

Burquitlam-Lougheed Servicing Assessment

City of Coquitlam

Updated April 2022

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The Burquitlam-Lougheed Servicing Assessment was developed by a multi-disciplinary team of Coquitlam staff, led by Community Planning and including Engineering and Public Works; Parks, Recreation, Culture and Facilities; Planning and Development; and Finance, Land and Police staff.

1.0 INTRODUCTION

1.1 Context

The Burquitlam-Lougheed Servicing Assessment is a high-level summary of estimated and proposed funding sources (both DCC and non-DCC related) for servicing requirements (infrastructure works including transportation and utility improvements, and parks) that are needed to support the build-out of the Burquitlam-Lougheed Neighbourhood Plan ('BLNP' or the 'Plan').

The Servicing Assessment was initially developed to accompany the adoption of the BLNP in 2017. However, bylaw updates and land use policy changes have necessitated an update to the Servicing Assessment. The land use planning changes captured in this update are a result of three neighbourhood pocket areas (Miller-Grant, Whiting-Appian, and Guilby-Grayson), which weren't included in the BLNP (see Appendix E: Neighbourhood pocket areas). The Servicing Assessment changes as a result of these pockets are referenced in the remainder of this document as the 2022 update.

The original BLNP Servicing Assessment in 2017 projected an increase of 9,000-10,000 dwelling units (15,000-20,000 people) of over a 20-25 year period. An update in 2020 resulted in an additional projected increase of approximately 3,300 dwelling units (7,100 people). Land use changes to the neighbourhood pockets in 2022 have resulted in a further projected increase of 2,900 dwelling units (6,600 people). The projected increase is anticipated to be 15,000-16,000 dwelling units (28,000-33,000 people)¹ in the BLNP (in addition to the 2016 area population of approximately 21,000 residents and 8,600 residents). Some of these servicing elements also support the wider Southwest Coquitlam community.

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

More specifically, the Development Cost Charge (DCC) eligible capital costs noted in this Assessment are incorporated into the City-wide DCC program through periodic DCC bylaw updates. Non-DCC eligible capital improvements will be funded through a combination of sources, including private sector development, the City's capital budget, utility fees and contributions from other levels of governments. Project specific details are provided in Sections 2.0 – 4.0. The needs identified in this Servicing Assessment are used by the Finance, Land and Police Department to prepare future Five Year Financial Plans and assist in the determination of the City-wide DCC program, for approval by Council in the future to support the BLNP and the City as a whole.

¹ Projections updated as a result of Bylaw 5162, 2022.

This Servicing Assessment was jointly prepared by Engineering and Public Works; Parks, Recreation, Culture and Facilities; Planning and Development; and Finance, Land and Police staff. This Assessment should be used in conjunction with the City’s Five Year Financial Plan, *Official Community Plan, Burquitlam-Lougheed Neighbourhood Plan, Subdivision and Development Servicing Bylaw, Development Cost Charge (DCC) Bylaw, Community Amenity Contribution (CAC) Policy, and the Parks Prioritization Plan* in setting capital funding priorities.

1.2 Funding and Costs Summary

Transportation, utility, and park improvements in the BLNP area will be implemented through a combination of funding sources, including private sector development, the City’s capital and Development Cost Charge (DCC) reserves, density bonus funds, utility fees and potential contributions from other levels of governments. The City will determine the optimal funding source in balance with other City funding priorities in order to support future growth.

The majority of DCC-eligible infrastructure works required to support full build-out of the Plan are already included in the City’s DCC program. Works that are not currently included will be reviewed and are anticipated to be added to the DCC program during the next DCC bylaw review.

1.2.1 Estimated DCC Revenue

The City uses a Citywide DCC program, which applies the same DCC rates to developments across the City to fund the cost of all DCC-eligible capital projects in Coquitlam. Based on the development projections for the BLNP area, approximately \$113 million was estimated in the 2017 BLNP Servicing Assessment over a period of 20-25 years. The 2022 update estimates that up to approximately \$271 million of DCCs (Table 1), will be collected from development within the BLNP area over the next 20-25 years, depending on actual development activity and market cycles. Estimated DCC revenue projected in this area is based on the rates set out in the current Development Cost Charge Bylaw No. 4950, 2019. The rates would be amended during the next DCC Update to incorporate the current unfunded DCC eligible amounts.

Table 1 – Estimated DCC revenues and costs generated from BLNP by 2046^{2 3}

	Transportation DCCs	Water DCCs	Sanitary DCCs	Drainage DCCs	Parkland Acquisition DCCs	Parkland Improvement DCCs	Total
Estimated DCC Revenue ⁴	\$55.70 M	\$12.92 M	\$5.96 M	\$17.56 M	\$139.73 M	\$38.67 M	\$270.54 M

² The DCC Revenue includes an estimate of 82,500 m² (888,000 sq. ft.) of commercial floor space. Estimated dwelling unit projections are set out in Section 5.0.

³ The DCC program is reviewed every two years and are next anticipated to be updated in 2022/2023

⁴ All revenue estimates are based on the City’s 2019 DCC Bylaw and are in 2019 dollars.

1.2.2 Estimated Costs⁵

The 2017 Servicing Assessment estimated a total cost of DCC projects listed at approximately \$128 million and approximately \$34 million of Non-DCC eligible costs. The 2022 total estimated cost of DCC projects listed in the BLNP Servicing Assessment is approximately \$329 million. Non-DCC eligible costs are approximately \$92 million (Table 2). The updates to the neighbourhood pockets represents a cost increase of approximately \$80 million, of which approximately \$79 million is DCC eligible.

Coquitlam's DCC program is citywide and revenue and spending is not tracked on a neighbourhood level basis. DCC revenue generated from development within Burquitlam-Lougheed will go towards funding DCC-eligible infrastructure improvements across Coquitlam as prioritized by Council. Given the interconnected nature of infrastructure, some of the improvements in Burquitlam-Lougheed will directly or indirectly benefit other areas of Coquitlam and vice versa.

The proposed land uses in Burquitlam-Lougheed have a long-term infrastructure benefit in that less new infrastructure is required to support redevelopment (i.e., greater number of dwelling units in the same service area). Operating and maintenance will increase but the Assessment does not include estimates for these cost estimates.

In addition, there are a number of identified infrastructure upgrades and new facilities in the BLNP area that cannot be funded through DCCs and will require a separate funding source of approximately \$92 million, bringing the total DCC eligible and non-eligible servicing costs for the BLNP to approximately \$421 million (Table 2). Further details on these costs are contained in the following sections. Non DCC-eligible items will be funded through a variety of means, including private sector development, capital funding, capital borrowing, utility fees, Community Amenity Contributions (CACs), density bonus funding, and contributions from other levels of government.

The Estimated Cost Breakdown in Table 2 includes the total cost of infrastructure projects that are expected in the BLNP. It is anticipated that proposed density transfers in the Whiting-Appian district will reduce the estimated parkland acquisition costs.

⁵ Estimated costs updated in 2022 as a result of Bylaw 5162, 2022. This update also includes updated utility costs as a result of the DCC Bylaw 4950, 2019

1.2.2 Estimated Costs⁶ cont'd/

Table 2 –Estimated Cost Breakdown

DCC Eligible Project Categories	Estimated Cost	Currently Funded in DCC Program	Unfunded in DCC Program
Transportation DCC Eligible	\$2.61 M	\$1.65 M	\$0.96 M
Water DCC Eligible	\$21.54 M	\$21.54 M	-
Sanitary DCC Eligible	\$1.93 M	\$1.93 M	-
Drainage DCC Eligible	\$11.25 M	\$11.25 M	-
Park Acquisition DCC Eligible	\$266.33 M	\$257.80 M	\$8.53 M
Park Improvement DCC Eligible	\$25.00 M	\$23.294 M	\$1.06 M
Total Cost DCC Eligible Projects	\$328.66 M	\$318.11 M	\$10.55 M
Non-DCC Eligible Project Categories	Estimated Cost		
Transportation Non-DCC Eligible	\$5.98 M	-	-
Water Non-DCC Eligible	\$19.01 M	-	-
Sanitary Non-DCC Eligible	\$4.23 M	-	-
Drainage Non-DCC Eligible	\$0.70 M	-	-
Park Improvement Non-DCC Eligible	\$5.080 M	-	-
Community Recreation Facility	\$57 M	-	-
Total Cost Non-DCC Eligible Projects	\$92.00 M	-	-
TOTAL ESTIMATED COSTS	\$420.66 M	\$318.113 M	\$10.55 M

1.3 Infrastructure Development Timing and Coordination

This assessment summarizes infrastructure improvements to be completed to support the build-out of the neighbourhood over the next 20-25 years, but it is important to note the timing of specific capital infrastructure improvements is variable. It is recognized that this Assessment will need to be coordinated with citywide capital planning and funding.

The estimated timing of capital projects over the short term are identified in the City’s Five Year Financial Plan. The exact timing of these projects will be based on Council’s capital project priorities (i.e., capital projects in the BLNP area relative to projects elsewhere in the City), DCC revenue collection, the housing market, the actual pace of development within the BLNP area and the utilization of developer-funding revenue tools.

Where appropriate, the City will coordinate infrastructure improvements in the BLNP area with other infrastructure upgrade requirements in adjacent neighbourhoods and throughout Southwest Coquitlam.

⁶ Estimated costs updated in 2022 as a result of Bylaw 5162, 2022. This update also includes updated utility costs as a result of the DCC Bylaw 4950, 2019

2.0 TRANSPORTATION

Completed in late 2016, the Evergreen SkyTrain Extension is a significant, long-term rapid transit investment for Coquitlam that will improve transportation choice for residents and help shape transit-oriented growth over the long term.

In 2020, the City completed a number of streetscape enhancements along the North and Clarke Road corridors, and operational improvements at the Como Lake Avenue and Clarke Road intersection in parallel with the construction of the SkyTrain Extension. Further improvements to this corridor will occur incrementally as redevelopment occurs in the area.

The BLNP proposes several City funded transportation improvements to support growth in Burquitlam-Lougheed. The locations of these improvements are shown on Appendix A. The remaining transportation improvements are the responsibility of private development or other levels of government.

2.1 Arterial Streets

North Road, Clarke Road, Como Lake Avenue, Austin Avenue, Blue Mountain Street and Lougheed Highway are designated Arterial Streets in the BLNP area. Improvements to arterial streets in the neighbourhood will be funded through the City's DCC program as well as through private development.

The City will continue to work with the Province and TransLink to improve multimodal access along the Evergreen Line corridor, along existing and future transit routes, and within station core and shoulder areas (generally within 400-800 metres of a station or a 5-10 minute walking distance). Through these improvements, the City also seeks to minimize vehicle congestion along arterial routes and minimize vehicle conflicts. Improvements to the North and Clarke Road corridors as well as the Como Lake Avenue and Clarke Road intersection were implemented as part of the Evergreen Line construction.

- **The North Road Corridor Enhancements** – the City of Coquitlam and City of Burnaby contributed to the following works along the corridor: median enhancements (e.g., rain water infiltration, enhanced landscaping with irrigation, trellis in select locations); planted curb bulges at Cochrane Avenue, Cameron Street and Foster Avenue to provide opportunity for tree planting, introduce parking/bus stop lanes, shorten pedestrian crossing distance of North Road and improve intersection safety efficiency; gateway features near Gatineau Place and at the intersection of North Road and Clarke Road; nodal plaza/enhanced gateway areas, as well as boulevard and sidewalk enhancements delivered through redevelopment.
- **Clarke Road Corridor Enhancements** – intersection improvements at Como Lake Avenue and Smith Avenue, as well as a new signalized intersection for improved mall access; station plaza area and frontage improvements consisting of wider sidewalks, plantings, furnishings, and improved lighting; guideway accent lighting; multi-use pathway along the west side of Clarke Road from Como Lake Avenue to Kemsley Avenue complete with pedestrian scale lighting and tree planting to improve connectivity of local neighbourhoods and enhance aesthetics.

2.1 Arterial Streets cont'd/

There are constraints along the corridor that preclude widening of sidewalks and boulevards along the entire North Road and Clarke Road frontages. Additional walking and cycling accommodation, tree planting, underground hydro, or other street furnishings will be considered in conjunction with the BLNP update and as redevelopment opportunities arise.

Through redevelopment, the City will be requesting road dedication by development applicants. Developers will be responsible for any required improvements for the frontages along North and Clarke Road. This dedication will be used to provide wider sidewalks/boulevards and street furniture areas.

In addition, as part of redevelopment the City will also request road dedication along the east side of North Road for a third northbound lane between Austin Avenue and Highway 1.

2.2 Citywide Greenways

Building on the Strategic Transportation Plan, the Burquitlam-Lougheed Neighbourhood Plan identifies five Citywide Greenways as shown on Appendix A:

1. Clarke Citywide Greenway (Burquitlam Station to Port Moody border)
2. Como Lake Citywide Greenway (Clarke Road to Burnaby border)
3. Regan Citywide Greenway (Burquitlam Station to Coquitlam Central Station)
4. Fairview – Dogwood Citywide Greenway (Austin Avenue to Morrison Avenue)
5. Off-Austin Citywide Greenway (North Road to King Albert Avenue)

The *Strategic Transportation Plan* has identified most of these Greenways as key corridors for multi-modal connectivity and this Assessment provides greater clarification with respect to the alignments and costs. These greenway routes will feature frontage improvements such as wider sidewalks and planted boulevards, mid-block pedestrian crossings (where appropriate), and corner parkettes. Specific features will be explored in conjunction with private development. The design requirements for frontage improvements are described in the *Burquitlam-Lougheed Streetscape Guidelines*.

Citywide Greenways are implemented and funded from a combination of funding sources, including City DCC reserves and sources from other levels of government, as available. Developers are responsible for standard frontage improvements as per the *Subdivision and Development Servicing Bylaw* for development sites along corridors designated as Citywide Greenways and the City will fund incremental upgrades to the standard frontage improvements. Phasing of the Citywide Greenways will depend on the pace of development, adjacent frontage improvements and the capital budgeting process.

As mentioned previously, the Clarke Road corridor enhancements include a multi-use path on the west side of Clarke Road (between Como Lake Avenue and Kemsley Avenue), which was implemented in 2018 as part of the Clarke Citywide Greenway. Portions of the Fairview-Dogwood Greenway, from Austin Avenue to north of Como Lake Avenue, were built in 2017-2018.

2.2 Citywide Greenways cont'd/

Construction of the Regan Citywide Greenway is anticipated to begin in 2024, while the Off-Austin Citywide Greenway is projected to be built beyond the current Five Year Capital Plan. The estimated costs for upcoming Citywide Greenways are summarized in Table 3.

