

CITY OF

COQUITLAM



508

**TRANSIT AND COMMUNITY LIAISON COMMITTEE MINUTES**

A meeting of the Transit and Community Liaison Committee was held on Wednesday, November 18, 1998 at 7:00 p.m. in the Room 480, City Hall with following persons present:

**COMMITTEE MEMBERS:**

Councillor M. Reid, Chair  
Councillor J. Stangier  
Councillor M. Wilson  
M. Aquino, Westwood Plateau Community Association  
C. Brolese, NE Coquitlam Ratepayers  
M. de la Ronde, Burquitlam Community Association  
C. Friesen, CTCCA  
F. Gruen, SECRA  
M. Krenbrink, Ranch Park Community Association  
J. Stockman, New Horizons Residents' Association  
J. Thompson, Lower Lougheed Residents' Association  
H. Warren, Coquitlam Arterial Route Association  
K. Wood, T.E.R.R.A.  
D. Violette, Burquitlam Community Association



**GUESTS:**

D. Chiu, Tri-City Asian Community Association  
D. Kidd  
S. Stulthorp

**STAFF:**

N. Cook, City Manager  
D. Day, General Manager Planning & Development  
(after Item III (2))  
B. Elliott, General Manager Leisure & Parks Services  
D. Buchanan, Assistant City Manager

*me*

**ITEM I - MINUTES - SEPTEMBER 16, 1998**

The Minutes of the September 16, 1998 meeting were approved, with SERA being changed to SECRA after F. Gruen's name.

**ITEM II - BUSINESS ARISING FROM MINUTES**

**1 Rapid Transit Alignment Planning**

Don Violette raised an example of the frustrations in obtaining information from the Rapid Transit Project Office, in terms of the length of time and content of a letter his Association had received.

**ITEM III - NEW BUSINESS**

**1 Future of Committee**

The Chair advised that Committees will be restructured in December and that a separate Transit Committee was being considered by the Mayor. She also advised that merging the Social Planning Committee and Community Liaison Committee is also a consideration.

The Committee recommended:

**COUNCIL  
ACTION**

**“That the Social Planning Committee not be amalgamated with the Community Liaison Committee and that two separate Committees continue to exist.”**

**2 Bus Issues**

The Chair advised that a representative of BC Transit was being invited to appear before Council about the bus stop near North Road and Austin as to its difficult location for seniors transferring and lack of handicapped accessibility. Another issue raised was the bus service at Colony Farm and then J. Stockman noted a problem with lack of publicity on a route since terminated serving New Horizons and Pinetree Secondary School. This route was evidently terminated before it was publicized to area residents.

The Chair indicated that a BC Transit should be requested to come to a meeting of the new Transit Committee, if this is established, or this Committee on these kinds of issues.

**3 Short Update on Rapid Transit**

Deb Day described the Rapid Transit Project Office recommended route from Lougheed Mall to New Westminster and the option preferred by Coquitlam staff and the majority of the public for the Lougheed Mall Station i.e. in the area of the present bus loop. She also outlined Council's decision on the station in Maillardville and the focus on Barnet Highway, which ties into Port Moody's preference for a route along the CPR further west. The concerns of New Westminster staff as to design and implications for the United Boulevard extension to Brunette was also noted. She closed by advising of the proposed meeting at Cedarbrook School on December 2<sup>nd</sup> concerning route options through Port Moody and in the Town Centre.

Claudette Friesen advised of her conversation with Mike Farnworth MLA.

**4 Letter of Mayor of October 29, 1998**

This letter and the letter from Kevin and Irene McIlveen were received.

**5 Terms of Reference, Issues List and Actions List**

Changes in wording of the draft Terms of Reference were suggested:

- the word "normally" was to be removed from the fourth line under COMPOSITION.

Harry Warren asked that his group be given time to make the transition to represent a geographic area west of Mundy Park.

- under COMMITTEE MANDATE words were deleted and added and the first paragraph rewritten as follows:

"The mandate of the Committee is to open communication between and amongst the City (Council and staff) and community groups, through such techniques as networking, information sharing, learning from others' experiences and successes, and the building of positive relationships. The Committee is charged with identifying, voicing and discussing issues of concern to community associations. Advice on addressing community concerns is to be provided to Council."

Afterward, the Committee recommended:

**COUNCIL  
ACTION**

*Asst. # 1002*  
"That the Terms of Reference for the Transit and Community Liaison Committee as modified on November 18 by the Committee be approved by Council."

The Committee went on to discuss the matter of the "in-kind" services in the Actions List and how costs of newsletters were being met by Associations through advertising and sponsorship. This led to publicity concerns. Barry Elliot noted that the Active Living Guide provides one such vehicle twice a year. Difficulties of getting listings in newspapers were also emphasized and the Committee recommended.

**COUNCIL  
ACTION**

*Asst. # 1002*  
"That a letter be sent to newspapers circulating in Coquitlam that they give priority to listing of Community Association meetings in their Community Events sections."

**ITEM IV - OTHER BUSINESS**

**1 Traffic Calming**

Councillor Stangier described the proposed task force which is intended to be established on this issue. He advised where the idea had come from and how the task force would be constituted.

**2 Events Coming Up**

Members indicated the following events:

- a) A meeting at Nestor School on November 25<sup>th</sup> regarding a youth park for the Town Centre area.
- b) A meeting at Inlet Theatre, Port Moody on November 30<sup>th</sup> on the Heroin Issue.

c) The opening of the Burquitlam Community Police Station on November 21<sup>st</sup>.

Norm Cook noted that City staff are most willing to meet with Associations to discuss any concerns, issues or problems.

**3 Next Meeting**

It was agreed that this would be established for December 16<sup>th</sup>, 1998 at 7:00 p.m. with Heather McRitchie of Block Watch to be on the agenda.

The meeting adjourned at 8:45 p.m.



D. Buchanan  
Assistant City Manager

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CHAIR

CITY OF

# COQUITLAM



508

## TRANSIT AND COMMUNITY LIAISON COMMITTEE MINUTES

A meeting of the Transit and Community Liaison Committee was held on Monday August 24, 1998 at 7:00 p.m. in the Council Committee Room with following persons present:

### COMMITTEE MEMBERS:

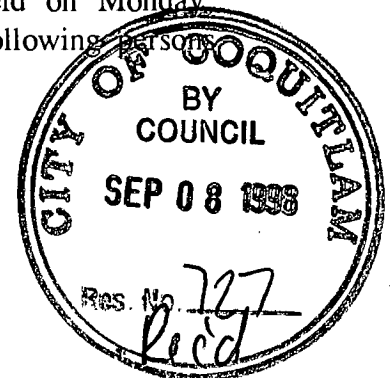
Councillor M. Reid, Chair  
Councillor J. Stangier  
Councillor M. Wilson  
C. Brolese, NE Coquitlam Ratepayers  
M. de la Ronde, Burquitlam Community Association  
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D. Violette, Burquitlam Community Association

### GUEST:

Helen MacIsaac, Pinetree Neighbourhood Advisory Council

### STAFF:

D. Day, General Manager Planning & Development  
B. Elliott, General Manager Leisure & Parks Services  
D. Buchanan, Assistant City Manager



*Reid*  
3/09/98

**ITEM I - NEW BUSINESS**

**1 Introductions**

Councillor Reid introduced the Councillors and staff and then provided some background on the reasons for establishing the Committee which came out of a need seen for providing a forum for community groups and a place to exchange ideas and information. She also outlined possible subjects for future meetings as to Community Policing, the Fire Prevention Plan, Emergency Measures and Roads and Drainage.

