considerations to create a unique identity for each area; and
- Implementation measures to guide the neighbourhood planning process.

The Vision also includes a Phasing Plan that will guide the sequencing of neighbourhood plan preparation. The Phasing Plan is based on the use of criteria that reflect the City's growth priorities, including efficient access to utilities, completing the road network, supporting complete communities and recognizing existing neighbourhoods. The Phasing Plan provides a framework for multiple land owners to cooperatively work towards implementing the NBV.

The Northwest Burke Vision has been developed in consultation with the Property Owners Group, Project Advisory Group, general public, developers, outside government agencies and other stakeholders by a cross-departmental team of City staff.



 Single Family and Townhousing Mix	 Apartment Opportunity	 Coquitlam River Trail System
 Single Family, Townhousing and Apartment Mix	 Special Study Area	 Recreation/Tourism Opportunity
 Townhousing Opportunity	 OCP Amendment Ready Sites	

NORTHWEST BURKE VISION AREA WITH LAND USE OVERLAY

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1 INTRODUCTION

The Northwest Burke Vision (NBV) is a 'game plan', providing direction for land use and subsequent neighbourhood planning. The NBV Area is about 400 hectares (980 acres) in size and is defined by two distinct geographic areas divided by the Coquitlam River Escarpment:

- East: Burke Mountain lands north of the Upper Hyde Creek, Smiling Creek and Partington Creek neighbourhoods are located within the *Northwest Coquitlam Area Plan* (NECAP).
- West: Coquitlam River lands north of the Hockaday neighbourhood and west of the escarpment are located within NECAP and the *Northwest Coquitlam Area Plan* (NWCAP).

The City's *Official Community Plan* (OCP) identified areas in the NBV Area for growth in the early 1990s. In particular, the existing Hazel-Coy neighbourhood was identified in 1993 for future growth, followed by Development Reserve lands to the north in 2000, and the Riverwalk Lands in 2001. In recent years, growth has been focused within the Upper Hyde Creek, Lower Hyde Creek, Smiling Creek and Partington Creek neighbourhood plan areas, which were also identified as growth areas in 2000 (Figure 1).

The NBV covers a large area made up of widely varying terrain, which lends itself to the creation of distinct neighbourhoods ranging from mountainside neighbourhoods to low lying riverfront communities. These communities will benefit from, and contribute to, the growth in the City Centre and Partington Creek Neighbourhood Centre.

1.1 Purpose of the Northwest Burke Vision

The purpose of the NBV is to provide a policy framework and phasing and implementation strategy to facilitate and coordinate the orderly development of the unplanned portions of Burke Mountain and lands adjacent to the Coquitlam River. The NBV is intended to create certainty for residents, land owners and the development industry by outlining utility servicing and road and trail network concepts, as well as to provide direction on future land uses and the preservation of natural areas.

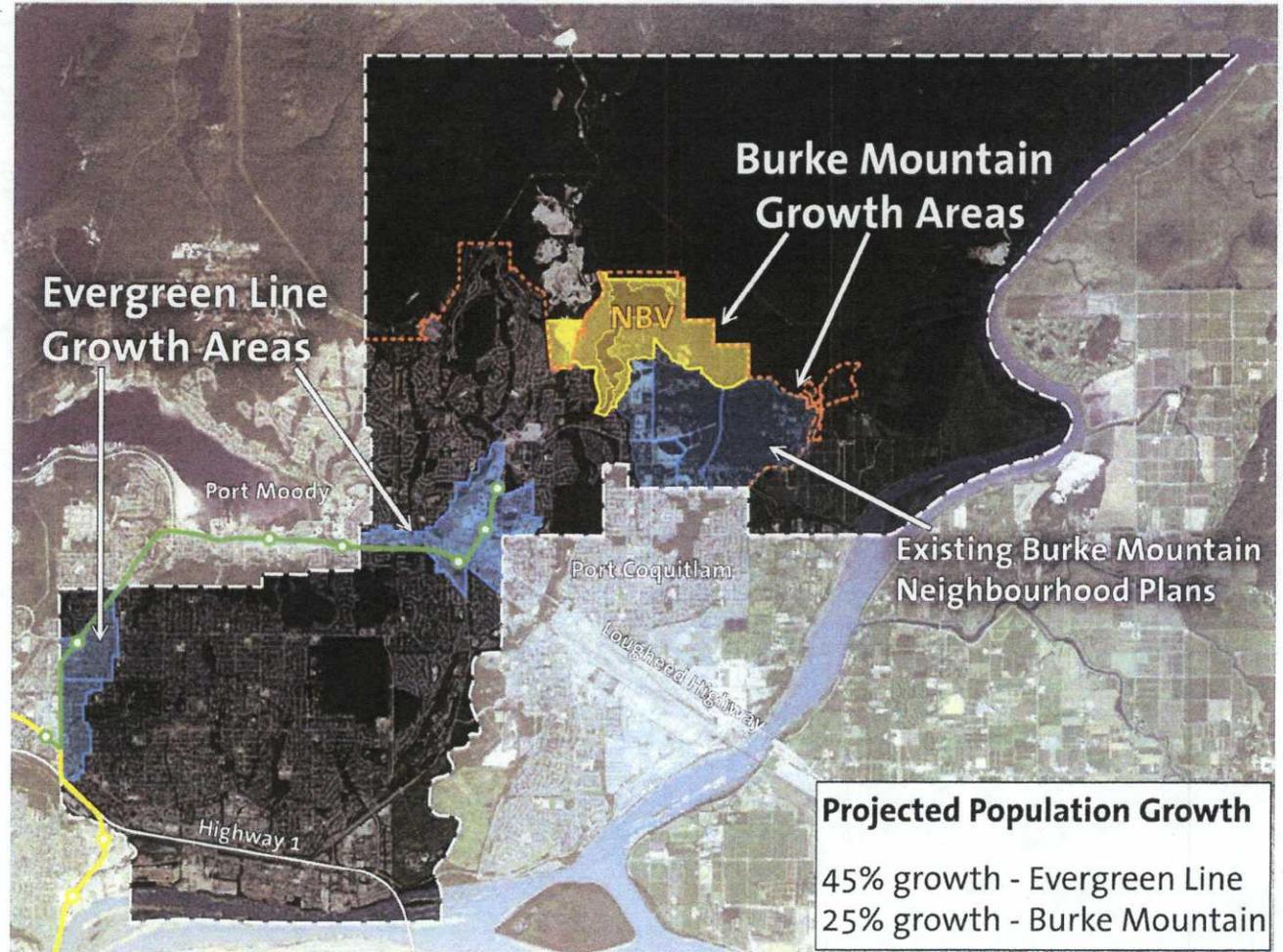


FIGURE 1: COQUITLAM GROWTH CONTEXT

Specifically, the NBV has been developed to:

- Identify generalized land use areas, major road network corridors and preliminary infrastructure servicing requirements;
- Provide direction for future neighbourhood parks and the preservation of natural areas;
- Improve connection and access to Pinecone Burke Provincial Park for residents and tourists;
- Establish guidelines and a policy context for subsequent neighbourhood planning initiatives that will define the specifics of development within the NBV Area;
- Provide a framework within which landowners can cooperatively work toward the implementation of the NBV; and
- Identify a phasing plan for subsequent neighbourhood plans.

Phase 1: This initial phase involved undertaking background and contextual research, including a comprehensive analysis of the key opportunities and environmental constraints of the NBV Area.

Phase 2: This phase involved exploring the development potential of the NBV Area, examining land use scenarios, and preparing conceptual transportation, utility, and pedestrian, bicycle and trail networks. The constraints and opportunities analysis undertaken in Phase 1 served as the foundation for this work. Through consultation with landowners and the public, a draft vision statement and guiding principles were also prepared.

Phase 3: The final phase synthesizes the technical outcomes and public feedback gathered during Phases 1 and 2 into a Vision document that will guide the planned growth in the NBV Area over the long term (30+ years). Phase 3 establishes a general Land Use Overlay and supporting guidelines, and outlines a phasing and implementation strategy to guide the timing and preparation of subsequent neighbourhood plans.

1.2 Process for Preparing the Vision

The preparation of the NBV was undertaken over three phases (Figure 2). Each phase included a progress report for review by City Council followed by public consultation. The process for preparing the NBV is elaborated on below:

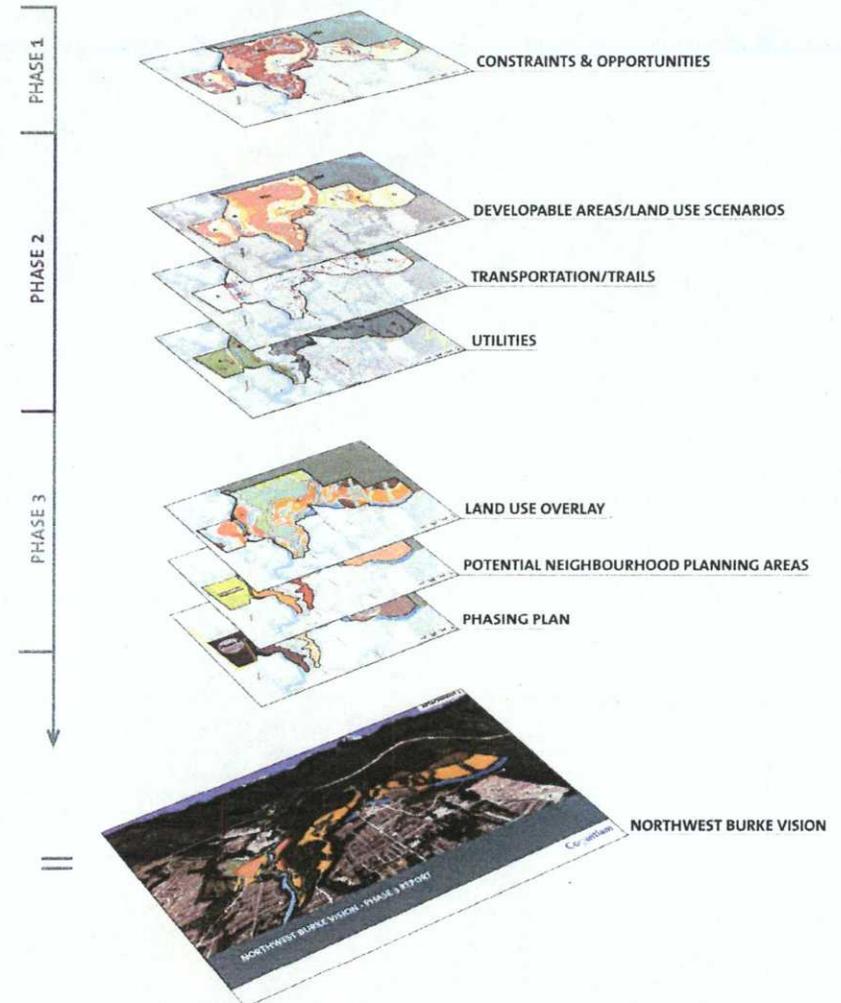


FIGURE 2: VISIONING PROCESS

1.3 Consultation

Community and stakeholder involvement was an integral and vital component in preparing the NBV, as illustrated in Figure 3. Workshops, meetings and site visits were held with community members, organizations and residents. A Property Owners Group (POG), consisting of all land owners in the area (58 during the preparation of the NBV), was established early in Phase 1. The POG provided a forum to share information and seek feedback from land owners during each phase of the NBV process.

To seek input from a broad range of interests, a Project Advisory Group (PAG) was also established, and included representatives from the Burke Mountain Naturalists, the Coquitlam River Watershed Roundtable, Coquitlam Youth Council (East), Greater Vancouver Homebuilders' Association, Ministry of Environment, Northeast Rate Payers Association, School District No. 43, TransLink and the Urban Development Institute. The City's Sustainability and Environmental

Advisory Committee and the Coquitlam River Aggregate Advisory Committee were also consulted, as was the Coquitlam River Watershed Roundtable.

Information was shared with the broader community through social media, a dedicated webpage, Community Information Sessions, and through neighbourhood flyers and community signs strategically placed on Burke Mountain.

The products of these efforts are a Vision Statement and broad policy direction for the NBV Area, which are supported by the findings of the technical analyses.

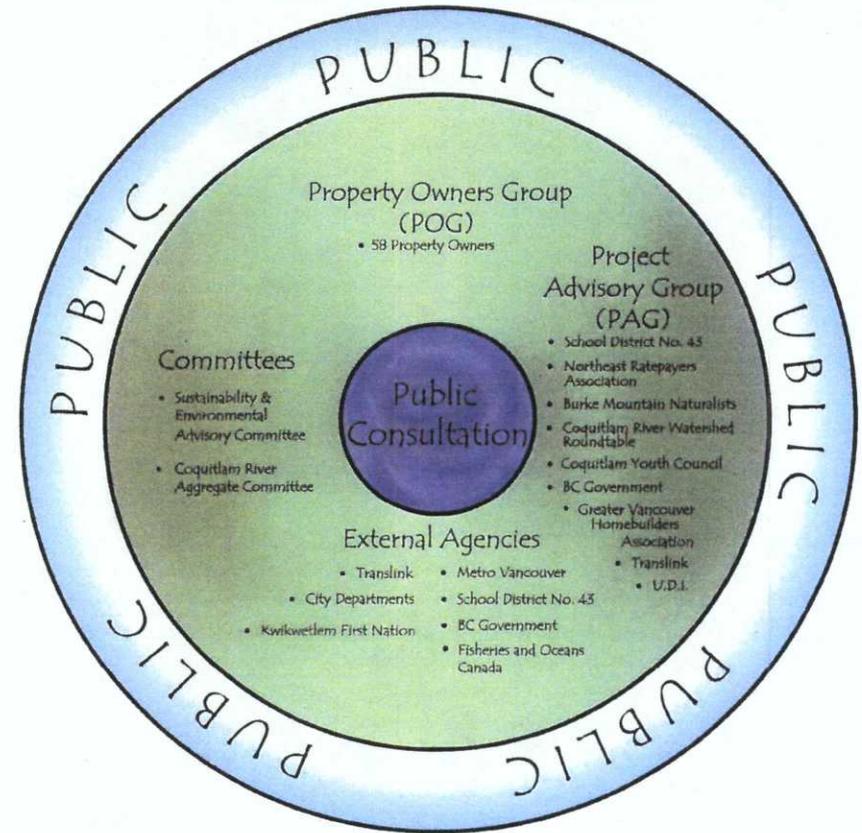


FIGURE 3: COMMUNITY CONSULTATION

1.4 Vision Organization

The NBV has been organized into seven sections. Each section is informed by the previous in establishing a policy framework and implementation strategy to facilitate and coordinate the orderly development of the NBV Area.

1 INTRODUCTION: Provides an overview of the purpose and a description of the process undertaken to develop the NBV. This section also highlights how the NBV should be interpreted.

2 NATURAL FEATURES & AREA CONTEXT: Provides analyses of the physical environment, existing land uses and development considerations. A brief policy context overview is also provided.

3 VISION STATEMENT: Outlines a Vision Statement and Guiding Principles that provide guidance and direction to the preparation of the Land Use Overlay and Infrastructure Concepts.

4 LAND USE OVERLAY & INFRASTRUCTURE CONCEPTS: Provides a description of the Land Use Overlay and its supporting guidelines, as well as an overview of the utilities, road, and pedestrian, bicycle and trail network concepts.

5 POTENTIAL NEIGHBOURHOOD PLANNING AREAS: Outlines potential neighbourhood planning areas and highlights neighbourhood-specific planning considerations related to placemaking, land use, utility servicing, the road network, and pedestrian and bicycle trails for each potential neighbourhood in the NBV Area.

6 IMPLEMENTATION & PHASING: Provides direction for the phasing of potential neighbourhood plans and highlights neighbourhood plan requirements.

7 NEXT STEPS: Summarizes how the Vision will be realized through the completion of subsequent neighbourhood plans. This section also highlights how the Vision will be monitored and reviewed through the neighbourhood planning process.

1.5 How Will the Northwest Burke Vision Be Used?

The NBV serves to communicate the City's goals and objectives regarding future neighbourhood

and infrastructure planning in the NBV Area. The NBV is a non-statutory planning document adopted by resolution by City Council. It links the *Northeast Coquitlam Area Plan (NECAP)* and *Northwest Coquitlam Area Plan (NWCAP)* to future neighbourhood plans through a conceptual Land Use Overlay. The Land Use Overlay, in turn, will guide future neighbourhood planning and policy directions for considerations such as residential and commercial development, school site planning, parks/natural areas, placemaking, transportation, utilities, and pedestrian, bicycle and trail networks.

In order to be responsive to evolving lifestyles, community desires and resident needs, the NBV should be viewed as a 'living document'. Flexibility is therefore required to adapt to changing demographic trends, market preferences and development initiatives. This may result in modifications to some of the policy directions described herein as neighbourhood planning is undertaken. The implementation mechanisms described in Section 6.1 will give further definition to the specifics of planning, and ultimately development, within the NBV Area.

1.6 Supporting Technical Studies

The preparation of the NBV involved thorough technical analysis, including the preparation of discussion papers and background documents that provided guidance and direction on how urban development should proceed in the NBV Area. These documents are provided in the *Northwest Burke Vision Discussion Papers & Technical Memos*. The individual documents are listed below:

Northwest Burke Vision – Phase 1 Constraints and Opportunities Report (February 17, 2015)

Northwest Burke Vision Housing Market Analysis Technical Memo (November 2015)

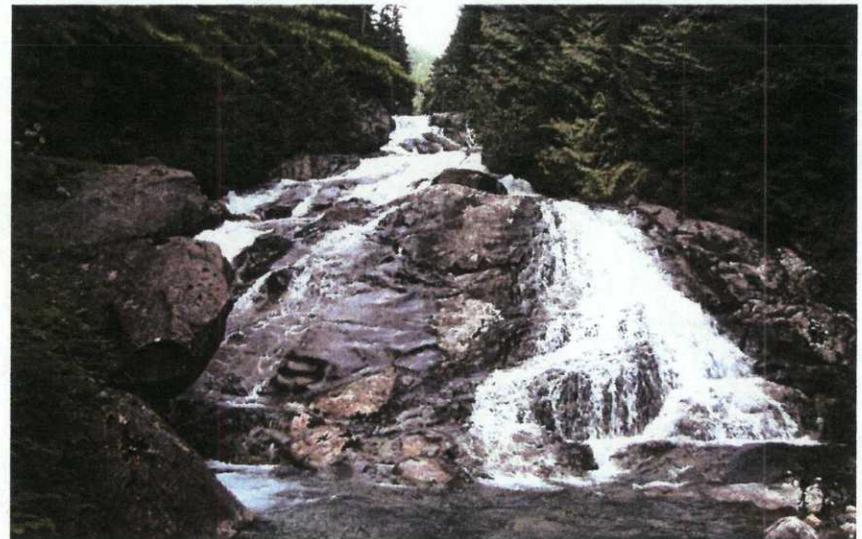
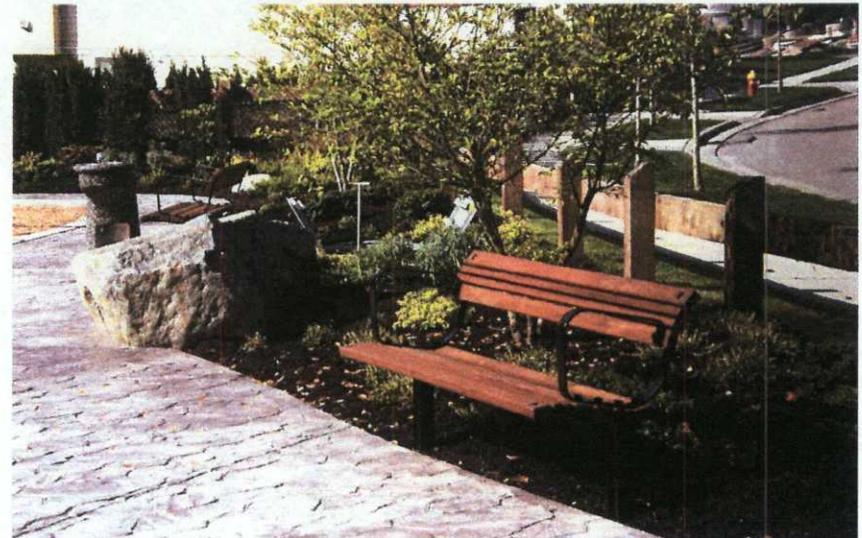
Northwest Burke Vision Planning Study Utilities Discussion Paper (April 11, 2016)

Northwest Burke Vision – Phase 2 Report Land Use, Access & Servicing (May 5, 2016)

Northwest Burke Vision Planning Study Transportation Discussion Paper (May 5, 2016)

Slope Analysis of Selected Existing City Streets to Support Northwest Burke Vision (May 6, 2016)

Northwest Burke Vision Financial Analysis Paper (April 7, 2017)

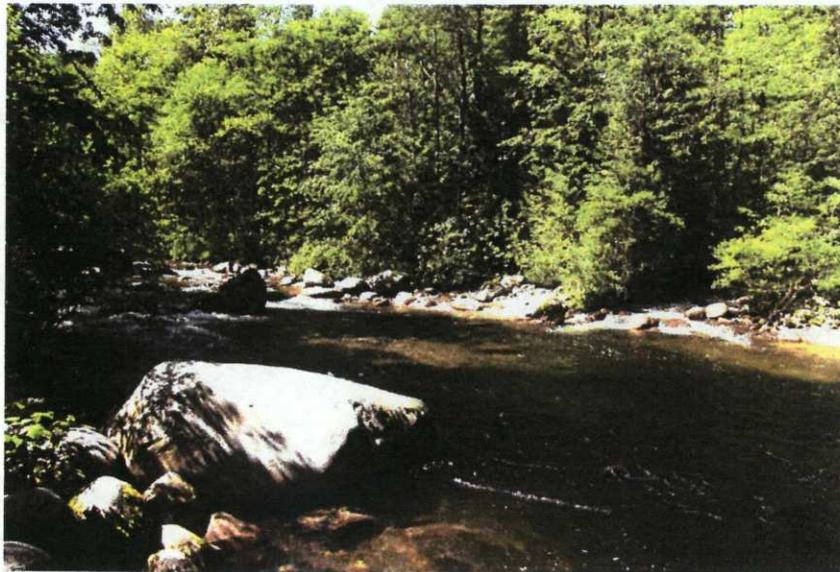


2 NATURAL FEATURES & AREA CONTEXT

This section provides a general overview of the NBV Area in relation to site location, natural features and adjacent area context. It also provides an overview of the regional and local policy contexts. At the regional scale, the Metro Vancouver Urban Containment Boundary (UCB) and the Regional Fraser Sewerage Area boundary are highlighted. At the local scale, existing land use designations for the NBV Area are summarized as per the NECAP and NWCAP.

2.1 Site Location

The NBV Area is located on the southwestern slopes of Burke Mountain and lands adjacent to the Coquitlam River in Northeast and Northwest Coquitlam. The area is about 400 hectares (980 acres) in size and bordered by the Upper Hyde Creek, Smiling Creek and Partington Creek neighbourhoods to the south, Westwood Plateau to the west, and Pinecone Burke Provincial Park to the north and east.



CITY OF COQUITLAM

2.2 Natural Features

The NBV Area consists of large tracts of undeveloped land within the Metro Vancouver UCB, including significant slopes, wetlands and creeks. The terrain varies from floodplains adjacent to the Coquitlam River to the steeper topography of Burke Mountain. A variety of vegetation, wildlife, and geologic and natural hydrological features are present across the NBV Area, most notably the Coquitlam River, Hyde Creek, Smiling Creek and Burke Mountain Creek. Figure 4 illustrates the area's mountainous topography.

The NBV Area's most prominent natural feature is the Coquitlam River Escarpment that bisects the NBV Area from north to south, separating the Coquitlam River from Hyde Creek and creating two distinct geographical areas: the 'Burke Mountain lands' to the east and the 'Coquitlam River lands' to the west. Encompassing just under 95 hectares (230 acres), the escarpment's natural landscape is characterized by steep and unstable slopes.

As a result of this terrain, there are a number of physical and environmental constraints and conditions that will define the specifics of urban development. These conditions are shown in Figure 5 (page 7) and include (but are not limited to):

- steep and unstable slopes
- crests of slopes
- debris runout areas
- watercourses with SPEA
- Coquitlam River with SPEA
- Coquitlam River floodplain
- ditches (as per Coquitlam's *Zoning Bylaw Sect. 523 Riparian Areas Regulation*)

Further details on environmental conditions of the area can be found in the *Northwest Burke Vision – Phase 1 Constraints and Opportunities Report* (February 17, 2015).

2.3 Area Context

Development features and existing uses in the Burke Mountain lands include (Figure 6, page 8):

- An existing residential neighbourhood limited to a distinct enclave of 25 homes in the Hazel-Coy area along Hazel Avenue, Coy Avenue and Martin Street;
- The Port Coquitlam & District Hunting & Fishing Club located off of Harper Road on Crown land adjacent to Pinecone Burke Provincial Park. The club currently operates under a lease agreement with the Province;
- An active fill storage site operated by a private residential developer located south of the Port Coquitlam & District Hunting & Fishing Club; and
- A communication tower located off of Conifer Drive, south of Pinecone Burke Provincial Park.

Neighbourhood context for the Burke Mountain lands includes the neighbourhoods of Upper Hyde Creek, Smiling Creek and Partington Creek, which are located to the south of the NBV Area. The Partington Creek Neighbourhood is in the early stages of development southeast of the NBV Area. The *Partington Creek Neighbourhood Plan* identifies a Neighbourhood Centre, which is planned to become the commercial, civic and recreational

hub for Northeast Coquitlam. The *Partington Creek Neighbourhood Centre Master Plan* features a village layout with a grocery store, a retail main street and multi-family developments. A Civic Centre is also planned to accommodate community recreation uses and park space.

Meridian Crossing and Meridian Corner, two small neighbourhood commercial centres, are located to the south of the NBV Area at the intersection of David Avenue and Coast Meridian Road. Both offer a mix of professional services (e.g., medical, financial), restaurants and convenience stores. Coquitlam City Centre, a major shopping centre in the region, is approximately a 10-minute drive from the western portion of the NBV Area.

The 38,000 hectare (94,000 acre) Pinecone Burke Provincial Park is located to the northeast. Primary access to the park is through the NBV Area off of Harper Road via Coast Meridian Road.

Development features and existing uses in the NBV Coquitlam River lands include (Figure 6, page 8):

- An active gravel quarry west of Pipeline Road; and
- An existing residential neighbourhood located east of Pipeline Road.

The neighbourhood context for the NBV Coquitlam River lands includes the Westwood Plateau neighbourhood located west of the NBV Area, and the Hockaday neighbourhood located to the south.

North of the NBV Area, along Pipeline Road, there is an active quarry. A regional BC Hydro transmission corridor also runs north of the NBV Area.

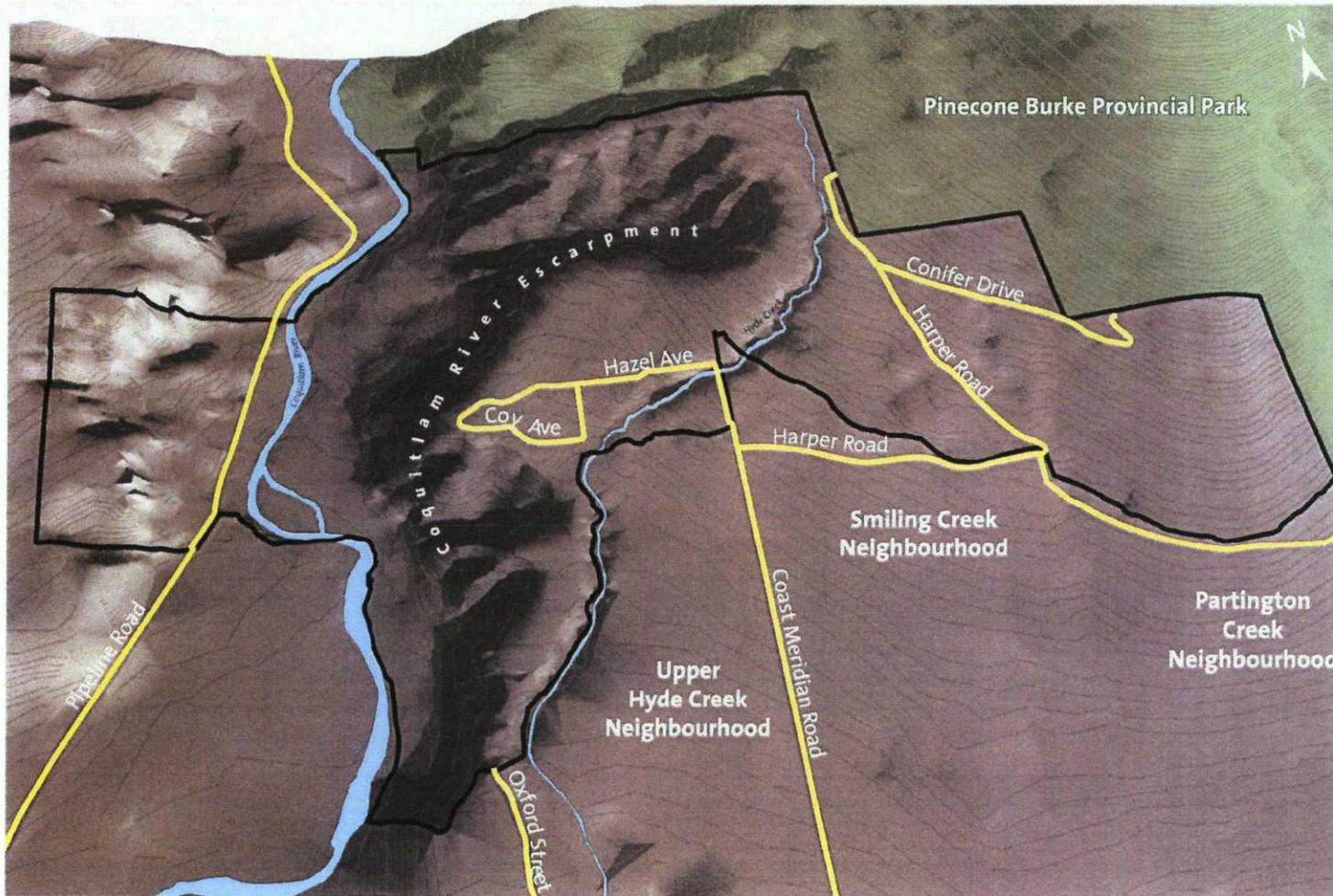


FIGURE 4: 3D VISUALIZATION OF THE NBV TOPOGRAPHY

KEY

-  Northwest Burke Vision Area
-  Existing Roads
-  Coquitlam River Escarpment

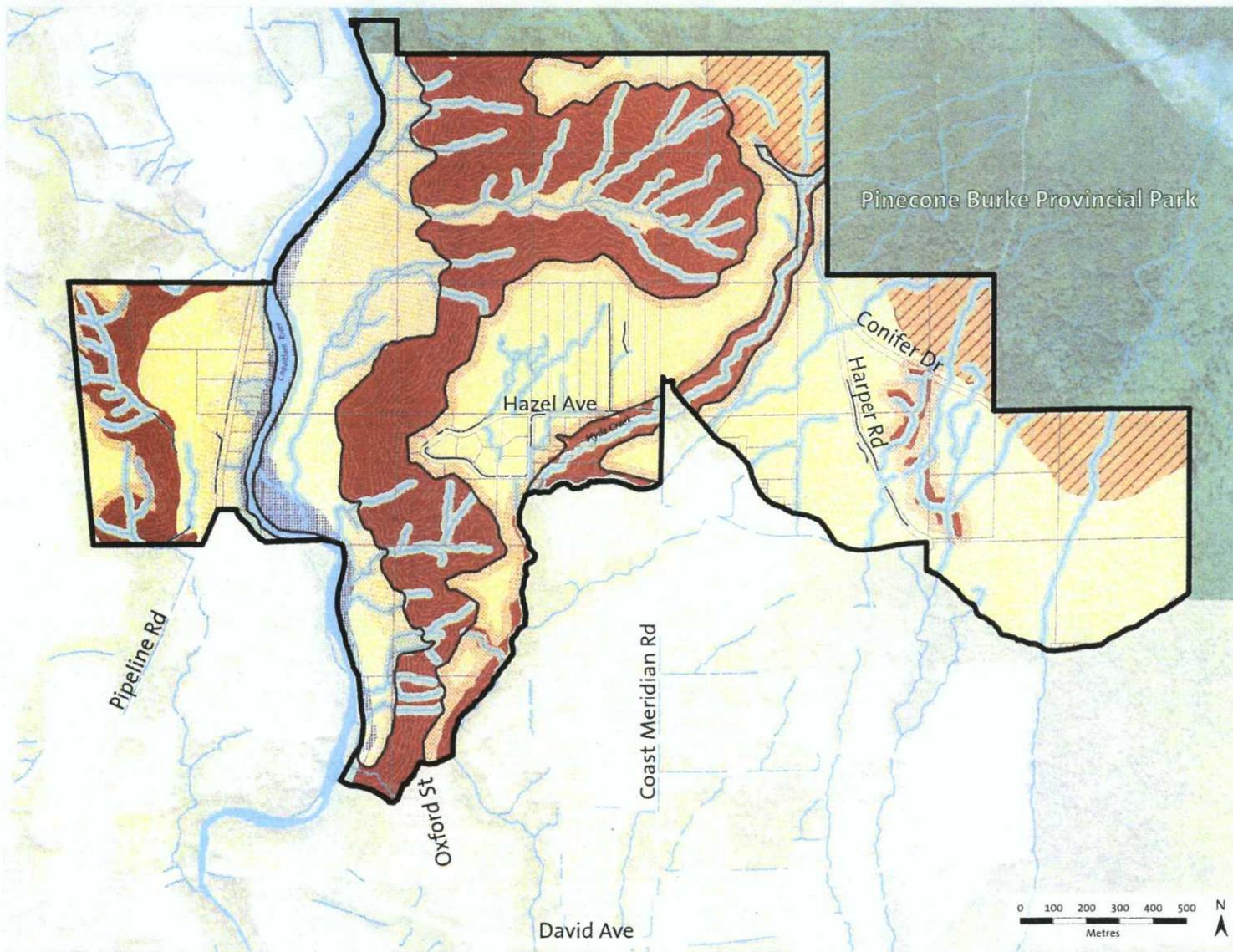


FIGURE 5: CONSTRAINTS & OPPORTUNITIES

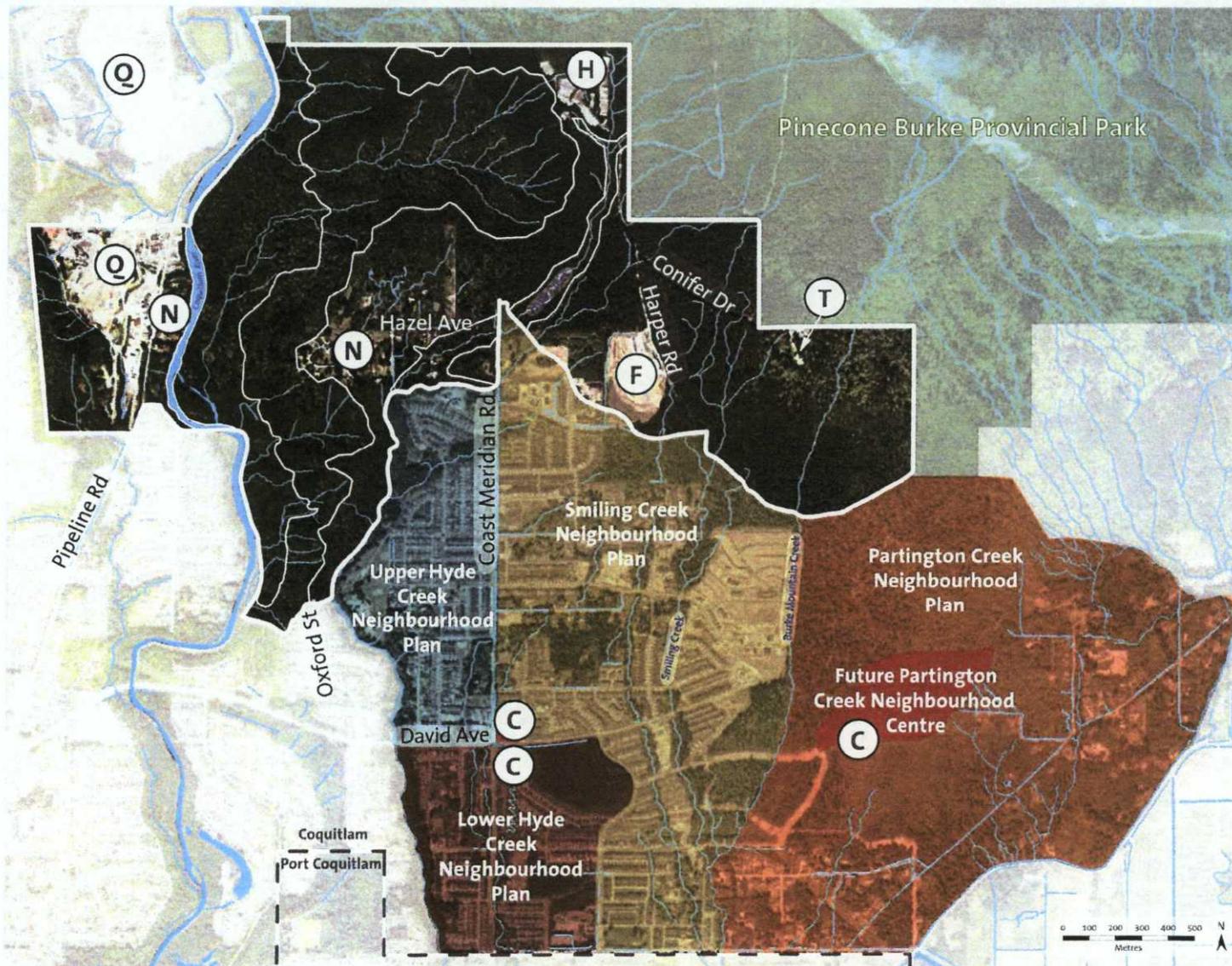
KEY

-  Northwest Burke Vision Area
-  Natural Area Boundaries
-  Coquitlam River with SPEA
-  Watercourses with SPEA
-  Ditches
-  Coquitlam River Floodplain
-  Steep and Unstable Slopes
-  30-Metre Setback from Crest of Slope
-  Debris Runout Area
-  Potential Non-Constrained Lands - Lands having development potential
-  Water Service Constrained Lands - Areas above the 320-metre elevation line currently constrained by water service
-  10-Metre Interval Contours

DISCLAIMERS / NOTES

- Constraints & Opportunities Map has been updated from the Phase 1 Report to include the 'Water Service Constrained Lands' and new watercourse information.
- The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

FIGURE 6: NORTHEAST CONTEXT



KEY

-  Northwest Burke Vision Area
-  Natural Area Boundaries
-  Coquitlam River
-  Watercourses
-  Ditches
-  City Boundary
-  Quarry
-  Existing Residential Neighbourhood
-  Port Coquitlam & District Hunting & Fishing Club
-  Fill Site
-  Communication Tower
-  Commercial Node

DISCLAIMER / NOTE
 • The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

2.4 Policy Context

2.4.1 Regional Considerations

The Metro Vancouver Regional Growth Strategy includes the majority of the NBV lands within the Urban Containment Boundary (UCB) (Figure 8), which includes lands in the region that are to develop to urban densities. The NBV Area represents a significant opportunity to support and accommodate regional growth and housing demand within a large greenfield site. The entire NBV Area is within the Regional Fraser Sewerage Area (FSA) boundary.

The quarry lands west of the Coquitlam River are currently outside the UCB; however, as noted in Coquitlam's *Regional Context Statement*, as the quarry resources are exhausted, an amendment process to the UCB could be pursued following a land use study. The NBV is a first step in this process.

2.4.2 Citywide Official Community Plan (OCP) Land Use Policy Context

Northwest Coquitlam Area Plan (NWCAP)

As shown in Figure 9 (page 11), the majority of the Burke Mountain lands east of the escarpment are currently designated as 'Development Reserve' and 'Environmentally Sensitive Areas' in the *Northwest Coquitlam Area Plan* (NWCAP), and are within the Regional UCB. 'Development Reserve' is defined as land intended for future urban development, while 'Environmentally Sensitive Areas' are lands reserved for the protection of critical natural environments such as fisheries and wildlife habitat.

The area north of Hyde Creek – along Hazel Avenue, Coy Avenue and Martin Street – is designated as 'Suburban Residential.' The designation allows for single family homes on individual lots larger than 0.4 hectares (one acre). The Port Coquitlam & District Hunting & Fishing Club located adjacent to Pinecone Burke Provincial Park is designated as 'Extensive Recreation', which accommodates private, outdoor recreational uses.

The Coquitlam River lands immediately west of the escarpment and on the eastern bank of the Coquitlam River are known as the 'Riverwalk Lands'. These lands are identified within the NECAP as having three residential land use designations:

- 'Low Density' – 10 to 20 units/hectare
- 'Medium Density' – 25 to 30 units/hectare
- 'High Density' – 50 to 60 units/hectare

The Riverwalk Lands also include a designated school site and a planned greenway ('Linear Park' designation) adjacent to the Coquitlam River.