Table 3 – BLNP Area Citywide Greenway Projects

	Project Description	DCC Eligible Estimated Cost (44%)		Non-DCC Eligible Estimated Cost (56%)	Other Funding Sources	Total Estimated Cost ⁷
		Funded	Unfunded			
1	Clarke Greenway (Kemsley Ave – Port Moody border)	-	\$315,000	\$400,000	\$715,000	\$1,430,000
2	Como Lake Greenway	-	\$200,000	\$255,000	\$455,000	\$910,000
3	Regan Greenway (Burquitlam Stn. - Blue Mountain St)	\$72,000	-	\$93,000	\$620,000	\$785,000
4	Fairview-Dogwood Greenway (Austin Ave - Morrison Ave)	\$174,000	-	\$226,000	\$760,000	\$1,160,000
5	Off-Austin Greenway (North Rd - Blue Mountain St) ⁸	\$1,400,000	-	\$1,900,000		\$3,300,000
	TOTAL ESTIMATED COST	\$1.65 M	\$0.52 M	\$2.87 M	\$2.55 M	\$7.59 M

⁷ These cost estimates are based on preliminary design and are subject to change. Any utility network upgrades or repairs, property requirements for road widening, ornamental furniture, street trees and structural soils are not included in the costs estimates. For development projects fronting Citywide Greenways, the developer will be responsible for standard frontage improvements and the City will cover the incremental cost to upgrade standard frontage improvements to Citywide Greenway standards.

⁸ The off-Austin Greenway connects North Road and Mariner Way – the cost provided in Table 4 is for the portion in the BLNP area between North Road and Blue Mountain Street.

2.3 Pedestrian/Bicycle Crossings ⁹

The BLNP identifies a new pedestrian/bicycle crossing to improve access and linkages in Burquitlam-Lougheed. The pedestrian/bicycle crossing is located at Perth Ave at Bosworth Street. The estimate costs of the crossing are shown in Table 4. External funding for these types of projects are often significant but will vary. Based on external funding obtained in recent years, Table 4 indicates the estimated level of external funding that could be expected.

Table 4 –Pedestrian/Bicycle Crossings

	Project Description	DCC Eligible Estimated Cost		Non-DCC Eligible Estimated Cost	Other Funding Sources	Total Estimated Cost ¹⁰
		Funded	Unfunded			
1	Perth Avenue Pedestrian/Bicycle Crossing	-	\$440,000	\$560,000	-	\$1,000,000
	TOTAL ESTIMATED COST	-	\$440,00	\$560,000	-	\$1,000,000

2.4 Other Supporting Projects

There are other transportation improvements, not funded by the City, that are planned to be completed in order to support full build-out of the Plan and will be the responsibility of private development.¹¹ The location of these improvements is shown on Appendix B.

2.4.1 Neighbourhood Greenways

Neighbourhood Greenways will be implemented and primarily funded through private development. However, the City recognizes there may be extenuating circumstances that place a disproportionate burden on property owners to achieve a complete Neighbourhood Greenway. Examples include cases where additional right-of-way or retaining walls are required. The City has allocated funds to target such cases where public investment to complete these Neighbourhood Greenways is justified. Implementation of Neighbourhood Greenways will be coordinated through development servicing requirements for each application. A summary of all Neighbourhood Greenway projects is presented in Table 5 and shown on Appendix B.

⁹ Section 2.3 added as a result of Bylaw 5162, 2022.

¹⁰ These cost estimates are based on preliminary design and are subject to change. Any utility network upgrades or repairs, property requirements for road widening, ornamental furniture, street trees and structural soils are not included in the costs estimates. For development projects fronting Citywide Greenways, the developer will be responsible for standard frontage improvements and the City will cover the incremental cost to upgrade standard frontage improvements to Citywide Greenway standards.

¹¹ The City may provide funding to enable or accelerate completion of select projects that deliver broader transportation network benefits through its Major Transportation Reserve.

2.4.1 Neighbourhood Greenways cont'd/

These Greenway routes will feature frontage improvements such as wider sidewalks and planted boulevards, mid-block pedestrian crossings, and corner parkettes where appropriate, as required by the *Subdivision and Development Servicing Bylaw*. Specific features will be explored in conjunction with private development. The design requirements for frontage improvements are described in the *Burquitlam-Lougheed Streetscape Guidelines*.

Table 5 – BLNP Area Neighbourhood Greenways (funded by development)

Project Number	Project Description
A1	Jefferson-Kemsley Greenway (Clarke Road to North Road)
A2	Elmwood Greenway (Como Lake Avenue to Nicola Avenue)
A3	Westley Greenway (Westley Avenue to Kemsley Avenue)
A4	Harrison Greenway (Harrison Avenue to Clarke Road)
B	Morrison-Miller Greenway (Dogwood Street to Miller Park)
C	Farrow-Clarke Greenway (Farrow Street to Clarke Road)
D	Langside Greenway (Burquitlam Park to Breslay Street)
E	Whiting Way Greenway (Smith Avenue to Foster Avenue)
F	Emerson-Bosworth Greenway (Burquitlam Park to Brookmere Avenue) ¹²
G	Cottonwood Park Greenway (Cottonwood Avenue to Foster Avenue)
H	Appian Greenway (Denton Street to North Road)
I	Dansey Greenway (Guilby Street to North Road)
J	Lougheed Neighbourhood Centre Greenway (Delestre Avenue to North Road)
K	Delestre Greenway (North Road to Arrow Lane)
L	Guilby Greenway (Austin Avenue to Lougheed Highway)
M	Lower Lougheed Greenway (Lougheed Highway to Guilby Street to Gauthier Avenue)

2.4.2 New Street Extensions

There are a number of street and laneway extensions proposed for the BLNP area to provide improved access to the newly redeveloped areas and to enhance the road network for all users. Construction of these street and laneway extensions will be funded through private development and will occur when the property (or adjacent property) redevelops¹³. The timing of these improvements will depend on the pace of redevelopment.

Refer to Appendix B for the location of planned new streets and lanes based on current land use development. This list may not be exhaustive, and is subject to change in accordance with the development review process.

¹² Emerson Greenway extended as a result of Bylaw 5162, 2022.

¹³ There will be no net development density loss with these street and laneway dedications in accordance with Section 517 (2) of the Zoning Bylaw.

2.4.3 Intersection Improvements

The below traffic signals will be installed when they are warranted and may be pedestrian signals, bike signals, or full traffic signals and will depend on technical reviews, crossing gap opportunities and safety factors. Construction is proposed at nine intersections within the BLNP area (refer to Appendix A and B):

1. Intersection of Como Lake Avenue and Dogwood Street – new traffic signal installed at existing intersection (City funded project ¹⁴– Appendix A);
2. Intersection of Como Lake Avenue and Claremont Street – new pedestrian crossing (City funded project¹⁵– Appendix A);
3. Intersection of Smith Avenue and New N-S Road – new signalized intersection (developer funded project – Appendix B);
4. Intersection of Cottonwood Avenue and New N-S Road – new signalized intersection (developer funded project – Appendix B);
5. Intersection of Foster Avenue and Whiting Way – new traffic signal installed at existing intersection (developer funded project – Appendix B);
6. Intersection of Ebert Street extension and North Road – new pedestrian crossing (developer funded project – Appendix B);
7. Intersection of New E-W Connector and Lougheed Highway – new traffic signal and intersection reconfiguration (developer funded project – Appendix B);
8. Intersection of New E-W Connector and North Road – new traffic signal, relocated from Delestre Avenue (developer funded project – Appendix B);
9. Intersection of Jefferson Avenue and North Road – new traffic signal installed at existing intersection (developer funded project – Appendix B);

2.4.4 Streetscape Guidelines

Streetscape and other public realm improvements will be implemented and completed through new development in Burquitlam-Lougheed and coordinated with other City projects in the neighbourhood.

These improvements will be guided by the *Burquitlam-Lougheed Streetscape Guidelines*, which identifies street lighting, street furniture, pavement finishes, street trees and other public realm finishes for the neighbourhood. Refer to the *Burquitlam-Lougheed Streetscape Guidelines* for details regarding the specific guidelines for each area.

¹⁴ The new traffic signal at Como Lake Avenue and Dogwood Street will be funded as part of the Fairview-Dogwood Citywide Greenway.

¹⁵ The new pedestrian signal at Como Lake Avenue and Claremont Street will be funded as part of the Como Lake Citywide Greenway

2.4.5 Access Control

Several properties along North Road, Clarke Road, Como Lake Avenue, Austin Avenue, Blue Mountain Street, and Lougheed Highway have direct vehicular access to these arterial streets, which is not consistent with the *Subdivision and Development Servicing Bylaw*. Accordingly, alternative access needs to be facilitated or provided when these properties are redeveloped.

Some properties may need to be consolidated (except where the neighbourhood plan calls for the preservation of the existing subdivision pattern), or a new rear lane may need to be developed to provide alternate access. Where consolidation or a new rear lane is not feasible, joint-access or shared-access agreements should be secured to provide appropriate access. The best access solutions will be determined at the time of redevelopment.

Refer to Appendix B for new local streets and lanes intended to improve pedestrian permeability throughout the BLNP area.

3.0 UTILITIES

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

A hydraulic analysis of the water, sewer and drainage system was completed using population projections to determine required system upgrades. Specific improvements are presented in the following sections. Appendix C shows the locations of Burquitlam-Lougheed specific improvements relative to planned improvements in the rest of Southwest Coquitlam.

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

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

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

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

3.1 Water System Improvements

The water system in Southwest Coquitlam is supplied by the GVWD Burnaby Mountain tank and Cape Horn reservoir, and distributed through a robust grid of City feeder mains and pump stations. To support anticipated growth in Southwest Coquitlam, a water servicing strategy was developed with planned improvements as shown in Appendix C.

An analysis of the City water system identified additional improvements needed to accommodate future planned development. Appendix C shows the upgrades required in Southwest Coquitlam, while Table 6 lists the upgrades required to support growth within the Burquitlam-Lougheed area (all upgrades identified in the table are currently funded in the DCC program).

Phasing of the water system improvements will depend on the pace of development and will be determined through the annual capital project priority-setting and budgeting process.

3.1 Water System Improvements cont'd/

Table 6 – Water System Improvements in Burquitlam-Lougheed ¹⁶

	Project Description	DCC Eligible		Non-DCC Eligible Estimated Cost	Total Estimated Cost
		Estimated Cost	DCC Benefit Factor		
A	Foster Pump Station Expansion	\$3.22M	43%	\$4.28M	\$7.50M
B	Foster Reservoir Expansion	\$7.19M	100%	-	\$7.19M
C	Foster Ave Watermain Upgrade	\$0.51M	43%	\$0.67M	\$1.18M
D	North Road Watermain Upgrade - Chapman to Cottonwood - Phase 1	\$0.63M	43%	\$0.83M	\$1.46M
E	North Road Watermain Upgrade - Chapman to Cottonwood - Phase 2	\$1.02M	43%	\$1.35M	\$2.37M
F	Foster-Ebert Trunk Watermain	\$1.35M	43%	\$1.78M	\$3.13M
G	SW - Watermain Various Projects	\$7.62M	43%	\$10.10M	\$17.72M
	TOTAL ESTIMATED COST	\$21.54M	-	\$19.01M	\$40.55M

Watermains fronting individual development sites, mainly in commercial and high density areas, may also need to be upsized to ensure fire flows can be delivered to the site. Costs for these improvements will be the responsibility of developers as part of their site servicing requirements.

3.2 Sanitary Sewer System Improvements

Sewage from the Burquitlam-Lougheed area is conveyed to GVS&DD's North Road and Stoney Creek Trunk Sewers.

An analysis of the City sewerage collection system identified additional improvements needed to accommodate future planned development. Appendix C shows the upgrades required in Southwest Coquitlam, while Table 7 lists the upgrades identified for the Burquitlam-Lougheed Neighbourhood Plan area (all upgrades identified in the table are currently funded in the DCC program).

Phasing of the improvements will depend on the pace of development and will be determined through the annual capital project priority-setting and budgeting process.

¹⁶ Water System Improvements updated as a result of DCC Bylaw 4950, 2019.

3.2 Sanitary Sewer System Improvements cont'd/

Table 7 – Sanitary Sewer System Improvements in Burquitlam-Lougheed ¹⁷

	Project Description	DCC Eligible		Non-DCC Eligible Estimated Cost	Total Estimated Cost
		Estimated Cost	DCC Benefit Factor		
H	Burquitlam - Grant St.	\$0.40M	43%	\$0.54M	\$0.94M
I	Burquitlam - Miller Park Trails	\$0.25M	43%	\$0.34M	\$0.59M
J	Burquitlam - Ecole Banting Middle School	\$0.12M	43%	\$0.15M	\$0.27M
K	Burquitlam - Schoolhouse Creek	\$0.28M	43%	\$0.37M	\$0.65M
L	Stoney Creek Trunk Sewer	\$0.60M	43%	\$0.82M	\$1.42M
M	Stoney Creek at Jefferson	\$0.27M	43%	\$0.35M	\$0.62M
N	Stoney Creek - Clark	-	-	\$1.66M	\$1.66M
	TOTAL ESTIMATED COST	\$1.93M	-	\$4.23M	\$6.15M

3.3 Drainage System Improvements

The Burquitlam-Lougheed Neighbourhood is located within the Austin Creek, Rochester Creek, Stoney Creek and Chines watersheds. These creeks are the main drainage channels to safely convey rainwater runoff to the Brunette and Fraser Rivers and to the Burrard Inlet. Integrated Watershed Management Plans have been completed for all watersheds in the Plan area. The City’s Rainwater Management Requirements should be applied to developments in that watershed with the same capture criteria used in the neighbouring Austin/Rochester watersheds.

Historically, prevailing servicing requirements at the time of development were not stringent enough and may have resulted in degrading of stream water quality, reducing summer base flows and increasing intensity of runoff, which can result in eroding stream channels and impacting environmental health. The IWMPs set out policies and guidelines to manage rainwater in a way that protects aquatic habitat and provides flood protection. Specific strategies identified by these plans to mitigate these impacts and prevent further degradation, include:

- Protect Austin and Rochester Creeks and the lower reaches of the system (Lost Creek, Holmes Creek and Brunette River);
- Protect Stoney Creek, Schoolhouse Creek and Burrard Inlet;
- Preserve or improve water quality, food and nutrients;
- Divert high flows to protect stream channels;
- Infiltrate rainwater runoff into the ground to mimic the natural watershed hydrology and preserve stream base flows (using City’s Rainwater Management guidelines); and
- Protect and enhance natural habitat along streams.

¹⁷ Sanitary System Improvements updated as a result of DCC Bylaw 4950, 2019.

3.3 Drainage System Improvements cont'd/

In addition to the above listed measures, developers will be required to implement the City's Rainwater Management Guidelines on a site by site basis. Drainage pipes fronting individual developments may also need to be upsized as part of the site servicing requirements.