**2 Review of Terms of Reference**

Councillor Reid reviewed the draft Committee Mandate which led to discussion of several issues:

1. Whether transit should be emphasized or left as the initial major issue.
2. Whether "transportation" was a better description than "transit."
3. Employment of sub-committees.
4. The importance of networking and the relationships between Council and Associations as well as between Associations.
5. Input by Committee members on setting agendas.

Councillor Reid asked that each member bring ideas to the next meeting as to modifying the draft Terms of Reference.

**3 Future Committee Action**

Councillor Reid went around the table and asked everyone to introduce themselves and describe their interests and priorities. There was a request for copies of the Healthy Communities Project report, the Leisure & Parks Master Plan and City Vision. Topics raised by the members included arterial routes, community policing, transit/transportation, ALRT, recommendations to the GVTA, density/growth, community gardens and lack of newspaper delivery to strata units.

**ITEM II - OTHER BUSINESS**

**4 Light Rapid Transit**

Deb Day outlined the Provincial initiatives on Skytrain both in the phase from Lougheed Mall to New Westminster and north of Lougheed Mall to Coquitlam Town Centre. The importance of a September 10<sup>th</sup> Open House convened by the Provincial Rapid Transit Office at Alderson School and the nature of membership of the consultant teams on each phase were highlighted. She also noted that in the detailed design of facilities there would also be extensive input solicited. This would occur at the stage after the route and station locations were finalized.

Extensive discussion then took place on the Skytrain issue including concerns with crime and the placing of a Community Police office in a Station.

**5 Staff Support**

Barry Elliott outlined his department's approach to providing assistance to the community.

**6 Next Meeting**

The next meeting was set for September 16<sup>th</sup>, 1998 at 7:00 p.m. in the Council Committee Room. Councillor Reid advised that Sgt. Ken McCrindle of the RCMP would be invited to this meeting.

**ITEM III - ADJOURNMENT**

The meeting adjourned at 9:30 p.m.



D. Buchanan  
Assistant City Manager

  
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CHAIR



CITY OF

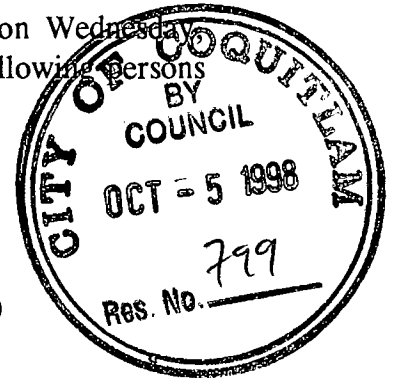
# COQUITLAM



504

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### COMMITTEE MEMBERS:

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Councillor M. Wilson  
C. Brolese, NE Coquitlam Ratepayers  
M. de la Ronde, Burquitlam Community Association  
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M. Aquino, Westwood Plateau  
D. Chiu, Tri-City Asian Community Association

### STAFF:

D. Day, General Manager Planning & Development  
B. Elliott, General Manager Leisure & Parks Services  
D. Buchanan, Assistant City Manager

### ITEM I - MINUTES - AUGUST 24, 1998

The Minutes of the August 24, 1998 meeting were approved.

A handwritten signature in the bottom right corner of the page.

**ITEM II - BUSINESS ARISING FROM MINUTES**

None.

**ITEM III - NEW BUSINESS**

**1 Representative of Tri-City Asian Community Association**

Daniel Chiu was welcomed to the Committee.

**2 Update on Transit**

Deb Day referred to black and white copies of overheads from the Rapid Transit Project 2000. The diagram on the second overhead as to timing was emphasized and the importance of providing comments expeditiously. She particularly noted that comments on the evaluative criteria were wanted by the project team. This led to questions and discussion. Meetings with RTPO representatives in Burquitlam and Eagle Ridge were indicated as planned to take place by D. Violette and K. Wood.

**3 Sgt. Ken McCrindle of RCMP re Skytrain Stations**

Sgt. McCrindle advised of his experience in Burnaby and his concerns regarding public safety and police resources. Community Police offices at Skytrain stations and people-related commercial activities were discussed. Sgt. McCrindle noted that the Coquitlam Detachment was working with City staff at this early stage. The need for funding of resources and securing research by criminology professionals was indicated.

**4 Facilitated Round Table on Draft Terms of Reference**

Deb Day employed a nominal group technique to obtain comments from all participants about the Committee's mandate. The raw material on the flip charts is to be reproduced and also collapsed and summarized to assist the Committee at its next meeting.

**ITEM IV - OTHER BUSINESS**

**1 Letter of August 14, 1998 from John Grasty**

The Chair advised that copies would be attached to the Minutes of this meeting.

2 **Next Meeting**

This was set for 7:00 - 9:00 p.m. on Wednesday, October 14, 1998 in the Council Committee Room.

The agenda of the meeting is to focus on mandate and establishment of Subcommittees. The Chair noted that Ken Wood and Don Violette are already working as a subcommittee on assisting in establishment of new associations.


3 **Letter of August 10, 1998 from Social Planning Committee**

Maxine Wilson as Chair of the Social Planning Committee advised that Council had referred this letter. Councillor Reid then directed that it be attached to the Minutes of this Meeting.

The meeting adjourned at 9:05 p.m.



D. Buchanan  
Assistant City Manager

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CHAIR

## TRANSIT AND COMMUNITY LIAISON COMMITTEE MINUTES

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- Helen MacIsaac, Pinetree Neighbourhood Advisory Council

STAFF:

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Monday, August 24, 1998 - Page 4

Transit and Community Liaison Committee Meeting - 7:00 p.m.

## **ITEM II - OTHER BUSINESS**

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## **ITEM III - ADJOURNMENT**

The meeting adjourned at 9:30 p.m.

