

Coquitlam

For Committee

July 23, 2019
Our File: 13-6480-20/18-01/1
Doc #: 3201002.v1

To: City Manager
From: General Manager Planning and Development

Subject: **Oakdale Land Use Designation Update – Draft Land Use Concepts**

For: **Council-in-Committee**

Recommendation:

That the Committee receive the report of the General Manager Planning and Development dated July 23, 2019, entitled, "Oakdale Land Use Designation Update – Draft Land Use Concepts" for information.

Report Purpose:

This report presents draft land use, transportation, and parks concepts for the Oakdale neighbourhood for the Committee's review and feedback in advance of public consultation on the draft land use concepts. In addition, this report provides an opportunity for a discussion by the Committee on the preferred interim park acquisition funding approach for Oakdale until the next DCC program review.

Strategic Goal:

The Burquitlam-Lougheed Neighbourhood Plan (BLNP) refinement initiative is a "C" priority in the City's 2019 Business Plan, and supports the strategic goal of 'Strengthening Neighbourhoods' by ensuring that growth and development in the neighbourhood over the next 25 years balances City priorities, along with residents and stakeholder aspirations and feedback.

Executive Summary:

The Oakdale Land Use Designation Update is intended to result in updated land use policies in the BLNP to guide development in the Oakdale area for the next 25 years. Three potential land use concepts representing varying growth options have been developed for Oakdale based on background research, technical analysis and feedback received during the last round of public consultation. As the adoption of higher density land use changes will result in the acquisition of parkland at greater land prices, several potential interim approaches have been outlined in this report to move forward with parkland acquisition in Oakdale until the next DCC program review (anticipated in 2021). Staff recommendation is to create a parkland contribution policy that would set a policy expectation for developers in Oakdale to provide voluntary amenity contributions that would cover the additional costs of park acquisition in this area until the City's DCC bylaw is next reviewed and updated.

PWS

Background:

On February 19, 2018, Council endorsed a scope and process to undertake the Oakdale Land Use Designation Update (OLUDU), an implementation item of the BLNP. The first phase of public consultation took place in April 2018 with a survey focused on neighbourhood values and residents' future visions of their neighbourhood. The results of this survey were subsequently presented to Council-in-Committee on July 9, 2018, and during the Oakdale Neighbourhood Association Annual General Meeting on December 6, 2018. In the analysis and presentation of these results, Oakdale was geographically segmented into six sub-areas to allow for a comparison of residents' values, visions and preferences as they appeared to differ across the neighbourhood.

Based on the feedback received from this survey and background technical analysis, staff has developed a series of land use, transportation, and parks options for these six sub-areas in Oakdale (Attachment 1). These land use options will be used to obtain public and stakeholder input in the next stage through online feedback channels, a community information session and direct stakeholder engagement. Evaluation of the feedback to identify desirable elements of each option, combined with additional technical analysis, will then help inform further refinements to develop a preferred, hybrid Oakdale land use concept for Council's consideration later this year.

Discussion/Analysis:***Sub-Area Based Planning***

The sub-area based planning approach outlined above is similar to the one undertaken for Phase 2 of the previous, overall BLNP update process, where a range of land use concepts was presented for different portions of the Burquitlam-Lougheed area and the ensuing feedback subsequently used as an input to develop the draft BLNP.

For the OLUDU process, potential land use options displaying a range of growth intensities are presented for each of the six sub-areas in Oakdale. Stakeholders can provide inputs on their preferred choices for each sub-area, which would facilitate an independent evaluation of the range of potential land use options in each sub-area.

The desirable elements from the draft options in each sub-area can then be identified and integrated to create one preferred hybrid Oakdale land use concept, which will be tested for technical feasibility, incorporate an appropriate land use transition, assessed financially and be consistent with the BLNP guiding principles.

Preparation of Land Use Concept Options

The draft land use concept options for the Oakdale neighbourhood have been prepared through a multi-stage process that involved:

- Background and technical research;
- A review and analysis of the public consultation feedback received during the first phase of public consultation;
- Cross-departmental staff workshops; and
- Testing of draft land use concepts to ensure they meet technical specifications.

July 23, 2019

The background and technical research includes a review of the Burquitlam-Lougheed Neighbourhood Plan vision and guiding principles, market demand and development capacity analysis, transportation review, as well as park and amenity needs analysis.

For the transportation review, opportunities to enhance street network connectivity and traffic safety in the Oakdale neighbourhood were assessed in tandem with the proposed land uses in each option, taking into account the feasibility of necessary road dedication through potential redevelopment to provide new streets and lanes (i.e., additional street connections would be dependent on redevelopment of existing properties to higher densities). In parallel with analysis of transportation network improvement options, a neighbourhood traffic model was developed to assess traffic operational impacts of those options. Analysis of potential greenway network improvements is also underway and will help inform the future development of a hybrid Oakdale land use concept.

Overview of Land Use Concepts

Three potential land use concepts representing varying growth options have been presented for each sub-area (labelled A to F in Attachment 1), with the growth intensity lowest in Option 1 and highest in Option 3. In all three options, Oakdale is envisioned to remain a predominantly residential neighbourhood (for reference, the existing Oakdale land use designations in the BLNP are shown in Attachment 2).

In each option, Townhousing and / or Medium Density Apartment Residential uses have been proposed fronting Clarke Road which will be compatible with the BLNP designated land uses on the east side of the street. In addition, the two parcels at the north-west corner of the Clarke Road and Thompson Avenue intersection have been designated as Medium Density Apartment Residential in all options to be consistent with their existing RM-2 zoning.

The proposed types and sub-area locations of residential land uses for each option are summarized in Table 1 below (please refer to the map in Attachment 1 for the sub-area locations).

