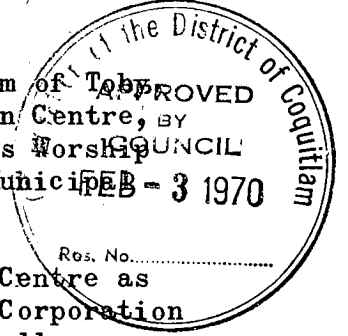


C. P. '69 Committee

B. Boil
P.O. 555
January 28, 1970

C. P. '69 COMMITTEE



A meeting of members of Council with Mr. Don Towers of the firm of Russel & Buckwell met in the Galt Room of the Social Recreation Centre, Poirier Street on Wednesday, January 28th at 8:00 p.m. with His Worship Mayor Ballard, Ald. McKenzie, Ald. Stibbs, Ald. Gilmore, the Municipal Planner, Manager and Clerk present.

Mr. Don Towers was introduced and with an enlarged map of the Centre as proposed reviewed the 1966 Commission given there firm by the Corporation of the District of Coquitlam to design and build a Municipal Hall.

In 1969 his firm proceeded to make a survey of the need of the Municipality under direction of a committee constructed by Council described as C.P. '69.

The comprehensive master plan was considered very flexible and should be used only as a guide.

This comprehensive plan had goals divided into two stages, the first being

- Municipal Hall
- Portion of Reservoir
- Swimming Pool
- Theatre
- Restaurant
- Sundry Shops

which 18 months ago was estimated to be in the neighbourhood of \$3½ million.

The second stage was considered to be a reservoir of completion:

- Social Welfare Complex
- Expanding Recreation area for Curling and Hockey
- Request from School Board Offices that their development should be horizontal and not vertical.

A discussion followed regarding the future need of the emerged area where common services would be experienced such as policing, fire, assessment and garbage collections, and perhaps other services, or a complete merger.

At this stage, His Worship the Mayor suggested a study of ways and means in this direction in view of the time of ten years to complete the entire project, some thought was given towards the amendment of the capital works program.

It was further discussed as to recommendation of this group to Council that Council should order the commissioning of an updating cost, updating needs, and investigations at Victoria regarding what they would approve in line of a referendum.

It was a consensus of opinion that this meeting would recommend to Council that this be placed before the electorate by spring in a very positive manner, with either the Clerk or Manager preparing a time schedule for Council's consideration.

Meeting adjourned at 10:10 p.m.

TOWARDS A DEVELOPMENT POLICY
FOR THE CIVIC CENTRE

In 1968, the Planning Department presented two policy reports on the Civic Centre area. In the following year the C.P.'69 Report and the 1969 Traffic Study were presented providing further information about the area. Approval in principle was given to C.P.'69, and monies were later included in the Five Year Capital Expenditure Programme for implementation. However, no borrowing by-law was proceeded with in 1969.

The Civic Centre concept should be examined again, since:

- 1.) The School Board indicated in December, 1969 that they still wish to obtain an area for a quarter mile track in proximity to Centennial High School.
- 2.) The "Manning Property" is soon to be in full municipal ownership.
- 3.) The Traffic Study re-identified the major problem for the area - traffic and its effect on the adjoining residential area.
- 4.) Amalgamation within School District No. 43 has not been recognized as a major factor in determining the location of a new municipal hall.
- 5.) A need for a neighbourhood park in the Poirier Street Area has become evident.

A Further Review of Traffic and Parking.

In my two 1968 policy reports to Council on the Civic Centre, I raised the question of traffic, transit and parking in relation to the complex proposed prior to that time. It was recommended that the Traffic Study, then in progress by Associated Engineering Services Ltd., include a study of the Civic Centre in relative depth since traffic appeared to be the major limitation on the amount of development which could be located in the area.

The Traffic Study, published in mid-1969, assumed that the Civic Centre was to be built prior to 1973 in the Traffic Study (p.29). Construction of Winslow, King Albert and Foster to four lanes, in the area of the Civic Centre, was suggested in addition to improvement of the major arterial streets, below.

Austin (Schoolhouse - Mundy)	1976
Como Lake (Schoolhouse - Thermal)	1973
Laurentian (Austin - Linton)	1975
Linton (Rideau - Como)	1975
Schoolhouse (Austin - Como)	1976

Except for Como Lake Avenue, all these proposals are at the third level of priority. Finances, design time and the Civic Centre construction programme itself will directly affect the timing of actual construction.