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CHAIR

D. Buchanan  
Assistant City Manager

# CITY OF COQUITLAM

## Policy and Procedure Manual

# DRAFT

**TRANSIT & COMMUNITY  
LIAISON COMMITTEE**

**TERMS OF REFERENCE**

Chapter: 7  
Section:  
Issue Date: 1998 08  
Revision Date:

### COMPOSITION

The Committee is an advisory Committee composed of the Mayor and citizen representatives appointed by Mayor and Council upon recommendation of the Mayor.

### CHAIR AND SECRETARY

The Chair is a member of Council.

The Secretary will be the Assistant City Manager, or designate.

### QUORUM AND PROCEDURES

A quorum will be a simple majority of the members present.

Minutes prepared by the Secretary shall go forward to Council with specific items marked for Council Action where consideration of resolutions is necessary.

Decisions of the Committee, where necessary, will be determined by a simple majority vote of the members present. Every effort will be made to achieve objectives through consensus.

The meetings are scheduled at the call of the Chair. The secretary shall prepare the agenda in conjunction with the Chair.

The Committee is to be proactive, focused on a fast tracked problem solving approach to finding solutions.

# CITY OF COQUITLAM

## Policy and Procedure Manual

### COMMITTEE MANDATE

The mandate of the Committee is to advise Council on matters of Community interest and to receive information on Community issues from Council. It is a vehicle for two way communication between the City and its neighbourhoods and fast-tracking.

The Committee is to do the following:

- communicate to Council what is happening in Coquitlam neighbourhoods and what can be improved or changes;
- provide an ongoing assessment of transportation (including transit) services and facilities in neighbourhoods;
- help make Coquitlam one Community of interest;
- monitor public safety issues; and
- identify neighbourhoods in Coquitlam and ensure they are represented on the Committee.

The Transit and Community Liaison Committee may refer issues to other City Committees for resolution.



tomorrow set in motion

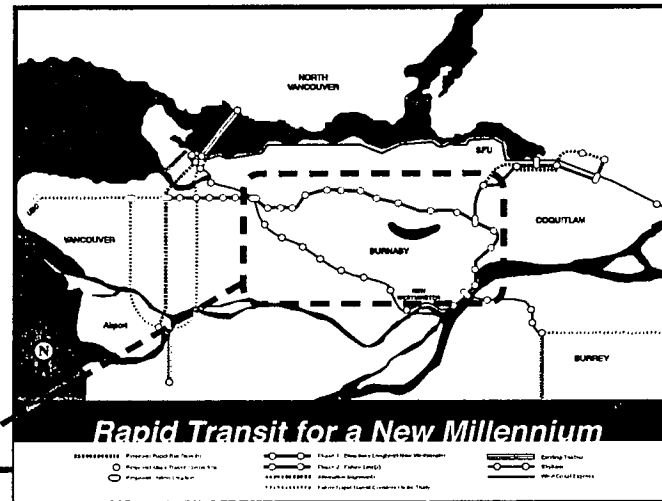
O v e r v i e w

**RAPID TRANSIT/ACCELERATED CORRIDOR**

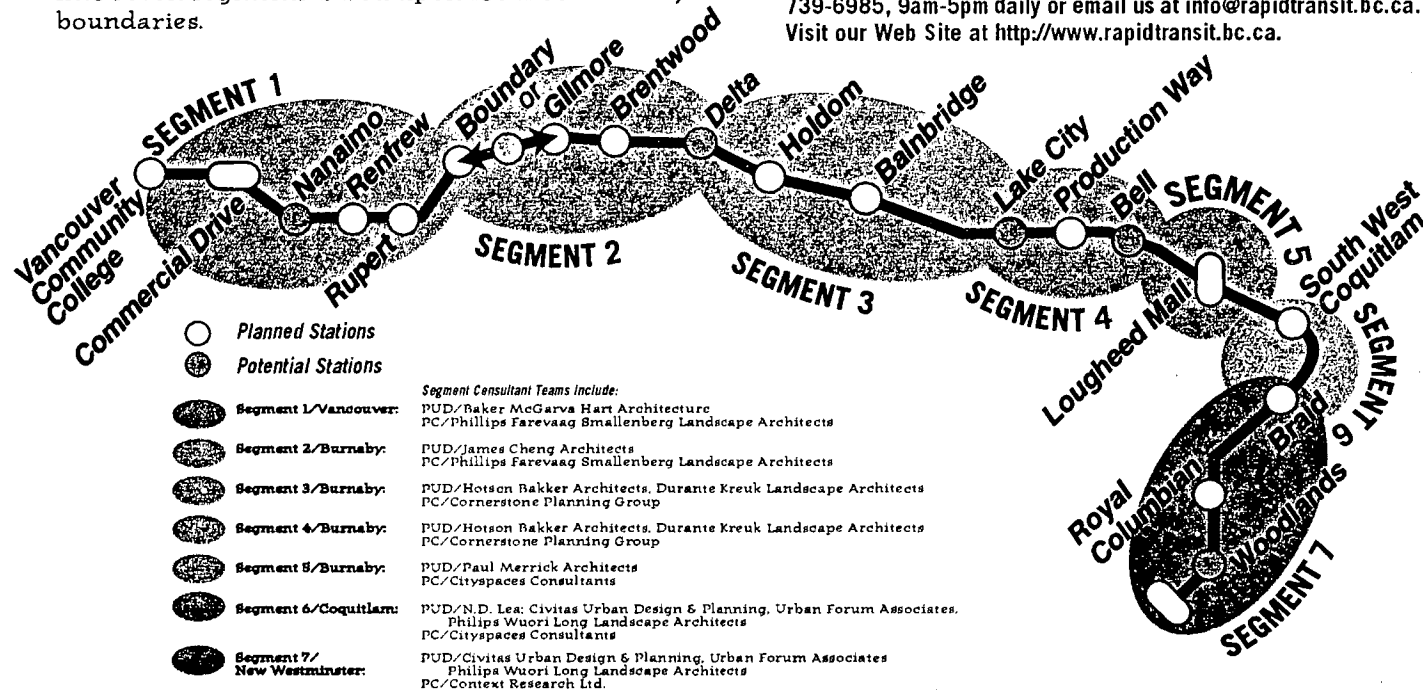
\* The accelerated phase of SkyTrain, Broadway-Lougheed-New Westminster, is being worked on by two parallel consulting teams:

1. Planning & Urban Design Teams (PUDs): looking at the functional design of the alignment and the communities through which it runs.
2. Public Consultation (PCs): ensuring that an inclusive neighbourhood consultation program is conducted throughout the process.

*System-wide Consultant Team Coordinator:*  
 PUD/Baker McGarva Hart Architecture  
 PC/IBI Group. Architects Engineers Planners



\* The accelerated corridor has been further subdivided into seven segments based upon local community boundaries.



