

431

December 16, 2005

Our file: 08-3360-20/05 009228 RZ/1,

Doc #: 369031.v8

To: City Manager

From: General Manager Planning and Development

Subject: **Update on Alternate Land Use Proposal for the Fraser Mills Site – Responses Pursuant to Section 879 of the *Local Government Act* Referral**

For: **Council**

Recommendation

That Council receive the report of the General Manager Planning and Development, dated December 16, 2005, concerning comments received in response to the *Local Government Act* Section 879 referral for the proposed Official Community Plan amendment for the Fraser Mills site at 2 King Edward Street.

Executive Summary

Council passed the following Resolution No. 610 at its July 27, 2005 meeting in response to the report of the same date from the General Manager Planning and Development:

“ That Council endorse the proposed consultation process for The Beedie Group’s Official Community Plan amendment application as set out in the July 27, 2005 staff report, and with respect to Section 879 of the *Local Government Act*, to specifically include the Cities of Surrey and New Westminster, the Coquitlam School Board, Ministry of Environment, Fisheries and Oceans Canada, Ministry of Transportation and TransLink.”

This phase of the consultation process is now completed. A total of 204 letters were also sent out by the City to key stakeholders and to surrounding property owners and tenants. Advertisements were also placed in the local newspapers soliciting general public input. There have been 36 responses received to date, of which 15 respondents are in general support of the proposal (although some have raised issues that they wish to see addressed), 14 are opposed to the proposal, and 7 have provided comments but not indicated support or opposition.

The key reasons given for support include the economic development opportunities that could be generated, potential revitalization of the Maillardville area, public access to the waterfront, recognition in the plan of the area’s industrial and heritage, promotion of arts and culture, the proposed public amenities, the mixed use concept, and opportunities for improvements to the natural environment.

WJ
21/12/05

Executive Summary cont'd/

The key reasons given for opposition include the loss of industrial land and employment, allowing residential development in the floodplain, conflicts with surrounding established industrial uses (including the waste transfer station), traffic impacts, the isolation of the site from community services and amenities, the lack of public transit, the impacts on the City of New Westminster, the impact on good movements (including the planned North Fraser Perimeter Road), and conflicts with the Citywide Official Community Plan (CWOCP) policies, including key Regional Context Statement principles and objectives for creating complete communities, providing transportation choice and maintaining an appropriate jobs/housing and worker commute/goods movement balance. Notably, GVRD Policy and Planning, TransLink, and Fraser River Port Authority staff, as well as New Westminster City Council, have all raised major concerns with the development proposal.

Key issues raised by respondents who have not taken a position on the proposal include conflicts with adjacent railway operations, school impacts, traffic impacts, the impact on Maillardville businesses and resources available for revitalization initiatives, the floodplain, and soil contamination.

At this time, staff are continuing to work with the applicant and stakeholder groups to resolve the issues that have been raised concerning the proposed CWOCP amendment. Staff are also in the process of reviewing the various technical studies submitted to date and providing comments back to the applicant for their consultants' attention.

The applicant has prepared a revised concept plan which has just been received and staff have not had the opportunity to fully review. The applicant would like to present the revised concept plan at an upcoming Council Committee of the Whole meeting early in the New Year.

Background

The Beedie Group, owner of the 82.4 acre (33.4 hectare) Fraser Mills site in southwest Coquitlam, applied for an amendment to the CWOCP in July 2005 in order to permit the development of a new neighbourhood consisting of a mix of residential, commercial, business park and community uses. The proposal has been put forward by the owner as an alternative to developing the site for light industrial/business park use under its current CWOCP "Industrial" designation and M-1 General Industrial zoning.

Background cont'd/

The Beedie Group will also be applying for an amendment to the City's Zoning Bylaw once further details on its proposal are developed and the most appropriate approach to rezoning the property can be determined. The CWOC and Zoning Bylaw amendments will be presented to Council at the same time for consideration.*

On July 27, 2005 Council endorsed the staff recommendation directing staff to refer the proposal to potentially affected stakeholder groups in accordance with Section 879 of the *Local Government Act*. A letter summarizing the application and the preliminary concept plans were sent to stakeholder groups in mid-August 2005 with a requested response date of mid-September, 2005.

Letters were also sent to 190 occupants, registered owners and business operators within 400 feet (122 metres) of the Fraser Mills site and advertisements were placed in the local newspapers to solicit general public comment.

The following is a summary of the responses received through the above process. Copies of the correspondence received are appended to this report.

Responses From Organizations

BC Hydro

BC Hydro has no comments on the proposal at this stage in the process.

Canadian Pacific Rail

CP Rail has raised a number of concerns. It has indicated that the railway activities in this area should be taken into full consideration during the development design and approval phases to protect the health, safety and welfare of adjacent landowners. Also, vibration may result from both ground-borne vibration and airborne sound waves caused by passing trains. CP Rail suggests that the developer may wish to employ measures to mitigate noise through appropriate construction methods and/or intervening structures or buildings and has provided a number of suggested actions for how this can be achieved.

* A package containing the preliminary concept plan submitted by The Beedie Group and the previous staff reports to Council have been circulated under separate cover to assist new Council members who may not be familiar with the specifics of the development proposal and the process to date.

CP Rail has significant concerns about the development's potential traffic impacts on railway operations, noting that the development has the potential to greatly alter the traffic volumes in and around the location of the at-grade rail crossing at King Edward Street and the crossing at United Boulevard. CP Rail sees no reduction in the rail traffic in this location and asks for assurance that a comprehensive traffic study will be undertaken that specifically considers the on-going railway operations in the area.

City of New Westminster

New Westminster City Council opposes the development proposal and passed the following motion:

- “ That the City of Coquitlam be advised the City of New Westminster opposes the proposed Official Community Plan amendment to permit residential, retail, business park and community uses on the Fraser Mills site due to concerns regarding:
- a) local disbenefits of increased congestion in the Braid Street industrial area, and for goods movement through New Westminster; and
 - b) shared regional disbenefits of reduced industrial land supply and a growth location that does not support regional growth management policies and recent investments in transit infrastructure.”

City of Surrey

Surrey's Planning and Development Department staff have no objection to the proposed OCP amendment based on the information provided at this stage.

Como Watershed Group

The Como Watershed Group supports the proposed development but has some concerns regarding continued development in and around areas designated as floodplain for the Fraser River and Lower Como Creek, which it believes may be subject to increased flooding in the future. Suggested improvements include: ecological considerations such as the integration of watercourse restoration plans; the provision and enhancement of wildlife habitat with a balance between human use and refuge for terrestrial and aquatic species; and, connecting areas of native vegetation based on the specific dynamics of the Como Creek lowlands and adjacent Fraser River.

The Group also offers the following sustainability considerations: incorporation of naturescaping and other "working with nature" design principles; promotion of walking and cycling; reducing the need to commute through on-site amenities and services; treating and reducing water runoff; and, connecting residents to the river through low impact foreshore use.

Fisheries and Oceans Canada

Fisheries and Oceans Canada is already aware that the Fraser Mills site may be redeveloped as a result of a subdivision application submitted by The Beedie Group under the site's current M-1 General Industrial zoning and had previously provided comments on that application to the proponent and City staff.

Fisheries and Oceans Canada has recommended that the watercourses be afforded riparian setbacks consistent with Coquitlam's bylaws and that appropriate riparian restoration and enhancement measures be undertaken. It is also desirable where possible that trails or points of public access be located away from environmentally sensitive areas. Fisheries and Oceans Canada has also previously recommended that a stormwater management plan be undertaken for the site.

Fraser River Port Authority

The Fraser River Port Authority strongly objects to the proposal because it will further alienate valuable industrial land to a residential and commercial mixed use and remains supportive of the City's current OCP designation for the site as General Industrial.

The Authority notes that there has been a documented loss of over 3,000 acres (1,214 ha) of industrial land from 1996 to 2005 in Greater Vancouver and that industrial land with the potential for water-oriented use is becoming extremely rare. The Authority also notes that the Fraser Mills site has been identified as a priority waterborne node for goods/passenger movement and links to the regions road and rail system by the Greater Vancouver Gateway Council in their major Commercial Transportation System Water Routes for Cargo and Passengers study. The Authority believes that the proposed development is incompatible with adjacent industrial uses and is concerned about the loss of the industrial tax base and employment and resulting economic benefits to the region.

The Authority is also concerned that floodplain and river water management issues remain unsolved.

Greater Vancouver Regional District (GVRD)

GVRD Solid Waste Operations staff are concerned about the incompatibility of the proposed development, particularly its residential and commercial components, with the adjacent Coquitlam Resource Recovery Plant (Wastech). They believe that there could be significant noise, odour, traffic and aesthetic conflicts that could not be mitigated to the satisfaction of new neighbouring residents and businesses. They are also concerned about traffic impacts and believe that options for alternative access to the Wastech site will have to be examined. They are seeking direct involvement in the site design of the proposed development, if it proceeds, in order to minimize the impacts.

Greater Vancouver Regional District cont'd/

GVRD Policy and Planning staff have a number of concerns about the proposed development, which they believe is a significant departure from the CWOCP and the regional growth management objectives endorsed in Coquitlam's Regional Context Statement.

The development is viewed by the GVRD as incompatible with the Livable Region Strategic Plan (LRSP) principle of building complete communities because: it would be surrounded by industrial uses and isolated from any current or planned residential communities as well as from schools and services; and, it is outside of any CWOCP-designated centres and is not at a transit hub.

The development is viewed by the GVRD as also in conflict with the LRSP principle of increasing transportation choice because: it is not well served by existing or planned transportation infrastructure; it is not within walking distance of Braid SkyTrain station and new bus services would have to be introduced; new residential development should be focused on areas where the *region has made a significant investment commitment to a light rail system*; and, traffic generated by the development would likely impact on goods movement on United Boulevard, undermining significant planned investment on the North Fraser Perimeter Road system.

The development is viewed by the GVRD as adding to the growing shortage of industrial land in the region, particularly in inner and middle ring municipalities, that is not sustainable from a jobs/housing balance or worker commute/goods movement perspective. The GVRD believes the emphasis should be on the stabilization and retention of industrial land in Coquitlam in order to increase the employment base and minimize commuting distances for Coquitlam residents.

Ministry of Environment

The Ministry of Environment has no comments on the proposal at this stage in the process.

Ministry of Transportation

The Ministry of Transportation has no objections to the proposed alternate land use proposal provided there is sufficient municipal transportation infrastructure to support development within the area.

The Ministry is currently evaluating several concepts to improve traffic flow along the Provincial highway system and with the systems connections to municipal streets. Consequently, the Ministry would like to receive copies of any traffic impact studies regarding the development so it may assess the impact to the provincial system.

Place des Arts

Place des Arts is generally in favour of the proposal, which it sees as having advantages for both Place des Arts and the Maillardville community because of proximity. It is particularly supportive of the proposed community amenities and the potential mix of small businesses proposed as part of the development.

Place des Arts requests that the applicant consider incorporating the following into the development: pedestrian-friendly commercial tenants; the community centre becoming a community development centre integrating the arts, culture and sports; use of existing local resources and talent in programming the community centre and outdoor plaza areas; a transit corridor linking the site and King Edward including pedestrian/bicycle pathways; public art emphasizing the industrial heritage of the area; extending greenways to Maillardville and the SkyTrain station at Braid Street; and focusing on the sawmill history relevant to the site.

Place des Arts would also like to see The Beedie Group partner in the business improvements planned for the Maillardville area.

Place Maillardville

Place Maillardville supports the development proposal because it will attract more people and businesses to the area, but has two concerns. It would like to see existing traffic problems addressed before more development is permitted in the vicinity of King Edward Street. The second concern is that the Fraser Mills proposal may compete for resources with the redevelopment of Maillardville. Place Maillardville wants to see the two areas working together rather than competing.

School District #43 (Coquitlam)

As requested by School District staff in their written response, City staff have further discussed the development proposal with the School District. Given the significant excess capacity at the existing elementary schools in the south Coquitlam area, School District staff have now concluded that there is no need for an elementary school on the Fraser Mills site. Whether or not the School District would consider providing bussing for any students would be a Board decision and could only be determined once the actual demand is known, which is some years into the future.

School District staff view the site as very isolated from the rest of the community and the School District had not anticipated in its recent facilities planning work on having a student population in this area of Coquitlam. If bussing is ultimately provided for some or all of the students living on the Fraser Mills site, it would be an unanticipated cost to the School District. The School District would like more details on the estimated number and ages of the student population that may be generated by the project when this information is available.

Societe Maillardville-Uni

Societe Maillardville-Uni has not yet responded. City staff are continuing to encourage this organization to offer its input.

TransLink

Translink staff have numerous concerns about the proposed development. With the GVTA's commitment to implement the Coquitlam LRT line, TransLink staff would ideally like to see higher density commercial and residential uses located in areas along the proposed Coquitlam LRT line rather than in locations such as the Fraser Mills that are remote from this transit investment. The separation of this site from the Southwest Coquitlam residential community by Highway 1, the Lougheed Highway and United Boulevard makes it difficult to access by other forms of transportation including transit, walking and cycling.

TransLink notes that, in the future, United Boulevard will form part of the planned North Fraser Perimeter Road and residential use of the Fraser Mills site may be adversely affected by this road. Industrial land for water-oriented industry is in short supply in the region and industry that can be accessed by water can offer some relief to the road networks. At present the primary vehicular access to the site is along portions of the region's Major Road Network and the proposed development could generate a significant amount of traffic, further congesting the area.

Based on these concerns, TransLink staff suggest that a network assessment and a transportation planning study be undertaken before the Fraser Mills development is approved. The study area should include not only King Edward Street and United Boulevard, but potentially be expanded to the Cape Horn and Brunette interchanges.

Public Responses

Of the 190 letters sent to occupants, registered owners and business operators within 400 feet (122 metres) of the Fraser Mills site, 22 responses were received, a response rate of 11.5 percent.

Four of the respondents give their complete support to the project, ten are strongly opposed, and the eight appear to support, or do not object to, the project but raise concerns that they want to see addressed.

The reasons given by the four respondents who completely support the proposal include: the mix of proposed uses; economic development; showcasing of the area's natural history; enhance Coquitlam's landscape and ability for residents to share the waterfront.

