Coquitlam

Austin Heights Servicing Assessment

City of Coquitlam

December 24, 2018

Table of Contents

1.0 Introduction
- 1.1 Context
- 1.2 Funding and Cost Summary
  - 1.2.1 Estimated DCC Revenue
  - 1.2.2 Estimated Costs
- 1.3 Infrastructure Development Timing and Coordination

2.0 Transportation
- 2.1 Mobility and Circulation Improvements
- 2.2 Streetscape and Public Realm Improvements
- 2.3 Other Contributing Capital Projects

3.0 Utilities
- 3.1 Water System Improvements
- 3.2 Sanitary Sewer System Improvements
- 3.3 Drainage System Improvements
- 3.4 Integrated Watershed Management Plans

4.0 Parks

5.0 Dwelling Unit Projection

Appendix A – Transportation Improvement Projects Plan
Appendix B – Southwest Coquitlam Water, Sewer and Drainage Projects
Appendix C – Developer Funded Streetscape Improvement Cost Estimates

1.0 INTRODUCTION

1.1 Context

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

These servicing requirements are based on the projected increase of 2,500 dwelling units (approximately 5,000 people) anticipated to be developed within the AHNP area to 2031. Some of these servicing elements also support the wider Southwest Coquitlam community.

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

More specifically, the Development Cost Charge (DCC) eligible capital costs noted in this Assessment are incorporated into the Citywide 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 Department to prepare future Five Year Financial Plans and assist in the determination of the Citywide DCC program, for approval by Council in the future to support the AHNP and the City as a whole.

This Servicing Assessment was jointly prepared by Engineering and Public Works, Parks, Recreation and Culture, Planning and Development, and Strategic Initiatives staff. This Assessment should be used in conjunction with the City's Five Year Financial Plan, *Official Community Plan, Austin Heights 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 AHNP area will be implemented through a combination of funding sources, including private sector development, the City's capital and 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.

1.2 Funding and Costs Summary cont'd/

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 AHNP area, it is estimated that up to approximately $30.65 million of DCCs (Table 1) will be collected from development within the AHNP area to 2031, depending on actual development activity and market cycles.

1.2.2 Estimated Costs

The total estimated cost of DCC projects listed in the AHNP Servicing Assessment is $21 million (Table 1) and non-DCC eligible costs are approximately $5.8 million (Table 2).

Table 1 – Estimated DCC revenues and costs generated from AHNP by 2031[1]

	Transportation DCCs	Water DCCs	Sanitary DCCs	Drainage DCCs	Parkland Acquisition DCCs	Parkland Improvement DCCs	Total
Estimated DCC Revenue[2]	$7.3 M	$2.2 M	$0.75 M	$2.8 M	$13 M	$4.6 M	**$30.65 M**
Estimated DCC Costs[3]	$4.61 M	$13.92 M	$0.92 M	$3.6 M	To be determined	To be determined	**$21.17 M**[4]

Coquitlam's DCC program is citywide and revenue and spending is not tracked on a neighbourhood level basis. DCC revenue generated from development within Austin Heights 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 Austin Heights will directly or indirectly benefit other areas of Southwest Coquitlam and vice versa.

[1] The DCC revenue is based on an estimated 2,500 new dwelling units and 17,000m² (183,000 sq. ft.) of new commercial floor space.
[2] All revenue estimates are based on the City's 2015 DCC Bylaw (Bylaw No. 4607, 2015)
[3] All cost estimates are based on 2015 capital cost estimates (except for Transportation which is based on 2017 capital cost estimates) and are based on conceptual design concepts which are subject to change at the time of functional design, site development, and land acquisition.
[4] The estimated total DCC costs excludes parkland acquisition and parkland improvement DCCS as any parks acquisition and improvement projects to serve the neighbourhood will be identified by the Parks, Recreational and Culture Strategic Plan at a later date (Section 4.0).

The proposed land uses in Austin Heights 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 AHNP area that cannot be funded through DCCs and will require a separate funding source of approximately $5.8 million, bringing the total DCC eligible and non-eligible servicing costs for the AHNP to approximately $27 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, CACs, density bonus funding, and contributions from other levels of government.

Table 2 –Estimated Cost Breakdown

DCC Eligible Project Categories	**Estimated Cost**	**Currently Funded in DCC Program**	**Unfunded in DCC Program**
Transportation DCC Eligible	$4.61 M	$4.61 M	-
Water DCC Eligible	$13.92 M	$12.04 M	$1.88 M
Sanitary DCC Eligible	$0.92 M	$0.92 M	-
Drainage DCC Eligible	$3.6 M	$3.6 M	-
Total Cost DCC Eligible Projects	**$21.17 M**	**$21.17 M**	**$1.88 M**
Non-DCC Eligible Project Categories	**Estimated Cost**		
Sanitary Non-DCC Eligible	$1.16 M	-	-
Drainage Non-DCC Eligible	$4.6 M	-	-
Total Cost Non-DCC Eligible Projects	**$5.76 M**	**-**	**-**
TOTAL ESTIMATED COSTS	**$26.93 M**	**$21.17 M**	**$1.88 M**

1.3 Infrastructure Development Timing and Coordination

This Assessment summarizes infrastructure improvements to be completed to support the build-out of the neighbourhood to 2031, 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.

1.3 Infrastructure Development Timing and Coordination cont'd/

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 AHNP area relative to projects elsewhere in the City), DCC revenue collection, the housing market, the actual pace of development within the AHNP area and the utilization of developer-funding revenue tools.

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

2.0 TRANSPORTATION

There are two types of transportation improvements included in the neighbourhood plan:

» Mobility and Circulation Improvements; and
» Streetscape and Public Realm Improvements.

Mobility and Circulation Improvements are required to address increased vehicular, pedestrian and cyclist traffic volumes resulting from growth in the neighbourhood. Streetscape and Public Realm Improvements are development driven projects and are related to improvements of the street frontage and functional changes required to accommodate the redeveloped areas. The transportation improvements are illustrated in Appendix A.