Northwest Coquitlam Area Plan (NWCAP)

The Coquitlam River lands west of the Coquitlam River fall within the boundaries of the *Northwest Coquitlam Area Plan* (NWCAP). The lands to the east of Pipeline Road are designated 'Suburban Residential' and the lands to the west are designated 'Rural Resource' (Figure 9, page 11). A gravel extraction facility currently operates under the 'Rural Resource' designation. Under Provincial legislation, the use is classified as a mine and subject to Provincial reclamation requirements. The NWCAP anticipates phasing out this industrial use as resources are exhausted and reclaiming all excavation areas. Lands abutting the gravel quarry to the east are designated as 'Open Space', providing green space and an outdoor recreation area for residents of the Westwood Plateau.

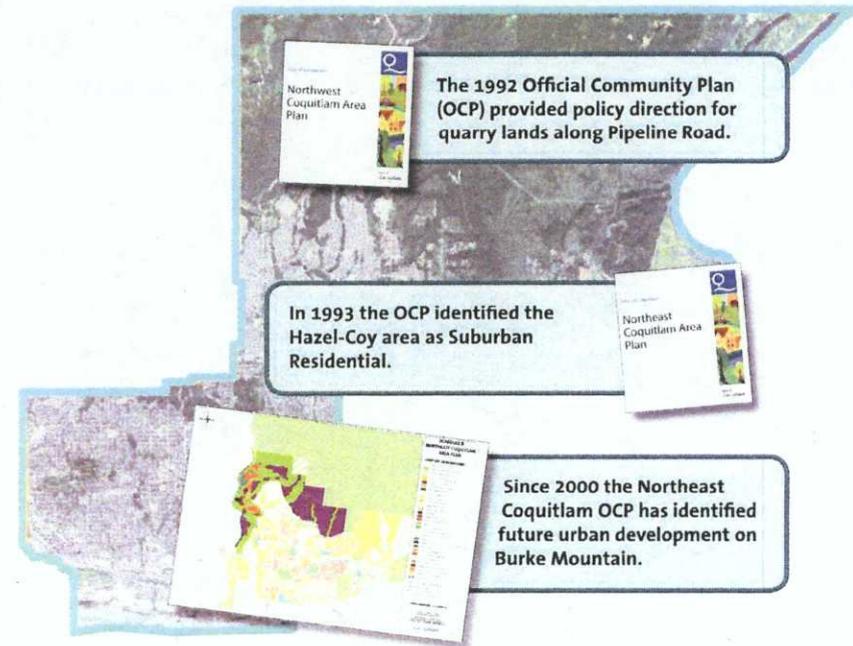
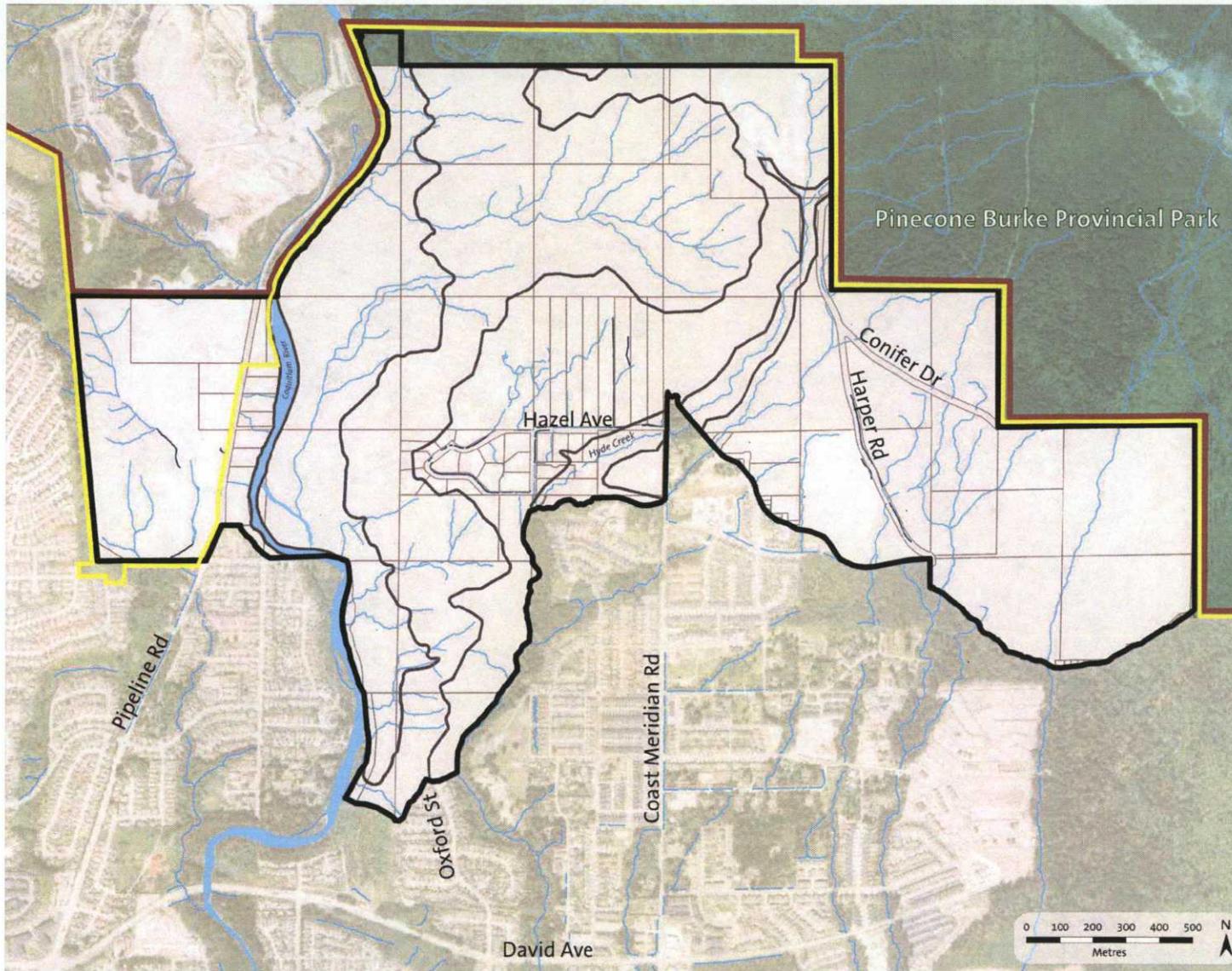


FIGURE 7: LAND USE POLICY CONTEXT

FIGURE 8: REGIONAL URBAN GROWTH & SEWERAGE BOUNDARIES



KEY

-  Northwest Burke Vision Area
-  Natural Area Boundaries
-  Watercourses
-  Ditches
-  Coquitlam River
-  Urban Containment Boundary
-  Regional Fraser Sewerage Area Boundary

DISCLAIMERS / NOTES

- The northern boundaries of the Urban Containment Boundary and the Regional Fraser Sewerage Area currently fall within Pinecone Burke Provincial Park. The City will explore an amendment of these boundaries with Metro Vancouver at a future date as part of a scheduled update to the Regional Growth Strategy.
- The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

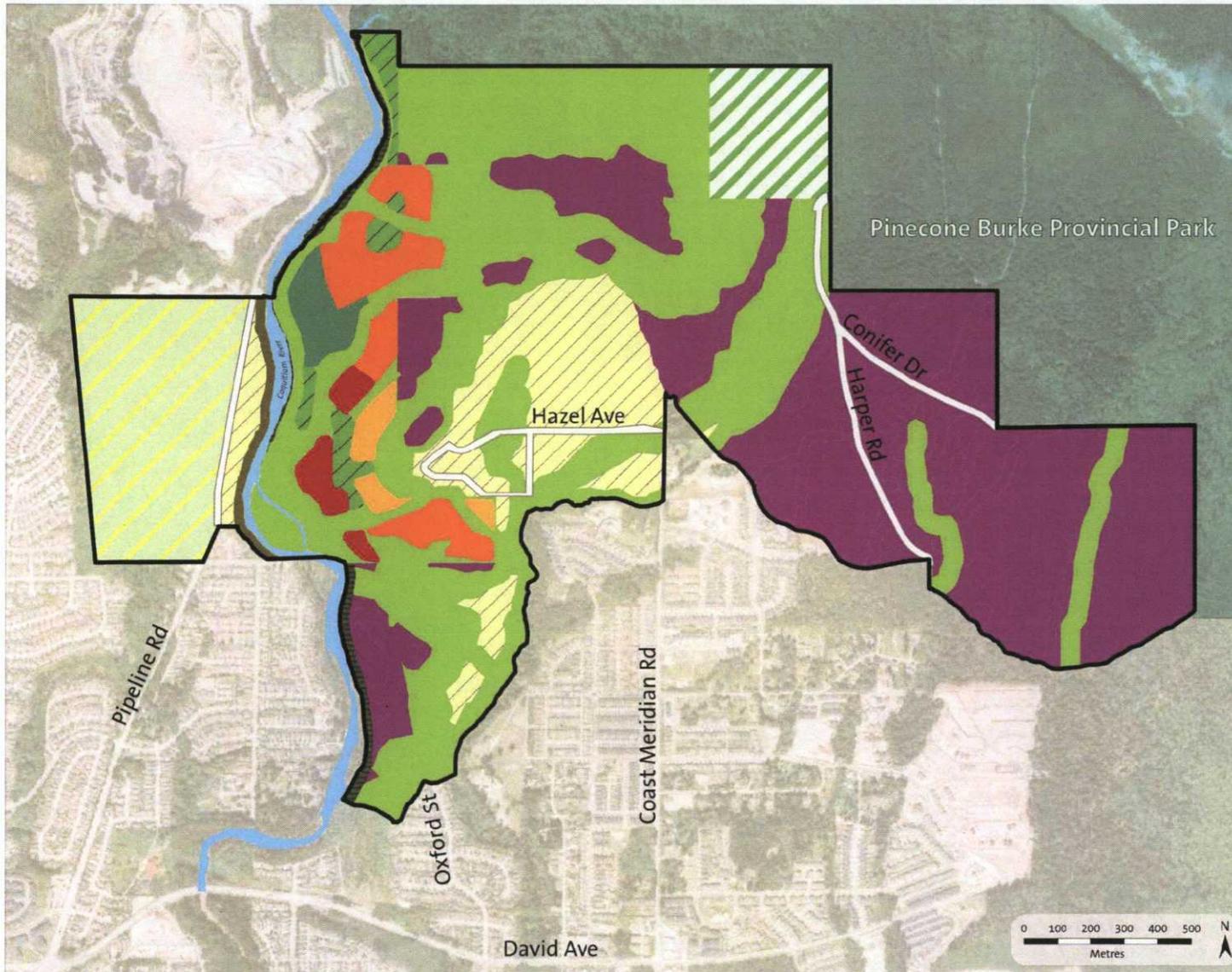


FIGURE 9: EXISTING OCP LAND USE DESIGNATIONS

KEY

-  Northwest Burke Vision Area
-  Coquitlam River
-  Development Reserve
-  Environmentally Sensitive Area
-  Extensive Recreation
-  Linear Park
-  Open Space
-  Parks and Recreation
-  Rural Resource
-  School
-  Suburban Residential
-  Village - High Density Residential
-  Village - Medium Density Residential
-  Village - Low Density Residential

DISCLAIMER / NOTE
 • Map represents existing OCP land use designations as adopted.

3 VISION STATEMENT

The NORTHWEST BURKE VISION is a high-level policy framework to guide the planning of family-friendly neighbourhoods with a mix of housing that will respect natural areas while being sensitive to steep hillsides, watercourses and wildlife. These neighbourhoods will be connected by a network of streets, trails and pathways that create opportunities to explore the area's unique heritage, recreation and tourism opportunities.

The preparation of the NBV was guided by an overarching Vision Statement, which is supported by five Guiding Principles. These principles are a result of insights gained through consultation with Council, the community, land owners, the Project Advisory Group, Council Advisory Committees and other community stakeholders (Figure 3, page 3). The Guiding Principles outline the City's objectives for how neighbourhood planning and development could proceed, and serve to establish:

- A long-term direction or a 'game plan' for the development of the NBV Area;
- Guidelines and a policy context for all subsequent planning activities; and
- A framework within which adjacent landowners and neighbours can work cooperatively towards the implementation of the NBV.

The Guiding Principles are as follows (Figure 10):

- a) **Encourage family-friendly neighbourhoods** that promote healthy lifestyles through opportunities to explore the natural beauty of the area, promote local services and create a sense of place.
- b) **Provide a range of housing** that is suitable to the area's environmental conditions and meets the community's diverse housing needs.
- c) **Respect natural areas** through environmentally-friendly design that is sensitive to the natural habitat and its features.
- d) **Ensure a comprehensive network of streets, trails and pathways** through multiple route options and multi-use pathways that connect parks and transit, including improved community access to Pinecone Burke Provincial Park.
- e) **Enhance the unique recreation and tourism opportunities** provided by Burke Mountain's natural amenities.

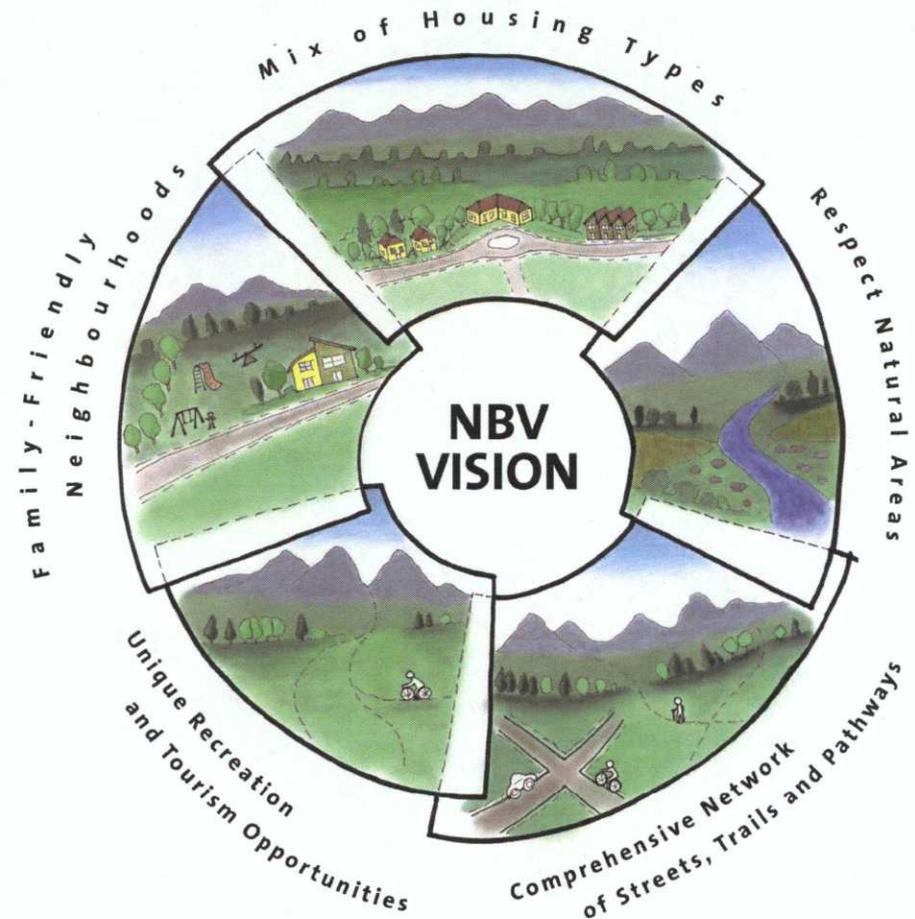


FIGURE 10: VISION GOALS

4 LAND USE OVERLAY & INFRASTRUCTURE CONCEPTS

4.1 Overview

This section presents broad policy direction for future land uses, and an overview of the utilities, road, and pedestrian, cycling and trail network concepts. These distinct yet related and complementary components include:

- A Land Use Overlay which outlines a generalized pattern of preferred land uses for the entire area;
- A series of general guidelines or policies that support the Land Use Overlay;
- Road and Pedestrian, Bicycle & Trail Network Concepts that will link the future neighbourhoods in the NBV Area to the broader community; and
- Utility servicing concepts for water, sanitary and drainage.

4.2 Land Use Overlay

The Land Use Overlay for the NBV Area defines a future land use pattern in generalized, conceptual terms. More specifically, the overlay identifies geographic areas that include one or more potential land uses, and is intended to act as a high-level land use guide for future neighbourhood planning and OCP amendments.

The land use pattern and spatial structure of the overlay reflects the interrelationship between land uses, the collector road network and natural features connected by a comprehensive pedestrian and bicycle trail network. Understanding of these relationships was derived from the technical background work and analysis, which assessed and identified the constraints and opportunities, developable land area, and transportation and utility considerations (Figure 11).

The Land Use Overlay (Figure 12) provides for a range of housing forms, associated amenities and recreational opportunities. Land use has been allocated according to the suitability of land, with an emphasis placed on the preservation of key topographic and natural features, including watercourses. In order to ensure that natural features are preserved, development is limited near Hyde Creek and by the Coquitlam River

Escarpment, which is a significant landscape feature that traverses the NBV Area from north to south. This natural feature forms a central part of the open space system and defines the land drainage divide between the Coquitlam River and Hyde Creek watersheds.

Roads and trails provide for a network of collector streets integrated with pedestrian and cycling trails, which together enable movement within and beyond the NBV Area and tie the generalized land use areas together. The network has been planned to provide direct and convenient multi-modal access to the Partington Creek Neighbourhood Centre, Pinecone Burke Provincial Park and the Coquitlam River for both residents and tourists.

To be responsive to changing lifestyle and market conditions, the NBV Area will comprise a mix of housing forms at various densities that are sensitive to the unique slope and topographic conditions of the area. The siting of Community Nodes along Coast Meridian Road and Pipeline Road will serve as community focal points for the area. These nodes will supply daily goods and services while recognizing the role of the Partington Creek Neighbourhood Centre, located southeast of the NBV Area, as the primary commercial, civic and recreational hub for Northeast Coquitlam. School District No. 43 has identified two school sites that will serve as important civic amenities and community focal points.

Recreational and tourism opportunities will act as a land use transition between a portion of Pinecone Burke Provincial Park and potential neighbourhoods to the south.

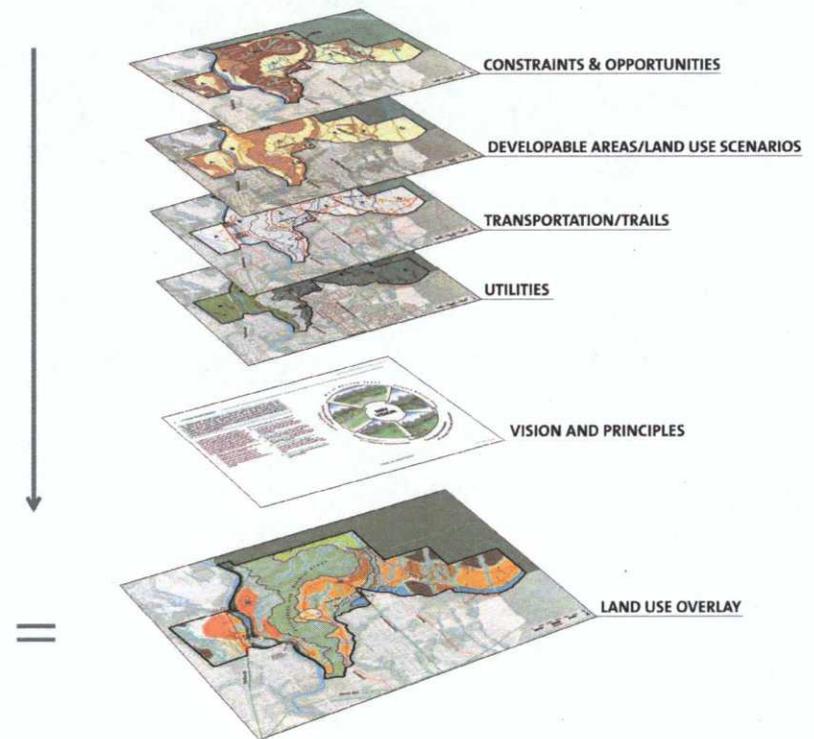
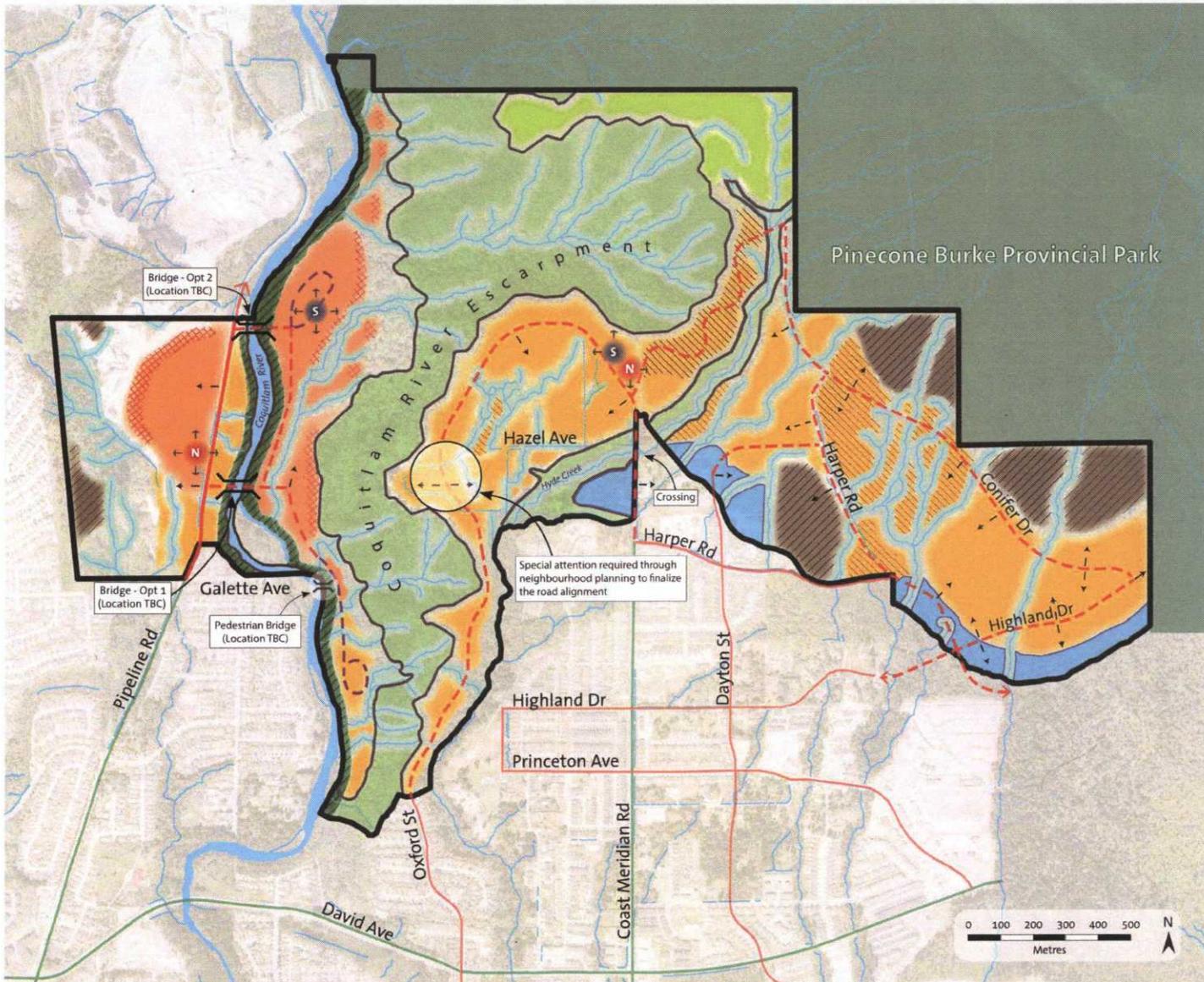


FIGURE 11: TECHNICAL ANALYSIS AND RATIONALE FOR THE LAND USE OVERLAY

FIGURE 12: LAND USE OVERLAY



KEY

GENERAL

- Single Family and Townhousing Mix
- Single Family, Townhousing and Apartment Mix

SPECIAL SITE CONDITIONS

- Townhousing Opportunity
- Apartment Opportunity
- Special Study Area
- Natural Area
- OCP Amendment Ready Sites

RECREATION/TOURISM

- Coquitlam River Trail System
- Recreation/Tourism Opportunity

COMMUNITY NODES AND SCHOOLS

- Node: Commercial, Civic and Medium Density Opportunities
- Elementary School

ROAD NETWORK

- Existing Collector
- Conceptual Collector
- Optional Conceptual Connection
- Conceptual Local Connections
- Existing Arterial
- Existing Collector
- Potential Bridge Option
- Potential Pedestrian Bridge Option
- Special attention required through neighbourhood planning to finalize the alignment of the road.

OTHER

- Northwest Burke Vision Area

DISCLAIMERS / NOTES:

- Land Use Designations are conceptual and will be defined through neighbourhood planning.
- The ultimate development potential of the NBV Area will be contingent on completing further assessments by (1) qualified environmental professionals to assess setbacks in accordance to the Riparian Area Regulation for all watercourses, and (2) qualified engineering professionals to assess debris runoff areas, crest of slope setbacks, the Coquitlam River Floodplain and ditches.
- The actual location of conceptual local access roads and connections will be determined through the land development process.
- Existing local roads are provided for context only. These roads and their alignments may change depending on redevelopment proposals.
- The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

4.2.1 Organization of the Land Use Overlay

The following land use overlay designations, as shown on Figure 12 (page 14), implement the NBV policies, and guide land use location, housing type and density:

• **General**

- Single Family and Townhousing Mix
- Single Family, Townhousing and Apartment Mix

General land use overlay designations identify a general mix of potential land uses with housing forms suitable to most terrain in the NBV Area.

• **Special Site Conditions**

- Townhousing Opportunity
- Apartment Opportunity
- Special Study Area
- Natural Area
- OCP Amendment Ready Sites

Special Site Conditions identify preferred land use overlay designations where housing forms are better suited to terrain with particular constraints or opportunities, such as steep slopes or proximity to watercourses.

• **Recreational/Tourism**

- Coquitlam River Trail System
- Recreation/Tourism Opportunity

Recreation/Tourism land use overlay designations are identified along the Coquitlam River and in the northern portion of the NBV Area adjacent to Pinecone Burke Provincial Park.

• **Community Nodes and Schools**

- N Node: Commercial, Civic and Medium Density Opportunities
- S Elementary School

Community Nodes and Schools are identified on the land use overlay, and show the potential location of new school sites and Community Nodes within the NBV Area.

4.3 Land Use Planning Guidelines

General guidelines for key land uses within the NBV Area are outlined below and further elaborated on in Section 5. These guidelines provide direction for the next stage of neighbourhood planning and site development processes, call attention to the topographical features of the area (e.g., steep slopes and watercourses), and encourage building forms and designs that are suitable to the area's environmental conditions.

4.3.1 Residential Guidelines

Residential development will be the predominant land use in the NBV Area and will comprise a mix of housing, including single family homes, duplexes, triplexes, townhouses and low-rise apartments in appropriate locations. To be responsive to changing market conditions, tenure, lifestyle preferences and community needs, the mix of housing for the NBV Area will be defined through the neighbourhood planning process and build on the policies in the City's *Housing Affordability Strategy*. This will ensure a flexible approach to land use planning.

The following residential guidelines call particular attention to the unique topographic and environmental conditions and opportunities of the NBV Area:

- **Single Family:** To be located in areas least affected by topographic constraints such as steep slopes and watercourses.
- **Duplex, Triplex, Townhouse:** Suitable for areas where housing can be terraced, and in areas where watercourses and steep slopes will not permit traditional single family lotting patterns and site design.
- **Low-Rise Apartments:** Suitable for areas where a rationale for higher residential densities can be supported based on proximity and access to existing or future frequent transit connections.
- **Steep Slopes:** Geotechnical analysis is required for sites adjacent to steep slopes as per *Zoning Bylaw* regulations.
- **Building Design:** To limit cut and fill and retaining wall heights, appropriate housing types and building design should be considered (e.g., terraced housing).
- **Watercourses:** In areas adjacent to watercourses, housing forms that provide flexible lotting arrangements and site design should be considered.

- **Views:** Land use planning should consider views and situate housing in a manner that takes advantage of view opportunities and provides opportunities for public viewpoints.
- **Privacy:** In steep sloping areas, the privacy of residents downslope should be taken into consideration during the neighbourhood planning and site planning stage.

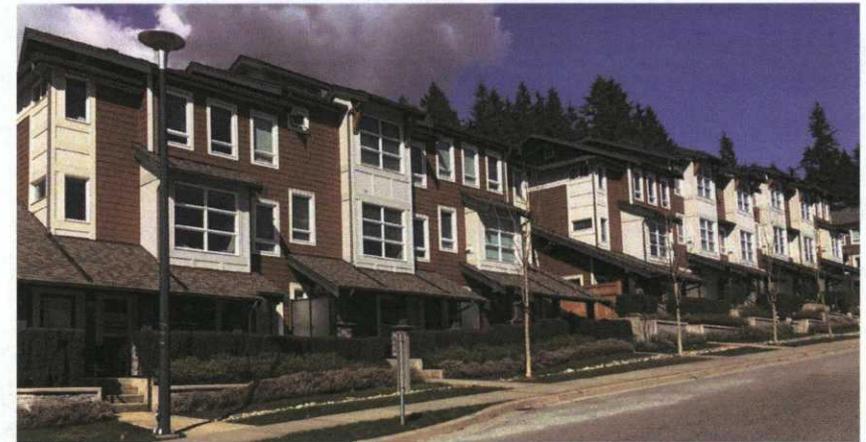
- Trails and pathways should connect the Community Nodes to adjacent neighbourhoods and recreational opportunities.
- A thoughtful mix of community, commercial, civic, service and residential uses is encouraged.
- Community Nodes are a preferred location for daycare facilities.
- The size of the commercial and service components of the Community Nodes should be justified by market demand while reinforcing the commercial, civic and recreational role of the City Centre and the Partington Creek Neighbourhood Centre.
- A compatible interface with adjacent development will be established through the *Zoning Bylaw* and other mechanisms.
- Flexibility should be considered in building design and construction to adapt to changing market conditions and to accommodate a variety of uses over time (i.e., adaptive reuse of buildings for residential, commercial, service and daycare uses).
- The specific location of Community Nodes will be identified through neighbourhood planning. Consideration, however, should be given to situating the Community Nodes in proximity to collector roads at prominent locations, and nearby parks and schools.

4.3.2 Community Node Guidelines

Two Community Nodes are identified and intended to provide opportunities for a range of neighbourhood-oriented activities, services and amenities. A concentration of a mix of land uses in the Community Nodes will ensure they develop into vibrant neighbourhood focal points.

The following guidelines are intended to direct subsequent levels of planning and provide direction to the development of the Community Nodes:

- Community Nodes should have a clearly defined public focal point, such as a small square or open space with defined edges and strong connections to adjacent neighbourhoods.
- Each Community Node should have strong pedestrian and transit orientation. Nodes can serve as transit hubs, connecting surrounding neighbourhoods to the City Centre and the Partington Creek Neighbourhood Centre.



- Community Nodes can also serve as community mailbox areas coupled with small-scale parking areas fronting amenities.

4.3.3 Civic and Major Institutional Guidelines

Civic and institutional uses, such as schools and Places of Worship, can play significant roles in a community as they are typically focal points of social activity. When combined with open space, these facilities can have physical importance in that their siting and design can create prominent features for a community. Conversely, the siting of these facilities in the NBV Area needs to be balanced against the provision of currently operating and planned facilities in the City Centre and the Partington Creek Neighbourhood Centre. As a result, two school sites have been planned for the NBV Area, and the City will be conducting a Northeast Recreation Services Strategy to assess the future needs for civic facilities in Northeast Coquitlam, including the NBV Area.

The following guidelines are intended to direct subsequent levels of planning and provide direction to the development of civic and institutional uses.

School Sites

School District No. 43 (SD43) has identified the need for two elementary school sites within the NBV Area (Figure 12, page 14). Based on existing catchment areas and anticipated population demographics, there is student capacity in planned middle and secondary schools in the existing Northeast Coquitlam neighbourhood plans and *Northwest Coquitlam Area Plan*. School site guidelines include:

- Elementary school sites should be determined through the neighbourhood planning process;
- School sites for SD43 are typically 6 acres (2.5 hectares) in size and relatively flat to support sports fields and other recreational uses;
- All schools sites should be connected to the trail and pathway network;
- Careful site planning for all school facilities will be required to avoid pedestrian/vehicle conflicts, especially at pick-up/drop-off points, and to ensure the safety of students walking to and from the schools; and
- Policy direction in the *Parks, Recreation and Culture Master Plan Draft* provides an opportunity for the City and SD43 to work together to identify indoor community space as part of the initial planning of any future school/park sites in the NBV Area.

Civic Facilities

The need for civic facilities in the NBV Area will be assessed through the Northeast Recreation Services Strategy, which will be guided by future population projections.

Places of Worship

The OCP outlines general location criteria and development guidelines for Places of Worship. Future locations of Places of Worship across the NBV Area will be considered as per the OCP policies for general location and development guidelines.

4.3.4 Park Guidelines

The NBV Area is rich with wetlands, watercourses, riparian corridors and forests, as well as steep slopes, flood plains, utility corridors, which combine to provide access to Pinecone Burke Provincial Park and the Coquitlam River. These natural features present many open space and recreational opportunities, and a creative challenge to determine the best ways to integrate active and passive park uses into the landscape. Throughout the NBV Area, there is potential for park uses to include nature viewing, day hiking, trailing running and mountain biking, along with opportunities for the creative provision of park space.

Neighbourhood parks have not been identified on the Land Use Overlay (Figure 12, page 14); however, these parks are intended to be strategically dispersed throughout future neighbourhoods within the NBV Area's boundaries. The availability and distribution of neighbourhood parks will be dependent on the population levels and the accompanying densities refined through neighbourhood planning. The park system will be planned, developed and managed in a manner that is fiscally sustainable while highlighting the quality of the NBV Area's natural features.

Park planning guidelines include:

- Park planning for the area should reflect the intent of the *Parks, Recreation and Culture Master Plan Draft* and the *City's Master Trail Plan*.
- The general location of the parks will be determined through the preparation of neighbourhood plans.

- Generally, the park provision standards in Coquitlam aim to ensure that every resident has an opportunity to access a park amenity within a 10-minute walking distance from their home. Ideally, neighbourhood parks should be within ¼ km of all residents and unobstructed by major roads.
- The park system within the NBV Area must integrate various public spaces on both public and private lands to maximize opportunities for recreation, social interaction, connectivity, mobility and education.
- Park spaces should provide an interface between the natural and built urban environments.
- Park connectivity to the overall open and natural space system will be achieved through Pedestrian, Bicycle & Trail Networks.
- Given the topographic and landscape constraints in the NBV Area, park planning will require creative approaches and strategies, taking into account the efficient use of land, such as:
 - Using previously unused spaces and lands;
 - Sharing land with other users/uses;
 - Having developers contribute to the development of public park spaces and street-level public recreation amenities; and
 - Otherwise creatively embedding parks and recreational elements within the neighbourhood fabric (e.g., Community Node).
- Recognition of the natural amenities and history of the NBV Area can be achieved through interpretive walks and educational experiences that foster connections to the surrounding environment.



*Architect's rendering - design elements are subject to change

4.3.5 Natural Areas

Natural Areas provide physical and visual amenity, habitat and movement corridors for wildlife, and opportunities for a variety of active and passive recreational and tourist activities. These landscapes provide a soft counterpoint to the hard urban features of roads, structures and infrastructure. Moreover, the provision of natural areas can provide individual and societal benefits, as outdoor recreation that focuses on the enjoyment of nature is increasingly popular across age, economic and ethnic demographics.

Within the boundaries of the NBV, natural features include the Coquitlam River, watercourses and riparian areas, and ravines and steep sloped landscapes. These natural areas will be some of the defining features of the NBV Area. As previously noted, the NBV Area's most prominent natural feature is the Coquitlam River Escarpment, which bisects the NBV Area from north to south and separates the Coquitlam River from Hyde Creek. The escarpment creates two distinct geographical areas: the 'Burke Mountain lands' to the east and the 'Coquitlam River lands' to the west. Encompassing just under 95 hectares (230 acres), the escarpment's natural landscape is characterized by steep and unstable slopes often exceeding 24 degrees (45%). A comprehensive drainage basin is located in the northern reaches, with a dozen or so deeply cut (incised) watercourses draining into the Coquitlam River. Typically, there is about a 100-metre elevation change from the toe of the steep slope to the top of the slope in the south of the escarpment. In the northern portion of the natural area there is nearly a 200-metre elevation change.

Hyde Creek is another significant landscape feature that serves as a natural boundary, separating the Upper Hyde Creek Neighbourhood from the NBV Area, and provides an east-west divide for lands within the NBV Area. The creek is characterized by steep and unstable slopes with mature tree cover.

Public access to the Coquitlam River is provided through a trail system on both the eastern and western sides of the river. The public trail system provides recreational, educational and interpretative opportunities, and will extend to Pinecone Burke Provincial Park.

To protect important sloped terrain and fish, wildlife and plant habitat, natural and environmentally sensitive areas will be further defined at the neighbourhood planning and site development stages, including tree windfirm policies. Wildfire mitigation policies will also be established through the neighbourhood planning process (Section 6.1).

4.3.6 Recreation & Tourism

The Land Use Overlay (Figure 12, page 14) designates an area south of Pinecone Burke Provincial Park as 'Recreation/Tourism'. Located far from the core of future urban development, this area has steep and challenging terrain characterized by an elevation above the 360-metre mark in the upper northwest corner, to 290-metres to the west. Steep gradients east to west create access challenges into the area due to the escarpment to the south and west and Pritchett Creek tributary to the north. Given these constraining site conditions, the area can serve as a buffer or land use transition between the Provincial Park and neighbourhoods to the south. Therefore, recreational and tourism amenities and activities should enhance the enjoyment of the natural area and have no adverse impacts (e.g., noise) to the Provincial Park or future neighbourhoods. Possible uses for this area, such as a wildlife sanctuary or nature retreat involving tourist accommodation and outdoor activities, will be further defined through neighbourhood planning.

4.3.7 Coquitlam River Trail System

Within the NBV Area, the *Master Trail Plan* identifies a future trail along the east side of the Coquitlam River. This section of trail is also identified in the OCP and in the *Metro Vancouver Northeast Sector Recreational Greenway Plan* as an important network connection to Pinecone Burke Provincial Park. A trail connection will also be provided on the western side of the Coquitlam River to provide public access to the river. This portion of the trail system will connect to planned trail facilities to the north and south, and to the Westwood Plateau neighbourhood. The development of new trailheads along the Coquitlam River and upgrades to existing trailheads will be identified through neighbourhood planning. Trail development will occur in phases, with some sections being built through the land development process.

4.3.8 Special Study Area Guidelines

The Land Use Overlay (Figure 12, page 14) identifies several 'Special Study Areas' within the Special Site Conditions portion of the overlay. Land use allocation for these Special Study Areas will be determined through neighbourhood planning, as each area has its own unique site-specific constraints: road access for the Special Study Areas situated west of the Coquitlam River; soil conditions for the Special Study Area north of the Smiling Creek Neighbourhood; and the challenge of providing water service above an elevation of 320-metres for several Special Study Areas located in the northeast corner of the NBV Area. These site-specific conditions are elaborated on in Section 5.

4.3.9 OCP Amendment Ready Site Guidelines

Along the southern edge of the NBV Area, seven sites have been identified as 'OCP Amendment Ready' provided that further, detailed, parcel-based planning is undertaken. These sites have 'across the street' access to road connections and existing utility servicing and will be incorporated into existing neighbourhood plans. Section 6.1 provides details on the implementation process for these sites.



4.4 Road Network Concept

4.4.1 Network Overview

The overall goal in planning the Conceptual Road Network for the NBV has been to create a network of collector streets, complemented by pedestrian and cycling trails, that promote access to a multitude of areas identified in the Land Use Overlay. The Conceptual Road Network (Figure 14, page 19) utilizes collector roads to provide access to and around the NBV Area. Several factors were taken into consideration in planning the Conceptual Road Network:

- Multiple route options where possible, supporting different travel modes and emergency response access;
- Direct and convenient multi-modal access to the Partington Creek Neighbourhood Centre; and
- Access to Pinecone Burke Provincial Park for both residents and tourists.

The network was planned in accordance with the road grade standards outlined in the *Subdivision and Development Servicing Bylaw*. As noted in the bylaw, the maximum grade permitted for local and collector roads is 12%. Additional technical and environmental objectives include:

- Minimizing the number of creek crossings;
- Avoiding disruptive alignments (e.g., large 'cut and fill' visual impacts);
- Providing manageable grades for walking and cycling; and
- Developing roadway grades and alignments consistent with City design criteria and bylaws.

An overview of the Conceptual Road Network is provided below. Specific details are provided in the *Northwest Burke Vision Planning Study Transportation Discussion Paper* (May 5, 2016).

4.4.2 NBV Area Network Overview & Upgrades

Key access points into the NBV Area include Pipeline Road in the western portion, and Coast Meridian Road (primary access), Harper Road and the extension of Oxford Street in the eastern portion. Coast Meridian Road and Pipeline Road transition from arterial roads into collector roads just south of the NBV Area, while Harper Road is classified as a collector. As shown in the OCP and the City's

Strategic Transportation Plan (STP), Oxford Street is planned to extend through to Coast Meridian Road, creating a loop for transit services and an additional access point into the eastern NBV Area. In addition to the north-south access provided by Coast Meridian Road and Pipeline Road, David Avenue and Victoria Drive provide important east-west arterial linkages in Northeast Coquitlam.

Two potential options for a bridge crossing of the Coquitlam River are shown in Figure 14 (page 19). The final location for this bridge will be determined as part of neighbourhood planning, and is further elaborated on in Section 5.3. In addition, several potential entry points into Pinecone Burke Provincial Park are shown. The locations and the number of these potential entry points are conceptual, and require further discussion with the BC Ministry of Environment as it works to prepare a management plan for the Provincial Park.