The reasons given by the ten respondents who are strongly opposed to the proposal include: increased traffic; lack of transit in the area; loss of industrial jobs and industrial land; the Fraser River floodplain; incompatibility with current industrial land uses; and, the close proximity to the casino.

Public Responses cont'd/

The eight respondents not opposed to the project, but who have concerns that they want to see addressed, identified issues such as: traffic congestion; pollution from increased traffic; incompatibility with neighbouring industrial uses; loss of industrial land; soil contamination; and, the Fraser River floodplain.

One of these eight respondents is Catalyst Paper (formerly Norske Canada), which operates a paper recycling facility on the property immediately to the west of the Fraser Mill site. Catalyst Paper is in the second year of 20-year lease on its property and has no plans to relocate. It wishes to ensure that, if the alternate plan for the Fraser Mills site proceeds, that the noise (truck, rail, barge and machinery), odour, light spill, aesthetic and other impacts of its operation are fully considered and appropriate buffering and other mitigation measures undertaken.

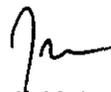
Next Steps

Staff will be reviewing all the stakeholder input received with the project proponent following receipt of this report by Council. This will include discussing potential changes to the preliminary concept plan to address the issues and concerns that have been raised and undertaking further consultation with the key stakeholder groups that have expressed concerns, most notably the GVRD and TransLink.

The proponent has commissioned several technical studies in response to issues already raised by Council, particularly employment and traffic impacts. Staff are reviewing these studies as they are received and are providing comments back to the proponent. When finalized, these reports, along with staff comments, will be provided to Council for consideration as the development review and approval process proceeds.

The proponent has also requested the opportunity to present their revised concept plan for the Fraser Mills site at a Council Committee of the Whole meeting early in the New Year. Once staff have had an opportunity to review the revised concept plan, staff will arrange with the proponent for this presentation to the Committee.

There is considerable work to be done by the project proponent on the details of the development proposal. The degree to which proponent is able to address the issues and concerns that have been raised by stakeholder groups, external agencies and the public, as well technical and other issues raised by staff in their review of the proposal, will determine if the proposed CWOCP amendment and concurrent rezoning are ultimately supported by staff.



James L. McIntyre, MCIP
EV/LG/JMc/lmc

Giesbrecht, Laura

From: Shwetz, Arlene [Arlene.Shwetz@bchydro.bc.ca]
Sent: Thursday, October 06, 2005 5:42 PM
To: Giesbrecht, Laura
Subject: RE: Fraser Mills

Hi Laura

We have reviewed the document and have no comments at this time.

Thank you

Arlene

Arlene Shwetz
Manager, Lower Mainland-Coastal Community Relations
BC Hydro
12th Floor, 6911 Southpoint Drive
Burnaby, BC V3N 4X8
Phone: (604) 528-2234 / Fax: (604) 528-2362
e-mail: arlene.shwetz@bchydro.com

-----Original Message-----

From: Giesbrecht, Laura [mailto:lgiesbrecht@coquitlam.ca]
Sent: 2005, October 06 2:54 PM
To: arlene.shwetz@bchydro.com
Subject: FW: Fraser Mills



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24 October 2005

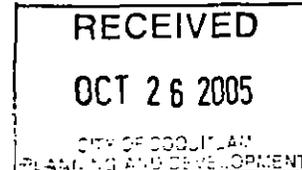
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andrew_massil@cpr.ca

R J Baker
Senior Area Manager
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Attention: Laura Giesbrecht



Dear Ms. Giesbrecht,

Re: **Application # 05 009228 RZ re 2 King Edward, from the Beedie Group.**

Please refer to your letter dated August 15, 2005.

The subject property is nearly adjacent Canadian Pacific Railway's operating Right-Of-Way, the "Westminster Subdivision" at approximate Mile 4.90, as well as several spur tracks that service some industries in the general area.

The health, safety, and welfare of adjacent landowners could be adversely affected by railway activities and operations if these are not taken into full consideration during the area development design and approval phases. Please note that vibration may result from both ground-borne vibration and airborne sound waves cause by passing trains. The developers may wish to employ measures to mitigate noise using appropriate construction methods and/or intervening structures or buildings. In this regard, please find the attached document "Adjacent Development Concerns" which should be considered as a general guideline.

A significant concern which could have impact upon railway operations would be the potential resultant traffic flow volumes and patterns that area as a whole could experience. The at-grade road crossing at King Edward is an arterial connector to Coquitlam and the most direct route to the general shopping in the area. It is conceivable that this crossing could see significant traffic flow volume changes. This crossing crosses the mainline of tracks of the CPR's Westminster Subdivision as well as supporting interchange track systems that connect CPR with the Canadian National and the Burlington Northern railways. In addition, but of no less of concern regarding traffic planning, are the crossings on United Boulevard of the tracks that service the industries in the area. In general, CPR would like to be assured that a comprehensive traffic study would be undertaken that would specifically consider the on-going railway operations in the area.

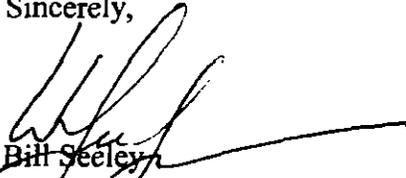
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CPR hereby requests that it be kept informed of, or be consulted with, regards any proposed changes that could have any impact upon its railway operations in the area. CPR also reserves the right to be able to offer further suggestions or commentary in this regard.

However, with regards to the existing and future railway operations, CPR sees no reduction of the traffic flow requirements of the rail activities in this area.

Thank you for the opportunity to reply to this application.

Sincerely,



Bill Seeley
Area Manager – Support
Real Estate Marketing

cc: Doug Younger , Manager Public Works, CPR
Rocky Hartline, Service Area Manager Operations, CPR
John Moreash, Service Area Manager Engineering, CPR

Canadian Pacific Railway Company
(the "Railway")
Adjacent Development Concerns

The subject lands are near or immediately adjacent to the Canadian Pacific Railway's operating railway corridor (the "railway lands"). The railway lands are privately owned property and as such we wish to state our concerns regarding the proposed development changes.

Developments near or adjacent to railway lands may not be compatible in terms of the health, safety and welfare of individuals who could be adversely affected by railway activities, sounds, noises or vibrations and it is the Railway's position that these consideration should be taken into account for the future betterment of all involved.

Conversely, developments near or adjacent the railway lands must consider design elements that may have direct impacts upon the safety of railway lands, the operations or railway activities.

Although not all of the conditions or elements incorporated in this document may be present with this existing proposal, this document addresses the general concerns regards any developments proposed near or adjacent railway lands and should be used as a guideline in this and other instances. However, in this regard, the Railway reserves the right to be advised of and provide comment on each and every development proposal.

Notwithstanding our general opposition to such adjacent uses, should the proposed application be approved, Canadian Pacific Railway requests that the following conditions be imposed:

Sound and Noise: Buildings should be constructed such that the interior sound and noise levels meet the criteria of the appropriate Ministry and/or the best practices of the appropriate governing practices and standards. A professional consultant should conduct a study to determine what impact, if any, sound and noise from the adjacent railway operations would have on the businesses or occupants of the proposed development. Accordingly, the study should recommend mitigation measures, and if required such recommendations should be required to be implemented as part of the development approval process.

Notwithstanding the foregoing, the following should be required to be implemented:

1. A disclosure clause should be included in all prospectuses, offers of sale, leases or licence documents advising of the adjacency to the railway lands and the potential for sound and noise from the railway operations.
2. A covenant should be placed, and run with the Title of the development lands, that will advise purchasers or tenants of the adjacency to the railway lands and the potential for sound and noise from the railway operations, which should include:
 - a) the possibility that the railway may alter its operations, including the possibility that the Railway may expand its operations; and
 - b) that any sound & noise attenuation measures, berms, fencing, or other isolation features implemented are not to be tampered with or altered; and
 - c) that the owner shall have sole responsibility for installation and maintenance of these features; and
 - d) that the Railway will not be responsible for complaints or claims arising from use of its facilities and/or operations.

3. A Berm, or combination berm and sound & noise attenuation fencing, having extensions or returns at the ends should be erected on adjoining property, parallel to the railway right-of-way, with construction in accordance to the following specifications:
 - a) minimum total height of 5.5 metres above top-of-rail; and
 - b) berm minimum height to be 2.5 metres and side slopes not steeper than 2.5 to 1; and
 - c) fence, or walls, to be constructed without openings and of a durable material weighing not less than 20 kg per square metre (4 lb./sq ft) of surface area.

No part of any berm, fence or noise barrier is to be constructed on railway property.

Vibration: Buildings should be constructed such that the vibration levels meet the criteria of the appropriate Ministry and/or the best practices of the appropriate governing practices and standards. A professional consultant should conduct a study to determine what impact, if any, vibration from the adjacent railway operations would have on the structures, contents, businesses or operations of the proposed development. Accordingly, the study should recommend mitigation measures, and if required such recommendations should be required to be implemented as part of the development approval process.

1. If in excess of the acceptable levels, all buildings within 75 metres of the nearest track should be protected. The measures employed may be, but not necessarily limited to;
 - a) support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz; and
 - b) insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
 - c) other adequate measures that will retain their effectiveness over time.
2. A disclosure clause should be included in all prospectuses, offers of sale, leases or licence documents advising the adjacency to the railway lands and of the potential for vibration from the railway operations.
3. A covenant should be placed, and run with the Title of the development lands, that will advise purchasers or tenants of the adjacency to the railway lands and the potential for vibration from the railway operations, which should include:
4. tenants of the existence of the railway lands and the potential for vibration from the railway operations, which should include:
 - a) the possibility that the railway may alter its operations, including the possibility that the Railway may expand its operations; and
 - b) that any vibration attenuation measures or other isolation features implemented are not to be tampered with or altered; and
 - c) that the owner shall have the sole responsibility for installation and maintenance of these features; and
 - d) that the Railway will not be responsible for complaints or claims arising from use of its facilities and/or operations.

Drainage: Drainage must not be directed toward railway lands. The discharge of water into the ground, or as concentrated runoff from properties, can destabilize ground conditions especially in areas of slopes or historically wet areas. Any proposed alterations to drainage works or patterns that may affect railway lands must be substantiated by a drainage report prepared by a qualified consultant and submitted to the Railway for consideration. Any such works must receive approval from the Railway, and if acceptable, and must be by written agreement with the Railway prior to being instituted. Railway drainage ditches are not approved for general area drainage and must only be used by written agreement with the Railway.

Utilities: Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

Fencing: A 1.83 metre high chain link fence should be constructed and maintained along the common property line of the Railway and the development by the developer at his expense to preclude trespass onto and through railway lands. A covenant should be placed on Title that will run with the lands, in all deeds, requiring subsequent purchasers of the land to maintain the fence in a satisfactory condition at their expense.

Entrances / Encroachments Onto Railway Lands:

1. Construction schemes incorporating zero lot line buildings or structures that abut railway lands shall not have entrances or openings that enter onto railway property or airspace for any reason.
2. Construction schemes incorporating zero lot line buildings or structures that abut railway lands shall not have overhangs, foundations, footings, drainage systems, soil anchors or any other above-grade or sub-grade equipment or systems that encroach onto railway lands.
3. Construction that abuts railway property shall not have excavations that encroach onto railway lands, nor shall excavation material be permitted to encroach onto railway lands, during construction without permission of CPR.
4. Emergency access/egress routes, especially those from zero lot line or close proximity lot line constructions, shall not trespass, or anticipate trespass, onto railway lands.

Views and Vistas: Developments that propose views or vistas that overlook railway lands should be avoided as the railway lands are an industrial workplace and may be subject to change.

Construction Cranes & Temporary Structures: Construction cranes, scaffold systems, gantrys or other temporary structures shall not trespass onto railway lands or airspace without prior authorization and approval of the railway. Crane loads shall not swing over railway lands except by written agreement with the Railway.

To ensure the safety and comfort of adjacent residents, and to mitigate as much as possible any adverse factors of locating adjacent to a railway operation, your consideration and cooperation to ensure that the above requirements will be conditions of the application would be appreciated.

CORPORATION OF THE CITY OF NEW WESTMINSTER

**REGULAR MEETING OF
CITY COUNCIL**

September 12, 2005 7:04 p.m.
Committee Room No. 2
City Hall

MINUTES

PRESENT:

Mayor Wayne Wright
Councillor Casey Cook
Councillor Jerry Dobrovolny
Councillor Calvin Donnelly
Councillor Bob Osterman
Councillor Lorrie Williams

REGRETS:

Councillor Chuck Puchmayr

STAFF:

Mr. Paul Daminato	- City Administrator
Mr. Rick Page	- City Clerk
Mr. Tim Whitehead	- Director of Development Services
Mr. Roger Emanuels	- Acting Director of Engineering Services
Mr. Gary Holowatiuk	- Director of Finance
Ms. Judi Turner	- Assistant City Clerk

MOVED and SECONDED

THAT the City of Coquitlam be advised the City of New Westminster opposes the proposed Official Community Plan amendment to permit residential, retail, business park and community uses on the Fraser Mills site due to concerns regarding:

- a) local disbenefits of increased congestion in the Braid industrial area, and for goods movement through New Westminster; and*
- b) shared regional disbenefits of reduced industrial land supply and a growth location that does not support regional growth management policies and recent investments in transit infrastructure.*

CARRIED.

REPORT

DEVELOPMENT SERVICES DEPARTMENT

To: Mayor W. Wright and Members of Council – Transportation Committee Date: September 7, 2005

From: Tim Whitehead, Director of Development Services File: 2535-02

Subject: Proposed City of Coquitlam OCP Amendment for Fraser Mills Site

RECOMMENDATION

THAT the City of Coquitlam be advised the City of New Westminster opposes the proposed Official Community Plan amendment to permit residential, retail, business park and community uses on the Fraser Mills site due to concerns regarding:

- a) local disbenefits of increased congestion in the Braid industrial area, and for goods movement through New Westminster; and
 - b) shared regional disbenefits of reduced industrial land supply and a growth location that does not support regional growth management policies and recent investments in transit infrastructure.
-

PURPOSE

The purpose of this report is to provide comment on the proposed amendment to the City of Coquitlam City Wide Official Community Plan land use designation for the Fraser Mills site.

