

COMMUNITY DEVELOPMENT COMMITTEE

DISTRICT OF COQUITLAM

Inter-Office Communication

505

Council

DEPARTMENT:

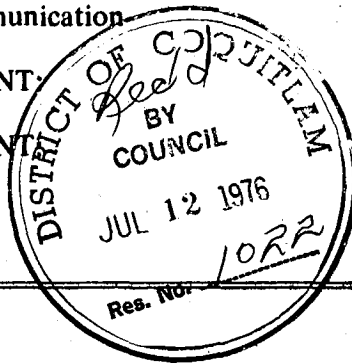
DATE: June 30, 1976

FROM: Community Development Committee DEPARTMENT:

YOUR FILE:

SUBJECT: Community Development Committee Meeting - June 30, 1976

OUR FILE:



A regular meeting of the Community Development Committee was held on Wednesday, June 30, 1976, with the following persons present:

COMMITTEE:

Ald. J. Parks, Chairman

STAFF:

R.A. LeClair, Municipal Manager
D.M. Buchanan, Planning Director

1. JOINT MEETING OF COUNCIL, ADVISORY PLANNING COMMISSION AND DESIGN COMMITTEE OF JUNE 23, 1976 RE MARATHON INTERMODAL PROPOSAL

The Committee recommends:

- "a) That the Municipal Manager prepare a report on the financial implications of Marathon's proposals and their projections.
- b) That the submissions by Marathon be reviewed by staff and the noise report be reviewed by the Design Committee.
- c) That these reviews be presented in two weeks time to the Committee at their meeting of July 14, 1976.
- d) That the applicants be advised of the Committee's actions."

APP'D BY
CO. RES
#1023/76

2. INDUSTRIAL EVALUATION SCHEMES USED IN LANGLEY DISTRICT

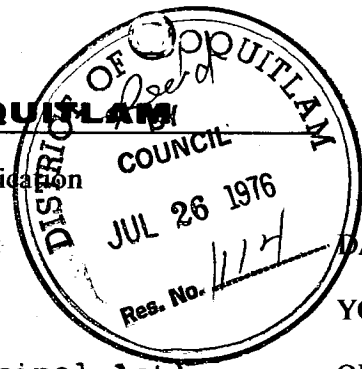
The Committee received this report for information.

DMB/ci

D.M. Buchanan
D.M. Buchanan
Acting Secretary

2/3 of ALL MEMBERS

DISTRICT OF COQUITLAM



Inter-Office Communication

TO: MAYOR & MEMBERS OF COUNCIL DEPARTMENT:

DATE: July 19/76

FROM: Community Development Committee DEPARTMENT:

YOUR FILE:

SUBJECT: Grants-in-Aid (Section 202 of Municipal Act)

OUR FILE: 505-1

A meeting of the "Community Development Committee - Grants" was held at 2:00 p.m. on Thursday, July 8, 1976 in the Municipal Treasurer's Office with the following persons present:

Committee - Ald J. M. Parks, Chairman
Staff - V. A. Dong, Secretary

The following grant requests were considered, and in accordance with the policy guidelines adopted, the following decisions were reached:

APPROVED: Coquitlam Tennis Club - \$100.00

DECLINED: (Do not satisfy Committee guidelines)
Outward Bound
National Youth Orchestra

FORWARDED: to Parks and Recreation Committee for their consideration:

Coquitlam Minor Lacrosse Association - request for swimming passes for two upcoming play-off tournaments. (150 passes)

Coquitlam Gymnastics Club - request for grant to satisfy cost of janitorial services provided by the School District.

TABLED for further consideration:

Coquitlam Pre-School Society -. awaiting results of deliberations to be given by the Parks and Recreation Committee and the Neighbourhood Improvement Programme Committee.

Approval of the decisions of the Community Development Committee - Grants as set out above requires an affirmative vote of at least two-thirds of all the members of Council.

Respectfully submitted,

V. A. Dong
V.A. Dong
Secretary, Grants Committee

VAD:j

ITEMS DECLINED
RATIFIED BY
RES #116/76

app'd by
C. Res 1115/74
including \$350.00 to
BRONCO DIVISION -
COQUITLAM BASEBALL
ASSOCIATION

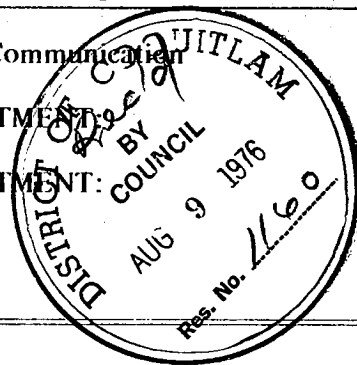
DISTRICT OF COQUITLAM

Inter-Office Communication

TO: Council
FROM: Community Development Committee
SUBJECT: Community Development Committee Meeting - July 21, 1976

DEPARTMENT:

DEPARTMENT:



505

DATE: July 27, 1976

YOUR FILE:

OUR FILE:

A meeting of the Community Development Committee was held on July 21st, 1976, with the following persons present:

COMMITTEE:

Ald. J. Parks, Chairman
Ald. L. Sekora

STAFF:

E. Tiessen, Deputy Planning Director
R. A. LeClair, Municipal Manager
A. Phillips, Municipal Engineer
H. Castillou, Municipal Solicitor

1. MAYFAIR INDUSTRIAL PARK (Z-24-76)

After some discussion, the Committee instructed the Planning Department to schedule the in-camera meeting called for pursuant to Council Resolution No. 1026, at 7:30 p.m. on Wednesday, July 28th, 1976, in the Council Chamber of the Municipal Hall.

2. DELEGATION RE: PROPOSED RACQUETS CLUB

Mr. Roger Owens and Mr. Jim Skelton were present as a delegation. They stated that they wished to develop a Racquets Club in Coquitlam, and requested the Committee's assistance in locating a suitable site. The Committee suggested the site at 597 -609 Smith Avenue as an initial prospect, and requested that the Planning Department prepare a report on other possibilities. Mr. Tiessen stated that it would probably be several weeks before his Department would be able to do the requested report.

E. Tiessen
Committee Secretary

DISTRICT OF COQUITLAM

Inter-Office Communication

TO: Mayor James L. Tonn and Members of Council, DEPARTMENT: Executive Committee DATE: July 30, 1976
FROM: Community Development Committee, DEPARTMENT: YOUR FILE:
SUBJECT: Community Development Committee Meeting - July 28, 1976. OUR FILE:

A meeting of the Community Development Committee was held on Wednesday, July 28, 1976 at 7.30 p.m. in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C with the following persons present:

COMMITTEE:

Ald. J. Parks - Chairman
Ald. L. Sekora

MEMBERS OF COUNCIL:

Mayor J. L. Tonn
Ald. L. Garrison
Ald. M. Gregory
Ald. M. Butler

MEMBERS OF A.P.C.