2.1 Mobility and Circulation Improvements

The various mobility and circulation improvement projects will be funded through a number of sources including DCC reserves. These improvements along with order-of-magnitude cost estimates are presented in Table 2. Phasing of the improvements will depend on the pace of development and will be referred to the Capital budgeting process

Table 2 – Mobility and Circulation Improvement Projects

	Project Description	**Order-of-magnitude construction costs[5]**		**Estimated Cost Non-DCC Eligible (xx%)**	**Total Estimated Cost**
		Funded	**Unfunded**		
A.	Austin Avenue / Blue Mountain Street intersection *Add north bound left turn lane on Blue Mtn St, reconfigure approaches, sidewalk improvements, trees in grates, street lighting and accessible features, signal upgrade*	$559,000			
B.	Austin Avenue / Nelson Street intersection *Reconfigure approaches, sidewalk improvements, trees in grates, street lighting and accessible features, signal upgrade*	$559,000			
C.	Austin Avenue / Marmont Street intersection *Provide northbound right turn lane on Marmont, provide northbound and southbound left turn lane on Marmont, extend westbound left turn*	$559,000			

[5] These costs estimates are based on preliminary design concepts and are subject to change. Any utility network upgrades or repairs (storm/sanitary sewers, water, hydro, telephones and cable), property requirements for road widening, ornamental furniture or sculptures and structural soils are not included in the costs estimates.

	Project Description	Order-of-magnitude construction costs[5]		Estimated Cost Non-DCC Eligible (xx%)	Total Estimated Cost
		Funded	Unfunded		
	lane on Austin Ave, reconfigure approaches, sidewalk improvements, trees in grates, street lighting and accessible features, signal upgrade				
D.	Ridgeway Avenue / Marmont Street intersection *Safety improvements, reconfigure approaches, sidewalk improvements, trees in grates, street lighting and accessible features*	$180,000			
E.	Ridgeway Avenue/ Nelson Street intersection *Safety improvements, raise intersection, reconfigure approaches, sidewalk improvements, trees in grates, street lighting and accessible features*	$170,000			
F.	King Albert Street overpass at Como Creek *Install new pedestrian / bicycle overpass over Como Creek, sidewalk approaches, street lighting and accessible features*	$1,000,000			
G.	Nelson Street Bicycle Route *Install signage and enhance cycling infrastructure*	$316,000			
H.	Proposed Lane Connection at Austin Avenue and Gatensbury *Open new lane for neighbour traffic at south end of Austin/Gatensbury intersection (full movements with curb returns)*, signal upgrade	$559,000			
I.	Proposed New Pedestrian Crossing at Austin Avenue and East Walk *Install new pedestrian crossing at Austin Avenue and accessible features*	$150,000			
J.	Austin Avenue / Schoolhouse Street intersection *Reconfigure approaches, sidewalk improvements, trees & boulevard, street lighting and accessible features, signal upgrade*	$559,000			
	TOTAL ESTIMATED COST MOBILITY AND CIRCULATION PROJECTS - CITY FUNDED	**$4.61 million**			

2.2 Streetscape and Public Realm Improvements

Streetscape and Public Realm improvements will be implemented as new developments proceed in Austin Heights as part of rezoning or development permits approvals. These improvements will be funded by private development as part of the frontage improvements at the time of development. A summary of the proposed Streetscape and Public Realm Improvements is presented in Table 3. These improvements will be coordinated through servicing and road projects specified during subdivisions and/or rezoning applications in servicing agreements.

For any street improvements resulting from redevelopment that are not covered by the City's Subdivision Bylaw, the City has developed Streetscape Guidelines to include special designs and construction materials for street improvements identified in the AHNP. For instance, Ridgeway Avenue Walk has incorporated design principles that have reallocated road right of way space to better accommodate various users of the public realm. These principles will be encompassed in the design guidelines for the street.

A breakdown of streetscape improvement costs borne by private developers is provided in Appendix C. A level "C/D" cost estimate for the entire streetscape improvement is provided in Appendix "A" in the *Austin Heights Streetscape Standards.*

Table 3 - Streetscape and Public Realm Improvement Projects (*as part of private development proposals*)

	Project Description
K.	Austin Avenue – Blue Mountain Street to Nelson Street *Retrofit central median on Austin, widen sidewalk and install new C&G, realign wheelchair letdowns with new pedestrian x-walk at Lebleu Avenue, provide on-street parallel parking, install on-street bus bay*
L.	Austin Avenue –Nelson Street to Marmont Street *Widen sidewalk and install new C&G, provide on-street parallel parking, install on-street bus bay*
M.	Austin Avenue - Marmont Street to Gatensbury Street *Install raised central median, widen sidewalk and install new C&G, provide on-street parallel parking, · install on-street bus bay*
N.	Austin Avenue - Gatensbury Street to Schoolhouse Street *Widen sidewalk/boulevard and install new C&G, extend culvert at Como Creek*
O.	Ridgeway Avenue Walk *Convert existing street into shared street, new rollover C&G and sidewalks (color stamped concrete), new parking zone*
P.	Central Vista Walk *Streetscape and mid-block walkway improvements in line with existing pedestrian crossing north and south of Austin*
Q.	East Pedestrian Walk *Streetscape and mid-block walkway improvements along new pedestrian areas*
R.	West Pedestrian Walk *Streetscape and mid-block walkway improvements along new pedestrian areas*

2.3 Other contributing capital projects

There are a number of "in the works" projects that will provide significant support to the vision and goals of AHNP by improving access to community facilities. These are briefly described below:

King Albert Avenue Improvements – Blue Mountain Street to Gatensbury Street. This project involves repaving King Albert as well as improving road allocation for pedestrian and cycling travel, installing an improved multiuse pathway at Blue Mountain Park, a new pedestrian signal at Blue Mountain Street and reconfiguring intersections at Nelson, Porter and Marmont. In addition, custom street name signs and hanging flower baskets may be included in the commercial core area to enhance the Austin Height's unique character.

Poirier Street – Regan Avenue to Foster Avenue. This project entails reallocating the street space for better accommodation of pedestrians and cyclists by installing a multiuse pathway on the west side of the road to connect the Foster and Reagan bike routes.

3.0 UTILITIES

The Austin Heights Neighbourhood is currently well served by the City's water, sewer and drainage systems. However, the planned growth will have an impact on the capacity of the utilities. Future servicing must satisfy the demand created by new development while considering potential environmental impacts and the storm water management requirements of the *Como Creek Integrated Watershed Management Plan* and the *Nelson Creek Integrated Watershed Management Plan (IWMP)*.