The C.P. '69 Report (p.15) listed parking space requirements as analyzed by the Architect and traffic engineer in separate lists. Approximately 2,500 spaces were considered necessary to serve all proposed facilities. The Plan allowed for 2,120 surface and 350 underground parking spaces including 1,000 north of Foster Avenue. It is the Arena and Curling facilities which require most parking - 1,560 say the architects, and 1,100 according to the traffic engineers. The covered parking proposals include 150 spaces at \$1,500 per space in the Five Year Plan for the complex. Surface parking at \$525 per space was also proposed; going underground costs three times the amount for surface parking.

If we assume a maximum 30% coverage of the thirty-five acres for surface parking, about ten acres (435,600 square feet) or 1,090 spaces (at 400 square feet per space) could be used.

Thus, for a quality environment, with landscaping and building taking twenty-five out of thirty-five acres, only about 1,090 spaces should be above ground. This compares with 1,120 proposed by the architect south of Foster Avenue

in C.P.'69. One could question the use of the Manning Property north of Foster Avenue for the balance of the required parking, as proposed.

It would appear that there are at least two other answers to the parking problem:

- 1.) Making transit a more effective mode of travel in Coquitlam.
- 2.) Removing the Municipal Hall and the other proposed and existing administrative facilities from the area.

The "Town Centre" Alternative.

The relocation of the Municipal Hall is a fundamental change in policy that has not been really considered in the past. However it is necessary to reconsider the Municipal Hall not only because of the parking problem, but because of the possibility of amalgamation. "Temporary" accommodation may be appropriate until the time of amalgamation and building of a true regional town-centre: -- a downtown Coquitlam for the whole eastern end of the Burrard Peninsula. (Where this could be located is still being investigated as part of the Community Plan Study.)

Coquitlam Regional Town (excepting East Burnaby) is forecast to grow to 130,000 people by 1986* . (It may even be higher if decentralization occurs on a larger scale or Greater Vancouver as a whole grows larger.) This would be 13.6% of the Burrard Peninsula population compound to 9.6% in 1966. As of 1969 there were 75,000** people in the same area or a population exceeding that of all municipalities in the Greater Vancouver area except Burnaby, Surrey and Vancouver.

* L.M.R.P.B. Population Trends 1921 - 1986 March, 1968 Forecast for 1986 - 127,400

** Estimate - Coquitlam 50,000; Port Coquitlam 15,000; Port Moody 10,000 (Basis - Dwelling Unit Completions).

With the whole regional town growing to at least 250,000 persons in the long term, a strong activity centre is possible. Until that time, an office building in a commercial centre could well be used with more space rented every few years as requirements grow. Alternatively, expansion at the existing hall location, as suggested in 1969 by the Municipal Manager is also practical.

Removing the Municipal Hall from the Civic Centre.

The Municipal Hall site could be utilized for more open space in the Civic Centre area. The residential area adjoining is forecast to grow from 897 dwellings in June, 1969 to 1,320 in the long range. A neighbourhood park to serve the area is required in addition to the existing Community Park facilities in Mundy Park at Hillside Street and Foster Avenue. At the recognized standard of 1.25 acres per 1,000 people, about 5.75 acres are required in the area. This does not include the area west of Poirier Street which is served by Como Lake and Blue Mountain Parks. If one includes the area over to Schoolhouse Street, then an even larger neighbourhood park would be required.

Parking for the Sports Arena can also be provided above and below ground in the area intended for the Municipal Hall. As much parking as possible should be below the surface in the long term to allow for creation of the park area to its fullest extent. About 2,000 parking spaces will need to be provided in the long term to serve all educational and recreational facilities. Under this alternative, eventual removal of all administrative offices from the Civic Centre is advocated.

The "Manning" Property.

Lot 174, D.L. 363, Plan 28925 north of Foster Avenue and east of Poirier Street is now being fully cleared as to its title in the name of the Municipality. The attached

Page 5/

plan shows how this area could be developed, assuming it would not be needed for Civic Centre parking. The plan provides for about 60 residential lots, plus a site for the Quarter Mile Track required by Centennial High School. Twelve of the lots could serve as sites for homes relocated from the block north of the present Sports Centre. The remaining 48 lots could be sold or leased to individuals. If a profit of \$5,000 a lot is attained, \$300,000 could be acquired for our Land Reserve Account. I suggest that this might well be put in trust for development of the Civic Centre Area by the Municipality. If the original Civic Centre plan were more deeply followed, most of lot 174 would be required for parking, the $\frac{1}{4}$ mile track, and park purposes.