BACKGROUND

The Beedie Group has applied to amend the City of Coquitlam City Wide Official Community Plan land use designation for the 82 acre Fraser Mills site (see Attachment 1 for location map). The site is currently designated for light industrial/business park and zoned for industrial use. The Beedie Group is proposing redesignation to permit a comprehensive development consisting of 3,700 dwelling units in low and high rise buildings, 190,000 sq.ft. of retail commercial space, 75,000 sq.ft. of community space, and 100,000 sq.ft. of business park space.

As part of the consultation process for this proposed OCP amendment, the City of New Westminster has been asked to provide comment on this proposal by September 16, 2005.

EXISTING POLICY/PRACTICE

The City provides comment on proposed plan amendments in other municipalities when community objectives or local policies could be affected.

ANALYSIS

Local Implications of Concern to New Westminster

The proposed development of the Fraser Mills site would substantially increase the resident and employee population in this area. While the site is less than two kilometres from the Braid Street SkyTrain station, there is little transportation infrastructure available (e.g. sidewalks, greenways) to support walking, cycling and transit use. Development of this type and magnitude on this site will generate additional vehicle traffic in the area.

United Boulevard will be the primary vehicular access route to the site. The one-lane bridge connecting United Boulevard in Coquitlam to Braid Street in New Westminster is inadequate to accommodate current traffic volumes. This proposal would result in additional vehicle traffic at this junction. The planning materials provided suggest the connection of United Boulevard to Brunette Avenue via an expanded bridge over the Brunette River and an overpass over several mainline railway tracks to relieve existing congestion in the area is imminent. The City of New Westminster has established a number of prerequisites for this connection. As there has been no evidence of these conditions being addressed by TransLink or the provincial government, the timing for this connection is undetermined.

The transportation improvements discussed above are intended to increase efficient goods movement on the future North Fraser Perimeter Route. This objective will be compromised by competition for road capacity by vehicle traffic generated by this development.

Regional Implications of Concern to New Westminster

The information materials prepared by the applicant describe the proposed development as a “new complete community along the Fraser River” and a “an additional node of activity in Coquitlam’s network of linked neighbourhoods”. Locating substantial residential and commercial growth outside of an existing neighbourhood centre or transit hub seems at odds with the City of Coquitlam’s City Wide Official Community Plan objective to:

encourage any major new developments to reinforce existing community and neighbourhood focal points, through appropriate planning and consultation. Place particular emphasis on Coquitlam Regional Town Centre and all SkyTrain and West Coast Express Station areas.

Municipal implementation of a centres-based growth management strategy is a key component of the Livable Region Strategic Plan.

The location of the development does little to support public investment in the current regional transit system. At the same time, once these large out-of-centre developments are completed, people travelling to and from these destinations often demand increased transit service. Meeting these demands can result in diversion of funds from established regional transportation priorities.

The proposal would reduce the regional industrial land inventory by 82 acres and could compromise the viability of adjacent industrial sites. Loss of industrial land supply increases pressure to develop agricultural lands and natural areas for industrial use.

OPTIONS

Three options are presented for consideration:

1. Direct staff to send the attached letter to the City of Coquitlam expressing the City's concerns about the local and regional impacts of the proposed OCP amendment;
2. Take no action with respect to this request for comments; or
3. Provide staff with additional direction on this matter.

Option 1 is recommended.

INTERDEPARTMENTAL LIAISON

The Transportation Planner provided input into this report regarding the transportation impacts of the proposed development.

CONCLUSION

The preliminary proposal for the mixed use redevelopment of the Fraser Mills lands does reflect good site-level planning principles: a mix of uses, housing forms and densities, enhanced pedestrian and cyclist infrastructure to facilitate local trips and the provision of local services for residents and employees. However locating substantial residential and commercial development on viable industrial land, outside of an established centre and disconnected from regional transit infrastructure undermines the overall sustainability of the project and could have negative consequences for New Westminster and the region.

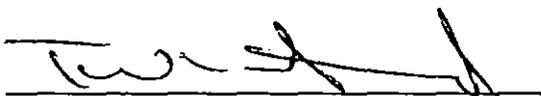


Mayna Vancaillie MCIP
Planner

Approved for Presentation
to Council



Paul Daminato,
City Administrator

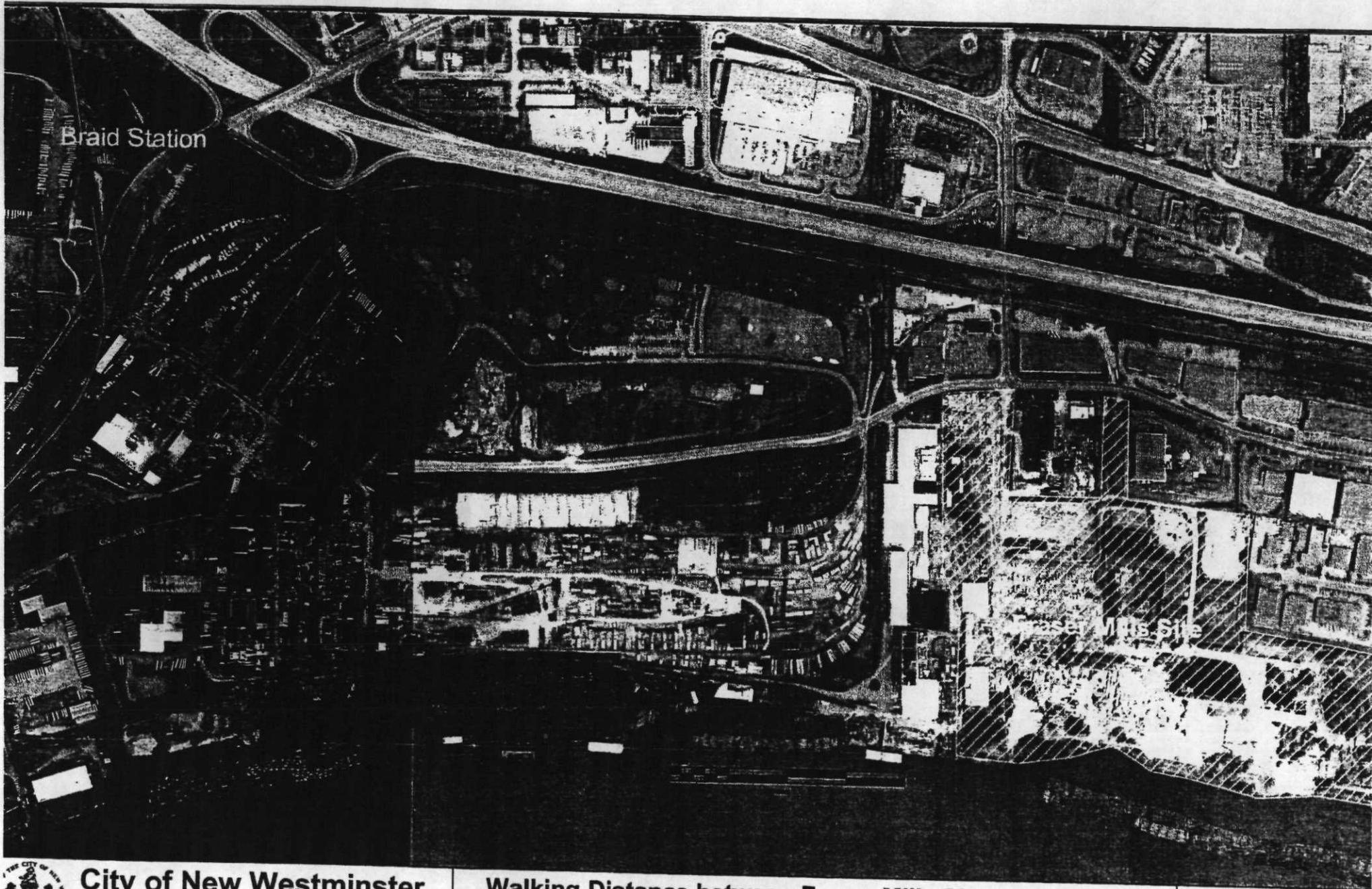


Tim Whitehead, Director of
Development Services

Att. (2)

: mv

Attachment 1: Map of Subject Site



Braid Station

Fraser Mills Site



**City of New Westminster
Engineering Department**

**Walking Distance between Fraser Mills Site and Braid
Station is 1.7km**

Date Sept 6, 2005

Map information provided herein is derived from sources with varying levels of accuracy. The City of New Westminster disclaims all responsibility for the accuracy or completeness of information contained herein.

Attachment 2: Draft Letter to City of Coquitlam



CORPORATION OF THE CITY OF NEW WESTMINSTER

511 Royal Avenue, New Westminster BC V3L 1H9
Development Services Department (604) 527-4532

www.city.new-westminster.bc.ca
Fax No. (604) 527-4511

September 12, 2005

File: 2535-02

City of Coquitlam
3000 Guildford Way
Coquitlam, BC
V3B 7N2

Attention: Lauren Hewson, Deputy City Clerk

Re: Proposed Citywide Official Community Plan Amendment for the Fraser Mills Site

Thank you for providing an opportunity for the City of New Westminster to review the proposed Citywide Official Community Plan amendment for the Fraser Mills site.

The site-level planning objectives for the proposed development seem appropriate: a mix of uses with a focus on pedestrian and cyclist connectivity, some community facilities and a publicly accessible riverfront. However, the City of New Westminster is concerned that due to its location, the proposed development could have the following negative local and regional impacts:

a) Increased local traffic congestion

Development of this type and magnitude on this site will generate additional vehicle traffic in the area. United Boulevard will be the primary vehicular access route to the site. The one-lane bridge connecting United Boulevard in Coquitlam to Braid Street in New Westminster is inadequate to accommodate current traffic volumes. This proposal would result in additional vehicle traffic at this junction. The planning materials provided suggest the connection of United Boulevard to Brunette Avenue via an expanded bridge over the Brunette River and an overpass over several mainline railway tracks to relieve existing congestion in the area is imminent. The City of New Westminster has established a number of prerequisites for this connection. As there has been no evidence of these conditions being addressed by TransLink or the provincial government, the timing for this connection is undetermined.

b) Compromised regional goods movement

The transportation improvements discussed above are intended to increase efficient goods movement on the future North Fraser Perimeter Route. This objective will be compromised by competition for road capacity by vehicle traffic generated by this development.

c) Out-of-centre development

The information materials prepared by the applicant describe the proposed development as a “new complete community along the Fraser River” and a “an additional node of activity in Coquitlam’s network of linked neighbourhoods”. Locating substantial residential and commercial growth outside of an existing neighbourhood centre or transit hub seems at odds with the City of Coquitlam’s City Wide Official Community Plan objective to

encourage any major new developments to reinforce existing community and neighbourhood focal points, through appropriate planning and consultation. Place particular emphasis on Coquitlam Regional Town Centre and all SkyTrain and West Coast Express Station areas.

This centres-based growth management policy is a key component of the regional growth strategy established by the Livable Region Strategic Plan.

d) Lack of support for existing regional transit infrastructure

The location of the development does little to support public investment in the current regional transit system. At the same time, once these large out-of-centre development are completed, people travelling to and from these destinations often demand increased transit service. Meeting these demands can result in diversion of funds from established regional transportation priorities.

e) Loss of regional industrial land supply

The proposal would reduce the regional industrial land inventory and could compromise the viability of adjacent industrial sites. Loss of industrial land supply increases pressure to develop agricultural lands and natural areas for industrial use.

The City congratulates Coquitlam for forward thinking site-level planning, but requests that the proposed amendment for the Fraser Mills site be denied, and this residential and employment growth be accommodated in a more appropriate location in your municipality.

Yours truly,

Wayne Wright
MAYOR

cc: Tim Whitehead, Director of Development Services
Christina De Marco, Greater Vancouver Regional District
Brian Mills, Greater Vancouver Transportation Authority



Via Facsimile – 604 – 927-3015

September 12, 2005
File: 6440-01

City of Coquitlam
3000 Guildford Way
Coquitlam, BC V3B 7N2

Attention: Lauren Hewson, Deputy City Clerk

Dear Ms. Hewson:

**Re: Proposed Official Community Plan (OCP) Amendment to the
Fraser Mills Site**

This is in response to your letter, dated August 15, 2005, that advises the City of Surrey about a proposed amendment to the City of Coquitlam's OCP, related to the Fraser Mills site that, if adopted, will allow for the development of a mixed-use neighbourhood in this existing industrial area. Your letter invites input from the City of Surrey.

Staff of the Surrey Planning and Development Department have reviewed the information that was attached to your letter and have no objection to the proposed OCP amendment, based on that information. We appreciate that you will send us further notification and information if the proposal proceeds to the by-law stage.

If you need any further information from the City of Surrey at this time, please call Lynn Guilbault, Senior Planner, at 604-591-4781.

Your truly,

Murray Dinwoodie
General Manager
Planning and Development

LG:saw



- Copies to Mayor & Council
- Tabled Item for Council Meeting
- Correspondence Item for Council Meeting
- For Information Only
- For Response Only _____
- Copies To GM Pro 379 File

RECEIVED
SEP 19 2005
CITY OF COQUITLAM
PLANNING AND DEVELOPMENT

*The Como
Watershed
Group*



- Copies to Mayor & Council
- Tabled Item for Council Meeting
- Correspondence Item for Council Meeting
- For Information Only
- For Response Only _____
- Copies To GMP+D 819 File

Lauren Hewson
Deputy City clerk
City of Coquitlam
3000 Guildford Way
Coquitlam BC V3B 7N2

RE. Public Consultation Opportunity – Proposed Citywide Official community Plan
Amendment to the Fraser Mills Site:

Dear Ms. Hewson,

Further to receipt of your letter dated August 15th, on behalf of the Como Watershed Group enclosed are our organizations comments pertaining to the proposed OCP amendment and future land use for the Fraser Mills site.

General Comments:

The Society board of Directors supports the proposed amendment and transition of zoning and use from the existing industrial to a new mixed use that includes high density residential, commercial and parkland/natural area. The Society does have some concerns regarding continued development in and around areas designated as floodplain for the Fraser River and Lower Como Creek. It is expected with potential change in climate and precipitation rates of the GVRD that floodplain areas may be at risk due to rising sea levels and increased flooding. Long-term planning needs to incorporate these scenarios and allow for design and development that integrates these factors accordingly and in a way that will also allow for natural river and riparian foreshore ecological processes to occur.