Based on expected traffic volumes, no arterial roads are required within the NBV Area. All conceptual roadways and bridges within the NBV Area are currently identified as collectors, with a few key local road access points shown. The local road network will be determined through neighbourhood planning.

4.4.3 External Network Factors

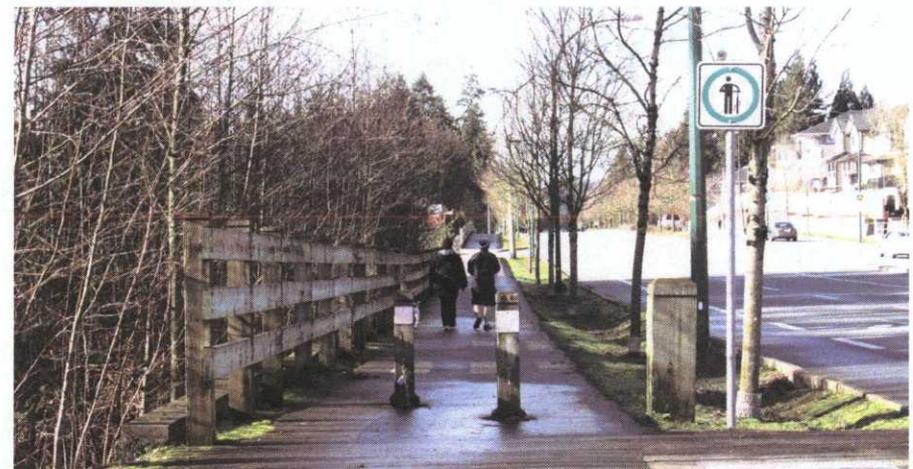
David Avenue is important as it functions as the primary east-west connection in the northeast.

As identified in the STP, the Lincoln Avenue Crossing of the Coquitlam River (Lincoln Bridge shown in Figure 13) is a major network improvement required to provide another east-west alternative. This river crossing is key for supporting overall network capacity and providing east-west connectivity for Northeast Coquitlam. As the NBV Area and other northeast neighbourhoods develop, the timing of the construction of the Lincoln Bridge may need to be reviewed.

The STP also identifies the Fremont Connector (Figure 13) as a major external project impacting Northeast Coquitlam, including the NBV Area. This planned project, located primarily in Port Coquitlam, will provide a direct north-south connection between the Pitt River Bridge and Northeast Coquitlam. Further analysis and coordination with Port Coquitlam, TransLink and other levels of government will be required to determine the timing and alignment of the Connector.



FIGURE 13: MAJOR NORTHEAST COQUITLAM TRANSPORTATION PROJECTS



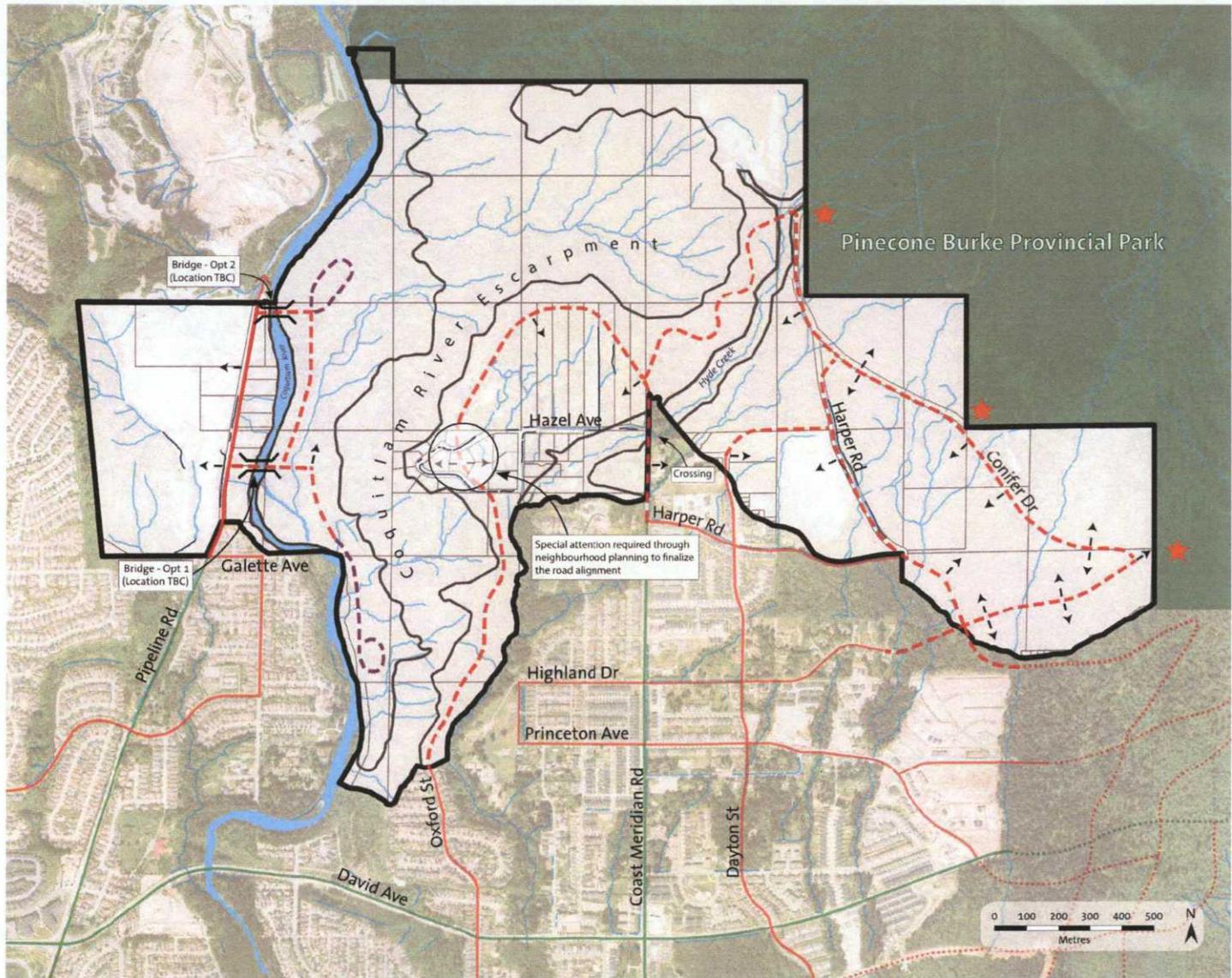


FIGURE 14: CONCEPTUAL ROAD NETWORK

KEY

BOUNDARIES

- Northwest Burke Vision Area
- Natural Area Boundaries

NATURAL FEATURES

- Watercourses
- Ditches
- Coquitlam River

ROAD NETWORK

Inside the NBV Area

- Existing Collector
- Conceptual Collector
- Optional Conceptual Connection
- Conceptual Local Connections
- Potential Bridge Option
- Special attention required through neighbourhood planning to finalize the road alignment.

Outside the NBV Area

- Existing Arterial
- Approved Arterial (as per OCP)
- Existing Collector
- Approved Collector (as per OCP)
- Potential Primary Park Entry Pedestrian and Potential Vehicle Access

DISCLAIMERS / NOTES:

- The classification for Highland Drive east of Coast Meridian Road is currently under review.
- The process to determine the ultimate location of the Coquitlam River crossing connecting Pipeline Road to the Riverwalk Lands will be completed at the neighbourhood plan stage. This process will include a multidisciplinary approach (e.g., network connectivity, environmental impacts, financial costs, utility connections, achieving agency approvals).
- The actual location of conceptual local access roads and connections in the NBV Area will be determined through the land development process.
- Existing local roads are provided for context only. These roads and their alignments may change depending on redevelopment proposals.
- The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

4.5 Pedestrian, Bicycle & Trail Network Concept

In order to reduce reliance on the private vehicle, a comprehensive Conceptual Pedestrian, Bicycle & Trail Network was created to ensure that people can move safely and conveniently throughout the NBV Area. The network will provide recreational opportunities and important connections to natural amenities, including the Coquitlam River and Pinecone Burke Provincial Park.

The Conceptual Pedestrian, Bicycle & Trail Network is shown in Figure 15 (page 21). The network considers existing, approved (but not yet built) and conceptual trail and cycling connections, as well as potential entry points into Pinecone Burke Provincial Park.

The *Master Trail Plan*, adjacent neighbourhood plans and the STP all identify bicycle routes, greenways and recreational trails. Notable planned facilities and trails in proximity to the NBV Area include the Coquitlam River Recreational Trail system (major north-south connection) and the Partington Creek Neighbourhood greenways and bicycle route network.

The Conceptual Pedestrian, Bicycle & Trail Network for the NBV Area builds on these planned facilities, and includes:

- Public access to the Coquitlam River;
- Bicycle and trail connections into Pinecone Burke Provincial Park; and
- A comprehensive network of trails to connect potential neighbourhoods to natural areas and to the neighbourhoods to the south and east of the NBV Area, including connections to the Partington Creek Neighbourhood Centre.

4.5.1 Proposed Pinecone Burke Provincial Park Access

Future uses of Pinecone Burke Provincial Park (e.g., hiking, mountain biking, etc.), as well as access points to the park, are being considered by the BC Ministry of Environment as part of its ongoing process to create a management plan for this park. At a conceptual level, two types of access points are being proposed by the City: pedestrian/potential vehicle access and pedestrian-only access. Preliminary potential access points between the NBV Area and the Provincial Park are identified

in Figure 15 (page 21). These access points are conceptual and require further analysis and discussion with the Province as its management plan for the park and future neighbourhood plans develop. In addition, the City will work with the BC Ministry of Environment on a parking study to address issues that may arise between Provincial Park visitors and the potential neighbourhoods adjacent to Pinecone Burke Provincial Park.

Additional connections and design features for proposed bicycle and pedestrian trails will be explored as part of future neighbourhood planning processes.

4.6 Utility Servicing Concepts

4.6.1 Water Servicing Concept

The Water Servicing Concept outlined in the report entitled *Northwest Burke Vision Planning Study Utilities Discussion Paper* (April 11, 2016) contains a well-defined water system in response to capacities at the boundaries of the existing system, anticipated future demands, applicable standards, topographic conditions and the land use and road network concepts for the NBV Area. The conceptual water system will pump water to higher elevations and distribute it through a network of reservoirs, pressure-reducing valves and pipes. The overall concept is based on expanding the existing system. As a result, a number of connections to existing mains are included to promote looping through the general system.

Because of the topographic conditions of the NBV Area, four water pressure zones are required to provide adequate water pressure to developable areas below 320-metres in elevation. Figure 16 (page 22) illustrates the Conceptual Water System Network, including pressure zones and proposed system infrastructure.

Highlights of the water servicing strategy include:

- Zone 2 is serviceable with a connection to the Metro Vancouver Regional Bulk supply watermain.
- Zone 3 and a portion of Zone 4 within the NBV Area are serviceable by the existing Harper Reservoir, which is currently undergoing expansion to accommodate growth in Northeast Coquitlam.

- A new reservoir will be required to service Zone 5. This includes lands between 244-metres and 320-metres in elevation. While the location of the Zone 5 reservoir has yet to be determined, it will need to be at an elevation of approximately 350-metres.
- An additional pressure zone would be required to serve areas above 320-metres in elevation, as the City's water servicing strategy does not envision water service above 320-metres. As a result, the City will consider innovative and cost-effective water servicing strategies proposed by developers through the neighbourhood planning process.

4.6.2 Sanitary Sewer Concept

The Sanitary Sewer Concept for the NBV Area is primarily based on gravity, where sewage flows downhill in pipes from north to south. Due to topographic conditions, pump stations may be required to service portions of the NBV Area (identified as Sub Areas A, B and D in Figure 17, page 23). The majority of the flow will be accommodated in existing trunk sewers located outside of the NBV Area. Major sanitary sewer upgrades will, however, be required to service future-neighbourhoods along Pipeline Road and adjacent to the Coquitlam River, which are not covered by the current DCC program.

Figure 17 (page 23) also illustrates the general servicing catchment areas and conceptual trunk connections. The *Northwest Burke Vision Planning Study Utilities Discussion Paper* (April 11, 2016) details the size and length of the proposed sanitary trunk sewer infrastructure within and downstream of the NBV Area. Further trunk infrastructure may be identified through an Engineering Servicing Plan completed as part of neighbourhood planning.

4.6.3 Drainage and Stormwater Management Concept

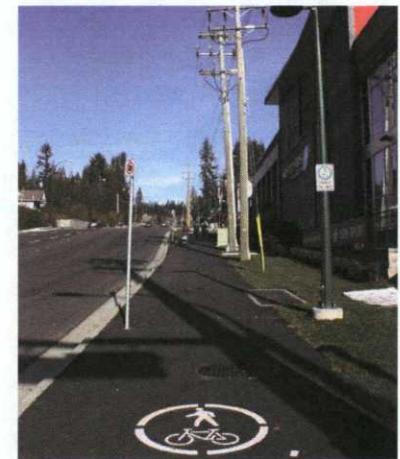
The NBV Area is located within three distinct watersheds: the Coquitlam River, Hyde Creek, and Partington Creek watersheds (Figure 18, page 24). Integrated Watershed Management Plans (IWMPs) are currently in place for the Hyde Creek Watershed and the Partington Creek Watershed.

Figure 19 (page 25) illustrates the Conceptual Drainage Catchment Plan for the NBV Area. The *Northwest Burke Vision Planning Study Utilities*

Discussion Paper (April 11, 2016) provides further detail on the size and length of the proposed drainage trunk infrastructure downstream of the NBV Area. Further trunk infrastructure, however, may be identified as part of the preparation of an Engineering Servicing Plan to be completed at the neighbourhood planning stage.

Highlights of the drainage and stormwater management strategy include:

- Sub Area IWMPs or stormwater management plans will need to be prepared for portions of the Coquitlam River Watershed prior to neighbourhood planning being undertaken.
- General drainage catchments are required for Sub Areas A, B and D. Drainage from these areas will be conveyed to the Coquitlam River. To meet legislated standards, a number of stormwater treatment facilities will be required to mitigate flow impacts.
- Drainage for the remainder of the NBV Area will be collected and conveyed to the existing downstream infrastructure within the Upper Hyde Creek, Smiling Creek and Partington Creek drainage catchments. No downstream upgrades to the existing trunk infrastructure are required, with the exception of additional pipes to divert flows to the Partington Creek catchment and related infrastructure as required by the *Partington Creek IWMP*.



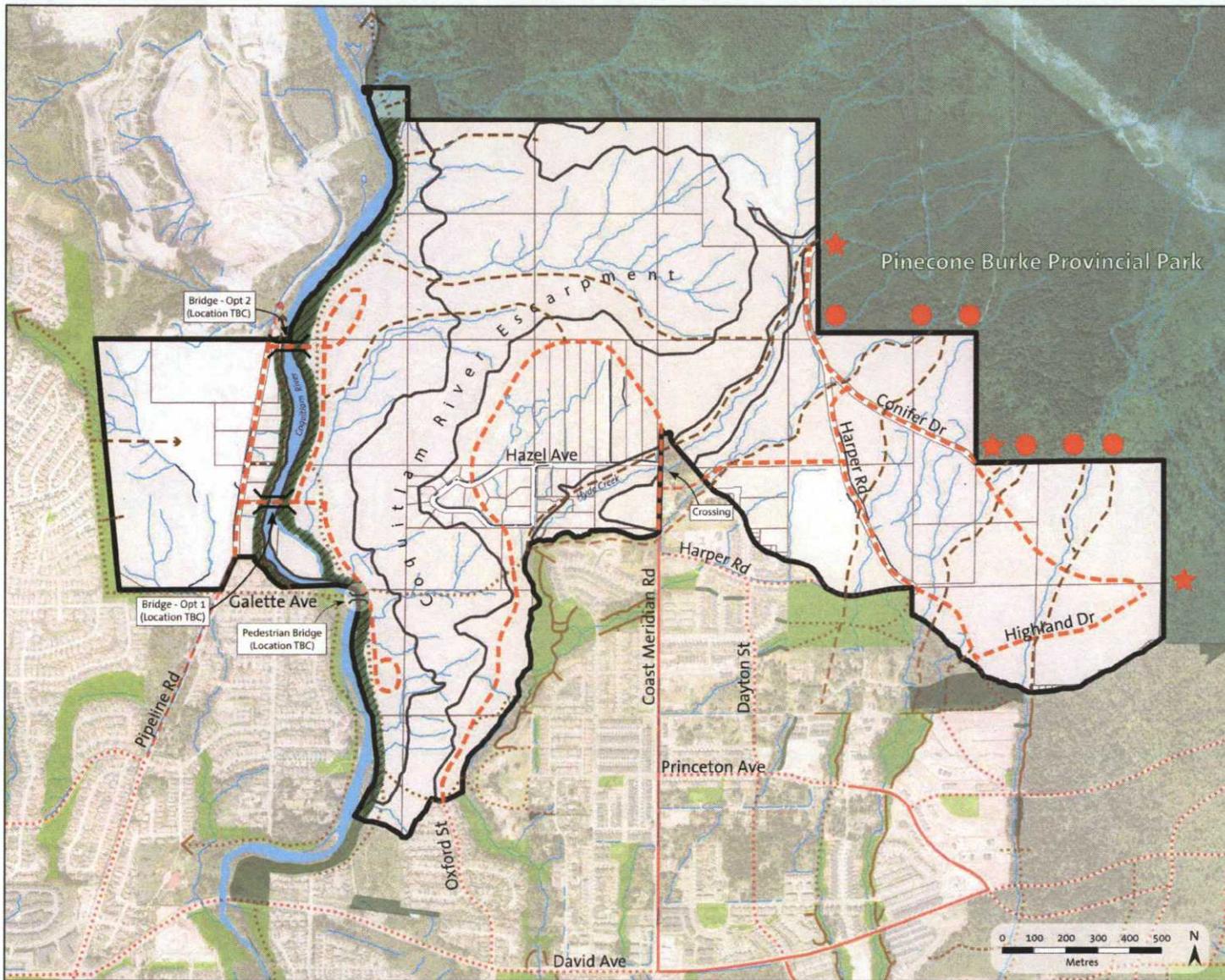


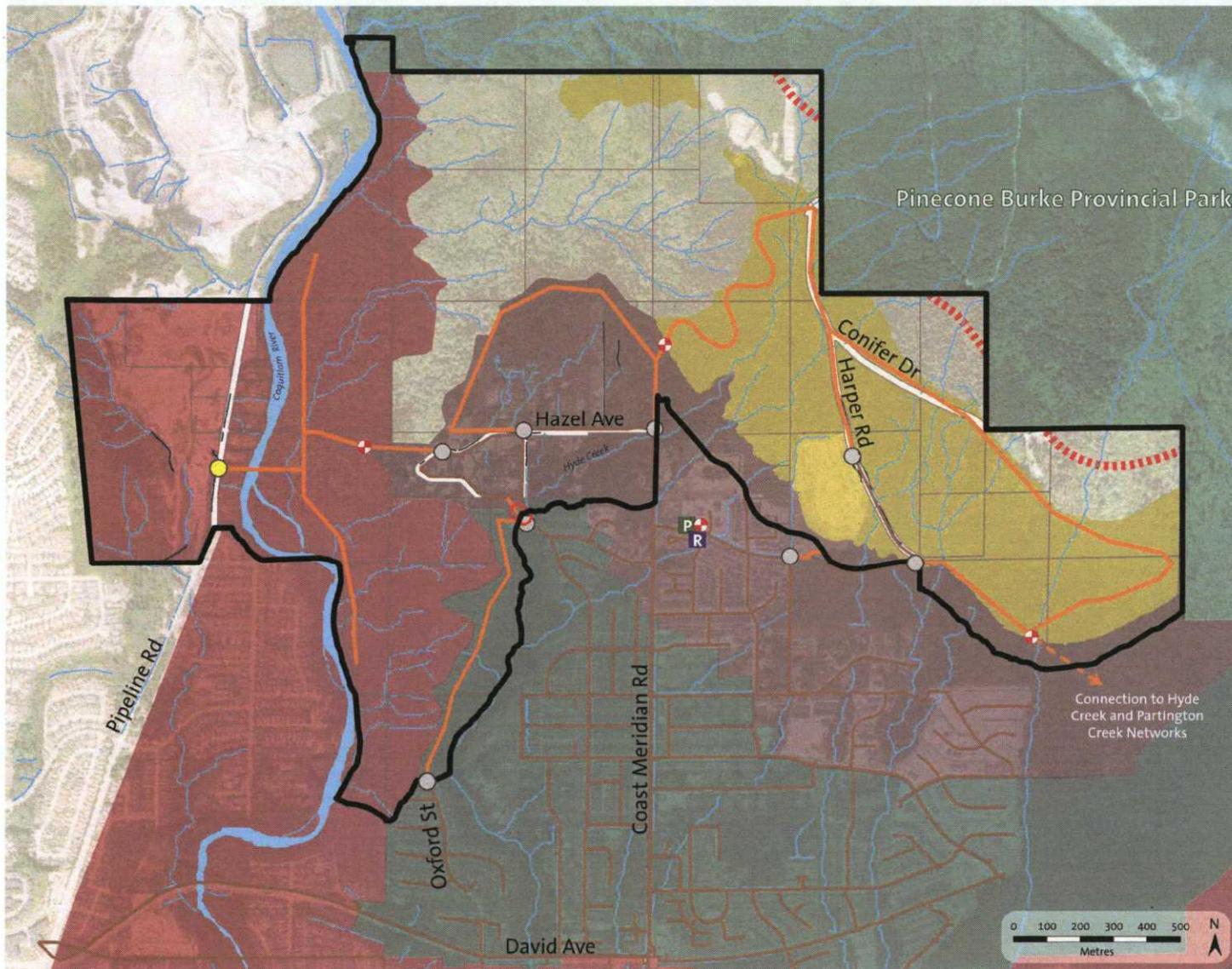
FIGURE 15: CONCEPTUAL PEDESTRIAN, BICYCLE & TRAIL NETWORK

- KEY**
- BOUNDARIES**
- Northwest Burke Vision Area
 - Natural Area Boundaries
- NATURAL FEATURES**
- Watercourses
 - Ditches
 - Coquitlam River
- BICYCLE, TRAIL AND PARK FEATURES**
- Inside the NBV Area
- Coquitlam River Trail System
 - Potential Bridge Option
 - Potential Pedestrian Bridge Option
 - Conceptual Bicycle Routes
 - Conceptual Trails
 - Approved Trails (OCP/Master Trail Plan)
- Outside the NBV Area
- Existing Park Outside the NBV Area
 - Approved Parks (per OCP)
 - Existing Bicycle Routes
 - Conceptual Bicycle Routes
 - Approved Bicycle Routes (per OCP)
 - Existing Trails
 - Conceptual Trails
 - Approved Trails (OCP/Master Trail Plan)
- Potential Primary Park Entry - Pedestrian and Potential Vehicle Access
 - Potential Neighbourhood Park Entry - Pedestrian Access Only

DISCLAIMERS / NOTES.

- Trails and bicycle routes identified as proposed are conceptual and will require additional analysis at the neighbourhood plan and OCP amendment stage to determine their feasibility.
- The process to determine the ultimate location of the Coquitlam River crossing that connects Pipeline Road to the Riverwalk Lands will be conducted at the neighbourhood plan level and include a multidisciplinary approach (e.g. network connectivity, environmental impacts, financial costs, utility connections).
- The information presented may also not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.
- This map only displays/portrays major pedestrian/bicycle water stream crossings. Additional crossings may be needed/required as part of the neighbourhood planning or development review process.

FIGURE 16: CONCEPTUAL WATER SYSTEM NETWORK



KEY

- Northwest Burke Vision Area
- Watercourses
- Ditches
- Coquitlam River

FUTURE WATER SYSTEM PRESSURE ZONES

- Zone 2 / Lake Head
- Zone 3
- Zone 4
- Zone 5

WATER INFRASTRUCTURE

- Proposed Watermain
- Existing Watermain
- Potential Location of Zone 5 Reservoir (at approximately 350-m elevation)
- Harper Reservoir
- Harper Pump Station
- Future Supply Point
- Connection to Existing System
- Pressure Reducing Valve
- Utility Bridge Crossing

DISCLAIMERS / NOTES:

- The process to determine the ultimate location of the Coquitlam River crossing that connects Pipeline Road to the Riverwalk lands will be conducted at the neighbourhood plan level and include a multidisciplinary approach (e.g., network connectivity, environmental impacts, financial costs, utility connections).
- The information presented may also not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

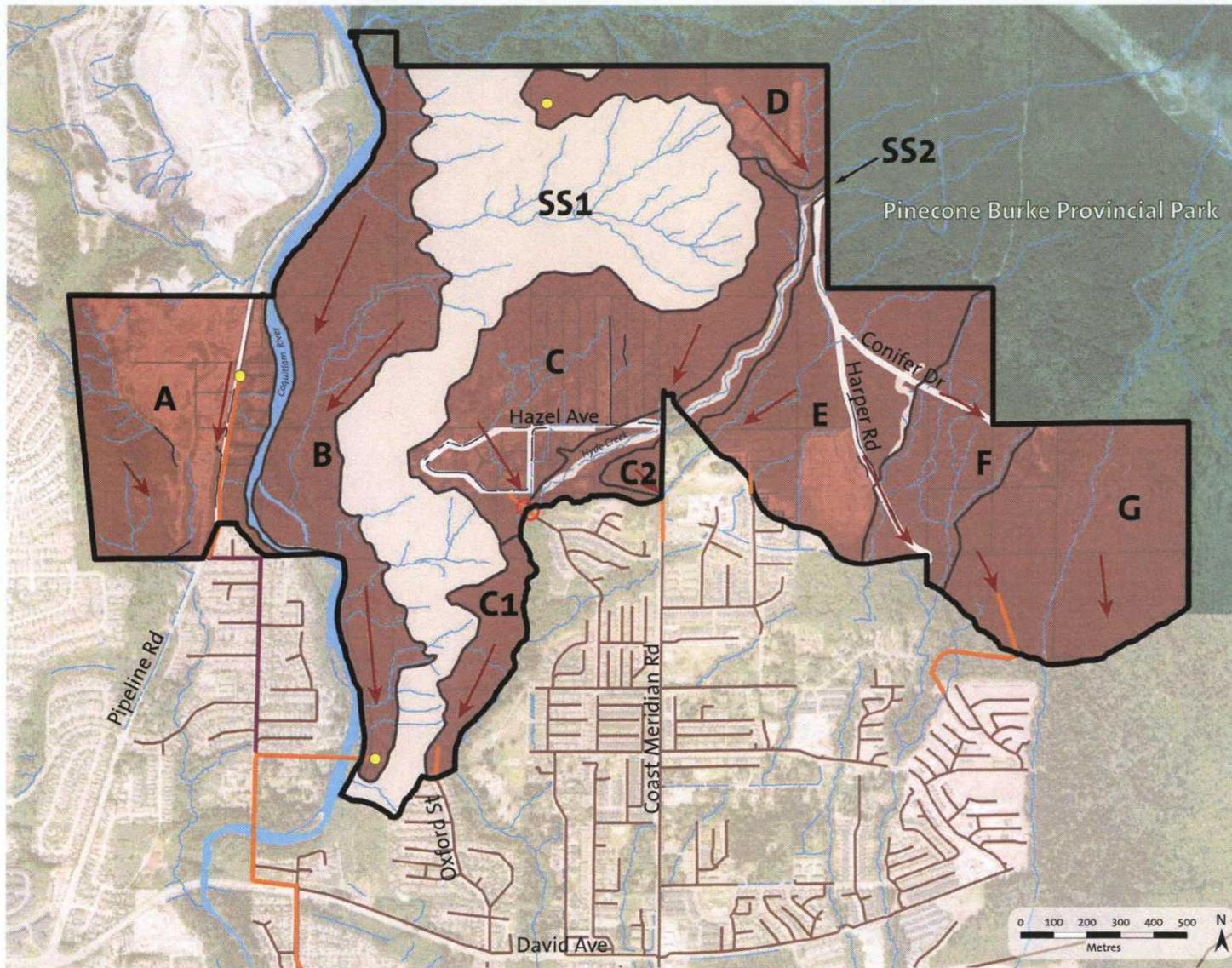


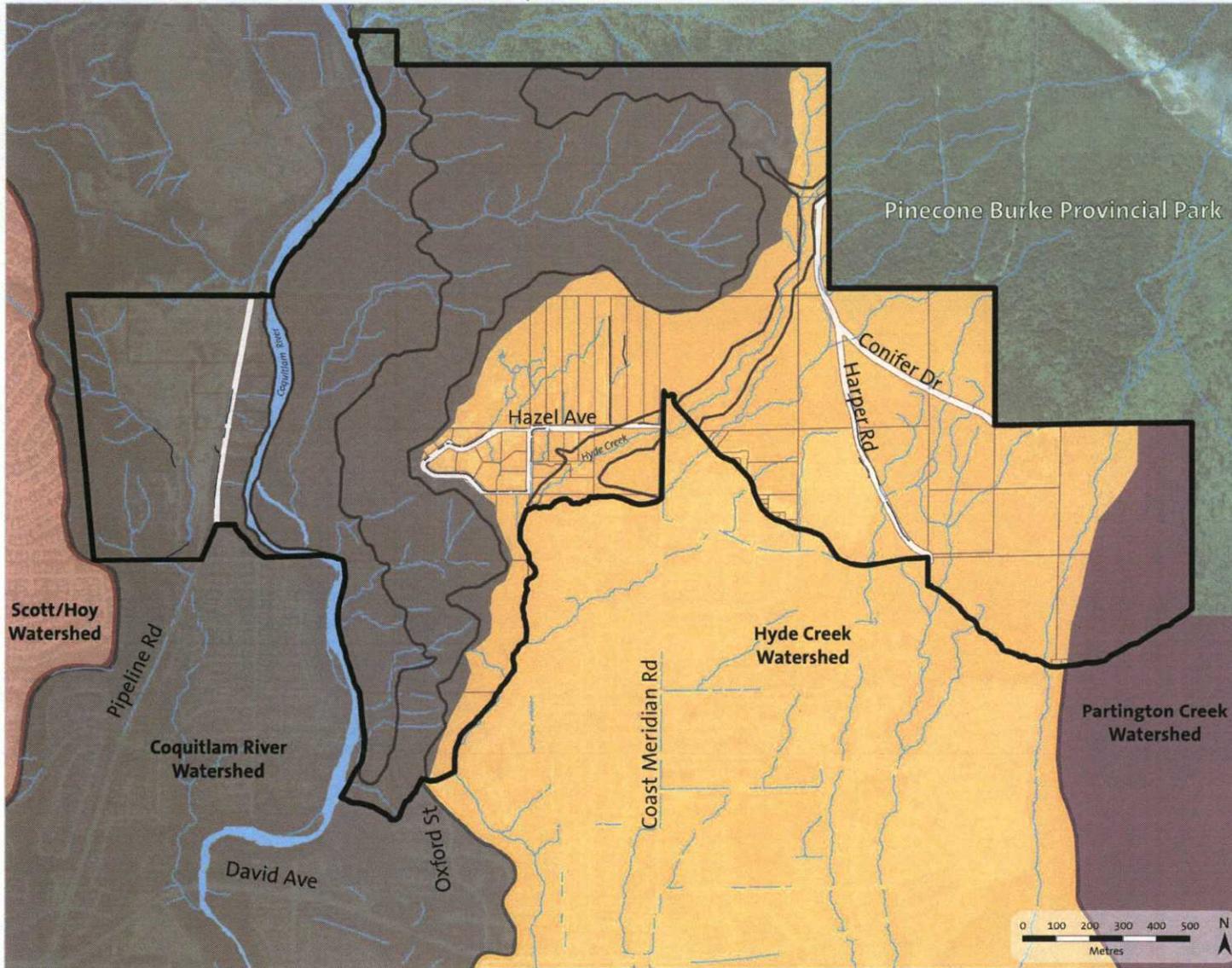
FIGURE 17: CONCEPTUAL SANITARY SEWER SYSTEM NETWORK

KEY

- Northwest Burke Vision Area
- Sub Area Boundaries
- Watercourses
- Ditches
- Coquitlam River
- Sanitary Catchment Area
- Future Sewer Main
- Future Capacity Upgrade Required
- Existing Sanitary Sewer
- Trunk Sewer Alignment
- Utility Bridge Crossing
- Potential Local Pump

DISCLAIMER / NOTE:
 • The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

FIGURE 18: WATERSHEDS



KEY

- Northwest Burke Vision Area
- Natural Area Boundaries
- Watercourses
- Ditches
- Coquitlam River
- Coquitlam River Watershed
- Hyde Creek Watershed
- Partington Creek Watershed
- Scott/Hoy Watershed

DISCLAIMER / NOTE:
 • The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

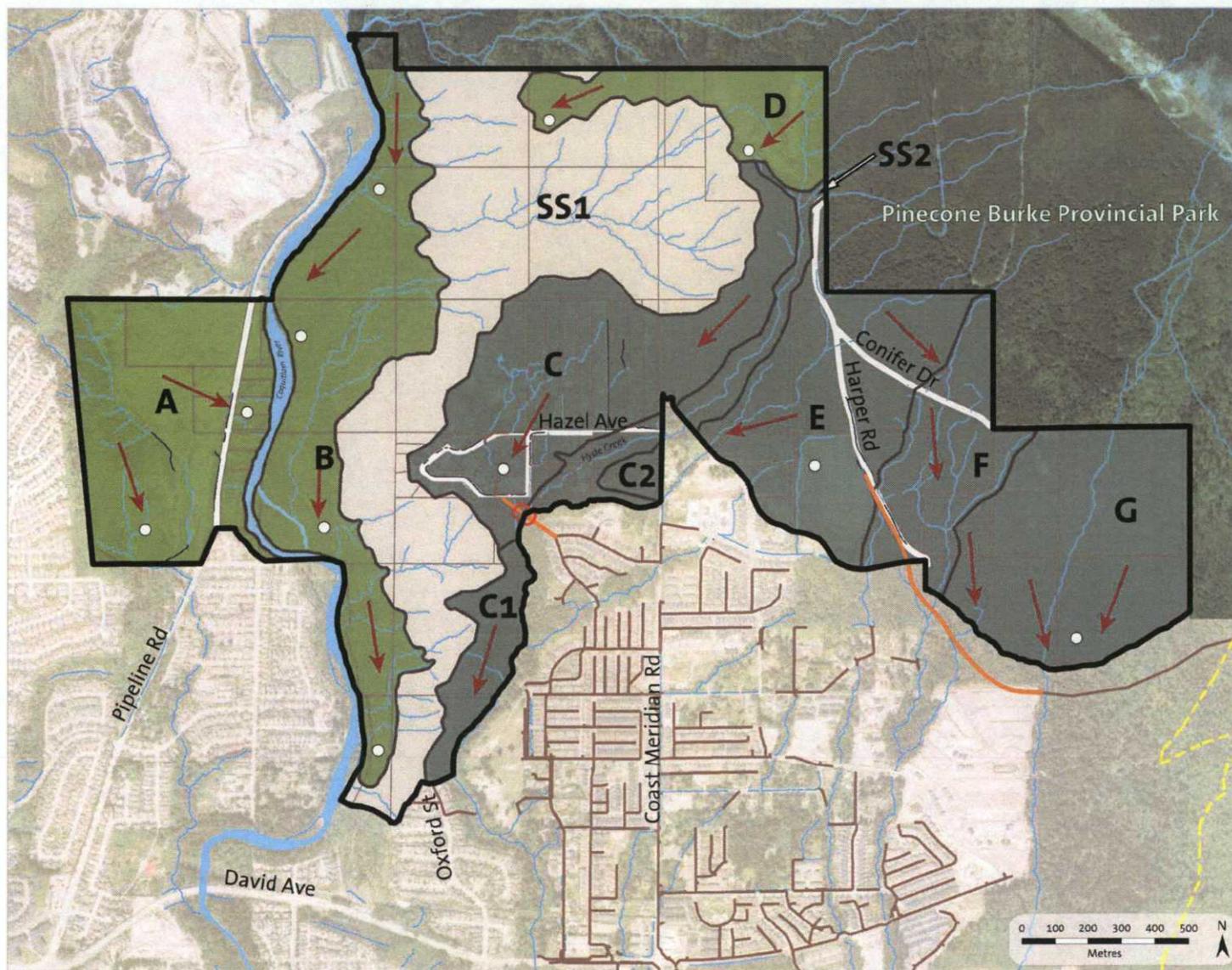


FIGURE 19: CONCEPTUAL DRAINAGE CATCHMENT PLAN

KEY

- Northwest Burke Vision Area
- Sub Area Boundaries
- Watercourses
- Ditches
- Coquitlam River
- Conveyed to Coquitlam River & Tributaries
- Conveyed to Existing Drainage System
- Existing Storm Sewer
- Future Diversion Main
- Future Partington Creek Diversion Main (Required to support NBV area growth)
- Drainage Flow
- Utility Bridge Crossing
- Potential Stormwater Treatment Facility

DISCLAIMERS / NOTES:

- Requirements for stormwater treatment facilities will be determined with Integrated Stormwater Management Plans.
- The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

5 POTENTIAL NEIGHBOURHOOD PLANNING AREAS

5.1 Overview

The NBV Area and the Land Use Overlay have been divided into four potential neighbourhood planning areas:

- Goodyear Creek
- Riverwalk
- Hazel-Coy
- Burke Mountain Creek

Goodyear Creek and Riverwalk are in the western portion of the NBV, and Hazel-Coy and Burke Mountain Creek lie east of the Coquitlam River Escarpment. As shown in Figure 20 (page 27), the boundaries of these areas are primarily defined by natural edges and the boundaries of existing neighbourhoods, and in the majority of cases reflect utility servicing boundaries and opportunities for transportation access. These natural edges and boundaries include the Coquitlam River, Hyde Creek, Pinecone Burke Provincial Park, steep sloping escarpments and the existing neighbourhood boundaries of Smiling Creek, Upper Hyde Creek, Partington Creek and the Westwood Plateau. Where possible, potential

neighbourhood planning areas have been named after local watercourses, as is the case for the Goodyear Creek and Burke Mountain Creek areas. Riverwalk is named for its proximity to the Coquitlam River and the property holdings referred to as such, and Hazel-Coy is named after the local road network which has defined this suburban residential neighbourhood over recent decades.

To foster the development of complete communities with unique identities, neighbourhood-specific planning considerations have been developed to guide the preparation of future neighbourhood plans.

These considerations include:

- **Placemaking:** Placemaking serves to create a sense of place and character for each area by identifying historic and natural amenities, and is based on feedback received through the NBV public consultation process. Recognition of the natural amenities and history within each area can be achieved through interpretive walks and educational experiences that build connections between residents and the natural environment.
- **Land use:** Expanding on the Land Use Overlay in Section 4.2, these considerations provide neighbourhood-specific policy direction to be examined as part of neighbourhood planning.
- **Roads and trails:** Elaborating on the Road Network and Pedestrian, Cycling & Trail Network Concepts provided in Sections 4.4 and 4.5, further detail is provided on neighbourhood-specific road and trail planning.
- **Utilities:** Based on the Utility Servicing Concepts discussed in Section 4.6, utility considerations identify upgrades for water, drainage and sanitary utilities for each area.



Land Use Statistics

A statistical summary of approximate developable land area, housing potential and population levels for the four potential neighbourhood planning areas are provided below. These land use statistics are intended as a general guide, and will be refined through neighbourhood planning as there are a number of variables that determine the development potential for each area. These include setbacks related to slopes, watercourses, debris run out areas, the Coquitlam River flood plain and utility servicing.

Following the City of Coquitlam's development-related bylaws, processes and procedures, the actual development potential of a given parcel of land will be determined through detailed geotechnical, hydrological and wildfire interface analyses. These will be conducted by qualified environmental, geotechnical and wildfire professionals as part of neighbourhood planning, OCP amendments and site development.

	Housing Units	Population	Developable Area	Natural Area	Total Area
Potential Neighbourhood Planning Areas					
Goodyear Creek	450	1,300	20 ha (50 acres)	25 ha (60 acres)	45 ha (110 acres)
Riverwalk	450	1,400	20 ha (50 acres)	35 ha (85 acres)	55 ha (135 acres)
Hazel-Coy	950	2,750	40 ha (100 acres)	30 ha (75 acres)*	70 ha (175 acres)
Burke Mountain Creek	1,750	5,200	70 ha (175 acres)	25 ha (60 acres)	95 ha (235 acres)
Other Areas					
OCP Amendment Ready Sites	300	900	10 ha (25 acres)	--	10 ha (25 acres)
Coquitlam River Escarpment and Hyde Creek	--	--	--	105 ha (260 acres)	105 ha (260 acres)
NBV Total	3,900	11,550	160 ha (395 acres)	220 ha (545 acres)	380 ha (940 acres)

Land use statistics are based on the Northwest Burke Vision - Phase 2 Report mid-range developable area scenario.
 * In the Hazel-Coy area, 11.8 hectares of developable land (Sub-Area D) has been allocated to Recreation/Tourism Opportunity in the Land Use Overlay.

