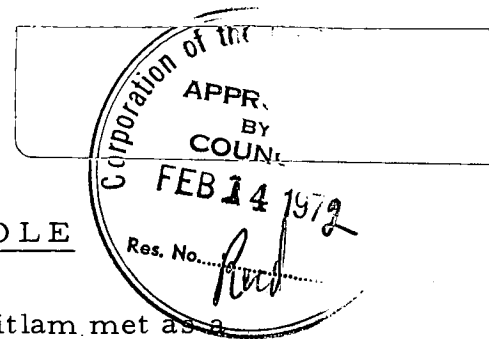


COMMITTEE OF THE WHOLE

Monday, February 7th, 1972

COMMITTEE OF THE WHOLE



The Council of the Corporation of the District of Coquitlam met as a Committee of the Whole in the Council Chambers, Municipal Hall, 1111 Brunette Avenue, Coquitlam, B. C. on Monday, February 7th, 1972 at 4 p.m. with all Members of Council present save Ald. Bewley. Members of staff present were the Municipal Planner, Engineering Supervisor, Fire Chief, Municipal Assessor, Senior Appraiser, Municipal Manager, Municipal Clerk and the Deputy Municipal Clerk.

This meeting was called to hear a presentation from Canaverall and Dorcal Investments Ltd. to develop a hotel on property located at 469 North Road and 520 Austin Avenue.

Mr. Bill Lort, the architect for the project, presented an artist's conception of the proposed building, together with site plans.

Ald. Gilmore inquired of Mr. Lort as to the parking requirements for the structure they propose and Mr. Lort stated that in order to meet by-law requirements they would be required to provide 300 parking spaces, where the present plan showed only 115 to 120 on the site. However, he stated there were approximately 400 parking spots in the shopping centre adjoining which was owned by the same people who proposed to develop the hotel. He stated that most of the trade at the hotel would be night trade and he, therefore, felt that it could be handled. Ald. Gilmore stated that there might be problems with parking when the stores are open late at night such as Thursdays and Fridays and that parking would be at a high premium.

Ald. Gilmore also inquired as to what the density of the development would be and Mr. Lort stated that they have approximately 106,000 square feet of gross floor area on a site of approximately 65,000 square feet, which would give a density of 1.632.

Ald. Gilmore also expressed his concern about the proposed setbacks from Austin Avenue as he felt there might be a need at some time for a six lane road in this location.

Ald. Stibbs stated that he was in favour of this development and it was one that was much needed in the District of Coquitlam. He did state, however, that traffic items contained in the brief distributed to Aldermen should be checked out.

Ald. Robinson stated that we should encourage such development, however, he was also concerned about the setback from Austin Avenue.

Ald. Robinson also inquired as to how completely the shopping centre parking lot is used now and Mr. McLaughlin, speaking on behalf of the developer, stated that the only time they have experienced problems was at Christmas and also when Lougheed Mall has large sales on and the Mall Parking Lot is full, the overflow comes to their shopping centre.

Monday, February 7th, 1972,
Committee of the Whole, cont'd.

With regards to parking, Mr. Lort went on to state that they have 22 spaces adjoining the building on Austin Avenue and they are also providing a two level parking lot with 50 on the top storey and 45 underneath. He felt that this was the minimum that they would be able to obtain and would probably have more spaces once they got down to detailed planning of the project.

Ald. Boileau asked the developer if he was contemplating phasing out any of the present centre in the near future and Mr. McLaughlin stated that they would not have any less stores in the future than what they now have, however, they were buying land in the area as it was becoming available for future expansion at the centre.

Ald. Gilmore inquired of the developer whether they had any objection to this development being referred to the Advisory Planning Commission for consideration and Mr. McLaughlin stated that they have none.

Mr. Buchanan stated that the matter of traffic, parking and access have been referred to our traffic engineers for study and their reports should be available fairly soon.

Mayor Tonn also emphasized the point of the possibility of a six lane road on Austin Avenue and felt that this aspect should receive more detailed study.

Ald. Hofseth inquired of the developer whether or not they could expand the convention facilities in the hotel in order that some conventions could be attracted to the District of Coquitlam. The developer stated they would definitely look at this aspect during their planning.

MOVED BY ALD. ROBINSON
SECONDED BY ALD. BOILEAU:

That the application by Canaveral and Dorcal Investments for the development of property located at 469 North Road and 520 Austin Avenue be referred to the Advisory Planning Commission for study.

CARRIED

ADJOURNMENT

His Worship Mayor Tonn declared the Committee of the Whole Meeting adjourned at 4.25 p. m.

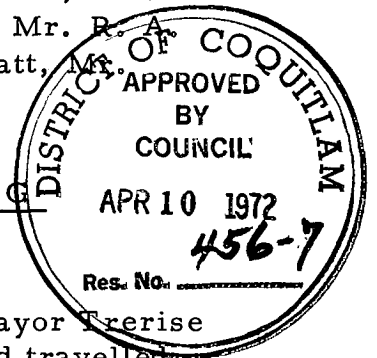
CHAIRMAN

Thursday, March 30th, 1972,
Special Committee Meeting - 4.00 p. m.

A Special Committee Meeting of Council was held in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on March 30th, 1972 commencing at 4 p. m.

Present were Mayor J. L. Tonn, Ald. Gilmore, Ald. Hofseth, Ald. Robinson and Ald. Stibbs. Members of staff present were Mr. R. A. LeClair, Mr. D. Buchanan, Mr. E. Tiessen, Mr. A. Wyatt, Mr. H. F. Hockey and Mr. T. Klassen.

SPECIAL COMMITTEE MEETING



GRAVEL FEES

The Mayor reported that he, in conjunction with Mayor Trerise of Maple Ridge, Mr. Blair of Langley District, had travelled to Victoria to meet with the Attorney General and the Minister of Municipal Affairs to discuss the recent court ruling on Coquitlam's Gravel Fee By-Law.

The Mayor stated that the Attorney General felt this was a bad judgment and recommended an appeal be launched. The Provincial Government is prepared to appoint Senior Counsel to appear on behalf of the District in connection with the appeal.

Until the appeal is concluded, the Minister of Municipal Affairs suggested that permit fees be increased to compensate somewhat for the loss of revenues being incurred by the municipalities. It was felt that an appeal would not be heard before August or September of this year.

The Mayor stated that if Coquitlam Council would approve accepting 40% of the cost of appeal, the other three municipalities would have their Councils consider each paying 20% of the appeal.

The Solicitor stated that we would have to pick a permit fee just as high as we dare and it may be possible to get up as high as 7¢ per ton in this manner. The Solicitor did state that the by-law imposing a permit fee might possibly make provision for a monthly permit, but that no reference whatsoever could be made to a yardage or tonnage fee.

The Solicitor stated that as he understands it, the following action should be approved by Council:

1. Authority to launch an appeal.
2. Make necessary arrangements to enter into an agreement with the other municipalities to share the cost of the appeal.
3. Seek the assistance of the Provincial Government in appointment of Senior Counsel.
4. That a new draft by-law be brought forward related to issuance of permits.

MOVED BY ALD. STIBBS
SECONDED BY ALD. HOFSETH:

That the action as outlined by the Solicitor be approved and authority be granted to launch an appeal.

CARRIED

Thursday, March 30th, 1972,
Special Committee, Mtg., cont'd.

The Solicitor stated that the total cost of the appeal would probably be from \$1,500 to \$2,500 to be shared as reported earlier.

The Mayor suggested to Mr. Reed that once the new draft permit fee by-law is prepared, a trip to Victoria to check with Mr. Smith, Provincial Government Counsel, might be in order.

Ald. Robinson inquired if the possibility of voluntary contributions had been fully explored. The Solicitor stated that when initial discussions had been held, some operators expressed willingness to contribute; some would contribute if pressured and others said they would not contribute. Mr. Reed further stated that none of the operators had ever mentioned cash contributions but had stated offers of use of equipment.

PROPOSED SHOPPING COMPLEX - BARNET HIGHWAY AREA

The Mayor informed the meeting that he had been approached by a developer interested in erecting a shopping complex in the Barnet Highway area opposite the proposed Westwood Mall.

The developers have apparently taken options on land in the area and would be seeking to purchase Lots 3, 4, 5 and 6 owned by the Municipality in this area.

The total site area of the project would be 40 acres with development to be in three stages:

Stage 1 - This would see the development of 550,000 square feet of construction costing from \$18,000,000.00 to \$20,000,000.00 with tenant improvement to add about \$4,000,000.00 in improvements.

Stage 2 - Would see the development of about 300,000 square feet.

Stage 3 - Would be sometime in the future.

The Mayor stated that the developers are prepared to proceed with stage one at present time. It is estimated that about six months would be required to prepare working drawings with some 16 months being required for construction. The Mayor also stated that the developers are aware that off-site servicing costs would be created and are prepared to participate in these.

Ald. Stibbs inquired as to the effect this would have on Eastgate Shopping Centre and the Mayor stated that he had been informed that in other situations similar to this, smaller centres are aided as additional purchasing power is brought to the area.

The Mayor stated that the options which this firm holds expire on May 27th, 1972.

The Planner stated that extensive replanning would have to be done in this area were Council to approve in principle such a development in this area.

Thursday, March 30th, 1972,
Special Committee Mtg., cont'd.

ALTERNATE TRUCK ROUTE

Mr. Tiessen read his report dated March, 1972 and headed Policy Report No. 4, 1972 related to the subject of an alternate truck route.

A copy of that report is attached and forms a part of these minutes.

Considerable discussion took place relative to the various possible routes outlined by the Planner and those suggested by Members of Council.

It was also suggested that prior to a firm commitment on a new truck route being made, Council would have to have some sort of a cost estimate on construction costs.

The possibility of purchasing the property along the present truck route was also discussed with no decision being reached.

MOVED BY ALD. STIBBS
SECONDED BY ALD. ROBINSON:

That the Planning Department and the Engineer explore the possibility of relocating the truck route westward from Pathan Avenue to the south somewhere between the proposed shopping centre and Westwood Drive and the cost estimates on this route and also investigate the second alternative to come in from Pathan Avenue west to Lansdowne Street and cost estimates for this route.

CARRIED

This report to be forthcoming within three weeks from this date.

PROPOSED SHOPPING COMPLEX

MOVED BY ALD. ROBINSON
SECONDED BY ALD. GILMORE:

That the Council of the District of Coquitlam look with favour on the proposal of a shopping centre in this area and encouragement be extended to the developers of same.

CARRIED

This motion is not to be interpreted as approval in principle of the project.

LAND USE POLICIES, AREA SOUTH
OF C. P. R. MAINLINE

Mr. Tiessen read his report dated March, 1972 and entitled Policy Report No. 4, 1972 relative to this matter. A copy of this report is attached and forms a part of these minutes.

The Members of Council discussed the report of the Planning Department at great length exploring the recommendations made in the report and possible alternatives recommended by Council.

Thursday, March 30th, 1972,
Special Committee Mtg., cont'd.

Ald. Gilmore felt that this whole area should be designated for single family with the exception of property east of the highway and that the thought of possible mobile home park development should not be considered.

Ald. Robinson was opposed to single family area north of Dewdney Trunk Road and felt industrial development should be considered for that area. He also favoured development of a mobile home park in the area south of Dewdney Trunk Road.

Ald. Stibbs stated that he was not opposed to mobile home park development in this area.

The Mayor suggested that because of the relocation of Lougheed Highway, possibly the Municipality should be looking at a land swap with the School District so that the area east of the Highway could be serviced by a school.

MOVED BY ALD. STIBBS
SECONDED BY ALD. GILMORE:

That for the area south of Dewdney Trunk Road, the Planner's report be approved.

MOTION DEFEATED

MOVED BY ALD. GILMORE
SECONDED BY ALD. HOFSETH:

That Council agree with the Planner's recommendation for the area south of Dewdney Trunk Road retaining the Single Family Residence status of the area and the portion between Dewdney Trunk Road and the C. P. R. Mainline be reviewed again by the Planning Department and again presented to Council.

Ald. Robinson registered opposition. CARRIED

MOVED BY ALD. ROBINSON
SECONDED BY ALD. STIBBS:

That the preceding motion be tabled for one week.

MOTION DEFEATED

ADJOURNMENT

MOVED BY ALD. GILMORE
SECONDED BY ALD. ROBINSON:

That the Special Committee Meeting of Council adjourn. 10 p. m.

CARRIED

CHAIRMAN

IMPLICATIONS OF THE LOUGHEED HIGHWAY RELOCATIONBACKGROUND

In the fall of 1971, the Planning Department prepared a report entitled Long Term Development Policies for the Barnet Highway Area, in an attempt to find a viable gravel truck route through the Glen Drive-Pipeline Road-Barnet Highway Area, and to define long term land uses for this area. This report was presented to a public meeting at Glen School on November 17, 1971, as well as being circulated to corporations and public agencies having an interest in the area. From the public meeting and the twenty-two written replies which were received, one main conclusion arises - the residents in the area strongly prefer the "Associated B-1" gravel truck route over the "Alternative No. 7" route recommended by the Planning Department.

The Planning Department had recommended in favour of "Alternative No. 7" because traffic counts by Associated Engineering indicated that any proposed route must connect directly to the Lougheed Highway. After the report was completed, however, municipal staff were informed that the Department of Highways were considering a relocation of the Lougheed Highway some 2,000 feet westwards, since a grade separation at the CPR mainline did not appear feasible on the present alignment. On January 13, 1972 therefore, Mr. Hockey and Mr. Buchanan met with Department of Highways staff in Victoria. At that meeting it was confirmed that planning for the relocation was indeed under-way. The proposed relocation is shown on the attached Map No. 1, together with a possible alignment of the Austin Avenue extension, as suggested by Associated Engineering.

At the Victoria meeting, Highways staff indicated that they would have no objection to a gravel truck route being tied into the intersection of the Barnet Highway with the new alignment of the Lougheed Highway. This removes the constraint of using the existing Westwood Street-Barnet Highway intersection, and makes feasible a route similar to the "B-1" route favoured by area residents. At the same meeting, however, Highways staff stated that their Department would oppose any municipal arterial road being tied into the new intersection. The Planning Department had attempted to integrate the gravel truck route with planning for future arterial streets, in order to avoid doubling the nuisance to the surrounding area, but this will be impossible if the Department of Highways remains adamant.

Some time later, the Supreme Court of B.C. quashed Coquitlam's by-law whereby a per cubic yard gravel excavation permit fee would be imposed on the gravel industry within the Municipality. This quashing removed, for the time being at least, the most promising source of revenue to defray the cost of developing a gravel truck route.

In short, the assumptions and constraints that governed the Planning Department in preparing the report on Long Term Development Policies for the Barnet Highway Area have changed drastically in the few months since the public meeting was held at Glen School, and it is necessary now to look at new alternatives for a gravel truck route.