The Como Watershed Group - a non-profit society committed to the long-term conservation of the Como Creek watershed and the environmental health of our community. We envision the Como Watershed as a community that conserves and enhances its diverse urban wilderness.

1

Specific Comments:

Ecological Considerations:

1. The Society recommends that the City and proponent integrate the proposed Lower Como Creek corridor and Fraser Mills watercourse restoration plans as outlined in the 2005 report: Restoration and Planning Objectives for the Como Creek Watershed (Phase One Lowlands). This report was provided to both the proponent and the City in June 2005. While this report did not include restoration of the remaining historic Como/Mill Creek channel, the proposed daylighting and inclusion of this section of the creek for drainage management as outlined in the proponents plan is also supported as an additional feature.
2. It is important that any natural areas restoration plans and similar works being considered for the site are designed with the understanding that as greenways and ecological corridors they presently and must continue to provide and preferably improve upon habitat values that support the many terrestrial and aquatic species that use the area. Further to this any such areas should be designed and planned for with a balance between human use and the need for refuge and buffering for fish and wildlife.
3. The Society suggests that this and any future development for the site incorporate connective areas of native plant communities and that habitat enhancement and restoration of the creek-river foreshore be based on the specific dynamics of the Como Creek Lowlands and adjacent Fraser River.

Sustainability Considerations:

1. Built and high use areas should incorporate Naturescaping principles and other "working with nature" design principles that provide refuges for people as well as improved aesthetics and livability.
2. PROMOTE WALKING. An efficient and enjoyable commuter pedestrian network should be part of the initial design (sometimes difficult to make it efficient when added on afterwards).
3. PROMOTE CYCLING. Safe and efficient cycling routes and convenient and safe places to store bicycles. If cycling is not a convenient option, people will not choose to do it.
4. REDUCE COMMUTING through creation of Social Spaces. The plan suggests mixed use, which will help reduce travel. Other obvious ways to reduce commuting are food/grocery stores and provision of similar amenities on site (small and locally owned to support a sustainable and resilient local economy). However a key

The Como Watershed Group - a non-profit society committed to the long-term conservation of the Como Creek watershed and the environmental health of our community. We envision the Como Watershed as a community that conserves and enhances its diverse urban wilderness.

2

suggestion to reduce travel is to create a network of enjoyable places where residents have the opportunity for some outdoor privacy and can enjoy and appreciate the natural beauty and care that went into the creation of that space.

5. **REDUCE RUNOFF** through the use of permeable surfaces wherever possible such as porous/green parking lots, porous lanes and porous low traffic roads.
6. **TREAT RUNOFF** through treatment systems such as swales to treat runoff pollution from high traffic roads before it enters the habitat corridors (before entering North East design corridor, Como Creek or the Fraser River). This has been applied nearby at Ikea.
7. **CONNECT RESIDENTS TO THE RIVER** through low impact foreshore use. If a "blue bus" or water bus/water taxi pier is envisioned, create a backwater area that services water traffic without increasing wave action erosive forces to the foreshore. Encourage smaller, more sustainable and more autonomous forms of water transportation like the canoe, kayak and small sailboat. Access should be developed with the restoration of tidal and riparian habitat values in mind that do not require heavy riprapping and bank armouring – bio-engineering methods are preferred.

Once again thank you for the opportunity to provide input into this process, the Society looks forward to continued involvement with this exciting project.

Sincerely,



Pamela Zevit, R.P. Bio, C.Tech
Director for *The Como Watershed Group*

Giesbrecht, Laura

From: SalomiC@pac.dfo-mpo.gc.ca
Sent: Monday, November 28, 2005 11:29 AM
To: Giesbrecht, Laura
Subject: FW: OCP Amendment - rezoning application for property at 2 King Edward - Fraser Mills Site DFO file 04-HPAC- PA2-000-000299

-----Original Message-----

From: Salomi, Corino
Sent: November 28, 2005 11:27 AM
To: Jmcintyre@coquitlam.ca
Cc: lgiesbrech@coquitlam.ca
Subject: OCP Amendment - rezoning application for property at 2 King Edward - Fraser Mills Site DFO file 04-HPAC- PA2-000-000299

Mr. McIntyre,

Fisheries and Oceans Canada (DFO) previously provided preliminary comments regarding potential subdivision and redevelopment of the subject site to City staff and the developers environmental consultant. DFO also received comments from the Como Watershed Group.

Given the conceptual nature of plans for this site DFO has not conducted a detailed review of the site or possible development scenarios. DFO previously recommended that the watercourses on the property be afforded riparian setbacks consistent with the City's current bylaw. Should the site be redeveloped there should be an opportunity to provide for full width riparian zones adjacent to the sites watercourses. There should also be the opportunity to restore or enhance fish habitat values at the site. This could include efforts such as watercourse day lighting, enhancements along the Fraser River, and creation of intertidal marsh features. Where possible any proposed trails or public access points should be located away from sensitive riparian or aquatic habitats.

DFO also previously recommended that a stormwater management plan be developed for the site including provisions to treat runoff volumes up to the 6 month 24 hour rainfall event resulting from pollution generating surfaces .

Please note the above comments only reflect DFO's interests with respect to fish and fish habitat and should not be considered valid for more than one year. Any future works or activities at this site may be subject to review by the Fraser River Estuary Management Program, Authorization from DFO, or review pursuant to the Canadian Environmental Assessment Act (CEAA).

Thank you for the opportunity to comment on this OCP amendment.

Sincerely,

Corino Salomi

Head Land Use Section / Section de l'utilisation des terres
Oceans, Habitat and Enhancement / L'habitat et de la mise en valeur
Lower Fraser Area / Cours inférieur du Fraser
Fisheries and Oceans Canada / Pêches et Océans Canada
Telephone / Téléphone : (604) 666-8712
Facsimile / Télécopieur: (604) 666-6627
E-mail: salomic@pac.dfo-mpo.gc.ca

11/29/2005

File:

September 12, 2005

Mr. Jim McIntyre
General Manager Planning & Development
City of Coquitlam
3000 Guildford Way
Coquitlam, B.C. V3B 7N2

Dear Mr. McIntyre:

Re: Public Consultation Process – Beedie Proposal at the Fraser Mills Site

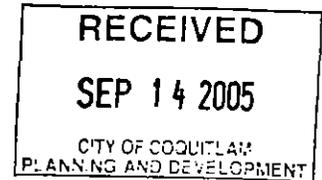
Thank you for your letter dated August 15, 2005 with associated attachments, background material and architectural concept plans. Please accept this letter as the preliminary comments of the Fraser River Port Authority (FRPA) on the Beedie Groups mixed residential use proposal for the Fraser Mills lands.

The FRPA strongly objects to the proposal to further alienate valuable industrial land to a residential and mixed commercial use. The FRPA remains supportive of the City of Coquitlam Citywide Official Community Plan which currently designates these lands as General Industrial. The FRPA presents the following list of concerns:

- The Draft GVRD Policy and Planning Department Industrial Lands Inventory for Greater Vancouver indicates a loss of over 3,000 acres of industrial land between 1996 and 2005;
- Industrial land that has the potential for a water oriented use is becoming extremely rare;
- The Fraser Mills site has been identified by the Greater Vancouver Gateway Council in their Major Commercial Transportation System Water Routes for Cargo and Passengers study;
- Incompatibility with adjacent industrial uses;
- Loss of industrial tax base, employment and resulting economic benefits to the region;
- Flood plain, river water management issues that remain unsolved;

The initial public consultation process conducted by Beedie indicates support for the proposed public amenities, particularly the increased access to the river including a public pier. We wish to remind Council there are many examples of similar public access and amenities that have been provided as part of an industrial development.

The Fraser Mills site has always remained successful as an industrial use. That use is no longer justified as a forest products production facility, however, given the close proximity of major rail,



road and marine access points, this location would remain in strong demand from transportation and distribution operators.

The FRPA does not support the rezoning application submitted by Beedie and requests more information be sought regarding the opportunities to locate industrial related transportation, and possibly water oriented transportation activities to this rare and vacant site.

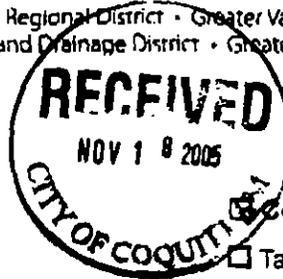
If you wish to discuss this matter further, please do not hesitate to contact this office.

Yours truly,

FRASER RIVER PORT AUTHORITY

A handwritten signature in black ink, appearing to read "A. Domaas", written over the printed name below.

Allen Domaas, PPM
President and CEO



November 18, 2005

Ms. Lauren Hewson
Deputy City Clerk,
City of Coquitlam,
3000 Guildford Way
Coquitlam, B.C. V3B 7N2

3 Copies to File: CRP-09-COQ

Tabled Item for Council Meeting

Correspondence Item for Council Meeting

For Information Only

For Response Only _____

Copies To GMP+D, 819 file

Dear Ms. Hewson:

Re: Proposed Citywide Official Community Plan Amendment to the Fraser Mills Site

Thank you for your letter of August 15, 2005, requesting staff comments from the Greater Vancouver Regional District on a proposed amendment to the Citywide Official Community Plan to enable the development of a new mixed-use neighbourhood on the Fraser Mills site.

Our comments on the proposal pertain to two areas of regional interest:

- implications for the GVRD's Coquitlam Resource Recovery Plant which is situated adjacent to the subject site; and,
- advancing Livable Region Strategic Plan objectives.

Impacts on the GVRD's Coquitlam Resource Recovery Plant (CRRP)

1. A new community with a residential component located adjacent to the CRRP is not a compatible neighbouring land use to the facility. The CRRP was specifically sited at the existing location because of the compatible neighbouring heavy industrial zoning, and because of the site's distance from the nearest residential designated areas.
2. The CRRP is not designed to be located adjacent to a residential development, and operational impacts (i.e. with respect to noise, odour, traffic and aesthetics) will never be addressed to the satisfaction of new neighbouring residents or commercial businesses resulting in ongoing complaints to City and regional staff. These impacts are consistent with operations located within heavy industrial zoning, and have not been a concern to neighbours throughout the facility's history on the site.
3. The CRRP's stationary compactor is on the south side of the facility and would be very difficult to relocate due to site constraints. There are heavy industry impacts associated with its operation that would affect residents and/or commercial businesses adjacent to it, and these impacts would be exacerbated particularly for multi-storey development occurring nearby.
4. With the increasing number of customers using the facility and congestion at its entrance, the GVRD and Coquitlam will need to explore alternative access, from King Edward through the Fraser Mills property to address line-ups on United Boulevard and left-hand turns from CRRP onto United Boulevard.

Advancing Livable Region Strategic Plan Objectives

The GVRD Board endorsed the Regional Context Statement for Coquitlam's Official Community Plan in 2002 which shows the link between the Official Community Plan and the Livable Region Strategic Plan. The proposed amendment represents a significant departure from the OCP and raises a number of regional growth management concerns:

1. With regard to building complete communities, this proposal puts significant new residential and commercial development in a location that is not within the City's Regional Town Centre, nor in a "major sub-centre", nor at a transit hub. The proposal creates a new community surrounded by industrial lands and bounded by major roads and a river, isolated from any current or planned residential communities. The proposed new community is isolated from schools and services.
2. With regard to increasing transportation choice, this proposal would create a new community that is not well-served by existing or planned transportation infrastructure. It is not within walking distance to Braid station and new bus services would need to be introduced to serve the community. The region has made a significant commitment to provide a light rail system to serve Coquitlam. In order to maximize the benefits of this investment and improve transit access for residents, new residential development should be focused in the light rail corridor or other areas of planned high capacity transit. Traffic generated by the development would likely reduce the goods-movement capacity of United Boulevard, undermining significant investment in planned improvements to United Boulevard as part of the Greater Vancouver Transportation Authority's (GVTA) North Fraser Perimeter Road system.
3. Recent GVRD studies have indicated a shortage of well-located industrial land. The practice of inner and middle ring municipalities continually looking for fringe municipalities to provide the region's industrial land supply is not sustainable from a jobs/housing balance and worker commute/goods movement perspective. Coquitlam, with a current population of 120,000 is forecast to have vigorous population growth over the next 15 years, an increase of over 80,000 people. Such a large population influx requires a large and diverse supply of jobs in the municipality. The emphasis should therefore be on the stabilization and retention of the limited supply of industrial land in Coquitlam, in order to increase the employment base and minimize commuting distances for Coquitlam residents.

We would welcome further opportunity to discuss these concerns with City staff, and again thank you for the opportunity to provide comment at this early stage on the proposed amendment to the Official Community Plan. For further information please contact me at 604-432-6380, or Christina DeMarco, Regional Development Division Manager at 604-436-6850.

Yours truly,

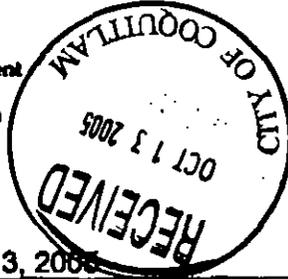


Hugh Kellas
Manager, Policy and Planning Department

004326237



Ministry of Environment
Regional Operations
Lower Mainland Region



FAX SHEET

- Copies to Mayor & Council
- Tabled Item for Council Meeting
- Correspondence Item for Council Meeting
- For Information Only
- For Response Only
- Copies To CMPTD, 819 File, Lat 64

Date: Thursday, October 13, 2005

of pages (including this sheet) 1

To: Lauren Hewson

Fax # (604) 927-3015

Office: City of Coquitlam

Phone # (604)

From: Mike Willcox

Phone # (604) 582-5200

Regional Operations
10470 152 Street, Surrey BC V3R 0Y3

Fax # (604) 930-7119

MESSAGE:

RE: Proposed Citywide OCP Amendment to the Fraser Mills Site

Brian Clark, Regional Manager, Environmental Stewardship, asked me to reply to your August 15, 2005 correspondence regarding the subject proposal.

The package appears to adequately address issues of interest to this ministry and there are no specific comments to offer.

Please contact me, preferably by e-mail, if you have any questions.