Mr. J. Nielson
Ms. M. Johnson
Mr. G. Richardson

DESIGN PANEL:

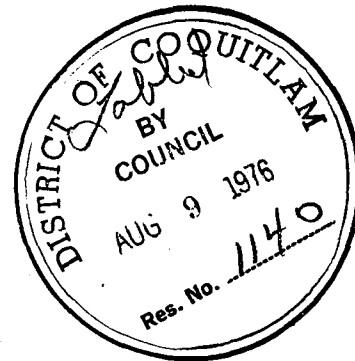
Mr. K. Harford
Mr. W. Roper
Mr. T. Thompson
Mr. D. Nicolls

STAFF:

Mr. E. Tiessen
Mr. A. Phillips
Mr. S. Stratton
Mr. T. Klassen

MAYFAIR INDUSTRIAL PARK

Ald. Parks stated that his reason for calling this meeting was to receive from staff and the Advisory Boards comments and input on the proposed development of the Industrial Park by Marathon Realty Ltd.



Discussion took place on the design control to be exercised by the Municipality on the development and it was the general consensus that Marathon should have to comply with municipal criteria and, if possible, some arrangement should be discussed with the Company to allow design control over the part of the property which did not require rezoning.

The matter of the locating of C.P. Intermodal Services, as suggested by Marathon Realty, was discussed at great length with some of the following points being made:

1. The impact of the trucks entering and exiting from the site would be tremendous.
2. The noise from the large diesel trucks could not help but increase tremendously the noise in the area over and above that emanating from the Freeway and Lougheed Highway.
3. The possible noise from trains as they enter the site unless great care is taken to control the radius of the rails entering the site.
4. The low employment and the low tax yield on the intermodal site.
5. Possible expansion of Intermodal creating further problems of noise and traffic.
6. The development of Intermodal would generate other industry to locate in this area meaning quicker development of the whole site.
7. Noise of trucks could be somewhat controlled through proper policing methods and noise control legislation.
8. Long range planning for whole of area was M-1 and should remain as such.
9. Marathon Realty had indicated that if Intermodal was not approved, development of the site could be delayed for possibly a year and, as well, the development may take 10 years instead of 5 years.

3

Community Dev. Comm. Minutes, cont'd.

July 28, 1976

MOVED BY ALD. SEKORA
SECONDED BY ALD. GARRISON:

That the Committee recommend to Council that approval be granted for the development of Intermodal as proposed by Marathon Realty Ltd. providing the balance of the development proceeds as well.

DEFEATED

MOVED BY MAYOR TONN
SECONDED BY ALD. GARRISON:

That the Committee recommend to Council that Marathon Realty be advised that this Municipality is not interested in having C.P. Intermodal Services located within its boundaries.

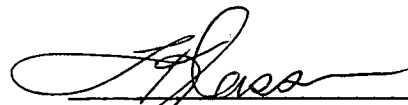
CARRIED

ADJOURNMENT

MOVED BY ALD. BUTLER
SECONDED BY ALD. GREGORY:

That the Community Development Committee Meeting adjourn. 9.30 pm

CARRIED



T. Klassen,
Municipal Clerk.

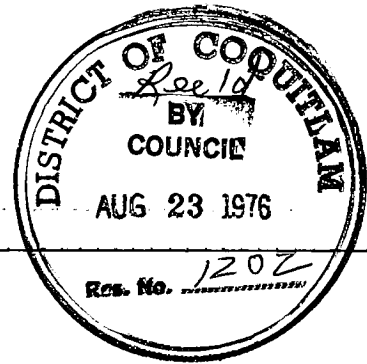
DISTRICT OF COQUITLAM

TO: Mayor James L. Tonn and
Members of Council,

DATE: August 18, 1976

FROM: Community Development Committee.

SUBJECT: Community Development Committee
Meeting of August 12, 1976.



A meeting of the Community Development Committee was held on Thursday, August 12, 1976 at 7.30 p.m. in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. with the following persons present:

COMMITTEE:

Ald. J. Parks - Chairman
Ald. L. Sekora - Deputy Chairman

MEMBERS OF
COUNCIL:

Mayor J. L. Tonn
Ald. M. Gregory
Ald. M. Butler

DESIGN PANEL:

Mr. K. Harford

STAFF:

Mr. D. M. Buchanan
Mr. E. Newson
Mr. T. Klassen

MARATHON:

Mr. J Birkett
Mr. D. Aitken
and other representatives of Marathon Realty.

Mr. Aitken went over the background of their application and a copy of the comments made by Mr. Aitken are attached.

Mr. Birkett provided to members of Council a report from Barren and Strachan dated August 11, 1976 and a report from N. D. Lea and Associates Ltd. dated August 9, 1976, copies of which are attached.

Mayor Tonn inquired as to what construction schedule for Loughheed Highway had been given to Marathon by the Department of Highways and Mr. Aitken stated that the Department has committed to start final design with construction to start in 1977 and completed in 1978 subject only to budget approval which must go through the Legislature. This will provide land for the interchange.

Thursday, August 12, 1976,
Community Dev. Comm. Minutes, cont'd.

Mayor Tonn also inquired about the change in the curvature of the tracks entering the park and was advised that the radius has been increased from 575 feet to 850 feet and should squeal still occur at this radius, lubrication devices are available to remedy the problem in the future.

In response to a question from Mayor Tonn, representatives of Marathon advised that if Inter-Modal did not proceed and the area was developed for industrial use, the volume of traffic entering the site would still be the same, however it would consist of a higher ratio of cars than of trucks.

Ald. Gregory entered the meeting at this point.

Mr. Buchanan inquired as to the concentration of trucks during a given period of time with intermodal facilities with trains coming in early in the morning and late at night. Marathon representatives stated that trucks will come to the site either before or after rush hours and will leave with a load between 9 a.m. and 11 a.m. and at night trucks would be at site before 4 p.m. or after 6 p.m. to as late as 9 p.m.

Mayor Tonn asked how many trains were now coming into False Creek and was advised that there were three trains daily.

Ald. Parks commented that he had difficulty accepting that without intermodal on the site that there would be the same amount of traffic emanating from the site without the trucks. Ald. Parks stated that diesel trucks coming and going to False Creek site average 2 ½ per minute which means that for certain periods during the day there will be a constant din on the road from these trucks. If the trucks were to go during the rush hours, the noise would not be as noticeable, however, Ald. Parks stated that the trucks will not always be travelling during the peak hours.

Mr. Harford stated that working with rough figures, he felt that the projection by the consultants on the noise levels of 62 decibels was low and he did not have confidence in the figures. In reply to this comment, Mr. Birkett stated that they had confidence in the report and would be most pleased to submit the report to criticism by other consultants.