At the same time, the proposed relocation of the Lougheed Highway also affects the whole area of the Municipality lying between Essondale and the CPR mainline below the foot of the Chines hillside. In September of 1971, Council had already requested the Planning Department to look into the possibility of industrial development on the south side of the CPR mainline, in the vicinity of Irvine Street. Also, Council later delayed consideration of a Development Area on the south side of Dewdney Trunk Road, in order to first look at land use policies for the whole of the area.

The present report deals with the implications of the proposed Lougheed Highway relocation in two parts. The first section looks at long term land use policies south of the CPR tracks, while the second section re-examines the issue of a gravel truck route in the area north of the CPR mainline.

I. LAND USE POLICIES, AREA SOUTH OF CPR MAINLINE

A. General

The area shown on the attached Map No. 1 covers about 140 acres, not including roads. There are about 80 existing homes in the area, covering the range from small, older cottages, to quite expensive new homes, but most of the land area is relatively undeveloped. The south end of the area is floodplain land, but foundation conditions are fair to good, and the contours moderate. Much of the area is covered by large second growth trees.

In the past, it has been policy, as set out in the 1961 Coquitlam plan, that the area would be developed for residential use, with the exception of possible industrial use on about 11 acres north of Dewdney Trunk Road and east of Irvine Street. Also, no specific use was designated for the approximately 12 acres lying between the Coquitlam River and the CPR New Westminster

branch line. However, the effect of the Lougheed Highway relocation is to isolate the area from the rest of the Municipality, and Community services, such as schools. It therefore becomes necessary to ask whether the whole, or a large part of the area should be developed for industry, especially since two railway lines and some industrial uses in Port Coquitlam abut the area.

One factor which bears on this question is land values. Map No. 2 shows approximate per acre property values in various subsections of the area. (These values are based on land plus improvement assessments, multiplied by a factor of 3. This is only a crude approximation of actual values.) The acreages involved are as follows:

TABLE 1
ESTIMATED MARKET VALUES

| <u>Subsection</u> | <u>Acreage</u> | <u>Improvements</u> | <u>Land</u> | <u>Total</u> | <u>Value Per Acre</u> |
|-------------------|----------------|---------------------|-------------|--------------|-----------------------|
| 1 | 9.1 | 388,620 | 186,945 | 575,565 | 63,250 |
| 2 | 12.0 | - | 15,840 | 15,840 | 1,350 |
| 3 | 18.3 | 21,450 | 25,260 | 46,710 | 2,550 |
| 4 | 38.1 | 137,190 | 147,090 | 284,280 | 7,450 |
| 5 | 18.6 | 43,470 | 69,270 | 112,740 | 6,050 |
| 6 | 26.2 | 112,260 | 60,990 | 173,250 | 6,000 |
| 7 | 6.3 | 234,510 | 93,060 | 327,570 | 52,000 |
| 8 | 10.9 | 71,610 | 61,920 | 133,530 | 12,250 |
| | 139.5 | 1,009,110 | 660,375 | 1,669,485 | 12,000 |

The property values in subsections 1 and 7 are well above typical industrial land values in metropolitan Vancouver, which exceed \$50,000 per acre only for choice areas in or close to Vancouver.

Table 2, on page 4, compares residential use, industrial use, and mixed residential use and industrial use of the area in terms of a number of factors. These three alternatives are shown in schematic form on Maps 3, 4 and 5 (attached).

B. Residential Use

The total area would yield about 500 homes at single-family densities (after deducting area required for highways and streets). Such a density of course presumes full servicing. Some mobile home development could also be considered at appropriate densities and subject to such development making its full contribution to the property tax, but judging from past applications, such development would be opposed by present residents.

The area is well suited to residential development, and this would probably be the highest use of the area compatible with the overall planning of Coquitlam. The main drawbacks to this alternative are the difficulty of pedestrian access across the new highway to the school site on the west side of Sharpe Street, and the bordering railway and industrial uses.

4
TABLE 2

IMPLICATIONS OF ALTERNATIVE LAND-USE DESIGNATIONS

| | A | B | C |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | RESIDENTIAL | INDUSTRIAL AND RESIDENTIAL | INDUSTRIAL |
| 1. Suitability of Land | Land suitable, some areas with attractive tree growth. | Land suitable for both uses, but no natural features which could be used to separate uses. | Fair foundation conditions, suitable slopes. |
| 2. Community Dislocation | No dislocation of existing residents; some opposition may be expected if mobile homes included in residential development. | Long-term conflict between residences and industrial uses probable. | 80 existing residences would have to go, in the long run. |
| 3. Ecological Considerations | Possibility of retaining many of existing trees in area; added drainage running into Scott Creek, but likely no channel relocation required. | More trees likely to be removed; minor relocation of Scott Creek channel might be required to get best use of some industrial sites; possibility of industrial effluents getting into Scott Creek. | Most trees likely to be lost; relocation of Scott Creek channel might be required to get best use of industrial sites; possibility of industrial pollution. |
| 4. Access | Good access to highway system and to shopping by car; pedestrian access to school and parks would be poor. | Same as "A" for residential uses, good access to highway system for industrial uses, rail access also possible. | Good highway access; good rail access also possible. |
| 5. Economic Considerations | Probably highest potential use of land, and in long run, highest return to land owners. | Economically feasible, since existing residentially developed areas would not have to be bought out. | Very doubtful that it would be economically feasible to redevelop areas now residentially developed, unless single developer assembled whole area to average out costs; such assembly would be difficult and would not likely attract a developer. |
| 6. Tax Returns | Residential use would probably be a "break-even" situation, similar to the bulk of existing residential areas. | Industrial portion likely to be a net benefit. | Likely the best tax return of all three alternatives. |
| 7. Other Advantages | Would place more residential land with access to services on market. | Would create some employment within Coquitlam. | Would create more employment. |
| 8. Other Disadvantages | Would add most to school enrolment of the three alternatives. | Would leave several small residential enclaves surrounded by industry. | Would probably take the longest to implement. |

C. Mixed Residential and Industrial Use

If the properties which it is not economic to acquire as industrial sites were left in their present residential use, much of the balance of the area could still be developed for industry. Rail access from either of the CPR lines is physically possible, and with the new highway, industry would have ready access to the regional road network.

The difficulty with this alternative is that in the long term, conflict between industrial and residential uses seems almost inevitable since there is little opportunity to provide significant separation between the two uses. Such conflicts might be in terms of noise, odour, industrial traffic on residential streets, and the visual impact of industries on the residential areas.

D. Industrial Use

There is no doubt that the area is well suited for industrial use, in terms of foundation conditions, slopes, and road and rail access. Moreover, this alternative would produce the greatest benefits for the Municipality in terms of tax returns and employment generated.

Two main factors work against this alternative. First, industrial redevelopment would mean the dislocation of the eighty families presently residing in the area. Secondly, to make the venture economic, the total area would have to be assembled in order to bring acquisition costs down to a realistic average. In view of the number of properties to be acquired (about 175) and the total acquisition cost (over \$1.6 million), land assembly does not appear very feasible.

E. Conclusions

In view of the above considerations, the Planning Department recommends that Council reaffirm the existing policy, and that the general area south of the CPR mainline track and east of the proposed new Lougheed Highway alignment remain designated for residential use, with the following exceptions:

1. Existing sites zoned C-2 Local Commercial, at the south-west corner of Greene Road and Lougheed Highway, and at the south-west corner of Dewdney Trunk Road and Lougheed Highway; as well as the existing M-1 sites on the east side of the Lougheed Highway between Dewdney Trunk Road and the CPR mainline. These properties are all occupied by existing commercial enterprises.

2. The 12-acre area lying between the CPR New Westminster line and the Coquitlam River presently has no adequate access across the CPR track, and is unlikely to have access until the Austin Avenue extension linking to Port Coquitlam is built. The area is traversed by a hydro transmission line, and will be further split by the Austin Avenue extension. Since the remaining land is not viable for residential purposes, and since part of the area is already zoned industrial, it is recommended that the area be designated for industrial development. Rezoning of the portion not already zoned industrial will require a regional plan amendment since it is in part zoned "Reserve" under the Official Regional Plan, and is within a floodplain. An alternative would be to have the Parks and Recreation Department investigate the possibility of a riverside park on this land, recognizing that adequate access may not be available for some time.

Within the area designated for residential use, consideration could be given to a limited amount of mobile home housing. Since the area is still largely undeveloped, mobile home development could be properly planned and integrated. Such development should only be considered if secure arrangements can be made to have the development contribute its full share to the property tax, and if the development is designed to a high standard. Judging from the reaction to the last such application in the area, existing residents are strongly opposed to this form of development.

The above recommendations would in effect constitute a land use arrangement as shown in concept on Map No. 3, "Residential Alternative". The timing of actual development, and the prerequisite rezoning for such development should be based on the availability of full services. More detailed planning for the area should also be completed prior to development. Such detailed planning should include looking at a site for a neighbourhood park, which might take the form of a strip along Scott Creek. Advance subdivision plans for the area cannot be completed until the precise right-of-way and intersection arrangements for the Lougheed Highway relocation are known, but the Planning Department will proceed with this task as soon as the Department of Highways makes the necessary information available.

II. ALTERNATE GRAVEL TRUCK ROUTE

A. General Considerations

According to information supplied by Associated Engineering in 1970, 80% of southbound traffic on Westwood Street and Pipeline Road is destined for the Lougheed Highway. In planning a gravel truck route in the Barnet Highway Area Study, therefore, the Planning Department recommended a direct connection utilizing the existing Barnet Highway-Westwood Street intersection. The relocation of the Lougheed Highway makes it possible to avoid this intersection, and the existing development adjacent to it. Moreover, routing the proposed road through this intersection was the aspect most objected to by area residents. (See the attached appendix, giving a brief summary of the twenty-two written submissions received).

After reviewing the gravel truck route issue in light of the proposed highway relocation and the suggestions of area residents, the Planning Department would remain in favour of the general land use recommendations made in the original report; and also in favour of the specific recommendations on a gravel truck route, for the portion north of Glen Drive. For the portion south of Glen Drive, five alternatives were looked at in a preliminary way. (These five were shown in the Planning Director's report to Council dated March 2, 1972 on Building Permit Application B-551.) Only two of these appeared to merit detailed study. They are shown as Routes "A" and "B" on the attached Map No. 6.

B. Route "A"

Route "A" would meet the Barnet Highway at the intersection of Christmas Way. The prime advantages of this route are:

1. It combines the truck route with an arterial route for general traffic without coming into conflict with the Department of Highways' position, that no municipal arterials should be connected to the intersection of the Barnet Highway with the relocated Lougheed Highway.
2. It involves the least land acquisition of the two alternatives, as can be seen from Map No. 6.
3. It is relatively easy to integrate this route into street planning on the north side of the Barnet Highway, with no awkward intersection angles.

The main disadvantage is that southbound traffic going to the Lougheed Highway would have to make a right turn at the Barnet Highway, proceed 800 feet west on the Barnet Highway, and then make a left turn onto the proposed Lougheed alignment. No doubt left turn bays and traffic signals would eventually be required to accommodate these turning movements. In short, Route "A" would be somewhat more inconvenient than Route "B".

C. Route "B"

Route "B" would swing further to the west to tie directly into the Barnet Highway-relocated Lougheed Highway alignment. The main advantage of this arrangement is to provide a direct and convenient connection to the Lougheed Highway, which will presumably be the destination of 80% of the southbound traffic using the route. The disadvantages of this route are:

1. It involves considerable land acquisition. (See Map 6).
2. It results in a somewhat less desirable street layout on the north side of the Barnet Highway, particularly the awkward connection, on a curve, to Lincoln Avenue.
3. It might involve restricting the southern portion of the route to trucks only, and to have general arterial traffic use the existing Westwood Street, at least until such time as the Department of Highways modifies the stand it took at the January 13, 1972 meeting. Such restriction would defeat the objective of having the gravel route coincide with a main arterial to avoid two separate sources of annoyance. There is also the unresolved question of who would impose and police such a restriction.
4. There is the possibility that the Department of Highways intends to extend the Lougheed Highway on its proposed new alignment to Port Moody and the north shore of Burrard Inlet. If this were to occur, Route "B" would have to be completely realigned, which could be very expensive, once development has occurred along the alignment. To protect against this eventuality, several hundred feet of land on either side of the right-of-way could be acquired and held from development until the situation becomes clearer, but this would also be expensive.

D. Conclusions

On balance, one route does not seem to be clearly superior to the other, and it appears that either alternative could be a viable choice. The Planning Department could proceed with either route as a basis for carrying on with detailed planning.