Sincerely,

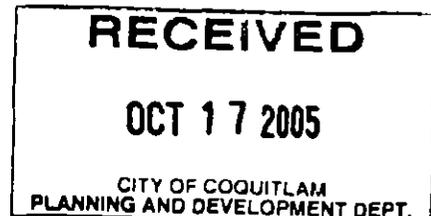
Mike Willcox, B.Sc., P.B.Dipl.
Ecosystems Biologist
Environmental Stewardship
(e-mail: Michael.Willcox@gov.bc.ca)

URGENT: No

CONFIDENTIAL: No

ORIG. IN MAIL: No

Material contained in this fax transmission may be confidential, and should only be delivered to the addressee. If you do not receive all pages, please call 604 582-5200.



Giesbrecht, Laura

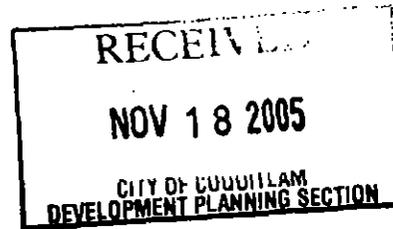
From: Walker, Max D TRAN:EX [Max.Walker@gov.bc.ca]
Sent: Monday, November 28, 2005 2:09 PM
To: Giesbrecht, Laura
Subject: Village at Fraser Mills

The Ministry has no objections to the proposed land uses designated within the Village of Fraser Mills concept provided there is sufficient municipal transportation infrastructure to support development within the area of Fraser Mills.

The Ministry is currently evaluating several concepts to improve traffic flow along the provincial highway system and with the systems connections to municipal streets. Consequently, the Ministry would like to receive copies of any traffic impact studies regarding the development so it may assess the impact to the provincial system.

D.M. (Max) Walker
Operations Manager
Lower Mainland District

tel 604 660-8309
fax 604 660-8371



November 16, 2005

James L. McIntyre
General Manager
Planning and Development
City of Coquitlam
3000 Guildford Way
Coquitlam, BC
V3B 7N2

Dear Jim:

Thank you for the opportunity to comment on the rezoning application for property located at 2 King Edward. Based on the conceptual plans, renderings, drawings and descriptions Place des Arts is generally in favour of the proposed development of Fraser Mills riverfront site presented by the Beedie Group.

We believe having a new community close to Place des Arts and to Maillardville can be advantageous to both. Mixed boutique shopping (preferably locally owned/operated), high quality fresh food market, dining, and entertainment experiences, like those offered at Granville Island and Lonsdale Quay, demonstrate the possibilities for the Fraser River foreshore area. We recommend a pedestrian-friendly, sustainable growth focus.

The Fraser Mills site proposes a community centre, an interpretive mill museum, outdoor plaza and staging, and public art works. The community centre could fill an urgent local need for additional studio/performance space, particularly if it was modeled as a community development centre that integrates the arts, culture, and sports. We recommend the Beedie Group consider resources that already exist in the community to program this space and outdoor plaza areas. Place des Arts has an inventory of talented artists, performers, teachers, programmers, historians, and event planning expertise. Any public open spaces should be designed for all weather conditions and programmed year-round to create an animated village atmosphere.

Any development of the Fraser Mills site should have a complementary, rather than competitive, connection with Maillardville. We suggest a transit corridor be established between the proposed development site and King Edward, including pedestrian/bicycle pathways, to create a link between the two communities. There is a possibility to commission public art works, emphasizing the industrial heritage of the area, to mark the route. Similarly, any planned greenways should extend to Maillardville and the Skytrain depot at Braid Ave.

We believe this development should focus on the sawmill history relevant to the site. The Beedie Group should be advised of the business improvement plans underway, and seek to partner those initiatives.

One of the Board members expressed an individual opinion that the OCP could be amended from industrial to mixed use zoning, since there doesn't appear to be a demand or use for a large manufacturing sector in the Tri-Cities area. "The Lower Mainland coast is losing all its saw mills to areas where costs are lower. Dreams of revitalizing the industry in Coquitlam are just that." This comment does not necessarily express the Board position.

We include a rather apt description of waterside living for your reflection:

"Ask most people to describe the home of their dreams and it's a safe bet that water will probably feature somewhere in their imaginings. Astrologers will point out that it's because water is a cardinal element; scientific types will tell you it's because half of our body mass is composed of the stuff. What ever, there's certainly no denying the therapeutic value of a walk along a quiet towpath, views over a shimmering river... In an increasingly built-up world, waterside properties remain among the most sought-after and desirable on the market. Proximity to water offers respite from the daily grind and a multitude of recreational possibilities." (www.findaproperty.com)

Sincerely,

A handwritten signature in black ink, appearing to read "Fern Bouvier". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Fern Bouvier
President
Board of Directors

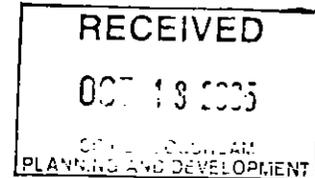


Please respond with
standard acknowledgment
letter.

For
Jan
Oct 18/05

October 13, 2005

Jim MacIntyre
Planning Director
City of Coquitlam
3000 Guildford Way
Coquitlam, BC V3B 7N2



Re. Fraser Mills Project

I am writing this to provide feedback on the Fraser Mills Project. I support the development of the Fraser Mills site as residential development, with two concerns.

The first concern is transportation. Traffic is already frequently backed up along King Edward. As this is already a problem, I am sure that more development will not be allowed without addressing this issue.

The second concern involves the redevelopment of Maillardville. Businesses, cultural groups and citizens in Maillardville are working to together to improve the community of Maillardville by using the areas unique French heritage. Local businesses are trying to form a BIA and community and cultural groups are working to try to make Maillardville a better place to live. My concern is that a large new development nearby may compete with Maillardville for resources. I would like to see the two areas working together and finding ways to compliment each other rather than compete.

Other than these two concerns, I think the development plan looks great. Hopefully this development will attract more people and businesses to the area.

If you require any other information, please feel free to contact me at 604-933-6145 or jlacroix@placemaillardville.ca.

Sincerely,

Jim LaCroix
Executive Director

Place Maillardville
1200 Cartier Ave
Coquitlam, BC V3K 2C3
604-933-6145
604-933-6168 fax



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Learning for a Lifetime

September 12, 2005

SENT VIA FAX

Ms. Lauren Hewson
Deputy City Clerk
City of Coquitlam
3000 Guildford Way
Coquitlam, B.C. V3B 7N2

- Copies to Mayor & Council
- Tabled Item for Council Meeting
- Correspondence Item for Council Meeting
- For Information Only
- For Response Only _____
- Copies To GM PTD, 879 file



Dear Ms Hewson:

Re: Fraser Mills Site - Public Consultation

In response to your letter of August 15, 2005, we provide the following comments regarding the proposed OCP amendment.

The information provided by the city and representatives of the Beedie Group is understandably generalized on specific housing numbers and types of dwellings. It is therefore difficult for the school district to calculate the projected student enrolment generated within this proposal. We do note that a new school and play fields are suggested as part of the development. While this proposal of a new school is likely required due to the remoteness of this development to the nearest elementary, middle, or secondary schools, it should be understood that the Ministry of Education has very specific enrolment requirements in respect to new school funding. We would therefore anticipate that the development would need to address these requirements in conjunction with the district. ~~To this end, the school district would like to request a meeting with city staff and representatives of the development to discuss the issues of transportation, proximity to neighborhood schools, and the ministry funding requirements.~~

Yours sincerely,

Mark A. Dale, MAIBC, MRIBA
Director of Facilities

cc: Lorcan O'Melinn - Secretary Treasurer
Frank Giampa - Manager of Planning and Construction



TransLink
 1600 - 4720 Kingsway
 Burnaby, BC V5H 4N2
 Canada
 Tel 604-453-4500
 Fax 604-453-4637
 www.translink.bc.ca

Greater Vancouver
 Transportation Authority

CHAIR
 Doug McCallum

September 16, 2005

DIRECTORS
 Malcolm Brodie
 David Cadman
 Larry Campbell
 Marlene Cranell

VIA FAX

Ms. Lauren Hewson
 Deputy City Clerk
 CITY OF COQUITLAM
 3000 Guildford Way
 Coquitlam, BC V3B 7N2

- Copies to Mayor & Council
- Tabled Item for Council Meeting
- Correspondence Item for Council Meeting
- For Information Only
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Marvin Hunt
 Jon Kingsbury
 Raymond Louie
 Kathy Morse
 Barbara Sharp
 Joe Trasolini
 Wayne Wright

Dear Ms. Hewson:

Proposed Citywide OCP Amendment to the Fraser Mills Site

Paul G. Y. I.
 D.P.
 for
 Sept 20/05

We appreciate having the opportunity to review the proposed amendment to the Citywide Official Community Plan to accommodate the Fraser Mills site. GVTA staff has reviewed the draft amendment, and our comments are summarized below.

General Comments

CEO
 Pat Jacobsen

1. With the GVTA's commitment to implement the Coquitlam LRT line, ideally, we would prefer to see higher density residential and commercial uses situated in the vicinity of stations along this line, rather than locations that are remote from this transit investment, such as Fraser Mills.
2. The proposed Fraser Mills site is in an area designated in the Coquitlam OCP for industrial uses, and is separated from the Southwest Coquitlam residential community by Highway 1, the Lougheed Highway and United Boulevard. The site's location makes it difficult to access by alternative forms of transportation, including transit, cycling and walking.
3. The proposed site is situated directly adjacent to United Boulevard, which will form part of the planned North Fraser Perimeter Road. The use of the proposed site for residential uses may be adversely affected by the North Fraser Perimeter Road.
4. Industrial land that can be used by water-oriented industry and accessed by waterborne transport is in short supply in the region. Industry that can be accessed by water can offer some relief to the road system.

Roads-related Comments

5. King Edward Street between Lougheed Highway and United Boulevard and United Boulevard between King Edward Street and Mary Hill Bypass are parts of the region's Major Road Network (MRN). At present, the primary vehicular access to the Fraser Mills development site is provided via both roads. The development could generate a significant amount of vehicular traffic, further impacting King Edward Street, which is already experiencing congestion.
6. ~~7.7.2. The City's Major Road Network Assessment and Transportation Planning Study should be undertaken before the Fraser Mills development is approved. The study area should include not only King Edward Street and United Boulevard, but also, potentially, the Cape Horn Interchange in the east and the Brunette Interchange in the West.~~

Cycling-related Comments

7. It is noted in the report that opportunities exist to improve the pedestrian and bicycle networks in line with the City's planning objectives. An off-street bicycle corridor along the Fraser River is included in the City's Strategic Transportation Plan and could potentially be routed through the proposed mixed-use neighbourhood development.

Transit-related Comments

These comments should be prefaced by the earlier comments regarding the reservations that staff has with the development being proposed for this site. The comments provided below relate mainly to the technical aspects of servicing the site with bus-based transit.

8. Transit access to the site would require improved access through a potential widening of the King Edward Street – Highway 1 underpass and/or a new north-south link connecting Schoolhouse Street with Clipper Street, to avoid delays. It would also require a comprehensive review of local streets to ensure access to adjacent communities.
9. The development of a sustainable, pedestrian oriented, mixed use residential community comprised of ground-oriented housing forms adjacent to a developing business/commercial sector may provide some opportunities for transit usage in the area. The inclusion of an urban retail zone in the community could potentially reduce the need to travel outside the community for some local business and service needs.

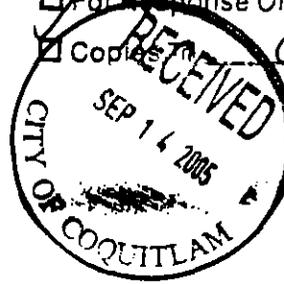
We appreciate having the opportunity to review and comment on the proposed amendment to the Citywide Official Community Plan. Please contact Mr. Martin Kobayakawa, Senior Transportation Planner at (604) 453-4558, if you have any questions.

Sincerely,

Clive Rock
A/Vice-President, Planning

c: Christina DeMarco, GVRD

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Mayor and Council,
 City of Coquitlam,
 3000 Guildford Way,
 Coquitlam, B.C.
 Deliver by hand

September 15, 2005

Re: Public input to the Fraser Mills OCP proposal by Beedie Development Corp.

Not having had the opportunity to view the sketch layouts and conceptual drawings for the proposed riverfront community I have reviewed the written reports of the City Planner and abstracts as given me today by the City.

Beedie Development Corp., purchased the industrial property, which is included in an already approved zoning for additional business uses as Pacific Reach neighbourhood. The creative ideas expressed in their proposal(s) to develop a mixed use waterfront neighbourhood are quite unique. The property values will be accelerated significantly by Council approvals and I urge Council to move very slowly in their development review-approval process. Our City has a tremendous number of costly transportation and community linkage projects required BEFORE the Beedie proposal receives any rezoning or building permits. Those small numbers of citizens and interested people that have responded to review meetings are not representative of the general Coquitlam ratepayers (citizens) who depend on Council to render sound development commitments.

The present and future citizens are facing commuting and daily business and shopping delays, while the various retail and distribution business ventures are facing increasing frustrations resulting from traffic problems daily. Delays and extra time required to facilitate Pacific Reach business neighbourhood from other parts of the mainland and Coquitlam neighbourhoods is, in my opinion, exacerbated by the lack of adequate transportation corridors in and around the entire Maillardville-Highway-Freeway-Railway corridor. The idea of an overpass at the Schoolhouse-United Boulevard area is interesting. Will we ever see it?

United Boulevard, as a primary access roadway and neighbourhood collector also serves as a highway link between other north Fraser communities. United features throttled traffic access and dispersal at both ends and of course the King Edward Street underpass and railway crossing is marred by traffic lights, left turns and blockages from feeder streets. Those retail

businesses adjacent to the congested underpass (north side in particular) suffer every day from volume delays. Buyers don't like crowded and slow access routes. Sales are not maximized. Advertising to draw customers is expensive.

Regionally, we are told that a North Fraser Truck link will alleviate volume delays and move commercial transports and containers from west to east , to and from Pitt Meadows intermodal yard. Logic would have this built through the Fraser Mills site.