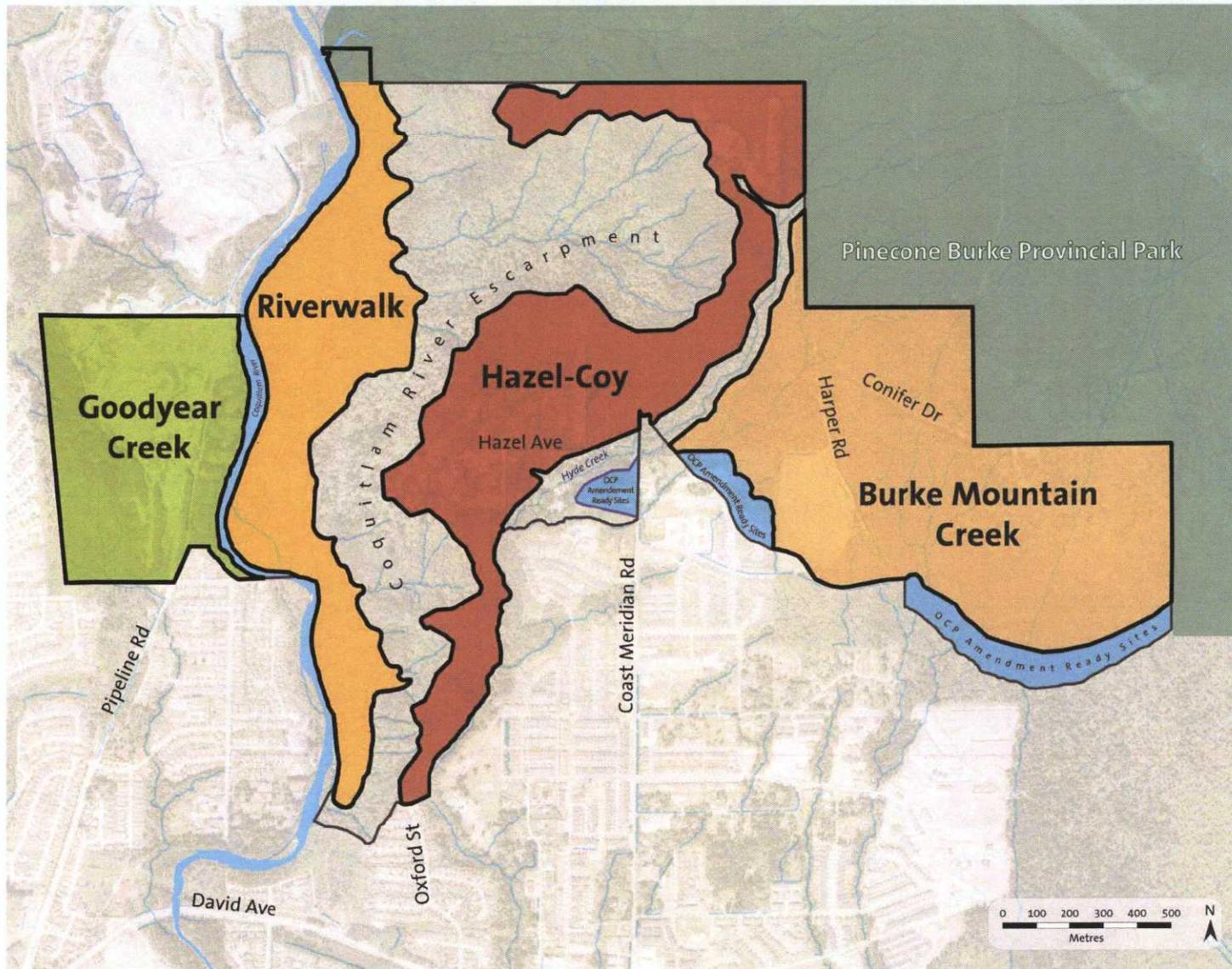


FIGURE 20: POTENTIAL NEIGHBOURHOOD PLANNING AREAS AND OCP AMENDMENT READY SITES

KEY

BOUNDARIES

— Northwest Burke Vision Area

— Potential Neighbourhood Planning Area Boundaries

NATURAL FEATURES

— Watercourses

Coquitlam River

POTENTIAL NEIGHBOURHOOD PLANNING AREAS

OCP Amendment Ready Sites

Goodyear Creek

Riverwalk

Hazel-Coy

Burke Mountain Creek

DISCLAIMERS / NOTES:
 • The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

5.2 Goodyear Creek

5.2.1 Overview

Goodyear Creek (Figure 21) is about 45 hectares (110 acres) in size and lies west of the Coquitlam River, with active quarries to the north and the Westwood Plateau and Hockaday neighbourhoods to the west and south. The developable land area is approximately 20 hectares (50 acres); however, the exact amount of developable land will be confirmed through detailed site and geotechnical analysis as part of the reclamation process required under the Provincial *Mines Act*. Subject to confirmation of the developable land area, there is potential for 450 housing units and a population of 1,300. Presently, the majority of the area lies outside of the Urban Containment Boundary and requires an amendment to the *Metro Vancouver Regional Growth Strategy* as part of the neighbourhood planning process. An active gravel quarry currently makes up the majority of the area west of Pipeline Road, with a few homes running north-south along the east side of Pipeline Road.

Given the proximity to the City Centre, unique topographical features, and steep slopes, neighbourhood planning for Goodyear Creek should consider a mix of housing including single family homes, townhomes and apartments, as there will be convenient access to nearby civic, commercial, recreational and public transit amenities, including the Lafarge Lake-Douglas SkyTrain station. A Community Node within the area will serve the day-to-day shopping needs of residents. The Coquitlam River, which is a significant natural amenity, provides recreation and tourism opportunities for area residents and visitors (Figure 22).

The Goodyear Creek area is currently not identified as a Watercourse Protection Development Permit Area. As part of neighbourhood planning, the OCP will be updated to include Goodyear Creek in a Watercourse Protection Development Permit Area.

5.2.2 Placemaking

Through the provision of parks, trails and community spaces, the area's character and sense of place can be established through the recognition of natural amenities and the area's history.

The Coquitlam River is a significant natural feature, providing important salmon habitat, a food source for people and wildlife, a landmark for travel and navigation, and opportunities for educational and interpretive experiences where people can learn about the river and the area's history. Also of notable significance is the geology of the area, which has been used for dating glacial and interglacial events ranging from 21,500 to 49,000 years ago, adding to our understanding of the geological history of Coquitlam and the broader region. The industrial history of the area, related to logging and more recently as a gravel quarry, provides opportunities to connect with the past in establishing the area's identity.

5.2.3 Land Uses

Residential

As guided by the Goodyear Creek Land Use Overlay, the area will include a mix of single family, townhousing and low-rise apartments (see Figure 23, page 29). Neighbourhood planning will need to consider the topography of steep slopes, debris runout areas and potential flooding hazards in siting residential development. Minimizing the

height and use of retaining walls and the use of extensive earthworks (i.e., cut and fill) can be achieved through neighbourhood layout and building design.

Opportunities for low-rise apartments have been identified adjacent to the steep slopes on the western side of the area. Siting low-rise apartments in this area can capitalize on views and minimize the use and visual impacts of retaining walls. Due to watercourse and road constraints, a mix of single family and townhousing is designated in the southern and eastern portions of the area.

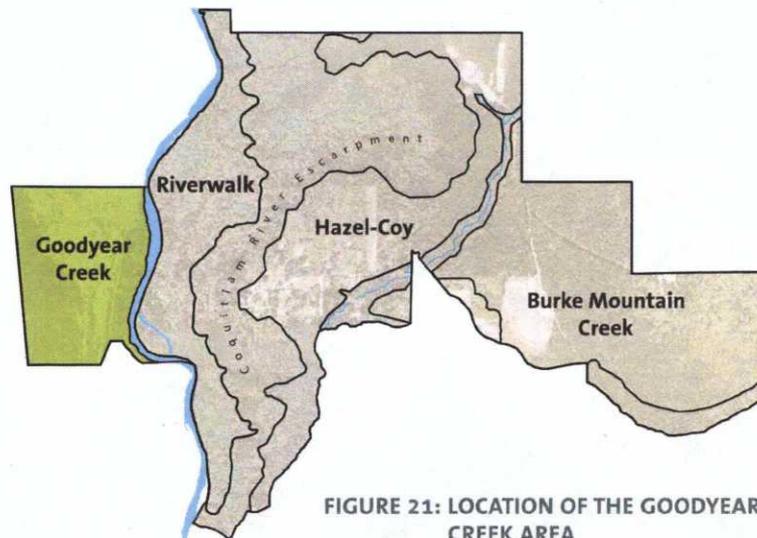


FIGURE 21: LOCATION OF THE GOODYEAR CREEK AREA



FIGURE 22: GOODYEAR CREEK AREA PERSPECTIVE

FIGURE 23: GOODYEAR CREEK LAND USE OVERLAY AND CONCEPTUAL ROAD NETWORK

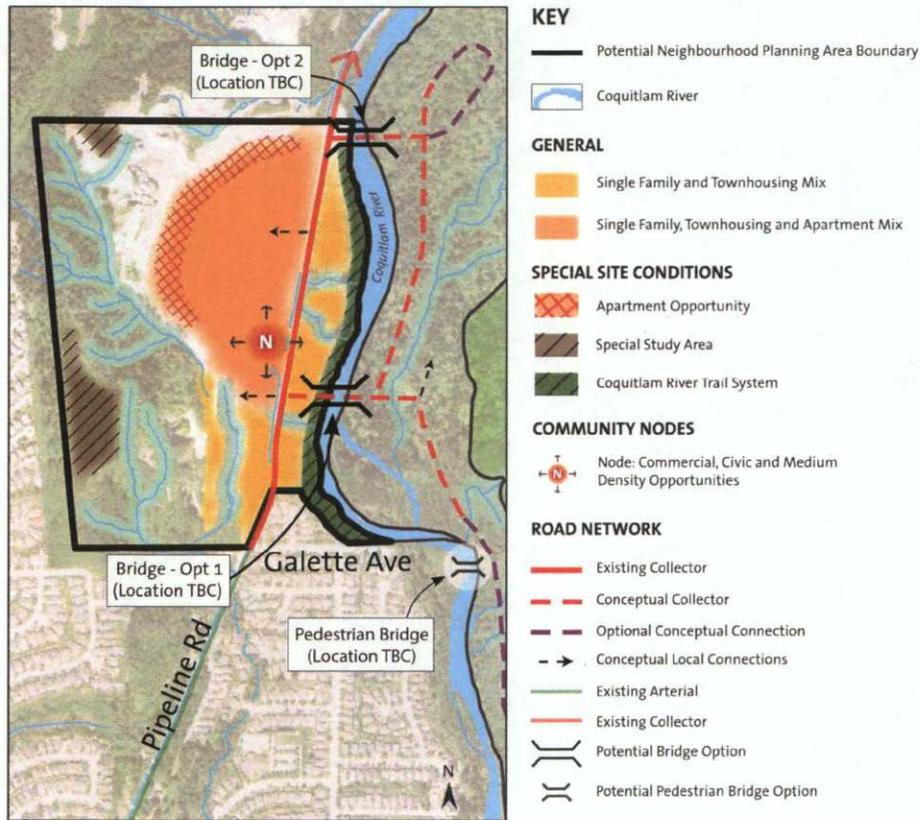
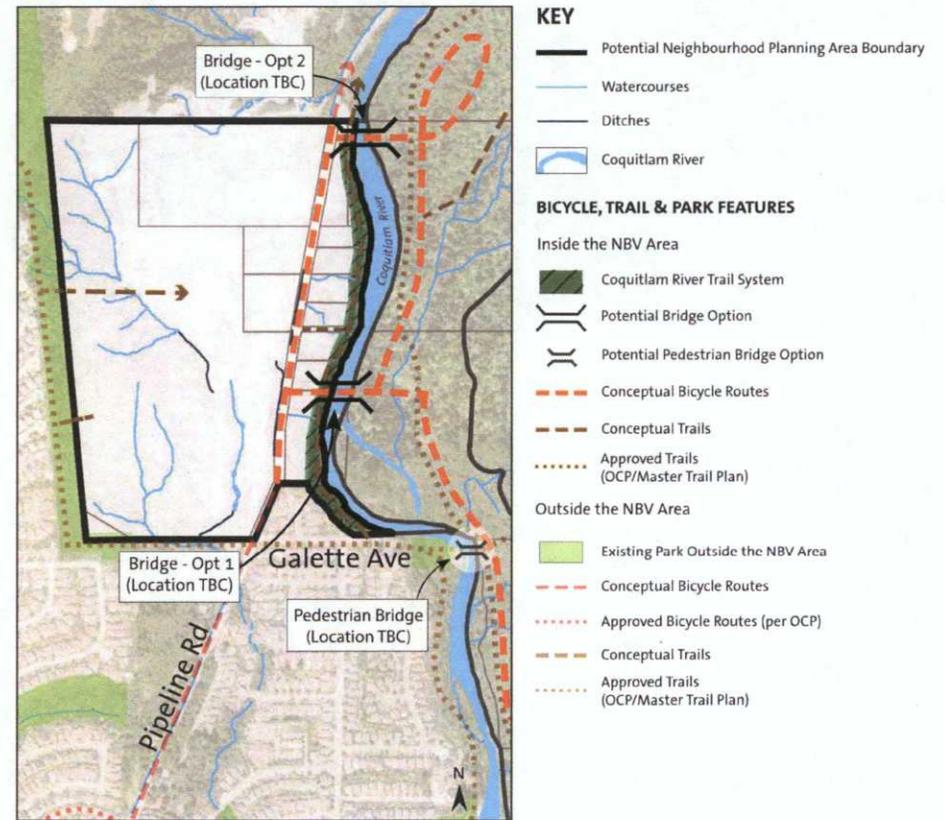


FIGURE 24: GOODYEAR CREEK CONCEPTUAL PEDESTRIAN, BICYCLE & TRAIL NETWORK



DISCLAIMERS / NOTES:

- Land Use Designations are conceptual and will be defined through neighbourhood planning.
- The ultimate development potential of the NBV Area will be contingent on completing further assessments by (1) qualified environmental professionals to assess setbacks in accordance to the Riparian Area Regulation for all watercourses, and (2) qualified engineering professionals to assess debris runoff areas, crest of slope setbacks, the Coquitlam River Floodplain and ditches.
- The process to determine the ultimate location of the Coquitlam River crossings that connects Pipeline Road to the Riverwalk Lands will be conducted at the neighbourhood plan level and include a multidisciplinary approach (e.g., network connectivity, environmental impacts, financial costs, utility connections).
- The actual location of conceptual local access roads and connections will be determined through the land development process.
- Existing local roads are provided for context only. These roads and their alignments may change depending on redevelopment proposals.
- The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

DISCLAIMERS / NOTES:

- Trails and bicycle routes identified as conceptual will require additional analysis at the neighbourhood plan and OCP amendment stage to determine their feasibility.
- The process to determine the ultimate location of the Coquitlam River crossings that connects Pipeline Road to the Riverwalk Lands will be conducted at the neighbourhood plan level and include a multidisciplinary approach (e.g., network connectivity, environmental impacts, financial costs, utility connections).
- The information presented may also not reflect the exact location of all watercourses, and other unknown watercourses may not be identified. This map only displays/portrays major pedestrian/bicycle water stream crossings. Additional crossings may be needed/required as part of the neighbourhood planning or development review process.

Special Study Area

Two 'Special Study Areas' have been designated within Goodyear Creek (Figure 23 page 29). Road network access to these areas will need to be achieved through the internal local road network, as the lands adjacent to the Westwood Plateau neighbourhood are designated as 'Open Space' in the OCP or are dedicated as park. This should be taken into consideration as part of the quarry's site reclamation process. Neighbourhood planning should also consider adjacent land uses, which include a golf course and the Westwood Plateau neighbourhood.

Community Node

Neighbourhood services will be concentrated in a Community Node, which can also serve as a transit hub for the area. Given the area's proximity to the City Centre, commercial and service land uses should focus on meeting the day-to-day shopping and service needs of residents. Locating low-rise apartments and townhomes around the Community Node will also contribute to its vibrancy. The location and types of land uses

associated with the Community Node should be determined through the neighbourhood planning process and supported by a market assessment.

5.2.4 Road and Trails

Conceptual Road Network

The Goodyear Creek area will be accessed from Pipeline Road (Figure 23). In planning the access point, the potential Riverwalk bridge crossing should be taken into account.

As noted above, the Special Study Areas will require further analysis to confirm the feasibility of providing internal access to these two uphill areas.

Conceptual Pedestrian, Bicycle & Trail Network

Two conceptual trails will connect the Westwood Plateau neighbourhood to the Coquitlam River (Figure 24). To provide public access to the river, the Coquitlam River Trail System will be extended along the western side of the river. The development of new trailheads and upgrades to existing trailheads will be identified through neighbourhood planning. Trail development will occur in phases and in some

cases as part of the land development process. Trails and pathways should also connect the Community Node to the broader area.

5.2.5 Utilities

Water

The Goodyear Creek area is serviceable with the addition of a water supply point connection to the Metro Vancouver Regional Bulk supply main (see Figure 16, page 22).

Sanitary

Key utility upgrades are required to the sanitary system to improve flow capacity to the south (see Figure 17, page 23). To service Goodyear Creek, capacity upgrades are required along Hockaday Street. Preliminary servicing analysis also indicates the potential need for a pump station to service some areas, which will be confirmed through a detailed Utility Servicing Plan.

Drainage

The Goodyear Creek area is located within the Coquitlam River Watershed, with drainage flowing to the Coquitlam River (see Figures 18 & 19, pages 24 & 25). To manage these flows, a Sub Area Integrated Watershed Management Plan (IWMP), general drainage catchments and stormwater treatment facilities will be required to accommodate drainage flows and meet legislated standards. The Sub Area IWMP is required to be completed in advance of neighbourhood planning (see Section 6.1).



FIGURE 25: ARTISTIC ILLUSTRATION OF THE GOODYEAR CREEK AREA

5.3 Riverwalk

5.3.1 Overview

Riverwalk (Figure 26) is about 55 hectares (135 acres) in size and is bounded by the Coquitlam River to the west and a series of steep sloping escarpments and natural areas to the east. The developable land area is approximately 20 hectares (50 acres); however, this will need to be confirmed through detailed site and geotechnical analysis due to steep and unstable slopes located along the escarpment to the east. Subject to confirmation of the developable land area, there is potential for 450 housing units and a population of 1,400. Currently, the area is isolated from urban areas, and remains in a natural state given the lack of road access to the site.

Given the Riverwalk area's short distance from the City Centre, unique topographical features, and steep slopes, neighbourhood planning should consider a mix of housing that ranges from low-rise apartments to single family homes, as there will be convenient access to civic, commercial, recreational and public transit amenities including the Lafarge Lake-Douglas SkyTrain station. The area will also have convenient access to day-to-day shopping and

commercial services in the potential Community Node in Goodyear Creek. Recreational and tourism opportunities are provided by the Coquitlam River and Pinecone Burke Provincial Park.

A Development Agreement is in effect for the Riverwalk area and outlines the pre-conditions that must be satisfied by the developer prior to neighbourhood planning, which include:

- Securing bridge access across the Coquitlam River;
- Securing sanitary sewer access across the Coquitlam River;
- Preparing a Conceptual Water Servicing Plan for the area; and
- Working with SD43 to reserve a school site in the area.

5.3.2 Placemaking

The Riverwalk area has a history that includes the Kwikwetlem First Nation and the early logging and timber industries, as well as natural amenities, which provide a foundation for establishing a sense of place for the area. By acknowledging these histories and natural amenity assets, the area's character and sense of place can be established

through the provision of parks, trails and community spaces.

The Coquitlam River is a significant natural feature providing opportunities for educational and interpretive experiences. The river ecology provides important fish habitat, and recognizing and celebrating the annual salmon run is a way of acknowledging the river as a special place within the area.

Pinecone Burke Provincial Park borders the northern boundary of the Riverwalk area (Figure 27), and is another important natural amenity providing opportunities for recreation and tourism. A specific attraction and popular recreation destination is Crystal Falls, which is a short hike into the Provincial Park.

5.3.3 Land Use Considerations

Residential

As noted in Section 2.4 (Figure 9, page 11), the OCP currently designates the Riverwalk area for low, medium and high density residential land uses. The Land Use Overlay for Riverwalk (Figure 28) provides flexible and alternative land uses with respect to the current OCP designations. The land

use designations noted in Figure 28 reflect the technical analysis, which identified topographic constraints and environmental conditions. Specific land uses will be confirmed through the neighbourhood planning process and the OCP land use designations will be updated.

In the process of preparing a neighbourhood plan, the topography of steep slopes, debris runoff areas and potential flooding hazards in siting residential development will need to be considered. Minimizing the height and use of retaining walls and the use of extensive earthworks (i.e., cut and fill) can be achieved through neighbourhood layout, building design and appropriate residential housing forms and densities.

Opportunities for low-rise apartments have been identified along the steep slope areas of the eastern escarpment. Multi-family land uses and associated housing forms can accommodate buildings that work with the land and slope, helping to minimize the use and visual impacts of retaining walls. Due to watercourse and road constraints, the southern portion of the area may be more suited for the siting of single family homes and townhousing. The remainder of the area provides opportunities for a range of residential densities.

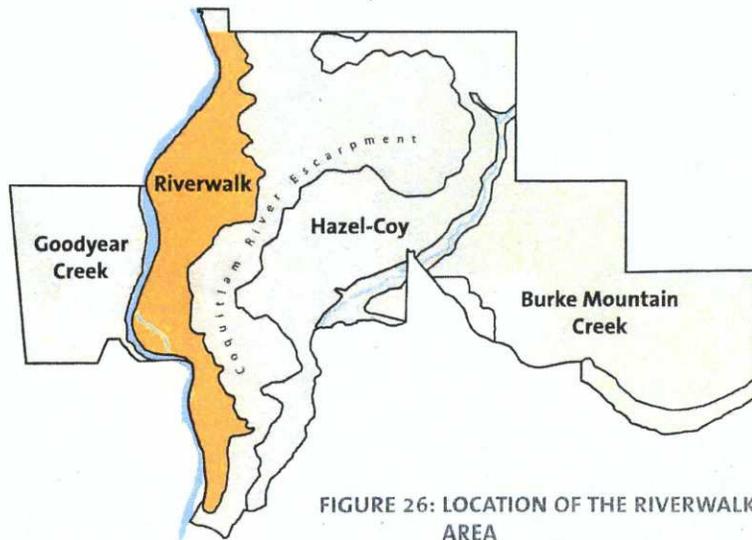
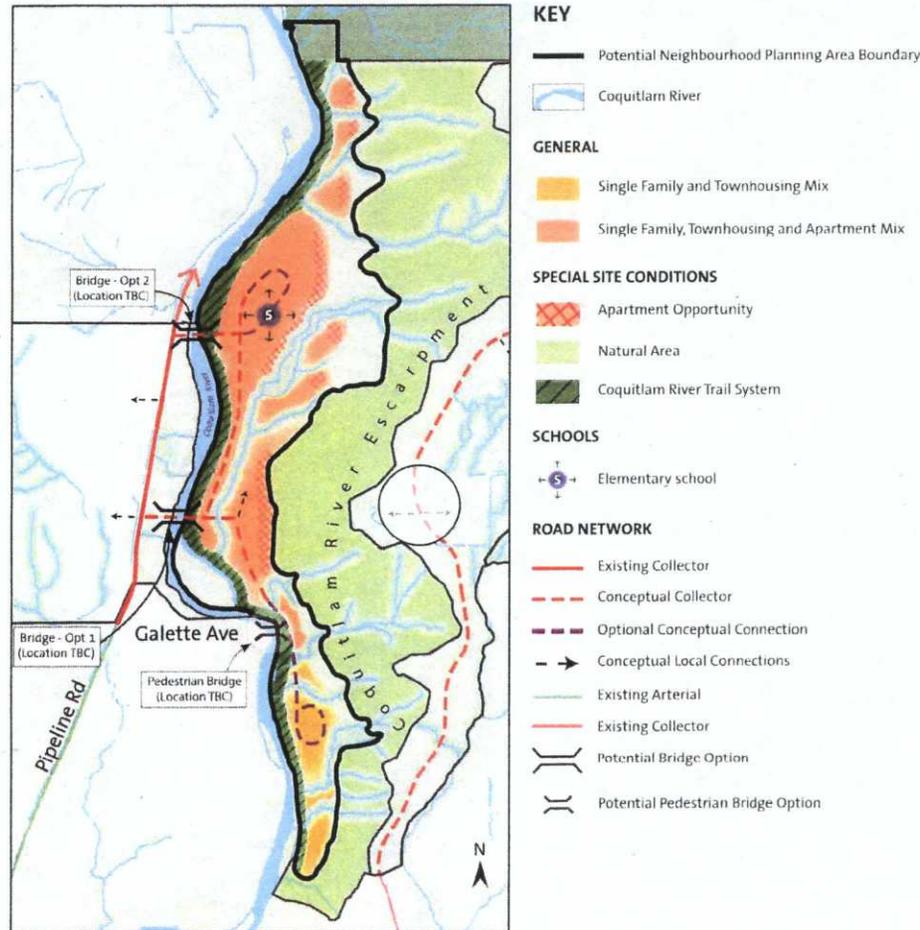


FIGURE 26: LOCATION OF THE RIVERWALK AREA



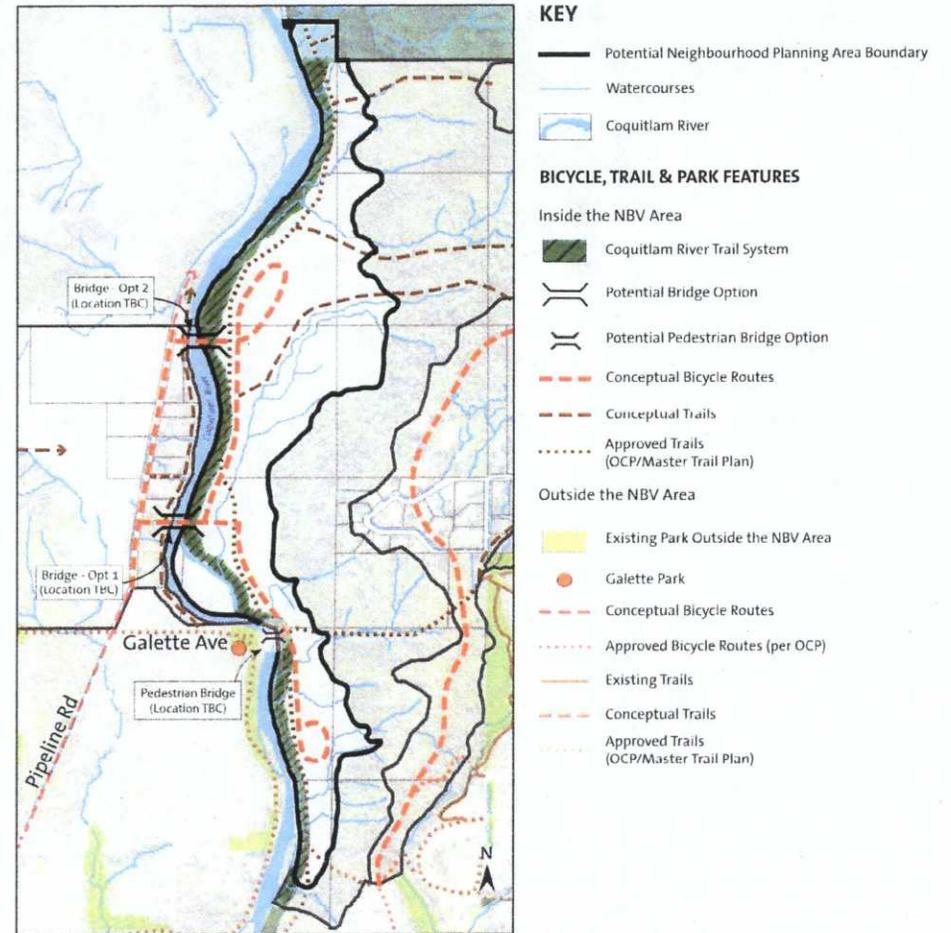
FIGURE 27: RIVERWALK AREA PERSPECTIVE

FIGURE 28: RIVERWALK LAND USE OVERLAY AND CONCEPTUAL ROAD NETWORK



- DISCLAIMERS / NOTES**
- Land Use Designations are conceptual and will be defined through neighbourhood planning.
 - The ultimate development potential of the NBV Area will be contingent on completing further assessments by (1) qualified environmental professionals to assess setbacks in accordance to the Riparian Area Regulation for all watercourses, and (2) qualified engineering professionals to assess debris runoff areas, crest of slope setbacks, the Coquitlam River Floodplain and ditches.
 - The process to determine the ultimate location of the Coquitlam River crossings that connects Pipeline Road to the Riverwalk Lands will be conducted at the neighbourhood plan level and include a multidisciplinary approach (e.g., network connectivity, environmental impacts, financial costs, utility connections).
 - The actual location of conceptual local access roads and connections will be determined through the land development process.
 - Existing local roads are provided for context only. These roads and their alignments may change depending on redevelopment proposals.
 - The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

FIGURE 29: RIVERWALK CONCEPTUAL PEDESTRIAN, BICYCLE & TRAIL NETWORK



- DISCLAIMERS / NOTES**
- Trails and bicycle routes identified as conceptual will require additional analysis at the neighbourhood plan and OCP amendment stage to determine their feasibility.
 - The process to determine the ultimate location of the Coquitlam River crossings that connects Pipeline Road to the Riverwalk Lands will be conducted at the neighbourhood plan level and include a multidisciplinary approach (e.g., network connectivity, environmental impacts, financial costs, utility connections).
 - The information presented may also not reflect the exact location of all watercourses, and other unknown watercourses may not be identified. This map only displays/portrays major pedestrian/bicycle/water stream crossings. Additional crossings may be needed/required as part of the neighbourhood planning or development review process.

Schools

A school site for this area is designated in the OCP and is shown on the Riverwalk Land Use Overlay (Figure 28, page 32). SD43 has identified the need for this school site, and the specific location will be determined through neighbourhood planning based on siting and size requirements identified in the *Riverwalk Development Agreement*. In addition, based on policy direction from the *Parks, Recreation and Culture Master Plan Draft*, there is an opportunity for the City and SD43 to work together to identify indoor community space for the area.

5.3.4 Road and Trails

Conceptual Road Network

The Riverwalk area will be accessed by a bridge crossing the Coquitlam River. The Conceptual Road Network (Figure 28, page 32) identifies two potential bridge location options, with only one crossing being required. The southern location is identified in the OCP, while the northern location was identified through the NBV process as an alternate route.

The OCP also identifies a bridge crossing the Coquitlam River in the vicinity of Lincoln Avenue. The City's priority Coquitlam River crossing is the Lincoln Avenue Bridge. Approvals for the Riverwalk Bridge should not compromise the City securing the Lincoln Avenue crossing.

Under the Development Agreement, all approvals required to construct the Riverwalk Bridge will need to be granted prior to proceeding with the preparation of a neighbourhood plan. As per the Development Agreement, the developer is responsible for all costs associated with bridge construction. The Development Agreement includes other requirements to be addressed through neighbourhood planning, including the requirement for the provision of an emergency access route into and out of the area (as per Schedule E of the Development Agreement).

Conceptual Pedestrian, Bicycle & Trail Network

The City's *Master Trail Plan* identifies a future trail along the east side of the Coquitlam River. As noted in Section 4.5, this future trail is also identified in the OCP and in the *Metro Vancouver Northeast Sector Recreational Greenway Plan* as an important network connection to Pinecone Burke Provincial Park. A pedestrian bridge crossing the Coquitlam River is planned to provide an east-west connection to Galette Park (Figure 29, page 32). To the north, the Riverwalk Bridge should also accommodate pedestrians and bicycles. East-west trails will connect Riverwalk to adjacent areas, including Hazel-Coy to the east, and Goodyear Creek to the west. Trails internal to the area will also provide connections to Pinecone Burke Provincial Park. Though not identified in Figure 29, the location of any bicycle or pedestrian access points into the park will be confirmed with the BC Ministry of Environment through the neighbourhood planning process. Identification of primary access points will need to be supported by a parking strategy that addresses the impacts posed by park visitors parking in the residential areas south of the Provincial Park.



5.3.5 Utilities

The *Riverwalk Development Agreement* identifies the servicing requirements that are to be secured in advance of the preparation of a neighbourhood plan. An overview of key utility considerations is provided below:

Water

The area is serviceable with the addition of a connection to the Metro Vancouver Regional Bulk supply watermain. Specifically, a proposed watermain is required across the Coquitlam River to be aligned with the bridge crossing (see Figure 16, page 22).

Sanitary

To service the Riverwalk area, sanitary capacity upgrades are required along Hockaday Street. Direct sanitary service could be provided by a sewer main across the Coquitlam River at the southern end of the area (Figure 17, page 23). Preliminary servicing analysis also indicates the potential need for a pump station to service a portion of the area, which will need to be confirmed through a detailed utility servicing plan.

Drainage

Riverwalk is located within the Coquitlam River Watershed, with drainage flowing to the Coquitlam River (see Figures 18 & 19, pages 24 & 25). To manage these flows, a Sub Area Integrated Watershed Management Plan (IWMP), general drainage catchments and stormwater treatment facilities will be required to accommodate drainage flows and meet legislated standards. The Sub Area IWMP is required to be completed in advance of neighbourhood planning (see Section 6.1).



FIGURE 30: ARTISTIC ILLUSTRATION OF THE RIVERWALK AREA

5.4 Hazel-Coy

5.4.1 Overview

The Hazel-Coy area (Figure 31) is about 70 hectares (175 acres) in size and is bounded by Hyde Creek to the south and east, steep sloping escarpments to the west, and Pinecone Burke Provincial Park to the north. The developable land area is approximately 40 hectares (100 acres); however, this will need to be confirmed through detailed site and geotechnical analysis due to steep slopes and watercourses throughout the area. Subject to confirmation of the developable land area, there is potential for 950 housing units and a population of 2,750.

The area is characterized by sloping topography with gradients rising approximately 200-metres in elevation, starting from the north end of Oxford Street and ending where Harper Road and the Port Coquitlam & District Hunting & Fishing Club interface with Pinecone Burke Provincial Park. The area includes the Hyde Creek Tributaries and a low density suburban residential community dating to the 1950s and 1960s.

The area is accessible via future extensions of Coast Meridian Road and Oxford Street, and is

a short drive to the planned Partington Creek Neighbourhood Centre, which is to be the future primary commercial and civic hub for Burke Mountain residents.

5.4.2 Placemaking

Through the provision of parks, trails, a Community Node, and publicly-accessible viewpoints and spaces, the area's character and sense of place can be established by recognizing the area's natural amenities and history, including logging, traces of a timber rail line and early settlement activity.

Natural amenities include Hyde Creek and Pinecone Burke Provincial Park. These amenities, along with the local history, provide opportunities for educational and interpretive experiences around the area's logging history and Hyde Creek's role as a salmon-bearing watercourse. Publicly-accessible viewpoints at higher elevations provide further opportunities to define the area's character.

Pinecone Burke Provincial Park borders the northern boundary of the Hazel-Coy area (Figure 32), and is an important natural amenity for hiking and mountain biking. Consultation with the BC Ministry of Environment, the agency responsible for the Pinecone Burke Provincial Park management plan and implementation, will be

required as part of the neighbourhood planning process to identify and formalize park access, and to identify land use transitions between the park and the Hazel-Coy area.

5.4.3 Land Use

Residential

The area will include a mix of single family homes and townhousing (see Figure 33, page 35). Neighbourhood planning will need to consider the topography of steep slopes, debris runout areas and potential flooding hazards in siting residential development. Minimizing the height and use of retaining walls and the use of extensive earthworks (i.e., cut and fill) can be achieved through neighbourhood layout and building design.

As identified in the Hazel-Coy Land Use Overlay, there are areas in Hazel-Coy where, due to numerous watercourses, constrained sites and steep slopes (such as the area south of the Provincial Park entry point and the area that lies between the Hyde Creek Tributaries), townhousing development is more likely. Townhouse development allows for flexible site design and minimized retaining wall heights and extensive site grading (i.e., cut and fill). The remainder of the area should include a mix of single family homes and townhousing.

Existing homes are built around Hazel Avenue, Coy Avenue and Martin Street, so flexible infill housing options (e.g., duplex, triplex, quadruplex and townhousing) should be considered to allow for, where possible, portions of these properties to develop while retaining the existing residences. Through neighbourhood planning, consideration should also be given to the long-term build-out of the area to ensure that new development does not result in orphaned lots or limit opportunities to establish the road network (collector and local).

Recreation and Tourism Opportunity

The NBV designates the northern portion of the Hazel-Coy area for 'Recreation and Tourism' uses where it borders Pinecone Burke Provincial Park. This area will serve as a soft edge and land use transition between the Provincial Park and neighbourhood development. Recreational and tourism amenities and activities should enhance the enjoyment of the natural area and have no adverse impacts (e.g., noise) to the Provincial Park or the area to the south.

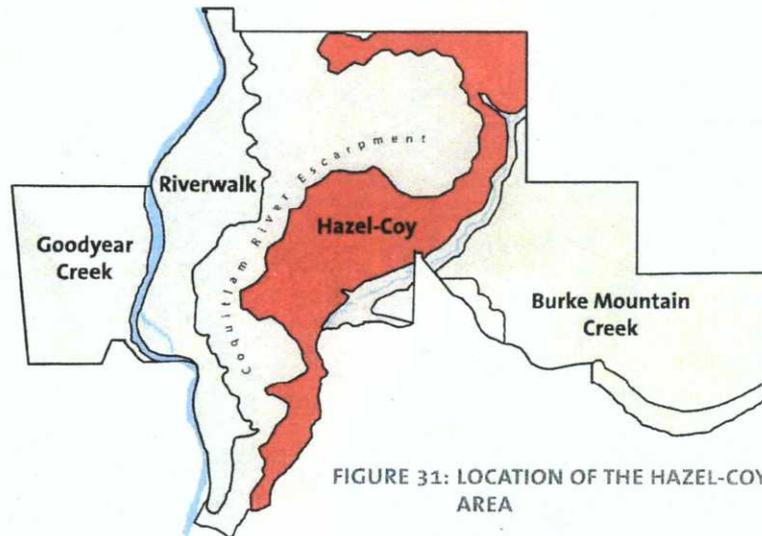


FIGURE 33: HAZEL-COY LAND USE OVERLAY AND CONCEPTUAL ROAD NETWORK

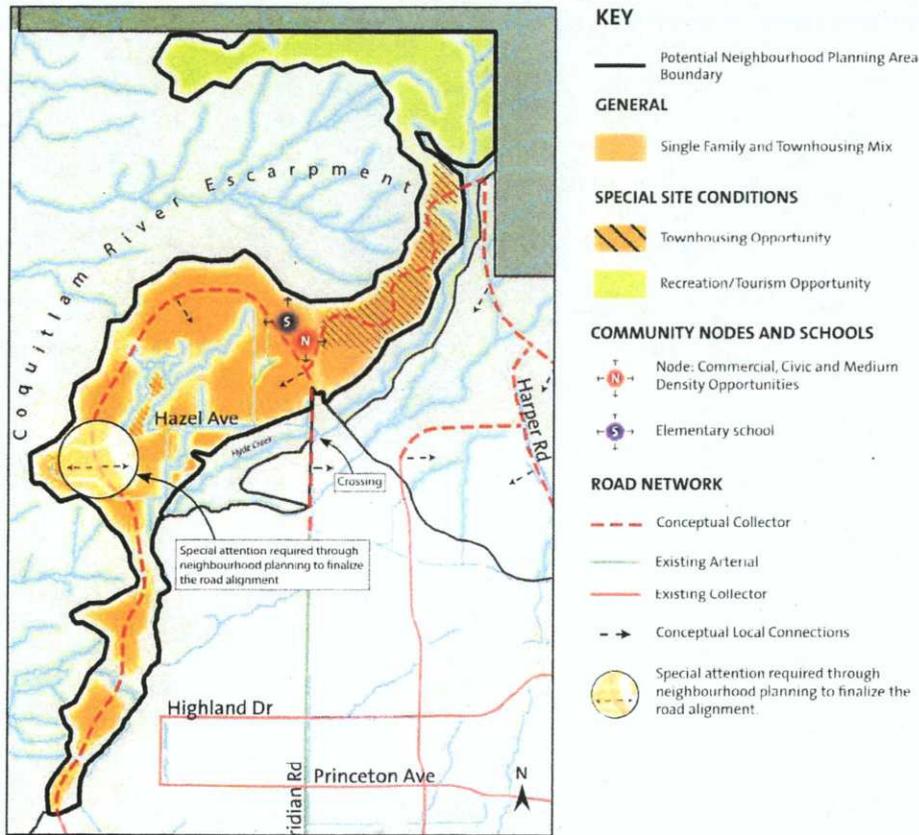
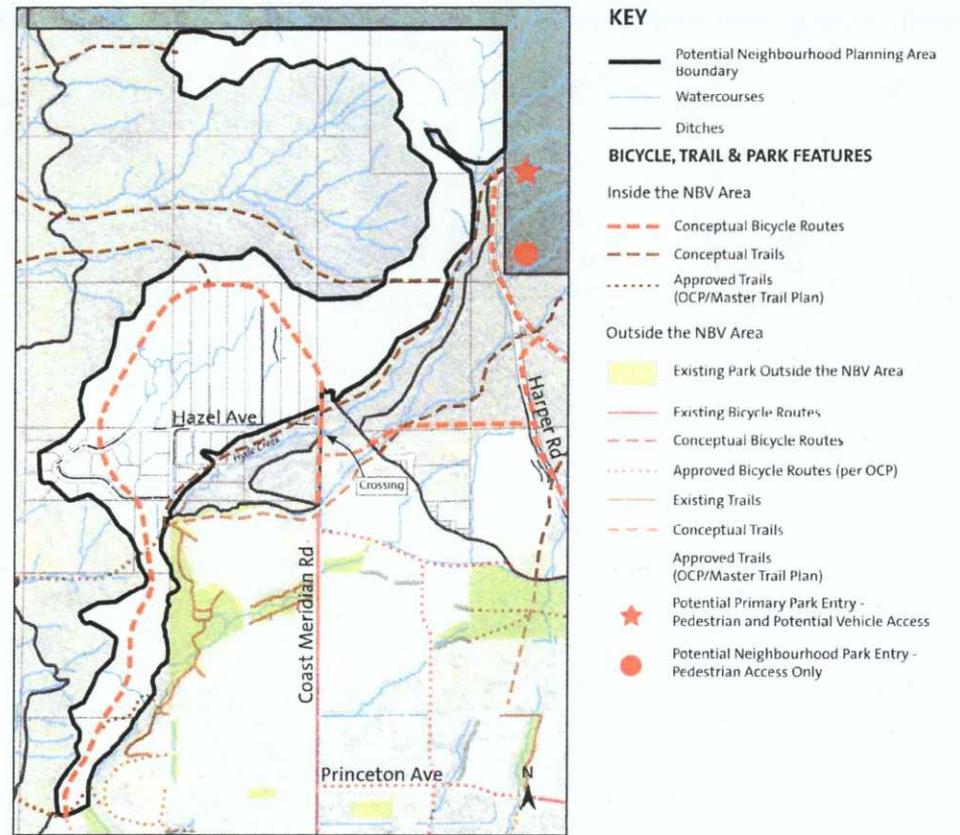


FIGURE 34: HAZEL-COY CONCEPTUAL PEDESTRIAN, BICYCLE & TRAIL NETWORK



DISCLAIMERS / NOTES

- Land Use Designations are conceptual and will be defined through neighbourhood planning.
- The ultimate development potential of the NBV Area will be contingent on completing further assessments by (1) qualified environmental professionals to assess setbacks in accordance to the Riparian Area Regulation for all watercourses, and (2) qualified engineering professionals to assess debris runoff areas, crest of slope setbacks, the Coquitlam River Floodplain and ditches.
- The actual location of conceptual local access roads and connectors will be determined through the land development process.
- Existing local roads are provided for context only. These roads and their alignments may change depending on redevelopment proposals.
- The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

DISCLAIMERS / NOTES

- Trails and bicycle routes identified as conceptual will require additional analysis at the neighbourhood plan and OCP amendment stage to determine their feasibility.
- The information presented may also not reflect the exact location of all watercourses, and other unknown watercourses may not be identified. This map only displays/ portrays major pedestrian-bicycle water stream crossings. Additional crossings may be needed/required as part of the neighbourhood planning or development review process.