One suggestion discussed at the time of the Planning Department's original report on a gravel truck route was the possibility of an industrial strip on either side of the route to act as a buffer to adjacent residential areas. Such industrial strips could take the form of the service commercial areas shown along Route "A" on Map 6; i.e. areas about 200 feet deep on each side of the route, with rear access roads. Such an arrangement is physically possible, and this strip development could be extended possibly as far north as the proposed park in the LaFarge gravel pit. This could provide up to about 30 acres of industrial sites, depending on how far north the strip were taken. The Planning Department continues to recommend against this concept for the following reasons:

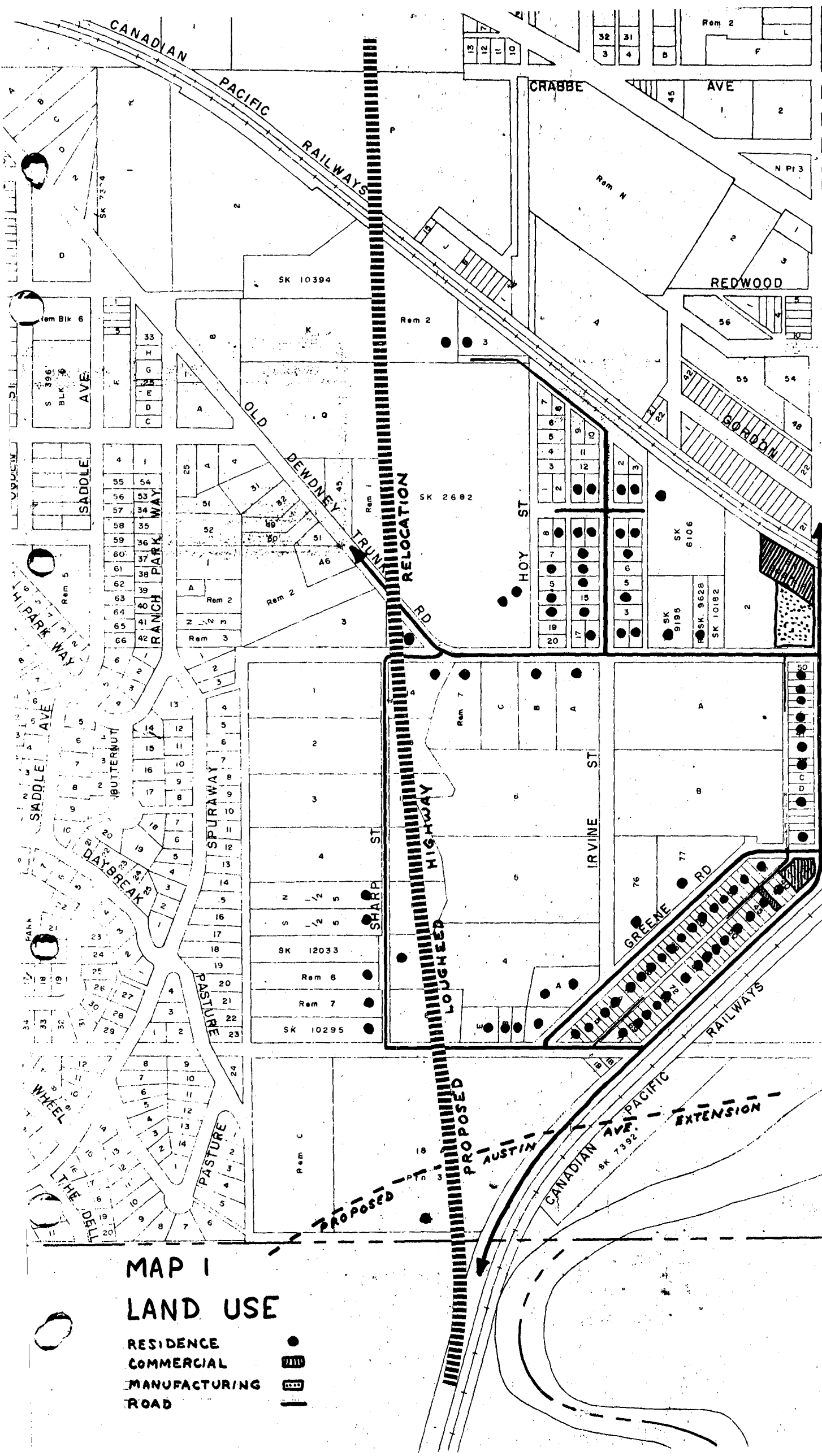
1. This concept raises the problem of integrating such an industrial strip into what will basically be a residential area. There would in effect be a block-wide industrial strip running through residential neighbourhoods, with a good deal of potential for conflict between homes and industry.
2. This concept leaves a strip of existing homes isolated between the proposed industries and Westwood Street, and tends to isolate Glen Park and School from the area to the west.

At this point in time, it would seem important to consider costs since this may determine timing, the choice between Routes "A" and "B", and indeed, whether the Municipality can even proceed with this project, in view of the uncertainty of the proposed gravel permit fee by-law requirement. It is therefore recommended that the Engineering Department be authorized to prepare preliminary cost estimates for the various stages of the proposed gravel truck route, and giving consideration to both Routes "A" and "B", using a consultant if necessary. Also, it is recommended that the Treasurer be asked to report on the availability of capital funds for this project, and possible sources of financing.

It is further recommended that Routes "A" and "B" be submitted to the following for their reactions:

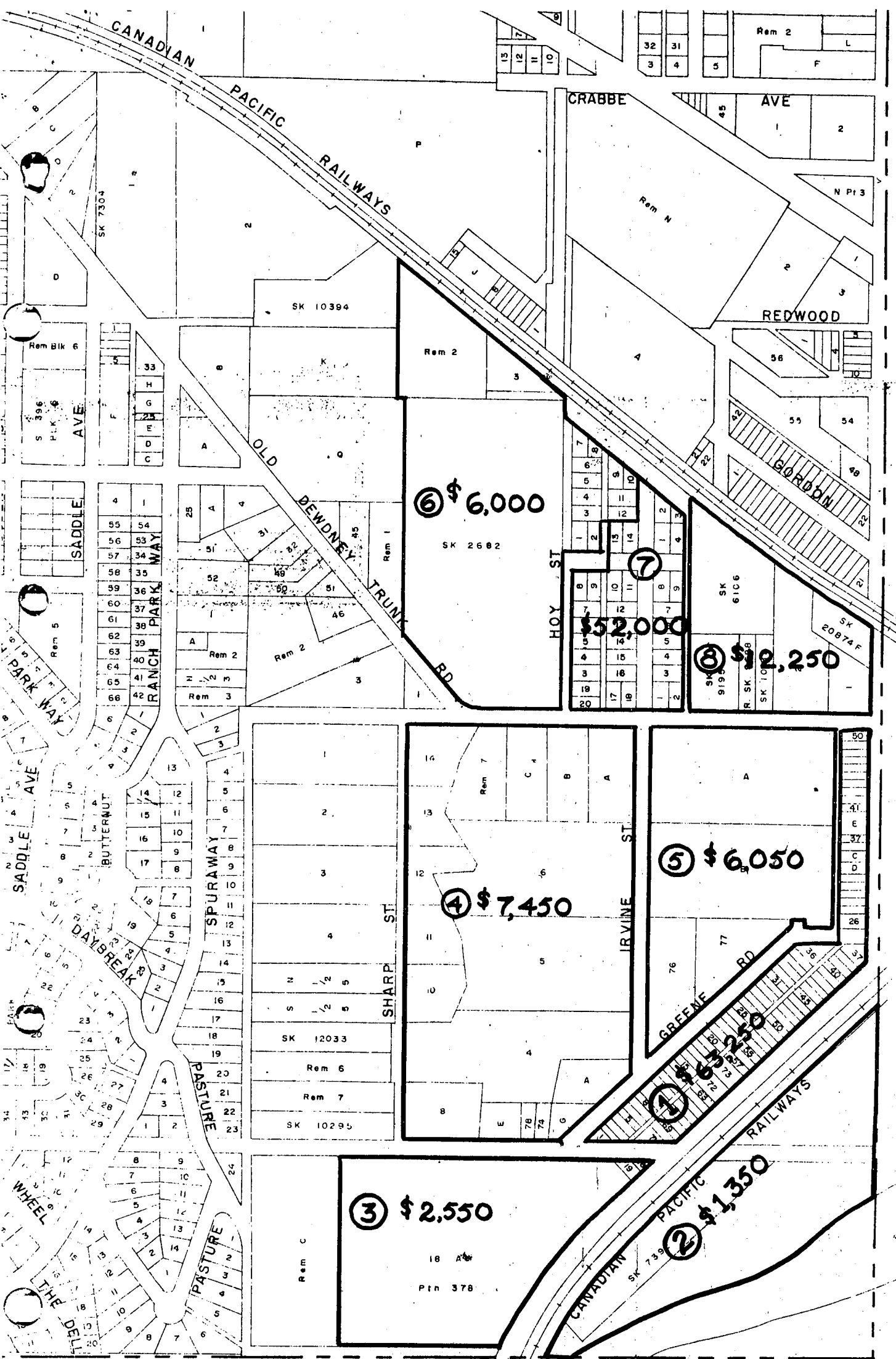
1. The Glen and East End Ratepayers
2. The gravel industry
3. The Department of Highways.

It is recommended that Council not make a final commitment to a route until cost and financing information is received, as well as the reactions of the above parties. When a route is determined, the Planning Department will proceed with the detailed planning which will be critical since sanitary sewer extensions into the area are planned by the Municipality in the next few years.

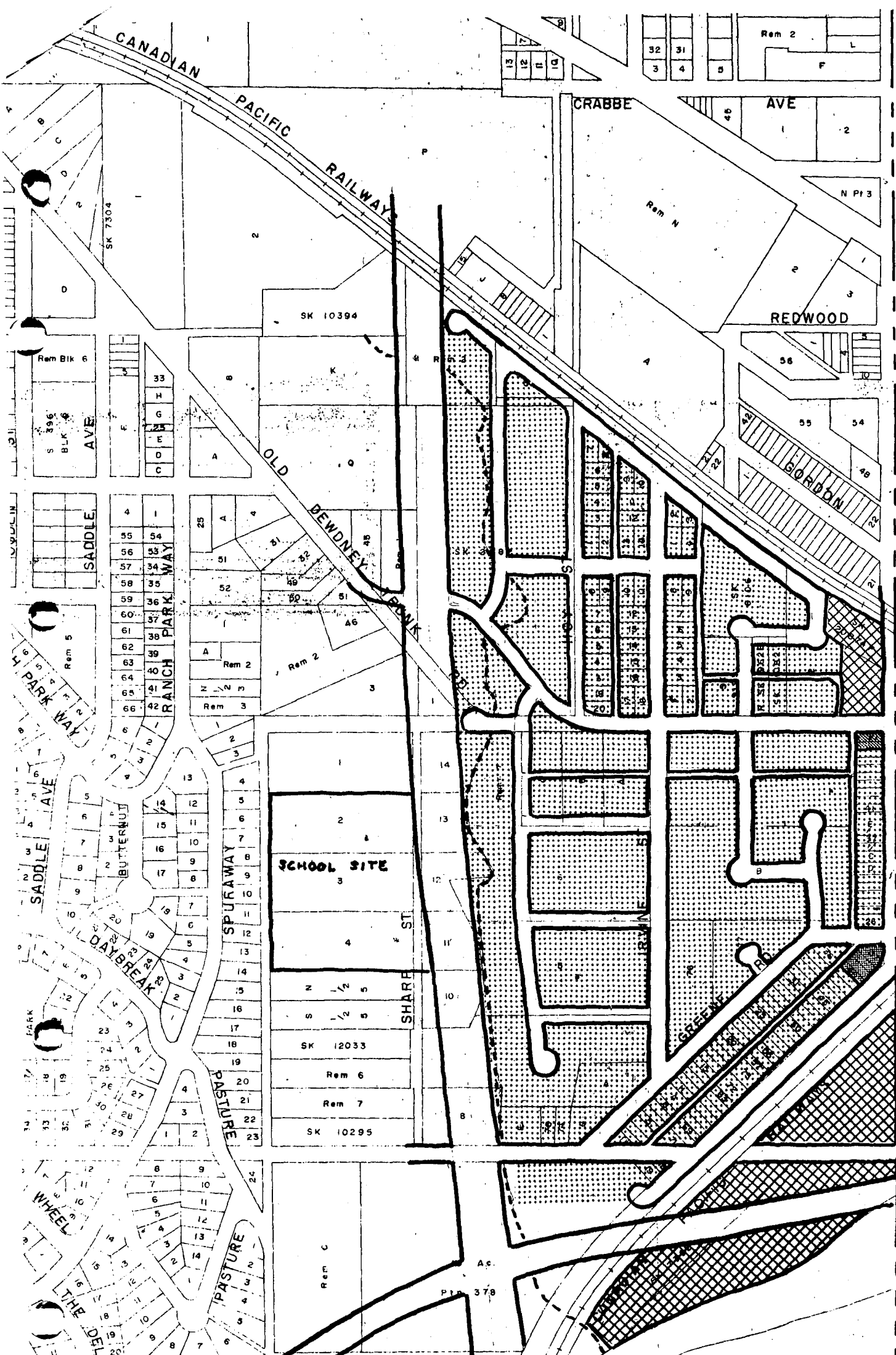


**MAP 1
LAND USE**

- RESIDENCE ●
- COMMERCIAL [Hatched Box]
- MANUFACTURING [Dotted Box]
- ROAD [Solid Line]



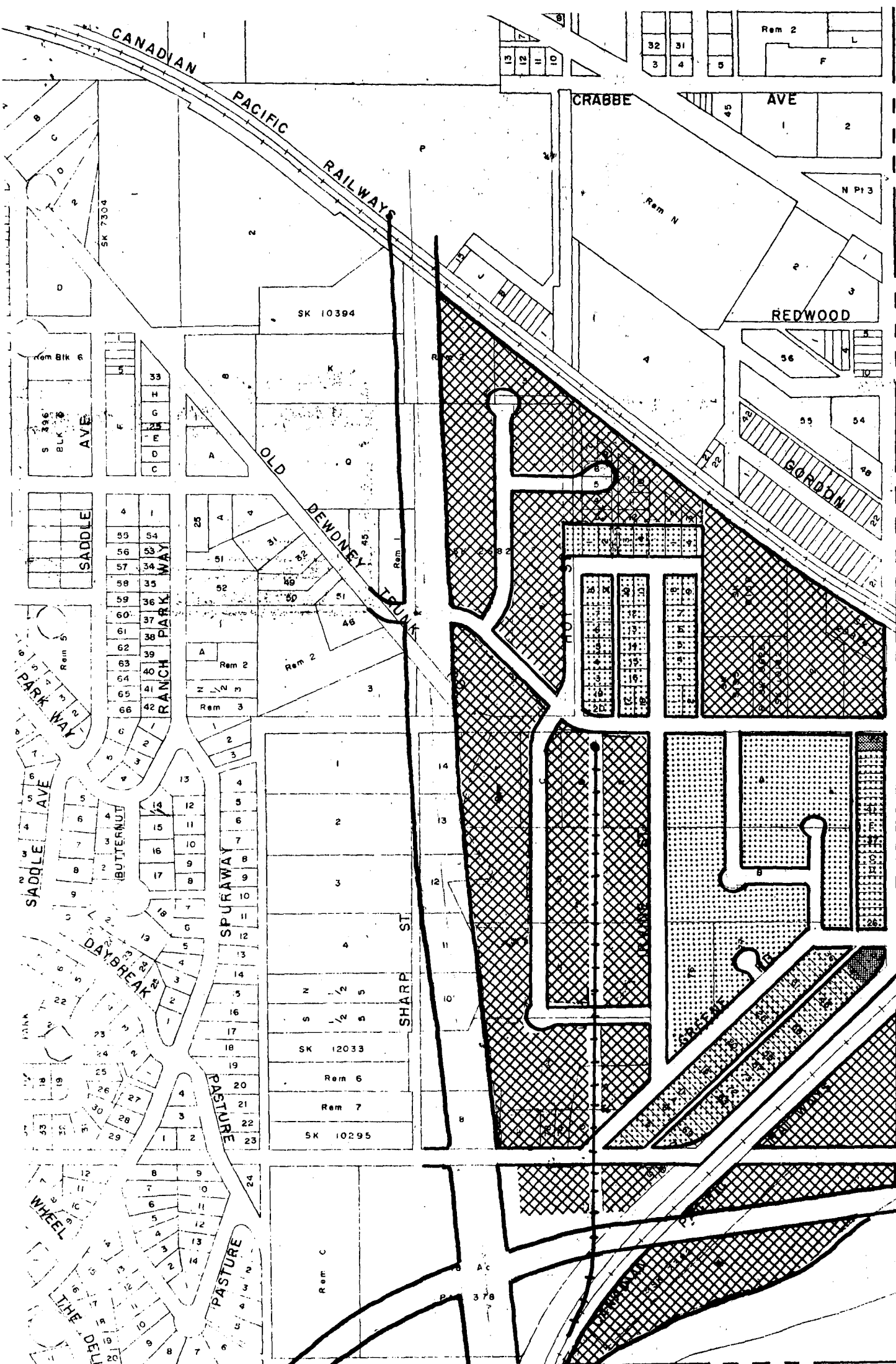
MAP 2
 AVERAGE PROPERTY
 VALUES, PER ACRE