Where is the present planning and land reserve(s) for this linkage highway? It is supposed to tie-in with the proposed new 6-lane Pitt River bridge and toll bridge across the Fraser River near 203rd Maple-Meadows. Where are the plans for the very necessary Braid Street connector to smoothly link United Boulevard/North Fraser Truck access with the New Westminster limited road routes such as Columbia Street and 8th Avenue- North Road et' al. The Skytrain elevated guideway was built specially to accept an overpass feature (west of Braid and Brunette) to facilitate removal of throttling intersections,etc. Great idea! When?

It is the opinion of many residents with whom I have discussed this bold proposal, that, until Coquitlam gets busy and starts working cooperatively with New Westminster, Port Coquitlam under the planning of Translink and DTH officials, that the Fraser Mills zoning should remain as it is. A fully comprehensive, successfully integrated new OCP may only be planned around the "givens" that would result from major transportation changes.

* * * *

I think the general concepts so far suggested by Beedie Group offer a fresh, futuristic approach to possible integration and future redevelopment of the entire riverfront-Maillardville neighbourhoods. Much work needs to be done before this concept is initiated. It's a great guidepost at this time for Council and the neighbourhoods to work towards.

In recognition of the atmosphere of the commercial-residential development mix proposed here, perhaps a friendlier "small community" feeling and improved neighborhood controlled safety-accessing-routing for walkers, drivers, cyclists would be achieved through the elimination of traffic conflicts. One-way, wider, slower speed roadway with angled parking is more acceptable for residents, visitors and businesses fronting the roadway than typical 2-way roadways with left turn problems, pedestrian crossings and general "off street" parking requirements as found in Coquitlam Town Centre. One-way allows for attractive curves, better views, greenspaces and is far easier for visitors and residents to find their way about the proposed variety of community uses and buildings. For a showcase community, make it special in every way. Improve quality of living through creative building placements and neighbourhoods, Linked safely by driveway-like (park-like) streets, not 2-way divisive roadways with access and pedestrian risks.

In summation, I thank the Council for this opportunity to offer my opinion and ideas. I also wish to thank Beedie Development Corp. for a very unique and innovative proposal.

It's regrettable that our public bodies have not yet secured the community linkages and financing necessary for alleviating the problems being faced daily by residents, employees, commuters, and business enterprises. To redevelop Fraser Mills as proposed at this time, without commitment to solving the general transport and traffic problems would be irresponsible. Beedie should not have to cure our problems! Economically, Beedie will receive much higher values for the development properties after the major transportation and community link problems are sorted out and acted on. I would also hope to see future streetcar trackage routes in and around the entire riverfront community to reduce bus systems and noise levels. This would fit with the proposed Coquitlam Centre type of transit.

Please advise if this matter will advance to public hearings? Thank you.

Sincerely,

Dave Insley
Resident-Taxpayer-Shopper

711 Schoolhouse Street, Coquitlam V3J 5R6 604-939-9120

COMMENT SHEET

Fraser Mills Site

RECEIVED
AUG 17 2005
CITY OF COQUITLAM
PLANNING AND DEVELOPMENT

Coquitlam

Official Community Plan Amendment Application 05 009228 RZ/1

The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

BELMAG MACHINERY CORPORATION LTD.

71A Clipper Street
Coquitlam, B.C.
Canada V3K 6X2
www.belmag.com

To: City of Coquitlam
3000 Guildford Way
Coquitlam, B.C. V3B 7N2

Attn: Lauren Hewson
Ref: Ammendment to Fraser Mills Site

RECEIVED
AUG 16 2005
CITY OF COQUITLAM

FAX MESSAGE

Date: July 29-2005
Tel: 604-526-0551
Fax: 604-526-5566
e-Mail: corava@belmag.com

Fax: 604-927-3015
Tel:
e-Mail:

Pages: 1

Gentlemen;

We do not have any problem with development of the Fraser Mills site..butit should not proceed before we have better road access to this area.

At the present time the road access is very poor. Between the train and the volume of traffic from East of Port Coquitlam, the car and truck line ups are getting very bad. The constant stop, wait and go is very polution causing, not to mention the anxious drivers accidents.

When we moved her about 10 years ago, we were told by the seller, Gama Construction that an overpass to the Highway Nr 1 was in the works so there would not be any traffic problems. We are still waiting for this to happen. Also, the road connection through New Westminster, is a a disaster, with the one-lane wooden bridge, with no lights and no-way to see if anything is coming.

To add to these problems, the pollution from cars and trucks, stuck in long lineups cannot be good for our environment, to say nothing of the waste of fuels and time lost to all concerned. It is not presently efficeint and will become unbareable.

We trust you will consider these above comments.

Belmag Machinery Corporaton Ltd.
71A Clipper St
Coquitlam, B.C. V3K 6X2
Peter Orava, President

August 16-2005

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PA file

Please return Comment Sheet by September 16, 2005 or by fax at (604) 927-3015 or deliver it to the City Clerk's Office, 3000 Guildford Way, Coquitlam, BC.

All comments received, including the names and addresses of the party or parties providing the comments, will become part of the public record

Hewson, Lauren

From: Lisa Ogilvie [logil_69@yahoo.com]
Sent: September 16, 2005 3:57 PM
To: Hewson, Lauren
Subject: Amendment to the Citywide Official Community Plan of the Fraser Mills Site

I would like to register my input to Council with respect to the above-noted application.

I attended the Open House put on by Beedie Development Corp. on June 28th, 2005 at Place des Arts and was really impressed with their ideas for the area.

My concerns over traffic flow into New Westminster, soil contamination from previous industries, and potential flooding, were sufficiently addressed and I am comfortable with their plans for handling them.

I'm glad that Beedie has put thought into putting such a development in this area, and am in full support of it.

Sincerely,

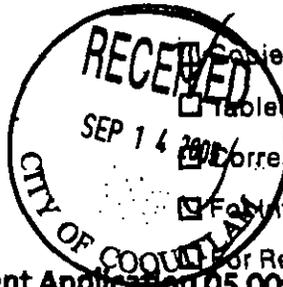
Lisa Ogilvie
#301 - 333 10th Street
New Westminster, BC
V3M 3Y2
Ph: 604-520-5915

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COMMENT SHEET

Fraser Mills Site



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Coquitlam

Official Community Plan Amendment Application 05 009228 RZ/1 6m AD, 879 File
The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

SEPT. 14

FIRST OF ALL I LEFT A MESSAGE AT CITY HALL WITH A REQUEST FOR ADDITIONAL INFORMATION AND AM DISAPPOINTED THAT NO ONE CALLED ME BACK.

I AM FOR DEVELOPMENT OF THE LANDS BUT HAVE NUMEROUS CONCERNS THAT SHOULD BE ADDRESSED BEFORE FURTHER STEPS ARE TAKEN

- 1. BRAID ST. Connector - N. WEST OR PROVINCE NEED TO ADDRESS
2. K. EDWARD RAIL CROSSING - PROPOSED WIDENING IS NOT ENOUGH
3. PORT MANU BRIDGE - NEED THEIR PROPOSAL WITH EXITS BEFORE OTHER ROUTES INTO #1 ARE CONSIDERED
4. WASTE - WHEN ARE THEY MOVING?
5. COQUITLAM'S MOTTO IS LIVE, WORK, PLAY - WITH SO LITTLE SPACE BEING PROPOSED FOR INDUSTRIAL USE IT LOOKS LIKE WE WILL LIVE + PLAY HERE BUT WORK SOMEWHERE ELSE

For your input to be considered, please provide your name & address

Please return Comment Sheet by September 16, 2005 or by fax at (604) 927-3015 or deliver it to the City Clerk's Office, 3000 Guildford Way, Coquitlam, BC.

All comments received, including the names and addresses of the party or parties providing the comments, will become part of the public record

I think we do want some residential land use on the water but not the whole Fraser Mills site. A Granville Island type of mixed use is what I would like to see.

A further issue may be dirt - dust (contaminant) during the bridge process. For the last year the soil remediation process leaves all the cars in our parking lot pretty dirty.

This plan has merits but this is a working industrial park with hundreds of large trucks in + out of it every day. Anything that will impede commercial traffic any more than it already is will be unacceptable to existing business owners.

Burrice Mountain has been designated as the place we want to build out, North Road is targeted for densification so lets not lose the prime industrial opportunities available at the Fraser Mills Site.

Respectfully Submitted

Ken Woodward - President

- Steel-Don Properties

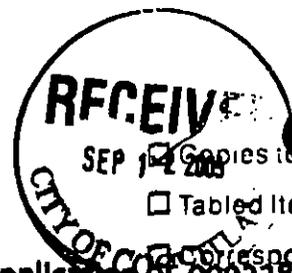
- Western Canada Tube

- Unistrut Building System

604-540-4440

COMMENT SHEET

Fraser Mills Site



Coquitlam

Official Community Plan Amendment Application 05 009228 R2/1

The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

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Copies To 879 File, GM PTD.

Please provide your comments on the proposed Application.

WE ARE SUPPORTIVE OF THE PLAN WITH ONE CAVEAT:

KING EDWARD UNDERPASS (UNDER THE FREEWAY) NEEDS TO BE WIDENED AND NEW WESTMINSTER NEEDS TO COMPLETE ITS END OF UNITED BLVD WITH EITHER AN OVER PASS OVER THE RAILWAY LINES + OFF RAMP TO THE FREEWAY + BURNETT

- KING EDWARD SHOULD GO TO 6 LANES 3 EACH WAY IF IT IS WIDENED OR 5 WITH THE MIDDLE BEING THE TURN LANE

For your input to be considered, please provide your name & address

THE JOHN VOLKMAN FOUNDATION - @WHARF OF (over)

Please return Comment Sheet by September 16, 2005 or by fax at (604) 927-3015 or deliver it to the City Clerk's Office, 3000 Guildford Way, Coquitlam, BC.

All comments received, including the names and addresses of the party or parties providing the comments, will become part of the public record

1101 UNITED BLDG

1311 UNITED BLDG

COMMENTS FROM BIL KOONAR. DIRECTOR

TEL: 004 592. 3001

FAX: 004 592. 3004

email: bilkoonar@telus.net

MAILING ADDRESS: 6925 KING GEORGE HWY

SUNSHINE 36.

13W. 5A1



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Fraser Mills Site

Coquitlam

Official Community Plan Amendment Application 0509228 RZ/1
 The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

Generally as an area business owner, we are in favour of development that improves an area for both Living and Working. Traffic infrastructure such as the Braid-United connector has failed to materialize and has caused hardships with access to our business in Coquitlam.

We understand the difficulty in dealing with the City of new Westminster and their traffic concerns, however an ever increasing traffic bottleneck continues to exist with the access to the proposed property development...coupled with the already existing railway crossing and the delays it can cause. The railway crossing has always existed but in the 11 years since our business has been in Coquitlam, the development of Pacific Reach Business Park and in particular, aggressive ICBC contracted tow truck drivers travelling at aggressive speeds to the

WESTERN PACIFIC ENTERPRISES GP
 1321 Ketch Court
 Coquitlam, BC V3K 6K7
 Tel (604) 540-1321 Fax 540-1800

HAL MOORE, SECRETARY-TREASURER
WESTERN PACIFIC ENTERPRISES GP

For your input to be considered, please provide your name & address

Please return Comment Sheet by September 16, 2005 or by fax at (604) 927-3015 or deliver it to the City Clerk's Office, 3000 Guildford Way, Coquitlam, BC.

CHECKED SEP 14 2005

All comments received, including the names and addresses of the party or parties providing the comments, will become part of the public record

COMMENT SHEET

Page 2

ICBC Estimating Facility located in Pacific Reach, has led to delays and access congestion to our business.

We do not sell to the general public, but deliveries, appointments, and general business activity poses up to a 30 minute delay in this area. This congestion should be addressed.

Is it wise use of land to further develop on a flood plain ?

Our business has had only 1 threat in the 11 years in this location (flood)

Although our business remains in Coquitlam, I am no longer a resident.

Due to congestion, I sold my Westwood Plateau Home and relocated to Vancouver with merely a 10 minute difference in daily commuting each way, and against main traffic flow.

HAL MOORE, SECRETARY-TREASURER
WESTERN PACIFIC ENTERPRISES GP
WESTERN PACIFIC ENTERPRISES GP
1221 Ketch Court
Coquitlam, BC V3K 6K7
Tel (604) 540-1821 Fax 540-1800

RECEIVED

AUG 26 2005

Fraser Mills Site

PLANNING AND DEVELOPMENT DEPT.

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Coquitlam

Official Community Plan Amendment Application 05-009228 RZ/1

The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

I am in favour of this proposal on the sole condition there are major traffic improvements to the King Edward intersection. As well, ideally I would prefer to see a completely new overpass at School House (or even King Ed) that crosses over the train tracks and Hwy #1.

Traffic as it is now without more development is often at a stand still when train pass King Ed and also at evening rush hour. This is also true of the east end of United at the May Hill by-pass under the Port Mann.

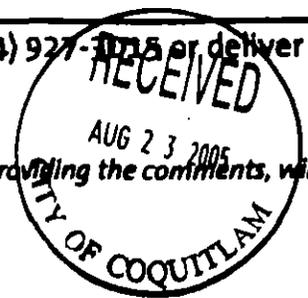
Unless there are significant improvements to access in and out of United Blvd then I do not support development of this project.

Bernard Rowe-Sweeney 604 521-7867
 1308 LETCH COURT
 COQUITLAM B.C.

For your input to be considered, please provide your name & address

Please return Comment Sheet by September 16, 2005 or by fax at (604) 927-3015 or deliver it to the City Clerk's Office, 3000 Guildford Way, Coquitlam, BC.

All comments received, including the names and addresses of the party or parties providing the comments, will become part of the public record



COMMENT SHEET

Hewson, Lauren

From: Laurie Wilson [lwilsonhome@yahoo.com]
Sent: September 16, 2005 1:18 PM
To: Hewson, Lauren
Subject: Fraser Mills Site - Input to Council

City of Coquitlam
 City Clerk's Office, City Hall
 3000 Guildford Way
 Coquitlam BC

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Via e-mail

Re: Amendment to the Citywide Official Community Plan of the Fraser Mills Site

I would like to register my input to Council with respect to the above-noted application.