The area is characterized by steep slopes (over 20%), so recreational or tourism uses will need to take topographic conditions into account, and could include a wildlife sanctuary, a retreat or outdoor activities. These types of uses will provide recreational and tourism opportunities for the area, city and region.

Through the neighbourhood planning process, recreational and tourism opportunities should be explored with the BC Ministry of Environment.

Community Node

Neighbourhood services will be concentrated in a Community Node situated in proximity to Coast Meridian Road. The node will serve as a transit hub and focal point of the area, as well as for the northern portions of the Upper Hyde Creek and Smiling Creek neighbourhoods. Given the area's proximity to the Partington Creek Neighbourhood Centre, commercial and service uses should focus on meeting the day-to-day shopping and service needs of area residents, e.g., daycare, small restaurants and personal services. The Community Node can also help to establish a character or identity for the area, and contribute to a sense of place for residents and visitors alike.

Schools

SD43 has identified the need for an elementary school site in the area. The specific location will be determined through neighbourhood planning, with consideration given to establishing a connection between the school site with the Community Node. Elementary school sites are typically required to be 6 acres (2.5 hectares) in size and relatively flat to support a sports field and other recreational uses. In addition, based on policy direction from the *Parks, Recreation and Culture Master Plan Draft*, there is an opportunity for the City and SD43 to work together to identify indoor community space for the area.

The potential for a private school, involving the BC Christian Academy Society, will also be confirmed through neighbourhood planning.

5.4.4 Road and Trails

Conceptual Road Network

Primary access into the area will be provided by the extension of Coast Meridian Road (Figure 33). Coast Meridian Road will transition from an arterial

road to a collector road north of Harper Road. The extension of Coast Meridian across Hyde Creek will require a bridge or large culvert structure. Detailed design work will need to be undertaken to confirm the requirements of this crossing.

As currently identified in the OCP, Oxford Street will serve as a secondary access point into the area. The extension of Oxford Street will help to manage traffic flows on Coast Meridian Road and throughout the overall NBV Area. Oxford Street will also serve as an alternate emergency vehicle access route for the area. Through neighbourhood planning, special attention will be required to finalize the alignment of the collector road as it extends past Coy Avenue. This will involve collaborating with land owners, assessing the condition of watercourses and planning infill development to reduce the number of watercourse crossings while taking into account the location of existing homes.

The northeastern portion of the area will be accessed by a collector road that, subject to confirmation from the BC Ministry of Environment, may also serve as the primary access point into Pinecone Burke Provincial Park. This collector road will require switchbacks to limit the road gradient to a maximum of 12%. The extension of this collector road across Hyde Creek to Conifer Drive in the Burke Mountain Creek potential neighbourhood planning area, just south of the Provincial Park, will need to be confirmed through neighbourhood planning.

Conceptual Pedestrian, Bicycle & Trail Network

Trail connections are provided to the Coquitlam River, Hyde Creek and along Oxford Street to the south. A potential pedestrian and cycling crossing of Hyde Creek on Coast Meridian Road (see Figure 34) provides an opportunity to serve as a trail connection to the Upper Hyde Creek and Smiling Creek neighbourhoods. A trail connection into the Provincial Park will also be provided in the northeastern part of the area. The location of this connection will be confirmed with the BC Ministry of Environment through the neighbourhood planning process, and will need to be supported by a parking strategy that addresses the impacts posed by park visitors parking in the residential area south of the Provincial Park.

5.4.5 Utilities

Water

The majority of the area will receive water service from the Harper Reservoir and Pump Station. A utility bridge connecting Coy Avenue to Marguerite Street is required to complete the area's overall water servicing network (see Figure 16, page 22). A new reservoir is required to provide water service to the northern part of the area. As a result, a future neighbourhood plan will need to include a development phasing strategy to account for the timing of the new reservoir. In addition, the timing of the construction of the school site will need to follow the construction of the new reservoir to ensure that adequate emergency fire flows are in place. The northern portion of the area designated for recreation and tourism is above 320-metres, and therefore is beyond the boundary of the City's water servicing strategy. As a result, if water service is needed in this upper area, the City will work with the Province to consider innovative and cost effective water servicing options.

Sanitary

Sanitary sewer infrastructure requires the construction of a utility bridge to connect with the City's downstream system (see Figure 17, page 23). Other sanitary sewer connections will connect to the City's sewer infrastructure at Oxford Street and Coast Meridian Road. The existing downstream sanitary system has the capacity to accommodate urban development in this area.

Drainage

The areas with residential Land Use Overlay designations (Figure 33) are primarily located within the Hyde Creek Watershed, where drainage is managed through the *Hyde Creek Integrated Watershed Management Plan (IWMP)*. These areas will drain to existing downstream infrastructure. The above-noted utility bridge across Hyde Creek will complete the drainage connection (see Figure 19, page 25). In the northern portion of the area (the recreation and tourism designated areas, Figure 33), drainage flows into the Coquitlam River Watershed and a stormwater management plan will be required (see Section 6.1).



FIGURE 35: ARTISTIC ILLUSTRATION OF THE HAZEL-COY AREA

5.5 Burke Mountain Creek

5.5.1 Overview

The Burke Mountain Creek area (Figure 36) covers about 95 hectares (235 acres) and is bounded by Hyde Creek to the west, Pinecone Burke Provincial Park to the north and east, and the Smiling Creek and Partington Creek neighbourhoods to the south. The developable land area is approximately 70 hectares (175 acres); however, this will need to be confirmed through detailed site and geotechnical analysis due to steep slopes and the number of watercourses throughout the area. Subject to confirmation of the developable land area, there is potential for 1,750 housing units and a population of 5,200. The area is characterized by sloping topography that continuously rises to 387-metres in elevation in the northeastern corner of the area. The area is intersected by the Hyde Creek, Smiling Creek and Burke Mountain Creek tributaries.

With the extension of Highland Drive and Harper Road, the Partington Creek Neighbourhood Centre will serve as the commercial, civic and recreational hub for residents.

5.5.2 Placemaking

Parks, trails, community spaces and publicly-accessible viewpoints can provide character and a sense of place for the Burke Mountain Creek area by recognizing the area's natural amenities and history.

Amenities in the area include the Hyde Creek, Smiling Creek and Burke Mountain Creek tributaries, Pinecone Burke Provincial Park and a local history stemming from the logging and timber industries. These tributaries provide an important source of food and habitat for salmon downstream, and an opportunity for educational and interpretive experiences where residents and visitors can learn about the watercourse ecology. Publicly-accessible viewpoints at higher elevations provide further opportunities to define the area's character.

Pinecone Burke Provincial Park borders the northern boundary of the Burke Mountain Creek area (Figure 37), and is a regional recreational destination for hiking and mountain biking. Providing connections between Provincial Park trails and the City's pedestrian and bicycle trail network is an important part of maintaining and enhancing recreational uses. Consultation with the BC Ministry

of Environment should be undertaken during neighbourhood planning to identify and formalize trail connections into the Provincial Park, and to establish opportunities to create a soft edge and land use transition between the park and urban areas.

5.5.3 Land Use

Residential

As identified by the Burke Mountain Creek Land Use Overlay, the area will include a mix of single family homes and townhousing (see Figure 38). Through neighbourhood planning, consideration will need to be given to steep slopes and potential flooding hazards in siting residential development. Minimizing the height and use of retaining walls and the use of extensive earthworks (i.e., cut and fill) can be achieved through neighbourhood layout and building design.

Similar to Hazel-Coy, townhousing opportunities exist in steep sloped areas and constrained areas with numerous watercourses, specifically in areas adjacent to Hyde Creek, and in and around Smiling Creek and its tributaries. Townhousing is more likely in these areas, as it provides for flexibility in site

design, which can minimize retaining wall heights and extensive earthworks.

Special Study Area

Several Special Study Areas have been designated in the Burke Mountain Creek area. These include:

- A fill site just north of the Smiling Creek Neighbourhood, as further work will be required to determine the geotechnical feasibility and development potential of the fill site.
- Approximately 16 hectares (40 acres) in the northeast part of the area is above 320-metres in elevation and therefore beyond the boundary of the City's water servicing strategy. As part of neighbourhood planning, the City will consider alternate water supply systems proposed by developers and land owners to service these areas.

Land use planning specific to these areas may proceed once development feasibility has been verified through further study, and will need to take into account an appropriate land use transition, including a wildfire interface, for the Special Study Areas abutting the Provincial Park.

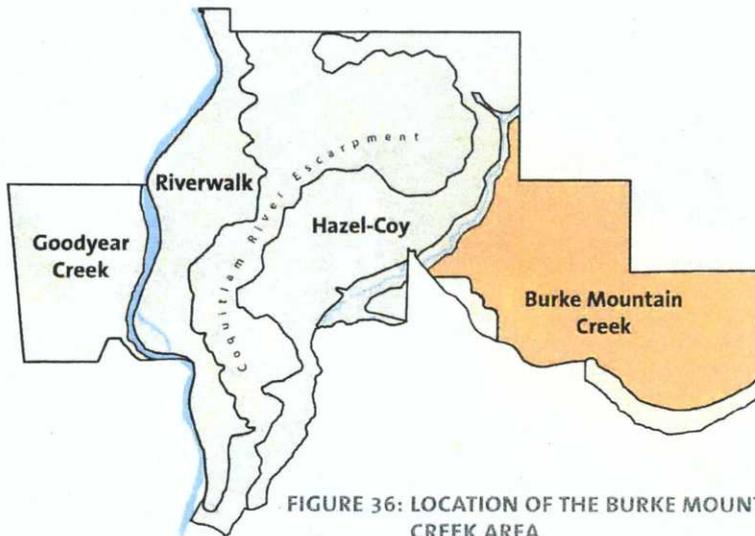


FIGURE 36: LOCATION OF THE BURKE MOUNTAIN CREEK AREA



FIGURE 37: BURKE MOUNTAIN CREEK AREA PERSPECTIVE

FIGURE 38: BURKE MOUNTAIN CREEK LAND USE OVERLAY AND CONCEPTUAL ROAD NETWORK

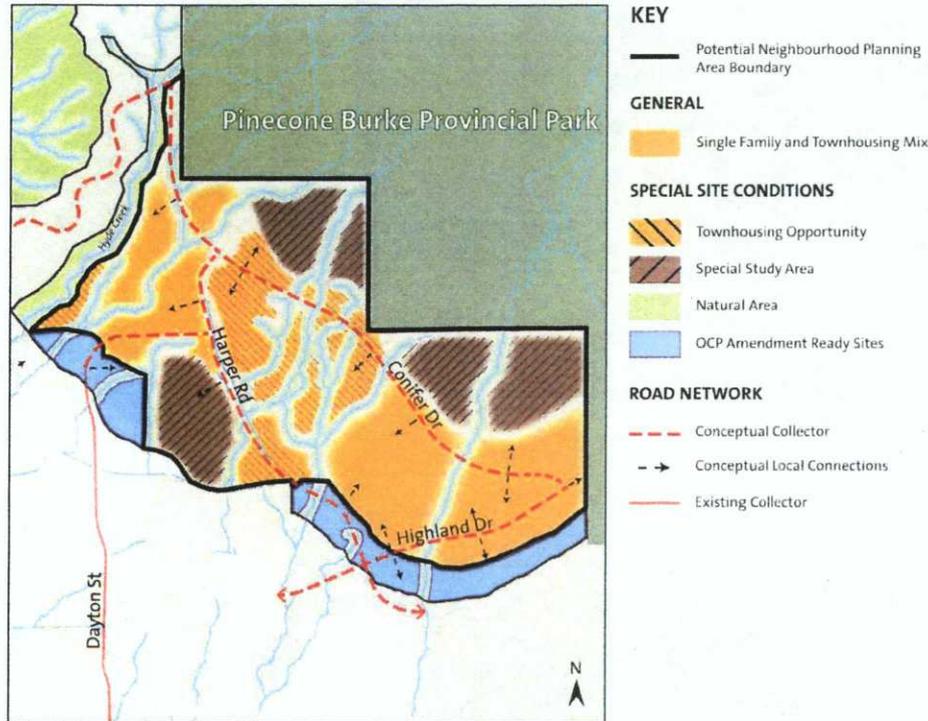
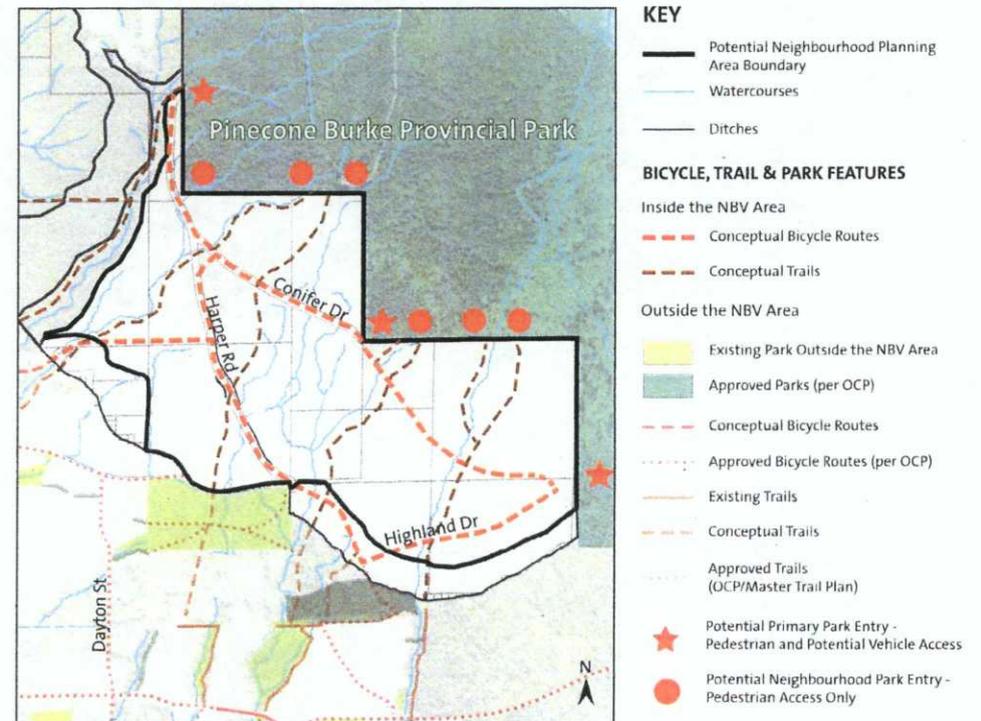


FIGURE 39: BURKE MOUNTAIN CREEK CONCEPTUAL PEDESTRIAN, BICYCLE & TRAIL NETWORK



DISCLAIMERS / NOTES

- Land Use Designations are conceptual and will be defined through neighbourhood planning.
- The ultimate development potential of the NBV Area will be contingent on completing further assessments by (1) qualified environmental professionals to assess setbacks in accordance to the Riparian Area Regulation for all watercourses, and (2) qualified engineering professionals to assess debris runoff areas, crest of slope setbacks, the Coquitlam River Floodplain and ditches.
- The actual location of conceptual local access roads and connections will be determined through the land development process.
- Existing local roads are provided for context only. These roads and their alignments may change depending on redevelopment proposals.
- The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

DISCLAIMERS / NOTES

- Trails and bicycle routes identified as conceptual will require additional analysis at the neighbourhood plan and OCP amendment stage to determine their feasibility.
- The information presented may also not reflect the exact location of all watercourses, and other unknown watercourses may not be identified. This map only displays/portrays major pedestrian/bicycle water stream crossings. Additional crossings may be needed/required as part of the neighbourhood planning or development review process.

5.5.4 Road and Trails

Conceptual Road Network

Primary access into the Burke Mountain Creek area will be provided where Harper Road and Highland Drive intersect (see Figure 38, page 38). Other access points include Dayton Street, which will connect to Harper Road. Harper Road may serve as the primary entry point into Pinecone Burke Provincial Park, with three potential access points into the park. The preferred access point will need to be confirmed with the BC Ministry of Environment as part of the neighbourhood planning process.

Conifer Drive is an important internal collector road connecting Highland Drive and Harper Road. The need for the extension of Conifer Drive across Hyde Creek to the Hazel-Coy area, just south of the Provincial Park, will be confirmed through neighbourhood planning.

Conceptual Pedestrian, Bicycle & Trail Network

The Conceptual Pedestrian, Bicycle & Trail Network connects with existing and planned trails in the Smiling Creek and Partington Creek neighbourhoods, and extends north to Pinecone Burke Provincial Park. Six potential pedestrian access points from the Burke Mountain Creek area into the Provincial Park are shown in Figure 39 (page 38). The location and number of bicycle and/or pedestrian access points into the Provincial Park will need to be confirmed with the BC Ministry of Environment as part of the neighbourhood planning process, and will need to be supported by a parking strategy to address the impacts posed by park visitors parking in areas where direct trail access to the Provincial Park is provided.

5.5.5 Utilities

Water

A new water reservoir and pump station will be required to provide water service to the Burke Mountain Creek area below 320-metres in elevation (see Figure 16, page 22). While the location of the new reservoir has yet to be determined, it will need to be at an elevation of 350-metres or above. An additional pressure zone is required to serve the designated Special Study Areas above the 320-metre elevation. As noted in Section 5.5.3, the City's water servicing strategy does not envision water service above 320-metres. As a result, the City will consider innovative and cost effective water servicing strategies proposed by developers through the neighbourhood planning process.

Sanitary

The existing downstream sanitary system has the capacity to accommodate urban development in this area. However, two future sanitary sewer

mains are required at the southern edge of the area to establish connections and tie into the Smiling Creek and Partington Creek neighbourhood sanitary sewer systems (see Figure 17, page 23).

Drainage

The area lies within the Hyde Creek and Partington Creek watersheds, and Integrated Watershed Management Plans are in place for both. Drainage from the area will be diverted downstream to the Partington Creek drainage catchment, with a future diversion main required to establish the connection (see Figure 19, page 25). No downstream upgrades to the existing trunk infrastructure are required with the exception of additional pipes to divert flows to the Partington Creek catchment.



FIGURE 40: ARTISTIC ILLUSTRATION OF THE BURKE MOUNTAIN CREEK AREA

6 IMPLEMENTATION & PHASING

The NBV will guide City Council, staff, area landowners, residents, the community at-large and other agencies with respect to future neighbourhood planning, utility infrastructure planning and ultimately development within the NBV Area. The NBV will be implemented through a range of statutory and non-statutory mechanisms available to the City. Implementation will be through the phasing and preparation of subsequent neighbourhood plans and OCP amendments as directed by Council.

Neighbourhood planning should be informed by the Vision Statement, Land Use Overlay, Utility Servicing Concepts, and the Road and Pedestrian, Bicycle & Trail Network Concepts. In addition, the realization of the NBV will require active community involvement at the subsequent stages of planning and development.

The following outlines mechanisms for implementation and the rationale for the phasing of neighbourhood plans in the NBV Area.

6.1 Implementation

6.1.1 Overview

This section discusses the mechanisms for implementing the NBV. The mechanisms include:

- The process for incorporating OCP Amendment Ready sites into the OCP;
- Pre-conditions that need to be met prior to preparing a neighbourhood plan;
- Neighbourhood planning requirements to address the context-specific planning issues and challenges associated with the NBV Area;
- Studies that will support the realization of the Vision Statement, guiding principles, guidelines and policies of the NBV; and
- Environmental protection measures, such as riparian area assessment and a tree windfirm strategy.

6.1.2 OCP Amendment Ready Sites

The Land Use Overlay identifies seven sites along the southern edge of the NBV Area as 'OCP Amendment Ready' that were determined earlier in the visioning process. Given the location and

access to existing utility servicing, these sites can directly proceed to an OCP amendment application and, if approved, will be incorporated into approved neighbourhood plans. Following Council's resolution on November 21, 2016:

- Development of OCP Amendment Ready sites will be initiated through an OCP amendment application, and will follow the standard development planning application and review process;
- OCP amendments will be required to ensure associative planning policies are applied as neighbourhood plan boundaries are extended;
- The *Northeast Coquitlam OCP Amendment Application Assessment Criteria*, which guides OCP amendment applications in Northeast Coquitlam, will be applied;
- Application review process will ensure that new development is planned to provide appropriate capacity to facilitate road and utility access to meet future demand upstream to sites beyond; and,
- Development of the local road network will be coordinated to verify feasibility and connectivity of the future road network with the NBV.

6.1.3 Neighbourhood Planning Pre-conditions

The Goodyear Creek and Riverwalk potential neighbourhood planning areas have pre-conditions that will need to be met before neighbourhood planning is initiated. The pre-conditions for each area include:

Goodyear Creek

- The Goodyear Creek area is currently outside the Metro Vancouver UCB. As noted in Coquitlam's *Regional Context Statement*, as quarry resources are exhausted along the Pipeline Road corridor, an amendment process to the UCB could be pursued following a land use study. The NBV is a first step in this process.
- A Sub Area Integrated Watershed Management Plan is required. IWMPs were previously completed for the Hyde Creek Watershed (2004) and Partington Creek Watershed

(2011). IWMPs will need to be prepared for the Goodyear Creek subwatershed of the Coquitlam River.

Riverwalk

- Like Goodyear Creek, an IWMP will need to be prepared for the Riverwalk subwatershed of the Coquitlam River.
- The Riverwalk Lands are subject to the *Riverwalk Development Agreement*, which outlines the following pre-conditions that must be satisfied prior to neighbourhood planning:
 - Securing bridge access across the Coquitlam River;
 - Securing sanitary sewer access across the Coquitlam River;
 - Preparing a Conceptual Water Servicing Plan for the area; and
 - Working with SD43 to reserve a school site in the area.

6.1.4 Neighbourhood Planning

For each potential neighbourhood planning area identified in Section 5, a neighbourhood plan, subject to Council's endorsement, will be required. The NBV serves as a policy framework to guide the preparation of these plans in an efficient and timely manner. In preparing neighbourhood plans, due regard should be given to the following:

- Consistency of the proposed neighbourhood plan to the 'spirit and intent' of the Vision Statement, as well as Guiding Principles, guidelines, and policies of the NBV; and
- Conformity of the proposed neighbourhood plan to the broad policy direction of the OCP.

Neighbourhood Plan Requirements

Following the format of approved documents, neighbourhood plans for the NBV Area should provide the following policy direction:

- A *Vision and Principles* that show the relationship to the NBV.
- *General Land Use Policies and a Land Use Concept* that is informed by the NBV and identifies land use designations and associative policies.

- *Parks, Recreation and Open Space* policies that incorporate active and passive parks and open spaces within the neighbourhood plan area, contribute to the area's livability and complement the network of greenways and trails through collaboration with the City's Parks, Recreation and Culture Department.
- *Transportation and Utilities* policies that are informed by the NBV Conceptual Road, Utilities and Pedestrian, Bicycle & Trail Networks.
- *Development Permit Areas for the Community Nodes* and other specific areas if deemed necessary through the neighbourhood planning process.

In addition to the above, the context in which the potential neighbourhood planning areas are situated requires additional analysis to be undertaken as part of any future neighbourhood planning process.

Neighbourhood Form and Layout

Designing a neighbourhood by considering its form and layout can assist in creating a unique 'sense of place' in the NBV areas while enhancing safety and security, social interaction and environmental protection. With some of the most challenging topography in Coquitlam, the NBV Area's steep and mountainous topography will define each neighbourhood's development pattern.

To address these conditions, the City's Geographical Information System (GIS) platform, including the use of LiDAR data, provides an opportunity to consider the implications of land use designations from an axonometric perspective. In other words, as part of neighbourhood planning, land use designations can be analyzed from a bird's-eye view or three-dimensional perspective, rather than from a standard two-dimensional plan view.

Figure 41 (page 41) provides an illustrative example of an axonometric perspective. In this manner, 'what-if' land use scenarios can be evaluated, from a three dimensional perspective, with respect to how the land use designations and infrastructure integrate into the natural slope of the topography, and the resulting impact to the natural terrain.

Using the City's GIS platform, the following design measures should be considered through neighbourhood planning and site design:

- **Significant Natural Features:** Identify significant natural features in the early stages of the neighbourhood planning process and establish appropriate mechanisms to protect them where it is safe and practical to do so. Watercourses beyond those referenced in the OCP may be identified at the development application stage, and further evaluation may be needed at that time to determine fish and wildlife habitat values.
- **Sensitive Site Design:** Consider land use designations and sensitive neighbourhood design that responds to the natural topography of the area, including environmental factors and natural constraints. The landform on which neighbourhoods are built should be analyzed to ensure safe and practical accesses are established and that hydrologic, environmental and geological impacts are mitigated. When adjacent to steep slopes and/or watercourses, geotechnical setbacks and vegetation protection measures will be established to separate development from potentially hazardous and sensitive natural areas.
- **Plan with the Slope:** Preserve the natural topography of the hillside by considering the slope through neighbourhood planning and minimizing cut and fill excavations. Consideration should be given to:
 - **Terraced Development:** Higher density land use designations (e.g., townhouses, low-rise apartments) can be set into the hillside to help to take up the slope and reduce the need for retaining walls and site grading.
 - **Retaining Walls:** Where retaining walls are required, their structure and design will consider both the physical and visual impact on adjacent properties and natural areas. Wall design will ensure that walls are stepped to minimize height, appropriately landscaped to minimize maintenance issues, and have adequate access for ease of long-term maintenance.
 - **Drainage:** Geotechnical studies will be undertaken in the preliminary stages of neighbourhood planning and site design to understand the existing soil conditions, impact on surface drainage flows and the

potential for erosion. The City's Integrated and Sub Area Integrated Watershed Management Plans and *Stormwater Policy and Design Manual* will be used as guidance to address these issues.

These neighbourhood design measures will help to further mitigate the impacts of development on environmental features and the natural topography of the NBV Area.

Neighbourhood development and site design should also follow the policies and guidelines of Part 4 of the OCP and the *Guide to Best Site Development Practices*. Using these documents to guide site design and building placement, key issues like site topography, site grading and retaining walls, drainage and sediment control, and servicing infrastructure can be addressed to minimize the impacts of topography.

Wildfire

Through neighbourhood planning, policies should be established for each area to address the risk of property damage from possible wildfires in adjacent forested areas.

The occurrence of wildfires in interface areas poses a risk to homes through damage from heat radiation, direct flame contact and/or airborne embers. A detailed risk assessment, combined with wildfire mitigation policy measures, can help manage these risks in areas that border the wildfire interface. The Interface Wildfire Risk Management policies in the *Partington Creek Neighbourhood Plan* provide the foundation for wildfire mitigation policy development for areas in the NBV, and will be implemented through the preparation of neighbourhood plans.

Wildlife

To reduce the potential risk for encounters between residents and wildlife, and human-wildlife conflicts, policies should be developed for each area at the neighbourhood planning stage.

Through neighbourhood planning, the following measures should be addressed:

- Consider the safe movement of wildlife through design of the local road network, including bridge and culvert design;
- Protection of wildlife habitat to be identified through Sub Area Integrated Watershed Management Plans; and

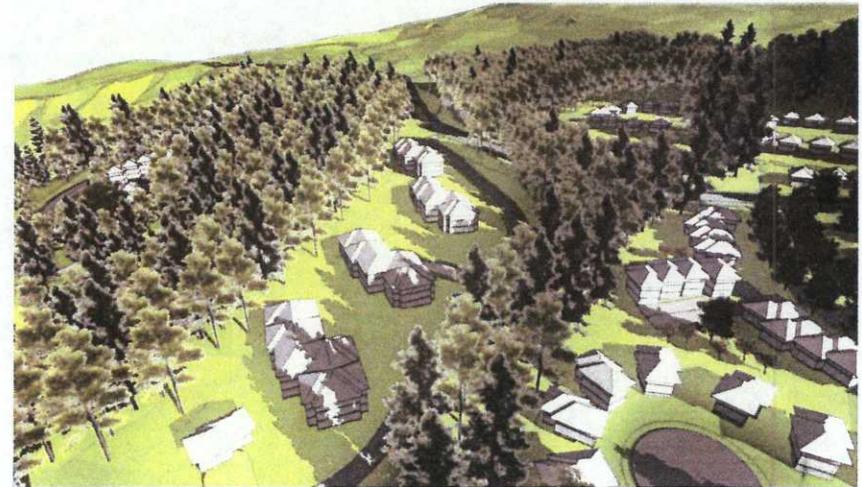


FIGURE 41: AXONOMETRIC ILLUSTRATION



- Incorporate policies building on the City's 'Bear Smart' designation, with a focus on improving solid waste management and landscaping strategies to reduce the potential for attracting wildlife into residential areas.

Pinecone Burke Provincial Park Parking Studies

As noted in Section 5, due to the proximity of the park to the Riverwalk, Hazel-Coy and Burke Mountain Creek areas, parking studies should be undertaken as part of neighbourhood planning to address the impacts posed by park visitors parking where direct trail access is provided within these areas. The studies should include a high-level assessment to determine the parking needs required by different Provincial Park user groups.

Servicing Assessments

As part of the neighbourhood planning process, servicing assessments will be completed. Servicing assessments provide a high-level summary of estimated costs and proposed funding sources for the infrastructure works (e.g., transportation improvements and utilities) and parks that are needed to support developing areas. The servicing assessment will be informed by the *Northwest Burke Vision Financial Analysis Paper* and the *Utility Servicing, Road Network, and Pedestrian, Bicycle & Trail Network Concepts*.

6.1.5 Other Studies

In addition to the above-noted neighbourhood planning requirements, other studies and strategies will support planning and development in the NBV Area and beyond. These include:

Northwest Recreation Services Strategy

In order to assess the need for civic facilities in the NBV Area, the Parks, Recreation and Culture Department will be undertaking a *Northwest Recreation Services Strategy*. The strategy will look at the recreation service needs for all of Northeast Coquitlam. The creation of the strategy will be guided by the population level estimates identified in the *Northwest Burke Vision – Phase 2 Report Land Use, Access & Servicing*, and will be refined through neighbourhood plans.

Tourism Strategy

The NBV Area's proximity to Pinecone Burke Provincial Park and the Partington Creek Neighbourhood Centre presents excellent tourism opportunities unique to Coquitlam. As previously noted, the BC Ministry of Environment is preparing a management plan for the Provincial Park which will continue to explore potential park uses. The City will work with the Ministry of Environment, residents and stakeholders as the management plan is further developed. The City will proceed to develop the NBV Area to support future park uses, such as hiking, mountain biking and nature retreats that will be attractive to both residents and Provincial Park visitors.

6.1.6 Riparian Assessment Areas

Watercourses, and land within a certain distance of a watercourse, are protected by federal and provincial legislation through the *Fish Protection Act* and the *Riparian Areas Regulation (RAR)*. This legislation calls on local governments to protect riparian areas during development by ensuring that either a Qualified Environmental Professional (QEP) conducts a science-based assessment of proposed activities and determines appropriate site-specific setbacks (Detailed Assessment Method) or, alternatively, that a standard setback is applied (Simple Assessment Method).

The RAR protects the features, functions and conditions that are vital for maintaining watercourse health and productivity, including:

- Sources of large organic debris, such as fallen trees and tree roots;
- Areas for watercourse channel migration;
- Vegetative cover to help moderate water temperature;
- Provision of food, nutrients and organic matter to the watercourse;
- Watercourse bank stabilization; and
- Buffers for watercourses from excessive silt and surface run-off pollution.

All watercourses in Coquitlam are subject to a 30-metre Riparian Assessment Area (RAA), measured according to the City's *Zoning Bylaw* and the Provincial RAR.

If a proposed new development is either wholly or partially within the RAA, the development

applicant has a choice of applying the Simple or the Detailed Assessment Method to determine the size of the watercourse Streamside Protection and Enhancement Area (SPEA) setback.

The Simple Assessment Method sets a standard SPEA setback adjacent to a watercourse, measured from the top of the bank, that links aquatic to terrestrial ecosystems and where development is not permitted (Figure 42a). In contrast, the Detailed Assessment Method uses a QEP and field assessments to identify a site-specific SPEA setback from within the RAA as measured from the high water mark (Figure 42b). The final SPEA setback will vary based on the QEP findings, and additional setbacks for windfirm tree and/or geotechnical considerations may also apply.

Watercourse Protection Development Permit

Watercourses within the *Northeast Coquitlam Area Plan*, including the Hazel-Coy, Burke Mountain Creek and Riverwalk potential neighbourhood planning areas, are within a Watercourse Protection Development Permit Area as per the OCP. Therefore, development occurring in these areas triggers a Watercourse Protection Development Permit

and ensures the review of proposed development within 50-metres of the top-of-bank of a watercourse under the Riparian Areas Regulation (RAR) provisions of the *Zoning Bylaw*.

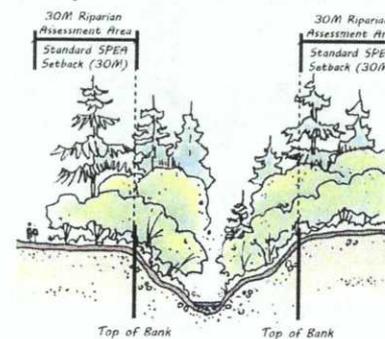
As part of neighbourhood planning for the Goodyear Creek area, the OCP will be updated to include Goodyear Creek in the Watercourse Protection Development Permit Area.

Windfirm Trees

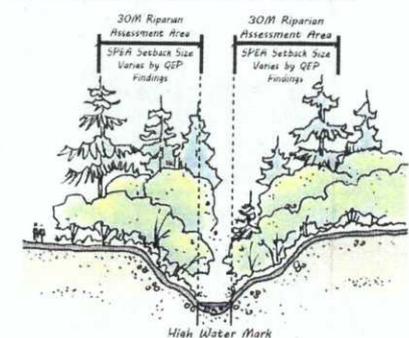
As development occurs adjacent to SPEAs, previously stable stands of trees are prone to becoming unstable and hazardous. These hazardous conditions are further exacerbated by severe weather and strong winds, which can blow trees over and cause other trees to become unstable. In response, the City is reviewing the management, monitoring and maintenance of SPEAs, including potentially hazardous trees within and adjacent to the SPEA. The City will work with stakeholders to explore current SPEA ownership practices and the possibility of establishing a mandatory SPEA maintenance period.

FIGURE 42: RAR ASSESSMENT OPTIONS

a) Simple Assessment Method



b) Detailed Assessment Method



6.2 Phasing Plan

6.2.1 Rationale and Criteria

The Northwest Burke Vision Phasing Plan guides the sequencing of neighbourhood plan preparation, and will help in providing a framework for multiple land owners to cooperatively work towards implementing the NBV.

The phasing order is determined by a set of criteria that provide the rationale for the sequencing of neighbourhood planning. Overall, the criteria reflect the City's growth priorities, which are represented by the OCP, *Strategic Transportation Plan* (STP), and the City's investment in road, utility and community infrastructure (e.g., commercial, civic and recreation amenities).

The proposed phasing of neighbourhood planning within the NBV Area is the outcome of the application of the phasing criteria. Higher phasing priority is given to potential neighbourhood planning areas that reflect more of the criteria relative to others that reflect fewer of the criteria.

The criteria for determining the phasing of neighbourhood plans include:

1. **Meet the Pre-conditions for Neighbourhood Planning:** Higher priority is given to areas located within the Urban Containment Boundary (UCB) and where Integrated Watershed Management Plans (IWMP) have been completed for areas where residential development will occur. Where areas are outside of the UCB, an amendment to the boundary, requiring Metro Vancouver approval, will be necessary prior to neighbourhood planning being initiated. As per the OCP, IWMPs or Sub Area IWMPs must be completed prior to neighbourhood planning where not already completed.
2. **Ensure Efficient and Cost-effective Extension of Utility Services:** Higher priority is given to areas where downstream utility infrastructure capacity is in place. Existing Burke Mountain neighbourhoods are identified as key urban growth priorities, and the City has made significant investments in infrastructure services (i.e., water, drainage and sewer) to support future growth in this area. Utility projects identified in the current Development Cost Charge (DCC) Program are also considered.

3. **Complete the Road Network:** Higher priority is given to areas that complete the City's planned road network, and where road network capacity is in place to service area growth. The OCP identifies existing Burke Mountain neighbourhoods as an urban growth priority for the City, which includes strengthening the road network between the neighbourhood plan areas, Pinecone Burke Provincial Park and Partington Creek Neighbourhood Centre. The STP also identifies the road network infrastructure required to facilitate and support this growth through two key Coquitlam River crossings, thereby improving overall east-west inter-community road network capacity. This includes the Eleanor Ward Bridge along David Avenue, completed in 2005, and a future bridge crossing in the vicinity of Lincoln Avenue.

Phasing priority also considers the need to improve road and trail network access to Pinecone Burke Provincial Park, a key City and regional recreation and tourism destination. The BC Ministry of Environment is currently preparing a management plan for the park, which is a first step in enhancing park uses.

4. **Support Complete Communities/Urban Areas:** Higher priority is given to new areas that capitalize on the City's investment in key growth areas, fulfill commitments to complete neighbourhoods and support Neighbourhood Centres. The OCP identifies Northeast Coquitlam and existing neighbourhood plans located east of the Coquitlam River Escarpment as key urban growth priorities. This includes the Partington Creek Neighbourhood Centre, which will provide community infrastructure (e.g., commercial, institutional and civic hub) to service growth in the area. Concentrating growth in this area also completes developing neighbourhoods and supports the planned neighbourhood centre and the provision of community amenities, such as schools.
5. **Recognize Existing Neighbourhoods:** Higher priority is given to areas with existing homes/residents, which can accommodate residential intensification and where there has been a desire expressed for urbanization.

6.2.2 Phasing of Neighbourhood Planning

This section identifies the phasing order and explains how the Phasing Plan's criteria have been applied to each of the potential neighbourhood planning areas to determine the order (see Figure 43).

Phase 1 - Hazel-Coy

The Hazel-Coy area is the first potential phase as it reflects all of the criteria. The details of this include:

Pre-conditions for Neighbourhood Planning

- Area is within the UCB; and,
- The area falls under the *Hyde Creek Integrated Watershed Management Plan*.

Efficient Extension of Utilities

- Utility services will connect with the existing downstream capacity in the drainage and sanitary systems serving Burke Mountain.
- The majority of the area has water service supplied by the Harper Reservoir and Pump Station. A new reservoir, which is included in the DCC Program, is required to provide water service to northern portions of the area. This reservoir will also service the Burke Mountain Creek potential neighbourhood planning area.
- Minor utility upgrades are required through a utility bridge carrying sanitary, drainage and water connections across Hyde Creek. The utility bridge and the drainage pipe connections are included in the DCC Program.

Completing the Road Network

- The area completes the planned road network through future Coast Meridian Road and Oxford Street extensions.
- This area is connected to the existing road network, which has capacity to accommodate added traffic volumes, specifically from David Avenue and the widening of Coast Meridian Road north of Harper Road.
- The citywide road network anticipates growth in this area and the existing Burke Mountain neighbourhood plan areas (i.e., east of the Coquitlam River Escarpment).
- Bordering on Pinecone Burke Provincial Park, the area plays a key role in providing improved primary access to the park through road and trail network improvements.

Supporting Complete Communities

- Growth in this area aligns with the development of complete communities through the provision of planned or existing community infrastructure, such as the commercial and institutional services to be provided by the nearby Partington Creek Neighbourhood Centre.
- The area's elementary school site will support adjacent areas and strengthen the network of existing school sites on Burke Mountain.