An analysis of the drainage system shows that sections of the storm sewers may need to be upsized to accommodate both the projected flows and diversion of high flows from local watercourses. Diverting high flows away from the creeks will prevent channel erosion and improve aquatic habitat.

Appendix C shows the proposed pipe upsizing requirements required in Southwest Coquitlam, while Table 8 lists the pipe upsizing identified for the Burquitlam-Lougheed Neighbourhood Plan area (upgrades identified in the table are currently funded in the DCC program, unless otherwise indicated).

Phasing of drainage system improvements will depend on the pace of development and will be determined through the capital budgeting process.

*Table 8 – Storm Sewer System Improvements in Burquitlam-Lougheed*¹⁸

	Project Description	DCC Eligible		Non-DCC Eligible Cost	Total Estimated Cost
		Estimated Cost	DCC Benefit Factor		
O	AR - Austin Creek Diversion - Phase 1	\$2.08M	100%	-	\$2.08M
P	AR - Austin Creek Diversion - Phase 2	\$5.49M	100%	-	\$5.49M
Q	AR - Austin Creek West	\$3.15M	100%	-	\$3.15M
R	AR - Appain Storm Sewer Upgrade	\$0.02M	43%	\$0.02M	\$0.04M
S	AR - Perth Road Storm Sewer Upgrade	\$0.01M	43%	\$0.01M	\$0.02M
T	AR - Cochrane Storm Sewer Upgrade	\$0.01M	43%	\$0.01M	\$0.02M
U	AR - Brookmere Storm Sewer Upgrade	\$0.01M	43%	\$0.01M	\$0.03M
V	AR - Alderson Storm Sewer Upgrade	\$0.03M	43%	\$0.03M	\$0.06M
W	AR - Girard Storm Sewer Upgrade	\$0.23M	43%	\$0.31M	\$0.54M
X	AR - Roderick Storm Sewer Upgrade	\$0.06M	43%	\$0.08M	\$0.14M
Y	AR - Storm upgrade @ Lougheed Hwy and Rochester Ave	\$0.16M	43%	\$0.22M	\$0.38M
	TOTAL ESTIMATED COST	\$11.25M	-	\$0.70M	\$11.95M

¹⁸ Drainage System Improvements updated as a result of DCC Bylaw 4950, 2019.

3.4 Other Contributing Capital Projects

Metro Vancouver plans to upgrade the Greater Vancouver Sewerage and Drainage District (GVS&DD) North Road Trunk Sanitary sewer. As of December 2019, Phase 1 (from the Coquitlam/New Westminster border to north of Lougheed Highway) is underway whereas Phase 2 (north of Lougheed Highway to Clarke Road) is beyond Metro Vancouver's current five year capital plan.

4.0 PARKS

The Burquitlam-Lougheed neighbourhood contains 12.5 hectares (30.93 acres) of park space (as of 2019). To support projected population growth, the BLNP proposes the acquisition of 10.02 hectares (24.76 acres) of additional park land. The neighbourhood is further served by the proposed Citywide and Neighbourhood Greenway network. This approach reflects the existing level of park provision within Burquitlam-Lougheed and adjacent neighbourhoods and is informed by the Parks, Recreation and Culture (PRC) Master Plan.

The City recently completed a \$1.2 million update and renovation of Hartley Field at Mountain View Park, with improvements funded through a variety of sources including DCCs, general revenue, grants and the infrastructure reserve fund. Brookmere Park was also recently upgraded with \$900,000 in funding through development and previously approved DCC's. The revitalized Hartley Field at Mountain View Park and updated Brookmere Park both serve the existing community and provides new amenities for a growing neighbourhood.

4.1 Park Acquisition

As noted above, to support future growth and development in Burquitlam-Lougheed, the City seeks to acquire a minimum of 10.02 hectares (24.76 acres) of new park land over the next 20-25 years. Appendix D and Table 9 presents the new park space intended to be acquired over the life of the Plan, which will be funded by Park Acquisition DCC's. Portions of the park acquisition costs are currently funded in the DCC program.

4.1 Park Acquisition cont'd/

Table 9 – Park Acquisition Project in the BLNP Area ¹⁹

	Project Description	Estimated Cost DCC Eligible ²⁰		Estimated Cost Non-DCC Eligible	Total Estimated Cost
		Funded	Unfunded		
A	Miller Park (1.6 ha/4 ac)	\$0.436 M	-	-	\$0.436 M
A1	Miller Park Expansion (0.10 ha/0.24 ac)	\$2.70 M	-	-	\$2.70M
B	Oakdale Park (0.4 ha/1 ac)	\$8.62 M	\$5.68 M	-	\$14.3 M
C	Cottonwood Park (2.1 ha/5.2 ac) ²¹	\$56.6 M	-	-	\$56.6 M
D	Community Garden (0.2 ha/0.5 ac)	\$5.45 M	-	-	\$5.45 M
E	Guilby Park (1.25 ha/3.1 ac)	\$34.0 M	-	-	\$34.0 M
F	Lower Lougheed Park (0.4 ha/1 acre)	\$8.71 M	-	-	\$8.71 M
G	Gauthier - Hart Park (0.81 ha/2.0 ac)	\$17.4 M	-	-	\$17.4 M
H	Nicola – Bowron Park (0.49 ha/1.23 ac) ²²	\$13.0 M	-	-	\$13.0 M
I	Kemsley - Clarke Park (0.69 ha/1.7 ac)	\$26.14 M	\$2.85 M	-	\$28.99 M
J	Future Miller - Grant Park (0.49 ha/1.20 ac)	\$18.9 M	-	-	\$18.9 M
K	Future Austin Creek Green Link (1.36 ha/3.36ac)	\$52.7 M ²³	-	-	\$52.7 M
L	Future Burquitlam Parkland Acquisition (0.31 ha/0.77 ac) ²⁴	\$13.14 M	-	-	\$13.14 M
	TOTAL ESTIMATED COSTS	\$257.80 M	\$8.53 M	-	\$266.33 M

4.2 Park Improvements

As noted in the BLNP, improvements will need to be made to both existing and to future acquired park space. Table 10 identifies the estimated cost of improvements to both existing and new parkland and Appendix D shows the location of planned park improvements. The majority of the identified park improvement costs are currently funded in the DCC program.

¹⁹ Park acquisitions updated as a result of Bylaw 5162, 2022, to include Miller Park Expansion, Future Miller-Grant Park and Future Austin Creek Green Link.

²⁰ Estimated land costs are based on the City's 2019 DCC Bylaw and projections by the Real Estate Division in 2019. Current property values may vary from these estimates.

²¹ Estimated DCC costs for Cottonwood Park accounts for the portion of land the City has identified for acquisition with DCC Funds and does not include 1.03 hectares (2.55 acres) proposed to be transferred to the City as part of the YMCA project.

²² Estimated DCC costs for Nicola Park is partially funded with (0.49 ha/1.23 ac) of DCC funds from Future Burquitlam Parkland Acquisition (i.e., a "floating allowance" to fund emerging parkland acquisition needs in Burquitlam).

²³ Estimated cost to acquire the entirety of the Austin Creek Green Link. It is anticipated that the actual cost will be reduced due to a portion of the park being provided through density transfer.

²⁴ Future Burquitlam Parkland Acquisition is reduced from (0.8 ha/2 ac) to (0.31 ha/0.77 ac) to fund Nicola Park.

4.2 Park Improvements cont'd/

Table 10 – Park Improvement Projects in the BLNP Area ²⁵

	Project Description	Estimated Cost DCC Eligible		Estimated Cost Non-DCC Eligible	Total Estimated Cost
		Funded	Unfunded		
A	Miller Park	\$0.07 M	-	-	\$0.07 M
	Miller Park Expansion	\$0.304 M		\$0.054 M	\$0.358 M
B	Oakdale Park	\$0.883 M	-	\$0.156 M	\$1.04 M
C	Cottonwood Park (new development)	\$9.89 M	-	\$1.75 M	\$11.64 M
C1	Cottonwood Park phase (redevelopment)	\$0.482 M	-	\$0.868 M	\$1.35 M
D	Community Garden	\$0.413 M	-	-	\$0.413 M
E	Guilby Park	\$3.29 M	-	\$0.871 M	\$4.16 M
F	Lower Lougheed Park	\$0.826 M	-	-	\$0.826 M
G	Gauthier - Hart Park	\$1.77 M	-	\$0.312 M	\$2.08 M
H	Nicola - Bowron Park ²⁶	-	\$1.06 M	\$0.187 M	\$1.25 M
I	Kemsley - Clarke Park	\$1.77 M	-	\$0.312 M	\$2.08 M
J	Future Miller - Grant Park	\$2.54 M	-	\$0.449 M	\$2.99M
K	Future Austin Creek Green Link	\$1.02 M	-	-	\$1.02 M
L	Future Burquitlam Parkland Improvement ²⁷	\$0.680 M	-	\$0.12 M	\$0.80 M
	TOTAL ESTIMATED COST	\$23.94 M	\$1.06 M	\$5.08 M	\$30.08 M

There are a number of park improvement amenities that are not eligible to be funded through DCCs (tennis courts, water play parks, sport courts, lighting, etc.). Additional funding source(s) will need to be identified for these non-eligible park amenities and may include, but are not limited to: capital funding, grants from other levels of government, CAC's, density bonus funding, developer contributions, and public-private partnerships²⁸. Staff will work with Council to identify appropriate funding options as development of the neighbourhood proceeds. The phasing of the improvements will depend on the pace of development and the capital project priority setting and budgeting process.

²⁵ Park improvements updated as a result of Bylaw 5162, 2022, to include Miller Park Expansion, Future Miller-Grant Park and Future Austin Creek Green Link.

²⁶ Estimated DCC costs for Nicola Park is funded partially from Future Burquitlam Parkland.

²⁷ Future Burquitlam Parkland Improvement (i.e., a "floating allowance" to fund emerging parkland improvement needs in Burquitlam) is reduced to fund Nicola Park.

²⁸ Refer to the *Parks, Recreation and Culture Master Plan Implementation Strategy* for further information.

4.2 Park Improvements cont'd/

There are several other ongoing and planned improvements to existing parks which will help to support the vision of the BLNP. For example, at Cottonwood Park, the first phase of expansion and improvements was completed in summer 2019. The costs of improvements including new play area, sport court, spray park, seating and open lawn are funded with approved DCC funding and density bonus funds. The second phase is under construction and will be complete in Spring 2022 and will include a baseball diamond, super 8 soccer field, sport counts and tables, and seating.

4.3 Coquitlam Family YMCA

The Coquitlam Family YMCA facility and mixed-use residential development is planned in partnership with the City, YMCA of Metro Vancouver, and Concert Properties. The City's estimated budget for this project is \$57M (as approved by Council in December 2019).

The mixed-use community facility will be developed on a portion of the existing Burquitlam Park site. Subsequently the remaining portion of Burquitlam Park will be redeveloped as a neighbourhood park to provide amenities and programming to a revitalized Burquitlam Neighbourhood Centre. The balance of the Burquitlam Park that is to be occupied by the YMCA will be provided at the expanded Cottonwood Park site.

5.0 Dwelling Unit Projection

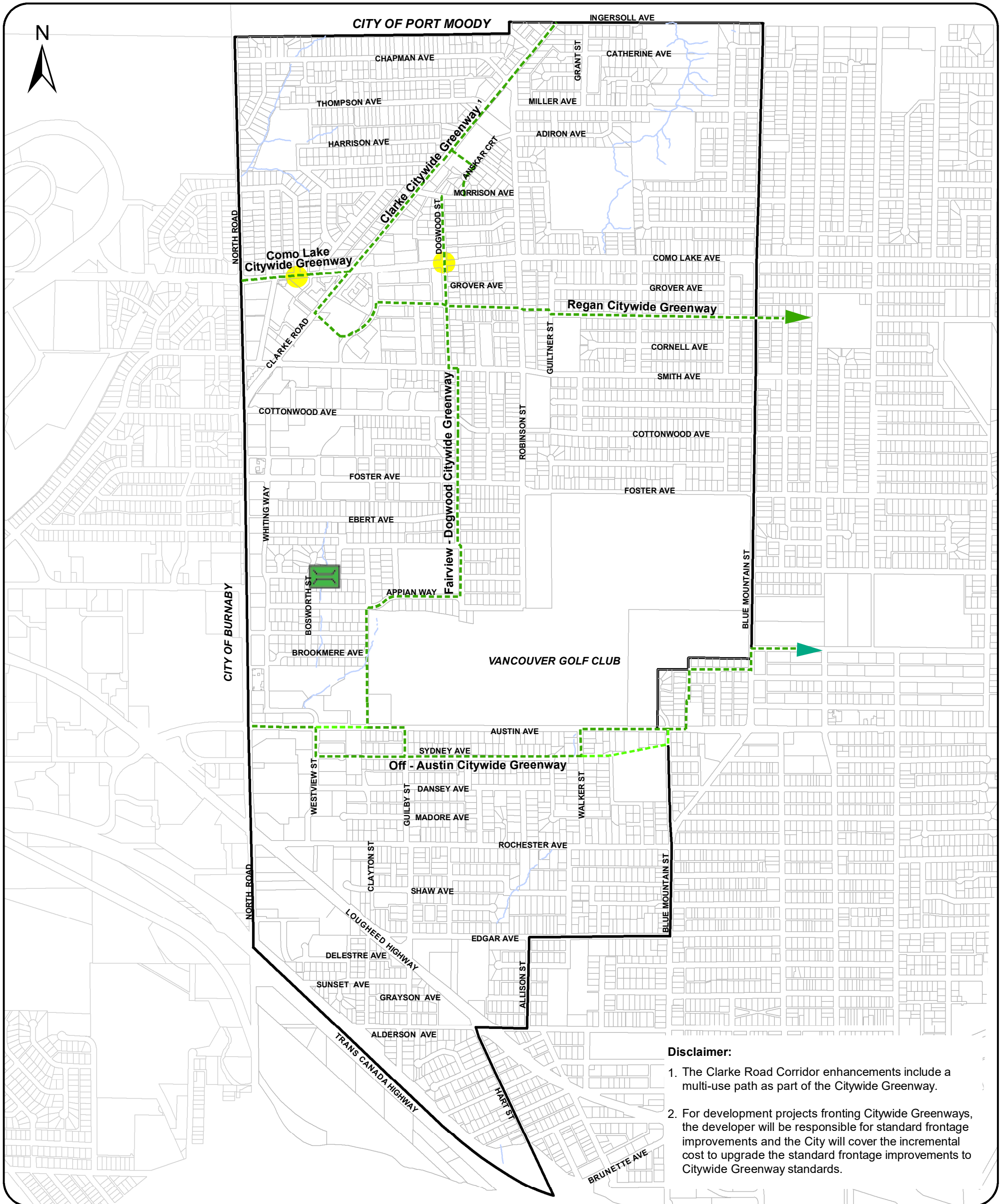
Table 12 – Projected Increase in new Dwelling Units in the BLNP Area to 2046 ²⁹

Land Uses	Area (ha)	% of Net Res. Area	25-Year Projection		Build-Out Capacity	
			2046 Units	2046 Population	Build-Out Units	Build-Out Population
One Family Residential	173.0	40.4%	-	-	1,500	6,600
Neighbourhood Attached Residential	26.7	6.2%	100	200	1,000	3,000
Townhousing	58.8	13.7%	900	2,800	4,400	13,200
Medium Density Apartment Residential	86.5	20.2%	2,900	5,900	17,100	34,200
High Density Apartment Residential	45.5	10.6%	5,700	11,300	25,300	50,700
Transit Village Commercial	33.4	7.8%	5,300	10,600	19,400	38,900
Neighbourhood Centre	4.3	1.0%	600	1,200	1,600	3,300
Total Residential	428.1	100.0%	15,500	31,900	70,400	149,700

Assumptions:

- Timeline for full buildout is beyond the 25 year planning horizon.
- Build-out capacity is based on anticipated units/hectare density for each land use.
- 25-year projections are the number of new units/persons anticipated in the BLNP by 2046.
- 25-year projection is based on projections identified in the BLNP. Where a low-high range is indicated the mid-point is used.
- 25-year growth has been evenly distributed between all residential land uses, anticipating development in 25 years will be approx. 36% of full build out capacity, except for One Family Residential where no growth is assumed.
- Average unit size:
 - Low Rise Apartment 93 m² (1,000 sq. ft.)
 - High Rise Apartment 79 m² (850 sq. ft.)
 - Townhouse 150 m² (1,615 sq. ft.)
- The DCC projections in Table 1 include an estimate of 82,500 m² (888,000 sq. ft.) of commercial floorspace.