Ald. Butler inquired if any shunting would take place on the site and he was advised that this site was not a rail yard and trains are not "made up" in this location.

The representatives of Marathon advised that C.P. Transport may or may not locate on this site should Inter-Modal not go ahead in this location.

The question of developments on this site is being considered by the Municipal Design Panel. Mr. Aitken stated that they were used to meeting the reasonable requirements of local governments in their developments and, in fact, in most cases their controls are more stringent.

Thursday, August 12, 1976,
Community Dev. Comm. cont'd.

Mr. Aitken stated that once their property is subdivided it will be the purchasers of property who will be coming to the Municipality for permits and not Marathon Realty.

Mr. Aitken stated that they will be setting up a series of requirements of any purchaser by way of registered covenants and are more than willing to sit down with municipal officials to go over these requirements and consider any restrictions that the District may wish to place in the covenants. Plans of developers must be submitted to Marathon for approval before they are allowed to build in the Park.

MOVED BY MAYOR TONN
SECONDED BY ALD. GREGORY:

That the resolution of the Community Development Committee of July 28, 1976 relative to the locating of C.P. Intermodal Services in Coquitlam be rescinded.

CARRIED UNANIMOUSLY

MOVED BY MAYOR TONN
SECONDED BY ALD. SEKORA:

That the Committee recommend to Council that the zoning application and any zoning regulations required for the project be referred to Public Hearing.

CARRIED UNANIMOUSLY

MOVED BY MAYOR TONN
SECONDED BY ALD. SEKORA:

That, with respect to this application, advertising of the Public Hearing also be undertaken in the two local newspapers.

CARRIED UNANIMOUSLY

ADJOURNMENT

MOVED BY MAYOR TONN
SECONDED BY ALD. SEKORA:

That the Community Development Committee meeting adjourn. 8.45 p.m.

CARRIED UNANIMOUSLY

T. Klassen,
Municipal Clerk.

APPROVED
BY Co. RES
1241

APPROVED
BY Co. RES
1242

1. INTRODUCTION

Mr. Chairman, Mayor Tonn and Councillors -

I would first like to thank you for this opportunity to review our application for re-zoning amendment to the south area of the proposed Mayfair Industrial Park before a final decision is made on this matter by Council. I would also like to take this opportunity to indicate our appreciation of the co-operation which our staff has received from the staff of the District of Coquitlam, in developing the subdivision layout of the proposed Industrial Park.

2. PROGRESS REPORT

I think it would be useful for all concerned to briefly summarize the progress that has been made to date on this project. The story goes back a long way. Even before 1970 the question of redeveloping the False Creek area of Vancouver was brought up by the City of Vancouver on various occasions, but serious planning did not get under way until around 1970. Over a period of 4 to 5 years, a conceptual plan was eventually agreed to between The City and Marathon. During that time negotiations were conducted with Canadian Pacific to arrange for relocation of their facilities in the False Creek area. It was agreed that Canadian Pacific would relocate its facilities to their Port Coquitlam Yards, with the exception of its Intermodal operation. The Port Coquitlam location is not suitable for those activities.

Marathon then embarked on a survey of the Lower Mainland for an appropriate location for the Intermodal services, which led to its acquisition of the proposed Mayfair Industrial Park site in November of 1975. Just prior to that acquisition, the District of Coquitlam amended their existing zoning by-law to delete the use of rail truck terminals facilities under the M1 Zoning. Marathon then, in addition to the normal procedures required to receive the various approvals necessary for the development of an industrial park, also have applied to the District of Coquitlam for an appropriate amendment to the existing zoning by-law to permit the use of the Intermodal services in the southern portion of the proposed Industrial Park. Since the acquisition of the land in November 1975, we have carried out and have reached general agreement with the various approving departments of the District of Coquitlam for the park. We have reached general agreement with the Water Resources Board for the flood-proofing of the site, and expect to have formal approval in the very near future. We have reached general agreement with the Department of Public Works for the various areas that must be co-ordinated between the Industrial Park and the Colony Farm facilities. We have concluded, after intensive negotiations with Canadian Pacific Limited, an agreement providing for various serviced land areas to be sold to Canadian Pacific. We have reached substantial agreement with the Department of Highways for road locations and access points to the Lougheed Highway and Highway 401 and we have agreed on tentative construction and completion schedules for those facilities.

On June 23rd, we presented to the Advisory Planning Commission and the Community Development Committee, the Design Panel, and most members of Council, our reasons for the re-zoning application. Those of you present at that meeting will recall that we went into substantial detail in our reasons for the re-zoning and that our presentation was well received. We were therefore surprized at the Committee's recommendation not to support the application to Council. Upon hearing of the Committee's decision, a meeting was immediately held with Mayor Tonn and it was pointed out that the recommendations that were made were as a result of the continued concern with respect to the potential noise and traffic problems that would result with the development of the Intermodal facilities.

3. PROBLEM IDENTIFICATION

The original submission presented on June 23rd, contained engineering reports indicating -

- (a) that the traffic to be generated from the development could readily be handled on the existing and proposed improvements to the Lougheed Highway;
- (b) the anticipated noise levels from the proposed development would have no adverse impact on the surrounding residential community.

Copies of the detailed engineering reports were presented to the District of Coquitlam staff and we have to date not received any indication that the information contained in those reports is not correct.

Nevertheless, we have gone back to our consultants to clarify in further detail the impact of the traffic and noise generated from that traffic at the proposed inter-change on the Lougheed Highway. I have sufficient copies of that material for distribution to members of Council and for the District of Coquitlam technical staff. A summary of the results of those further inquiries are as follows:

- (a) If the south area is developed in the same manner as the north area, that is, without Intermodal services, it will likely generate considerably more car and truck traffic per day than if it was developed as originally proposed, due to a probable higher density of development. In the P.M. peak hour, it appears that cars and small trucks could increase by as much as four times, while the number of heavy trucks could remain essentially in the same order of magnitude. I think it is safe to say that the less traffic; the less noise. The noise consultant has reviewed his figures and reviewed the report from the traffic consultant and has reached the conclusion that there will be negligible change in this exposure whether or not the rail truck facilities are permitted. A concern has also been expressed with regard to the squealing of wheels on rail cars as they make the turn into the Industrial Park from the CP main line. The radius on that curve has been increased to approximately 50% above the minimum requirements. We are advised that no squealing will occur. We are also advised that new technological innovations in the use of lubricating devices can be employed, if this should develop into a problem.

4. NECESSITY OF REZONING

We have discussed at great length why we think the Intermodal activities will not have a detrimental impact on the surrounding community. I would like to just very briefly outline to you why it is so important to us to have Intermodal activities located in the Industrial Park.