You can phone the Rapid Transit Project Office Information Line at 739-6985, 9am-5pm daily or email us at [info@rapidtransit.bc.ca](mailto:info@rapidtransit.bc.ca). Visit our Web Site at <http://www.rapidtransit.bc.ca>.

**Overview**

**NEIGHBOURHOOD CONSULTATION PROCESS**

The Neighbourhood Consultation Program will be governed by the following principles:

- \* The public has the right to know which decisions will effect them;
- \* Local residents and businesses must be able to express their concerns;
- \* Evaluation criteria must be placed clearly before the public;
- \* The public requires continual updates of decisions made.

When SkyTrain was announced in June, 1998, four 'givens' were identified for the project.

**The project 'givens'?**

- \* SkyTrain Technology
- \* Corridor
- \* Budget
- \* Construction Schedule



Building upon these 'givens', the Neighbourhood Consultation Program involves four phases focused on a progressive series of project decisions.

**Phase 1: Public Advisory Input: Route, Alignment & Station Locations**

*"Identify and incorporate neighbourhood issues and preferences within the corridor."*

**Phase 2: Public Advisory Input: Station Program**

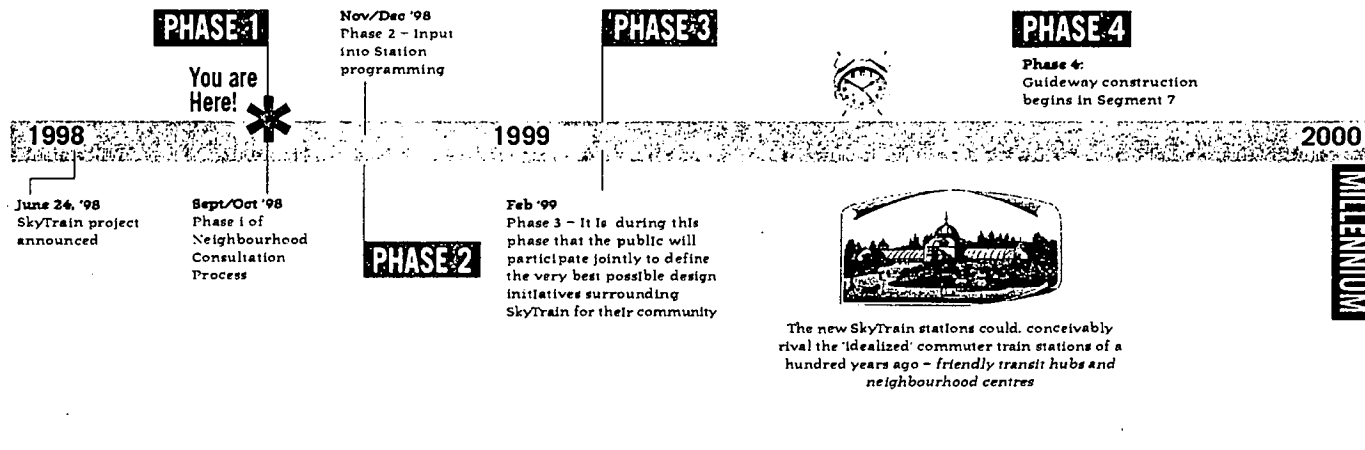
*"Determine what should go in and around each station."*

**Phase 3: Joint Planning: Station & Guideway Design**

*"A collaborative process between station architects and local residents ..."*

**Phase 4: Joint Planning: Construction Planning & Mitigation**



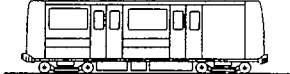

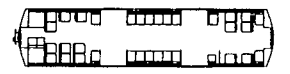
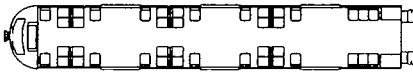
*"Minimize disruption during construction ..."*



Overview

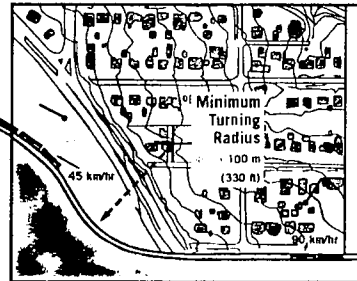
THE ABC'S OF RAPID TRANSIT

"New Mark II cars are coming from Bombardier; they're longer and can hold more people, an important point during rush hour."

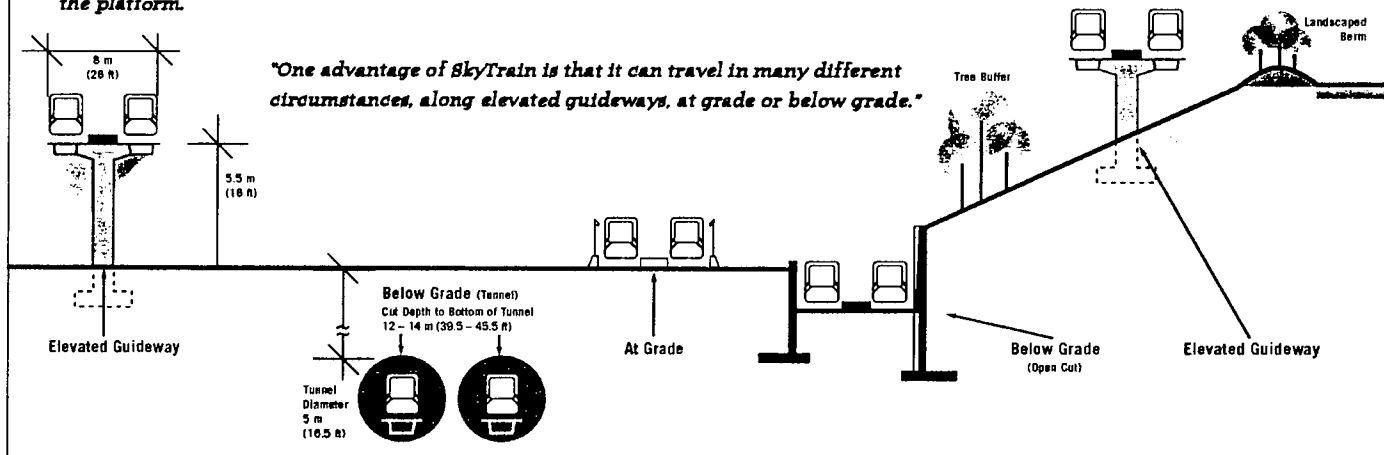
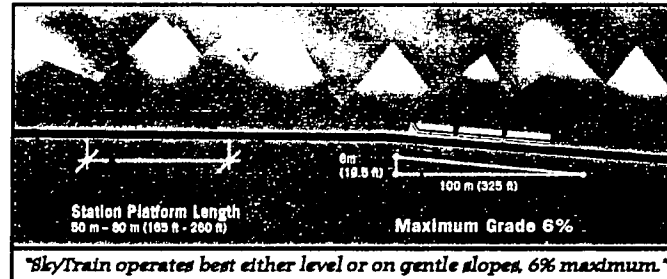
MARK 1 SkyTrain Car				MARK 2 SkyTrain Car	
Front View		35 Seating	42	Front View	
Side View		70 Standing (6 persons/m <sup>2</sup> )	120	Side View	
Plan View		105 Total Capacity	162	Plan View	
		2.5 m Width	2.8 m		
		3.1 m Height	3.4 m		
		12.7 m Length	16.4 m		

**MARK 2 SkyTrain Car**  
The new train cars are 30% longer and hold 50% more people.

"SkyTrain isn't like a bus; it can't turn corners at right angles. Rather, it requires gentle curves of large radius."