²⁹ Projections and assumptions updated as a result of Bylaw 5162, 2022.



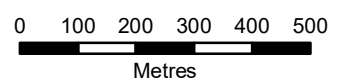
Disclaimer:

1. The Clarke Road Corridor enhancements include a multi-use path as part of the Citywide Greenway.
2. For development projects fronting Citywide Greenways, the developer will be responsible for standard frontage improvements and the City will cover the incremental cost to upgrade the standard frontage improvements to Citywide Greenway standards.

APPENDIX A - BURQUITLAM - LOUGHEED SERVICING ASSESSMENT

TRANSPORTATION IMPROVEMENT PROJECTS – CITY FUNDED

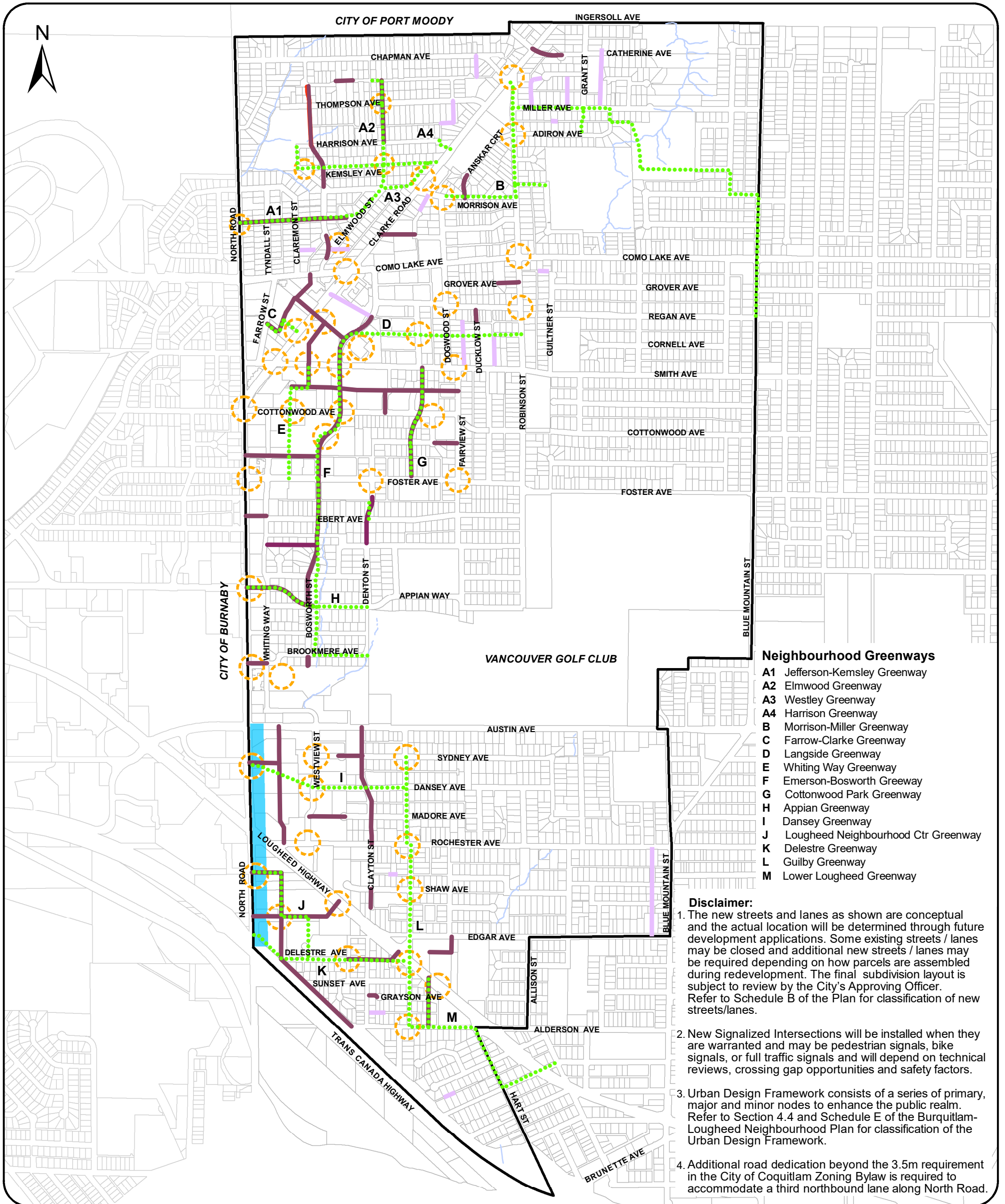
- - - - - Proposed Citywide Greenway ²
- Watercourse
- - - - - Proposed Citywide Greenway Alternate
- Burquitlam - Lougheed Neighbourhood Plan Boundary
- New Signalized Intersection
- Proposed Pedestrian & Bicycle Crossing



Adopted: June 27, 2017

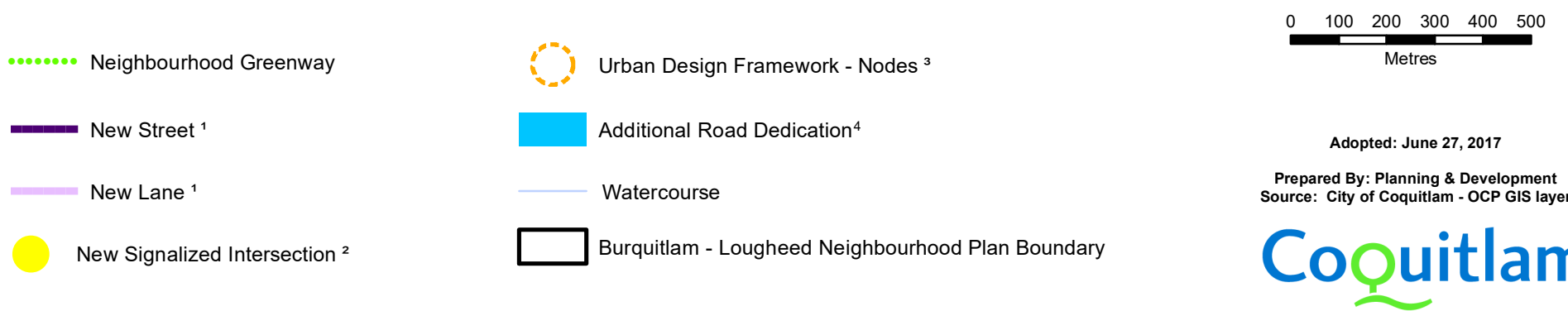
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Source: City of Coquitlam - OCP GIS layer





APPENDIX B - BURQUITLAM - LOUGHEED SERVICING ASSESSMENT

TRANSPORTATION IMPROVEMENT PROJECTS - DEVELOPER FUNDED



APPENDIX C BURQUITLAM - LOUGHEED SERVICING ASSESSMENT

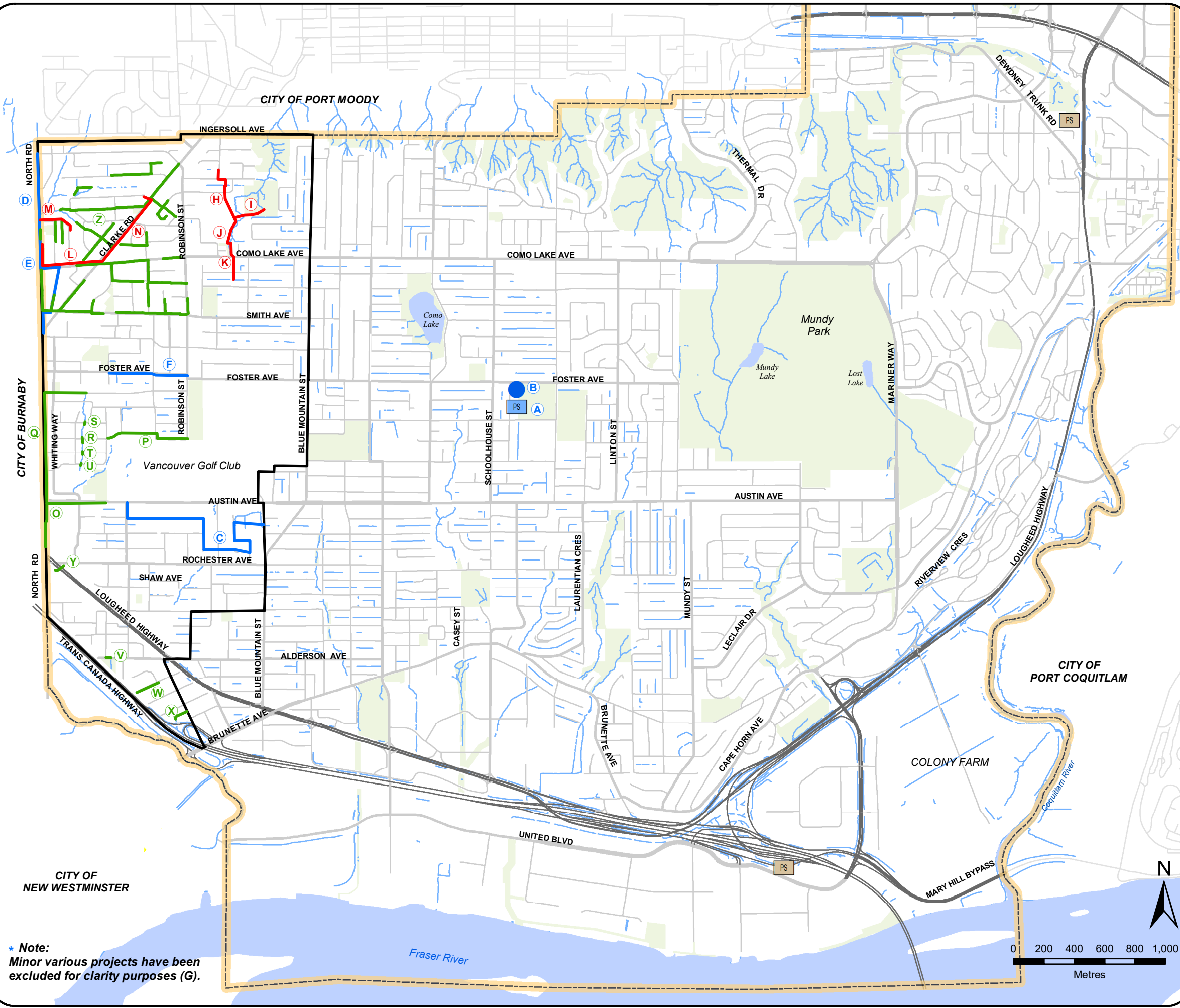
SOUTHWEST COQUITLAM WATER, SEWER & DRAINAGE PROJECTS

- Storm System Improvements
- Sanitary Sewer Improvements
- Water Main Improvements
- PS Water Pump Station Improvements
- PS Sanitary Pump Station
- Water Reservoir Improvements
- Water Bodies
- Streams
- Parks and Natural Areas
- Burquitlam - Lougheed NP Boundary
- Coquitlam City Boundary

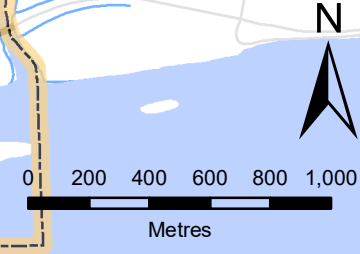
- A Foster Pump Station Expansion
- B Foster Reservoir Expansion
- C Foster Ave Watermain Upgrade
- D North Road Watermain Upgrade
Chapman to Cottonwood - Phase 1
- E North Road Watermain Upgrade
Chapman to Cottonwood - Phase 2
- F Foster-Ebert Trunk Watermain
- G* SW - Watermain Various Projects
- H Burquitlam - Grant St.
- I Burquitlam - Miller Park Trails
- J Burquitlam - Ecole Banting Middle School
- K Burquitlam - Schoolhouse Creek
- L Stoney Creek Trunk Sewer
- M Stoney Creek at Jefferson
- N Stoney Creek - Clarke Road
- O AR - Austin Creek Diversion - Phase 1
- P AR - Austin Creek Diversion - Phase 2
- Q AR - Austin Creek West
- R AR - Appian Storm Sewer Upgrade
- S AR - Perth Road Storm Sewer Upgrade
- T AR - Cochrane Storm Sewer Upgrade
- U AR - Brookmere Storm Sewer Upgrade
- V AR - Alderson Storm Sewer Upgrade
- W AR - Girard Storm Sewer Upgrade
- X AR - Roderick Storm Sewer Upgrade
- Y AR - Storm Upgrade @ Lougheed Hwy & Rochester Ave
- Z Stoney Creek Storm (Projects Z to AG)