The proposed subdivision of Lot 174 is currently being reviewed by the Subdivision Committee after an initial design by the Planning Department. However, drainage of the area is the critical problem which will only be solved with completion of the Linton Street Watercourse by the Greater Vancouver Sewerage and Drainage District.

Please note that Laurentian Street is proposed to be located through Lot 174. A ninety foot road is proposed tying into Linton northwards and Laurentian Street at Austin Avenue. Associated Engineering Services Ltd., have suggested a change in the alignment to allow for a 40 m.p.h. design speed.

Architectural Design.

C.P.'69 was an imaginative approach at creating an "urban place" in Coquitlam. If Council accepts the idea of orienting the Centre to simply educational and recreational activities the same approach could well be used. The water reservoirs and the plaza with cul-de-sacs on Poirier north and Winslow west can still be part of a revised scheme. The major facilities requiring architectural review are the Arena and the Social Recreation Building. One of the alternatives for Centennial 1971 is expansion of the latter facility and possibly a review

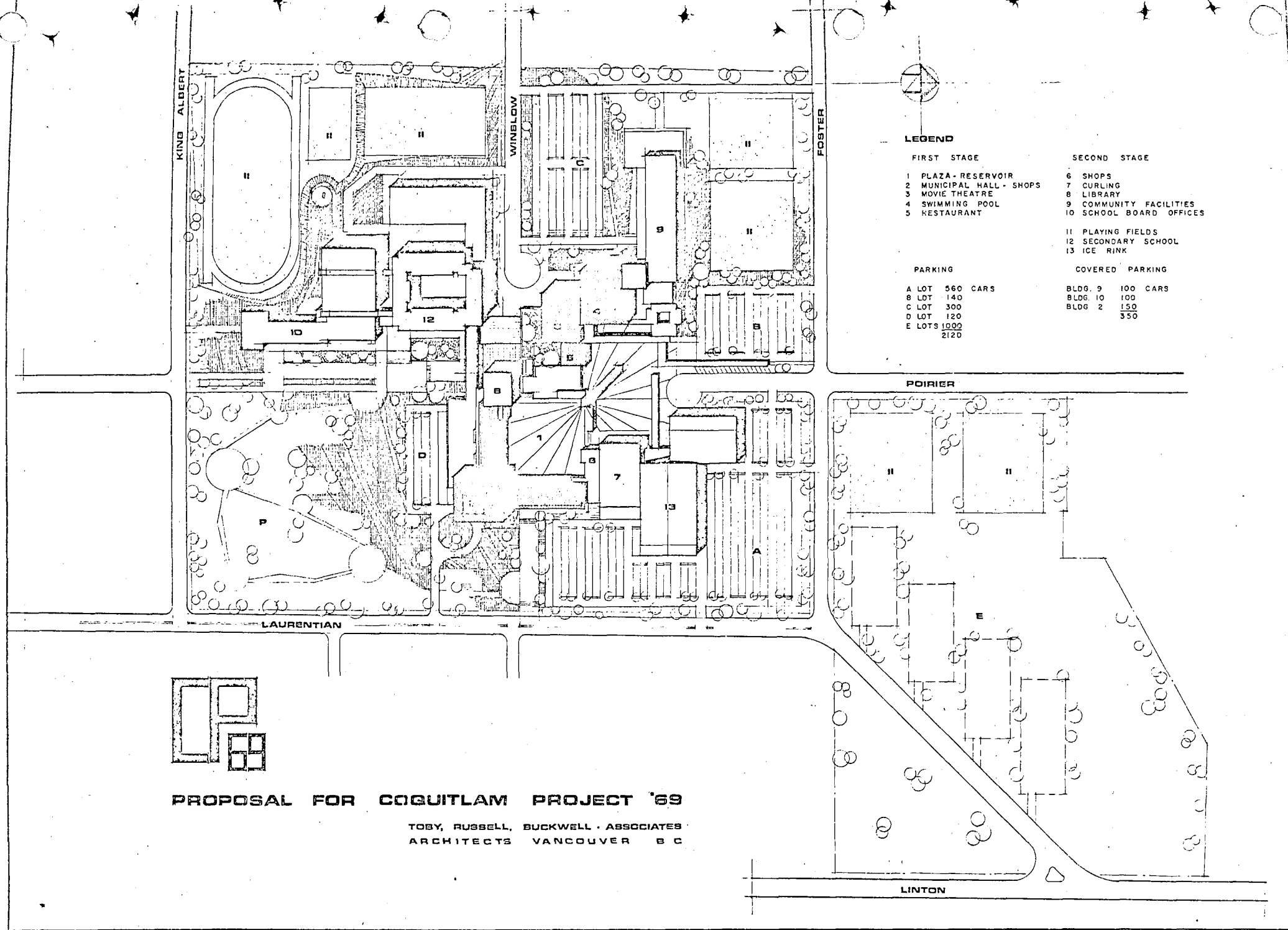
of the Civic Centre Plan could take place when and if it goes ahead.