Recognizing Existing Neighbourhoods

- The area is home to an existing suburban residential neighbourhood where a group of land owners have expressed interest in redeveloping their properties through a long standing OCP Land Use Amendment application to the City.
- Neighbourhood planning is the first step in completing this existing neighbourhood.
- Initiating neighbourhood planning in the Hazel-Coy area provides an opportunity for the majority of the NBV Area's land owners to simultaneously proceed with their neighbourhood development aspirations.

Phase 2 - Burke Mountain Creek

This unpopulated area is the second potential phase to proceed with neighbourhood planning, as it reflects a majority of the criteria. The area is within the UCB, is largely serviced by existing utility infrastructure and the road network and builds on several adjacent Burke Mountain neighbourhoods. The details of this include:

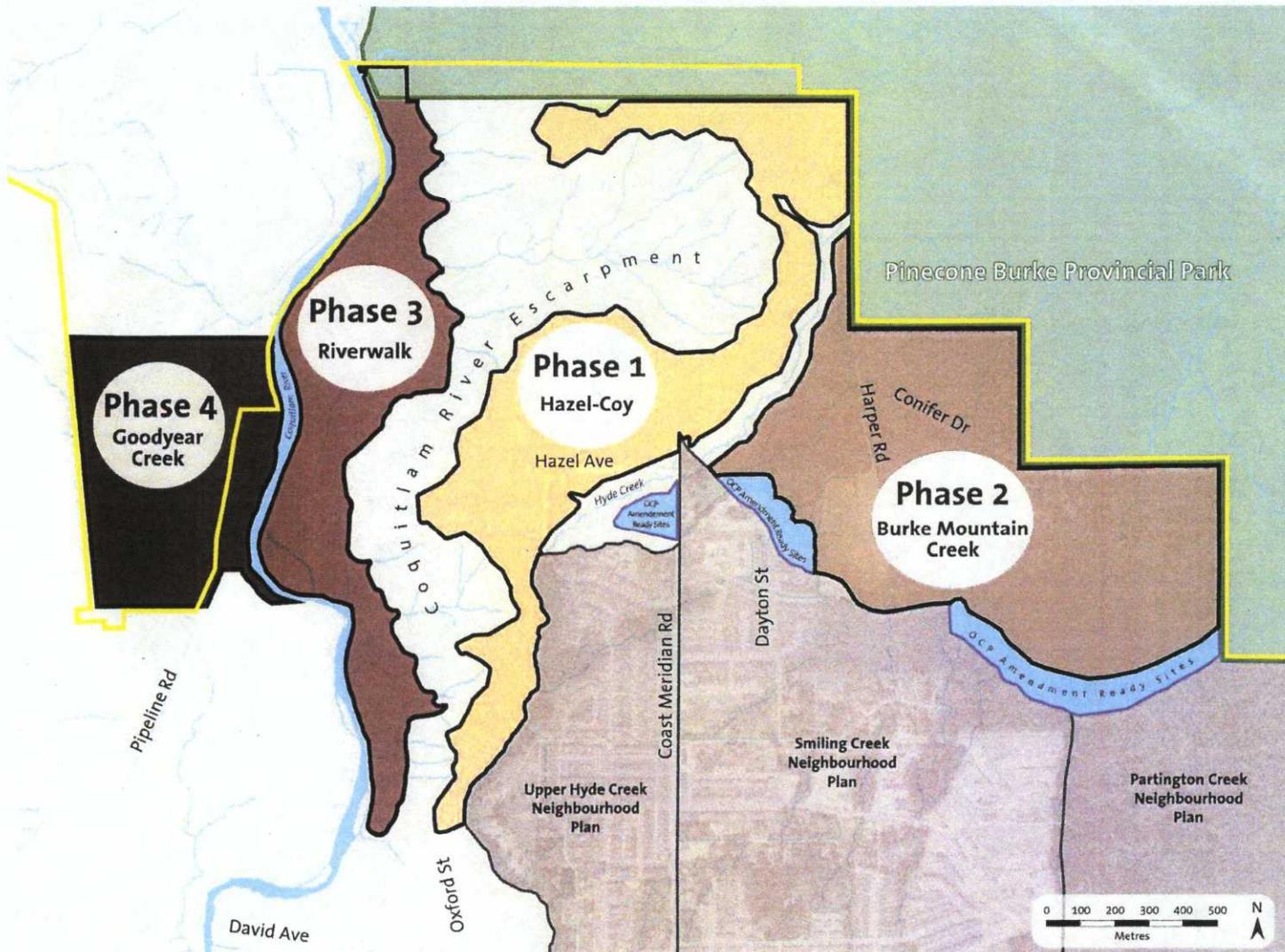
Pre-conditions for Neighbourhood Planning

- Area is within the UCB; and,
- The area falls under the completed *Hyde Creek Integrated Watershed Management Plan* and *Partington Creek Integrated Watershed Management Plan* areas.

Efficient Extension of Utilities

- Utility extensions can be served by the existing downstream capacity in the drainage and sanitary systems in place on Burke Mountain.
- A water reservoir is required to service the area, which is included in the current DCC Program. The pressure release valves required for the water system are not in the current DCC Program.

FIGURE 43: PHASING PLAN



KEY

BOUNDARIES

-  Potential Neighbourhood Planning Area Boundaries
-  Urban Containment Boundary
-  Pinecone Burke Provincial Park Boundary

NATURAL FEATURES

-  Watercourses
-  Coquitlam River

PHASING PLAN

-  OCP Amendment Ready Sites
-  Phase 1: Hazel-Coy
-  Phase 2: Burke Mountain Creek
-  Phase 3: Riverwalk
-  Phase 4: Goodyear Creek

DISCLAIMERS / NOTES
 • The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not be identified.

Completing the Road Network

- This Phase 2 area completes the OCP- and STP-planned road network through future extensions of Highland Drive and Harper Road.
- The area is connected to the existing road network through currently un-improved roads (e.g., Harper Road), along with downstream capacity to handle added traffic, specifically on David Avenue and with the widening of Coast Meridian Road.
- The citywide road network can accommodate growth in this area and existing Burke Mountain neighbourhood plan areas (i.e., east of the Coquitlam River Escarpment).
- Bordering on Pinecone Burke Provincial Park, the area will play a key role in providing improved primary access to the park through road and trail network improvements.

Supporting Complete Communities

- Growth in this area also enables the development of complete communities, including the existing Burke Mountain neighbourhood plan areas, through the provision of planned or existing community infrastructure, such as the commercial and institutional services to be provided by the Partington Creek Neighbourhood Centre.

Recognizing Existing Neighbourhoods

- There are no existing residents or distinct neighbourhoods in the area.

Phase 3 - Riverwalk

The Riverwalk area represents the third potential phase, which currently does not meet a number of the criteria and requires an Integrated Watershed Management Plan, access to utilities with downstream capacity and access to the road network. The details of this include:

Pre-conditions for Neighbourhood Planning

- Area is within the UCB.
- Sub Area Integrated Watershed Management Plan is required.

Efficient Extension of Utilities

- Upgrades and an extension of the sanitary system is required to provide a utility connection and downstream capacity. These upgrades are currently not included in the DCC Program.

- A future water supply connection, currently included in the DCC Program, will be required to service the area.

Completing the Road Network

- Development of this standalone area does not complete or improve overall City road network connectivity and capacity, or link to the City's investment in existing and future road infrastructure improvements as outlined in the STP.
- A Coquitlam River bridge crossing is required to provide direct access to the area, which relates to the City securing another Coquitlam River bridge crossing in the vicinity of Lincoln Avenue (the *Riverwalk Development Agreement* provides specific details).
- The area will improve informal access to the Provincial Park through trail network improvements along the Coquitlam River.

Supporting Complete Communities

- There is no community infrastructure in proximity to this area (e.g., grocery store, daycare, health services).
- The area is not identified in the OCP as a growth priority for the City. Although included in the NECAP, which is a key growth area for the City, the Riverwalk area is physically and topographically separated from Burke Mountain by the Coquitlam River Escarpment.

Recognizing Existing Neighbourhoods

- There are no existing residents in the area.

Pre-existing Considerations

- A Development Agreement is in effect for Riverwalk that outlines a number of pre-conditions that must be satisfied by the developer prior to neighbourhood planning, which include:
 - Securing bridge access across the Coquitlam River;
 - Securing sanitary sewer access across the Coquitlam River;
 - Preparing a Conceptual Water Servicing Plan for the area; and
 - Working with SD43 to reserve a school site in the area.

Phase 4 – Goodyear Creek

The Goodyear Creek area represents the fourth potential phase. Currently the area is an active quarry and does not substantially meet any of the phasing criteria, as it requires an amendment to the UCB, an Integrated Watershed Management Plan and access to utilities with downstream capacity. The details of this include:

Pre-conditions for Neighbourhood Planning

- Majority of the area is outside the UCB.
- Sub Area Integrated Watershed Management Plan is required.

Efficient Extension of Utilities

- Upgrades and an extension of the sanitary system is required to provide a utility connection and downstream capacity. These upgrades are not identified in the current DCC Program.
- Water will be supplied from a future connection to the Vancouver Regional Bulk supply main. The cost of this connection is included in the DCC Program.

Completing the Road Network

- The area does not complete or improve road network connectivity and capacity, support the City's investment in existing and future road infrastructure improvements as outlined in the STP, and does not improve access to Pinecone Burke Provincial Park.
- Direct access to the area can be achieved from Pipeline Road.

Supporting Complete Communities

- There is no community infrastructure in proximity to this potential neighbourhood (e.g., grocery store, daycare, health services).
- The area is not identified in the OCP as a growth priority for the City, and is outside of the UCB.

Recognizing Existing Neighbourhoods

- Although there are a small number of existing residents on the eastern edge of the area and there are no development applications for further urbanization, a number of other key criteria need to be met for this area to be considered as a higher priority. Also significant is the site's gravel quarry, which will need to undergo a reclamation process once mining

operations have ceased, as per the *Mines Act*, prior to the preparation of a neighbourhood plan.

6.2.3 Timing of Neighbourhood Plans

The timing for the preparation of individual neighbourhood plans will be identified through the City's annual Business Plan process. Also, as noted in Section 5, these potential neighbourhood planning areas and their boundaries are subject to Council endorsement. As the City is experiencing urban growth pressures in three distinct sectors – City Centre, the Southwest, and Burke Mountain – this approach will ensure that cross-departmental resources can be allocated to the preparation of NBV neighbourhood plans while balancing the need to undertake community planning initiatives across the city.

In addition, the timeframe, priorities and funding of the DCC Program may also direct the timing of NBV neighbourhood plans. As authorized by Council, neighbourhood planning will be led by City staff and initiated through scope and process reports brought forward for Council consideration.

7 NEXT STEPS

7.1 Realizing the Vision

The Northwest Burke Vision is a 30+ year 'game-plan' that provides a land use and policy framework, as well as an implementation and phasing plan to facilitate and coordinate the orderly planning and development for one of the last significant greenfield areas in Coquitlam.

The NBV will primarily be implemented through the phasing and completion of subsequent neighbourhood plans. As noted in Section 6.2, the phasing is proposed to progress from the undeveloped portions of the Burke Mountain lands east of the Coquitlam River Escarpment to the Coquitlam River lands west of the escarpment (Figure 44). Phasing growth in this manner capitalizes on utility, road network and community infrastructure investments already made or planned for Burke Mountain. The timing for the preparation of neighbourhood plans will be set through the City's annual Business Plan process.

7.2 Monitoring

While the NBV is a long range planning document, it should be monitored and reviewed over time to ensure that the Vision Statement, Guiding Principles, guidelines and policies remain current with changing trends, technologies and growth priorities within the City and the region.

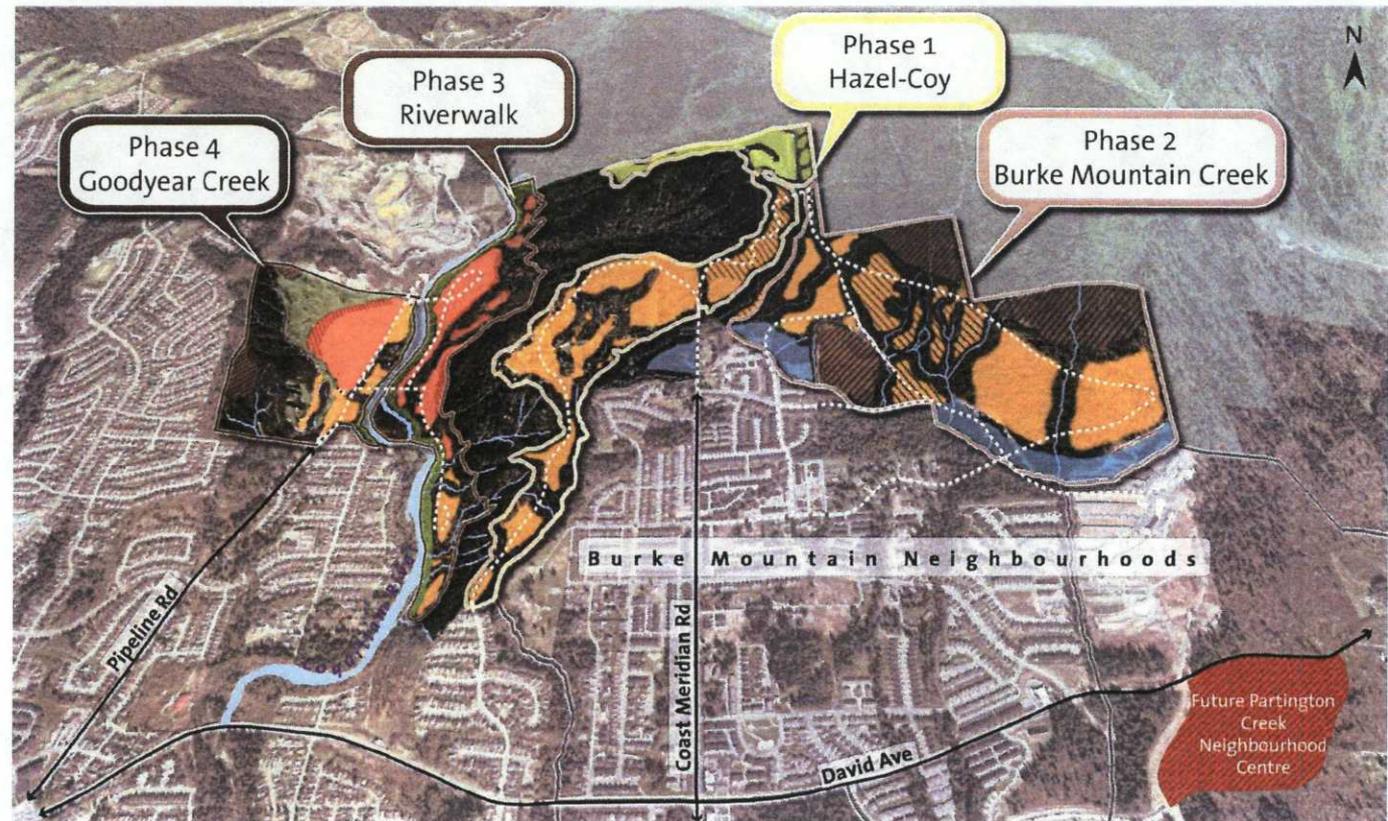


FIGURE 44: LAND USE OVERLAY AND PHASING ON THREE DIMENSIONAL TERRAIN MODEL

Coquitlam

CITY OF COQUITLAM
Planning and Development
3000 Guildford Way,
Coquitlam, BC V3B 7N2

Northwest Burke Vision (NBV)

Phase 3 Public Consultation Feedback Summary Report

1.0 PHASE 3 OVERVIEW

The purpose of the Phase 3 consultation program for the Northwest Burke Vision (NBV) was to present the draft NBV report to the community and gather public feedback and comments on the report.

The draft NBV has been prepared based on the outcomes of previous NBV phases (Phase 1 and 2), and is intended to be a long-term 'game plan' that guides land use planning, infrastructure provision and future urban growth in the NBV area for the next 30+ years. The draft NBV sets out generalized land uses, conceptualized road and trail networks, and utility servicing concepts.

1.1 PHASE 3 PUBLIC CONSULTATION PROGRAM

The Phase 3 draft NBV has been presented for public and stakeholder feedback. This was achieved through the following components:

- Community Information Sessions;
- Property Owners Group Workshop;
- Project Advisory Group Meeting;
- Urban Development Institute Liaison Committee;
- Youth Council Meeting;
- Referrals to External agencies;
- Canada Post Flyer mail-out;
- Newspaper advertisements in the Tri-City newspaper;
- Neighbourhood signage;
- The City's website;
- YouTube video;
- The City's social media platforms; and
- Meetings and email correspondence with property owners.

The project team presented the draft NBV to the Property Owners Group (POG) on May 27, 2017, as well as, to the Project Advisory Group (PAG) and the Youth Council on May 25, 2017. Two Community Information sessions were held on June 1 and 3, 2017. Public feedback was collected through:

- Comment Form sheets (distributed during the Community Information Sessions and the PAG workshop);
- Table and individual discussions with the POG and the PAG;
- Mail correspondence, and
- A petition letter received from residents residing in the Park Ridge Estates.

Specific consultation program and events details for all three phases of the project include:

Event	Kick-Off	Phase 1	Phase 2	Phase 3 (to date)
Community Information Open House			June 25 and 29, 2016 (65 attendees and 12 comment forms received)	June 1 and 3, 2017 (111 attendees & 63 comment forms received)
Property Owners Workshop	June 7, 2014 (23 Property owners attendees)	11 April, 2015 (31 Property owners attendees)	June 18, 2016 (63 property owners invited & 36 attendees, 5 comment forms received)	May 27, 2017 (64 property owners & 21 companies invited) 21 property owners attendees)
Public Advisory Group	June 26, 2014	9 April, 2015 (5 PAG members attendees)	June 21, 2016 (15 PAG members invited)	May 25, 2017 (12 PAG members invited and 4 attendees)
Coquitlam Youth Council				May 25, 2017
Coquitlam River Watershed Roundtable		June 18, 2015	November 16, 2016	
Sustainability Environmental Advisory Committee		July 28, 2015	July 26, 2016	June 27, 2017

2.0 FEEDBACK SUMMARY

2.1 PUBLIC INFORMATION SESSIONS

The Public Information Sessions were held on June 1 and 3, 2017 at the Victoria Community Hall. A general comment form was distributed at the events, which were attended by 111 residents in total for both days, and sixty two comment forms were received. The public input results from comment forms, plus the letters and emails received, were all analyzed to identify general feedback and overall feedback themes.

The open ended questions provided an opportunity for the public to express their general views on the proposed draft Northwest Burke Vision report. Questions were related to overall ideas on the Vision and Guiding Principles, Land Use Overlay, Road, Pedestrian, Bicycle and Trail Network. The public feedback received was analyzed and organized by theme (most often mentioned in the comment forms). Themes are as following:

- Concerns over safety and traffic problems resulting from the Oxford Street extension;
- Concerns over the effects of development on wildlife in the area, and the potential for increased wildlife / human interactions;
- Access into Pinecone Burke Provincial Park:
 - Maintaining trail access to Crystal Falls in Pinecone Burke Provincial Park; and
 - Concern for the present and future availability of parking to access both Crystal Falls and Pinecone Burke Provincial Park in general.
- Concerns over increased traffic in nearby neighbourhoods;
- A desire to see more social housing or alternative housing options on Burke Mountain; and
- A need for more neighbourhood services and amenities, such as:
 - A desire to see more commercial spaces;
 - A desire to see more parks and schools in the area;
 - Concerns over a lack of transit service in the area; and
 - A desire to see maintenance and investment in bike trails.

2.2 PROPERTY OWNERS GROUP (POG)

The POG workshop was organized on May 27, 2017 at Victoria Community Hall. 23 property owners attended the workshop where staff presented the draft NBV. Table discussions were organized around three major themes, Land Use Overlay, Transportation Network and Utilities Network. Property Owner feedback was collected through themed table discussions and comment forms. POG feedback and comments are summarized below:

- Land Use Overlay
 - Providing the option for developers to pay for a neighbourhood plan/strategy as part of the phasing plan;
 - School capacity of outside of the Riverwalk schools designation;
 - Coquitlam River trail system is important from the recreational aspect but won't be developed until Phase 4;
 - Debris run out areas on the Constraints and Opportunities map should be overlaid with the Land Use Overlay map;
 - More supply of housing will lower housing prices;
 - Desire to create a neighbourhood plan cooperatively and collectively;
 - Recommendation for a community cluster (higher density housing) on the Hazel Coy area;
 - Opportunity for collective neighbourhood planning for Phase 3 & 4;
 - Timeline for Hazel-Coy Neighbourhood Plan; and
 - Land assembly options and timing to sell properties.

- Transportation Network (Road, Pedestrian, Bicycle & Trail Network)
 - Concern over the Oxford street extension;
 - Consider alternative alignments on the Hazel-Coy loop;
 - No parking along roadways;
 - Sidewalk needed on Pipeline Road, north of Galette Avenue; and
 - Recommended speed of 30 km/h on Oxford Street north of David Avenue.
- Utilities Network
 - Utility Bridge crossing timing and funding
 - What will water service in Phase 1 look like?
 - Potential Stormwater treatment facility

2.3 PROJECT ADVISORY GROUP (PAG)

The PAG workshop took place on May 25, 2017 at the Council Committee Room in Coquitlam City Hall. Representatives from the School District #43, the Northeast Ratepayers Association, the Ministry of Environment (Parks) and the Burke Mountain naturalists took part in the workshop. Discussions during the Public Advisory Group Workshop included the following themes:

- Gun Club current state and possible future use;
- Urban Containment Boundary and its relation to the Pinecone Burke Provincial Park;
- Pinecone Burke Provincial Park Access;
- Possibility of providing a wide range of housing and more diversity in the built form (duplex, tri-plex and quadruplex);
- Changing lifestyles in relation to housing forms;
- Tiny houses consideration;
- Terracing development to increase the developable area;
- Trails; pedestrian vs. multi-use trails; and
- Harper Rd name (historically called Harper Rd all the way to the ski lodge).

2.4 SUSTAINABILITY AND ENVIRONMENTAL ADVISORY COMMITTEE (SEAC)

On June 27, 2017 staff presented the draft NBV to SEAC for their feedback. At the time of the writing of this summary the SEAC minutes are not yet available; however, below is a summary of the general comments and feedback received from the Advisory Committee:

- This is the last opportunity to make the best use of land through innovate housing choices;
- Retaining walls should consider the topographic conditions and build with the slope (e.g., Liberty Homes Cascade development on Parkway Blvd.);
- Retain natural areas beyond riparian and steep sloped areas;
- Sensitive sight design by be influenced through construction practices;
- How will what is being proposed be different than the existing neighbourhoods on Burke Mountain (it can't be the 'same old' approach)?;

- There is an opportunity for sustainable living and design through innovation such as the use of pneumatic garbage tubes;
- Kwikwetlem first nation history and archaeological heritage should be recognized through place making;
- Good Year Creek's geo-heritage and industrial past are important place making features; and
- A comment was raised that the name 'Good Year Creek' does not speak to the area's history.

2.5 REFERRALS TO EXTERNAL AGENCIES

The draft NBV has been referred for information and feedback to the following agencies:

- The City of Port Coquitlam;
- Metro Vancouver;
- Kwikwetlem First Nation; and
- Department of Fisheries and Oceans.

To date feedback has been received from the City of Port Coquitlam and Metro Vancouver.



Coquitlam River Watershed Roundtable

*Kwikwetlem, known as "Red fish up the river."
A living river that reveals its spirit.*

Comments on the Northwest Burke Vision (NBV) – Draft Phase 3

June 22, 2017

Submitted by: Melissa Dick, Coordinator, on behalf of the Coquitlam River Watershed Roundtable (CRWR)

Attached:

- Letter to Mayor and Council: Committee Presentation to Coquitlam River Watershed Roundtable on Northwest Burke Mountain Vision – Summary of discussion and next steps (November 30, 2016)
- Executive Summary of the Strategy for Action: Natural Space Strategy

***Disclaimer:** The comments herein do not reflect those of the external agencies involved with the CRWR that have legislative authority.*

Summary of Requests:

1. The CRWR requests to continue being consulted as a member of the PAG as the NBV moves through next steps.
2. The CRWR requests that receipt of the attached letter, dating November 30, 2016, is acknowledged, and seeks a response to the questions therein.

Summary of Recommendations for the NBV:

1. Any development plans for this remaining greenfield and in this environmentally sensitive area need to proceed with measures that helps protect key environment components and reduces the stressors that degrade watershed, and consequently, human health.
2. The City of Coquitlam investigates opportunities to align one or more of the strategies for action identified in the Lower Coquitlam River Watershed Plan that supports environmentally sustainable development of the NBV. For example, there may be an opportunity for the City of Coquitlam to partner with the CRWR to develop a Natural Space Strategy in the NBV area, to support the Land Use Overlay, and Section 6.1.5 Other Studies. See attached document "Executive Summary of the Strategy for Action: Natural Space Strategy" for more information about a possible project for collaboration.
3. The NBV has the opportunity to develop comprehensive landscape planning and analysis to inform integrated stormwater management requirements before land use recommendations are formalized. The CRWR recommends that the City

- commit to develop a strategy to manage stormwater to meet the needs of diverse land uses such as development, conservation, and restoration.
4. Acknowledge that the NBV boundaries fall within the ancestral and unceded territory of Kwikwetlem First Nation.
 5. Any new neighbourhood planning must include an archaeological and land use assessment.

Notes

- The CRWR's involvement in the Project Advisory Group (PAG) dates from July 2014, when the Northwest Burke Vision was introduced to the Core Committee (refer to meeting notes [here](#)). At this meeting, the Core Committee recommended that:
 - The Coordinator is to serve to represent the interests of the CRWR and coordinate input from the Core Committee back to the PAG, and;
 - Options should be investigated to find support to ensure active participation of the CRWR on the PAG.
- The CRWR continues to seek an advisory and consultative role in developing the NBV, and appreciates the opportunity to provide comments on the NBV draft Phase 3.
- **REQUEST:** The CRWR requests to continue being consulted as a member of the PAG.
- On November 30, 2016, the Core Committee was updated on the status of the NBV, which was, at the time, in Phase 2 (refer to the meeting notes [here](#)). A letter was sent to Mayor and Council summarizing the discussion, questions, and next steps discussed in this meeting (see attached). However, the CRWR did not receive acknowledgement of receipt of the letter to Council and Community Planning.
- **REQUEST:** The CRWR requests that receipt of the letter is acknowledged, and seeks a response to the questions therein.
- At the Core Committee meeting following the Coquitlam River Watershed Community Roundtable meeting on Saturday, June 10, it became apparent that key external agencies such as Kwikwetlem First Nation (KFN), had not been formally consulted to provide input on Phase 3 of the NBV. We are pleased to learn from our KFN partner in recent days that efforts were made to seek input from the KFN.

The NBV and the Lower Coquitlam River Watershed Plan (LCRWP)

- Ever since the CRWR has been involved in the PAG, we have highlighted the opportunity for the NBV to integrate elements of the LCRWP into the planning process. The LCRWP highlights the ecosystem services available to current and future Coquitlam residents.

- The CRWR is pleased to see that natural features and access to Pinecone Burke Provincial Park are considered in the NBV, and that “respecting natural areas” is one of the five guiding principles.
- The CRWR is also pleased to see that some ecosystem features and services have been incorporated in the NBC planning process, such as the Coquitlam River and Hyde Creek as salmon-bearing watercourses, parks, and trails that would support the “placemaking” of potential neighborhoods, and the importance of having healthy riparian habitats and associated environmental set-backs.
- **RECOMMENDATION:** Going forward, any development plans for this remaining greenfield and in this environmentally sensitive area needs to proceed with measures that helps protect key environment components and reduces the stressors that degrade watershed health.

Development: A Pressure to Ecosystem Health in the Watershed

- In the LCRWP, *development* is top-rated as having a high impact on the watershed. Developing land for residential, commercial, and industrial uses can contribute to ecological stressors in the watershed due to potentially significant changes in the landscape and hydrology. Some of the potential impacts resulting from development include:
 - Loss of riparian and natural areas;
 - Habitat fragmentation;
 - Water pollution, and;
 - Loss of recreational opportunities.
- The CRWR proposes strategies that will promote environmentally friendly design and watershed stewardship to alleviate the pressures resulting from future and existing developments in the watershed.
 - The 3 strategies for action proposed by the CRWR to address development are:
 1. Development Incentives Feasibility Study
 2. Natural Space Strategy
 3. Impact Map
- **RECOMMENDATION:** The City of Coquitlam investigates opportunities to align one or more of these strategies for action in supporting environmentally sustainable development of the NBV. For example, there may be an opportunity for the City of Coquitlam to partner with the CRWR to develop a Natural Space Strategy in the NBV area, to support the Land Use Overlay, and Section 6.1.5 Other Studies. See attached document “Executive Summary of the Strategy for Action: Natural Space Strategy” for more information.

Stormwater Management: A Pressure to Ecosystem Health in the Watershed

- In the LCRWP, *stormwater management* is top-rated as having a high impact on the watershed. Hydrologic systems such as rivers and creeks are impacted by the introduction of exotic or excess materials due to surface water loading and

runoff from the built environment. With a change in the land use of over 900 acres in a number of watersheds (Coquitlam River, Hyde Creek, and Partington Creek) from a greenfield to a developed area, watercourses in the NBV have the potential to be significantly negatively impacted due to:

- Introduction of toxins;
 - Degraded water quality;
 - Altered hydrological dynamics;
 - Altered nutrient levels, and;
 - Impaired species/habitat condition.
- The CRWR proposes that stormwater be managed on a watershed scale rather than site-by-site.
 - Any new neighbourhood planning requires an Integrated Stormwater Management Plan (referenced in section 4.6.3 Drainage and Stormwater Management Concept, page 20, and section 6.1.3 Neighborhood Planning Pre-conditions, pages 39-40).
 - The City of Coquitlam *CWOCP Chapter 3: A Healthy Environment, Section 3.2 Objective 3* notes the City "To provide for effective and prudent management of Coquitlam's watercourses through sustainable land use and development and other comprehensive watershed and stormwater approaches," and "Reflect watershed conditions and needs in the neighbourhood planning process, by: Ensuring that new neighbourhood plans are completed after applicable watershed studies."
 - **RECOMMENDATION:** The NBV has the opportunity to develop adequate landscape planning and analysis to inform stormwater management before any new development takes place. The CRWR recommends that the NBV planners develop a comprehensive strategy to manage stormwater and meet the needs of diverse land uses such as development, conservation, and restoration.

General Comments

- Section 1.3 Consultation and throughout entire NBV document: There is no evidence of meaningful consultation with Kwikwetlem First Nation. This area falls within the ancestral and unceded territory of Kwikwetlem First Nation, one of the Roundtable partners, and an important external agency that should be actively engaged in the land use development process. Mentioning Kwikwetlem First Nation as an external agency in Figure 3: Community Consultation does not pay respect to the First Nations' strong cultural ties to the land and river within the NBV area.
- **RECOMMENDATION:** Acknowledge that the NBV boundaries fall within the ancestral and unceded territory of Kwikwetlem First Nation.
- **RECOMMENDATION:** Any new neighbourhood planning requires an archaeological and land use assessment.



Coquitlam River Watershed Roundtable

*Kwikwetlem, known as "Red fish up the river."
A living river that reveals its spirit.*

November 30, 2016

Mayor and Council
City of Coquitlam
3000 Guildford Way
Coquitlam BC V3B 7N2

RE: Committee Presentation to Coquitlam River Watershed Roundtable on Northwest Burke Mountain Vision – Summary of discussion and next steps

Dear Mayor and Council,

The Coquitlam River Watershed Roundtable Core Committee received a presentation by Mr. Steve Gauley, Community Planning with the City of Coquitlam, summarizing the Northwest Burke Mountain Vision project phases, research, and proposals on Wednesday, November 16, 2016. At the request and on behalf of the Core Committee, I am providing you with the topics of discussion that ensued from Mr. Gauley's presentation.

Mr. Gauley described the geographic boundaries of the proposed Northwest Burke Mountain Vision development area and explained that the project will draw approximately 12,000 new residents to the area. Planners are currently in the technical analysis phase (Phase 2), which considers land use, access, and field assessments. Some constraints to the developable land area are 1) access to services in the area (i.e. commercial, utilities, and water services), and 2) environmental constraints. Further, we were advised that to provide water to properties in the upper reaches of the development area, a new water reservoir would have to be built. To facilitate access to both sides of the Coquitlam River, two potential sites for a new vehicle bridge have been identified through the project's conceptual road network. Additionally, it is proposed to build a utility bridge across Hyde Creek to support sanitary and sewer service.

Members of the Roundtable Core Committee raised the following questions and comments:

- **Access to shopping/groceries/commercial**
Q: How will these services be brought to the new development area?
A: This is an ongoing challenge that requires further assessment.
- **Stormwater management**
Q: How is stormwater to be managed? Impervious land/surface area, stormwater treatment, impacts to the natural watercourses, sediment and erosion control, requirement of pipes, should be considered before neighborhood planning.
Consideration of a tax, like other municipalities on increased impervious surface areas.

A: Impervious surface will be included in neighborhood planning. The nature of how it will be incorporated is yet to be confirmed.

- **Wildlife corridors**

Q: How are wildlife corridors being incorporated in the plan? For example, a 1-metre riparian setback on Hyde Creek is inadequate.

A: Planners are working with the Environmental Services staff on this topic.

- **Lack of an integrated holistic planning approach**

Q: How is the plan considering the needs of people and the environment? Would like to see more in regards to accessibility and types of commercial services.

A: Planners are consulting the community and property owners to address these concerns and to receive feedback. Planners are striving to design with nature in mind.

- **Financial feasibility**

Q: What is the cost of upgrades? Has the construction of the utility bridge, installation of pipes, infrastructure maintenance been considered?

A: The financial feasibility analysis, to be completed as part of Phase 3, will provide cost estimates and a funding strategy to complete the required infrastructure improvements.

- **Phasing strategy (infrastructure)**

- **Park overlay**

Q: Is there a map overlay that shows access to parks and areas that will remain in a natural state?

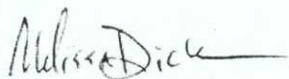
A: The land use map shows access to natural areas. A benefit is that there will be better access to Pinecone Burke Provincial Park.

- **Clarification regarding:** orientation/reference points on the map, proposed new bridges across the Coquitlam River, how drainage into Hyde Creek is represented on the map, delineation between the Hyde Creek and Coquitlam River watersheds

Mr. Gauley's presentation provided an excellent opportunity for the diverse group of stakeholders that comprise the Coquitlam River Watershed Roundtable's Core Committee to be apprised of the current phase of the Northwest Burke Vision and to engage in a discussion about aspects of the ongoing development of the plan.

It was confirmed that consultation with the community and property owners will continue in the coming months, and that city planners are committed specifically to engage with the Roundtable again in early 2017. The Core Committee looks forward to receiving further clarity to the questions raised that require further assessment by the City. The Roundtable appreciates being kept informed of future community engagement and consultation opportunities.

Sincerely,



Melissa Dick
Roundtable Coordinator
Coquitlam River Watershed Roundtable
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cc. Coquitlam River Watershed Roundtable Core Committee
Steve Gauley, Community Planning, City of Coquitlam



Executive Summary

Lower Coquitlam River Watershed Plan: Strategies for Action
Addressing the HIGH-rated pressure of **Development** through a
Natural Space Strategy



The Roundtable and the Lower Coquitlam River Watershed Plan

The Coquitlam River Watershed Roundtable (CRWR) is a collaborative body that coordinates and implements activities which promote the long-term sustainability of the watershed. Between 2012 and 2015, the Roundtable created the Lower Coquitlam River Watershed Plan (LCRWP), which resulted from the efforts of more than 60 partners from municipal, provincial, regional, federal and First Nations governments, aggregate industry, arts and culture, education, outdoor recreation, real estate development sectors and stewardship groups. The LCRWP responds to key pressures that affect watershed health, and provides some initial strategies to address them. Implementing the LCRWP will require the commitment of key partners to support the plan's strategies for action, which aim to provide a healthy, liveable community for people in this watershed.

Open Standards for the Practice of Conservation

The development of the Lower Coquitlam River Watershed Plan follows the Open Standards for the Practice of Conservation, an adaptive and unique management approach that considers ecological and human well-being components – the things we care about and presents strategies for action that will provide for a healthy watershed and a healthy community. The approach allows for continual improvement and adaptation as new resources and information becomes available. Though the Open Standards for the Practice of Conservation has been used throughout the United States for conservation planning, and in the Pacific Northwest for watershed planning, this is the first application of the Open Standards for watershed planning in Canada.

Figure 1. *Ecological and Human Well-being Components in Coquitlam River Watershed*

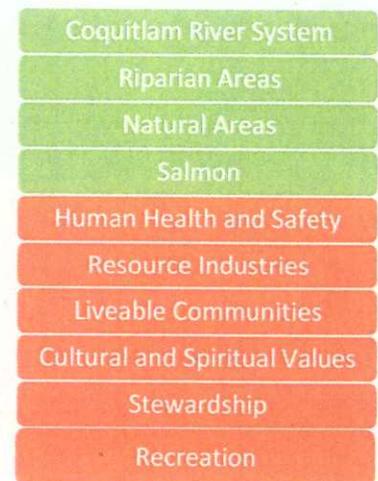


Figure 2. *Stressors Associated with Development*



Pressure: Development

Development is top-rated as having a HIGH impact on the watershed. Developing land for residential, commercial, and industrial uses can contribute to ecological stressors in the watershed due to potentially significant changes in the landscape and hydrology. Some of the potential impacts resulting from development include loss of riparian and natural areas, habitat fragmentation, water pollution, and loss of recreational opportunities. The CRWR proposes strategies that will promote environmentally friendly design and watershed stewardship to alleviate the pressures resulting from future and existing developments in the watershed.

Figure 3. Pressures in Coquitlam River Watershed



Figure 4. Strategies to Address the Pressure of Development



Strategy 2 of 3: Natural Space Strategy

This strategy aims to assess current open spaces in the Coquitlam River Watershed and identify areas to acquire new open space that provides multi-benefits derived from a watershed approach. This approach would focus specifically on natural spaces that contribute to the health of the watershed and components affected by development, including natural areas, riparian areas, liveable communities, and recreation.

Key Actions:

- Encourage local jurisdictions to adopt watershed-scale natural space priorities
- Implement natural space planning and protected for areas most suitable for natural space protection
- Develop a master plan to guide natural space optimization
- Reduce impacts of development in the Coquitlam River Watershed by supporting new investments, development requirements and protection for existing natural spaces

Potential Partners:

- Local developers
- Representatives from the Urban Development Institute
- Cities of Coquitlam and Port Coquitlam
- GIS consultants
- Consultants with expertise in community planning, policy development, and real estate development



TransLink

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South Coast British Columbia
Transportation Authority

June 29, 2017

Aubrey Jensen
Community Planner
City of Coquitlam
3000 Guildford Way
Coquitlam, BC V3B 7N2

Re: Northwest Burke Vision

Thank you for your correspondence dated June 2, 2017, and for the opportunity to provide feedback on the draft Northwest Burke Vision. We also appreciate past invitations extended to TransLink to participate in meetings of the Northwest Burke Vision Project Advisory Group. Our comments are provided pursuant to TransLink's mandate to plan and manage the region's transportation system, and focus on how the Northwest Burke Vision aligns with the [Regional Transportation Strategy](#) and [Transit Oriented Communities Design Guidelines](#), as well as with Metro Vancouver's regional growth strategy.

While our detailed comments are below, the nature of the location and the associated development proposed as part of the Northwest Burke Vision are consistent with the provision of basic transit service only, and given the topography, we anticipate that there could be bus operation issues. Currently, basic transit service is considered to be 30 to 60 minutes frequency on weekdays, and may or may not operate throughout the entire day or 7 days per week. As such, we recommend removal of references to frequent transit and transit hubs.

Transit-Oriented Communities Design Guidelines

TransLink's Transit-Oriented Communities Design Guidelines (the Guidelines) detail the "Six Ds" of transit-oriented communities, where each of the Ds refers to different elements of the built environment or to transportation demand management. These 6 Ds are:

1. Destinations: coordinate land use and transportation ('be on the way');
2. Distance: create a well-connected street network ('connect the blocks');
3. Design: create places for people ('make it pedestrian friendly');
4. Density: concentrate and intensify activities near frequent transit ('fill it in');
5. Diversity: encourage a mix of uses ('mix it up'); and
6. Demand Management: discourage unnecessary driving.

Three of these elements are considered in more detail on the following page:

Destinations

With Northwest Burke located on the edge of the Urban Containment Boundary, it will be difficult to efficiently connect the area to other destinations already along the frequent transit network. .

Distance

In the Northwest Burke Vision there appears to be limited connectivity between the proposed neighbourhood areas, an issue which would restrict the ability to provide effective transit. The natural features of the area challenge the delivery of the Vision for Northwest Burke as a finer-grained grid network that is connected, walkable and cycle friendly and that provides direct access to transit. The topographical and geographical constraints, including steep slopes, the Coquitlam River Escarpment and multiple river tributaries and their watersheds, lead to the creation of segmented development parcels difficult to serve by transit.

Diversity

The Vision includes two 'Community Nodes' located in the Goodyear Creek and Hazel-Coy sub-areas, where a mix of community, civic, commercial, service and residential uses will be encouraged. While the focusing of growth to support transit generally aligns with the Guidelines, the surrounding land use and scale of the nodes will likely not be great enough to support their role as 'transit hubs, connecting surrounding neighbourhoods to the City Centre and the Partington Creek Neighbourhood Centre.' In particular, Goodyear Creek is located partly outside the region's Urban Containment Boundary, and with constrained access to and from other areas, is likely to attract limited ridership as the node would not be embedded in a surrounding neighbourhood.