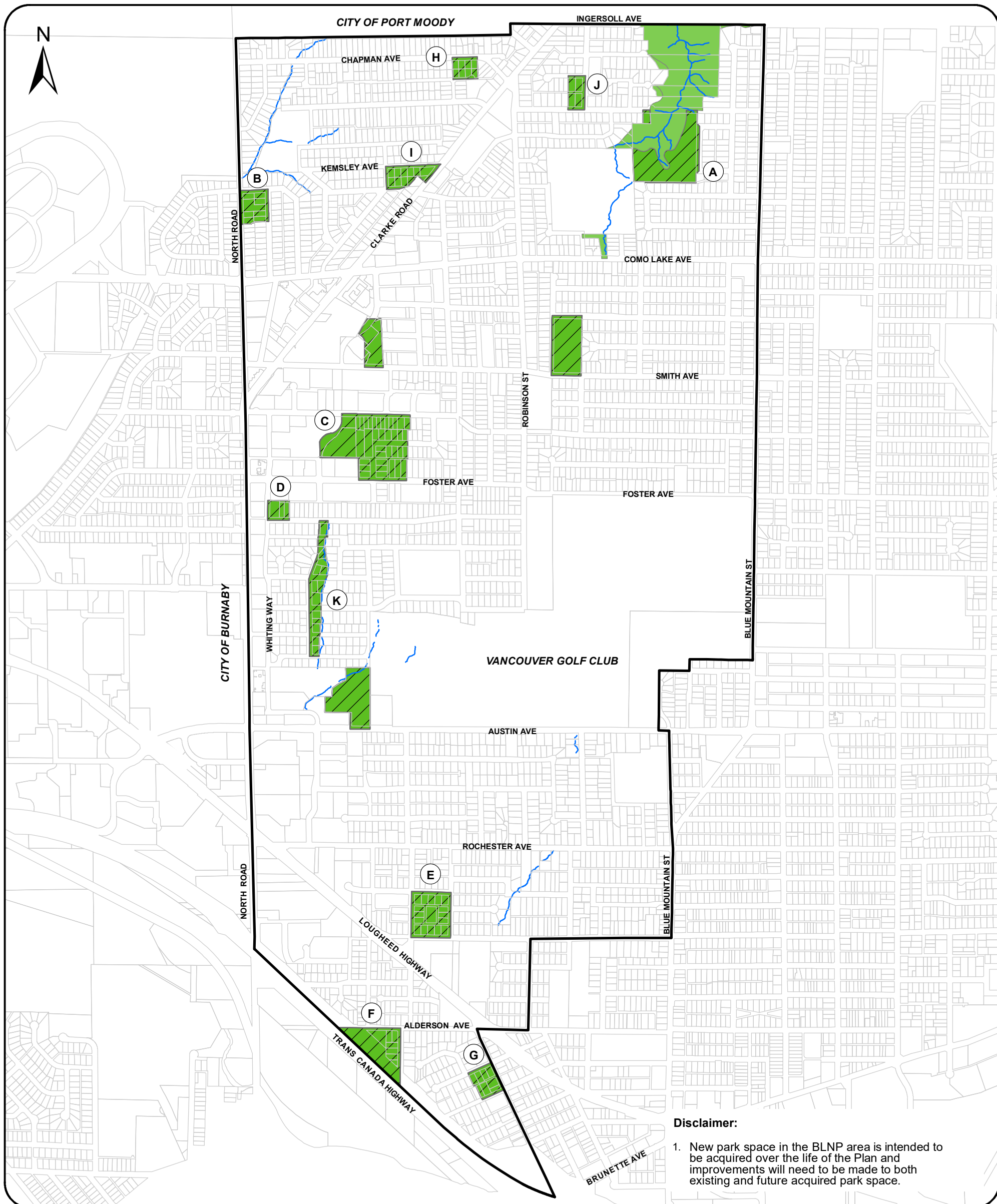
Adopted: June 27, 2017
Amended: XXXX

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



* Note:
Minor various projects have been excluded for clarity purposes (G).



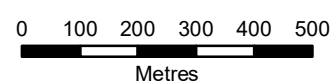


APPENDIX D - BURQUITLAM - LOUGHEED SERVICING ASSESSMENT

PARK ACQUISITIONS AND IMPROVEMENTS

- Watercourses
- Parks and Recreation
- Natural Areas
- Burquitlam - Lougheed Neighbourhood Plan Boundary

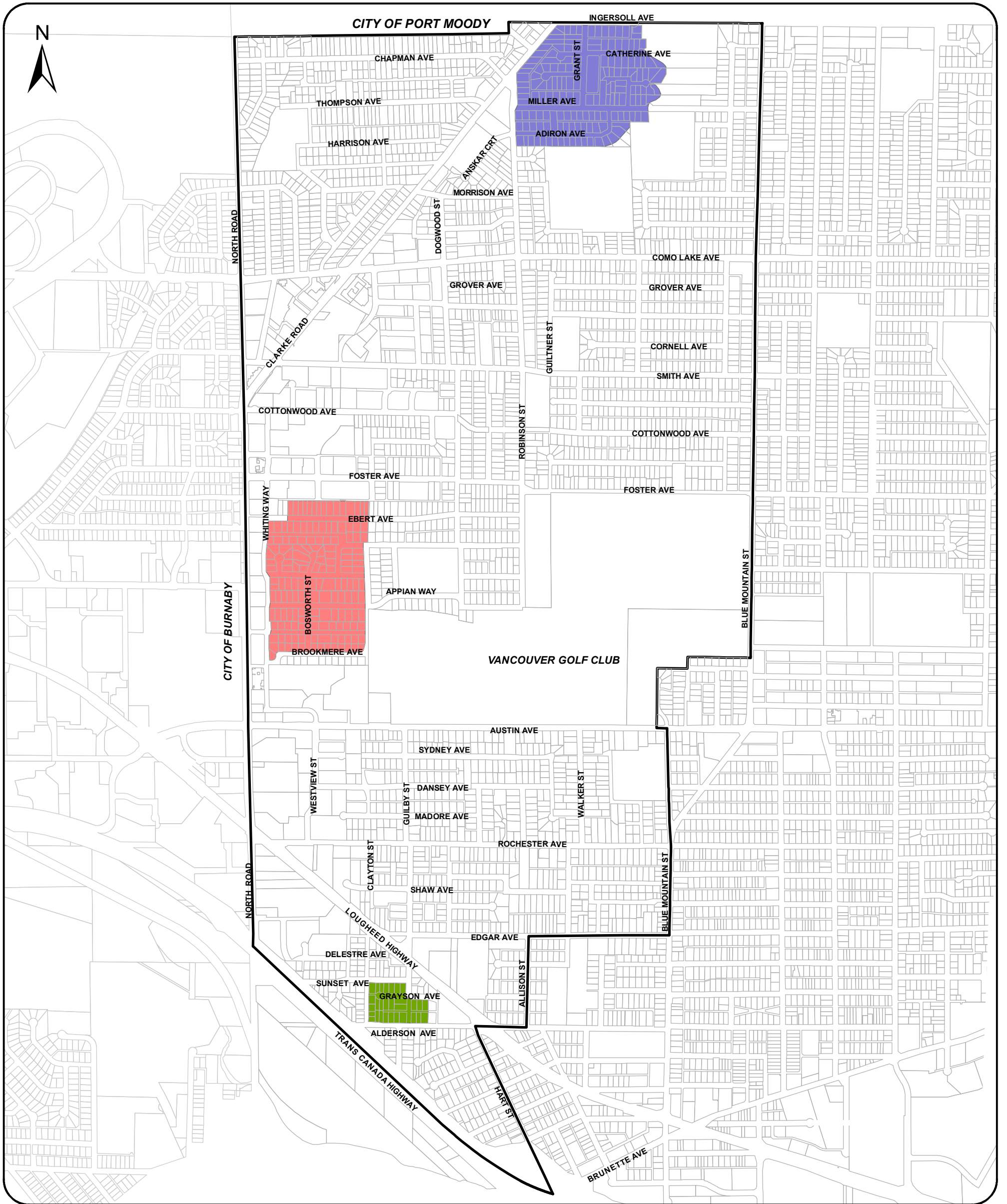
- (A) Miller Park
- (B) Oakdale Park
- (C) Cottonwood Park
- (D) Burquitlam Community Garden
- (E) Guilby Park
- (F) Lower Lougheed Park
- (G) Gauthier - Hart Park
- (H) Nicola - Bowron Park
- (I) Kemsley - Clarke Park
- (J) Miller-Grant Park
- (K) Austin Creek Green Link Park



Adopted: June 27, 2017

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

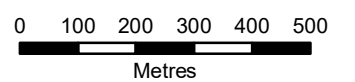
Coquitlam



APPENDIX E - BURQUITLAM - LOUGHEED SERVICING ASSESSMENT

NEIGHBOURHOOD POCKET AREAS

- Miller-Grant Pocket
- Whiting-Appian Pocket
- Guilby-Grayson Pocket
- Burquitlam - Lougheed Neighbourhood Plan Boundary



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**ADDENDUM TO
BURQUITLAM-LOUGHEED
SERVICING ASSESSMENT**

Incremental Servicing Assessment

Identifying Incremental Servicing Needs in the Burquitlam and Lougheed Town Centre Transit-Oriented Areas, and Southwest Shoulders and Corridors

Transit-Oriented Areas Update – Stage 2

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Appendix D	Transportation Improvements	
Appendix E	Parkland Acquisition and Improvements	

The Incremental Servicing Assessment for Stage 2 of the Transit-Oriented Areas Update was prepared by a multi-disciplinary team of Coquitlam staff, led by Community Planning and including Engineering and Public Works; Parks and Capital Planning; Planning and Development; Finance and Legal; and Office of the Deputy Chief Administrative Officer - City Lands and Real Estate Division.

1.0 INTRODUCTION

1.1 Purpose

This Incremental Servicing Assessment (hereon referred to as “Assessment”) builds on the Austin Heights Servicing Assessment (completed in 2011 and updated in 2018) and Burquitlam-Lougheed Servicing Assessment (completed in 2017 and updated in 2022). The purpose is to provide a high-level summary of the servicing and amenity requirements needed to support full build-out¹ of the incremental growth (i.e. growth over and above what was previously planned for) in the land use plans for the Burquitlam-Lougheed and Austin Heights neighbourhoods in the Official Community Plan. Neighbourhood boundaries are shown in Appendix A. This Incremental Servicing Assessment should be read in conjunction with the existing 2018 Austin Heights Servicing Assessment and 2022 Burquitlam-Lougheed Servicing Assessment to understand the full infrastructure and amenity needs and costs in the Burquitlam-Lougheed and Austin Heights neighbourhoods.

The incremental growth is the result of updated land use concepts for the Burquitlam and Lougheed Town Centre Transit-Oriented Areas, as well as the Southwest Shoulders and Corridors – updates that are wholly contained within the Austin Heights and Burquitlam-Lougheed neighbourhoods. Servicing and amenity requirements include utility, transportation, and park needs. These requirements are in addition to those identified in previous servicing assessments. Identified servicing and amenity projects may also benefit the broader Southwest Coquitlam community.

1.2 Background

Provincial housing legislation has necessitated major changes to how Coquitlam plans for growth. This included *the Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023* (also known as “Bill 47”), which requires local governments to allow for provincially prescribed densities and heights in areas within 800 metres of a rapid transit station, referred to as Transit-Oriented Areas.

¹ Full build-out is the estimated number of units that can be accommodated based on the land use plan. Build-out is not a population projection; rather it is the approximate number of units that can be accommodated based on 100% build-out of the land use.

In response, the City initiated the Transit-Oriented Areas Update project, a multi-stage planning project to update land uses, policies and regulations in the Official Community Plan and Zoning Bylaw to comply with provincial requirements and consider future development in nearby areas. Stage 2 of the project focused on three broad land use planning study areas:

1. **Transit-Oriented Areas** - areas within 800m of a SkyTrain station
2. **Southwest Shoulders** - transition areas next to the Burquitlam and Lougheed Transit-Oriented Areas
3. **Southwest Corridors** - portions of Austin and Como Lake Avenues

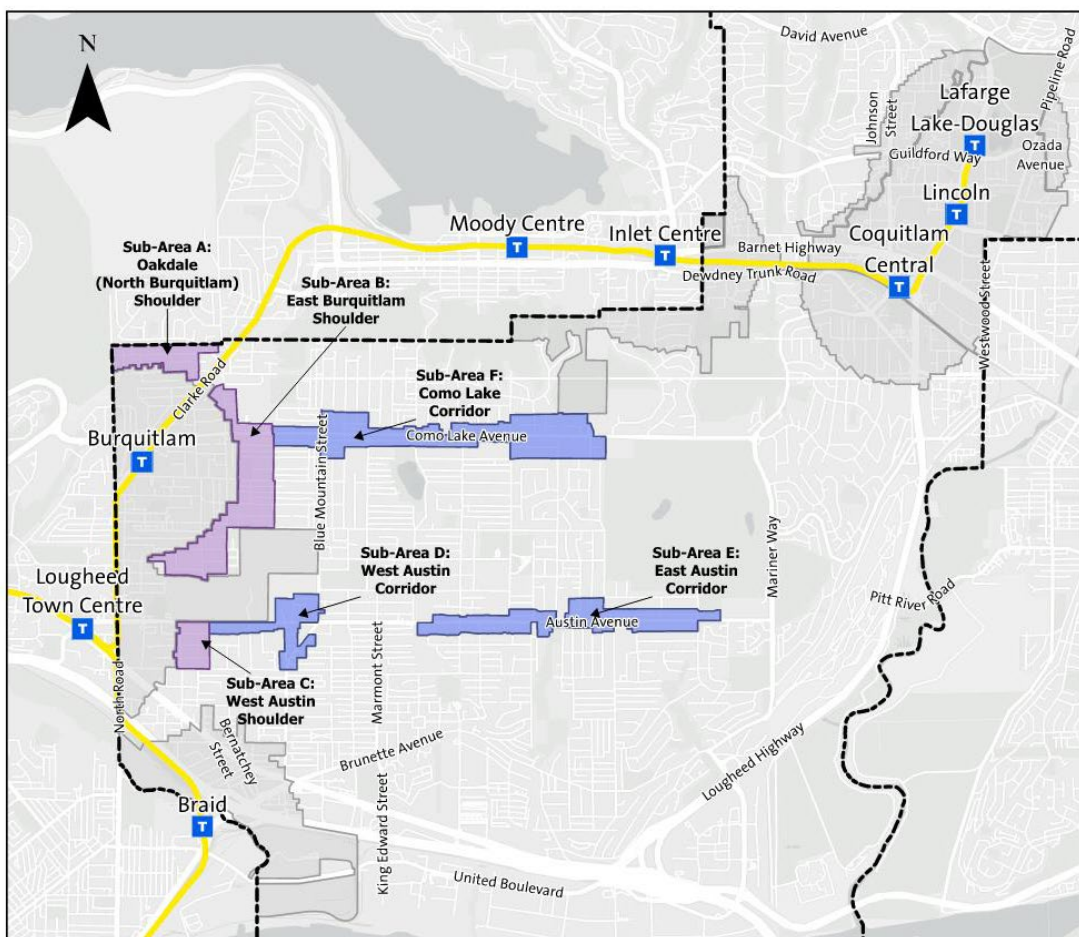


Figure 1 – Transit-Oriented Areas Update – Stage 2 Study Areas

As noted, Stage 2 of the Transit-Oriented Areas Update project resulted in land use changes necessitating servicing and amenity needs within the Burquitlam-Lougheed Neighbourhood Plan (BLNP) and Austin Heights Neighbourhood Plan (AHNP) areas. This Assessment identifies these servicing and amenity needs.