- (i) It is an essential activity to the successful operation of an Industrial Park.
- (ii) It virtually ensures complete development of Phase I of the park immediately. In this particular development you must understand that there is an unusually high proportion of front end costs as a result of the physical characteristics of the land. It is presently estimated that the total costs to develop and service the Industrial Park will be approximately \$20.8 Million. \$13.3 Million or 64% of the total cost will be expended by completion of the first Phase. This is necessary because all of the filling on the site must be done prior to the first phase and the storm sewer must be brought to the south end of the Park requiring the pumping stations for the entire area to be constructed in conjunction with Phase I. Economically, then, it is absolutely essential that immediate revenues be earned on Phase I and that Phases II, III and IV be commenced as quickly as possible in order to produce a return on the front end investment.

How is Intermodal associated with these problems? Well, with the location of the Intermodal facilities in the Industrial Park, we are reasonably assured of the immediate development of other facilities acceptable under the present zoning of the site which rely upon the activities of Intermodal, thus assuring us of the immediate generation of revenues so essential to the economics of this project. The costs of this project are enormous. The risks are substantial. There is intensive competition for capital funds and Boards of Directors and financial institutions must be persuaded to take these risks and make these investments. As you can see, on a project of this nature there are myriads of approving agencies, both corporate and governmental. There are in addition to those problems another whole set of complex negotiations and decision-making processes involved in the technicalities of arranging and co-ordinating the design and construction of the project. All of these things are time consuming and time is money. It is money to the District of Coquitlam and it is money to the Developer. Risks must be taken, assumptions must be made - otherwise nothing will happen and no progress will be made. There is not a right way or a wrong way to do this Industrial Park. The benefits must be weighed against the costs and decisions have to be made.

5. IMPACT ON DEVELOPMENT IF NOT REZONED

If we are unable to locate the Intermodal services in the proposed Industrial Park, we are bound by agreement to continue to seek the rezoning of the site until March or April of 1977 and further, we would

continue to search for an alternative site. Upon expiry of the March date in 1977, we would then be free to either proceed with the development of the site on its present zoning or seek a purchaser for the site to proceed with its development. The capital sums involved are substantial and we could very well be required to hold them in reserve for the development of whatever alternative facilities can be found for the location of the Intermodal services, in which case our only option would be to seek sale of property to some other party willing and able to complete this development. That solution will not come quickly or easily because of the processes one must go through prior to making commitments of that magnitude. Delays of up to 3 and 4 years may occur in development of this site.

It is important that everyone understands the necessity of close co-operation between a developer and the local government. Corporations and investors are very sophisticated in their industrial site location procedures. It is a very competitive business. Specialists in industrial site locations investigate the whole country. They compared the accessibility of and cost of labour, utility costs, transportation costs, building and real estate costs, along with many other factors. Government attitudes are looked at. Security of real estate investments are studied and throughout this process, communities across the country in Montreal, in Toronto, in Winnipeg, Calgary and Edmonton, in the lower mainland--Richmond, Delta, Surrey, Burnaby, Vancouver--all these communities are promoting light industrial

growth in their areas because of the tax base and the jobs that they provide to their communities. Because we take a piece of land, spend \$20 Million servicing and promoting it, does not mean that it will automatically fill up with good community-minded corporations, providing jobs and a tax base to the community. If the District of Coquitlam were to cause unreasonable building restrictions to be imposed within the park or, at a later date, impose higher taxes than other competing areas, industry will locate elsewhere. The community will lose and, of course, the developer is out of business.

CONCLUSION

Much progress has been made on this development. There are still difficulties to overcome, of course, but it would appear that this matter of our rezoning application is the major item that now stands in the way of:-

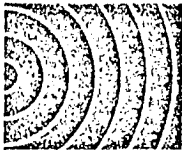
- (i) A commitment by the Department of Highways to spend in excess of \$6 Million on a major highway program which will have considerable benefit to the District of Coquitlam, not only in alleviating existing traffic problems, but in permitting the further development of housing and industrial lands within the District.

- (ii) A resumption on the filling of the balance of the lands in the proposed Industrial Park site and an immediate start on Phase I of that development which, when completed, will provide the District with substantial side benefits, including main trunk water mains, sewage pumping capacity for other areas adjacent to the park, park site access to District-owned properties, along with the other obvious tax and employment benefits to the District.
- (iii) And while the District is not directly involved, it permits re-development of a major area in Downtown Vancouver providing a much needed housing which is a concern of all people.

To delay or say "No" to all of this because someone assumes that a few people may be slightly affected, even in the face of contrary information by the available experts, seems improbable. I urge you to support our application.

Mr. Birkett, who I am sure you are all familiar with by now, and myself, will be pleased to answer any further questions that you may have on this matter.

Thank you.



**Barron &
Strachan**

August 11th, 1976.

Project: 339 601.

Mr. J. J. Birkett,
Operations Manager, Land Subdivision,
Marathon Realty Company Ltd.,
2121 - 200 Granville Street,
VANCOUVER, B.C.
V6C 1S4

COPY

Dear Mr. Birkett:

Re: Mayfair Industrial Park

As a result of information received in the N.D. Lea & Associates Ltd. report, Reference 8218, dated June, 1976, titled "Technical Memorandum on Traffic for the Mayfair Industrial Park, Coquitlam, B.C.", and information received in the N.D. Lea and Associates Ltd. letter to yourself, dated August 9th, 1976, we now revise the traffic impact evaluation calculation and the conclusions drawn in our report of June 14th, 1976 titled "Community Noise Study - Mayfair Industrial Park", by the following:

Traffic Noise Calculation

Based on Table 7.2 of the N.D. Lea report we have recalculated the traffic noise impact of the site. We have used the method outlined in the National Cooperative Highway Research Program Report 117 titled "Highway Noise - A Design Guide for Engineers", as modified by Report 144 titled "Highway Noise - A field Evaluation of Traffic Noise Reduction Measures". Our calculations included consideration of the following elements:

1. Traffic entering the site from Routes 3, 4 and 6 and traffic leaving the site from Route 2.
2. Traffic entering and leaving the site from Route 1, traffic entering the site from Route 2 and traffic leaving the site from Routes 3, 4 and 6.
3. Traffic entering and leaving the site from Routes 2A and 5.

...../2

August 11th, 1976.

We have calculated that in the peak traffic hour (4 - 5 p.m.) the above movements would generate a noise level in the community (as represented by the measurement station at 2467 Cape Horn Road) of $Leq = 60$ dBA. If this level were superimposed on the existing level of $Leq = 58$ dBA, the resulting overall level would be $Leq = 62$ dBA. This is representative of the impact of the entire project as proposed, complete with the rail truck terminal facilities.