I am a long time homeowner and resident of Coquitlam, where I actively volunteer and participate in the community. I have been following the The Beedie Development Corp. development plans for Fraser Mills into a mix of residential, commercial, industrial and community uses since they purchased this land in December of 2004. I attended the Open House presented by Beedie Development Corporation on June 28th, 2005 at Place des Arts and was very impressed with Beedie's plans for this site. I did have several concerns regarding the development; the flood plain concern, traffic congestion, and the amount of open space, which I was able discuss their representatives and I understand that they are aware of these issues and will be addressing them.

I understand that developing this area into residential will impede the growth of light industry to a degree, and perhaps reduce the tax revenues for light industry, BUT should the residents of Coquitlam not be able to "share" such pristine land with a waterfront community. Is it not time for people be able to live beside and enjoy the river rather than have warehouses monopolize the water fronts?

Beedie is prepared to give back to the community by creating a pier, board walks, parks, a theatre, etc. Beedie's concept is something we haven't had before in Coquitlam and I feel this project would be wonderful for Coquitlam and its' residents.

I applaude Beedie for such a wonderful concept and support this development 100%.

Sincerely,

Laurie Wilson
 863 Pinebrook Place,
 Coquitlam, BC V3C 4C1
 604 942-8294

16/09/2005

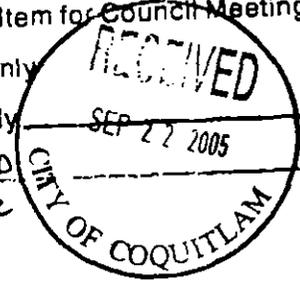
Wednesday, September 14, 2005

Mayor Kingsbury and Council
Coquitlam City Hall
3000 Guildford Way
Coquitlam, BC
CANADA V3B 7N2

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879 File

Fraser mills

Jim



Dear Mayor Kingsbury and Members of Council:

Art In Motion and the Beedie Group have had a long-standing business relationship for more than 10 years. During this decade long partnership, I have to come to respect the Beedie Group for their dedication, hard work and commitment to not only their clients, but to the communities they work in.

Recently, the Beedie Group proposed a new development to be built on the recently purchased Fraser Mills site. This innovative community concept will be an integrated, mixed-use neighborhood accommodating both retail and residential, along with community facilities.

I believe this is a valuable development for the City of Coquitlam. The Fraser River is an important part of BC and Coquitlam's history to be valued and honored. The proposed development will create a new neighborhood showcasing some of the best of our natural history along with a sustainable, compact community.

This goal to create a contemporary community where people can live, work and play is a glimpse into the future. Not only will this development create a new life for the Fraser Mills site, but it will enliven and enrich the surrounding retail environment – attracting consumers from the Lower Mainland to the rich shopping experience of United Boulevard and the surrounding area.

Coquitlam has been my home for more than 40 years. It is this community's progressive direction and development that helped us to develop a world class company, now global in its scope and vision. For the past 20 years Art In Motion has been proud to be a part of the diverse business and environment that makes this community prosper. I believe in the Beedie Group's vision for the Fraser Mills site and know they will create a first-class development to the benefit of the entire community.

I would be happy to discuss this with you further at your convenience.

Regards,

Garry Peters
Founder and CEO
Art In Motion

COMMENT SHEET

Fraser Mills Site

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Coquitlam

Official Community Plan Amendment Application 05-009228 RZ/1 *GMPD, 819 File*
 The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

Considering that this is prime property, I do believe that this proposal to develop a new neighbourhood consisting of a mix of residential, commercial and community use is a very good one, and I agree with this proposal.

Respectfully
 Adam Mahler (#489671 BC Ltd.)
 1324 Ketch Court
 Coquitlam, B.C.
 V3K-6W1

For your input to be considered, please provide your name & address

Please return Comment Sheet by September 16, 2005 or by fax at (604) 527-5615 or deliver it to the City Clerk's Office, 3000 Guildford Way, Coquitlam, BC.



All comments received, including the names and addresses of the party or parties providing the comments, will become part of the public record

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Fraser Mills Site

Coquitlam

Official Community Plan Amendment Application 05 009228 RZ/1

The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

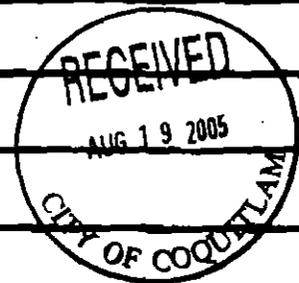
Aug 19, 2005

Dear Lawrence Henderson,

I fully support the Fraser Mills development. The added neighbourhood's business will only enhance Coquitlam's landscape & economy.

Thank you for the notification & valuing my input.

Ajay Panwar - 604-524-8901



For your input to be considered, please provide your name & address

Please return Comment Sheet by September 16, 2005 or by fax at (604) 927-3015 or deliver it to the City Clerk's Office, 3000 Guildford Way, Coquitlam, BC.

All comments received, including the names and addresses of the party or parties providing the comments, will become part of the public record

Fraser Mills Site



- Copies to Council
- Tabled Item for Council Meeting
- Correspondence Item for Council Meeting

Coquitlam

Official Community Plan Amendment Application #009228 RZ/1

The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

EM PD 89 File

Please provide your comments on the proposed Application.

I am strongly against this development. There are issues needed to be solved before the development can be started.

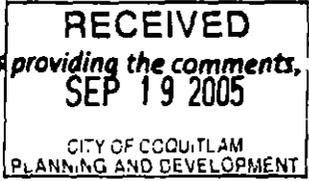
1. Traffic - in and out of United Blvd. is already a nightmare. Also there are more bottle-necks at Cape-Hone interchange and Burnette and Lougheed and the single lane (bridge) one way traffic between Coquitlam and New-Westminster. I believe this is a crazy idea to put in more (high density) housing in this area.

For your input to be considered, please provide your name & address

Simson Lai, 3088 Quadra Court, Coquitlam, BC

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2. Environmental - more residents means more transportations are needed. Therefore, more smoke from vehicles will be generated. If the smoke got blown into Coquitlam Centre area, the smoke will be trapped for days.

3. City planning - If the development went ahead, I believe there are more industries will be forced out of this area. Means high paying jobs will be lost which probably will be replaced by the low paying jobs. Force people to go further to get a better paying job. Also, we have Casino in the same area, Are the mayor and all the city councils promoting gambling???

I hope City of Coquitlam will have better focus and vision of the future planning for Coquitlam. Not just putting a dollar sign in front of their eyes.



Fraser Mills Site

Coquitlam

Official Community Plan Amendment Application 05-009228 RZ/1
The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

- Copies to Mayor & Council
- Tabled Item for Council Meeting
- Correspondence Item for Council Meeting
- For Information Only
- For Response Only _____
- Copies To GMARD, 879 File

Please provide your comments on the proposed Application.

I am opposed to the proposed development of the Fraser Mills site. If the Fraser Mills site is taken out of the industrial zone designation, and condominiums and commercial stores put in to replace it, there will be a loss of high-paying industrial jobs. The United Boulevard area is an industrial park. It is industrial parks such as this one that provide high-paying jobs, and much needed tax revenue, to the city of Coquitlam. The proposed development of the site will result in a loss of jobs within Coquitlam, and in a lessening of tax revenue to the city. This loss of industrial tax revenue will then have to be borne by the individual taxpaying citizens of Coquitlam. The end result of the proposed development will be higher property taxes for the citizens of Coquitlam.

For your input to be considered, please provide your name & address

Michael Adams, #206-1992 Suffolk Ave., Port Coquitlam, B.C.

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PLANNING AND DEVELOPMENT

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Fraser Mills Site

Coquitlam

Official Community Plan Amendment Application of ~~609228 RZ/1~~ Only Gmed 02AF
 The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

I think it's an awful idea — Fraser Mills should remain an industrial area. Too much industry is disappearing and we need the jobs.

Doug McLeod
 1050 United Blvd.
 Coquitlam BC

604-527-2388

For your input to be considered, please provide your name & address

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COMMENT SHEET

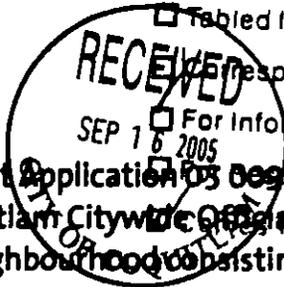
COMMENT SHEET

Fraser Mills Site

Copies to Mayor & Council

Tabled Item for Council Meeting
 Correspondence Item for Council Meeting

Coquitlam



For Information Only

Official Community Plan Amendment Application 05 09228 RZ/1
The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

THE ATTACHED, HAND-WRITTEN SHEETS (5) ARE MY COMMENT ON THIS PROPOSED APPLICATION.

HOWARD McASKILL
562 ROCHESTER AVENUE
COQUITLAM V3K 2T9

For your input to be considered, please provide your name & address

Please return Comment Sheet by September 16, 2005 or by fax at (604) 927-3015 or deliver it to the City Clerk's Office, 3000 Guildford Way, Coquitlam, BC.

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THIS PROPOSAL SHOULD NEVER HAVE GOTTEN THIS FAR. IT HAS CAUSED ENORMOUS STRESS AND ANXIETY TO THE EMPLOYEES OF BUSINESSES IN THE AREA. IT IS TOTALLY INAPPROPRIATE.

① THE OCP ISN'T ALTERED - ITS IGNORED ALTOGETHER.

ALL THE DETAILED PLANNING WORK THAT HAS BEEN DONE AND ALL THE HARD-EARNED TAXES TO PAY FOR IT ARE EFFECTIVELY SQUANDERED. WHY HAVE A PLANNING DEPARTMENT AND LONG-RANGE PLANS IF THEY ARE TO BE DISREGARDED THROUGH SOME SELF-SERVING DEVELOPER'S "GET RICH QUICK" SCHEME? THIS PROPOSAL ISN'T ABOUT ANY ENLIGHTENED VISION ON BEEDIE'S PART - ITS ALL ABOUT GREED AND A FRANTIC RUSH TO EXPLOIT THE CURRENT CONDO MARKET MANIA.

② COQUITLAM'S INDUSTRIAL LANDS ARE AN ESSENTIAL COMPONENT OF ITS TAX BASE AND ARE AS WORTHY OF PRESERVATION AS AGRICULTURAL LAND IN THE ALR. DO WE WANT TO PUT COQUITLAM IN THE SAME POSITION THAT VANCOUVER IS IN WITH THE EXPO 86 PROPERTY ON FALSE CREEK WHERE THE CONVERSION OF INDUSTRIAL USES TO RESIDENTIAL PURPOSES MEANT A NET LOSS OF INDUSTRIAL LAND BECAUSE A REPLACEMENT AREA WAS NEVER CREATED TO MAKE UP FOR WHAT WAS FORFEITED. VANCOUVER VERY MUCH REGRETS THIS ERROR. WHERE WOULD COQUITLAM CREATE A ~~NEW~~ NEW INDUSTRIAL AREA TO PRESERVE THE INDUSTRIAL TAX BASE?

③ THE NOTION THAT PEOPLE CAN WORK OUT OF CONDOMINIUMS (IN A PLACE LIKE FRASER MILLS) TO AN EXTENT THAT REPLACES CONVENTIONAL INDUSTRIAL AND BUSINESS EMPLOYMENT IS PURE FANTASY. ANY WORK ~~THAT~~ OF THE KIND THAT CAN BE CONDUCTED OVER THE INTERNET CAN BE DONE FROM ANYWHERE IN THE WORLD. TO PERPETUATE THIS KIND OF

EMPLOYMENT (AND CREATE AN ENDURING TAX BASE) IS IMPOSSIBLE. TO TRY AND BALANCE SUCH HYPOTHETICAL EMPLOYMENT AGAINST THE GENUINE EXISTING AND POTENTIAL EMPLOYMENT GENERATED THROUGH THE CURRENT USE IS FRUITLESS. COQUITLAM HAS BANNED SELF-SERVE GAS STATIONS IN PART TO PRESERVE EMPLOYMENT FOR YOUNG PEOPLE. IT IS VASTLY BETTER TO MAINTAIN AN AREA WHERE YOUNG PEOPLE CAN INVOLVE THEMSELVES IN WELL-PAID, SERIOUS EMPLOYMENT THAT CONSTITUTES OR LEADS TO CAREERS, FAMILY FORMATION, ETC. A CONVERSION OF THIS PROPERTY IS A SELL-OUT OF COQUITLAM'S YOUTH. DO WE ONLY SEE YOUNG PEOPLE AS GAS PUMBERS, RESTAURANT SERVERS, BARRISTAS, ETC., IN SERVITUDINAL ROLES? THE HERITAGE OF THE FRASER MILLS AREA IS THAT OF A PLACE WHERE PEOPLE COULD FIND THE KIND OF EMPLOYMENT ON WHICH THEY COULD BUILD A LIFE. IT IS A TRADITION WORTHY OF PRESERVING AND NURTURING BY RETAINING THIS AREA'S PRESENT USE.

④ THE FRASER MILLS PROPERTY IS ON A FLOOD PLAIN. THE PRESENT EXPERIENCE IN NEW ORLEANS SHOULD BE ENOUGH OF A LESSON IN THE TRAGEDY THAT AWAITS DEVELOPMENT AT OR BELOW SEA LEVEL. OF COURSE, FLOODING IS NOT GOOD FOR INDUSTRIAL LAND EITHER, BUT THESE USERS (AS IN THE CASE OF FRASER MILLS ITSELF OVER THE YEARS) CAN COPE BETTER WITH SUCH EVENTS. THE BEEDIE GROUP'S APPARENTLY LACK ~~OF~~ AN UNDERSTANDING OF FLOOD PLAIN DEVELOPMENT AND OF WHY RICHMOND WAS NEVER TARGETTED FOR DENSIFICATION UNDER THE "LIVABLE REGION STRATEGY" BECAUSE OF THIS (THE WAY THE BEEDIE PEOPLE ALTERED MY COMMENTS ON THIS ISSUE AT THE JUNE 28TH OPEN HOUSE

BEFORE RELAYING THE FORMS TO THE CITY INDICATES THIS TO ME) RISING SEA LEVELS, EARTHQUAKE LIQUIFICATION, ETC. UNDERLINE THE PERILS OF DEVELOPING ON FLOOD PLAINS.