Stations require a straight length of track adjacent to the platform.



"One advantage of SkyTrain is that it can travel in many different circumstances, along elevated guideways, at grade or below grade."



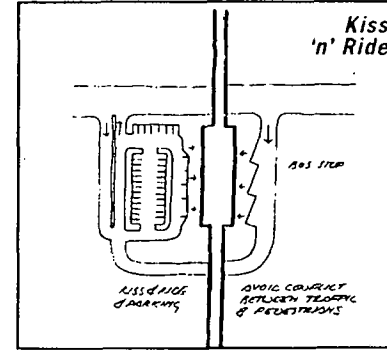
Overview

EVALUATION CRITERIA 1

MANAGING FUTURE GROWTH

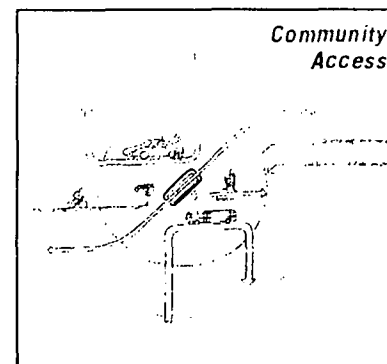
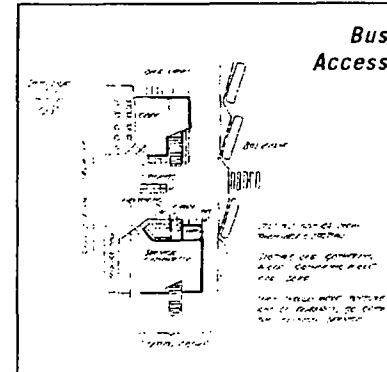
<b>REGIONAL GROWTH</b>	Existing Land Uses	Supports local commercial centre(s) and existing neighbourhoods	Assessment based on existing zoning
	Future Land Uses	Supports existing Municipal Official Community Plan (OCP) and/or Livable Region Strategic Plan (LRSP) land use objectives	Route and station consistent with Municipal OCP's and/or LRSP land use targets

IDEAGRAMS



INCREASING ACCESS TO TRANSIT & PROMOTING TRANSIT USE

<b>TRANSIT SERVICES</b>	Access to the System	<p>Maximize access using all modes of transportation (with priority given to non-auto modes)</p> <ol style="list-style-type: none"> <li>1. Bus</li> <li>2. Cyclists</li> <li>3. Kiss 'n' Ride</li> <li>4. Park 'n' Ride (where applicable)</li> </ol>	<ol style="list-style-type: none"> <li>1. Number of buses per hour that may connect with the station</li> <li>2. Number of roads or routes accessing the station (that are less than 5% grade) and the opportunity for on-site bike storage</li> <li>3. Number of potential drop off spaces</li> <li>4. Number of parking spaces (where applicable)</li> </ol>
	Service Area Population	Maximize pedestrian access to the station from the local area	Existing and future population within a comfortable walking distance to the station (400 m or about 440 yards or 1/4 of a mile)
	Geometry	Ensure the system is comfortable to ride (i.e. avoids roller coaster or snaking alignment).	Percentage of the route that could operate at the target design speed (80 km/h or about 50 mph). (ie. curves and steep grades affect speed)
	Travel Time	Provide service that compares favorably with the auto	

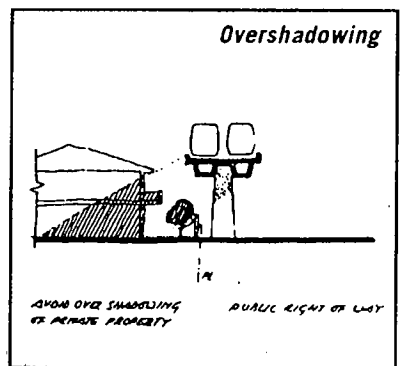
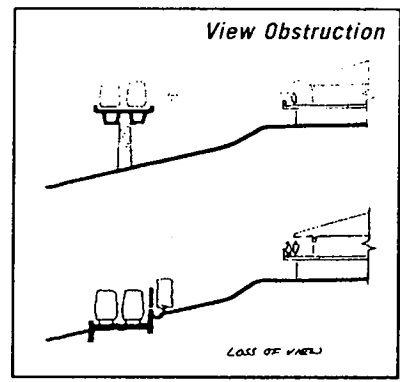
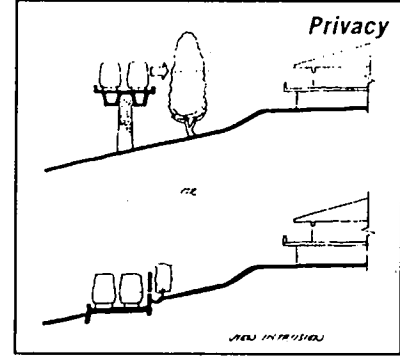


Overview

EVALUATION CRITERIA 2

PRESERVING COMMUNITY VALUES & QUALITY OF LIFE			
QUALITY OF LIFE	Privacy	Avoid overview or introducing the feeling of intrusion to peoples residences	Number of residences within 30 metres or about 100 feet on either side of the alignment
	View Obstruction	Avoid obstruction of views and sightlines	Number of residences / businesses where significant views are potentially obstructed
	Overshadowing	Avoid placing guideway or stations in areas where they will block sunlight from reaching residences, businesses or public open spaces	Number of residences, businesses or public open spaces within a 45o shadow angle of the guideway (i.e. if the guideway is 12 metres high then the shadow is 12 metres long)
	Noise & Vibration	Avoid introducing more noise and vibration to the local area	Predicted change in local ambient noise level (dBA)
	Community Mobility	Avoid disruption to other transportation modes:	
		1. Pedestrians	1. Number of existing pedestrian crossings closed
		2. Direct vehicle and bicycle access	2. Number of roads and driveways with reduced access
		3. On-street parking	3. Number of spaces lost
	Increasing Traffic Activity	Avoid introducing new traffic to existing neighbourhoods	Number of daily vehicle trips to and from the station through neighbourhoods
ENVIRONMENTAL	Business and Residential	Avoid affecting properties directly	Number of properties disrupted or displaced
	Vegetation / Wildlife	Avoid loss of / or encroachment into wildlife habitat	Area and type of productive habitat potentially affected
	Aquatic	Avoid loss of existing aquatic ecosystem	Extent and type of habitat potentially affected
	Archaeological and Heritage Sites	Avoid disruption of significant sites	Number and type of sites potentially affected