TransLink supports and prioritizes the focus of growth and development in the Urban Centres, Frequent Transit Development Areas, and along the Frequent Transit Network. Given that Northwest Burke is located outside these areas, and given also the Vision's above-described issues relating to the Guidelines, we recommend removing from the Vision references to frequent transit and transit hubs.

Bus Operations

Northwest Burke is located at a higher altitude than much of Metro Vancouver, and the Vision notes that road grades may be up to 12%. These factors would impact the ability to provide reliable bus service to this area in snow conditions, a challenge that exists at other Metro Vancouver locations such as Burnaby Mountain and the District of West Vancouver, areas which can be difficult to manage in such weather due to blockages and dangerous conditions.

Goods Movement and the Major Road Network

Please note that there is a truck route (Pipeline Road) and parts of the Major Road Network (portions of Coast Meridian Road and David Avenue) in the area. If the City of Coquitlam continues to advance detailed work in the Northwest Burke area, TransLink staff are available to have follow up conversations with you on the implications of any development on these routes.

Conclusion

We acknowledge that the Northwest Burke Vision is located largely within the Urban Containment Boundary, and that the land will be developed for residential use. However, given the nature of the location and the topography of the land, the proposed development is consistent with only a basic level of transit service.

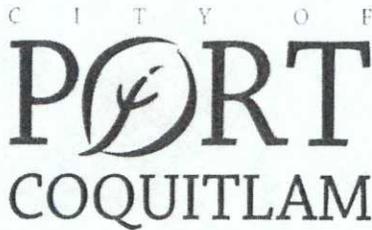
TransLink appreciates the opportunity to review the Northwest Burke Vision (dated May 18, 2017) and would be pleased to review any updates to this draft. Please feel free to contact me at 778-375-7863 or at Joanna.brownell@translink.ca, or Andrew Tester, Planner, at 778-375-7665 or at Andrew.testler@translink.ca should you have any questions or wish to discuss further. We look forward to ongoing collaboration on this project.

Regards,



Joanna Brownell
Manager, Partner Planning

CC: Jaspal Marwah, Regional Planner, Metro Vancouver
Dan Mooney, Manager of Transportation, City of Coquitlam



Report to Committee

DATE: June 28, 2017

TO: Finance & Intergovernmental Committee

FROM: Laura Lee Richard, Director of Development Services

SUBJECT: **CITY OF COQUITLAM NORTHWEST BURKE VISION**

EXECUTIVE SUMMARY

The City of Coquitlam has requested that the City of Port Coquitlam comment on its draft Northwest Burke Vision. A high level overview of the vision indicates it provides a framework for the future development of four residential neighbourhoods including a transportation network to provide access to the neighbourhoods and it takes into consideration topographical and environmental constraints.

Overall, staff are of the opinion that the vision has the potential to provide for balanced development that will help accommodate regional growth within the existing urban containment boundary. The request for comment provides the City of Port Coquitlam with an opportunity to convey its concerns that this development must be undertaken within a context that mitigates downstream stormwater and traffic impacts and include recreation and civic facilities to meet the needs of future residents on site. Therefore, it is recommended that Committee forward this report to Council to provide for the requested comment.

RECOMMENDATION

It is recommended that Council be requested to convey this report to the City of Coquitlam as a response to its request for comment on the draft Northwest Burke Vision by adopting the following motion:

That the City of Coquitlam be advised that the City of Port Coquitlam wishes to ensure future developments in the City of Coquitlam are designed to mitigate the potential impacts of development through a collaborative process that helps ensure appropriate stormwater management practices to avoid downstream or watershed impacts, delivery of an integrated transportation network accommodating increased

traffic volumes and provision of community services including recreation facilities and school sites within the development areas to support the future residents.

BACKGROUND & COMMENTS

In June, the Acting Manager of Community Planning for the City of Coquitlam submitted the attached letter referring the City's draft policy framework and phasing and implementation strategy for the development of lands in the upper area generally between existing planned neighbourhoods in Burke Mountain and Pinecone Burke Provincial Park.

In summary, the vision outlines four neighbourhood areas to be located within the urban containment boundary with a mix of approximately 3,900 housing units to accommodate an estimated population of 11,550. The vision identifies a conceptual network of streets and trails, including improved access to Pinecone Burke Provincial Park. Consideration is given in the vision to protecting the natural environment including the Coquitlam River escarpment, watercourses, and pockets of important habitat.

The future development of this neighbourhood may result in impacts on the City of Port Coquitlam's roads, services and facilities due to an increase in population as well as potential environmental impacts arising from changes to the flow of stormwater or land use changes affecting general watershed health for the Coquitlam River and Hyde Creek watersheds. It is important that the City of Coquitlam work with the City of Port Coquitlam in consideration of how potential downstream impacts can be mitigated through compatible land use and development plans.

The plan does not identify specific land use densities and development patterns at this time as these will be developed through future neighbourhood planning processes. The City of Port Coquitlam could support initiatives by the City of Coquitlam that will lead to pedestrian and transit-friendly development to help reduce traffic impacts and the City is encouraged to consider transit-supportive densities.

The draft document includes a map indicating major transportation projects. This map needs to be amended as it does not accurately reflect Council's decision to select Devon Road and Burns Road for its alignment of a route connecting to the City of Coquitlam east of Fremont Street. In addition, the Plan indicates that the major road network includes a connection that will result in increased traffic on Oxford Street. Coquitlam advises that the majority of the increased traffic growth will be defused at David Avenue and that the benefit of an Oxford extension is to reduce traffic volumes on Coast Meridian Road. The traffic modelling assumes that by 2041 both the Lincoln crossing of Coquitlam River and the Fremont Connector route are in place in accordance with both

cities Official Community Plans. It is important that the City of Coquitlam provide the appropriate improvements associated with the future development to minimize impacts on the City of Port Coquitlam roads and provide for appropriate connections and improvements as may be required to achieve this objective.

The draft document notes that future population projections will guide a "Northeast Recreation Services Strategy" and two elementary school sites will be determined through the neighbourhood planning process. The City of Port Coquitlam supports the provision of sufficient civic and recreational facilities within the newly developing neighbourhoods within an early timeframe as the City of Port Coquitlam's facilities have reached capacity.

OPTIONS

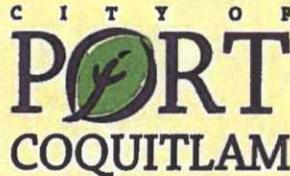
The Finance and Intergovernmental Committee may:

- (1) Recommend to Council that it convey its concerns with respect to the future development by submitting this report to the City of Coquitlam (recommended);
or
- (2) Request additional information or consultation with the City of Coquitlam prior to providing any comment, recognizing that the City of Coquitlam has requested that comments be received from Port Coquitlam by July 12th; or
- (3) Determine that it does not wish to provide a response.

Laura Lee Richard, MCIP
Director of Development Services

Attachments:

1. Letter dated June 5, 2017 from the City of Coquitlam
2. City of Coquitlam's Northwest Burke Vision revised draft dated May 18, 2017



Office of Mayor Greg Moore

July 11, 2017

Mayor Richard Stewart
City of Coquitlam
3000 Guildford Way
Coquitlam, BC V3B 7N2

Dear Mayor ^{RICHARD}~~Stewart~~:

Re: Draft Northwest Burke Vision

The City of Port Coquitlam has reviewed a request for comment on the draft Northwest Burke Vision that was submitted to our Director of Development Services by Steve Gauley, Acting Manager Community Planning. This letter conveys our comments on the draft document.

We understand that the Northwest Burke Vision has been prepared to guide future planning and growth of an area adjacent to the planned Burke Mountain neighbourhoods and north of Port Coquitlam. As described in the draft document, the undeveloped area is located on the southwest slopes of Burke Mountain, is bounded by Coquitlam River and includes steep slopes, wetlands and creeks containing sensitive habitat. We also understand this document is intended to act as a high level planning vision with respect to the area's future accommodation of over 11,000 people and matters such as specific land uses, services and infrastructure, along with the creation of natural and environmentally sensitive areas, will be determined through detailed neighbourhood planning.

It is Port Coquitlam Council's opinion that implementation of this vision must adequately recognize the substantial impact that the creation of four new neighbourhoods will have on Port Coquitlam, particularly in terms of our infrastructure, services and shared river watersheds. This concern must be adequately addressed at this early stage to mitigate impacts to our community. Furthermore, we wish to take this opportunity to reiterate our concern with respect to the substantial impacts on Port Coquitlam that are already being created by ongoing development of Burke Mountain neighbourhoods.

Port Coquitlam has invested significantly in transportation improvements that serve Burke Mountain neighbourhoods, including our construction of the \$132M Coast Meridian Overpass and enhancements to our collector and arterial traffic corridors. We are concerned that our Council's decision to locate our future alignment of a connecting route along the existing alignments of Burns Road and Devon Road is not reflected in the Burke Mountain Vision, and further concerned that the Burke Mountain Vision does not indicate how roads in Coquitlam will connect with this alignment. Traffic volumes in Port Coquitlam continue to increase as a result of growth in Coquitlam and this will be exacerbated with the development of the Northwest Burke area unless the necessary connections and improvements to minimize impacts to our road network are constructed in a timely manner.

2580 Shaughnessy Street, Port Coquitlam, BC, Canada, V3C 2A8

Tel: 604-927-5410 Fax: 604-927-5331

www.portcoquitlam.ca

We have observed downstream watershed impacts of development in Coquitlam including increased water volumes, changed flow patterns and longer drought periods. We have also heard expressions of concern from local stewardship groups, including the concern that Coquitlam's reliance on the Province's Riparian Areas Regulations is insufficient. As I believe you are aware, the City of Port Coquitlam continues to implement the Streamside Protection Area Regulations to achieve a higher level of protection. Addressing downstream impacts related to stormwater management is a critical matter which must be adequately addressed to avoid further impacts to our sensitive ecological systems prior to any further development being contemplated.

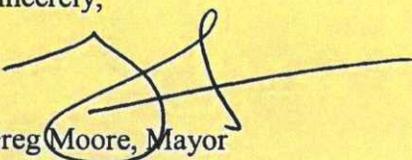
Developments in Burke Mountain are also resulting in considerable pressure on schools in Port Coquitlam. New school facilities to accommodate students must be built prior to initiating growth in the Northwest Burke area, and funding, timing and location commitments need to be in place to accommodate for elementary, middle and high school students.

Council was dismayed to read recently in the local newspaper that Coquitlam is planning to delay the construction of a new community recreation facility, in part because the new facility we are building in our downtown will accommodate demand from Coquitlam residents. Our Hyde Creek facility is well used by Coquitlam residents and our capacity to serve our residents' needs is impacted by the heavy level of use. While we recognize and support the expectation that our residents share in park and recreation opportunities, Port Coquitlam facilities are not being designed to accommodate the recreation needs of your future residents and inadequate facilities impacts the ability of our residents to enjoy program offerings in their community. The City of Coquitlam must plan appropriately to accommodate future residents' recreation needs.

We request that the City of Coquitlam work to mitigate the potential impacts of its developments on the City of Port Coquitlam and would welcome an opportunity to further discuss this request at our next joint meeting.

We look forward to working with the City of Coquitlam to address these major concerns.

Sincerely,



Greg Moore, Mayor
City of Port Coquitlam

Cc: Steve Gauley, Acting Manager Community Planning, City of Coquitlam
Laura Lee Richard, Director of Development Services, City of Port Coquitlam

Parks, Planning and Environment Department
Tel. 604 432-6350 Fax 604 432-6296

June 28, 2017

File: CR-07-01-COQ

Aubrey Jensen, Community Planner
Planning & Development
City of Coquitlam
3000 Guildford Way, BC V3B 7N2
VIA EMAIL: AJensen@coquitlam.ca

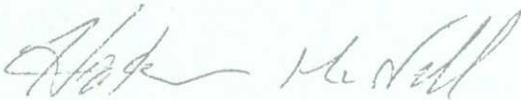
Dear Mr. Jensen:

Re: Northwest Burke Vision Referral

Thank you for providing Metro Vancouver with the opportunity to review the Northwest Burke Vision (NBV), as revised on May 18, 2017. Our comments relate to strategies and policies in *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, as well as the Greater Vancouver Sewerage and Drainage District's mandate for managing water and sewer infrastructure and services.

The NBV provides a high-level land use and policy framework for guiding future anticipated growth in the north part of the City over the next 30 years. The NBV pertains to an area consisting of 998 acres in the Burke Mountain area, and is adjacent to Pinecone Burke Provincial Park. Staff comments are attached. We appreciate Coquitlam's ongoing commitment to early and ongoing engagement on municipal planning matters. Feel free to contact Jaspal Marwah, Regional Planner (jaspal.marwah@metrovancover.org), or at 604-436-6850, with any questions.

Sincerely,



Heather McNell
Acting Director of Regional Planning and Electoral Area Services

HM/TH/jm

Encl.: Attachment: Northwest Burke Vision Referral

22119466

Metro Vancouver Staff Comments on the Northwest Burke Vision

Land Use

- A 110 acre section of the NBV area falls outside of the *Metro 2040* Urban Containment Boundary (UCB). This area is identified as "Goodyear Creek", and is located on the western side of the NBV area. The Goodyear Creek area has a *Metro 2040* Conservation and Recreation land use designation. The NBV notes that "as quarry resources are exhausted along the Pipeline Road corridor, an amendment process to the UCB could be pursued following a land use study. The NBV is a first step in this process."
- The City of Coquitlam's 2013 Regional Context Statement also acknowledges that "the City may explore requesting an amendment to the Urban Containment Boundary for lands to the north of the current boundary, generally along Pipeline Road, west of the Coquitlam River, and within the GVS&DD sewerage service area, that are currently used for sand and gravel extraction, following land use study for that area, as these resources are extracted".
- The Northwest Coquitlam Area Plan indicates in Section 7.3 Timing of Development, that in regards to introducing urban densities to new areas be sequenced beginning with the Regional City Centre, followed by Northwest Coquitlam and then Northeast Coquitlam. However, the NBV indicates that the Goodyear Creek, located in Northwest Coquitlam, would be considered as a potential fourth and final phase as part of future planning processes. As the area is noted as a Special Study Area, it would be helpful to have greater clarity as to the timing of the planned land use study that explores the need for, and impacts of, expanding the urban footprint to include the Goodyear Creek lands.
- *Metro 2040* confirms that all anticipated growth to 2040 in the region can be accommodated within the existing UCB, and urban growth containment is a central tenet of the regional growth strategy. *Metro 2040* establishes the UCB, parcel based regional land use designations, strategies and policy actions designed to contain and direct urban growth and to protect lands with a regional Agricultural, Conservation and Recreation, and Rural land use designation. The UCB is intended to establish a stable, long term, regionally defined area for urban development and support the efficient provision of urban infrastructure.
- As noted in the NBV, an amendment to *Metro 2040* would be required to include the Goodyear Creek area in the UCB, and to change the regional land use designation for the area from Conservation and Recreation to General Urban. This would be a Type 2 minor amendment to *Metro 2040* requiring an amendment bylaw receiving an affirmative two-thirds weighted vote of the MVRD Board at each reading and a regional public hearing.
- In addition, the NBV does not indicate if the growth estimates for the plan area are included in the overall anticipated growth for the municipality as noted in the RCS. It would be appreciated if this could be clarified.

Servicing

- The Goodyear Creek area is presently unserved, but is within the GVS&DD Fraser Sewerage Area, and the NBV notes an intention to extend services to this area in the future. *Metro 2040* directs the GVS&DD to not extend regional sewerage services into areas with a Rural, Agricultural or Conservation and Recreation regional land use designation. Notwithstanding this general rule, in exceptional circumstances, the MVRD Board will advise the GVS&DD Board that it may consider such a connection for existing or new development where, in the MVRD Board's opinion, that new development is consistent with the underlying regional land use designation, and where the MVRD Board determines that either there is a public health or environmental contamination risk, or there would be no significant impact on *Metro 2040* urban containment provisions. The intention of limiting the extension of sewerage services from a regional growth management perspective is to support urban containment, as well as the protection of important lands and the efficient provision of urban infrastructure.
- If, however, *Metro 2040* was successfully amended to include the Goodyear Creek area within the Urban Containment Boundary, and the regional land use designation is amended from Conservation and Recreation to General Urban, there would be no need to make an application to connect to regional sewerage services.
- Metro Vancouver liquid waste staff note that at the high-level visioning stage presented in the NBV, there is little detail regarding sewer flows, densities, timings and other technical considerations. As such, it is too early to provide detailed analysis; staff will continue working with the City as the NBV process proceeds towards more detailed utility design.
- In order to assess the impact this may have on the Greater Vancouver Water District (GVWD), and how to best provide service to this area, Metro Vancouver water services staff note they will require additional detail on the service scheme once this information becomes available, and prior to any future development proposals being considered. The forecasted Peak Day water consumption and the Peak Day consumption pattern at the proposed site on the GVWD system will be required as this information relates to how the construction and operation of the Coquitlam distribution system infrastructure impacts the GVWD transmission system.

Transportation

- Staff suggest that the City, at the earliest opportunity, review and update the Master Transportation Plan as appropriate to reflect the NBV and to align the phasing of transportation infrastructure/services and development.
- As the local road network is further planned through neighbourhood planning processes, strong consideration should be made to coordinating the provision of sustainable transportation choices to reduce vehicle kilometres travelled, the number of private vehicle trips generated and the provision of connected and appropriately-sized pedestrian infrastructure. Continued dialogue with TransLink will be key in this regard, as well as for identifying viable fixed-route transit services or other innovative ways to connect residents to major transit stops and stations.

- Consider early dialogue with transportation service providers about opportunities for introducing car share, ride hailing, and other such transportation services that could be explored or piloted in coordination with NBV process.
- Staff suggest exploring opportunities to foster electric vehicle use through forward planning of electric vehicle charging infrastructure.

Environment

- Much of the NBV area is included in the Metro Vancouver Sensitive Ecosystem Inventory (SEI) as mature forest, floodplain and streams, often in a relatively undisturbed state. Staff therefore agrees with NBV's emphasis on measures intended to maintain these ecologically important areas, including buffering of the Provincial Park, protection of sensitive features such as watercourses, as well as maintaining connectivity for wildlife.
- The Goodyear Creek area has a regional Conservation and Recreation land use designation (intended to protect significant ecological and recreation assets). The remainder of the NBV area has General Urban and Conservation and Recreation regional land use designations. The Goodyear Creek area has a Rural Resource municipal land use designation (Northwest Coquitlam Area Plan), which reflects the current quarry extraction uses within this area.

Infinity Properties Ltd.
205 – 6360 202nd Street
Langley, BC
V2Y 1N2

Wesbild Holdings Ltd.
Suite 2650 – Park Place
Vancouver, BC
V6C 2X8

Harmony Ventures Ltd.
B301 – 2099 Lougheed Highway
Port Coquitlam, BC
V3B 1A8

Decorus Developments Inc.
P.O. Box 643, 141 – 6200 McKay Avenue
Burnaby, BC
V5H 4M9

Burke Mountain Holdings Ltd.
3378 Cambie Street
Vancouver, BC
V5Z 2W5

July 6, 2017

Mayor & Council
City of Coquitlam
3000 Guildford Way
Coquitlam, BC
V3B 7N2

Dear Mayor & Council:

RE: Northwest Burke Vision

We write as a consortium of developers and builders with land holdings in the Hazel-Coy area in regard to the April 19, 2017 Northwest Burke Vision report. Overall we are very supportive of this report and its logical conclusions.

Our group of Burke Mountain Holdings Ltd., Decorus Developments Inc., Harmony Ventures Ltd., Infinity Properties Ltd. and Wesbild Holdings Ltd. represents the majority of land ownership in the Hazel-Coy Neighbourhood. While our group supports the Vision report, we do have a few recommendations that we ask Council to consider.

Our primary concern is the level of infrastructure required for development to take place, most notably the potential bridge option for the top of Coast Meridian Road, as noted on page 36 of the report. Our group's engineering review of a new Hyde Creek crossing reveals that a bridge as shown in the report will not be financially feasible if the developers will be required to pay for the construction. Further, there are other family owned properties in the area that will be required to pay their proportional share of the infrastructure, and it may be a financial hardship for them. Rather, our design work shows a reduced roadway and culvert option is the preferred solution, in conjunction with the extension of Oxford Avenue. This may be a more appropriate solution given that this road will be limited to local traffic and will be a secondary route to the Burke Mountain Creek area.

Our group also realizes that due to the fractured ownership pattern of the area, all of us will need to work together, and contribute financially towards the required infrastructure and community amenities. We look forward to working with our neighbours and the City in the preparation of a Neighbourhood Plan, and realistic development parameters.

Lastly, we do not see the benefit in the Hazel-Coy Neighbourhood Planning process proceeding in advance of the Burke Mountain Creek Neighbourhood. These two neighbourhoods share common planning, transportation, water pressure and infrastructure needs. We are of the opinion that these geographically connected neighbourhoods should proceed as Phase One together.

In conclusion, our group is writing in support of the Northwest Burke Vision report, and we ask that Council:

- Recognizes the financial impact that large infrastructure requirements will have on the development of the Hazel-Coy area;
- Ensures that there is openness by the City in finding realistic solutions around infrastructure issues;
- Encourages cooperation amongst the various land owners and utilizes the resources being offered by our development group; and
- Amend the recommendation of staff and require the Hazel-Coy and Burke Mountain Creek Neighbourhood Planning process to proceed together as Phase One.

Our group stands ready to support the City with knowledge and finances in the preparation of a single Neighbourhood Plan, and timely infrastructure needs.

Yours sincerely,



Quentin Boulton
Senior Development Manager
Infinity Properties Ltd.



Raymond Nothstein
Vice President, Planning & Development
Wesbild Holdings Ltd.



Ken Helm
President
Harmony Ventures Ltd.



Manjit Bhatti
President
Decorus Developments Inc.



Stephen Kwok
President
Burke Mountain Holdings Ltd.

CC: Jim McIntyre, General Manager, Planning & Development; Andrew Merrill, Manager of Community Planning; and Steve Gauley, Senior Planner, Community Planning



W E S B I L D
HOLDINGS LIMITED

July 5, 2017

City of Coquitlam
3000 Guildford Way
Coquitlam, BC V3B 7N2

To Mayor & Council:

I write on behalf of Wesbild Holdings Ltd regarding the April 19, 2017 Northwest Burke Vision report.

Overall we find this report to be very good, and the findings and conclusions quite logical and supportable. The report contains a lot of useful background information and findings that will be beneficial, and help speed up the subsequent Neighbourhood Plans. Wesbild adds it's support this planning document.

Wesbild is the majority land owner in the Burke Mountain Creek Neighbourhood, as well, we also have substantial holdings in the Hazel-Coy Neighbourhood Plan area. Due to our large land holdings, Wesbild is very interested and concerned about the outcomes of the Northwest Burke Vision process.

According to the April 16th City report, at full build out the Hazel-Coy area could accommodate approximately 950 homes. The report also states the Burke Mountain Creek area can accommodate almost twice that amount with 1,750 homes. The report concludes that the Hazel-Coy area should be the first Neighbourhood Planning area within the Vision Lands, and that Burke Mountain Creek will be the second phase. As well, the report states "The timing for the preparation of individual neighbourhood plans will be identified through the City's annual Business Plan process and prioritization by Council."

As has been well reported in the press, and through various agencies and industry groups, the greatest impediment to the current high housing costs is a lack of new housing supply. Wesbild supports planning and development in the Hazel-Coy area, and we support the neighbourhood planning starting as soon as possible. However, due to the fractured ownership pattern, and the time and high costs for the required road and service infrastructure, we anticipate that it will take many years for the Hazel-Coy area to be able to bring on substantial numbers of homes into the market.

Within the proposed phasing for the Vision Lands, the best potential for new housing stock is the Burke Mountain Creek area. If the Burke Mountain Creek Neighbourhood Plan process must wait until the completion of the Hazel-Coy neighbourhood, and possibly other City Business Plan priorities, it will be years before new housing choices can come to NE Coquitlam.

Therefore, Wesbild is requesting that Council amend the recommendations of the Northwest Burke Vision Report to include both the Hazel-Coy and Burke Mountain Creek Neighbourhood Planning as Phase One.

By including both neighbourhoods in the same planning process the City will be able to:

- Coordinate all transportation and servicing requirements for the remainder of the Burke upper lands
- Greatly reduce the cost of the neighbourhood planning process by combining two geographically adjacent areas
- Leverage and capitalize on the larger development community within both areas, for funding and expertise in the process
- Ensure a variety of new housing stock continues to be available in the short and longer term
- Support the proposed new retail and community projects in the Partington Neighbourhood Centre by building the required surrounding residential base

We hope Council will take this historic opportunity to ensure the build out of Burke Mountain does not falter while waiting for sequential Neighbourhood Plans over the next 5+ years.

Yours truly,
WESBILD HOLDINGS LTD.



David Bullus
Senior Vice-President, Development & Construction

Burke Mountain Holdings Ltd.

3378 Cambie Street
Vancouver, BC V5Z 2W5

June 30, 2017

City of Coquitlam
3000 Guildford Way
Coquitlam, BC V3B 7N2

Attention: Steve Gauley – Senior Community Planner, Aubrey Jensen – Community Planner

Dear Steve and Aubrey,

Thank you for meeting with me and my environmental and planning consultants on Wednesday June 28, 2017. We appreciated the discussion with community planning and environmental services staff, and as requested, the following correspondence provides our written feedback on the draft Northwest Burke Vision.

The discussion in our meeting focused on four core areas and we have structured the written feedback around these themes, including:

1. Bridge Crossings
2. Phasing Criteria
3. Development Agreement
4. Implementation

Burke Mountain Holdings has long awaited an opportunity to advance the planning for the Riverwalk lands. We have participated actively in the three year vision process as a member of the Property Owners Group. We are also interested in the efforts and priorities of the Coquitlam River Watershed Roundtable and see the Riverwalk lands as an opportunity to pilot sensitive site design considerations to realize a sustainable development. The Vision is an important milestone for the City and we are looking forward to working with City staff with a renewed focus on our property.

1. Bridge Crossings

One of the key aspects of our discussion was related to the regulatory regime and guidance provided by the Department of Fisheries and Oceans (DFO) around the permitting requirements for bridge crossings. This was a follow up discussion to the letter submitted to the City on March 16, 2017 from Bruce Nidle, R.P. Bio of PGL Environmental Consultants (PGL).

Since the letter was submitted, Bruce Nidle had an opportunity to discuss the approval process with DFO staff who also had a role in the David Avenue approval process. DFO staff confirmed in discussion that the opinion provided by PGL is correct. A follow up letter is attached and provides a summary of the DFO conversation, confirmation from City of Coquitlam Environmental Services staff, as well as clarification around cumulative impacts - which are not considered in the DFO permitting process for bridge projects.

To this end, we note that there is existing language in the Vision that suggests one crossing may impact another crossing's approval, and the text should be modified to address this. For example:

- in section 5.3.4 Roads and Trails (page 33), the second paragraph is drafted as follows:

The OCP also identifies a bridge crossing the Coquitlam River in the vicinity of Lincoln Avenue. ~~The City's priority Coquitlam River crossing is the Lincoln Avenue Bridge. Approvals for the Riverwalk Bridge should not compromise the City securing the Lincoln Avenue crossing.~~

- in section 6.2.2 Phasing of Neighbourhood Planning (page 45), the second bullet under Completing the Road Network is drafted as follows:

A Coquitlam River bridge crossing is required to provide direct access to the area [Riverwalk], ~~which relates to the City securing another Coquitlam River bridge crossing in the vicinity of Lincoln Avenue (the Riverwalk Development Agreement provides specific details).~~ INSERT Design and funding of this crossing infrastructure would be at the developer's cost.

The Riverwalk crossing will not impact the approval of the Lincoln Avenue crossing, as the Riverwalk bridge is to be constructed as a clear span bridge that meets the DFO established parameters for clear span bridges. To this end, in the above excerpts, the last sentence in Section 5.3.4 and the dependent clause in Section 6.2.2 should be removed as indicated above with the black line.

We note that the Strategic Transportation Plan (2011) (STP) includes the Lincoln Avenue Bridge as a City Centre Network Improvement and indicates that "In addition to property impacts, environmental impacts such as instream and riparian impacts with the [Lincoln] crossing should be expected. Bridge construction will also require habitat compensation."

If there is a concern that there will be inadequate opportunity for compensation in the Coquitlam River to accommodate the potential impacts of the Lincoln Avenue Bridge, PGL has confirmed that the Coquitlam River has ample opportunities for compensation projects that would help improve the health of the watershed. Burke Mountain Holdings is also prepared to support the City's efforts with this regard. For example, neighbourhood planning for the Riverwalk site could consider providing for potential future Lincoln Avenue habitat compensation in its own riparian area, and integrate that into the implementation section of the Neighbourhood Plan.

2. Phasing Criteria

The Vision document indicates five phasing criteria:

- Meet the Pre-conditions for Neighbourhood Planning
- Ensure Efficient and Cost-effective Extension of Utility Service
- Complete the Road Network
- Support Complete Communities / Urban Areas
- Recognize Existing Neighbourhood

Our primary concern is with the analysis that has led to Riverwalk being placed at Phase 3 in the Draft Vision report. There are city, regional and watershed priorities that can be achieved through the initiation of the Riverwalk neighbourhood plan.

Fundamentally the first priority is related to housing. Coquitlam along with many of the major growth centres in Metro Vancouver is in a housing crisis. Coquitlam's Housing Affordability Strategy (2015) indicates that the development of designated market rental units are a short term high priority for the City. Housing prices and a limited land base are requiring alternative housing forms to single family development.

Throughout the investigation associated with the Riverwalk lands, the findings confirm that Riverwalk's unique topographical features offer an opportunity to consider a mix of housing from apartments to single family homes. This opportunity is unique when compared to the other potential neighborhood plan areas inside of the urban containment boundary of the Vision area. Apartment and other medium density forms provide an opportunity for the City to realize affordable housing opportunities not provided by single family redevelopment.

Further to the above City housing priority, we ask that you consider the following comments and rationale for reassessing or re-drafting some elements of the phasing in the Vision.

Meet the Pre-conditions for Neighbourhood Planning

There are two elements to consider with respect to the Pre-conditions – the Urban Containment Boundary and Integrated Watershed Management Plans (IWMP). We note that the *Phase 2* report had indicated that Sub Watersheds IWMPs will be *part of implementation along with Neighbourhood Planning, and Infrastructure Upgrades*, with the processes being concurrent, and/or just ahead. After reviewing several of the City's existing IWMPs, we find that the reports also recognize the need to integrate land use planning and watershed management planning in the planning phases of new development. (Hyde Creek 2004, Scott Creek 2012, Nelson Creek 2012, Chines 2015).

The Riverwalk neighbourhood plan would be an ideal opportunity to align a Sub Area IWMP with Neighbourhood Plan process. Initiating the effort could also align with priority efforts identified by the Coquitlam River Watershed Roundtable – a group with whom community planning has consulted, and the City of Coquitlam is also a represented on.

Ensure Efficient and Cost-effective Extension of Utility Service

Turning to the utility service, the existing Phase 2 and 3 both have items that are identified (water reservoir, water supply connection, respectively) and not identified (water pressure releasing, sanitary upgrades, respectively) in the current DCC program.

We and Aplin & Martin, our civil engineering consultant, met with the City's Engineering Department in December 2016 and January 2017. It was agreed at those meetings that

- sanitary treatment plant capacity was not an issue; and
- the extension of the required sanitary sewer service from the existing trunk at Lodge Drive north on Shaughnessy and across the Coquitlam River was technically feasible.

In order to ensure there is no financial burden on the City or impact on the Capital Works / DCC Program, Burke Mountain Holdings is agreeable to fully front-end finance the required sanitary trunk extension from the current terminus at Lodge Drive to serve the Riverwalk lands, including the required gravity main trunk, pump stations, and force main under/across the Coquitlam River, subject only to latecomers and credits and rebates as provided for in Provincial Legislation.

Language related to the use of Latecomer Agreement could be integrated within this section for Riverwalk, or as a separate new section as follows:

6.2.4 Timing & Development of Infrastructure:

Infrastructure not within the City's existing DCC Program would require the developer(s) to front-end finance this infrastructure subject to latecomer arrangements relative to benefitting lands.

Complete the Road Network

In addition to the revisions noted in the section above related to Vision section 5.3.4, there are several network opportunities to consider in the assessment of the Riverwalk lands phasing.

The Parks Recreation and Culture Services (PRCS) Master Plan was adopted by Council in June 2017. It provides a framework for investment or advancement of park priorities which includes prioritizing projects that serve the greatest number of residents, leverage partnerships, and develop greenways, pathways and bikeways. The Metro Vancouver Northeast Sector Regional Greenway Plan identifies the Coquitlam River frontage of Riverwalk as a regional link as does the City's Trail Network Plan. Advancing the neighbourhood plan for Riverwalk would advance these regional and city priorities for trails as well as be in line with the PRCS 2015-2019 timeframe for planning in the Northeast.

Riverwalk is adjacent to Pinecone Burke Provincial Park with Crystal Falls immediately to the north. The Burke Mountain Holdings Riverwalk property has effectively been used as a public trail and access to this provincial park. A neighbourhood plan would provide needed legal authority for an what would be an important regional and city park greenway and pathway to connect the park system and build on outdoor recreation assets for residents, as well as providing for appropriate management of land uses adjacent to the river.

Schedule B of the Northeast Coquitlam Area Plan (NECAP) recognizes the crossing to Riverwalk as a collector street. The completion of this link will support the completion of the road network as envisioned in the NECAP. Bike infrastructure would be integrated into this infrastructure and align with the prioritization of travel modes per the STP. Pipeline Drive would also be improved with sidewalks and other multi-modal infrastructure required to service the development between Robson Drive and the Riverwalk crossing which would further establish opportunities for residents to access alternative modes of travel.

Ultimately, the neighbourhood plan would also help define an emergency access route. Early investigation in conjunction with the planning/engineering work leading to the adoption of the Riverwalk Official Community Plan in 2001 identified a potential emergency access route to either Hazel/Coy Avenue or a future extension to Oxford St. – further detailed investigation would

establish the specific route and detailed design as part of the Riverwalk Neighbourhood Plan process.

Supporting Complete Communities

Riverwalk is ideally located in proximity to the newly constructed Evergreen rapid transit line's Lafarge Lake – Douglas Station and commercial and institutional amenities in the City Centre area. The site is a 10 minute bicycle ride and a five minute vehicle drive to these amenities. Riverwalk is within proximity to amenities that form part of a complete community that already exist, whereas the Burke Mountain Creek area is within an equivalent distance to future planned areas.

In addition, a school site has been identified on site since 2001, and School Site Acquisition Charges have been collected considering this Riverwalk school being part of the rationale for these charges since that time.

We are committed to providing a site for school within the area should the School District confirm facilities are required. The size and nature of the school cannot be determined other than as part of the Neighbourhood Planning process, as it turns on the size, scope and housing form of the development occurring at the site.

The Coquitlam River Watershed Roundtable and the City's PRCS and Trail Plans recognize the importance of outdoor recreation and natural or green space to address societal and health concerns related to stress and mental health. Specifically, it is stated that balance needs to be struck between preservation of ecological features and public use and enjoyment. Advancing the planning for Riverwalk will identify and build trailheads and portals providing public access to back country and other outdoor recreation opportunities.

3. Development Agreement

The Development Agreement was entered into 2001. It is our understanding that it was entered into as a mechanism to set out the ground rules for a specific Riverwalk development to proceed *ahead* of the balance of Burke before the Visioning for the balance of Burke was done, and considering the regulatory and planning processes in place at that time.

The Draft Vision report acknowledges the Development Agreement without regard to that context, even though:

- the Visioning for the balance of Burke has now been done, by way of the present three plus year process
- the outcome of that Visioning process is a different set of development parameters than the parameters that the 2001 OCP amendment and the related Development Agreement provides for
- the DFO's standards and procedures that the Development Agreement was drafted to accommodate have fundamentally changed, such that the Development Agreement is now out-dated and archaic (per the DFO legislation, PGL letter as attached).

As matters stand, the Vision report seems to be suggesting that the land owner's planning of the Riverwalk lands is to be constrained by a Development Agreement that isn't constraining the

City in its planning, and that requires adherence with a regulatory framework that is obsolete and can no longer be performed. It would seem to be more reasonable to either drop the references to the 2001 Riverwalk Development Agreement on the basis that it is obsolete, or to simply provide that neighbourhood planning at Riverwalk and elsewhere is subject to entering into new or amended Development Agreements as required to ensure that the applicable regulatory considerations are properly addressed.

Typically a neighbourhood plan process would cover off several of the items that are included in the 2001 Development Agreement, including the development of a sub-area IWMP, defining appropriate land uses including housing, parks, open space and schools, infrastructure requirements, transportation networks, and amenities. These items would not be considered as pre-cursors to planning rather as integral to the planning process.

4. Phasing

After considering all the above, we feel that in light of the findings from the Vision process, there is no reason why the potential neighbourhood planning areas "Riverwalk" and "Burke Mountain Creek" should not be aligned in timing, and there are very good reasons to do so, given the differences in housing forms, public trail and access benefits, and proximity to transit. We encourage staff to consider combining Phases 2 and 3 into one Phase for two different neighbourhoods, where the timing of planning could reflect developer initiatives.

To the extent there is a concern with overloading staff time related to the phasing of neighbourhood planning, the City has experience with building capacity through external planning consultants. Burke Mountain Holdings is prepared to fund a planning consultant or provide financial support to hire a staff person to be retained by the City to assist the Community Planning Department.

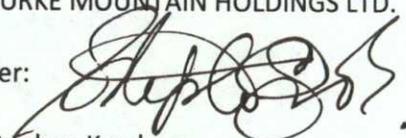
The Draft Vision document acknowledges at page 4 that the Vision is a "living document" that is to be flexible to developer initiatives. For the many reasons above including housing priorities, parks priorities, and planning opportunities, in addition to the opportunities to achieve regional objectives and align with the Coquitlam River Watershed Roundtable priorities, there are several benefits to advancing the planning for Riverwalk.

We look forward to working with Coquitlam's community planning group to move the Vision for Northwest Burke forward.

Sincerely,

BURKE MOUNTAIN HOLDINGS LTD.

Per:


Stephen Kwok

cc. Blaire Chisholm, Brook Pooni Associates
Michael Sanderson, Sanderson Planning Ltd.



1200 - 1185 West Georgia Street
Vancouver BC V6E 4E6
604 682 3707
pggroup.com

June 30, 2017
PGL File: 5007-01.01

Via E-mail: skwok@anson-realty.com

Burke Mountain Holdings
3378 Cambie Street
Vancouver BC
V5Z 2W5

Attention: Stephen Kwok

RE: PERMITTING REQUIREMENTS FOR MULTIPLE BRIDGES

PGL Environmental Consultants (PGL) is pleased to provide this brief summary of the results of our conversation with Fisheries and Oceans Canada (F&OC) staff regarding regulatory and policy requirements related to multiple crossings of a watercourse.

During our June 8, 2017 conversation with a senior F&OC fisheries biologist, we learned that:

- The David Avenue bridge was a *Canadian Environmental Assessment Act* (CEAA)-reviewed project. At the time the proposed David Avenue bridge was being considered, CEAA review of projects involved a cumulative effects assessment, which would have dealt with multiple crossings of a single watercourse;
- There is no longer a review of clear-span bridges under the more recent CEAA 2012;
- There is no regulatory-based threshold for the number of bridges over a watercourse, and F&OC does not review for whether there are "too many" bridges for a specific watercourse; and
- The only thing that F&OC can provide guidance on, is to recommend bridges are designed to be clear span, and to minimize encroachment into the riparian area of the watercourse.

As mentioned in our March 15, 2017 letter, it is our understanding and experience that there is no existing legislated requirement, F&OC policy, or practice to consider cumulative effects of structures that meet F&OC guidance to prevent serious harm to fish, and it is our opinion that the Lincoln Avenue and Riverwalk bridges may proceed independent of the other with respect to fish habitat, provided that each follows F&OC guidance for clear-span bridge construction. It is also our understanding that City of Coquitlam environmental services staff agree with this opinion.

Even if a Lincoln Avenue bridge on the Coquitlam River was not clear span, F&OC's review of that bridge would be based on the impacts of that bridge alone, and the number of other bridges on the Coquitlam River would not be a consideration. It is our understanding that F&OC does not consider cumulative effects, even for a non-clear-span bridge.

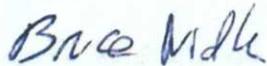
It should also be noted that the existence of the Riverwalk bridge would have no practical effect on the availability of compensation for the Lincoln Avenue bridge, because there appear to be ample opportunities for compensation on the Coquitlam River.

Finally, there is nothing to suggest under current F&OC policy and practice that a cumulative effect assessment is likely to return as a F&OC consideration on bridge crossings of rivers like the Coquitlam River.

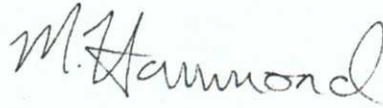
We trust that this meets your needs. If you have any questions or require clarification, please contact Bruce Nidle or Matt Hammond at 604-895-7609 and 604-682-3707, respectively.

PGL ENVIRONMENTAL CONSULTANTS

Per:



Bruce H. Nidle, B.Sc., R.P.Bio.
Senior Environmental Consultant



Matt Hammond, B.Sc., R.P.Bio.
Senior Environmental Consultant

BHN/MNH/mtl

\\pgl-van-file1\Project Files\5000-5099\5007 - Anson Realty Ltd\01-01_Client Docs\5007-01-01-Bridge Permitting-Jun17.docx

Burke Mountain Holdings Ltd.