No Rail Truck Terminal Facilities

Using figures from the N.D. Lea letter, we have evaluated the noise impact of the development assuming that the Phase I site were to develop on the same basis as projected for the north side (Phase II area). We have calculated that in the peak traffic hour (4 - 5 p.m.) the noise level generated in the community would also be $Leq = 60$ dBA. The level from this scenario was calculated to be 0.4 dB less than that calculated for the proposed development. This difference is so small that currently available instrumentation could not accurately measure it.

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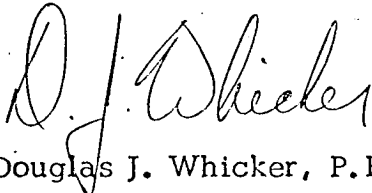
Conclusion

1. The community will be exposed to a peak hour level of $Leq = 60$ dBA from the developed industrial site.
2. There will be negligible change in this exposure whether or not the rail truck terminal facilities are permitted.

If you require further information, or elaboration on the above, please advise us.

Yours very truly,

BARRON & STRACHAN



Douglas J. Whicker, P.Eng.

DJW:km

N. D. Lea & Associates Ltd.
TRANSPORTATION ENGINEERS

Norman D. Lea, S.M.
J. A. C. Andrews, B.Sc

1455W GEORGIA ST. • VANCOUVER, B.C. • V6G 2T3 • CANADA
TEL: (604) 685-9381 • CABLE: LEACONSULT • TELEX: 04-55144

August 9, 1976

Marathon Realty Co. Ltd.
72 Granville Square
200 Granville Street
Vancouver, B.C.
V6C 1S4

ATTENTION: Mr. Jack Birkett
Operations Manager

Dear Sirs:

In accordance with our discussions at the meeting of August 4, 1976, we have done additional work on traffic analysis for the first phase of development. This analysis considers the effect on traffic if the phase 1 development is not developed as per your proposal, but left to be developed in the same manner as the remainder of your site north of Highway 401.

- 1) Recapitulation of phase 1 traffic volumes from the report.
The size of phase 1 development is described in table 2.0 as follows:
- | | | |
|-----------------------|---|-----------------|
| Net Developable Area | = | 68.29 acres |
| Building Floor Area | = | 458,000 sq. ft. |
| Employees - Full Time | = | 565 |
| Employees - Part Time | = | 149 |

These statistics are expected to produce a certain level of activity, which in term of vehicular traffic is estimated to be in the order of 2500 vehicles per day, based on number of employees. A finer breakdown showed that for the peak hour (4 p.m. to 5 p.m.) there would be 110 cars and 160 trucks for a total of 270 vehicles per hour (two way flow). The ratio of light trucks/heavy trucks will likely remain 27/73 as in False Creek, giving about 40 delivery vans and pickup trucks and 120 multi-axle trucks.

- 2) Expected traffic for the same area assuming this site develops on the same basis as projected for the north site.

As per Section 4.2 of the report

- Generation rate = 65 vehicles per day per net developable acre.
Thus, $68.29 \times 65 = 4,439$ say 4,450 vehicles per day
- P.M. peak hour (4-5p.m.) = 16% total daily traffic. Thus,
 $0.16 \times 4450 = 712$ Say 710 vehicles per hour

- Car/truck ratio = 60/40. Thus
0.6 X 710 = 426 Say 430 cars per hour
0.4 X 710 = 284 Say 280 trucks per hour

A breakdown of the trucks into light trucks/heavy trucks cannot be made accurately, because it depends on the type of industry being developed. If we assume for arguments sake that truck traffic in the average industrial development comprises 65% light trucks and 35% heavy trucks, then the foregoing 280 trucks per hour could become 180 vans and pickup trucks per hour and 100 semi trailer trucks per hour.

3. Conclusion

The above exercise points to an interesting conclusion. If the south area is developed in the same manner as the north area, it will likely generate considerably more car and truck traffic per day than if it were developed as originally proposed, due to a probable higher intensity of development. In the p.m. peak hour, it appears that cars and small trucks could increase by as much as 4 times, while the number of heavy trucks could remain essentially the same order of magnitude. In evaluating this comparison, it should be understood that the proposed phase 1 development traffic is based on the existing operation in False Creek and can be considered fairly reliable, whereas the traffic projection for the hypothetical counterpart development is order of magnitude only, being based on the indexes used for phase 2 development.

We are also enclosing on separate sheet the results of the vehicle classification count carried out on Lougheed Highway, south of Colony Farm Road intersection on August 6, between 9 and 10 a.m. Our total vehicle count compares well with that taken by Coquitlam on May 25 of this year. The results show that there were 15% commercial trucks in the traffic stream (total = 253) of which 60% were heavy (multi-axle) trucks (total = 151). Our estimate for the peak (4-5 p.m.) period is about the same number of trucks because the larger number of total vehicles will be offset by a smaller percentage of trucks in the traffic stream.

If you have any further questions, please call.

Yours truly,
N.D. LEA & ASSOCIATES LTD.


H.R. Pelzer, P. Eng.

HRP/hc

Encl.

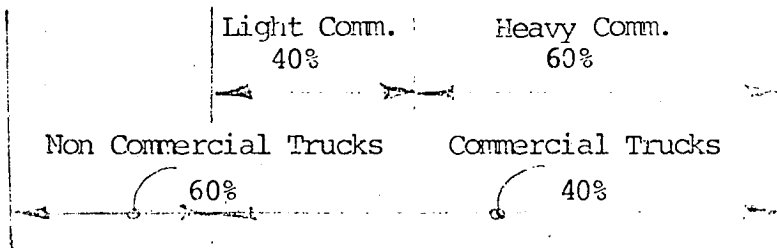
SUMMARY RESULTS

VEHICLE CLASSIFICATION COUNT

LOUGHEED HIGHWAY (South of Colony Farm Road)

DATE: Friday, August 6, 1976

	Cars		2 Axle 4 Wheel Trucks		2 Axle 6 Wheel Trucks		3 Axle Trucks		Trucks With 4 Axles & Over		Total Trucks		Total Vehicles
	N/B	S/B	N/B	S/B	N/B	S/B	N/B	S/B	N/B	S/B	N/B	S/B	
9:00-9:15	109	165	43	49	11	15	4	5	13	15	71	84	
	274										155		429
9:15-9:30	94	N.C.	42	45	6	13	11	6	9	7	68	71	
	235 E										139		374 E
9:30-9:45	109	N.C.	43	57	13	12	9	7	11	18	76	94	
	273 E										170		443 E
9:45-10:00	107	N.C.	57	47	17	15	10	9	7	10	91	81	
	268 E										172		440 E
TOTAL	419	N.C.	185	198	47	55	34	27	40	50	306	330	
	1050 E		383		102		61		90		635		*1686 E



Total Vehicles (9 A.M. - 10 A.M.) = 1,686 (excludes buses and motorcycles)

Ratio Cars/Trucks = 1050/636 = 62%/38%

Ratio Non Commercial Trucks/Commercial Trucks = 383/253 = 60%/40%

Ratio Light Commercial/Heavy Commercial = 102/151 = 40%/60%

Ratio Commercial Vehicles/Non Commercial Vehicles = 253/1433 = 15%/85%

N B & S B - Northbound and Southbound

N.C. - No count

E - Estimated

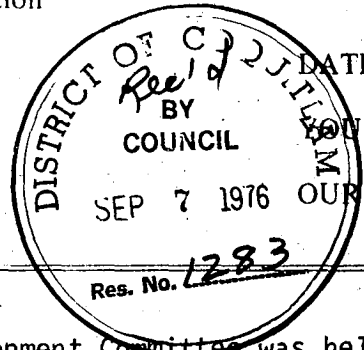
* Compares with Coquitlam count of May 25, 1976 of 1550 (9 A.M. - 10 A.M.)