IDEAGRAMS

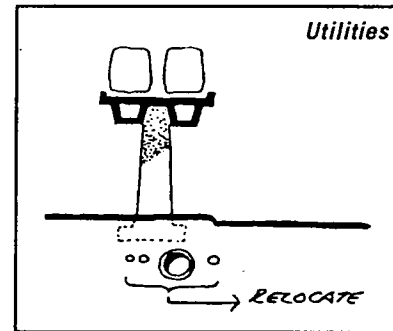


Overview

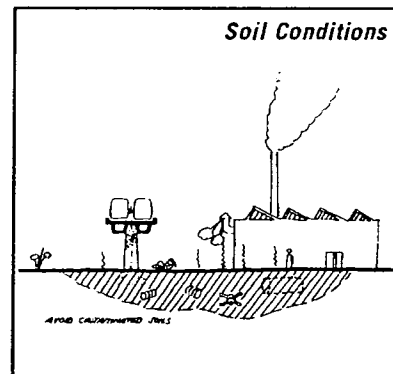
EVALUATION CRITERIA 3

MAKING SURE THE SYSTEM IS AFFORDABLE & TIMELY			
<b>FEASIBILITY</b>	Construction Cost	Manage the capital cost to ensure it is within the estimated budget (including right-of-way and construction costs)	Dollars
	Operating Cost	Minimize operating and maintenance costs	Dollars per year
	Risk	Avoid conditions that have the potential to dramatically increase cost or schedule	Type and magnitude of risks (cost in dollars and delay in months)

IDEAGRAMS



MAKING SURE THE SYSTEM IS BUILDABLE			
<b>CONSTRUCTION</b>	Utilities	Minimize the relocation of major utilities in the area	Number to be relocated by type
	Soil Conditions	Avoid poor soil conditions (i.e. unstable) or potentially contaminated soil  Avoid conditions that have the potential to dramatically increase cost or schedule	Poor soil conditions: length along the alignment (in metres)  Extent of contaminated soil: cubic area (in cubic metres)
	Schedule	Ability to construct within the proposed schedule	Change to in schedule in months



What criteria did we miss?

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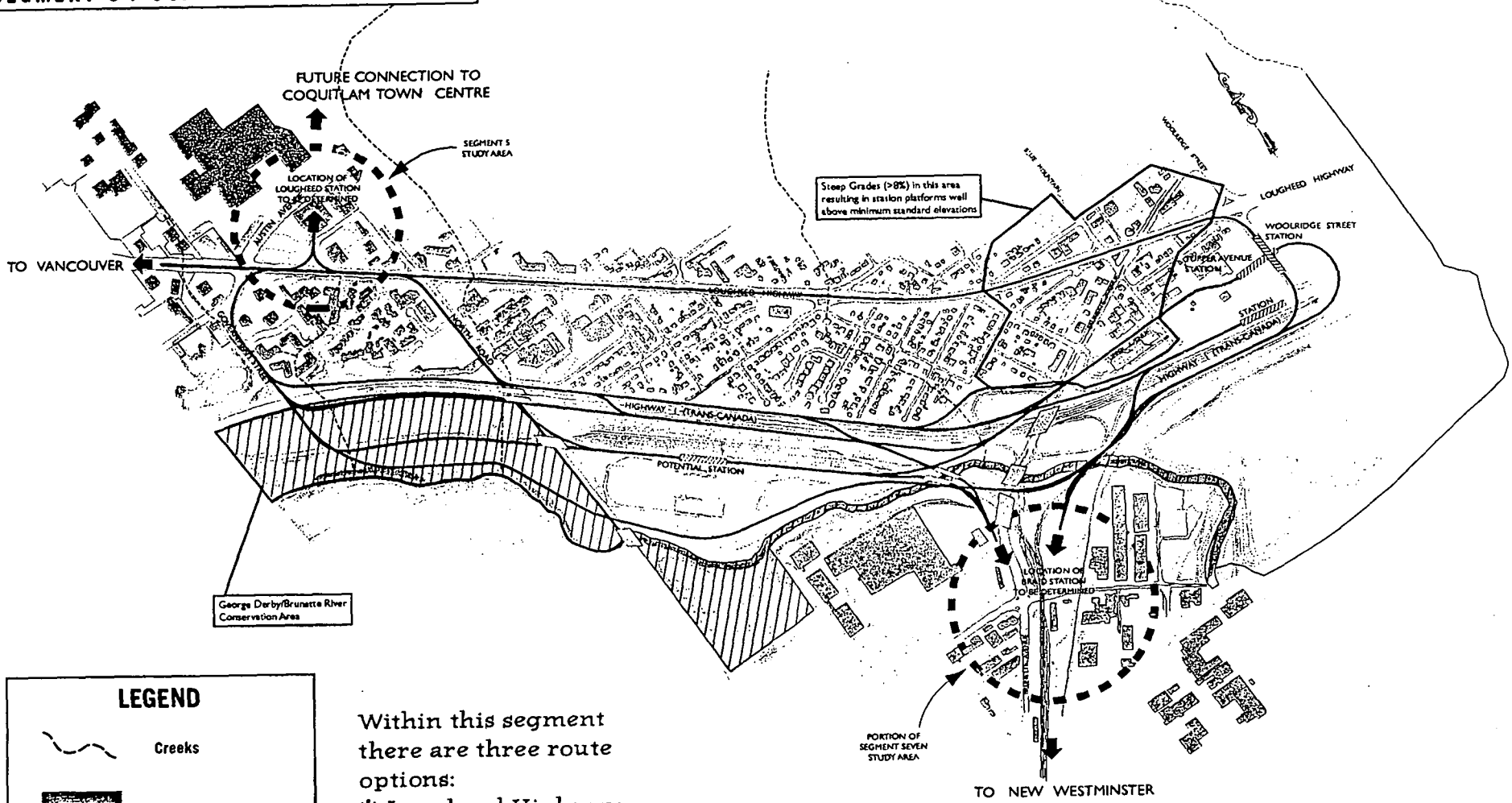
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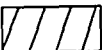
tomorrow set in motion

Coquitlam

SEGMENT 6 / COMBINED ROUTE OPTIONS



**LEGEND**

-  Creeks
-  Treed Areas
-  GVRD Green Zone

Within this segment there are three route options:

- \* Lougheed Highway
- \* Trans Canada North
- \* Trans Canada South





### Public Consultation:

## Choosing the Best Route and Station Location Option.

Determining the best possible option for routes, alignments and station locations for the Broadway – Lougheed – Coquitlam – New Westminster SkyTrain line means evaluating many factors. These factors include determining which option will:

- complement future growth in the community
- increase access to transit and promote transit use
- preserve community values and quality of life
- provide an affordable and timely system
- ensure the system is buildable

Many points must be considered before final choices can be made. We need your input to ensure that your issues or concerns are included in this evaluation. In addition we need to ensure that you concur that each factor is being measured fairly and objectively so that the best possible option is selected in every case.