MAP 3

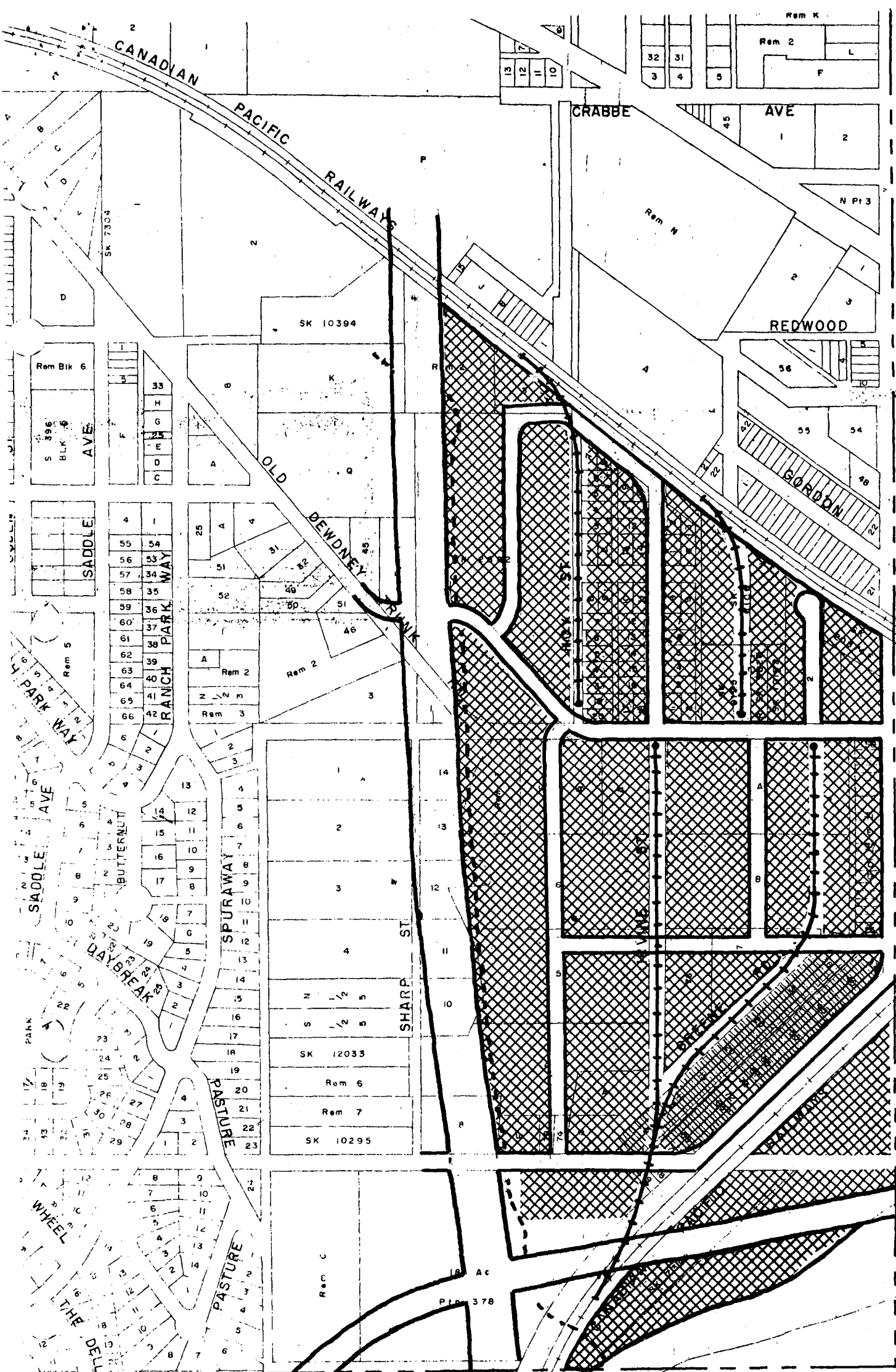
RESIDENTIAL ALTERNATIVE

- RESIDENTIAL
- INDUSTRIAL
- COMMERCIAL




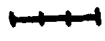
**MAP 4
MIXED USE ALTERNATIVE**

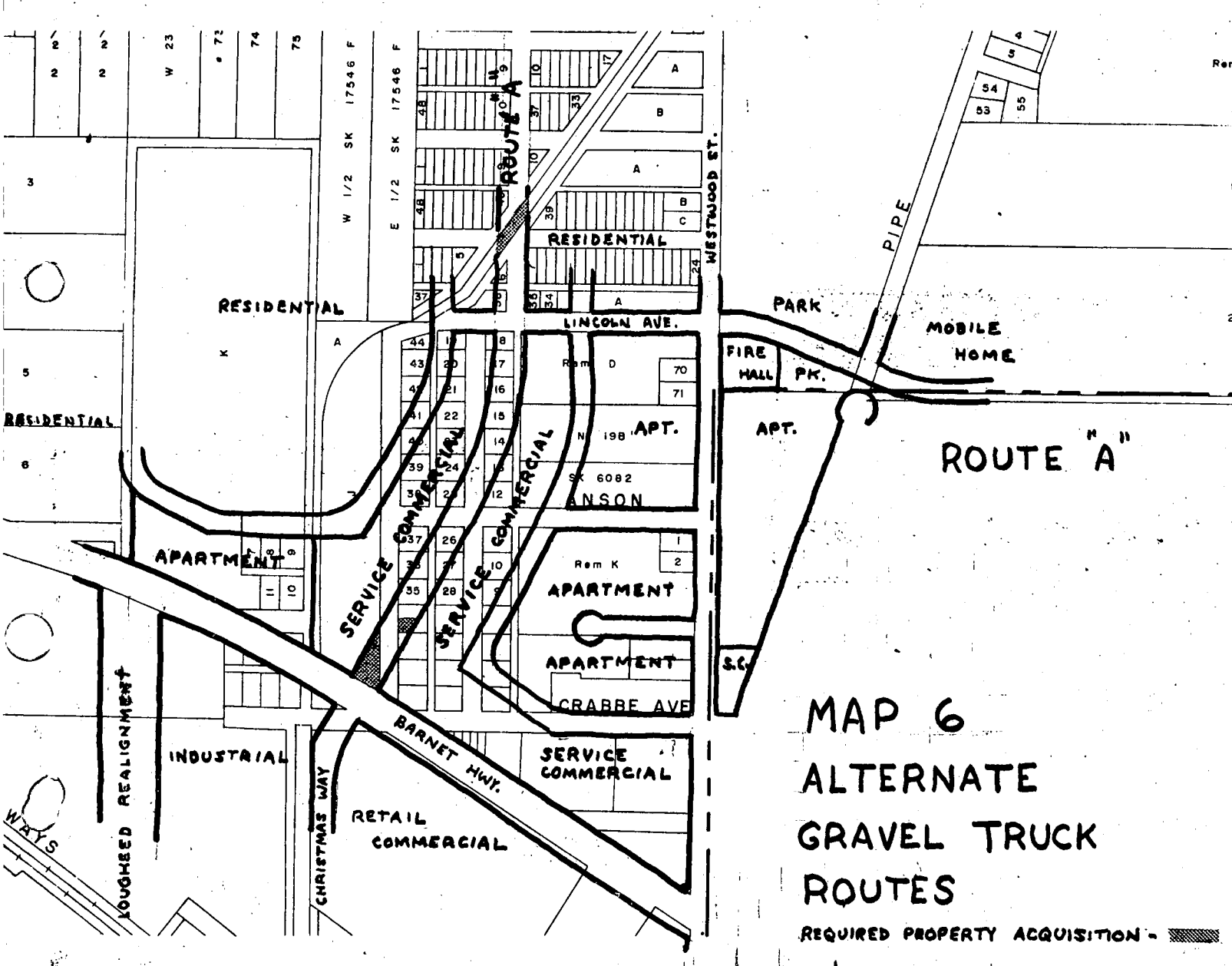
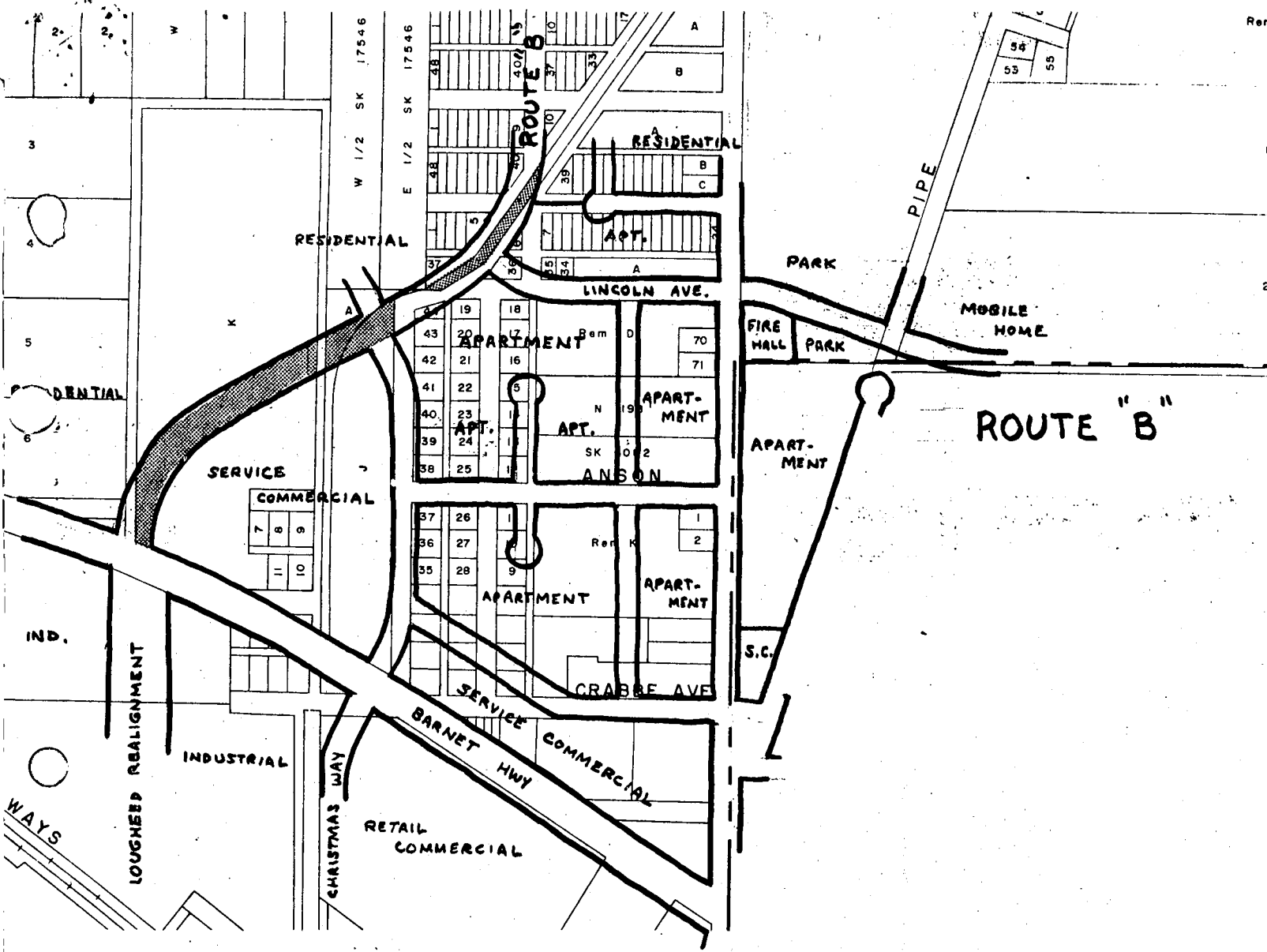
- RESIDENTIAL :::::
- INDUSTRIAL XXXX
- COMMERCIAL [Cross-hatch pattern]
- TRACKAGE [Double line with cross-ticks]



MAP 5

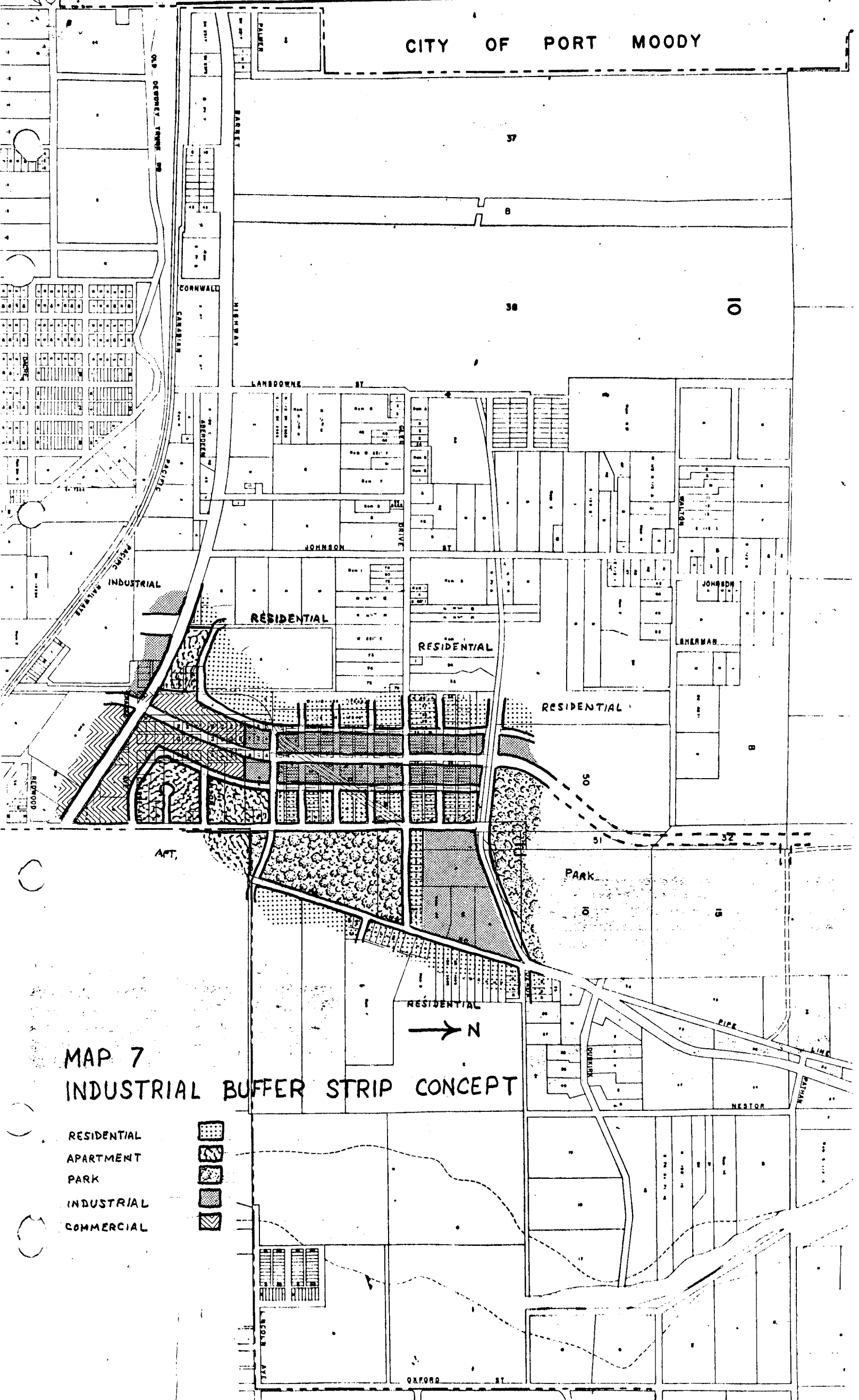
INDUSTRIAL ALTERNATIVE

INDUSTRIAL TRACKAGE 




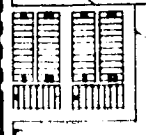
MAP 6
ALTERNATE
GRAVEL TRUCK
ROUTES
 REQUIRED PROPERTY ACQUISITION - [shaded box]