A hydraulic analysis of the water, sewer and drainage system was completed using the AHNP population projections to determine required system upgrades. Specific improvements are presented in the following sections and Appendix B shows the location of Austin Height specific improvements relative to planned improvements in the rest of Southwest Coquitlam. In addition to the hydraulic analysis, the Nelson Creek IWMP and Como Creek IWMP have been developed to protect fish and aquatic habitat.

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

- frontage improvements as part of site servicing requirements of individual developments;
- DCC funded capital works to support growth; and
- utility funded replacement of aging infrastructure.

Other government agencies and organizations like the Pacific Salmon Foundation may contribute grants to improve 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 the anticipated growth, a water servicing strategy was developed with planned improvements as described in Table 4 and Appendix B. These upgrades will be partially funded from water DCC's.

Table 4 – Water System Improvements

	Project Description	Estimated Cost DCC Eligible		Estimated Cost Non-DCC Eligible	Total Estimated Cost
		Funded	Unfunded		
A	Foster pump station zone 3A expansion	$4.85M	-	-	$4.85M
B	Foster reservoir expansion	$7.19M	-	-	$7.19M
C	Foster pump station upgrade	-	$1.88M	-	$1.88 M
	TOTAL ESTIMATED COST	**$12.04 M**	**$1.88 M**	**-**	**$13.92 M**

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

Watermains fronting individual developments, 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 Austin Heights area flows south to the GVS&DD's Maillardville Trunk Sewer, which runs along Brunette Avenue.

An analysis of the City's sewage collection system identified additional improvements needed to accommodate the future planned development in the Austin Heights Neighbourhood. Table 5 and Appendix B show the required pipe upsizing that will be partially funded from sewer DCC's. Approximately 44% of the pipe upsizing cost is attributed to new development and funded by DCC's while the remaining 56% is funded from the sewer utility revenue as part of its program to replace aging infrastructure. Phasing of the improvements will depend on the pace of development and will be determined through the annual capital priority-setting and budgeting process.

Sewers fronting individual developments may also need to be upsized as part of the site servicing requirements.

Table 5 – Sanitary Sewer System Improvements

	Project Description	Estimated Cost DCC Eligible (44%)		Estimated Cost Non-DCC Eligible (56%)	Total Estimated Cost
		Funded	Unfunded		
D	Sanitary sewer upgrade – Casey Street from Austin Avenue to Brunette Avenue	$0.83M	-	$1.05M	$1.88M
E	Sanitary Sewer upgrade – Blue Mountain Street at various locations	$0.09M	-	$0.11M	$0.20M
	TOTAL ESTIMATED COST	**$0.92M**	**-**	**$1.16M**	**$2.08M**

3.3 Drainage System Improvements

Austin Heights is located within both the Nelson Creek and Como Creek watersheds in Southwest Coquitlam. These creeks are the main drainage paths to safely convey rainwater runoff to the Fraser River.

An analysis of the drainage system shows that the storm sewers along Marmont Street are undersized for the future planned development in the Austin Heights Neighbourhood. The storm sewers on Marmont Street should be upsized to accommodate both the projected flows and diversion of high flows from Nelson Creek. Diverting high flows away from Nelson Creek will prevent channel erosion and improve aquatic habitat.

Table 6 and Appendix B show the proposed pipe upsizing that will be partially funded from drainage DCC's; 44% of costs are attributed to new development and funded by DCC's while the remaining 56% are funded from the drainage utility as part of its capital program to replace aging infrastructure.

Table 6 – Drainage System Improvements

	Project Description	Estimated Cost DCC Eligible (44%)		Estimated Cost Non-DCC Eligible (56%)	Total Estimated Cost
		Funded	Unfunded		
F	Storm sewer upgrade/diversion – Marmont Street from Austin Avenue to Lougheed Highway	$3.6M	-	$4.6M	$8.2M
	TOTAL ESTIMATED COST	**$3.6M**	**-**	**$4.6M**	**$8.2M**

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.

Drainage mains fronting individual developments may also need to be upsized as part of the site servicing requirements.

3.4 Integrated Watershed Management Plans

The Austin Heights Neighbourhood is located within Nelson and Como Creek watersheds. Integrated watershed management plans completed for Nelson and Como creeks in 2012 and 2014 respectively indicate that rainwater needs to be managed in a manner that protects aquatic habitat.

Historically, urban development has tended to degrade stream water quality, reducing summer base flows and increase the intensity of runoff, which can result in eroding stream channels and impacting environmental health. The IWMP's set out policies and guidelines to manage rainwater in a way that protects aquatic habitat and provides flood protection. Specific strategies identified to mitigate these impacts and prevent further degradation, include:

- repair channel erosion
- detention or diversion of high flows to protect stream channels
- infiltration of runoff into the ground to mimic the natural watershed hydrology and preserve stream base flows (using City's Rainwater Management guidelines)
- treatment of runoff with hydrodynamic separators
- restoration of natural ecosystems

4.0 PARKS

The Austin Heights Neighbourhood is currently served by 9 hectares of parkland plus the Poirier Leisure Precinct. Any parks acquisition and improvement projects to serve the neighbourhood will be identified by the Parks, Recreation and Culture Strategic Plan at a later date.