A draft outline of the evaluation criteria that will be used to determine the best option has been developed based on suggestions to date from various sources. We want to be sure that:

- all the issues that we should be considering in our evaluation are identified
- the issues objectives are complete, and
- the issues are measured fairly and objectively

### How can you help?

- 1) Review the alignment options and draft Route and Station Location Evaluation Criteria.

Have we missed anything? Are the issues being measured fairly and objectively?

- 2) Complete our Open House comment form and questionnaire.
- 3) Contact the Rapid Transit Office with your comments/suggestions (contact information is on the back of this Fact Sheet).

*We look forward to hearing from you!*

## Route and Station Location Draft Evaluation Criteria

### Preserving Community Values and Quality of Life.

	<b>Issue</b>	<b>Objective</b>	<b>Measurement</b>
<b>Quality of Life</b>	Privacy	Avoid overview or introducing the feeling of intrusion to people's residences.	Number of residences within 30 metres or about 100 feet on either side of the alignment.
	View Obstruction	Avoid obstruction of views and sightlines.	Number of residences/businesses where significant views are potentially obstructed.
	Over-shadowing	Avoid placing guideway or stations in areas where they will block sunlight from reaching residences, businesses or public open spaces.	Number of residences, businesses or public open spaces within a 45 degree shadow angle of the guideway (i.e., if the guideway is 12 metres high then the shadow is 12 metres long).
	Noise and Vibration	Avoid introducing more noise and vibration to the local area.	Predicted change in local ambient noise level (dBA).
	Community Mobility	Avoid disruption to other transportation modes: 1. Pedestrians.  2. Direct vehicle and bicycle access.  3. On-street parking.	1. Number of existing pedestrian crossings closed.  2. Number of roads and driveways with reduced access.  3. Number of spaces lost.
	Increasing Traffic Activity	Avoid introducing new traffic to existing neighbourhoods.	Number of daily vehicle trips to and from the station through neighbourhoods.
<b>Environmental</b>	Business and Residential	Avoid affecting properties directly.	Number of properties disrupted or displaced.
	Vegetation/Wildlife	Avoid loss of/or encroachment into wildlife habitat.	Area and type of productive habitat potentially affected.
	Aquatic	Avoid loss of existing aquatic ecosystem.	Extent and type of habitat potentially affected.
	Archaeological and Heritage Sites	Avoid disruption of significant sites.	Number and type of sites potentially affected.

## Managing Future Growth.

	<b>Issue</b>	<b>Objective</b>	<b>Measurement</b>
<b>Regional Growth</b>	Existing Land Uses	Supports local commercial centre(s) and existing neighbourhoods.	Assessment based on existing zoning.
	Future Land Uses	Supports existing Municipal Official Community Plan (OCP) and/or <i>Livable Region Strategic Plan</i> (LRSP) land use objectives.	Route and station consistent with Municipal OCP's and/or LRSP land use targets.

## Making Sure the System is Buildable.

	<b>Issue</b>	<b>Objective</b>	<b>Measurement</b>
<b>Construction</b>	Utilities	Minimize the relocation of major utilities in the area.	Number to be relocated by type.
	Soil Conditions	Avoid poor soil conditions (i.e., unstable) or potentially contaminated soil.	Poor soil conditions: length along the alignment (in metres). Extent of contaminated soil: cubic area (in cubic metres).
	Schedule	Ability to construct within the proposed schedule.	Changes to schedule in months.

## Making Sure the System is Affordable and Timely.

	<b>Issue</b>	<b>Objective</b>	<b>Measurement</b>
<b>Feasibility</b>	Construction Costs	Manage the capital cost to ensure it is within the estimated budget (including right-of-way and construction costs).	Dollars.
	Operating Cost	Minimize operating and maintenance costs.	Dollars per year.
	Risk	Avoid conditions that have the potential to dramatically increase cost or schedule.	Type and magnitude of risks (cost in dollars and delay in months).

## Increasing Access to Transit and Promoting Transit Use.

	<b>Issue</b>	<b>Objective</b>	<b>Measurement</b>
<b>Transit Service</b>	Access to the System	<p>Maximize access using all modes of transportation (with priority given to non-auto modes).</p> <ol style="list-style-type: none"> <li>1. Bus.</li> <li>2. Cyclists.</li> <li>3. Kiss 'n' Ride.</li> <li>4. Park 'n' Ride (where applicable).</li> </ol>	<ol style="list-style-type: none"> <li>1. Number of buses per hour that may connect with the station.</li> <li>2. Number of roads or routes accessing the station (that are less than 5% grade) and the opportunity for on-site bike storage.</li> <li>3. Number of potential drop off spaces.</li> <li>4. Number of parking spaces (where applicable).</li> </ol>
	Service Area Population	Maximize pedestrian access to the station from the local area.	Existing and future population within a comfortable walking distance to the station (400 m or about 440 yards or 1/4 of a mile).
	Geometry	Ensure the system is comfortable to ride (i.e., avoids roller coaster or snaking alignment).	Percentage of the route that could operate at the target design speed (80 kmh or about 48 mph). (i.e., curves and steep grades affect speed).
	Travel Time	Provide service that compares favourably with the auto.	Travel time for the segment (in minutes).

For further information, contact

# **Rapid Transit**

## Project 2000

#214 - 1285 West Broadway, Vancouver, B.C., V6H 3X8  
 Telephone: 739-6985 Facsimile: 739-3087 Website: <http://www.rapidtransit.bc.ca>

To: The Community Liaison Committee  
c/o Councillor Mae Reid, Chairperson

I am submitting this correspondence for your committee meeting agenda of September 16, 1998.

During the recent by-elections many questions of accessibility, accountability and open government were raised as a priority issue by citizens (as well as most candidates and the media). The public is aware and increasingly concerned with democratic, representative and accountability deficits and want to be brought back into the decision-making process. I'm confident that your committee will grasp this opportunity to reverse public opinion of Coquitlam Council before the next civic elections.