CITY OF PORT MOODY



MAP 7
INDUSTRIAL BUFFER STRIP CONCEPT

- RESIDENTIAL
- APARTMENT
- PARK
- INDUSTRIAL
- COMMERCIAL



Tuesday, July 18th, 1972



COMMITTEE OF THE WHOLE

The meeting of the Council of the Corporation of the District of Coquitlam met as a Committee of the Whole in the Council Chambers on Tuesday, July 18th at 4 P.M. with all members of the Council being present, save Alderman Gilmore and Alderman Robinson.

The following Staff being present: Manager, Assistant Engineer and the Municipal Clerk.

His Worship reported that the Foster Avenue Reservoir Site had first been estimated at \$20,000.00 and now it would appear to be in the neighbourhood of \$31,000.00 plus any cost to the contractor for delays in construction. Moved by Alderman Bewley, Seconded by Alderman Hofseth that Council recognize the new figure of \$31,000.00 plus added costs for delays and that the Contractor be instructed to proceed. Carried.

Mr. Ashford, the Assistant Engineer, reported regarding the design of the truck route. The Mayor stated that he had instructed the Engineering Department to proceed on the design as it would take advantage of the greatest amount of road now constructed requiring the least amount of work. Moved by Alderman Boileau, Seconded by Alderman Stibbs that the Mayor's authorization to the Engineering Department be approved placing the truck route as the A.B.Y.X.D. not showing the angle through the G.V.R.D. Gravel Pit, but along the edge of it between the LaFarge Pit. Carried unanimously.

The cost estimates were promised by the Engineering firm that's doing the design for Monday, July 24th.

His Worship referred to Resolution 1724 rescinding the hours governing the operation of businesses within the Municipality and promising a review of the matter within one year. Moved by Alderman Boileau, Seconded by Alderman Bewley that the Council agree not to open up the question of hours of operation for businesses and that no action be taken to change the present arrangements. Carried.

The Mayor reported a meeting with Mr. Peters of Monteray as to the Barnet Mall and indicated that possibly the 28th of August the full announcements of the projects of the Mall.

The Mayor also reported on truck activities last Sunday in which the residents followed the trucks to Vancouver indicating the pavement of a Hydro parking lot and the subsequent conversation that he had with Johnson of Cewes in which he stated that he had instructed the R.C.M.P. to stop any further paving unless it's on the Highway program.

Moved by Alderman Bewley, Seconded by Alderman Hofseth that the Committee of the Whole adjourn. Carried.

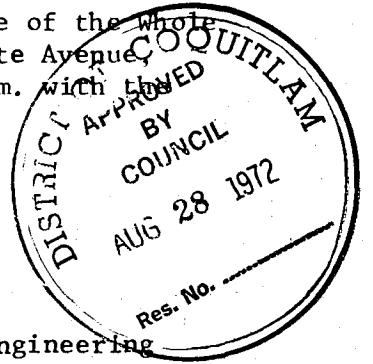
CHAIRMAN

Wednesday, August 16th, 1972

COMMITTEE OF THE WHOLE

The Council of the District of Coquitlam met as a Committee of the Whole in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Wednesday, August 16th, 1972 at 5:00 p.m. with the following Members of Council present:

Mayor J. L. Tonn
Ald. R. E. Boileau
Ald. L. A. Bewley
Ald. J. E. M. Robinson



Members of Staff present were the Municipal Manager, the Engineering Supervisor, the Design Engineer and the Deputy Municipal Clerk.

The meeting was called to hear a progress report on the proposed Gravel Truck Route from the Engineering Supervisor.

MOVED BY ALD. BOILEAU
SECONDED BY ALD. ROBINSON

That the Engineering Supervisor be granted authority to hire a bulldozer to clear the right-of-way for the proposed Gravel Truck Route on those properties already owned by the Municipality as well as on any other properties which have been obtained by the Municipality or upon which clearance from the owners can be received. This clearing to take place from the Barnet Highway up to Davie Street.

CARRIED UNANIMOUSLY

MOVED BY ALD. BOILEAU
SECONDED BY ALD. BEWLEY

That the Mayor be authorized to hold preliminary discussions with the gravel operators pertaining to a sharing arrangement for the costs of construction of the major arterial route.

CARRIED UNANIMOUSLY

MOVED BY ALD. BEWLEY
SECONDED BY ALD. BOILEAU

That authority be granted to call tenders on a major arterial route once negotiations with the gravel operators in the area have been completed and commitments from them received.

CARRIED UNANIMOUSLY

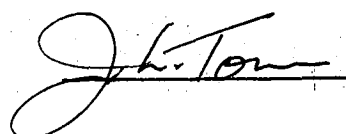
The Engineering Supervisor explained to the meeting that the present cost estimates of the truck route amount to \$423,000.00 and Ald. Bewley suggested that possibly the tenders should be worded in such a way that alternatives are requested for paving of a portion of the road with the balance to remain as gravel or paving of the complete road.

ADJOURNMENT

MOVED BY ALD. BOILEAU
SECONDED BY ALD. BEWLEY

That the Committee of the Whole adjourn at 5:40 p.m.

CARRIED

 CHAIRMAN

Tuesday, September 5th, 1972,
Joint Meeting of Council and
Parks & Recreation Commission - 4 p. m.

JOINT MEETING OF MUNICIPAL COUNCIL
AND PARKS AND RECREATION COMMISSION

A Joint Meeting of the Municipal Council and the Parks and Recreation Commission convened in the Council Chambers on Tuesday, September 5th, 1972 at 4 p. m. with all Members of Council present. Members of staff present were the Municipal Manager, Municipal Clerk, Parks and Recreation Director, Mr. Powley, Mr. Saenger and Mr. King.

The following members of the Parks and Recreation Commission were present: Mr. Filipelli, Mr. Garrison, Mr. Fromyhr and Mr. Earl and Mr. Richards.

His Worship Mayor Tonn reported that the meeting would convene in camera and would deal with the request of the Commission for priorities in their resolution of August 16th:

"That we submit the items agreed upon to Council, with the request for a referendum in December, 1972, recognizing that they are all needs of the community, and not necessarily in order of priority."

Mr. Garrison, on behalf of the Parks and Recreation Commission presented a brief of the proposed items to be included in the referendum on December 9th.

1. Additional Ice Surface - including parking, landscaping and fees.
2. Nine hole golf course, including clubhouse, pro shop, roads, services, irrigation, parking, landscaping and fees.
3. Combined exercise gym and handball court, including landscaping and fees.
4. Combined swimming and diving pools - two, including parking, roads, landscaping and fees.
5. Overnight campsite, including sanitary sewers, roads, electrical, water services and fees.
6. Team changing rooms and showers, modification to existing building at Blue Mountain Park, including fees.
7. Public change rooms and staff buildings - LaFarge Park, including fees.
8. Concession and change room building - Mundy Park, including fees.
9. General park and playground development.
10. Tennis courts (eight), including fees.
11. Land acquisition.

Following Item 11, Council entered into discussion of a possible use of the Social Recreation Centre as a library facility with the recreation facilities to be provided above the Arena.

Tuesday, September 5th, 1972,
Jt. Mtg. of Council & P & R. Comm., cont'd.

At this time the Parks and Recreation Commission, with staff, retired while Council considered the matter.

His Worship Mayor Tonn pointed out his feelings and itemized 1, 4, 6, 9, 10 and 11 of the submission.

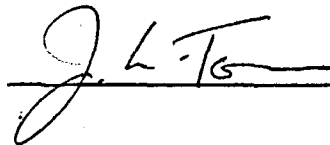
MOVED BY ALD. GILMORE
SECONDED BY ALD. STIBBS:

That the minimum referendum proposal as outlined by the Mayor, be written down by the Manager, Assessor, Treasurer, and Parks and Recreation Director in the approximate amount of \$1.3 million and the impact of the proposed referendum on the taxpayers and other matters be presented at the next Council Meeting.

CARRIED

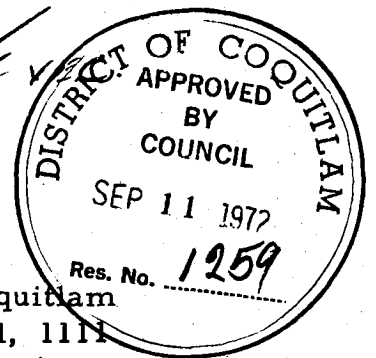
Opposition was registered by Ald. Boileau.

The meeting adjourned at 6.05 p.m.



CHAIRMAN

Wednesday, September 6th, 1972,
Committee of the Whole - 7.30 p.m.



COMMITTEE OF THE WHOLE

A Meeting of the Committee of the Whole of the District of Coquitlam Council was held in the Committee Room at the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B.C. on Wednesday, September 16th, 1972 at 7.30 p.m. with all Members of Council present save Ald. Boileau, Ald. Hofseth and Ald. Stibbs. Also present was Mr. R. A. LeClair, Municipal Manager.

INDUSTRIAL PARK DEVELOPMENT
WEST OF COLONY FARM

A report dated August 31, 1972 on Industrial Park Development proposal west of Colony Farm received from the Planning Director was presented and discussed fully.

The report indicated that an approach would be made to the Department of Lands and Forests and Water Resources for financial assistance under the Federal-Provincial Fraser Valley Flood Control Agreement 1968 for a needed dyke on the riverbank to protect this property

Further, the report suggested that Council may wish to control the development proposed by way of land use contract under provisions of Section 702 A of the Municipal Act and thus make it possible to modify servicing requirements of the District's Subdivision Control By-Law in order that:

- a) sidewalks be required in certain areas of the development only, and
- b) special provisions be made in lieu of immediate construction of underground wiring, and
- c) a ditching system rather than trunk storm sewer system being required.

MOVED BY ALD. GILMORE
SECONDED BY ALD. ROBINSON:

That the proposed development of an Industrial Park west of Colony Farm be approached in the manner set out in the Planning Director's report of August 31st, 1972.

CARRIED

U. B. C. M. RESOLUTION STUDY - 1972

Council went on to discuss its plans for participation at the U. B. C. M. 's 69th Convention.

Without an agenda as to the time of various seminars available, and because seminars may be held concurrently, His Worship Mayor Tonn recommended, and it was agreed, that each Council Member should undertake to attend a particular seminar to as to ensure Coquitlam participation at each of the seminars. To that end, the Members of Council undernoted would take on the respective seminars:

Wednesday, September 6th, 1972,
Comm. of the Whole, cont'd.

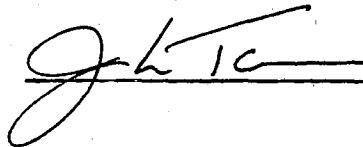
| | |
|-----------------|-------------------------------------|
| Mayor Tonn | - Regional District |
| Ald. Gilmore | - Land Use, Control & Development |
| Ald. Robinson | - Taxation and Assessment |
| Ald. Boileau | - Electoral Reform |
| Ald. Bewley and | |
| Ald. Hofseth | - Pollution Control and Environment |

A study of resolutions No. 1 to No. 69, inclusive, followed.

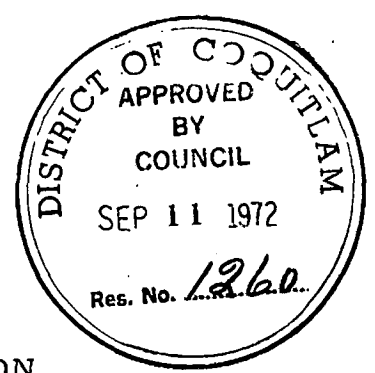
MOVED BY ALD. BEWLEY
SECONDED BY ALD. GILMORE

That the Committee of the Whole Meeting adjourn. 10.30 p.m.

CARRIED

 CHAIRMAN

Tuesday, September 5th, 1972,
Joint Meeting of Council and
Parks & Recreation Commission - 4 p. m.



JOINT MEETING OF MUNICIPAL COUNCIL
AND PARKS AND RECREATION COMMISSION

A Joint Meeting of the Municipal Council and the Parks and Recreation Commission convened in the Council Chambers on Tuesday, September 5th, 1972 at 4 p. m. with all Members of Council present. Members of staff present were the Municipal Manager, Municipal Clerk, Parks and Recreation Director, Mr. Powley, Mr. Saenger and Mr. King.

The following members of the Parks and Recreation Commission were present: Mr. Filipelli, Mr. Garrison, Mr. Fromyhr and Mr. Earl and Mr. Richards.

His Worship Mayor Tonn reported that the meeting would convene in camera and would deal with the request of the Commission for priorities in their resolution of August 16th:

"That we submit the items agreed upon to Council, with the request for a referendum in December, 1972, recognizing that they are all needs of the community, and not necessarily in order of priority."

Mr. Garrison, on behalf of the Parks and Recreation Commission presented a brief of the proposed items to be included in the referendum on December 9th.