Summary and Conclusions.

- 1.) According to the Traffic Study, traffic volume, partly created by the Civic Centre, will cause a need for major streets in the area to be widened in the 1975-76 period, with Como Lake Avenue proposed for widening east of Schoolhouse in 1973.
- 2.) Winslow, King Albert and Foster Avenues were proposed to be widened after 1976 adjacent to the Civic Centre area in the Traffic Study.
- 3.) Underground parking costs \$1,500 per space or almost three times the cost of surface parking, according to the C.P.'69 Report.
- 4.) About 1,100 spaces could be provided on the surface in the area if site coverage is held at 30% of the thirty-five acre Civic Centre area.
- 5.) Underground parking and transit have to be made effectively available to solve the potential traffic problem in the area.
- 6.) The Municipal Hall could be removed from the area with the other administrative functions, allowing for a reduction in parking and more open space to serve the adjoining residential area as a Neighbourhood Park.
- 7.) A new permanent Municipal Hall would in the long run best be located in an activity centre, central to the whole Regional Town; the present 75,000 people in the School District will expand to 130,000 by 1986 according to a recent population forecast and at least 250,000 in the long term.
- 8.) About 2,000 spaces will still be required in the Civic Centre area with the education-recreational approach.
- 9.) Lot 174, Plan 28925 now owned by the Municipality could be used for residential and recreational purposes; sixty residential lots and a 400 feet by 620 feet parcel for a Quarter Mile Track can be created. Under C.P.'69, most of lot 174 would be required for parking and park purposes. The Track is another public land user.

- 10.) Relocation of twelve homes from adjacent to the Sports Centre to new lots on the Manning Property seems reasonable and practical.
- 11.) Laurentian Street is proposed to be a ninety foot allowance through the area in keeping with the Traffic Study which calls for this as our second continuous north-south major arterial from the Lougheed Highway to Como Lake Avenue.

The proposals of this report will require some study by Council, the School Board, the Arena Commission and the Parks and Recreation Commission. Administrative offices are proposed to be moved from this area. If Council and the other bodies are in favour of this basic approach, then a joint study with the Port Coquitlam - Port Moody Planning Consultant is recommended on an administrative centre for the Regional Town. This course of action is recommended by your Planning Department.



LEGEND

FIRST STAGE

- 1 PLAZA - RESERVOIR
- 2 MUNICIPAL HALL - SHOPS
- 3 MOVIE THEATRE
- 4 SWIMMING POOL
- 5 RESTAURANT

SECOND STAGE

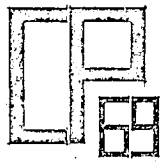
- 6 SHOPS
- 7 CURLING
- 8 LIBRARY
- 9 COMMUNITY FACILITIES
- 10 SCHOOL BOARD OFFICES
- 11 PLAYING FIELDS
- 12 SECONDARY SCHOOL
- 13 ICE RINK

PARKING

A LOT	560	CARS
B LOT	140	
C LOT	300	
D LOT	120	
E LOTS	1000	
	2120	

COVERED PARKING

BLDG. 9	100	CARS
BLDG. 10	100	
BLDG. 2	150	
	350	



PROPOSAL FOR COQUITLAM PROJECT '69

TOBY, RUSSELL, BUCKWELL - ASSOCIATES
 ARCHITECTS VANCOUVER B C