2.0 Estimated Build-Out Capacity

2.1 Burquitlam-Lougheed Neighbourhood Plan

In the Burquitlam-Lougheed neighbourhood of the Official Community Plan, the previous land use concept was estimated to accommodate approximately 58,400 total dwelling units. The updated land use concept is now estimated to accommodate approximately 69,800 total dwelling units. The majority of this increase is a direct result of the land use changes to meet provincial requirements related to Transit-Oriented Areas. The remaining increase in build-out capacity is the result of changes to surrounding Shoulder and Corridor study areas that are within the Burquitlam-Lougheed Neighbourhood Plan (BLNP) area. Details on build-out capacity are provided in Appendix B.

2.2 Austin Heights Neighbourhood Plan

In the Austin Heights Neighbourhood of the Official Community Plan (see Appendix A), the previous land use concept was estimated to accommodate approximately 10,300 total dwelling units. The updated land use concept is now estimated to accommodate approximately 11,100 total dwelling units. This increase of 800 dwelling units is the result of land use changes within Sub-Area D: West Austin Avenue. Details on build-out capacity are provided in Appendix B.

2.3 Build-Out Timeline

Given current market conditions and Coquitlam's projected population growth over the next 30 years, it is anticipated that full build-out of the incremental growth in the Burquitlam-Lougheed and Austin Heights neighbourhoods will extend beyond a typical 30-year planning horizon.

3.0 COSTS AND FUNDING SUMMARY

3.1 Estimated Capital and Operating Costs

The total estimated incremental capital cost of transportation, utility and park improvements identified in this Assessment is approximately \$132.4 million. This includes projects that are eligible for the City’s Development Cost Charge (DCC) and Amenity Cost Charge (ACC) programs, as well as projects not eligible for either program. Table 1 provides a breakdown of the estimated capital cost based on project categories.

Table 1 – Estimated Incremental Capital Cost Breakdown

Project Categories	DCC Eligible ¹	ACC Eligible ¹	Non-DCC / ACC Eligible ²	Total Capital Costs
Transportation	\$13.3M	-	\$4.6M	\$17.9M
Water	\$2.9M	-	-	\$2.9M
Sanitary	\$0.2M	-	-	\$0.2M
Drainage	-	-	-	-
Park Acquisition	\$68.5M	-	-	\$68.5M
Park Improvement	\$36.0M	\$6.9M	-	\$42.9M
Total	\$120.9M	\$6.9M	\$4.6M	\$132.4M

Notes:

1. DCC and ACC eligible projects require additional sources of funding as these programs do not cover the entire capital cost. See Section 3.2 for more information.
2. Transportation costs that are not DCC or ACC eligible include the sidewalk program and traffic control improvements that would need to be funded by other funding sources. See Section 5.0 for more information.

The total estimated incremental annual operating cost of the improvements identified in this Assessment is approximately \$2.5 million. Incremental operating costs include net increases in operations and maintenance, and contributions toward asset replacement in recognition of a growing inventory. Table 2 provides the estimated incremental operating cost breakdown based on project categories.

Table 2 – Estimated Incremental Operating Cost Breakdown

Project Categories	Annual Operating	Annual Asset Replacement Contribution	Total Annual Costs
Transportation	\$0.1M	\$0.2M	\$0.3M
Water	\$0.1M	\$0.1M	\$0.2M
Sanitary	\$0.1M	\$0.1M	\$0.2M
Drainage	-	-	-
Park Improvement	\$0.9M	\$0.9M	\$1.8M
Total	\$1.2M	\$1.3M	\$2.5M

All cost estimates are at current market value and based on conceptual design concepts, which are subject to change at the time of functional design, site development, and land acquisition. Cost estimates will be updated as they are incorporated into the City’s financial plans and programs.

3.2 Funding and Cost Impact

The infrastructure required to support the incremental growth in the Austin Heights and Burquitlam-Lougheed neighbourhoods will be funded through a combination of sources including the DCC and ACC reserves, private sector contributions, contributions from other levels of government, as well as other City funding sources such as property taxation, and utility fees.

DCCs are used to fund eligible infrastructure costs such as roads, water, sewer, drainage, parks, and police and fire services. ACCs are used to fund amenities such as community centres, recreation and athletic facilities, libraries and public squares, and cultural and community spaces.

As indicated above in Table 1, the majority of the estimated incremental capital costs are ACC or DCC eligible. The capital costs of projects added to these programs are primarily recovered through their respective charges; however, a portion is funded through additional sources, including private sector development, contributions from other levels of government, utility fees, and property taxation. The City will explore other potential development finance tools

to help fund these costs. The funding sources are dependent on several factors, such as the benefit to existing residents and municipal assist factor, and determined as projects are incorporated into the DCC and ACC programs.

DCC and ACC programs are based on eligible capital projects and population projections at the time of program development, not full build-out of the Official Community Plan. The City's current DCC program uses a 30-year timeframe, while the ACC program uses a 10-year timeframe. DCC and ACC eligible projects will be incorporated into the respective programs over time, depending on the pace of growth and development, and in coordination with other eligible projects throughout Coquitlam. The timing of capital projects will depend on the pace of development and will be determined through the City's annual capital project priority setting and budgeting process.

The timing of the incremental growth is expected to extend beyond the City's planning horizon. Staff forecast that, based on historical growth rates, the additional incremental growth is estimated to be sufficient to offset the associated infrastructure costs.

3.3 Prevailing Service Standard

Following the Best Practices Guide produced by the Province for both ACCs and DCCs, the City has considered whether the additional costs to support the incremental growth in the Austin Heights and Burquitlam-Lougheed neighbourhoods are excessive in relation to the capital cost of prevailing service standards. Per the ACC and DCC Best Practices Guides, the City calculated its existing prevailing service standards on a per capita basis by reviewing the inventory of the City's existing assets, estimating their like-for-like replacement costs, and dividing the total by the current population.

In comparison, the incremental costs of the projects identified in this servicing assessment are estimated at approximately 20% of the City-wide standard on a per capita basis (i.e. calculated by dividing the cost of projects by the anticipated population growth). These amounts reflect Council endorsed plans and strategies, and represent the City's approved service standards. The lower per-capita incremental cost in the growth areas is a result of the efficient use and optimization of infrastructure. By accommodating growth through strategic redevelopment of established urban centres and neighbourhoods with existing infrastructure networks, the City is able to leverage prior investments, minimize the need for new standalone systems, and achieve more cost-effective delivery of

the same levels of service. This approach ensures that incremental costs do not exceed prevailing service standards while maintaining the quality and reliability of services provided citywide. The City's analysis confirms that the incremental costs are not excessive in relation to the capital cost of prevailing service standards.

4.0 UTILITIES

Targeted upgrades to the City's water and sanitary sewer systems are required to support the incremental growth in the Austin Heights and Burquitlam-Lougheed neighbourhoods. No major drainage capital projects are required at this time to support the incremental growth. The following sub-sections outline the utilities improvement projects. Appendix C identifies the project locations. These improvements are in addition to any planned improvements already identified in the existing servicing assessments.

The utilities servicing analysis used updated dwelling unit projections and associated population counts to model future water and sewer system performance. An external consultant completed a detailed hydraulic assessment of the City's water and sewer systems to evaluate the impacts of the additional dwelling units and associated population counts and identify required upgrades. These improvements ensure that new development can be supported without compromising service reliability, fire protection, or environmental health.

Future servicing must satisfy the demand created by new development while considering potential environmental impacts and the stormwater management requirements of the Austin & Rochester Integrated Watershed Management Plan (IWMP), Chines IWMP, Como IWMP, Mundy IWMP, and the Stoney IWMP.

The utilities improvement projects below are eligible to include in future DCC updates. The projects will also result in additional operations and maintenance with estimated incremental annual operating costs of \$0.2M for water system improvements and \$0.2M for sanitary sewer system improvements. Additional funding considerations are discussed in Section 3.0.

4.1 Water System Improvements

The water system in Southwest Coquitlam is supplied by Metro Vancouver (MV) source points to the Brunette, Foster/Burnaby Mountain, and Westburnco zones, and is distributed through a robust network of City feeder mains and pump stations. Based on the hydraulic assessment completed by the consultant, improvements to the water system across the network are necessary to support gradual growth. Refer to Appendix C and Table 3 for water system improvements, including cost estimates. These improvements are in addition to localized water system upgrades funded through private development that will occur when

properties redevelop. Developer funded upgrades are a significant contribution to the water system network.

Table 3 – Water System Improvements

	Project Description	DCC Eligible Estimated Cost
A	Como Lake Ave Watermain Upgrade – Emerson Street to Townley Street	\$2.0M
B	River Heights Pump Station	\$0.9M
	TOTAL ESTIMATED COST	\$2.9M

Watermains fronting individual development sites may also need upsizing to meet fire flow requirements. These localized upgrades are a developer responsibility and are not included in the City’s cost estimates.

4.2 Sanitary Sewer System Improvements

Sewage in the AHNP and BLNP area is conveyed to Greater Vancouver Sewerage & Drainage District (GVS&DD) North Road, Stoney Creek, Hart-Austin, and Brunette Trunk Sewers.

Based on the hydraulic assessment completed by the consultant, improvements to the sewer system across the network are necessary to support growth. Refer to Appendix C and Table 4 for sanitary sewer system improvements, including cost estimates. These improvements are in addition to localized sanitary sewer system upgrades funded through private development that will occur when properties redevelop. Developer funded upgrades are a significant contribution to the sanitary sewer system network.

Table 4 – Sanitary Sewer System Improvements

	Project Description	DCC Eligible Estimated Cost
C	Sewer upgrade along Rochester Ave	\$0.2M
	TOTAL ESTIMATED COST	\$0.2M

4.3 Drainage System Improvements

Currently, no additional City drainage capital improvements are needed to support the incremental growth in the Austin Heights and Burquitlam-Lougheed neighbourhoods. This demonstrates the success of existing Integrated Watershed Management Plans and City rainwater management standards, which assign on-site stormwater mitigation responsibility to developers. As a result, the incremental growth can be managed without major new drainage costs to the City.

4.4 Utility Improvements Summary

Incremental growth in the Austin Heights and Burquitlam-Lougheed neighbourhoods necessitates water and sanitary sewer improvements. The required projects are eligible to include in the City's DCC program, which has additional funding considerations discussed in Section 3.0. Successful implementation will depend on the continued delivery of on-site rainwater management by developers and timely regional investments by Metro Vancouver.

5.0 TRANSPORTATION

Transportation improvements are required to support the incremental growth in the Austin Heights and Burquitlam-Lougheed neighbourhoods. The following sub-sections outline the transportation improvement projects. Appendix D identifies the project locations. These improvements are in addition to any planned improvements already identified in the Official Community Plan and existing servicing assessments.

Transportation upgrades will occur incrementally as redevelopment takes place. At the time of development, the City will require road dedication and frontage improvements by development applicants, consistent with the *Subdivision and Development Servicing Bylaw*. These dedications and improvements will enable the construction of new streets, lanes, and active transportation connections, as well as upgrades to existing infrastructure such as widened sidewalks, boulevard-separated facilities, street furniture, and micromobility amenities.

A number of transportation improvements are planned and funded by senior levels of government (e.g., Brunette Interchange, projects in TransLink's Regional Transportation Strategy). The City will continue to work with the Province and TransLink to improve multimodal access within Transit-Oriented Areas, and along existing and future transit routes.

The majority of the improvements outlined below will be delivered incrementally through private development at the time of redevelopment. Projects relating to arterial upgrades and traffic control devices are primarily eligible to include in future DCC updates, except for portions that do not explicitly improve network capacity. Non-DCC eligible portions will require other funding sources. Transportation improvement projects will also result in additional operations and maintenance with estimated incremental annual operating costs of \$0.1M. Additional funding considerations are discussed in Section 3.0.

5.1 Arterial Streets

North Road, Clarke Road, Como Lake Avenue, Austin Avenue, Blue Mountain Street and Lougheed Highway are designated Arterial Streets in the Austin Heights and Burquitlam-Lougheed neighbourhoods. Additional road dedication will be required along arterial corridors such as Como Lake Avenue and Austin Avenue to achieve the desired cross section, including enhanced walking and micromobility amenities. Refer to Table 5 for arterial improvements, including cost estimates.

Table 5 – Arterial Improvements

Project Description	DCC Eligible Estimated Cost	Non-DCC Eligible Estimated Cost
Various improvement projects within the TOA	\$4.6M	-
Sidewalk program improvements along or near arterial corridors, implemented incrementally in response to neighbourhood development and increased pedestrian activity	-	\$2.9M
TOTAL ESTIMATED COST	\$4.6M	\$2.9M

5.2 Access Control

Several properties along arterial streets, including but not limited to Austin Avenue and Como Lake Avenue, have direct vehicular access to these arterial streets, which is not consistent with the *Subdivision and Development Servicing Bylaw*. At the time of redevelopment, alternative access needs to be facilitated or provided, through the development of an existing or new local street and lane network. New lane networks have not been identified on Appendix D, and will need to be considered on a site-specific basis, influenced by development timing and lot assemblies. Access solutions will be determined at the time of redevelopment, in accordance with the policies in the Official Community Plan.

5.3 New Streets and Extensions

New street extensions will provide improved access to newly redeveloped areas and enhance the road network for all users. Refer to Appendix D and Table 6 for new street extensions. New street extension alignments are conceptual and subject to change.

Construction of new street extensions will be funded through private development and will occur when the property (or adjacent property) redevelops². The timing of these improvements will depend on the pace of development.

Table 6 – New Streets and Extensions

	Project Description
A	Regan Avenue Extension – Robinson Street to Guiltner Street
B	Dansey Avenue Extension – West of Donald Street
C	Dennison Avenue Extension – Joyce Street to Dennison Avenue
D	Bole Court Extension – Nicola Avenue to Thompson Avenue
E	Narrow Street (converted from an existing lane) – Walker Street to Fairway Street

² There will be no net development density loss with street dedications in accordance with Section 517 (2) of the Zoning Bylaw.