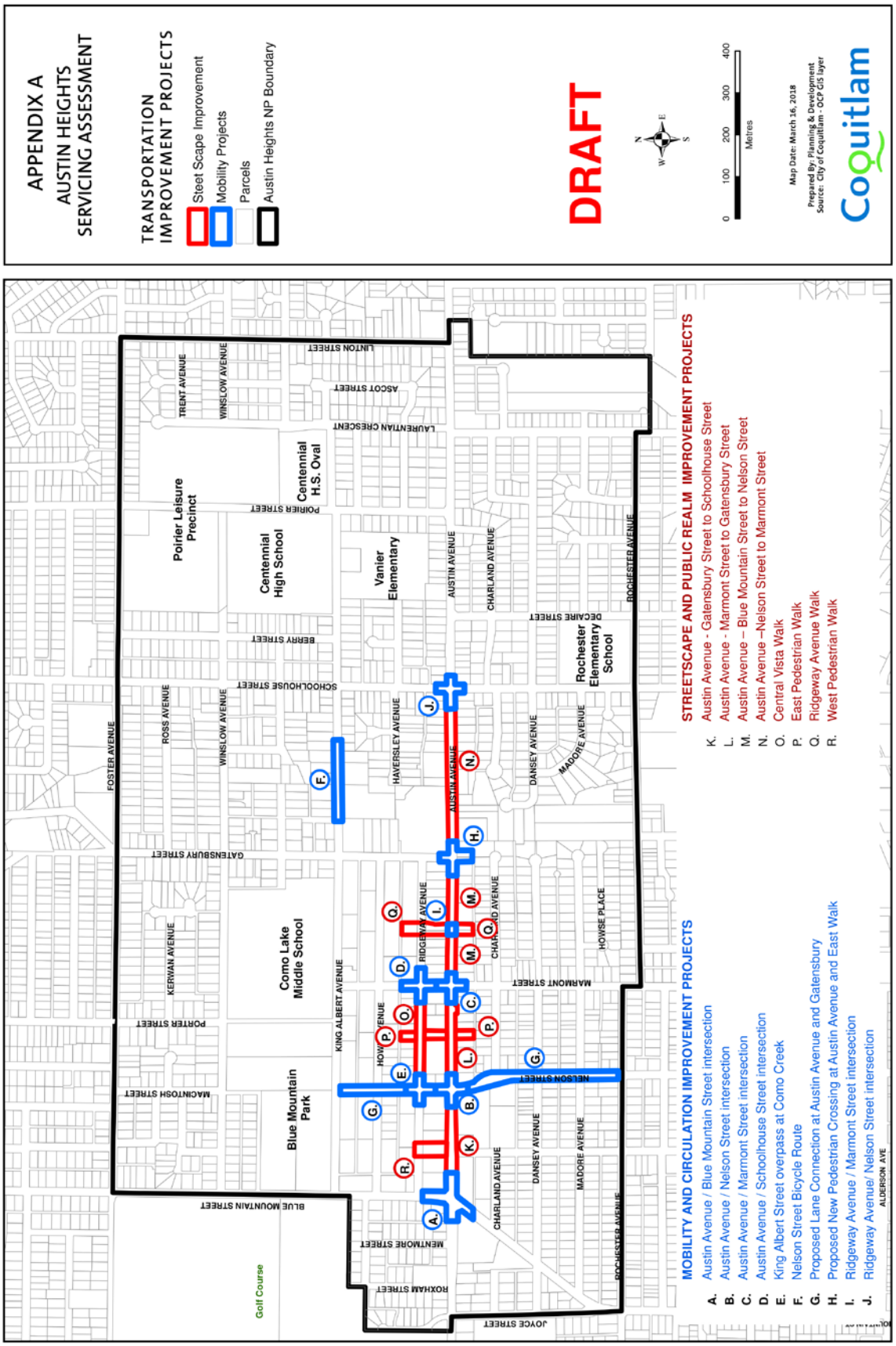
5.0 DWELLING UNIT PROJECTION

Table 7 – Projected Increase in new Dwelling Units in the AHNP Area to 2031

	Apartment	Townhouse	Single Family & Housing Choices	Total
Units:	2,162	225	123	2,510

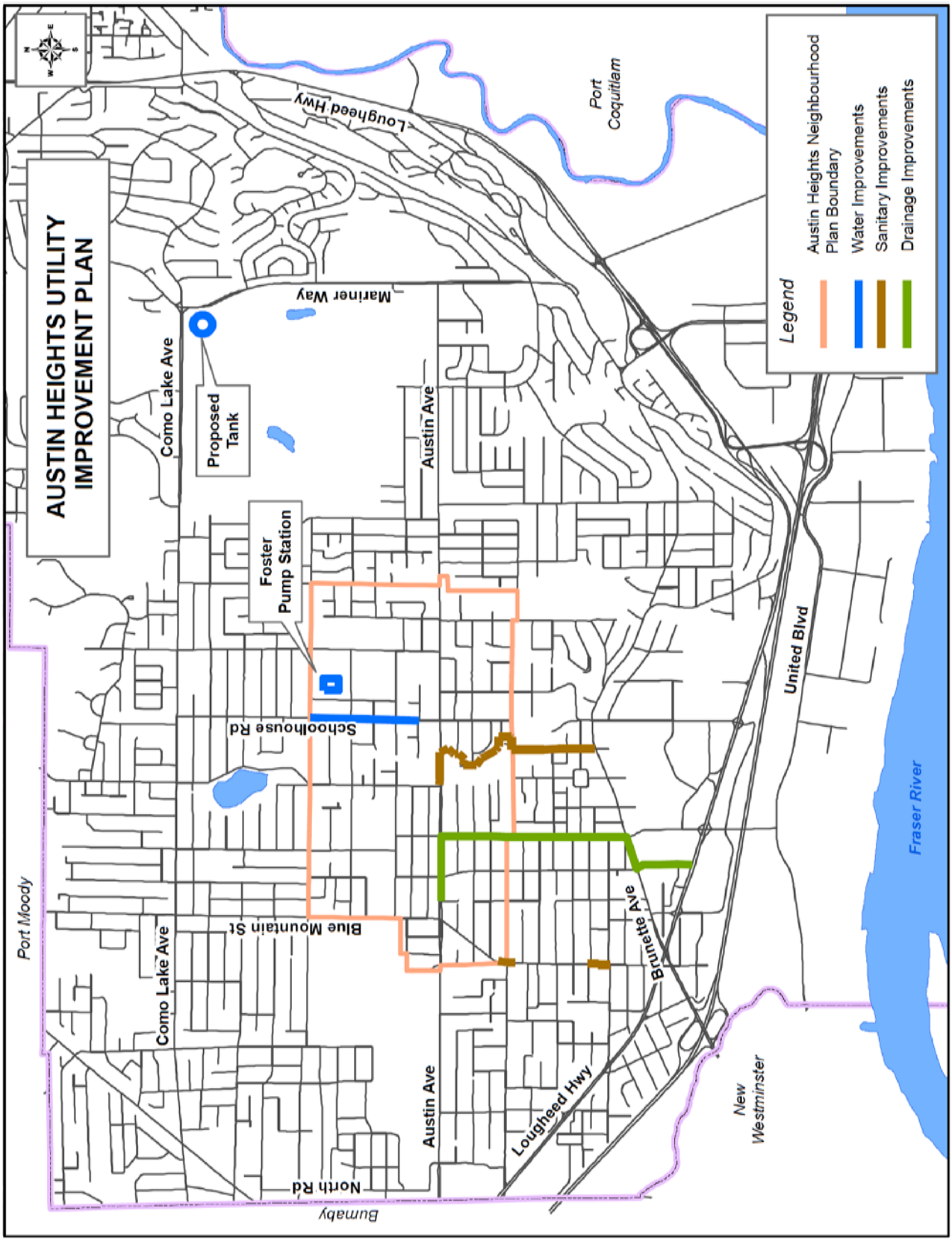
Assumptions:

- Unit projection are gross figures and do not include existing units lost to redevelopment
- Average unit size:
    - Apartment: 87 m² (935 sq. ft.)
    - Townhouse: 150m² (1,615 sq. ft.)
    - Single Family & Housing Choices: 190m² (2,045 sq. ft.)
- The DCC projections in Table 1 include an estimated 17,000 m² (183,000 sq. ft.) of new commercial floorspace.


APPENDIX A
AUSTIN HEIGHTS
SERVICING ASSESSMENT
TRANSPORTATION
IMPROVEMENT PROJECTS
Steet Scape Improvement
Mobility Projects
Parcels
Austin Heights NP Boundary
DRAFT
0 100 200 300 400
Metres
Map Date: March 16, 2018
Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS layer
Coquitlam
STREETSCAPE AND PUBLIC REALM IMPROVEMENT PROJECTS
K. Austin Avenue - Gatensbury Street to Schoolhouse Street
L. Austin Avenue - Marmont Street to Gatensbury Street
M. Austin Avenue – Blue Mountain Street to Nelson Street
N. Austin Avenue –Nelson Street to Marmont Street
O. Central Vista Walk
P. East Pedestrian Walk
Q. Ridgeway Avenue Walk
R. West Pedestrian Walk
MOBILITY AND CIRCULATION IMPROVEMENT PROJECTS
A. Austin Avenue / Blue Mountain Street intersection
B. Austin Avenue / Nelson Street intersection
C. Austin Avenue / Marmont Street intersection
D. Austin Avenue / Schoolhouse Street intersection
E. King Albert Street overpass at Como Creek
F. Nelson Street Bicycle Route
G. Proposed Lane Connection at Austin Avenue and Gatensbury
H. Proposed New Pedestrian Crossing at Austin Avenue and East Walk
I. Ridgeway Avenue / Marmont Street intersection
J. Ridgeway Avenue/ Nelson Street intersection
Poirier Leisure Precinct
Centennial H.S. Oval
Centennial High School
Vanier Elementary
Rochester Elementary School
Como Lake Middle School
Blue Mountain Park
Golf Course
AUSTIN AVENUE
CHARLAND AVENUE
DANSEY AVENUE
MADORE AVENUE
ROCHESTER AVENUE
DECAIRE STREET
HAVERSLEY AVENUE
RIDGEWAY AVENUE
HOWSE PLACE
MARMONT STREET
NELSON STREET
KING ALBERT AVENUE
KERWAN AVENUE
WINSLOW AVENUE
ROSS AVENUE
FOSTER AVENUE
TRENT AVENUE
LINTON STREET
ASCOT STREET
LAURENTIAN CRESCENT
POIRIER STREET
BERRY STREET
SCHOOLHOUSE STREET
GATENSBURY STREET
PORTER STREET
MACINTOSH STREET
BLUE MOUNTAIN STREET
MENTMORE STREET
ROXHAM STREET
JOYCE STREET
ALDERSON AVE

APPENDIX B

Coquitlam



APPENDIX C

Developer Funded Streetscape Improvement Cost Estimates

	Project Description	Order-of-magnitude construction costs[6]
K.	Austin Avenue – Blue Mountain Street to Nelson Street *Retrofit central median on Austin, widen sidewalk and install new C&G, realign wheelchair letdowns with new pedestrian x-walk at Lebleu Avenue, provide on-street parallel parking, install on-street bus bay*	$2,045,000
L.	Austin Avenue –Nelson Street to Marmont Street *Widen sidewalk and install new C&G, provide on-street parallel parking, install on-street bus bay*	$1,917,000
M.	Austin Avenue - Marmont Street to Gatensbury Street *Install raised central median, widen sidewalk and install new C&G, provide on-street parallel parking, · install on-street bus bay*	$2,303,000
N.	Austin Avenue - Gatensbury Street to Schoolhouse Street *Widen sidewalk/boulevard and install new C&G, extend culvert crossing Como Creek*	$2,020,000
O.	Ridgeway Avenue Walk *Convert existing street into shared street, new rollover C&G and sidewalks (color stamped concrete), new parking zone*	$740,000
P.	Central Vista Walk *Streetscape and mid-block walkway improvements in line with existing pedestrian crossing north and south of Austin*	$100,000
Q.	East Pedestrian Walk *Streetscape and mid-block walkway improvements along new pedestrian areas*	$75,000
R.	West Pedestrian Walk *Streetscape and mid-block walkway improvements along new pedestrian areas*	$75,000
	TOTAL ESTIMATED COST STREETSCAPE AND PUBLIC REALM PROJECTS – PRIVATE DEVELOPMENT FUNDED	**$9.275 million**

[6] These costs estimates are based on preliminary design concepts and are subject to change. Any utility network upgrades or repairs (storm/sanitary sewers, water, hydro, telephones and cable), property requirements for road widenings, ornamental furniture or sculptures and structural soils are not included in the costs estimates