DISTRICT OF COQUITLAM

505-1

Inter-Office Communication

TO: Council DEPARTMENT:
FROM: Community Development Committee DEPARTMENT:
SUBJECT: Community Development Committee Meeting of August 25, 1976



DATE: Aug. 25, 1976

OUR FILE:

OUR FILE:

A meeting of the Community Development Committee was held on Wednesday, August 25, 1976 at 3:45 p.m. in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C., with the following persons present:

COMMITTEE:
Ald. J. Parks, Chairman

STAFF:
H. Castillou, Municipal Solicitor
G. Gallins, Assistant Municipal Solicitor
D.M. Buchanan, Planning Director

RACQUETS CLUB ALTERNATIVE SITES

The Committee recommends:

"That the report of Mr. Tiessen dated August 19, 1976 be sent to Mr. Ovens and Mr. Skelton of the Racquets Club in order that they can examine possible alternative sites for their proposed facility."

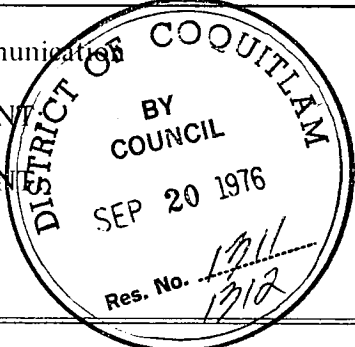
DMB/ci
Encl.

D.M. Buchanan
D.M. Buchanan
Acting Secretary

DISTRICT OF COQUITLAM

Inter-Office Communication

TO: Executive Committee of Council DEPARTMENT
FROM: Community Development Committee DEPARTMENT
SUBJECT: Community Development Committee Meeting of September 8, 1976



DATE: Sept. 8, 1976
YOUR FILE:
OUR FILE:

A meeting of the Community Development Committee was held on Wednesday, September 8, 1976 at 3:30 p.m. in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C., with the following persons present:

COMMITTEE:

Ald. J. Parks, Chairman

STAFF:

R.A. LeClair, Municipal Manager
E. Newson, Senior Project Technologist
D.M. Buchanan, Planning Director

DEVELOPMENT AGREEMENT FOR MARATHON INDUSTRIAL PARK (Z-24-76)

There was a general discussion of the scope of the development agreement and whether or not to have such an agreement, as well as the matter of scheduling of development over the whole of Mayfair Industrial Park. The basic objective of trying to ensure orderly development of the whole park on the basis of the schedule presented by Marathon and avoid only the first phase proceeding with subsequent phases delayed was emphasized. The matter of bonding amounts were clarified, and it was noted that the total bond, which is subject to change, with later submission of more detailed conceptual servicing plans by Marathon, is \$6,900,000, of which \$1,800,000 is for services south of Trans Canada Highway, and \$5,100,000 for services north of the Trans Canada Highway. For only the trunk water-main and provision of the temporary road to Loughheed Highway to the east of and parallel to the proposed Department of Highways road, the estimated cost for bonding is \$850,000. It was also noted that the Highways Department may be making requirements for Marathon to provide for services on the highway itself, and certainly the Subdivision Control By-law requires that such a road be brought to an urban standard.

The Community Development Committee recommends as follows:


- 1) That staff take the tenor of ensuring that development of all proposed phases of Mayfair Industrial Park proceed as soon as economically feasible; specifically the Committee recommends that Council endorse the Engineering Department letter of August 30, 1976.

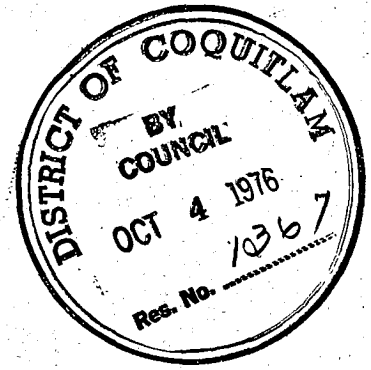
Res.
1319

Community Development Committee
Meeting of September 8, 1976
con't

- 2) That the Municipal Treasurer be asked to find out the probable cost to Marathon of an irrevocable letter of credit in the sum of approximately \$6,900,000, i.e. what a bank would charge Marathon for issuing such an irrevocable letter of credit to the District.
- 3) That the applicant supply to the Planning Department full scale versions of the perspectives and site plans of the proposed industrial park which can be referred to in the agreement as to when prepared and who by.
- 4) That Marathon be required to have restrictive covenants placed against the land in the whole Industrial Park, similar to that being imposed on Eagle Ridge, to ensure full design control.
- 5) That the question of the extent of park development be referred to the Parks and Recreation Director for his comments, noting that this park may well be extended with work by the Department of Highways on the Mary Hill Bypass, such that a continuous park is created eastwards to the Coquitlam River, and that a pedestrian link east of the Coquitlam River will also be possible.
- 6) That Marathon be required to dedicate and service the park access road to normal municipal standards.
- 7) That the cost of resolving the problem of uphill drainage and flooding from adjacent lands, as referred to in correspondence from the Water Resources Service, notwithstanding any previous statements by the Municipality, be fully met by Marathon; furthermore, the feeling of the Committee is that the Municipality should not undertake to meet any capital works costs which are made necessary, directly or indirectly, by the proposed development.

DMB/ci
Encl.


D.M. Buchanan
Acting Secretary



COMMUNITY DEVELOPMENT COMMITTEE -
MINUTES OF SPECIAL MEETING - SEPTEMBER 30TH
RE ALLEGED IRREGULARITIES RE LAND SALE OF
TEN ACRES AT AUSTIN AND HICKEY AVENUE TO
H. A. ROBERTS GROUP LTD. BY DISTRICT OF COQUITLAM

MOVED BY ALD. SEKORA
SECONDED BY ALD. PARKS;

That the whole matter of the sale by the Municipality and the resale of this land and the lack of exercising the District of Coquitlam's option to purchase back be investigated by the Inspector of Municipalities.