5.4 Active Transportation Connections

New active transportation connections will enhance access to services and amenities while improving safety for pedestrians and micromobility users. These connections will also create a finer-grained, more permeable network for non-vehicle users, making it easier to move within and between neighbourhoods. Refer to Appendix D and Table 7 for planned active transportation connections. Active transportation connections that may be required outside the AHNP and BLNP areas are not identified.

Construction of active transportation connections will be funded through private development and will occur when the property (or adjacent property) redevelops³. The timing of these improvements will depend on the pace of development.

Table 7 – Planned Active Transportation Connections

	Project Description
F	Chapman Avenue – East of Bole Court
G	Lea Avenue – East of Robinson Street
H	Norfolk Street – Como Lake Avenue to Stanton Avenue
I	Spruce Avenue – Spruce Avenue to Cottonwood Avenue
J	Florence Street – Foster Avenue to Ebert Avenue
K	Donald Street – Dansey Avenue to Austin Avenue
L	Sydney Avenue – Selman Street to Walker Street

5.5 Traffic Control Devices

New traffic control devices will play a critical role in safely accommodating additional trips generated by the incremental growth by dispersing traffic, improving intersection efficiency, and enhancing safety for all modes of

³ There will be no net development density loss with these active transportation connection dedications in accordance with Section 517 (2) of the Zoning Bylaw.

transportation. Refer to Appendix D and Table 8 for new planned traffic control device improvements, including cost estimates.

Table 8 – Planned Traffic Control Device Improvements

	Project Description	DCC Eligible Estimated Cost	Non-DCC Eligible Estimated Cost
M	Upgrade to existing traffic signal at Como Lake Avenue and Robinson Street (e.g., addition of left-turn bays, signal timing improvements)	\$1.15M	\$0.55M
N	Upgrade of existing traffic signal at Como Lake Avenue and Dogwood Street (e.g., addition of left-turn bays, signal timing improvements)	\$1.15M	\$0.55M
O	Intersection capacity and safety improvement works at Como Lake Avenue and Blue Mountain Street	\$1.15M	\$0.55M
P	New signalized intersection at Como Lake Avenue and Townley Street	\$1.15M	
Q	New signalized intersection at Regan Avenue and Robinson Street	\$1.15M	-
R	New signalized intersection at Austin Avenue and Joyce Street	\$1.15M	-
S	New roundabout at North Road and Jefferson Avenue	\$1.8M	-
	TOTAL ESTIMATED COST	\$8.7M	\$1.7M

5.6 Streetscape Improvements

Streetscape and other public realm improvements will be completed through new development and coordinated with other City projects in the neighbourhood, where applicable. These improvements will be guided by the *Subdivision and Development Servicing Bylaw* or applicable Streetscape Guidelines.

5.7 Transportation Improvements Summary

Incremental growth in the Austin Heights and Burquitlam-Lougheed neighbourhoods requires a coordinated package of transportation infrastructure improvements, including new street extensions, active transportation connections, and traffic signal upgrades. These improvements will enhance network connectivity, create a finer-grained and more permeable grid for non-

vehicle users, and improve safety and efficiency at key intersections as the population grows. The improvements will primarily be delivered incrementally through private development at the time of redevelopment, with DCCs providing funding for eligible capital projects such as new signals and arterial upgrades. Additional funding considerations are discussed in Section 3.0.

6.0 PARKS AND FACILITIES

Parkland acquisition and improvements are required to support the incremental growth in the Austin Heights and Burquitlam-Lougheed neighbourhoods. The following sub-sections outline the parkland acquisition and improvement projects. New and expanded parks, as well as park improvements, are shown in Appendix E, and are in addition to any planned parks already identified in the Official Community Plan and existing servicing assessments. These new, expanded and enhanced parks, as well as potential expanded Joint Use Agreement sites with School District 43 are strategically integrated with active transportation routes and existing public and private open spaces to create an inter-connected recreation experience.

Recreation and culture facility needs are anticipated to be addressed over the next 30 years as identified in the Major Facilities Roadmap and Coquitlam Library Services and Spaces Strategy, and therefore not included in this Assessment.

Parkland acquisition and most parkland improvement costs are eligible to include in future DCC updates. The portion of non-DCC eligible improvement costs may be included in future ACC updates, such as sport courts, baseball diamonds, running tracks and lighting. Parkland improvement costs will result in additional operations and maintenance with estimated incremental annual operating costs of \$1.8M. Additional funding considerations are discussed in Section 3.0.

6.1 Parkland Acquisition

Approximately 2.3 hectares (5.7 acres) of new parkland is to be acquired to support the incremental growth. The City acquires land designated for a new park or to expand an existing park based on a prioritization framework and the availability of properties for purchase. The Government of B.C.'s Parkland Acquisition Best Practices Guide informs this process. Refer to Appendix E and Table 9 for new and expanded park locations (parkland acquisition), including cost estimates.

Table 9 – Parkland Acquisition

	Project Description	DCC Eligible Estimated Cost
A	Morrison Park (0.2 ha/0.4 ac) ¹	\$6.4M
B	Sydney Park (0.5 ha/1.3 ac) ¹	\$14.2M
C	Mountain View Park Expansion (1.6 ha/4 ac)	\$47.9M
	TOTAL ESTIMATED COSTS	\$68.5M

Note:

1. The names Morrison Park and Sydney Park are placeholders based on the roads that front each park. Final park names will be presented to Council for consideration at a later date.

6.2 Parkland Improvements

Parkland improvements refer to installing park amenities such as play structures, walking paths, sports fields and lighting. Improvements listed in this Assessment relate to existing and future acquired parkland. Refer to Appendix E and Table 10 for park improvements and cost estimates.

In 2024, the City renewed and updated a Master Joint Use Agreement with School District 43 ("SD43") to guide the shared use of sports fields, parking lots and other facilities and amenities for the benefit of Coquitlam residents and students. Schools are important community spaces but are often underutilized outside of school hours. Joint use partnerships between the City and School District can help make better use of these publicly funded facilities by sharing access for both students and the community. This Assessment includes an expansion of the established Joint Use Agreement among the park improvements, with five potential sites identified as shown in Appendix E.

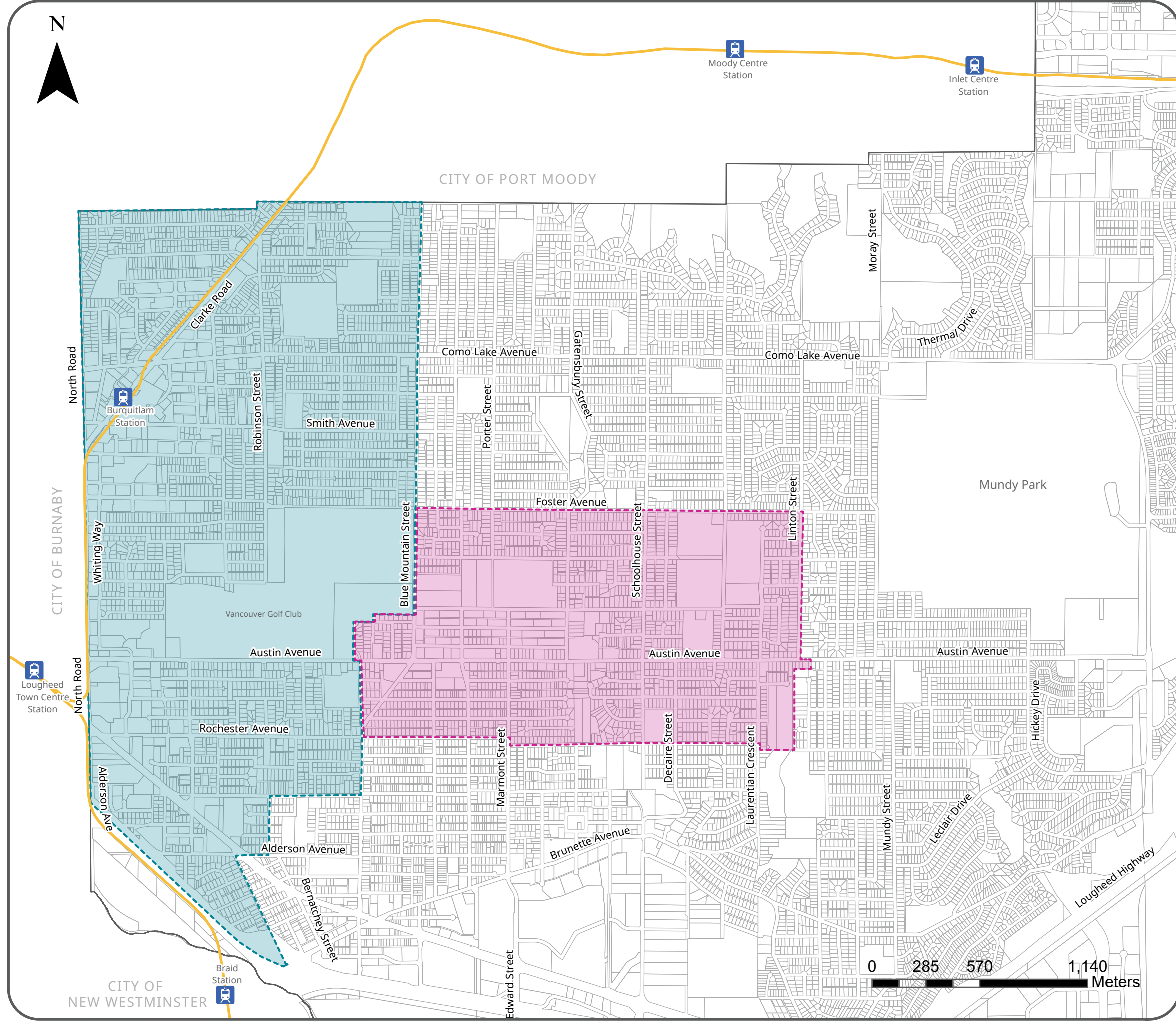
Park improvements will be complemented by privately-owned public space, e.g. corner nodes and plazas, delivered through private development consistent with existing policy in the Official Community Plan.

Table 10 – Parkland Improvements

	Project Description	DCC Eligible Estimated Cost	ACC Eligible Estimated Cost	Total Estimated Cost
D	Morrison Park (new)	\$0.6M	-	\$0.6M
E	Sydney Park (new)	\$1.8M	-	\$1.8M
F	Mountain View Park (expansion)	\$9.4M	\$1.7M	\$11.0M
G	Mountain View Park (enhancement)	\$4.1M	\$1.4M	\$5.5M
H	Miller Park (enhancement)	\$4.7M	\$1.6M	\$6.3M
I	Brookmere Park (enhancement)	\$4.7M	\$1.6M	\$6.3M
J	Burquitlam Park (enhancement)	\$3.5M	\$0.6M	\$4.1M
K	Future Joint Use Sites (schools)	\$7.2M	-	\$7.2M
	TOTAL ESTIMATED COSTS	\$36.0M	\$6.9M	\$42.9M

6.3 Parkland Acquisition and Improvements Summary







Parkland acquisition and improvements are required to support incremental growth in the Austin Heights and Burquitlam-Lougheed neighbourhoods. These improvements are strategically integrated with active transportation routes and existing public and private open spaces to provide for an inter-connected network of recreation opportunities for existing and new community members. The incremental parkland acquisition and improvement costs are eligible to include in the City's DCC or ACC programs, with additional funding considerations discussed in Section 3.0.



Appendix A

Neighbourhood Plan Boundaries

Legend

-  City Boundary
-  SkyTrain Line
-  SkyTrain Stations
-  Burquitlam-Lougheed Neighbourhood Plan
-  Austin Heights Neighbourhood Plan
-  Parcels

Build-Out Statistics

Table 1: Official Community Plan Build-Out by Stage 2 Study Area and Sub-Area

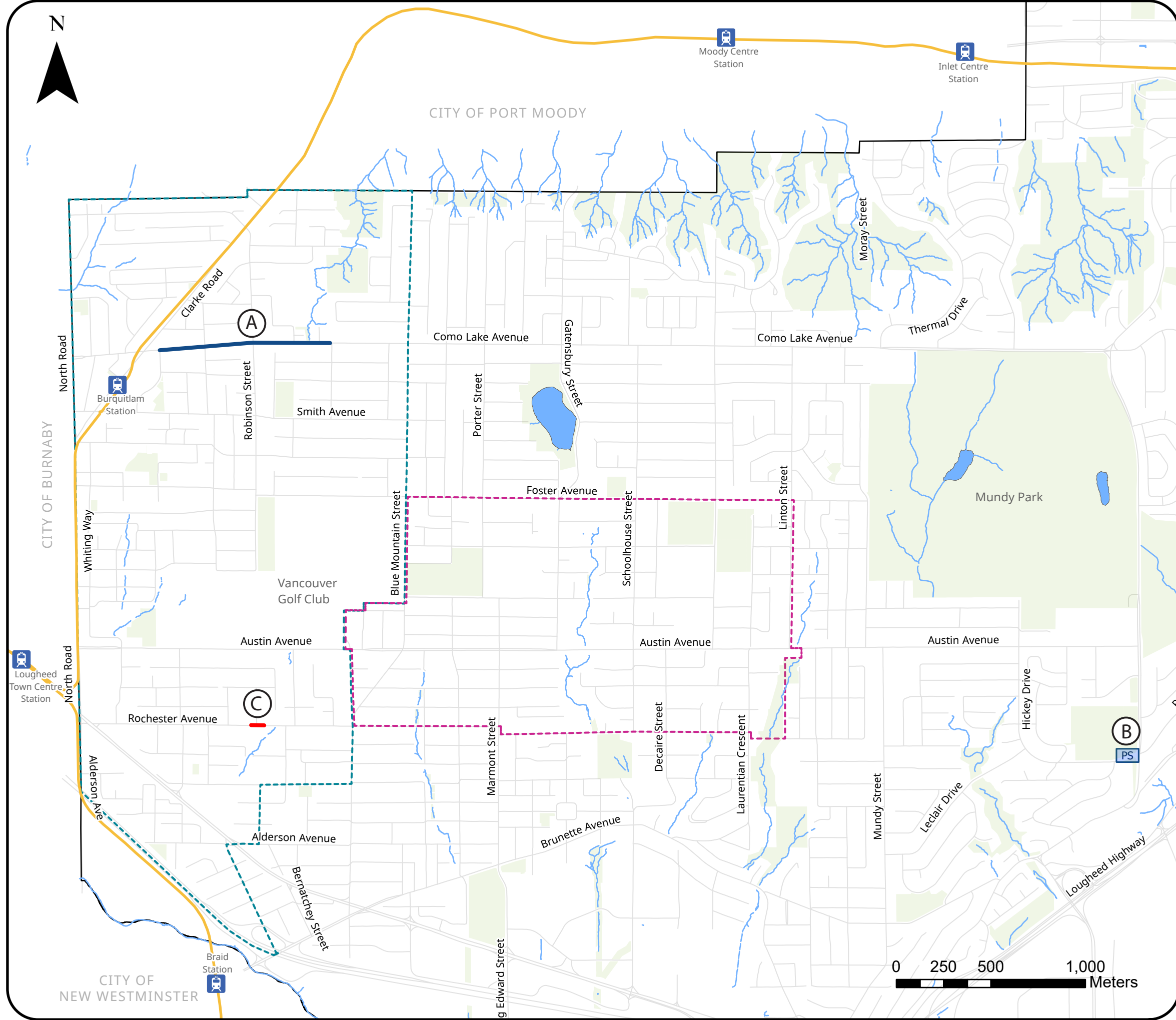
Stage 2: Study Area	Previous OCP Build-Out		Incremental Change		Total OCP Build-Out	
	Dwelling Units ²	Population ²	Change in Dwelling Units	Change in Population	Dwelling Units	Population
Transit-Oriented Areas	101,700	201,700	+9,900	+18,300	111,700	220,000
Burquitlam	29,100	58,400	+9,000	+16,700	38,100	75,100
Lougheed Town Centre	19,300	38,200	+500	+800	19,800	39,000
City Centre ⁴	53,300	105,100	+400	+800	53,700	105,900
Southwest Shoulders and Corridors	3,400	9,600	+2,300	+4,800	5,700	14,400
Oakdale	500	1,300	+300	+500	800	1,800
East Burquitlam	800	2,300	+1,100	+2,300	1,900	4,600
West Austin Shoulder	200	600	+100	+200	300	800
West Austin Corridor	300	800	+800	+1,800	1,100	2,600
East Austin	600	1,800	0	0	600	1,800
Como Lake	1,000	2,800	0	0	1,000	2,800
Total	105,000	211,300	+12,200	+23,100	117,300	234,400