ADDENDUM TO AUSTIN HEIGHTS 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

File #: 08-3010-06/24 111578 PROJ/1 Doc #: 5817492.v7

Coquitlam

Contents

1.0 INTRODUCTION 4
1.1 Purpose 4
1.2 Background 4
2.0 Estimated Build-Out Capacity 6
2.1 Burquitlam-Lougheed Neighbourhood Plan 6
2.2 Austin Heights Neighbourhood Plan 6
2.3 Build-Out Timeline 6
3.0 COSTS AND FUNDING SUMMARY 7
3.1 Estimated Capital and Operating Costs 7
Table 1 – Estimated Incremental Capital Cost Breakdown 7
Table 2 – Estimated Incremental Operating Cost Breakdown 8
3.2 Funding and Cost Impact 8
3.3 Prevailing Service Standard 9
4.0 UTILITIES 11
4.1 Water System Improvements 11
Table 3 – Water System Improvements 12
4.2 Sanitary Sewer System Improvements 12
Table 4 – Sanitary Sewer System Improvements 12
4.3 Drainage System Improvements 13
4.4 Utility Improvements Summary 13
5.0 TRANSPORTATION 14
5.1 Arterial Streets 15
Table 5 – Arterial Improvements 15
5.2 Access Control 15
5.3 New Streets and Extensions 16
Table 6 – New Streets and Extensions 16
5.4 Active Transportation Connections 17
Table 7 – Planned Active Transportation Connections 17

5.5 Traffic Control Devices 17
Table 8 – Planned Traffic Control Device Improvements 18
5.6 Streetscape Improvements 18
5.7 Transportation Improvements Summary 18
6.0 PARKS AND FACILITIES 20
6.1 Parkland Acquisition 21
Table 9 – Parkland Acquisition 21
6.2 Parkland Improvements 21
Table 10 – Parkland Improvements 22
6.3 Parkland Acquisition and Improvements Summary 22

Appendix A Neighbourhood Plan Boundaries

Appendix B Build-Out Statistics

Appendix C Water and Sanitary System Improvements

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-out[1] 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

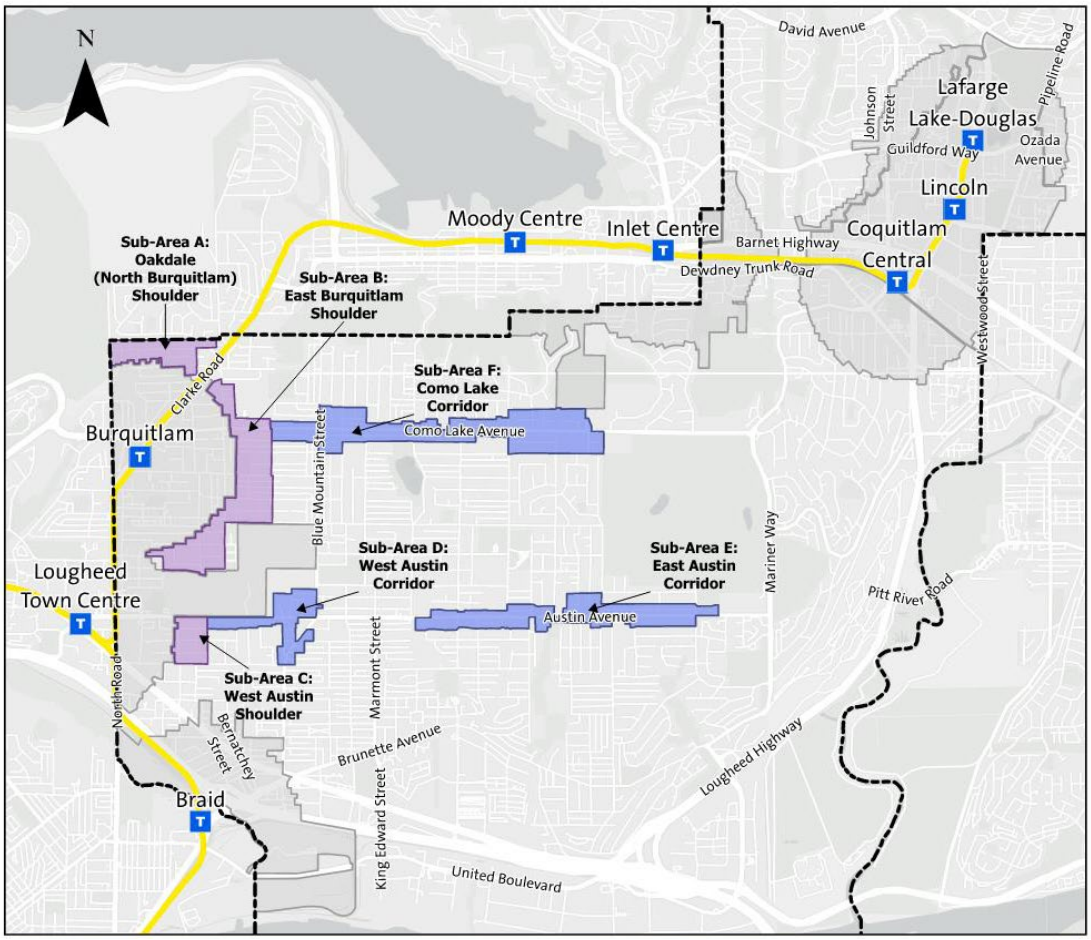


Figure 1 – Transit-Oriented Areas Update – Stage 2 Study Areas

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) redevelops[2]. 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) redevelops[3]. 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	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