⑤ COQUITLAM IS COMMITTED TO THE CONCEPT OF TRANSIT-BASED DENSIFICATION. QUITE SIMPLY THERE IS NO TRANSIT INFRASTRUCTURE (EXISTING OR PLANNED) TO SERVICE THE DEMANDS INDICATED BY THIS PROPOSAL. THERE ARE NO REMEDIES CONCEIVABLE SHORT OF RELOCATING THE FREEWAY.

THIS IDEA WOULD SUCK CONDO DEMAND + DENSIFICATION AWAY FROM AREAS LIKE NORTH ROAD (WHERE IT IS SUPPOSED TO GO) TO AN AREA THAT IS A BLACK HOLE FOR TRAFFIC + TRANSIT. (IT IS INTERESTING TO NOTE THAT ALTHOUGH ~~RE~~ THERE ARE A COUPLE OF PROJECTS UNDERWAY, NOT ONE UNIT OF DENSIFIED HOUSING HAS BEEN COMPLETED IN COQUITLAM ADJACENT TO THE LOUGHEED STATION EVEN THOUGH THE MILLENNIUM LINE HAS BEEN OPERATING FOR 3 YEARS!) COQUITLAM HAS TURNED AWAY FROM THE IDEA OF A SKYTRAIN EXTENSION FROM LOUGHEED STATION TO THE COQUITLAM CENTRE DOWN THE LOUGHEED HIGHWAY (WHICH MIGHT HAVE BEEN OF SOME BENEFIT TO THE PROPOSAL) IN FAVOR OF THE LRT LINE UP NORTH ROAD AND THROUGH PORT MOODY — WHICH IS MILES AWAY AND OF NO USE WHATSOEVER TO THIS SCHEME,

⑥ THE ~~FRASER MILLS~~ ^{BEEBIE CONCEPT} PROPOSES "BUFFERS" BETWEEN THE FRASER MILLS SITE AND ADJACENT INDUSTRIAL USES. ~~THESE ARE~~ ^{THIS IS} UNREALISTIC. THE CITY COUNCIL WILL KNOW THIS THROUGH RECENT EXPERIENCE WITH THE WOOD-WORKING PLANT NEAR THE CAMER STREET MOBILE HOME PARK AND THE ^{EXPERIENCE OF THE} CHICKEN PROCESSING PLANT. INDUSTRIAL USE AND RESIDENTIAL USE ARE MUTUALLY EXCLUSIVE AND INCOMPATIBLE. IF THIS PROPOSAL WAS APPROVED WHAT WOULD BE THE LOGIC TO DENY OTHER ^{ADJACENT} INDUSTRIAL LAND OWNERS (E.G. STUART BELKIN & DOMTAR - NORSE CANADA & STELLA JONES ARE ~~ONLY~~ ONLY TENANTS) ~~FOR~~ THE ABILITY TO CONVERT THEIR SITES TO RESIDENTIAL USE MAKING AN EVEN WORSE MESS?

⑦ WHAT ABOUT THE CASINO? WASN'T THE WHOLE RATIONALE OF ALLOWING IT TO BE BUILT WHERE IT IS, PREDICATED ON THE FACT THAT IT WAS SEPARATED FROM RESIDENTIAL AREAS BY THE FREEWAY SO THERE WOULD BE NO NEGATIVE SPILL-OVER INTO NEIGHBORHOODS? ~~NOW~~ IS IT NOW OK TO LOCATE A ~~RESIDENTIAL~~ GIANT RESIDENTIAL ~~AREA~~ ^{AREA} ~~IN~~ ^{IN} ~~THE~~ ^{THE} ~~AREA~~ ^{AREA} ~~AROUND~~ ^{AROUND} ~~THE~~ ^{THE} ~~FREEWAY~~ ^{FREEWAY}?

THIS WHOLE BEEDIE PROPOSAL IS ABOUT BLATANT GREED
AND MAKES A MOCKERY OF OUR CITY'S ABILITY TO
CONTROL AND FASHION GROWTH. I'VE WORKED IN
THE TARGET AREA FOR FORTY YEARS AND KNOW
IT WELL. PLEASE KILL THIS STUPID PROPOSAL A.S.A.P.

HOWARD McASKILL
562 ROCHESTER AVENUE
COQUITLAM V3K 2T9

Howard Mcaskill

SEPT 16/05

COMMENT SHEET

Fraser Mills Site

Copies to Mayor & Council
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 Correspondence Item for Council Meeting
 For Information Only

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 CITY OF COQUITLAM

Coquitlam
 Official Community Plan Amendment Application 05-00928 RZ/1 Only

Copies to _____
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Official Community Plan Amendment Application 05-00928 RZ/1 Only
 The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

FIRST OF ALL, THIS AREA IS A FLOOD PLAIN. I DON'T KNOW WHY PEOPLE WOULD BUY IN SUCH AN UNDESIRABLE AREA. WHAT'S GOING TO HAPPEN WHEN THERE ARE A 1000 MORE CARS TO DEAL WITH IN THIS AREA, IN AN ALREADY OVERLOADED SITUATION? ALSO, WILL OUR JOBS BE AT STAKE WHEN THESE PEOPLE START WHINING ABOUT THE INDUSTRIAL MILLS IN THIS AREA, BUT GUESS WHAT! WE WERE HERE FIRST AND HAVE BEEN FOR 15 YEARS. WHO HAS THE RIGHT TO RISK PEOPLES LIVELIHOOD JUST BECAUSE SOME RICH PEOPLE CAN AFFORD THESE PLACES, TO BUY THEN SELL & GET RICHER.

For your input to be considered, please provide your name & address

SCOTT GIBSON #803 - 555 AVON AVENUE COQUITLAM BC V3K 6K8

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Fraser Mills Site

Coquitlam

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SEP 16 2005
CITY OF COQUITLAM

- Copies to Mayor & Council
- Tabled Item for Council Meeting
- Correspondence Item for Council Meeting

Official Community Plan Amendment Application 05 009228 RZ/1
 The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

*It is an approval this development
 as it will hinder traffic flow in
 an already congested area. It will also
 put pressure on Shorelandia to move
 elsewhere which in turn affects Squilliam
 Tax base. Not to mention my neighbors
 Council must not reflect on here and
 now but on future generations to come.*

No Focus ...

No Clarity ...

No Vision ...

No Future !!!

*Have a plan for sustainable development
 on valuable riverfront property that's needed.*

For your input to be considered, please provide your name & address

Pat de Zeeuw 1050 United Blvd Coquitlam

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COMMENT SHEET

COMMENT SHEET

Fraser Mills Site

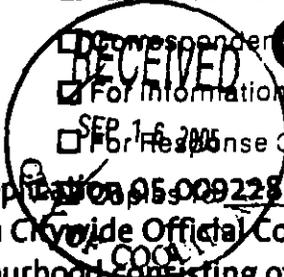
Copies to Mayor & Council

Tabled Item for Council Meeting

Correspondence Item for Council Meeting

For Information Only

For Response Only



Coquitlam

Official Community Plan Amendment Application 05-009228 RZ/1 6m PR, 9/19/05
The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

I am "Strongly" opposed to mixing residential/commercial use development in an "already" industrial area. I feel this would eventually lead to the elimination of industrial use areas thereby eliminating dozens of wage earning positions capable of sustaining a middle class living as well as the personal income taxes they provide to the provincial and federal tax base.

Walter Mehn 3849 Richmond St Port Coquitlam

For your input to be considered, please provide your name & address V3B-3E9

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COMMENT SHEET

Fraser Mills Site

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Correspondence Item for Council Meeting

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Coquitlam

Official Community Plan Amendment Application 05-009228 RZ/1

Gm PD, PH file

The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Please provide your comments on the proposed Application.

I totally disagree the plan to allow development at the Fraser Mill Site. I work at this industry area. It is a traffic nightmare for commuters. Now it takes 30 minutes to drive from IKEA to pass Blue Mountain. No convenient public transit, bottlenecks, train crossing etc. I don't understand why the developer would choose a land to build houses just next to a waste-recycle and a pulp mill - City of Coquitlam should reject that idea immediately without wasting resources to discuss it. You should look for another Manufacturing into the site, to hire more people, generate more tax revenue ---. Please shut the door to that developer.

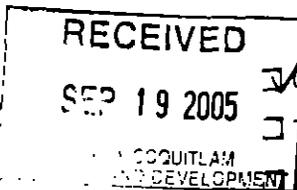
George Soong, 1393 Wynbrack Place, Burnaby, V5A 3Y6

For your input to be considered, please provide your name & address

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CITY OF COQUITLAM
PLANNING AND DEVELOPMENT



Copies to Mayor & Council
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 Correspondence item for Council Meeting

Coquitlam

Official Community Plan Amendment Application OS-009228-RZ/1 Only

The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses. CMM PRD 879-FIL

Please provide your comments on the proposed Application.

As a former citizen of Coquitlam and an Employee of Norske Canada located at 1050 United Blvd, I am strongly opposed to the planned development on the Fraser Mills Site. I believe that the proposed development can not coexist with an industrial site such as the one that I am currently employed at. In that, I find that if this development was to go forward my ~~the~~ job would be in jeopardy. Also the planned concentration of people would create traffic nightmares and make the existing bottleneck of the CP Rail tracks to the househead highway far worse. By forcing industry out of your community you are removing high paying jobs and tax payers spending their hard earned money in your community. Although my principle residence is in Chilliwack, I rent a room in Coquitlam and frequent its stores and restaurants.

For your input to be considered, please provide your name & address

Terry Konrad 44511 Monte Vista Drive Chilliwack B.C. 604-824-1694

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COMMENT SHEET

Fraser Mills Site

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 CITY OF COQUITLAM
 PLANNING AND DEVELOPMENT

Coquitlam

- Copies to [unclear]
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- Correspondence Item for Council Meeting

Official Community Plan Amendment Application 05 009228 RZ/1
 The amendment to the City of Coquitlam Citywide Official Community Plan would allow the development of a new neighbourhood consisting of a mix of residential, commercial and community uses.

Copies To: GM PRD 819 File

Please provide your comments on the proposed Application.

Roland Tamminga

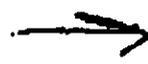
1925, 159 A. STREET

SURREY, B.C.

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 SEP 16 2005
 CITY OF COQUITLAM

I AM STRONGLY OPPOSED TO THE REZONING PROPOSAL FOR THE FRAZER MILLS SITE!

I AM EMPLOYED BY NORSEK CANADA PRD LOCATED AT 1050 UNITED BLD AND HAVE WORKED ON THIS SITE FOR THE LAST 10 YEARS REZONING THE FRAZER MILLS SITE TO RESIDENTIAL / COMMERCIAL WOULD BE A KILLING BLOW TO NORSEK CANADA PRD.



For your input to be considered, please provide your name & address

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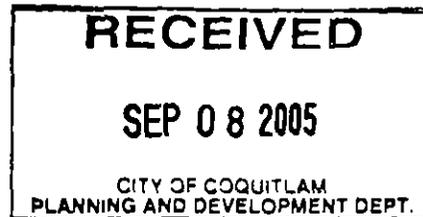
I HAVE WORKED HARD TO GET THIS
JOB TO SUPPORT MY FAMILY AND DO NOT
WANT TO HAVE IT ALL RIPPED AWAY FROM
ME.

SURREY IS WHERE I LIVE, BUT I WORK
HERE AND SPEND MY HARD EARNED MONEY
IN COQUITLAM.

RW

NorskeCanada
Paper Recycling Division
1050 United Boulevard
Coquitlam, British Columbia
Canada V3K 6V4

Tel: 604 525 5734
Fax: 604 525 7984



NorskeCanada

September 7, 2005

City of Coquitlam
Planning and Development Department
3000 Guildford Way
Coquitlam, BC V38 7N2

Attention: Jim McIntyre, General Manager

Re: Proposed Citywide Official Community Plan Amendment (CWOCP) – Fraser Mills Site

Dear Mr. McIntyre,

This letter is in response to your August 15, 2005 notification of the above-noted proposed amendment and request for comment.

NorskeCanada operates a paper recycling facility at 1050 United Boulevard. This was the first facility of its type in Western Canada when it was established in 1991 and remains the largest. It has annual production capacity of 150,000 tonnes of de-inked pulp and uses some of the most advanced recycling technology available. We employ 65 people at this facility and in 2004 contributed \$1.3 million in tax revenue to the City of Coquitlam. It is one of five manufacturing facilities owned by NorskeCanada within a 160-kilometer radius on the southern coast of British Columbia.

We welcome prospective new development and further diversification in the communities where we operate. We have a track record of successfully accommodating a variety of uses on adjoining lands, including residential. Sustainability is central to our business and we pride ourselves in maintaining full compliance with all environmental permits and with managing our operations with care and consideration for our community.

In that context, we ask that you account for factors that must be addressed when residential or mixed-use development is contemplated in close proximity to an industrial facility. Those factors include maintenance of transportation corridors that accommodate new and varied traffic volumes. Noise and lighting standards, overall industrial site functionality including river access requirements need to be factored into the community plan. As well, there is a need to ensure appropriate aesthetic buffers are established between new and existing properties.

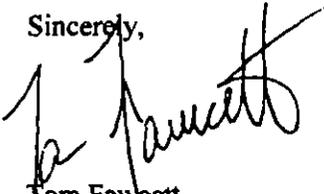
It is our expectation that these and other key property development factors will be properly accounted for and incorporated within the CWOCP amendment. Failure to do so could result in sub-optimal accommodation of new and existing property uses jeopardizing the viability of new development and existing tax revenues. We are confident such an outcome is entirely avoidable.

In particular, we expect that considerations of the type we have noted can be addressed by placing appropriate conditions in the CWOCP amendments, which in turn will be reflected in features of the new development itself.

To that end, I welcome an opportunity to meet with you to further discuss this proposed development and how it can best be integrated with existing and adjoining uses. I would also be open to a discussion with the developer about the plans for the Fraser Mill site.

Thank you for the opportunity to register our interest in this matter, and we look forward to working with you as you move forward on the community plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Fawcett". The signature is written in a cursive style with a large initial "T".

Tom Fawcett
General Manager
Paper Recycling Division

Cc: Ron Buchhorn
Senior Vice President, Manufacturing Operations

Lyn Brown
Vice President, Corporate Affairs & Social Responsibility