Notes

1. Figures represent full build-out capacity based on assumed OCP and zoning parameters. These figures do not indicate a projected rate of growth; however full build-out is anticipated to extend beyond a typical 30-year planning horizon.
2. Dwelling units are estimated based on current zoning regulations, legislative requirements, development trends and statistics. Population is estimated based on the estimated dwelling units and average household size from Census data.
3. All figures are approximate. Figures may not sum to total due to rounding.
4. Incremental change in the City Centre Transit-Oriented Areas is due to the provincially required minimum densities not a change to land use designations.
5. Figures in Table 2 include dwelling units and population build-out, including incremental change, in locations outside of the Stage 2 study areas listed in Table 1.

Table 2: Official Community Plan Build-Out by Neighbourhood Plan

Neighbourhood	Previous OCP Build-Out		Incremental Change		Total OCP Build-Out	
	Dwelling Units	Population	Change in Dwelling Units	Change in Population	Dwelling Units	Population
Burquitlam-Lougheed Neighbourhood Plan	58,400	121,200	+11,000	+20,000	69,400	141,200
Austin Heights Neighbourhood Plan	10,300	22,600	+800	+1,800	11,100	24,500
City Centre Neighbourhood Plan	60,200	122,300	+400	+800	60,600	123,100



Appendix C

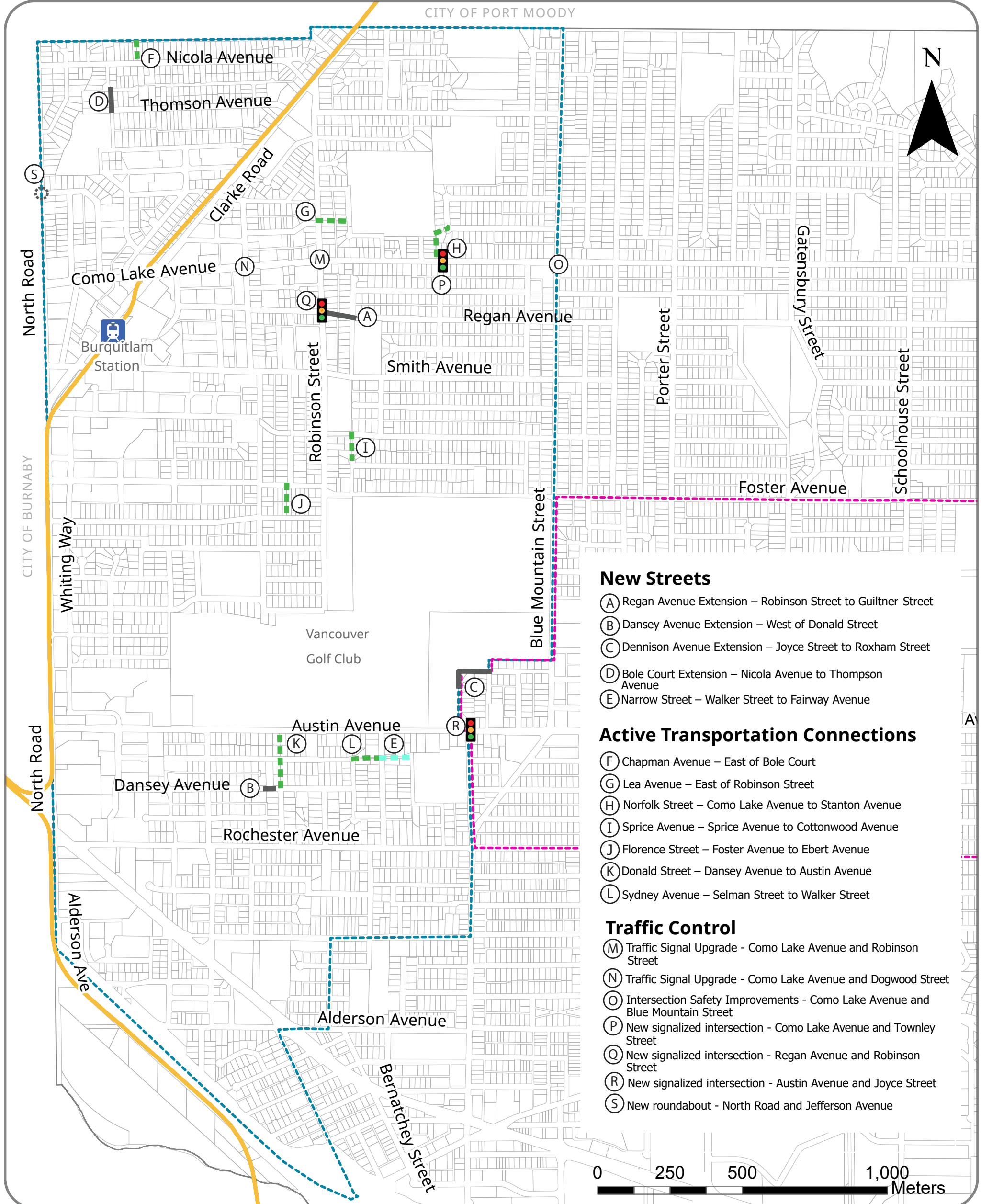
Water and Sanitary System Improvements

Legend

- City Boundary
- SkyTrain Line
- SkyTrain Stations
- Burquitlam-Lougheed Neighbourhood Plan;
- Austin Heights Neighbourhood Plan
- Water Bodies
- Drainage Watercourses
- Parks and Natural Areas
- Water Pump Station
- Water Main Upgrade
- Sewer Upgrade

Utility Projects

- Como Lake Ave Watermain Upgrade – Emerson to Townley
- River Heights Pump Station
- Sewer upgrade along Rochester Ave



CITY OF PORT MOODY



North Road

CITY OF BURNABY

North Road

Alderson Ave

(F) Nicola Avenue

(D) Thomson Avenue

Como Lake Avenue

Burquitlam Station

(G)

(M)

(H)

(P)

(Q)

(A)

Regan Avenue

Smith Avenue

Robinson Street

(I)

(J)

Blue Mountain Street

Foster Avenue

Whiting Way

Vancouver Golf Club

Austin Avenue

(R)

Dansey Avenue

(B)

Rochester Avenue

(K)

(L)

(E)

Alderson Avenue

Bernatchey Street

New Streets

- (A) Regan Avenue Extension – Robinson Street to Guiltner Street
- (B) Dansey Avenue Extension – West of Donald Street
- (C) Dennison Avenue Extension – Joyce Street to Roxham Street
- (D) Bole Court Extension – Nicola Avenue to Thompson Avenue
- (E) Narrow Street – Walker Street to Fairway Avenue

Active Transportation Connections

- (F) Chapman Avenue – East of Bole Court
- (G) Lea Avenue – East of Robinson Street
- (H) Norfolk Street – Como Lake Avenue to Stanton Avenue
- (I) Sprice Avenue – Sprice Avenue to Cottonwood Avenue
- (J) Florence Street – Foster Avenue to Ebert Avenue
- (K) Donald Street – Dansey Avenue to Austin Avenue
- (L) Sydney Avenue – Selman Street to Walker Street

Traffic Control

- (M) Traffic Signal Upgrade - Como Lake Avenue and Robinson Street
- (N) Traffic Signal Upgrade - Como Lake Avenue and Dogwood Street
- (O) Intersection Safety Improvements - Como Lake Avenue and Blue Mountain Street
- (P) New signalized intersection - Como Lake Avenue and Townley Street
- (Q) New signalized intersection - Regan Avenue and Robinson Street
- (R) New signalized intersection - Austin Avenue and Joyce Street
- (S) New roundabout - North Road and Jefferson Avenue



Legend

- City Boundary
- SkyTrain Stations
- SkyTrain Line
- Burquitlam-Lougheed Neighbourhood Plan
- Austin Heights Neighbourhood Plan

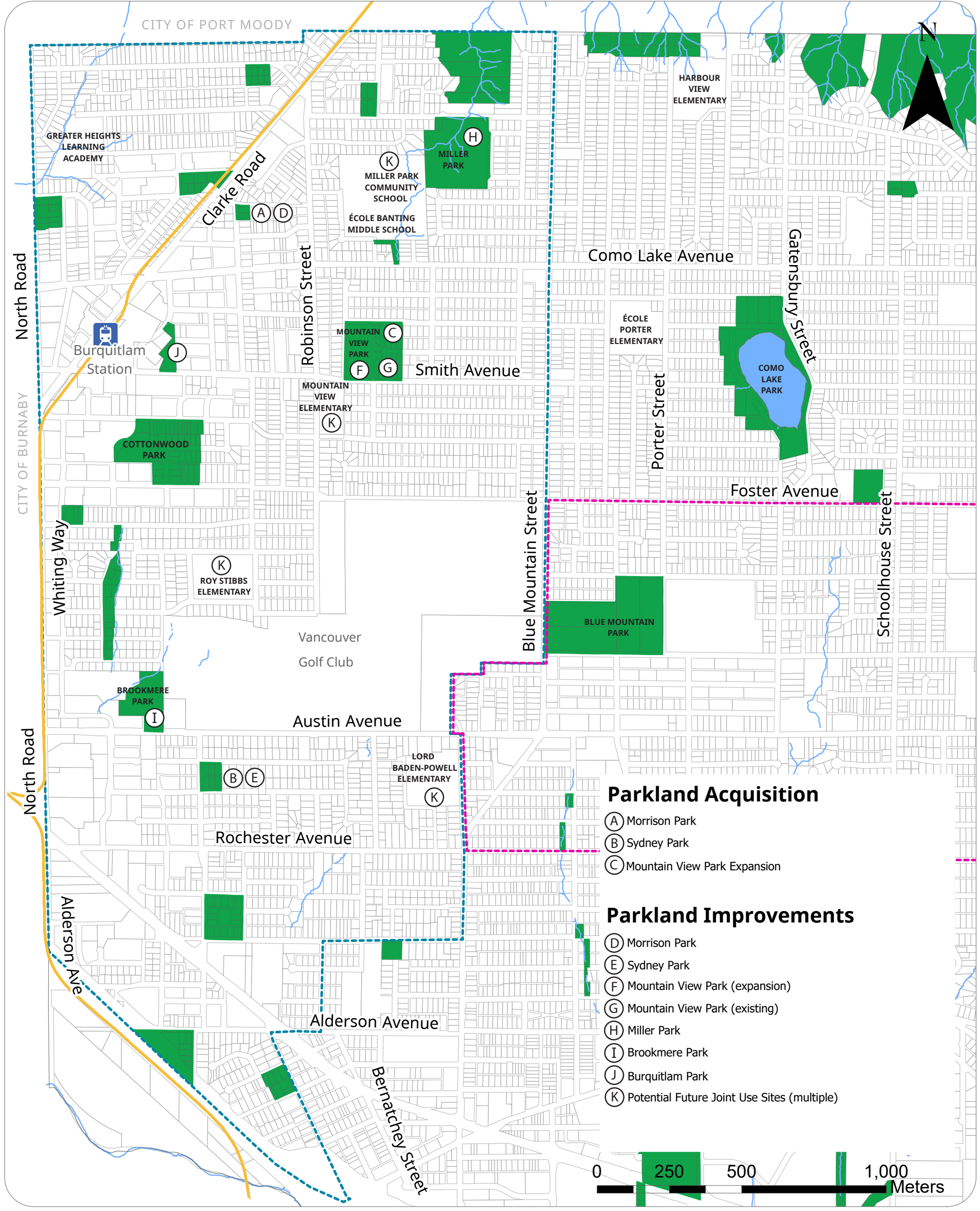
Transportation Improvements

- Active Transportation Connection
- New Street
- Narrow Street
- Roundabout
- Traffic Signals

**Appendix D
Transportation
Improvements**

Last Updated: XXXX
Datum: NAD 1983 UTM 10





Legend

- City Boundary
- SkyTrain Stations
- SkyTrain Line
- Austin-Heights Neighbourhood Plan
- Burquitlam-Lougheed Neighbourhood Plan

- Water Bodies
- Watercourses
- Park and Recreation

Appendix E

Parkland Acquisition and Improvements

- Parkland Acquisition**
- (A) Morrison Park
 - (B) Sydney Park
 - (C) Mountain View Park Expansion
- Parkland Improvements**
- (D) Morrison Park
 - (E) Sydney Park
 - (F) Mountain View Park (expansion)
 - (G) Mountain View Park (existing)
 - (H) Miller Park
 - (I) Brookmere Park
 - (J) Burquitlam Park
 - (K) Potential Future Joint Use Sites (multiple)

Last Updated: XXXX

Datum: NAD 1983 UTM 10