1. Additional Ice Surface - including parking, landscaping and fees.
2. Nine hole golf course, including clubhouse, pro shop, roads, services, irrigation, parking, landscaping and fees.
3. Combined exercise gym and handball court, including landscaping and fees.
4. Combined swimming and diving pools - two, including parking, roads, landscaping and fees.
5. Overnight campsite, including sanitary sewers, roads, electrical, water services and fees.
6. Team changing rooms and showers, modification to existing building at Blue Mountain Park, including fees.
7. Public change rooms and staff buildings - LaFarge Park, including fees.
8. Concession and change room building - Mundy Park, including fees.
9. General park and playground development.
10. Tennis courts (eight), including fees.
11. Land acquisition.

Following Item 11, Council entered into discussion of a possible use of the Social Recreation Centre as a library facility with the recreation facilities to be provided above the Arena.

Tuesday, September 5th, 1972,
Jt. Mtg. of Council & P & R. Comm., cont'd.

At this time the Parks and Recreation Commission, with staff, retired while Council considered the matter.

His Worship Mayor Tonn pointed out his feelings and itemized 1, 4, 6, 9, 10 and 11 of the submission.

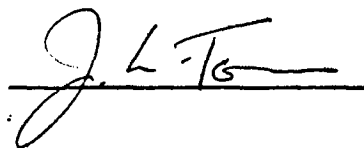
MOVED BY ALD. GILMORE
SECONDED BY ALD. STIBBS:

That the minimum referendum proposal as outlined by the Mayor, be written down by the Manager, Assessor, Treasurer, and Parks and Recreation Director in the approximate amount of \$1.3 million and the impact of the proposed referendum on the taxpayers and other matters be presented at the next Council Meeting.

CARRIED

Opposition was registered by Ald. Boileau.

The meeting adjourned at 6.05 p. m.



CHAIRMAN

Monday, September 25th, 1972,
Committee of the Whole - 4 p. m.

A Committee of the Whole of the Municipal Council of the District of Coquitlam convened in the Council Chambers, 1111 Brunette Avenue, Coquitlam, B.C. on Monday, September 25th, 1972 at 4.00 p. m. all Members of Council present save Ald. Boileau. No members of staff were present.



COMMITTEE OF THE WHOLE

MOVED BY ALD. GILMORE
SECONDED BY ALD. BEWLEY:

That the Municipal Manager and the Director of Parks and Recreation report on implications of the abolition of the Parks and Recreation Commission and what workload can be anticipated and, also that copies of the Oliver Report be included.

CARRIED UNANIMOUSLY

MOVED BY ALD. GILMORE
SECONDED BY ALD. BEWLEY:

That Council tell the Parks and Recreation Commission that Council is reviewing the Commission and that we request their reaction as to what role they see the Commission serving and their effectiveness and that the Council representative be excused from the discussion.

MOTION LOST

ADJOURNMENT

MOVED BY ALD. BEWLEY
SECONDED BY ALD. HOFSETH:

That the Committee of the Whole Meeting adjourn. 4.30 p. m.

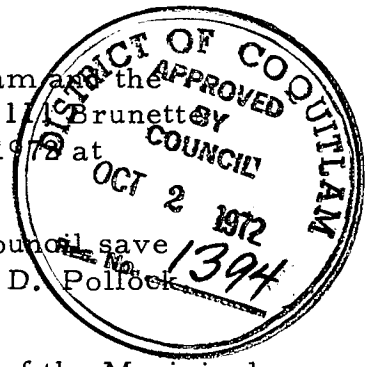
CARRIED

J. L. Tom CHAIRMAN

Thursday, September 21st, 1972,
Joint Mtg. - Coquitlam & Port Coquitlam

503

A Joint Meeting of the Councils of the City of Port Coquitlam and the District of Coquitlam was held in the Council Chambers, 111 Brunette Avenue, Coquitlam, B.C. on Thursday, September 21st, 1972 at 7.00 p.m.



Present from Port Coquitlam were all Members of City Council save Ald. Mabbett and Ald. Meyer. Also present were Mr. L. D. Pollock, Mr. R. A. Freeman and Mr. V. G. Borch.

Present from the District of Coquitlam were all Members of the Municipal Council save Ald. Boileau and Ald. Stibbs. Also present were Mr. R. A. LeClair and Mr. F. L. Pobst.

JOINT MEETING
PORT COQUITLAM - COQUITLAM

RELOCATION OF LOUGHEED HIGHWAY

The District of Coquitlam advised that they were in favour of the relocation of the Lougheed Highway as presently planned in the vicinity of the C.P.R. Crossing and requested the Port Coquitlam Council to support the new route. The District also advised that they were opposed to the closure of the present crossing on the Pipeline Road alignment but did not intend to voice strenuous opposition to the closure until such time as the construction of the new route was well underway. The Port Coquitlam Council generally indicated that this was an acceptable procedure.

LABOUR NEGOTIATIONS - C. U. P. E.

The City of Port Coquitlam advised that it intended to commence early negotiations with C. U. P. E. for negotiations for a new Collective Agreement to replace the present agreement that expires on December 31st, 1972. The District of Coquitlam advised that they were planning to start their negotiations in the first week in October and the discussion would at first be between members of the local Union and officials of the District. The District advised that if the Union insisted on having an outside person to represent them, then the District would obtain the services of a negotiator from the Municipal Labour Relations Bureau.

JOINT ASSESSMENT DEPARTMENT

The District of Coquitlam suggested that a study be undertaken to see if the formation of a Joint Assessment Department was feasible. Port Coquitlam indicated that they were generally receptive to this situation and the suggestion was made that the Assessors from the two jurisdictions should first meet and discuss the situation briefly and then perhaps a third independent person should be appointed to assist them in the study. It was agreed that Mayor Tonn and Mayor Scott would approach Mayor Hall of Port Moody and inquire whether or not that municipality would be interested in partaking in the Joint Assessment function.

Thursday, September 21st, 1972,
Jt. Mtg. - Port Coquitlam - Coquitlam, cont'd.

JOINT WELFARE DEPARTMENT

Due to possible changes being made in this service by the new Provincial Government it was agreed to delay any action at this time.

JOINT PUBLIC WORKS SERVICING

It was agreed that the Engineers from both jurisdictions should meet and study the possibility of operating a joint vehicle servicing section for the Public Works Departments of both jurisdictions.

JOINT FIRE DEPARTMENT

It was agreed that the possibility of operating a Joint Fire Department for the two jurisdictions should be discussed at the next Joint Meeting.

JOINT PARKS AND RECREATION DEPARTMENT

It was agreed that the operation of a Joint Parks and Recreation Department for the two jurisdictions should be discussed at the next Joint Meeting.

DYKING

A short progress report was given and it was agreed that the main action required was to convince the Provincial Water Resources Department to expedite the carrying out of the Federal-Provincial Dyking Programme as much as possible, and Mr. L. D. Pollock, Port Coquitlam's Administrator, advised that he had drafted a letter as had been previously requested by the two Councils and would be forwarding the same to the District's Municipal Manager, Mr. R. A. LeClair, for approval.

WESTWOOD STREET TRUCK TRAFFIC

The District of Coquitlam advised that a new road on a completely new alignment would probably be finished in the Spring, and this problem would thus be at an end at that time. The City of Port Coquitlam mentioned that the four month time limit contained in the present restrictive hours by-law for Westwood Street truck traffic would be expiring on November 2nd, 1972 and it was agreed that the City Clerk and Municipal Clerk should prepare the necessary amending by-law to permit a six month extension of the present regulations.

ATTENDANCE OF PORT MOODY AT JOINT MEETINGS

It was agreed that Mayor Tonn and Mayor Scott would approach Mayor Hall of the City of Port Moody and inquire whether or not that municipality wish to be represented at the next Joint Meeting.

Thursday, September 21st, 1972,
Jt. Mtg. - Coquitlam & Port Coquitlam, cont'd.

MOBILE HOME COURTS

The City of Port Coquitlam requested that this item be placed on the agenda for the next Joint Meeting and to this suggestion the District of Coquitlam agreed.

PUBLIC AND PRESS ATTENDANCE
AT JOINT MEETINGS

It was agreed by both sides that the public and press should be in attendance at the next Joint Meeting.

DATE OF NEXT MEETING

It was agreed that the next Joint Meeting would be held in mid-November, 1972, in the Council Chambers of the Port Coquitlam City Hall.

The Meeting adjourned at 9.40 p.m.

503
1394/72

CITY OF PORT COQUITLAM - DISTRICT OF COQUITLAM

A Joint Meeting of representatives from the Port Coquitlam and District of Coquitlam Councils and Senior Staff was held in the Council Chambers, Municipal Hall, 1111 Brunette Avenue, Coquitlam, B. C. on September 21st, 1972 at 7:00 p.m.

In attendance were:

Port Coquitlam City Council

Mayor L.B. Scott
Aldermen: G.R. Laking
P.F. Ranger
S.M. Leggatt
M.A. Thompson

District of Coquitlam Council

Mayor J.L. Tonn
Aldermen: J.W. Gilmore
J.E.M. Robinson
L.A. Bewley
S.W. Hofseth

Also in attendance were:

Port Coquitlam Senior Staff Members:

L.D. Pollock, City Administrator
R.A. Freeman, City Clerk
V.G. Borch, P. Eng., City Engineer

District of Coquitlam Senior Staff Members:

R.A. LeClair, Municipal Manager
F.L. Pobst, Municipal Clerk

1. Relocation of Lougheed Highway:

The District of Coquitlam advised that they were in favour of the relocation of the Lougheed Highway as presently planned in the vicinity of the C.P.R. crossing and requested the Port Coquitlam Council to support the new route. The District also advised that they were opposed to the closure of the present crossing on the Pipeline Road alignment but did not intend to voice strenuous opposition to the closure until such time as the construction of the new route was well underway. The Port Coquitlam Council generally indicated that this was an acceptable procedure.

2. Labour Negotiations - C.U.P.E.:

The City of Port Coquitlam advised that it intended to commence early negotiations with C.U.P.E. for negotiations for a new collective agreement to replace the present agreement that expires on December 31st, 1972. The District of Coquitlam advised that they were planning to start their negotiations in the first week in October and the discussion would at first be between members of the local Union and officials of the District. The District advised that if the Union insisted on having an outside person to represent them, then the District would obtain the services of a negotiator from the Municipal Labour Relations Bureau.

3. Joint Assessment Department:

The District of Coquitlam suggested that a study be undertaken to see if the formation of a Joint Assessment Department was feasible. Port Coquitlam indicated that they were generally receptive to this situation and the suggestion was made that the Assessors from the two jurisdictions should first meet and discuss the situation briefly and then perhaps a third independent person should be appointed to assist them in the study. It was agreed that Mayor Tonn and Mayor Scott would approach Mayor Hall of Port Moody and inquire whether or not that municipality would be interested in partaking in the Joint Assessment function.

4. (a) Joint Welfare Department:

Due to possible changes being made in this service by the new Provincial Government it was agreed to delay any action at this time.

(b) Joint Public Works Servicing:

It was agreed that the Engineers from both jurisdictions should meet and study the possibility of operating a joint vehicle servicing section for the Public Works Departments of both jurisdictions.

(c) Joint Fire Department:

It was agreed that the possibility of operating a Joint Fire Department for the two jurisdictions should be discussed at the next Joint Meeting.

(d) Joint Parks & Recreation Department:

It was agreed that the operation of a Joint Parks & Recreation Department for the two jurisdictions should be discussed at the next Joint Meeting.

5. Dyking:

A short progress report was given and it was agreed that the main action required was to convince the Provincial Water Resources Department to expedite the carrying out of the Federal-Provincial Dyking Programme as much as possible, and Mr. L.D. Pollock, Port Coquitlam's Administrator, advised that he had drafted a letter as had been previously requested by the two Councils and would be forwarding the same to the District's Municipal Manager, Mr. R.A. LeClair, for approval.

6. Westwood Street Truck Traffic:

The District of Coquitlam advised that a new road on a completely new alignment would probably be finished in the Spring, and this problem would thus be at an end at that time. The City of Port Coquitlam

mentioned that the four month time limit contained in the present restrictive hours by-law for Westwood Street truck traffic would be expiring on November 2nd, 1972 and it was agreed that the City Clerk and Municipal Clerk should prepare the necessary amending by-law to permit a six-month extension of the present regulations.

7. Attendance of Port Moody at Joint Meetings:

It was agreed that Mayor Tonn and Mayor Scott would approach Mayor Hall of the City of Port Moody and inquire whether or not that municipality wish to be represented at the next Joint Meeting.

8. Mobile Home Courts:

The City of Port Coquitlam requested that this item be placed on the agenda for the next Joint Meeting and to this suggestion the District agreed.

9. Public and Press Attendance at Joint Meetings:

It was agreed by both sides that the public and press should be in attendance at the next Joint Meeting.

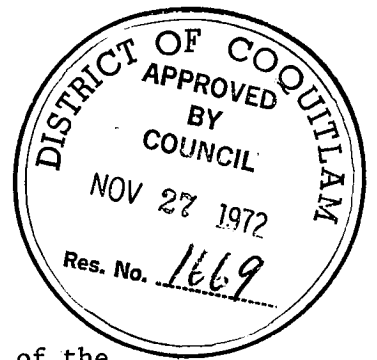
10. Date of next Meeting:

It was agreed that the next Joint Meeting would be held in mid-November, 1972, in the Council Chambers of the Port Coquitlam City Hall.

At 9:40 p.m. the meeting adjourned.



Tuesday, November 21st, 1972



COMMITTEE OF THE WHOLE

The Council of the District of Coquitlam met as a Committee of the Whole in the Council Chambers, Municipal Hall, 1111 Brunette Avenue, Coquitlam, B. C. on Tuesday, November 21st, 1972 at 3:30 p.m. with all Members of Council present save Ald. Bewley. Members of staff present were the Municipal Manager and the Acting Engineering Supervisor, Mr. Derek Ashford.

The purpose of the meeting was to discuss in detail the report of the Acting Engineering Supervisor dated November 17th, 1972 dealing with a proposed reorganization of the Engineering Department. The report also made observations as to areas of possible concern in the future of which Council should be made aware.

The written report of the Acting Engineering Supervisor had been circularized with Agenda material on November 17th, 1972 and only brief discussion had been possible at the Executive Meeting held November 20th.

Now the Members of Council assembled as a Committee of the Whole each in turn commented upon the contents of the report. A full discussion of the report ensued.

At the conclusion of the general discussion, Ald. Gilmore requested to be excused due to a prior unavoidable commitment. As he departed however, Ald. Gilmore did state that the Engineering Department should be authorized as an initial measure to hire immediately, both for housekeeping and design, such as would be needed to operate a viable department. At this point Ald. Gilmore left the meeting.

MOVED BY ALD. BOILEAU
SECONDED BY ALD. STIBBS:

That the Council endorse and agree with the whole program and the structure of this Municipality's Engineering Department, as presented by the Acting Engineering Supervisor and set out in his report dated November 17th, 1972.