CARRIED UNANIMOUSLY

DISTRICT OF COQUITLAM

Inter-Office Communication

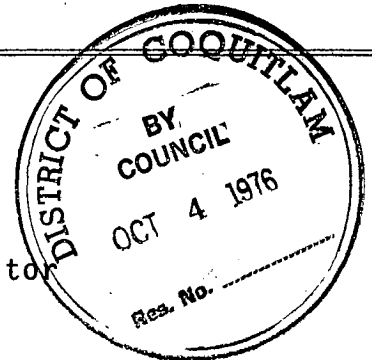
TO: Executive Committee DEPARTMENT:
of Council
FROM: Community Development DEPARTMENT:
Committee
SUBJECT: Minutes of a Special Meeting of the Community
Development Committee held at 4:30 p.m.,
September 30, 1976, in the office of the
Municipal Solicitor

DATE: Oct. 4/76

YOUR FILE:

OUR FILE:

Present: Alderman J. Parks
Alderman L. Sekora
H. Castellou, Municipal Solicitor



Alderman Parks, as chairman of the meeting, advised that he called the meeting pursuant to various rumours he had been advised of pertaining to irregularities in the H. A. Roberts purchase and subsequent sale of 10 acres at Austin and Hickey.

Mr. Castellou advised the meeting of the events surrounding the original purchase, including the number of appraisals that were obtained on the property, as well as summarized his opinion which was presented to and accepted by the Community Development Committee and subsequently Council, earlier this year.

After lengthy discussion, it was agreed that the Committee advise Council that in their opinion:

- (1) Council acted correctly in accepting the Municipal Solicitor's opinion, and not attempting to exercise the option to repurchase the subject property.
- (2) As far as the Committee could ascertain, there had been no irregularities pertaining to the property during the term of present Council.
- (3) That in any future land sales involving Agreements For Sale, any option clauses should be much more tightly written than the one in the subject Agreement For Sale.

Alderman Sekora voiced his concern over the apparent irregularities dating back to the original appraisals and purchase of the subject property, and proposed three resolutions to the Committee. The chairman was unable to concur with the

Executive Committee of Council

Oct. 4/76

three resolutions but it was agreed that they would be forwarded to Council at the meeting of October 4, 1976. The three resolutions are as follows:

- 1) "I hereby move that the aforesaid land be purchased back in accordance with the District of Coquitlam's option to do so."
- 2) "I further move that the whole matter of the sale of this land and the lack of exercising the District of Coquitlam's option to purchase back be investigated by the appropriate Provincial Body."
- 3) I move that any and all negotiations and/or sales of Municipal land from the date of negotiations to sell the land at Austin & Hickey, finally to H. A. Roberts Ltd., be investigated by the appropriate Provincial Government Body and that such an investigation be not superficial but be an in depth investigation."

Alderman J. Parks

JP/TK

374

DISTRICT OF COQUITLAM

Inter-Office Communication

TO: Executive Committee DEPARTMENT: DATE: Oct. 4/76
of Council
FROM: Community Development DEPARTMENT: YOUR FILE:
Committee
SUBJECT: Minutes of a Special Meeting of the Community OUR FILE:
Development Committee held at 4:30 p.m.,
September 30, 1976, in the office of the

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Alderman L. Sekora
H. Castillou, Municipal Solicitor

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Executive Committee of Council

Oct. 4/76

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and the accounts
2) "I further move that the whole matter of the sale *by the Municip.* of this land and the lack of exercising the District of Coquitlam's option to purchase back be investigated by the appropriate Provincial Body."

3) I move that any and all negotiations and/or sales of Municipal land from the date of negotiations to sell the land at Austin & Hickey, finally to H. A. Roberts Ltd., be investigated by the appropriate Provincial Government Body and that such an investigation be not superficial but be an in depth investigation."

Alderman J. Parks

JP/1k

DISTRICT OF COQUITLAM

Inter-Office Communication

505

TO: Council

DEPARTMENT:

DATE: Nov. 3, 1976

FROM: Community Development Committee DEPARTMENT:

YOUR FILE:

SUBJECT: Community Development Committee
Minutes of November 3, 1976

OUR FILE:

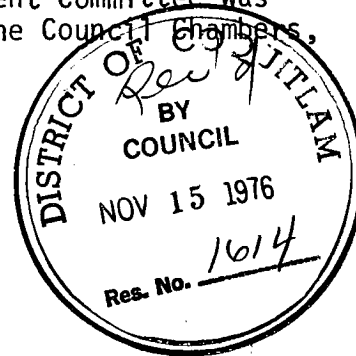
A regular meeting of the Community Development Committee was held on Wednesday, November 3, 1976 at 3:30 p.m. in the Council Chambers, with the following persons present:

COMMITTEE:

Ald. J. Parks, Chairman

STAFF:

E. Tiessen, Deputy Planning Director
G. Gallins, Assistant Municipal Solicitor



CHARTERED AIR SERVICES - BURRARD AIR LTD., AND HYACK AIR LTD.

Mr. Skelton of Burrard Air Ltd. appeared and withdrew his objections to the Hyack Air Ltd. application, stating that he now understands that the Hyack Air application does not involve shifting of a Quebec licence to B.C., and that he did not object to Hyack Air as a competitor per se. Mr. D. Hogarth, on behalf of Hyack Air, then gave the Committee some background on Hyack's application. The Committee sees no need for Council action on this matter at the present time.

ET/ci

Res. Buchanan
E. Tiessen
Secretary

3. ROAD CANCELLATION - CRABBE AVENUE WEST OF CHRISTMAS WAY con't

- 2) That the Legal Department be authorized to prepare the documentation required to close the road, and to petition the Lieutenant-Governor-in-Council.
- 3) That the Mayor and Clerk be authorized to affix the Corporate Seal of the District to the documentation required to grant the necessary rights-of-way, to transfer title to the lands to the benefitting property owners for the agreed upon consideration, which is the market value of the road running westerly from Christmas Way and south of Loughheed Highway, and to petition the Lieutenant-Governor-in-Council."

PROPOSED SUBDIVISION AT COMO LAKE AVENUE AND POIRIER STREET

SEE Co. Res. # 10-68/76

The Committee recommends:

"That subdivision and sale of this property not be initiated until most of the remaining unsold lots in the municipal subdivision at Foster and Poirier have been sold."

5. ROAD EXCHANGE EAST OF ROBINSON STREET AND CLARKE ROAD WEST OF GRANT STREET AND SPROULE AVENUE

APR 10 Co. Res. # 10-71/76

The Committee recommends:

"That District of Coquitlam Road Exchange By-law No. 657, 1976 be advanced for three readings by the Municipal Council."