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

N

Moody Centre Station

Inlet Centre Station

CITY OF PORT MOODY

CITY OF BURNABY

CITY OF NEW WESTMINSTER

Clarke Road

North Road

Burquitlam Station

Robinson Street

Smith Avenue

Como Lake Avenue

Gatensbury Street

Porter Street

Moray Street

Thermal Drive

Mundy Park

Foster Avenue

Whiting Way

Blue Mountain Street

Schoolhouse Street

Linton Street

Vancouver Golf Club

Austin Avenue

Lougheed Town Centre Station

Rochester Avenue

Alderson Ave

Alderson Avenue

Marmont Street

Decaire Street

Laurentian Crescent

Hickey Drive

Mundy Street

Leclair Drive

Brunette Avenue

Lougheed Highway

Bernatchey Street

Edward Street

Braid Station

0 285 570 1,140 Meters

Coquitlam

Appendix B

Build-Out Statistics

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

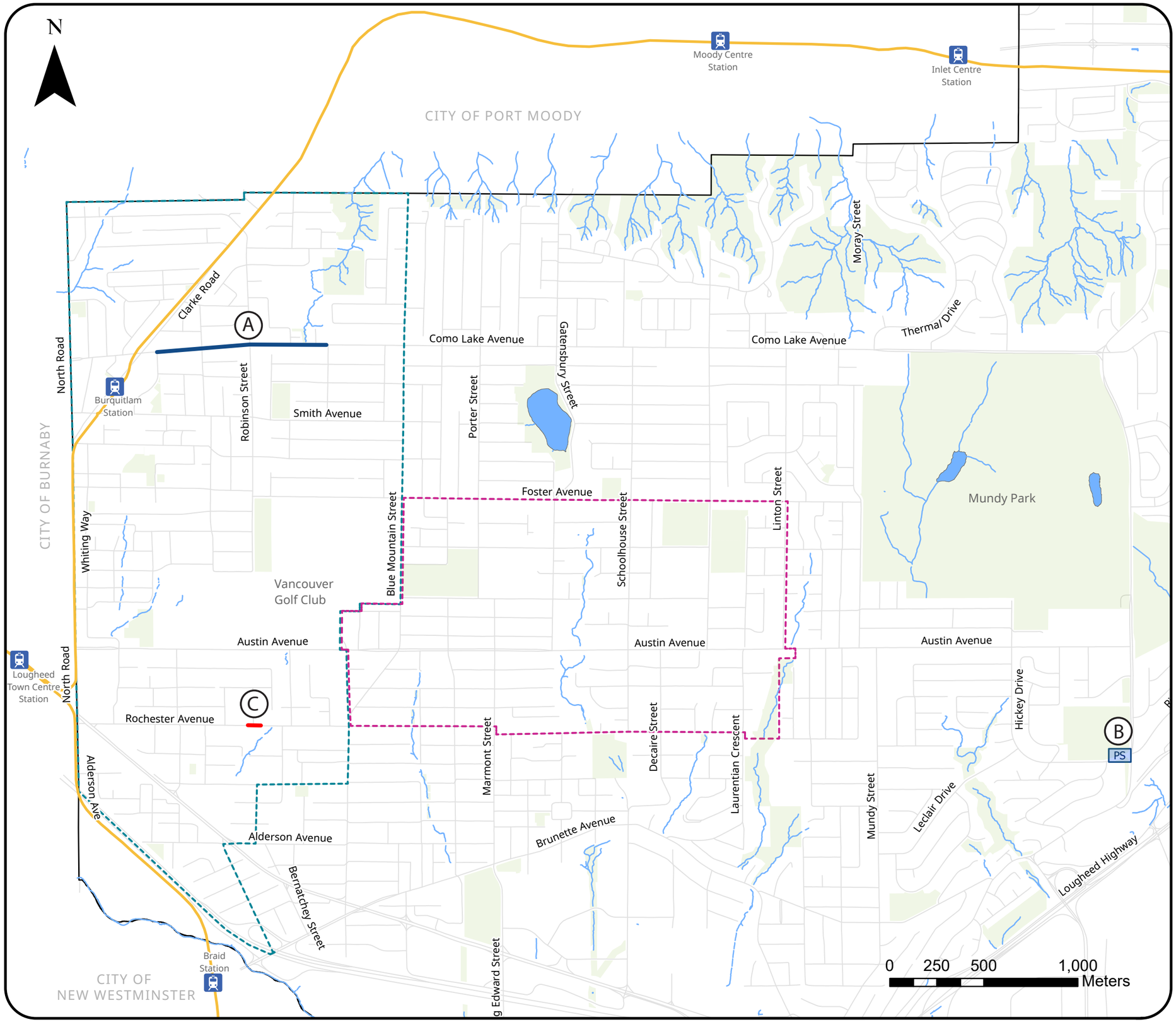
	Previous OCP Build-Out		Incremental Change		Total OCP Build-Out	
Stage 2: Study Area	**Dwelling Units[2]**	**Population[2]**	**Change in Dwelling Units**	**Change in Population**	**Dwelling Units**	**Population**
Transit-Oriented Areas	**101,700**	**201,700**	**+9,900**	**+18,300**	**111,700**	**220,000**
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

	Previous OCP Build-Out		Incremental Change		Total OCP Build-Out	
Neighbourhood	**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