CARRIED UNANIMOUSLY

There followed a discussion relative to the need for ongoing reviews into the systems, processes and practices followed by the Municipality's Engineering Department. It was noted that practices varied from one municipality to another and that in areas such as the Municipal Garage, the Painting and Signs Department and the Sanitation Waste Collection Department, that periodic comparisons, both as to cost and services between that available in the private sector compared to municipal provision thereof, could prove of interest. To that end, staff might survey available services both in comparison to this Municipality's practices and that in other municipalities and from time to time, report to Council thereon.

MOVED BY ALD. ROBINSON
SECONDED BY ALD. STIBBS

That staff conduct surveys into various aspects of the Engineering Department's functions and report thereon to the Municipal Council.

CARRIED

Tuesday, November 21st, 1972
Committee of the Whole, cont'd.

In the course of discussion the common concern among members of Council was the impact of implementing the whole restructure at one time, this particularly, since the proposal entailed a large increase in the number of employees, both in the inside and in the outside sections of the Engineering Department. New Positions foreseen to implement the Engineering Department restructure were as follows:

For Inside - 22 permanent employees and
9 temporary employees.

For Outside - 4 permanent employees and
4 temporary employees for relief as required.

Now the Acting Engineering Supervisor was requested to advise what he felt was essential as an initial stage to facilitate both housekeeping and design, bearing in mind that other than the immediate pressing staff requirements would be reviewed by Council in January when the provisional budget would be then under review. On questioning Mr. Ashford, it was determined that the following staff should be hired immediately to accept the present work load and begin the implementation of the design work for 1973:

- 1 New or additional Professional Engineer
- 2 Technologists
- 1 Instrument Man III
- 1 Instrument Man I
- 3 Survey Assistants
- 3 Draftsmen II
- 1 Engineering Clerk
- 3 Inspector III.

In total he noted 15 employees. Mr. Ashford stated that the further six of the remaining seven proposed staff members could be reviewed by Council in conjunction with the 1973 provisional budget. In so doing, he indicated that without the final staff increments (6 excluding the proposed Traffic Technologist) it would not be possible to implement the typical municipally designed program with construction value in the order of 1.45 million as the household function would consume the staff at hand.

There seemed to be general agreement that the Municipality should maintain the inside section of the Engineering Department at a level necessary to carry on "housekeeping tasks" as well as design of construction at a value of approximately one and one-half million dollars annually.

MOVED BY ALD. BOILEAU
SECONDED BY ALD. STIBBS

That 15 new inside Engineering Department employees be hired immediately to fill the following positions:

- 1 Professional Engineer
- 2 Technologists
- 1 Instrument Man III
- 1 Instrument Man I
- 3 Survey Assistants
- 3 Draftsmen II
- 1 Engineering Clerk
- 3 Inspector III.

CARRIED

Mr. Ashford was asked to set out similarly, immediate requirements he foresaw in the outside section of the Engineering Department. Mr. Ashford replied that he saw an immediate need

Tuesday, November 21st, 1972
Committee of the Whole, cont'd.

for 4 persons, that is:

1 Pipefitter in Charge for the Water Department and
3 Tradesmen II for the Garage Department.

MOVED BY AID. BOILEAU
SECONDED BY AID. STIBBS

That 1 Pipefitter in Charge for the Water Department and
3 Tradesmen II - Mechanic Improvers be hired for the
Garage Department immediately.

CARRIED

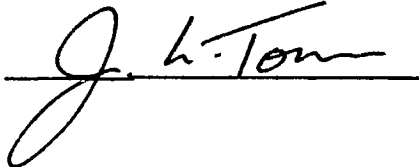
ANOMALIES

Mr. Ashford, in the conclusions contained in his report,
made recommendation with regard to certain listed anomalies.

The Council stated that they would leave the matter of
anomalies until the positions were created by way of posting
and at the time the positions were filled, such anomalies
and the recommendations thereon could be reviewed.

ADJOURNMENT

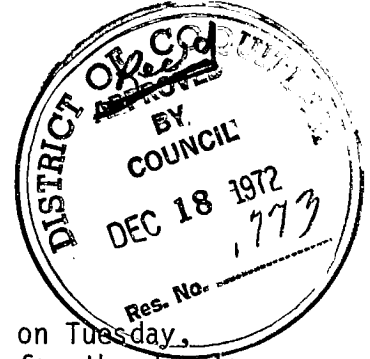
His Worship Mayor Tonn then declared the Committee of the
Whole be adjourned.



CHAIRMAN

COMMITTEE OF THE WHOLE

Tuesday, December 5th, 1972
Committee of The Whole



A Special Meeting, convened as a Committee of the Whole, on Tuesday, December 5th, 1972 to consider proposals from developers for the development of land owned by the Municipality at Hickey Street and Austin Avenue. Present were Mayor J. L. Tonn, Ald. Stibbs, Ald. Hofseth and Ald. Robinson. Also present were Mr. R. A. LeClair, Mr. D. M. Buchanan and the Deputy Municipal Clerk. The Director of Planning submitted a report, on the land in question, dated November 27th, 1972 and a copy is attached hereto and forms a part of these minutes.

DOLPHIN MFG. CORP. LTD.

Mr. Sheppard speaking on behalf of Dolphin Mfg. addressed the meeting and stated that their group proposed a shopping centre for the property having a total area of 100,000 sq. ft. The Centre would have parking for 604 cars which would be in compliance with the zoning by-law.

Mr. Sheppard stated that the plan circulated at this meeting could be changed as a result of requirements of the Municipality.

Mr. Sheppard introduced to the meeting Mr. Jack Temple of Malkins, Mr. Roy Roose, of the Bank of Montreal, Mr. Merv Sydor of Shell Oil Company and a representative of Farmers Merchant Trust.

Mr. Sheppard stated that at present they are dealing with two department stores for tenancy in the project and the type of department store would be something along the line of Fields.

Mr. Sheppard stated that the servicing of all perimeter roads would be about \$200,000.00.

The other types of shops to be included in the center would be speciality shops such as hardware, barber shop, ladies shop etc.

On the matter of ownership of the proposed center, it would be owned on a partnership basis of 50% by Farmers Merchant Trust and 50% by Dolphin Corp.

On the matter of the play area shown on the plans presented, Mr. Sheppard stated that they have not done any planning as of yet on the type of development but most likely the area would be fenced and playground equipment put in. The matter of supervision would also be studied.

Mr. Sheppard states that once the center is completed upwards of 300 people would be employed on the site.

The food store to go into the center would be erected by Malkins. Mr. Temple stated that they have not done a feasibility study as of yet and do not want to do so until the developers have control of the land. He stated they are contemplating something in the area of 30,000 sp. ft. with the trade style still to be established. The trade style he stated could be a High Low or a discount type of store.

Tuesday, December 5th, 1972
Committee of The Whole

Mr. Sheppard stated that they have not yet done a feasibility study or market analysis and until such time as the developer has some indication that they will have control of the land such a study could not be undertaken.

Mr. Sheppard stated that with regard to starting construction he believed that from the date they receive an indication from Council that the center would be open within 15 to 18 months.

Mr. Sheppard stated that they based their bid on the land as residential land and if the property does become commercial they were prepared to increase their bid by \$40,000 to \$50,000. He went on to state that their development would be there at least 30 years and the tax revenue produced by full commercial development would mean more tax revenue over the other proposed development for this land by other developers.

On the matter of whether the shopping center would be built regardless of what the feasibility study showed, the developers stated that they would not necessarily build the center if the feasibility study showed the center should not be developed. They did state that they were prepared to proceed and complete the feasibility study within 3 months. Mr. Sheppard said they are at present 95% sure of development currently taking place in the area.

The developers stated that it is not their intention to use the land for speculation purposes and if they cannot come up with an acceptable plan for the land, they are prepared to agree to return the property to the Municipality at the purchased price.

On the matter of the quality of the development the representative of Malkins stated that they would expect a first class development as they are being asked to sign a 25 year lease. He suggested that Council look at the development with which they are involved in Delta to see the quality they expect. Mr. Sheppard stated they are proposing to spend 2 million dollars on construction costs which would indicate a high quality of construction.

On the matter of design of the center Mr. Sheppard said the plan which they have submitted is a preliminary plan only. Mr. Buchanan stated that he is concerned about the size of the center proposed.

The developers stated that if the feasibility study proves the proposed center is too large they are prepared to scale down the size.

Tuesday, December 5th, 1972
Committee of The Whole

Alderman Robinson questioned the proposed landscaping plans of the developers and Mr. Sheppard said they are prepared to redesign the center to meet the approval of the Municipality and are prepared to put in landscaping.

Mr. Temple of Malkins stated that the proposed store would employ about 85 people with 30 of these being part-time.

Mr. Sheppard stated that they have contacted several chains and these people have expressed interest in locating in this center.

Mr. Sheppard was asked if he had constructed other centers of this type and he stated that his partners have constructed some centers in Toronto and Winnipeg. He did not name any specific centers but stated that they had done the basic financing.

Mr. Sheppard stated that Farmers Merchant Trust have developed several centers in the east and have the experience in center development.

The principals in Dolphin Mortgage were named as, Mr. Morrow, Mr. Rod Archer and Mr. Sheppard.

The representative of Farmers Merchant Trust stated that it is owned by St. Morris Corporation of Toronto which is a Canadian owned company.

The Mayor requested Mr. Sheppard to furnish the Municipality with the names of shopping centers which Dolphin Mortgage Company had been involved in.

AUSTIN DEVELOPMENT LTD.

Mr. Ralph Brownlee addressed the meeting on behalf of Austin Development Ltd. and submitted a letter dated December 4th, 1972 outlining their proposal. A copy of this letter is attached and forms a part of these minutes.

Mr. Brownlee went through his letter with Council and elaborated on the items contained therein.

The building shown on the plan as a home improvement supermarket would be similar to a Hometown or Thunderbird building supply store.

The type of food store proposed has not yet been finally established, however it would have an actual retail area of 16,000 sq. ft. This size of store would be sufficient in size to accommodate a bakery and a cafeteria area.

Mr. Brownlee stated that they had had some discussion with proposed tenants, however, until a market analysis is done, no final arrangements can be made.

Tuesday, December 5th, 1972
Committee Of The Whole

Mr. Brownlee was asked if his developers were prepared to do a market analysis before receiving a commitment on the property and it was indicated that they would only do a minor preliminary study under those circumstances.

Mr. Brownlee in answer to a question stated that their proposal does not envisage an entrance off Austin Avenue because of the hill in this area and because of the proposed widening of Austin Avenue which would make access and egress to Austin very difficult.

The financing of the proposed center was discussed and Mr. Brownlee stated that initial discussion had been held with Lendorf Management, a German Banking group with head offices in Toronto. Mr. Brownlee further stated that if the feasibility study checks out the need for such a development there is no trouble obtaining financing.

The "food pick up" shown on the proposed plan is a prepared food outlet Mr. Brownlee stated and as well provision is made for a 110 seat restaurant.

On a question from Council, Mr. Brownlee stated that if the feasibility study proves a smaller center is all the area can support, his principals would have to take a new look at the project to see if it would still be economically feasible in view of the fixed costs of developing the site. Austin Developments stated that they would be prepared, however, to look at a staged development.

The question as to who the principals in Austin Developments Ltd. were and it was stated that they were Mr. L. Bailey, Mr. Howard Tullis, and Mr. Williams.

Mr. Brownlee stated that they have allowed for servicing costs of adjacent roads in the amount of \$100 per ft.

Mr. Brownlee in answer to a question stated that the developers were prepared to enter into an agreement setting out time limits for different items in the development of the site. The developers stated they were prepared to have the land revert to the Municipality at the purchase price.

The construction time Mr. Brownlee stated would be about one year and the type of construction would be framed with concrete block walls. The cost of construction was estimated at \$15 per square foot for the main floor and \$12.50 for the second floor.

Mr. Brownlee stated that this would be top quality construction for a one storey building.

Tuesday, December 5th, 1972
Committee Of The Whole

Mr. Brownlee also stated that with regard to landscaping the developers were prepared to put in green areas throughout the parking area and to landscape the center as a whole in a pleasing manner.

ADJOURNMENT

The meeting adjourned at 4:30 P. M.

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C H A I R M A N

I believe that Council should interview each of the three bidders separately in order to determine how precise are the floor space, employment and investment forecasts. Austin Developments Ltd. put in a request to me of an additional week to better prepare their information, for example. We await Council direction in this regard.

DMB/cf
Encl.