If our council wants community groups to be a main avenue for public involvement, several prerequisites must exist for them (community groups) to be representative. Here are four questions for your consideration:

1. Is the City, as a whole, represented on the committee demographically and geographically (the composition of our council is not representative)?
2. Does each group have the ways and means to communicate with all the constituents it represents (and not just the paid members)?
3. Are the constitutions, finances, minutes, rosters, etc., available from each group for public scrutiny?
4. Is the spokesperson for each group representing the democratic voice of that group (and not just that individual) to your committee?

As a citizen, I am most interested to know how your process will work for all citizens, and be able to see a model, simply defined, that includes participation, communication, accountability and ultimately results.

Mae, I sincerely wish you, and your dedicated committee of volunteers, all the best in your new catalytic role. "Council needs to know what citizens want in order to be responsive..."  
City Vision - 1997.

Yours truly,

  
John Grasty

942-6191

98.09.14

CITY OF

# COQUITLAM



1998 August 10

T-4

Dear Mayor Kingsbury and Council:

The Social Planning Committee is very pleased to learn that a Transit and Community Liaison Committee which will include community representatives has recently been established. This new Committee demonstrates that Coquitlam is committed to working cooperatively with the community as it addresses transit planning issues and we hope that this commitment extends to other issues. The Social Planning Committee is excited about the opportunity for this new Committee to implement the goals of the Coquitlam Healthy Communities Project, namely:

*to improve the quality of life in our neighbourhoods and to create a lasting framework that would enhance the abilities of residents, the City and other agencies to work together in cooperation.*

It is reassuring to see the City support the Project's recommendations relating to:

- recognizing the value of Community Associations and the opportunities that they provide for two-way communication and public participation;
- developing a process for working with Community Associations on an ongoing basis, that will further the City's community development goals and its desire for stronger communication links with City residents;
- developing a process which will assist interested neighbourhood groups to develop their own Community Associations and maintain the Healthy Community Resource kits for those wishing assistance.

Social Planning Committee members who were actively involved in the Healthy Communities Project Steering Committee particularly feel that the new Committee is an important initiative in providing our community with an excellent opportunity to share information and work cooperatively, and a positive step towards building healthy communities in the City. We attach the Executive Summary from the Healthy Communities Project for your information.

We recognize as well that there will be challenges to creating this new Committee. While transit is the emerging and immediate issue to be addressed, it is nonetheless a time-limited issue, whereas the support to community associations is an ongoing opportunity. We hope that the new Committee will flourish to become a healthy, ongoing networking opportunity for other community associations in the City. Further, it is important to ensure that all areas of Coquitlam should be provided with an equal opportunity to work with the City on a variety of issues. We note that all areas of the City are not currently represented by community associations but hopefully this process will provide an opportunity to nurture those groups that are interested in community building throughout the City's neighbourhoods. We also hope that the City will provide the necessary resources to support, on an ongoing basis, the Committee and the community groups which will be represented and will be involved in this and future advisory capacities to Council.

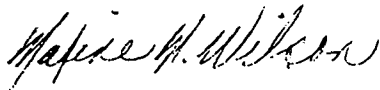
1998 August 10

To Mayor Kingsbury and Council

Re: Transit and Community Liaison Committee

In closing, we congratulate you and Council on establishing this Committee and look forward to working with you on this initiative.

Yours truly,



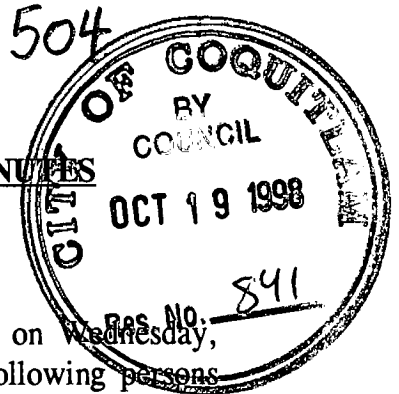
Councillor Maxine Wilson  
Chairperson, Social Planning Committee

CITY OF

# COQUITLAM



## TRANSIT AND COMMUNITY LIAISON COMMITTEE MINUTES



A meeting of the Transit and Community Liaison Committee was held on Wednesday, October 16, 1998 at 7:00 p.m. in the Council Committee Room with following persons present:

### COMMITTEE MEMBERS:

Councillor M. Reid, Chair  
Councillor M. Wilson  
C. Brolese, NE Coquitlam Ratepayers  
M. de la Ronde, Burquitlam Community Association  
C. Friesen, CTCCA  
F. Gruen, SERA  
M. Krenbrink, Ranch Park Community Association  
J. Stockman, New Horizons Residents' Association  
J. Thompson, Lower Lougheed Residents' Association  
H. Warren, Coquitlam Arterial Route Association  
K. Wood, T.E.R.R.A.  
D. Violette, Burquitlam Community Association

### STAFF:

D. Day, General Manager Planning & Development  
B. Elliott, General Manager Leisure & Parks Services  
D. Buchanan, Assistant City Manager

### ITEM I - MINUTES - SEPTEMBER 16, 1998

The Minutes of the September 16, 1998 meeting were approved.

*ML*



**ITEM II - BUSINESS ARISING FROM MINUTES**

**1 Short Update on Transit**

A letter of October 14, 1998 from Teresa Watts to Councillor Reid was provided to the Committee. The Chair advised that a town hall meeting has been strongly suggested in place of the open house format.

Deb Day then reviewed the three alternative alignments being considered east of Loughheed Mall and possible station locations. On the north segment she advised that Miller Park Ravine is no longer being considered and that tunnel options are being examined. Also, options in the Town Centre area were noted. This led to extensive discussion on the whole subject.

Members indicated frustration with the process and the information being provided by the Rapid Transit Project Office.

Circulation of the Ombudsman's report of November 1987 a recent report by Burnaby staff to Committee members was requested. Another report on the Cedar Cottage area was also indicated as an item which should be circulated.

**2 Mandate of Committee**

Deb Day circulated the results of the nominal group technique round table by general topic. The Committee went through each topic and gave advice on what should be included in a re-draft of the terms of reference, an issues list and an actions list.

**ITEM III - NEW BUSINESS**

None.

**ITEM IV - OTHER BUSINESS**

**1 Next Meeting**

This was established for November 18, 1998 at 7:00 p.m. with the Block Watch program to be included on the agenda.

Wednesday, October 14, 1998 - Page 3  
Transit and Community Liaison Committee Meeting - 7:00 p.m.

The meeting adjourned at 9:15 p.m.



D. Buchanan  
Assistant City Manager

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CHAIR