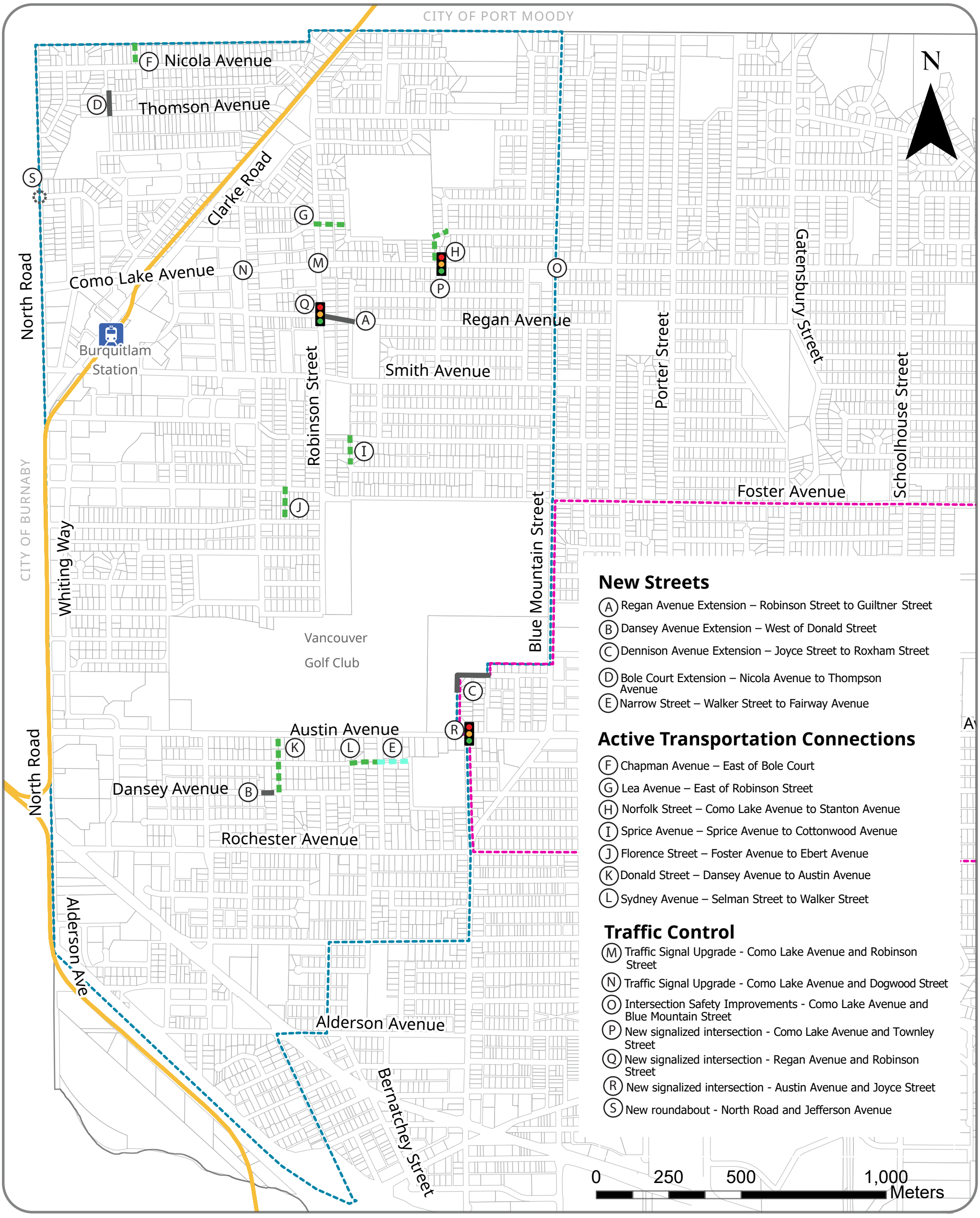
Legend

- 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

- (A) Como Lake Ave Watermain Upgrade – Emerson to Townley
- (B) River Heights Pump Station
- (C) Sewer upgrade along Rochester Ave

Coquitlam



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

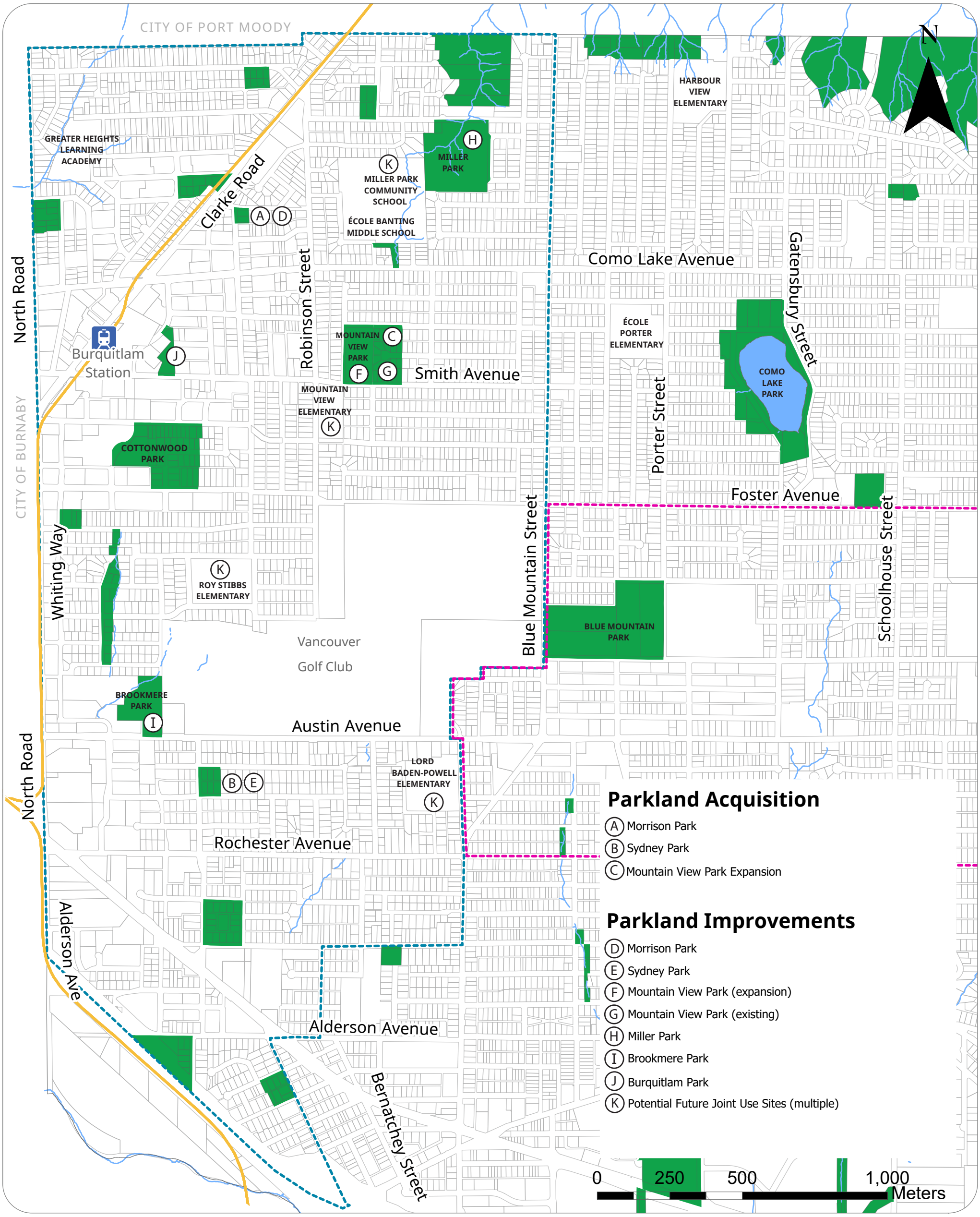
- Active Transportation Connection
- New Street
- Narrow Street
- Roundabout
- Traffic Signals

Appendix D
Transportation Improvements

Last Updated: XXXX

Datum: NAD 1983 UTM 10

Coquitlam



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

Last Updated: XXXX

Datum: NAD 1983 UTM 10

Coquitlam