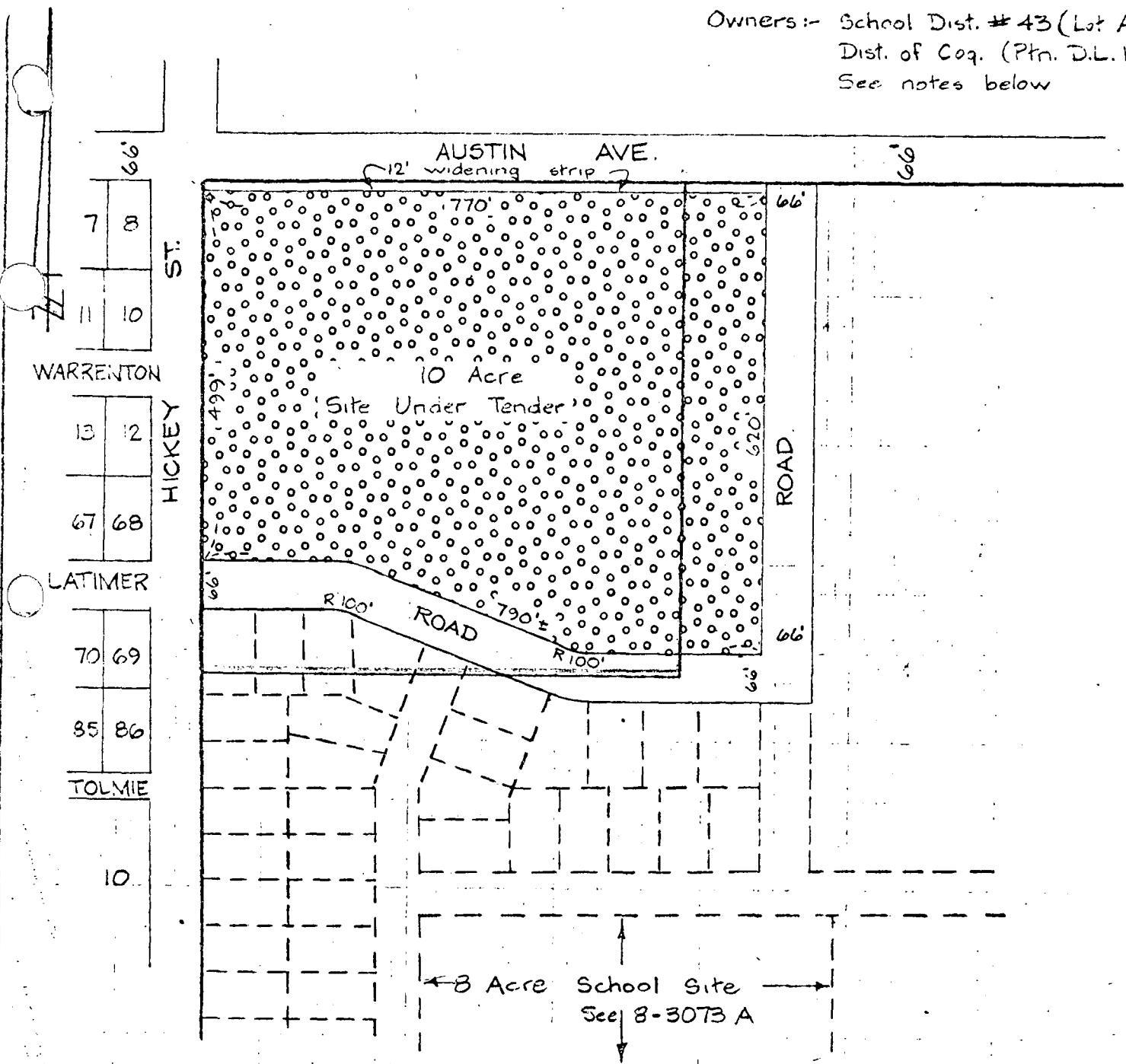
DMB

D.M. Buchanan
Planning Director

| TENDER | TOTAL BID PRICE | SERVICING | INVESTMENT | EMPLOYMENT | SUPPORTING PLANS | USE |
|-----------------------------------------------------------------------|-----------------|------------------------------------------------------------|--------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------------------|
| 1. Enterprise Construction Ltd. - A.C. Sewell 298-9818 | \$140,628 | On subdivision. | Not given in tender. Verbal-Nov.22 - 40 homes. \$800,000 and servicing. | Not given in tender. Verbal-Nov.20 - 10 men for servicing. 50-60 men for houses. | None. | Single-family use. Verbal-can't see shopping centre. |
| 2. Austin Developments Ltd. H. Tullis 937-5561 738-3155 | \$221,000 | Verbal-Nov. 22 Will comply with municipal requirements. | More information coming. | More information coming. | In preparation by Architect. | Residential and/or commercial use. |
| 3. H.A. Roberts Group W.J. Bronstein 682-1474 G. McIlroy (Coq.) | \$248,000 | Verbal-will provide at their expense. | Verbal-Nov. 23. \$1,460,335 with services. \$1,300,000 in tender letter. | 85 on construction. 110 in Centre | Design not in keeping with Planning Dept. layout. | Neighbourhood shopping centre - 60,000 sq. ft. |
| 4. Dolphin Mfg. Corp. Ltd. J. Sheppard 936-4661 736-5591 | \$160,000 | Will provide at their expense. | Nov. 22-\$1½ million for building plus services. Total \$1.8-\$2.0 million. | 250 on construction. 300 permanent employees in Centre. | Design in keeping with Planning Dept. layout. Will require design review. | Neighbourhood shopping centre, 100,000 sq. ft. |

SUBDIVISION OF LOT A, PL. 15764 & A PTN. OF D.L. 113

Owners:- School Dist. # 43 (Lot A)
 Dist. of Coq. (Ptn. D.L. 113)
 See notes below



- NOTE :-
- 1) Property lines coloured green to be cancelled,
 - 2) Dotted lines indicate proposed subdivision.
 - 3) Ownership of Lot A is being transferred from School Dist # 43 to Dist. of Coq.

This approval expires in 12 days from date shown on this sketch. Every year subdivision plans must be submitted to the Registrar. Official print of this data for approval, or a new application must be submitted.

| | | |
|------------------------------------------|------------------|--------------------|
| CORPORATION OF THE DISTRICT OF COQUITLAM | | |
| SUBDIVISION PRELIMINARY APPROVAL | | |
| <i>Approved with conditions</i> | | |
| DATE <i>Mar 14 1975</i> | | |
| <i>D. B. ...</i> | | |
| DRAWN G.N.M. | SCALE 1"=200' | DWG NO 8-3073 B |

COMMITTEE OF THE WHOLE

Wednesday, December 6th, 1972



A meeting of Council sitting as a Committee of the Whole was held in the Council Chambers of the Municipal Hall, 1111 Brunette Avenue, Coquitlam, B. C. commencing at 4 p. m., Wednesday, December 6th, 1972. Present were Mayor J. L. Tonn, Ald. Stibbs, Ald. Robinson and Ald. Hofseth. Also present were Mr. E. Tiessen, Mr. R. A. LeClair and the Deputy Clerk.

H. A. ROBERTS GROUP

Mr. Frank Sojowki, Vice President Marketing and Finance for the H. A. Roberts Group Ltd. and Mr. Bronstein appeared before Council with regard to their proposal to purchase land from the Municipality for development of a Shopping Centre on Austin Ave.

Mr. Sojowki stated that his Company currently has under construction developments having a value of over six million dollars in Saskatchewan and are embarking on various developments in British Columbia.

It was stated that Mr. Bronstein was one of the original developers of the Northgate Shopping Center in Regina which is a 360,000 square foot regional shopping center.

New proposed plans were submitted at this meeting taking into account the road pattern on the south side of the property in question.

Council were informed that the proposed center would be an enclosed mall. The center itself would have four major entrances into the mall. The parking surrounds the center to avoid a large sea of blacktop.

The Recreation Building is proposed as a commercial recreation facility which would most likely house an ice arena.

Mr. Sojowki further stated that it is hoped in the development of the center to provide tot lot facilities for shopping mothers to leave children while shopping.

On the matter of tenants it was stated that the prime candidates after some discussion with various chains would appear to be Safeway, Shoppers Drug Mart, the Canadian Imperial Bank of Commerce with the Junior Department store to be Simpsons or Zellers. These are tentative tenants only.

Mr. Sojowki stated that the total floor area of the Center would be 60,000 sq. ft. with the Recreational Building having an additional 20,000 sq. ft. This means total construction of 80,000 sq. ft.

It was stated that a feasibility study has been done and the plan was drawn in accordance with the results of the study. A copy of the feasibility study was promised to this Municipality.

Mr. Sojowki wished it made clear that the H. A. Roberts Group Ltd. development division is not directly connected with the H. A. Roberts Real Estate Co. however, both companies are owned by the same parent company.

In answer to a question, Mr. Sojowki stated that they are prepared to proceed with a 1974 start with a 1975 completion. This would allow 14 months for rezoning and obtaining necessary permits with 8 months allowed for construction.

Committee Of The Whole
Wednesday, December 6th, 1972

Mr. Sojowki said that his Company were prepared to enter into an agreement setting out dates for different steps leading up to construction as well as naming in the agreement the tenants who will occupy the center.

With regards to financing, Mr. Sojowki stated that it was not a problem with the Imperial Bank of Commerce our interim financiers, but that where the mortgage funds would come from at this time.

Mr. Sojowki stated that they were prepared to comply with Municipal requirements with regard to servicing surrounding roads.

The quality of construction, Mr. Sojowki states, could be related to the standard used in the two new centers on Scott Street in Delta. The cost to be in the amount of \$17 per square foot.

The parking, it was stated, surpassed the requirements of the Municipal By-Laws.

On the matter of landscaping, Mr. Sojowki stated that the best way to assure Council of the type of development that is planned would be to provide pictures of projects H. A. Roberts currently have under construction in Saskatchewan where the amenity areas exceed all known standards.

Ald. Robinson inquired if the center was going to be an investment for the Company or was it being built to be sold once it is completed. Mr. Sojowki stated that this center was being developed as an investment for the Company.

Mr. Sojowki stated that his Company were prepared to have the land revert to the Municipality if they do not proceed.

The question of accesses to the center were questioned and it was stated that this matter was open to discussion with Municipal Officials.

The parking lot for the recreation facility would be integrated with the parking for the whole center Mr. Sojowki states.

Mr. Sojowki in answer to a question stated that with respect to design that would most likely be done with architects from Vancouver and wherever possible local people would be used in design and construction.

ADJOURNMENT

The meeting adjourned at 5:30 P. M.

CHAIRMAN

W. R A L P H B R O W N L E E m. r. a. i. c.

architect

960-N Brentwood Centre,
Burnaby 2, B.C.

December 4, 1972.

Austin Developments Ltd.,
217 - 1046 Austin Avenue,
Coquitlam, B.C.

Attention: Mr. Howard Tullis.

Re: Proposed Commercial 10 Acre Shopping
Complex Site at South East Corner of
Austin and Hickey Street, Coquitlam.

Dear Sir:

The following is a report on the potential development of the above site, as we have discussed with your firm. We feel that the values, areas and uses we have calculated are in line with the current market and marketing policies, and we suggest that they be put forward to the Mayor and Council of Coquitlam for their consideration. The enclosed site plan shows one possible arrangement of areas, and the supporting parking and circulation required.

We have made the following assumptions for guide lines in assembling the data:

1. The successful tenderer will be required by Council to enter into some form of "Land Use Contract" and therefore the final design will become a part of the "Land Use Contract". The plan we show is not, therefore, a final design, but rather to illustrate the potential.
2. From the above, the use of various zoning such as C-2, SS - 1, C - 3, etc. may be, with concurrence of Council, incorporated within this site.
3. The major building program is to be restricted to the category of C-2 and the permitted uses therein outlined in the zoning bylaw of the District of Coquitlam.
4. The creation of a greatly expanded surface transit system in Coquitlam will be forthcoming in the near future. The establishment of a transit terminal kiosk on the site, is vital to the feasibility and success of the centre.

..... 2

5. In conjunction with the transit facility, a Day Care Centre, to be subsidized by the developer as outlined herein, will fulfill a vital need in the eastern area of Austin Road. We assume the great balance of the surrounding land will be devoted to residential use. With the above assumptions in mind, the following data has been extracted from the planning process, for Councils consideration. We should point out that the various uses are, we feel, the uses that should be available in this locale. While you have shown by your realty investigation that these uses outlined are in demand, still there may be other smaller tenants that might be successfully intergrated into the program as well. The plan is not intended to limit the uses at this time, but is intended to show that, with in the guidelines of C-2, the site can be successfully developed to the minimum shown. The areas proposed are as follows:

Main Floor Areas

| | |
|---------------------------|----------------|
| Supermarket | 24,500 sf. |
| Home Improvement Market | 40,250 sf. |
| Restaurant with Lounge | 4,625 sf. |
| Bank | 3,000 sf. |
| Cards & gifts | 1,000 sf. |
| Drugs & Dispensing | 5,000 sf. |
| Appliances & T.V. Service | 6,000 sf. |
| Variety Store | 4,000 sf. |
| Baby & Childrens Apparel | 2,500 sf. |
| Do-Nut Sales | <u>750 sf.</u> |

| | | |
|-----------------------|------------|------------|
| TOTAL MAIN FLOOR AREA | 91,625 sf. | 91,625 sf. |
|-----------------------|------------|------------|

Second Floor Areas

| | |
|----------------------------------------------|------------------|
| Day care centres | 6,000 sf. |
| Realty offices | 2,500 sf. |
| Corridors & stairs etc. | 1,500 sf. |
| Un-assigned offices (could be med-dental) | <u>3,500 sf.</u> |

| | | |
|-------------------------|------------|------------|
| TOTAL SECOND FLOOR AREA | 13,500 sf. | 13,500 sf. |
|-------------------------|------------|------------|

| | |
|---------------------------|------------------|
| Add Food Pick Up Building | <u>2,500 sf.</u> |
|---------------------------|------------------|

| | |
|-------------------|-------------|
| TOTAL CENTRE AREA | 107,625 sf. |
|-------------------|-------------|

Total parking spaces proposed 626 cars (see plan)

Allocation of parking according to zoning bylaw:

| | | |
|-----------------------------------|----------------|----------------|
| Supermarket | 24,500 @ 200 = | 123 cars |
| Home Improvement | 40,250 @ 200 = | 201 cars |
| Retail & offices | 38,250 @ 400 = | 96 cars |
| Restaurant (est. 110 seats @ 1:5) | = | <u>21 cars</u> |

| | |
|------------------------|----------|
| Total required parking | 431 cars |
|------------------------|----------|

In addition to the required parking the designers suggest an additional 150 cars for staff for a total of 581, leaving a surplus of 45 cars. Each car space is 9 ft. x 19 ft. main aisles are 32 ft. wide, secondary aisles are 27 ft. wide.

The estimated costs of the project are as follows:

Ground Floor Building:

Air conditioned with internal mall area as shown, includes food pick up unit.

94,125 sf. @ \$15.00/sf. \$1,411,875.00

Second Floor Offices:

and day care centre, with air conditioning, plumbing etc.

13,500 sf. @ \$12.50/sf. \$ 168,750.00

Site Improvement:

parking, lighting, landscaping, internal roads, transit kiosk etc.

approximately 310,000 sf. @ \$2.00/sf. \$ 620,000.00

Design:

Architectural and engineering & leasing etc. \$ 150,000.00

Off-Site Streets:

Design and construction as per tender call \$ 270,000.00

TOTAL PROJECT COSTS
(exclusive of land) \$2,620,625.00

We estimate that the project would provide employment for 250 people, 150 of whom would be on the site at any one time, hence, our suggestion of 150 cars staff parking.

The designers suggest the developers consider the following two points:

- A. To ensure the incentive to create a non-profit society to operate the day care facility, the rental, normally about \$4.00 per sf. per year, be subsidized by the owners at the rate of \$1.00 per sf. per year for a total of \$6,000.00 per year. This would add a capital cost to the land of approximately \$30,000.00 in value, but would partially fulfill what we feel is a responsibility of developers to contribute to the social needs of the community. Day care centres are a serious need in all our communities, and this could be a step in the right direction of accepting involvement by developers and owners.

December 4, 1972.

- B. A transit kiosk as shown on plan should contain a newstand provided rent free to a handicapped peoples society, to fulfill the need for supervision in the enclosed transit waiting space. This rental donation would have a capital value of approximately \$3,000.00. This should be considered as a responsibility as well of the owners.

Both the above items could be made a part of any development agreement, and become a condition of a caveat on the title of the site, to ensure perpetuation of these conditions. These two items would add between \$33,000.00 and \$35,000.00 to the value of the land, to the District of Coquitlam.

We will be pleased to be in attendance at any council meeting at which this proposal might be discussed, and may be able to add to the information obtained from our studies at that time.

Yours very truly,

W. RALPH BROWNLEE, ARCHITECT,



W. Ralph Brownlee, M.R.A.I.C.

WRB/avm