3378 Cambie Street
Vancouver, BC V5Z 2W5

July 6, 2017

City of Coquitlam
3000 Guildford Way
Coquitlam, BC V3B 7N2

Attention: Steve Gauley – Senior Community Planner, Aubrey Jensen – Community Planner

**Re: Draft Northwest Burke Phase 3 – Vision Report: Riverwalk Landowner Review-Input:
Lands West of Coquitlam River & Land Use Designation for Certain Riverwalk Lands East of
Coquitlam River.**

Further to my letter of June 30, 2017 and our discussions at the May 27 Landowner Workshop I want to provide the following additional comments and two requests regarding the treatment of the residential neighbourhood along Pipeline Road, west of the Coquitlam River and certain lands within Riverwalk.

1. Lands West of Coquitlam River & East of Pipeline Road: OCP Ready & Candidate for Early Release

The Vision report places various lands adjacent to the existing residential neighbourhood along Pipeline Road into Phase 4 based upon them being outside the Metro Vancouver Urban Containment Boundary (UCB) and the need for a future amendment to the UCB.

This residential neighbourhood is inside the Urban Containment Boundary, and hence the rationale for placing these lands in Phase 4 does not apply. This area is very distinct from the lands west of the Pipeline Road and meets the criteria for Early Release "OCP Amendment Ready sites" set out in the November 21 Staff Report to Council and proposed Vision Report. These lands are:

Criterion 1: Within the Urban Containment Boundary.

Criterion 2: Adjacent to an existing (Hockaday) residential neighbourhood (See Figure 6 in Phase 3 Report).

Criterion 3: Have the potential for immediate connections to existing water and sanitary sewer.

Criterion 4: Not separated by any geographic physical barriers.

They are also very accessible (5 minute drive) via Pipeline Road to City services and transit.

As such, we request that staff consider/re-align the areas identified in Attachment 1 as "Early Release". Where there is a need to extend utilities to these lands from existing adjacent terminus

points, as is also the case for the four sites currently accepted as being early release lands, and where required works are not presently included in the City's DCC program, this could be dealt with by way of Front-End Financing with Latecomer arrangements.

2. Designation of Debris Runout Areas - Residential Designation

BMH and other landowners noted at the Landowner Workshop that in the draft Vision Report some of the lands in Phases 3 and 4 included as debris runout areas (**Attachment 2**) are identified with a residential land-use designation. This is correct given the report's recommendations/policies state that residential development can proceed in these areas subject to addressing any technical issues. This potential is reflected in part on the **Land Use Overlay (Figure 12)** in the Phase 3 Report and they are designated as future Single Family/Townhouse and/or Apartment Mix.

However, it was pointed out that other similarly designated debris runout lands in both Riverwalk and portions of lands west of Pipeline Road do not show a residential land use. It is understood from our discussion that this inconsistency would be addressed and the draft Land Use Plan amended to include an appropriate residential land use on both the Riverwalk lands and areas adjacent to Pipeline Road. Attachment 3 identifies our understanding of these areas requiring amendments.

Upon review of this submission if you have any questions, please contact the undersigned.

Thank you for your consideration.

Sincerely,

BURKE MOUNTAIN HOLDINGS LTD.

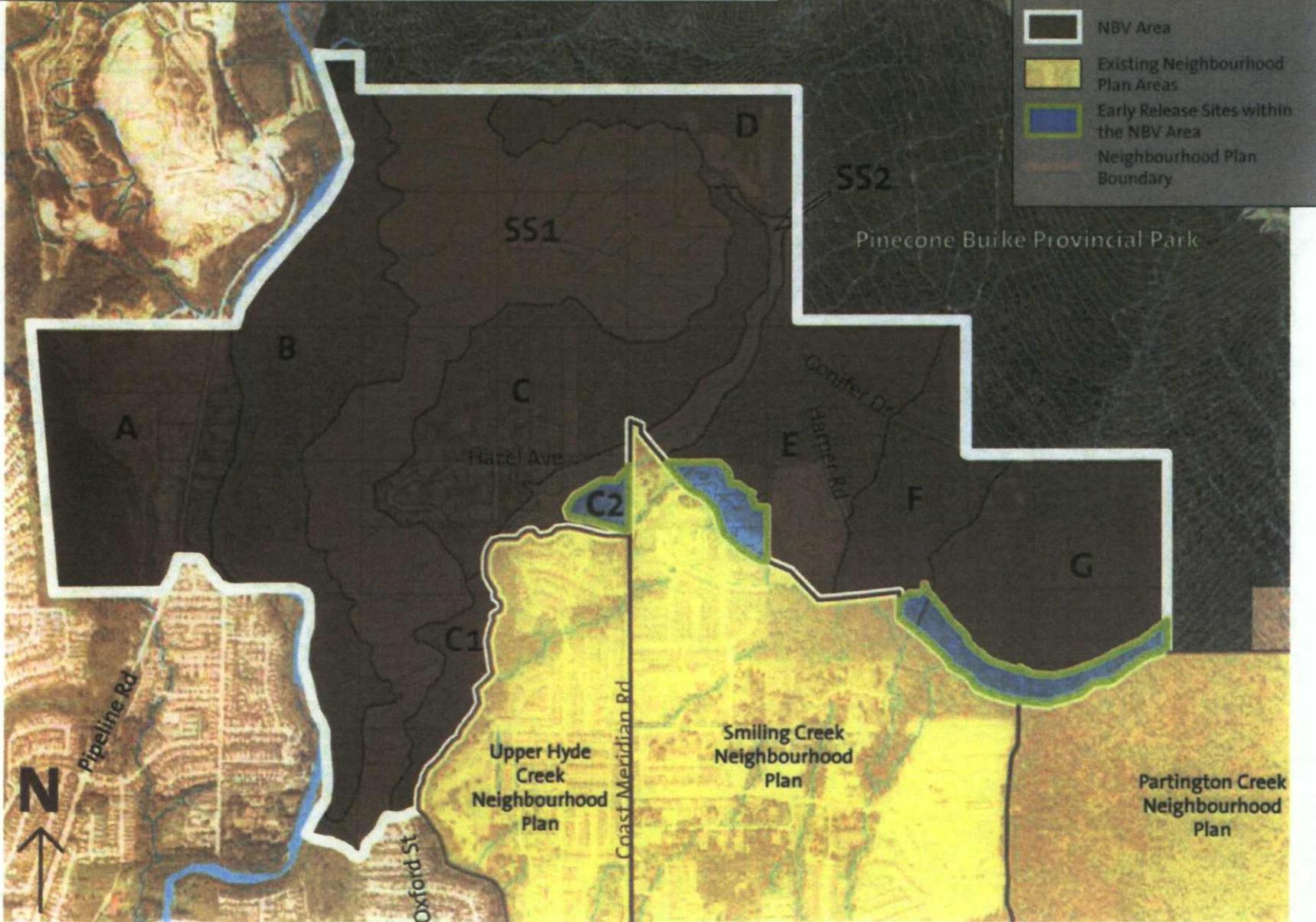
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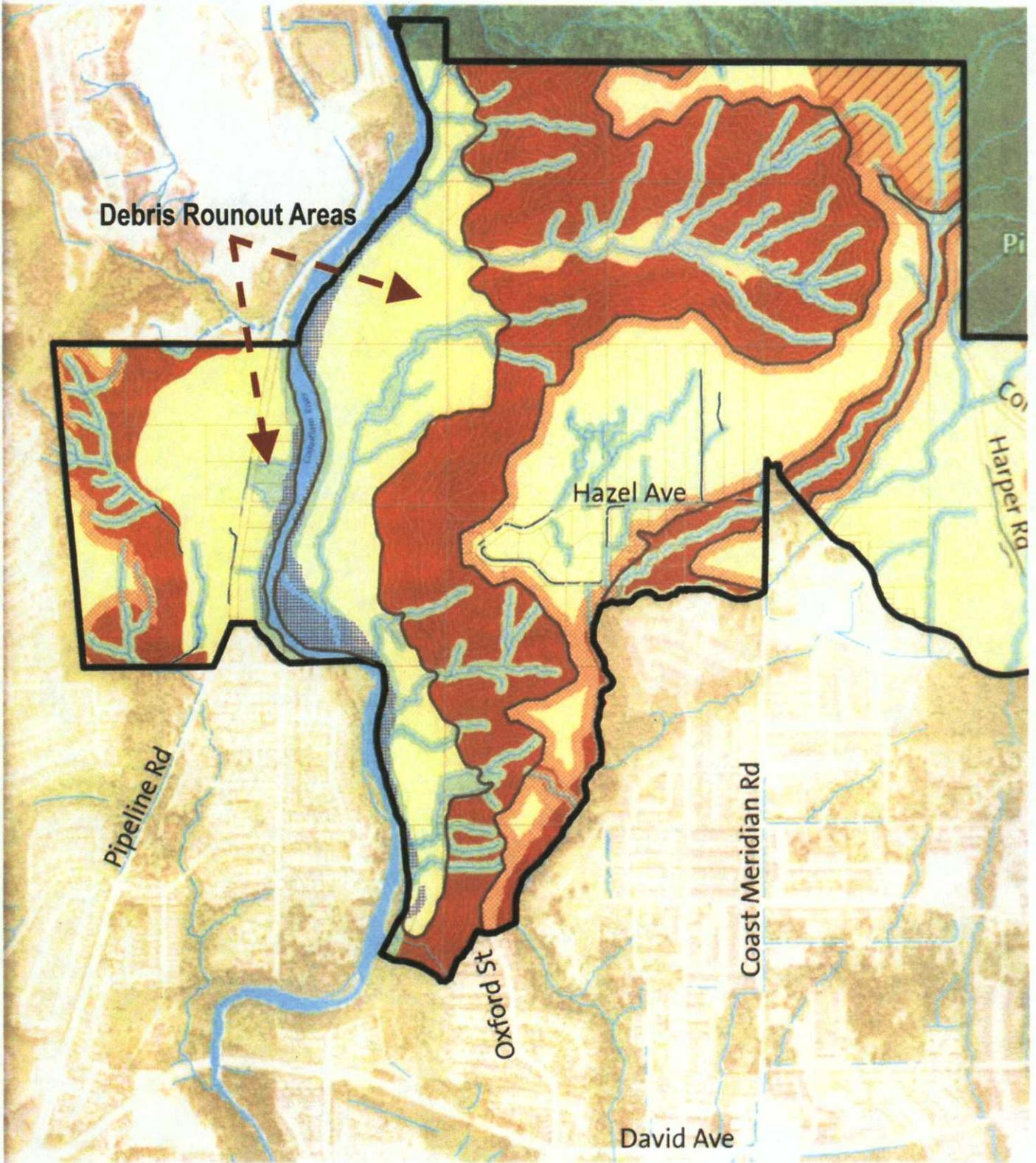


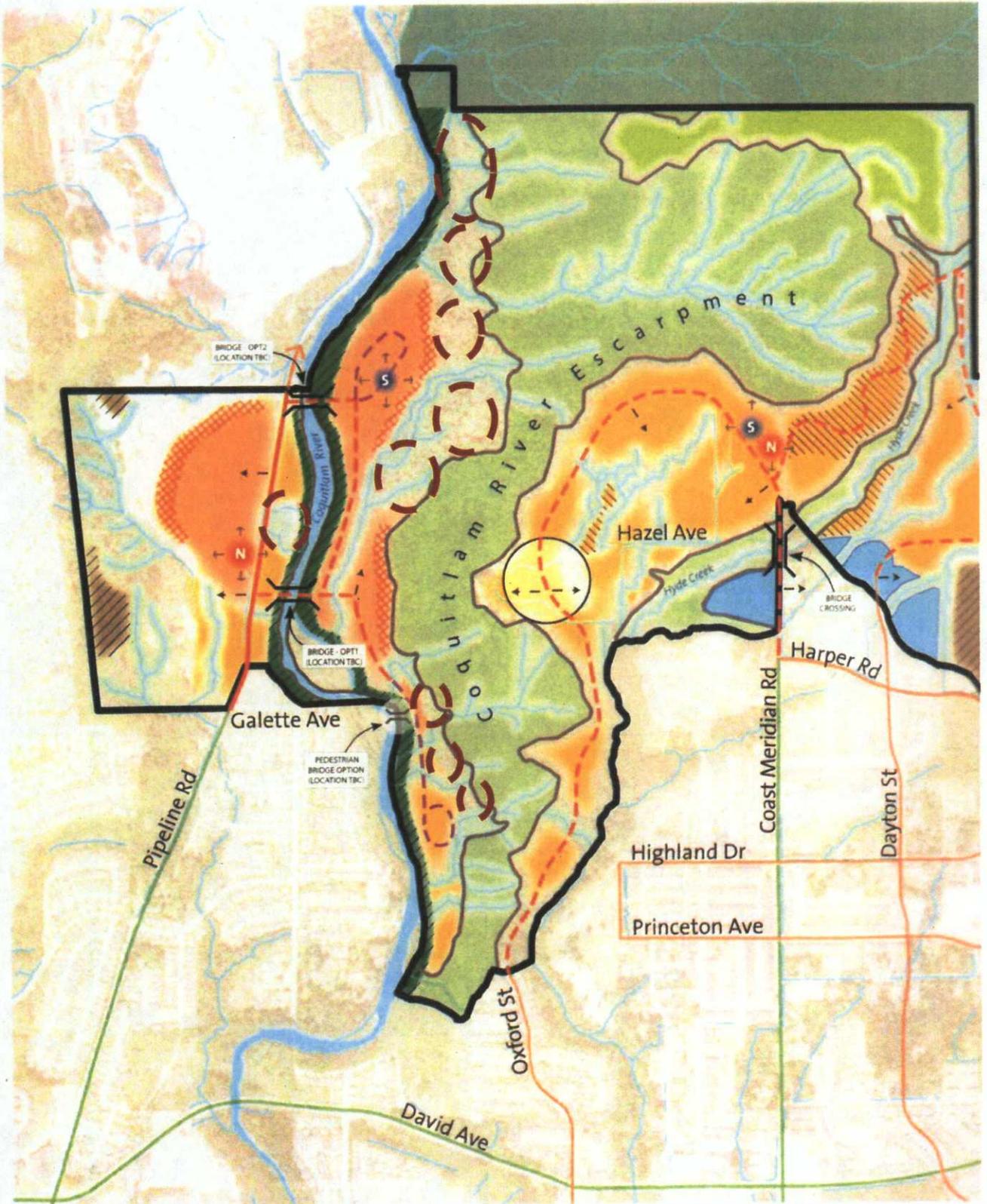
Stephen Kwok

Cc Jim McIntyre, Manager Planning & Development
Michael Sanderson, Sanderson Planning Ltd.
Blair Chisholm, Brook Pooni Associates Ltd.

Sites Identified by Proposed Early Release Criteria







 Lands To Show Future Residential Land Use Designation Consistent with Similarly Designated Debris Runout Areas

Burke Mountain Holdings
Submission: July 5, 2017
SP708

ATTACHMENT 11

Estimated Costs of NBV Utility Upgrades Eligible for DCC Program

	In Current DCC Program	To be Added to DCC Program	Total
Water			\$4,150,000
Bulk supply main connection (Goodyear Creek and Riverwalk)	\$100,000		
Water servicing connection (Hazel-Coy)		\$50,000	
Zone 5 reservoir (Burke Mountain Creek and portions of Hazel-Coy)	\$4,000,000		
Sanitary			\$2,970,000
Hockaday capacity upgrade (Goodyear Creek and Riverwalk)		\$2,000,000	
Shaughnessy capacity upgrade (Goodyear Creek and Riverwalk)	\$900,000		
Sanitary servicing connection (Hazel-Coy)		\$70,000	
Drainage			\$2,350,000
Drainage servicing connection and utility bridge (Hazel-Coy)	\$850,000		
Stormwater management facility (Hazel-Coy)	\$500,000		
Stormwater management facilities (Burke Mountain Creek)		\$1,000,000	
Total	\$6,350,000	\$3,120,000	\$9,470,000

Note: Numbers presented in this table are cost estimates, and have been rounded from the numbers presented in the Northwest Burke Vision Financial Analysis Paper.



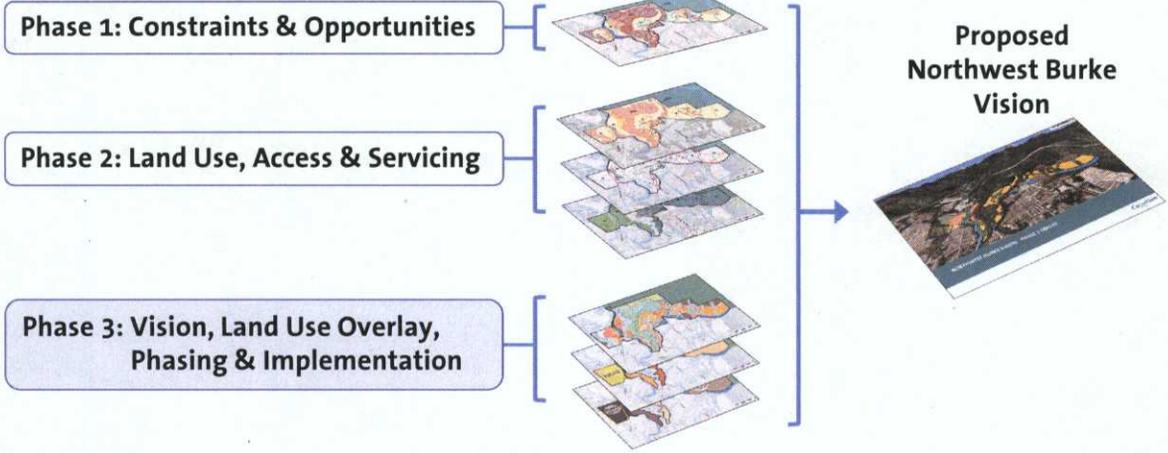
Northwest Burke Vision
Phase 3 Draft Vision & Public Consultation Summary

CEDMS: 2662497

Purpose

- To develop a Vision that guides future planning and development**
- 'Game Plan' for planning and development over the next 30+ years
 - High level land use overlay and servicing concepts
 - Phasing and Timing
 - Implementation strategy

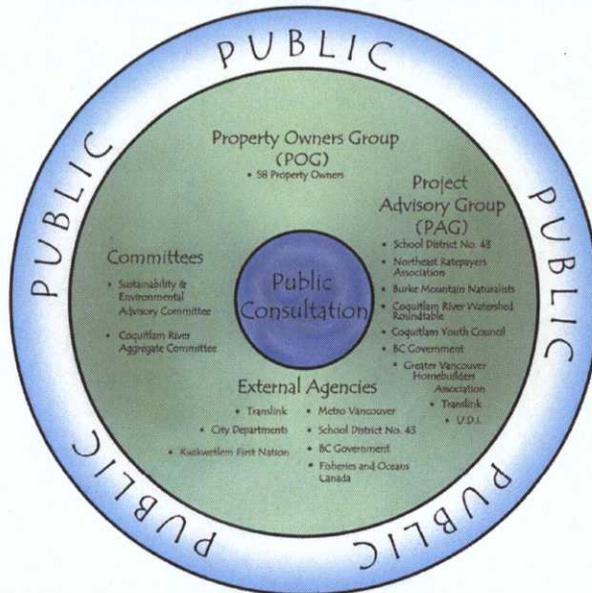
Process



3

Consultation

- Property Owners Group
- Project Advisory Group
- Committees
- External Agencies
- Public



4

Public Outreach – Phase 3

- A Property Owners Workshop
- A Project Advisory Group Meeting
- Two Community Information Sessions
- Sustainability and Environmental Advisory Committee
- Coquitlam Youth Council
- Referrals to External Agencies



5

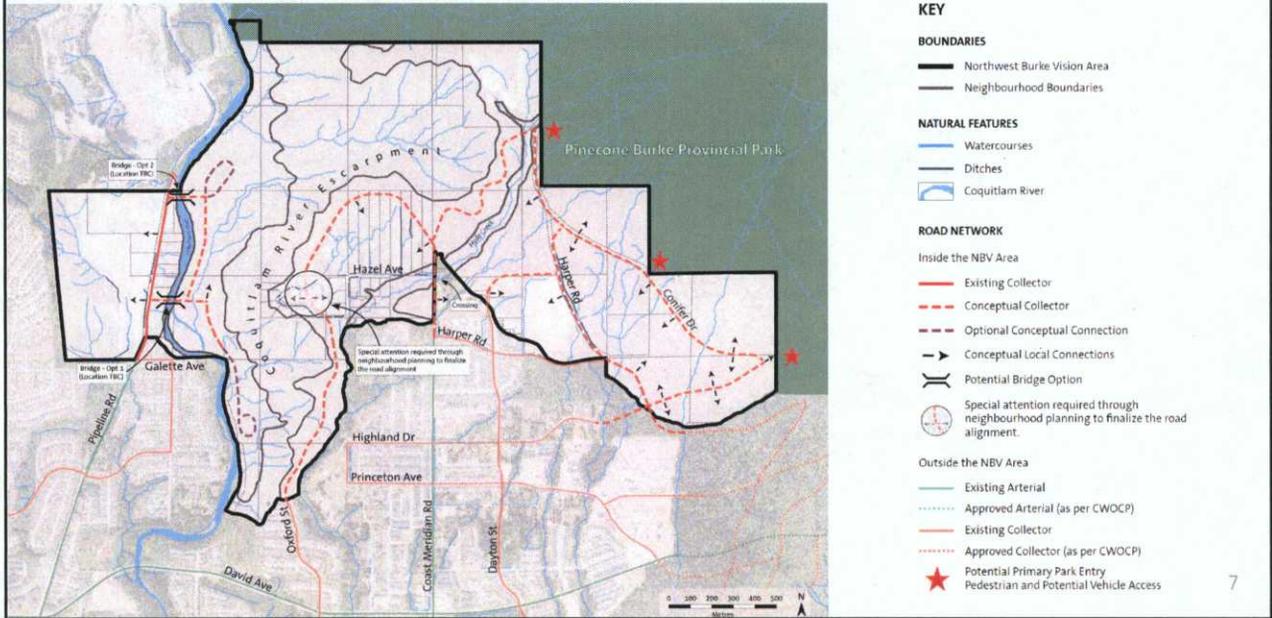
Public Feedback – Major Themes

- Conceptual Road Network
- Conceptual Land Use Overlay
- Phasing & Timing
- City of Port Coquitlam

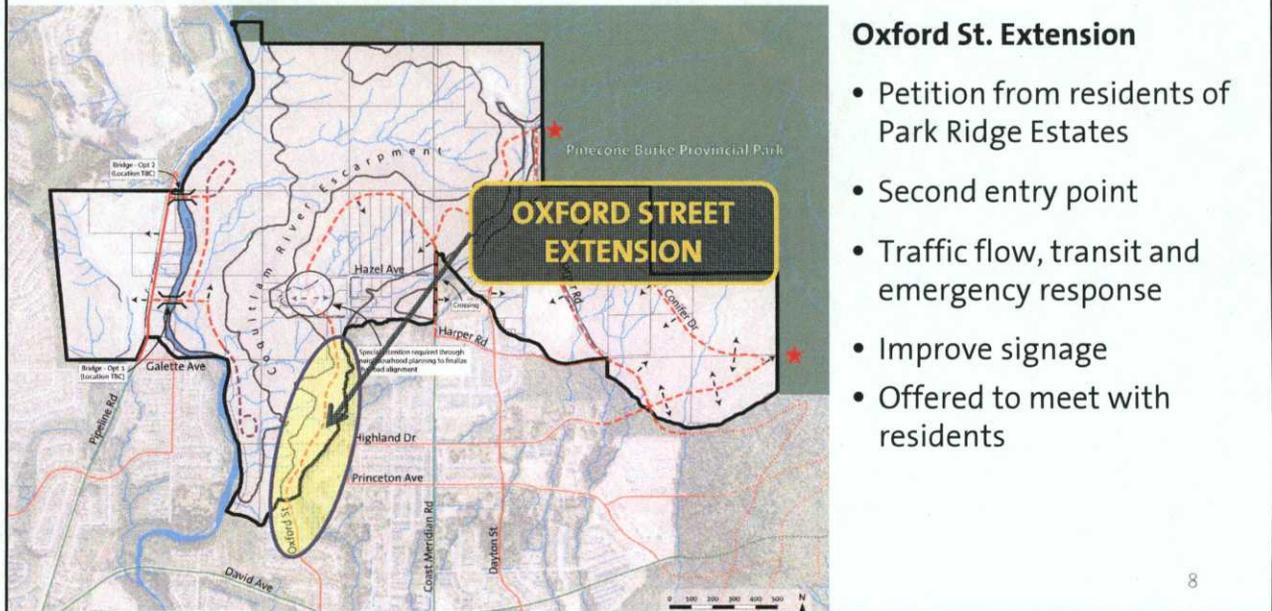


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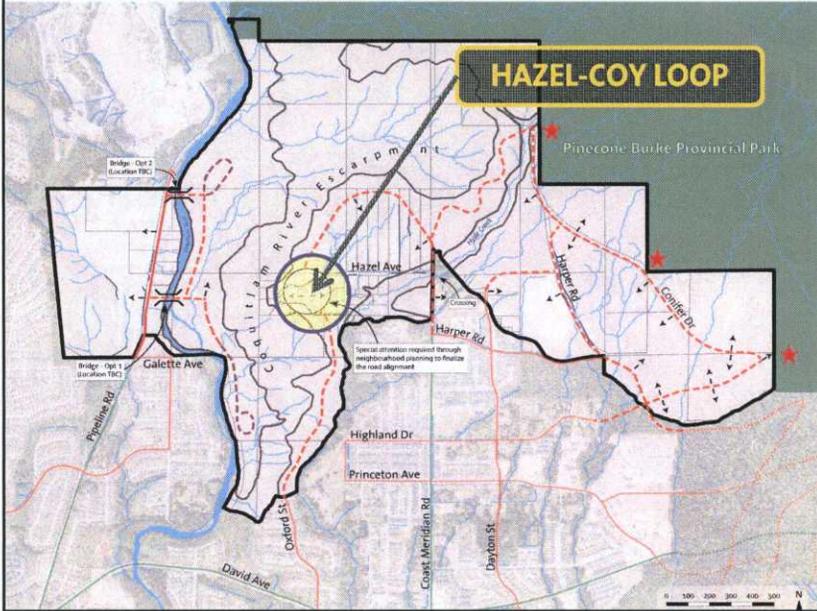
Conceptual Road Network



Conceptual Road Network Feedback



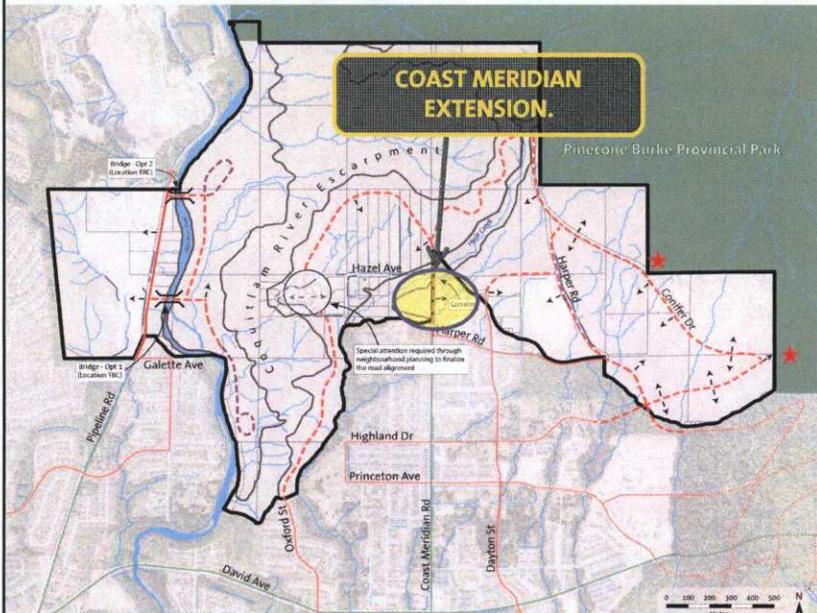
Conceptual Road Network Feedback



Hazel-Coy Loop

- Conceptual alignment
- Specific alignment will be determined through detailed planning & design

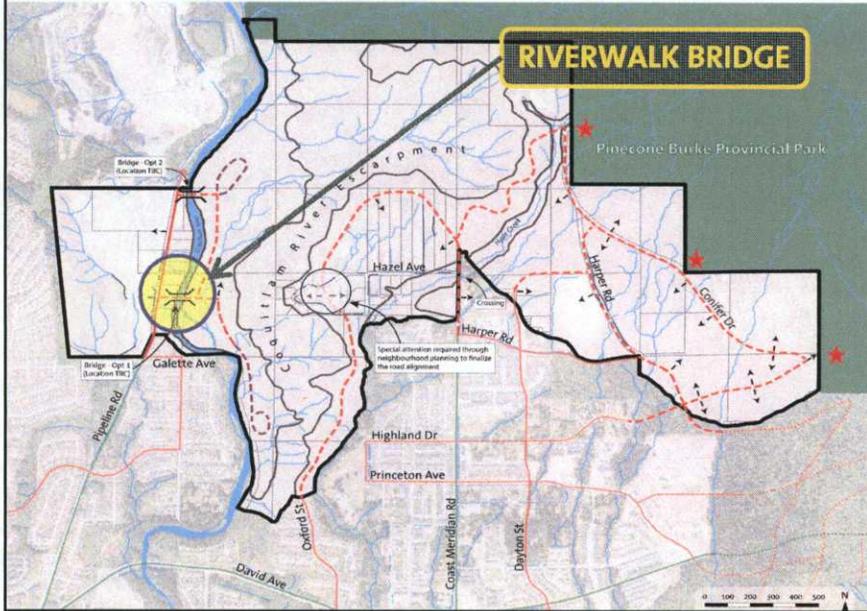
Conceptual Road Network Feedback



Coast Meridian Extension

- Cost sharing model proposed by a group of developers
- 'bridge' or 'culvert'

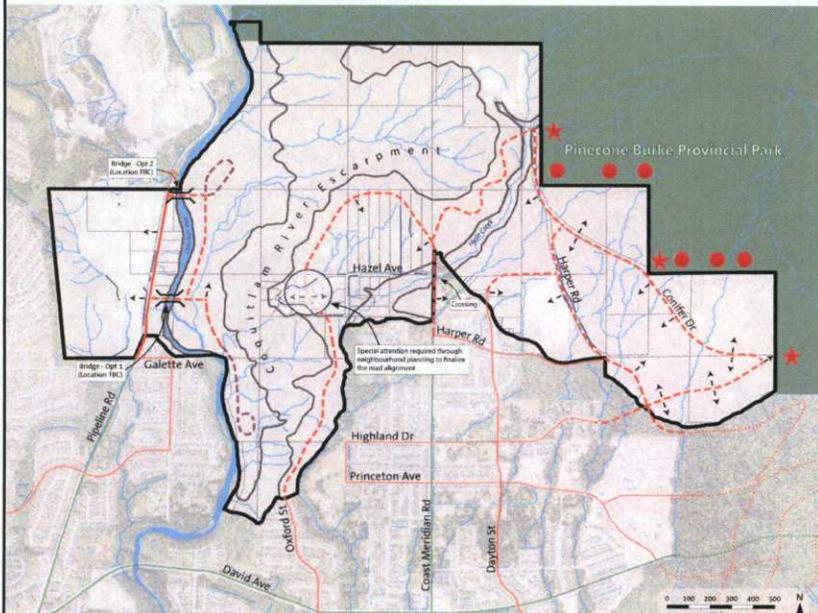
Conceptual Road Network Feedback



Coquitlam River Bridge Crossing

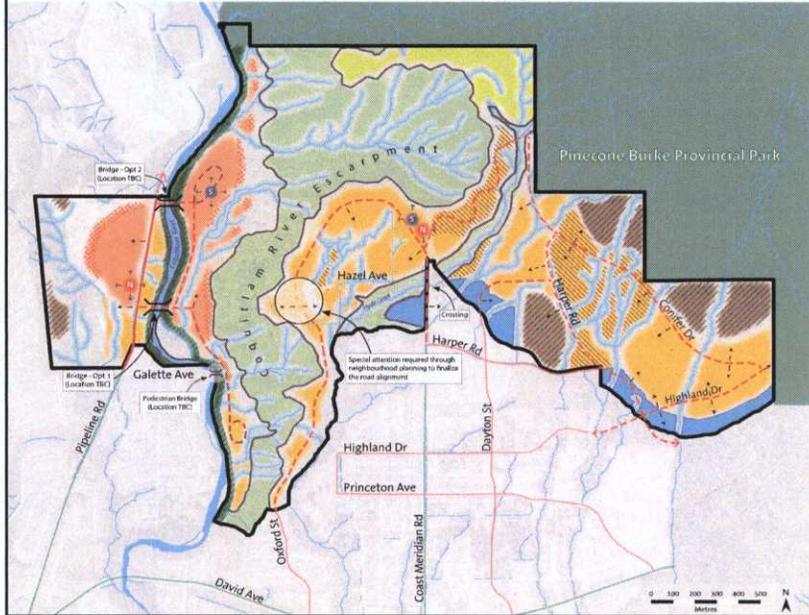
- Changes to Fishers Act

Other Road Network Related Feedback



- Traffic increase and parking availability in relation to trails into the Provincial Park
- Parking Studies in collaboration with the BC Ministry of Environment

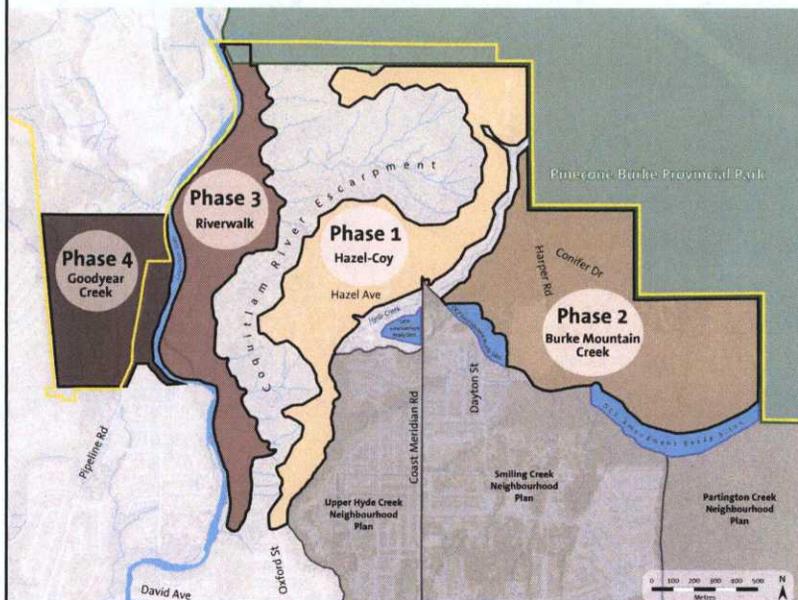
Land Use Overlay Feedback



- Wildlife protection & conflict
- Diverse housing options
- Services & amenities

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Phasing and Timing



Four Phases

1. Hazel-Coy
2. Burke Mountain Creek
3. Riverwalk
4. Goodyear Creek

Timing

- Identified through City of Coquitlam's annual Business Plan

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Phasing: Criteria

1. Meet the pre-conditions for Neighbourhood Planning
 - Urban Containment Boundary & Integrated Watershed Management Plan
2. Ensure efficient & cost-effective extension of utility services
3. Complete the Road Network
4. Support Complete Communities/Urban Areas
5. Recognize Existing Future Potential Planning Areas

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City of Port Coquitlam Feedback (Staff)



- Stormwater management
- Integrated transportation network
- Provision of community services and recreation facilities

Financial Analysis

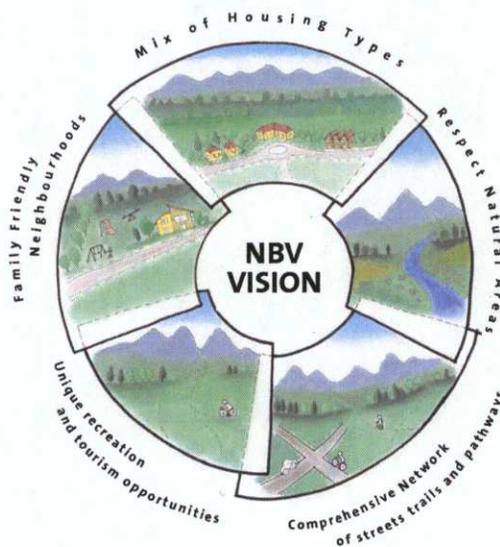
- “Northwest Burke Vision Financial Analysis” discussion paper
- Technical memo on cost estimates within the context of City’s DCC program

	In Current DCC Program	To be Added to DCC Program	Total
Water			\$4,150,000
Bulk supply main connection (Goodyear Creek and Riverwalk)	\$100,000		
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17

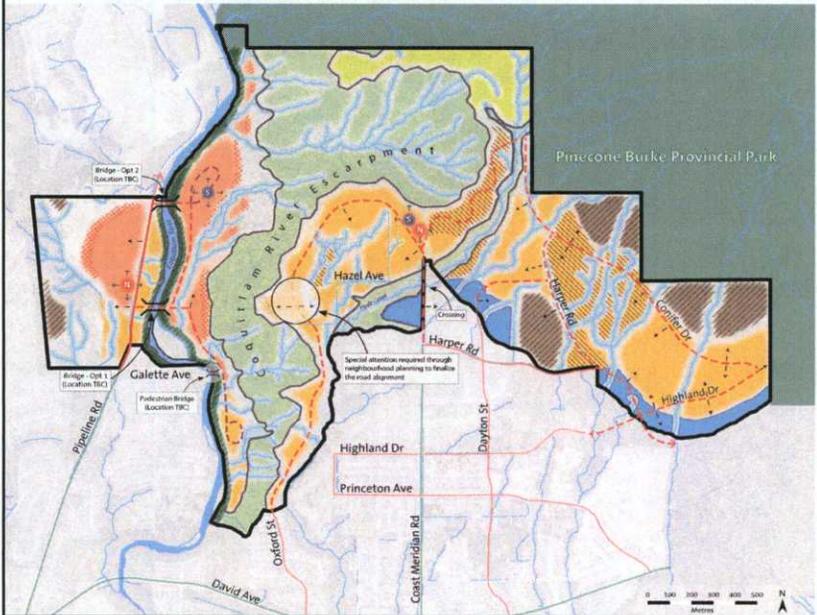
Vision & Principles

1. Encourage family-friendly neighbourhoods
2. Provide a range of housing
3. Respect natural areas
4. Ensure a comprehensive network of streets, trails, and pathways
5. Enhance the unique recreation and tourism opportunities



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Land Use Overlay

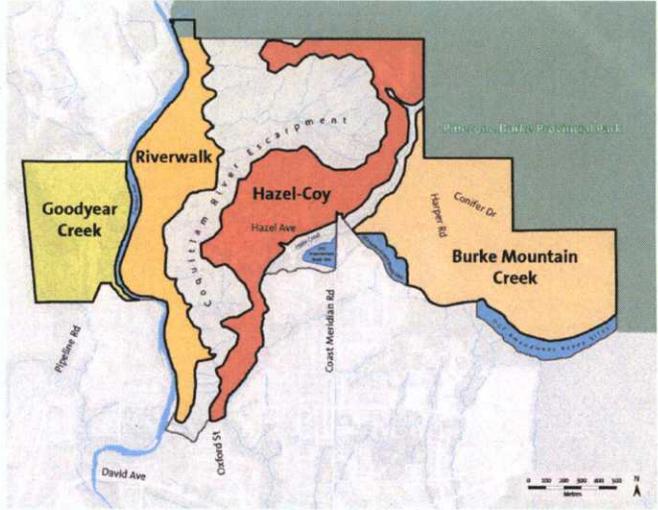


- KEY**
- GENERAL**
- Single Family and Townhousing Mix
 - Single Family, Townhousing and Apartment Mix
- SPECIAL SITE CONDITIONS**
- Townhousing Opportunity
 - Apartment Opportunity
 - Special Study Area
 - Natural Area
 - OCP Amendment Ready Sites
- RECREATION/TOURISM**
- Coquitlam River Trail System
 - Recreation/Tourism Opportunity
- COMMUNITY NODES AND SCHOOLS**
- + Node: Commercial, Civic and Medium Density Opportunities
 - S Elementary School

Four Potential Planning Areas

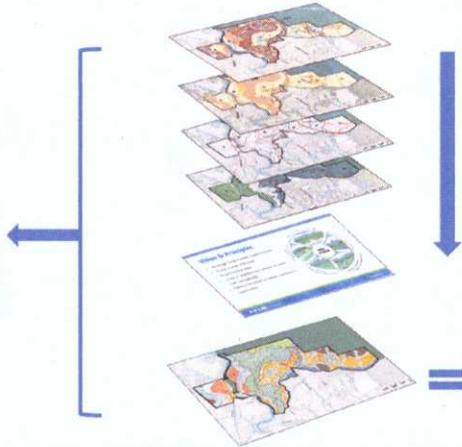
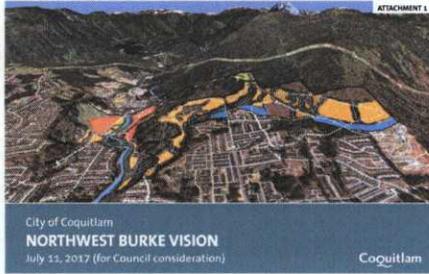
Defined by natural edges
(i.e., Coquitlam River, Hyde Creek, Pinecone Burke Provincial Park)

- Goodyear Creek
- Riverwalk
- Hazel-Coy
- Burke Mountain Creek



Recommendation

- Approve the Proposed Northwest Burke Vision



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