ET/ci

E. Tiessen

E. Tiessen
Secretary

508

JOINT MEETING OF COMMUNITY DEVELOPMENT COMMITTEE, LAND USE COMMITTEE AND
NIP AREA #1 PLANNING ADVISORY COMMITTEE - NOVEMBER 8, 1976

Present:

COUNCIL & LAND USE COMMITTEE

Ald. L. Garrison
Mayor J.L. Tonn
Ms. M. Johnson
Mr. D. Doyle

COMMUNITY DEVELOPMENT COMMITTEE

Ald. J. Parks
Ald. L. Sekora

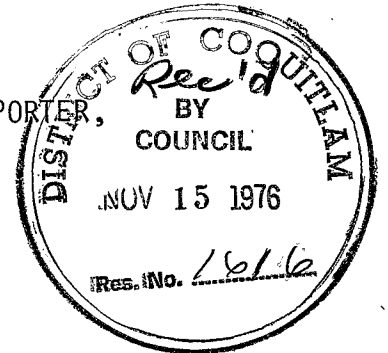
STAFF

D.L. Cunnings, D.M. Buchanan, S. Jackson

NIP PLANNING ADVISORY COMMITTEE

D. Sullivan, Chairman
S. Sullivan
L. Peyton
C. Perreault
A. Perreault

COQUITLAM HERALD REPORTER,
J. Pleasants



SUBJECT: MAILLARDVILLE NEIGHBOURHOOD IMPROVEMENT PROGRAMME NO. 1 -
PROPOSED PROJECTS

SoI Jackson discussed background of the minutes of September 29th and the public meeting of October 13, 1976, at which there were 37 people. Priorities which were accepted by participants were:

- 1) property acquisition for neighbourhood centre;
- 2) facilities for neighbourhood centre;
- 3) Laval Square improvements;
- 4) street beautification including bilingual signs;
- 5) social and recreational facilities for Millside School.

Council, on October 18, 1976, authorized negotiations for some property west of Laval Square.

Mrs. Colleen Perreault reported on the reaction of people in the area towards the centre, and there seemed to be large support for the proposal. 237 persons had signed a petition in favour of the centre.

Mrs. Peyton referred to Dunbar where a family centre is operating, and Mount Pleasant in Vancouver where a family centre is proposed. One important aspect of the centres is their value as preventative programmes in mental health. The Dunbar Centre is well utilized and draws families from as far as Coquitlam. Mrs. Peyton suggested that night programmes will be needed as well in Laval Square but that teenagers' requirements are sometimes overstressed. Family centres are not designed for teenagers.

Mr. Sullivan suggested that hours could be from 9 a.m. to 9 p.m. Programmes could be beamed at old people and very young people. Some 30 social services and activities could be handled in this multi-purpose centre, including a drop-in centre for the golden age club.

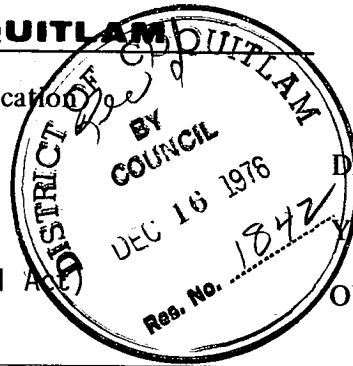
Mr. Viens stated that plans are in abeyance for Foyer Maillard. He also reminded those present that the costs for land and facilities would be a good investment since the funding is based on 25% Municipal, 25% Provincial, and 50% Federal sharing.

Mr. Sullivan mentioned that that the Planning Advisory Committee considered allocating \$100,000.00 to acquire land for the Neighbourhood Centre and \$150,000.00 to restore the buildings and/or additional facilities. The balance of the available NIP funds was to be allocated to Laval Square improvements, Cartier Avenue and Laval Street improvements with bilingual signs and Millside School after giving more detailed consideration to these priorities, and after accomplishing the first objective of establishing a neighbourhood multi-purpose centre. He pointed out that this would:

- 1) provide a much needed facility within the neighbourhood;
- 2) clean up a much neglected group of dilapidated houses which are presently 80% vacant;
- 3) beautify the community and help revive the heart of Maillardville.

DISTRICT OF COQUITLAM

Inter-Office Communication



TO: MAYOR & MEMBERS OF COUNCIL DEPARTMENT: DATE: Dec. 14/76
FROM: COMMUNITY DEVELOPMENT DEPARTMENT: YOUR FILE:
COMMITTEE - GRANTS
SUBJECT: Grants-in-Aid (Section 202 of the Municipal Act) OUR FILE: 505

A meeting of the "Community Development Committee - Grants" was held at 4:00 p.m. on Monday, December 13, 1976 in the Council Chambers with the following persons present:

- Committee - Alderman J. M. Parks, Chairman
Mayor J.L. Tonn
- Staff - V.A. Dong, Secretary

The following grant requests were considered, and in accordance with the policies and guidelines adopted, the following decisions were made:

APPROVED: Place des Arts - \$5,000.00 (Balance of their 1977 Grant request of \$35,873.70 will be considered in 1977)

DECLINED: Burnaby Art Gallery
Montgomery Junior Secondary Concert Band

Approval of the decisions of the Community Development Committee - Grants as set out above, requires an affirmative vote of at least two-thirds of all the Members of Council.

Respectfully submitted,

V. A. Dong
V.A. Dong
Secretary, Grants Committee

VAD:j

DISTRICT OF COQUITLAM

505-2

Inter-Office Communication

TO: Council

DEPARTMENT:

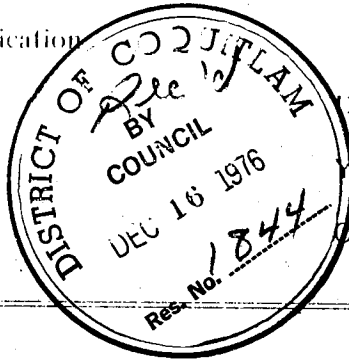
DATE: Dec. 15, 1976

FROM: Community Development Committee DEPARTMENT:

YOUR FILE:

SUBJECT: Regular Meeting of Community Development Committee of December 15, 1976.

OUR FILE:



A regular meeting of the Community Development Committee was held on Wednesday, December 15, 1976, with the following persons present:

COMMITTEE:

Ald. L. Sekora, Acting Chairman

STAFF:

Mr. G. Gallins, Assistant Municipal Solicitor
Mr. E. Tiessen, Deputy Planning Director

MARATHON INDUSTRIAL PARK - MUNICIPAL WATERFRONT PARK BOAT LAUNCHING PROPOSAL

The Committee recommends:

"That the recommendations set out in the Parks and Recreation Director's report of December 2, 1976 be incorporated into the development agreement with Marathon Realty."

* APP'D
CO. RES
#1844/76

ET/ci

E. Tiessen, Secretary