Table 1: Sub-area locations of residential land uses for each option

Residential land use	Option 1	Option 2	Option 3
Single-family	D, E, F	E, F	-
Neighbourhood Attached Residential	C	D	E, F
Townhousing	A, B, C, D, F	A, C, D, F	D
Medium Density Apartment Residential	A, B, F	A, B, F	A, C, D, F
High Density Apartment Residential	-	A, B	A, B
Transit Village Commercial	-	-	A, B

Future Housing Market Demand

Modelling for the Oakdale neighbourhood has identified an anticipated future market demand for different types of housing (i.e., high-rise apartment, low-rise apartment, townhouse, and housing choices) and estimates market demand to be approximately 1,200 to 3,200 units by 2041.

All of the land use concepts provide sufficient capacity to accommodate this growth, with theoretical long-range development capacity ranging from 1,700 to 6,100 units. This provides flexibility for development to occur within the defined parameters of the plan and certainty for the community identifying where development can occur.

Transportation Considerations

A key guiding principle in the BLNP is to support transportation accessibility and choice by providing greater connectivity. With a well-connected street network, travel distances are shortened and walking, cycling and public transit options become more viable as they become more convenient and easily accessible. In addition, as new street or lane connections are provided to create more route options, all modes of transportation circulation within the neighbourhood improve. Transportation network concepts include new streets and lanes to enhance the connectivity of Oakdale's existing street network and support growth; for higher growth options, a more extensive street network is required (see Attachments 3 and 4). Once a preferred land use concept has been endorsed by Council for the Oakdale neighbourhood, any new street or lane connections will be implemented through redevelopment of existing properties to higher densities.

In all options, proposed transportation connections include:

- A new east-west local street connecting Tyndall Street to Gardena Drive;
- A new east-west local street connecting Claremont Street to Gardena Drive;
- An extension of Nicola Avenue to link the existing dead-end stubs; and
- New lanes that will also provide access to consolidated parcels fronting Clarke Road.

In Option 3, where growth intensity is highest, more options to improve the existing street network through redevelopment become feasible, while at the same time the provision of additional street connections help to accommodate the greater anticipated growth and mobility needs. A notable street network improvement in Option 3 is a new east-west Jefferson Avenue / Kemsley Avenue collector street between North Road and Clarke Road, which will provide additional east-west connectivity through the neighbourhood (Chapman Avenue is currently the only continuous east-west street). The additional street network improvements identified in Option 3 relative to the other two options are shown in Table 2 below.

Table 2: Proposed Street Network Improvements in Oakdale

Street Network Improvement	Option		
	1	2	3
New east-west street between Tyndall Street and Gardena Drive	✓	✓	✓
New east-west street between Claremont Street and Gardena Drive	✓	✓	✓
Extension of Nicola Avenue to link existing dead-end stubs	✓	✓	✓
New north-south street between Thompson Avenue and Harrison Avenue	x	✓ (narrow)	✓
Northward extension of Elmwood Street to Thompson Avenue	x	x	✓
Northward extension of Bowron Street to Chapman Avenue	x	x	✓
New connection between Jefferson Avenue and Kemsley Avenue with both streets reclassified to “collector”.	x	x	✓

To address some of the existing traffic safety concerns, the following intersection changes have been proposed for all options to occur incrementally as the new streets listed above are provided through redevelopment:

- Access closure at Como Lake Avenue for both lanes east and west of Elmwood Street;
- Conversion to right-in / right-out only access at Como Lake Avenue for both Tyndall Street and Elmwood Street; and
- Intersection geometry improvements at the Westley Avenue and Elmwood Street intersection to address its existing skew.

The transportation network options proposed to date are based on an assessment of existing neighbourhood traffic concerns (e.g., shortcutting through Oakdale), geometric, construction and financial feasibilities given the adjacent land use changes, as well as a preliminary review of future traffic operations. Additional modelling and analytical work is currently underway to fully assess multi-modal capacity and operational impacts. Upon completion of this work, final street classifications, access management measures, intersection improvements and greenway network improvements will be incorporated into the OLUU.

Environmental Considerations

During the first phase of public consultation, Oakdale residents (especially those in sub-areas C, D, E and F) ranked preservation of natural environment among the top three qualities they would most like to see associated with their neighbourhood in the next 25 years.

In the Oakdale neighbourhood, known watercourses include Stoney Creek, Harmony Creek and Consultation Creek (Attachment 5). For all three land use options, the City’s standard protections for watercourses will apply in accordance with the provincial Riparian Areas Regulation. This includes assessment of significant natural features (SNF) at the time of development, which may result in additional measures required in the adjacent streamside protection and enhancement area (SPEA) to ensure preservation of any SNF that may be identified (such as, critical habitat for identified species at risk).

Parks and Recreation Considerations

Parks and recreation amenities are needed to support the development and growth envisioned within the Oakdale neighbourhood, especially since people living in multi-family residential units in densifying urban areas have a greater need for parks and open space. While Oakdale is currently an area with historically limited municipal park amenities, it is strategically located within walking distance of the Burnaby Mountain Park which augments recreation offerings in the area with a network of passive trails that are available to residents. When completed in the near future, the nearby Coquitlam Family YMCA facility will also serve as a major recreation facility located in close proximity to Oakdale residents.

All three land use concept options include the already planned 0.4 hectare expansion of the existing Oakdale Park (i.e., 0.8 hectare after expansion) as currently shown in the BLNP, as well as newly identified parks shown in Table 3.

Table 3: Potential Parkland Acquisition in Oakdale

	Existing BLNP	Option 1	Option 2	Option 3
Oakdale Park Expansion	↑ 0.4 Ha (1 ac)	↑ 0.4 Ha (1 ac)	↑ 0.4 Ha (1 ac)	↑ 0.4 Ha (1 ac)
Kemsley/Clarke Park	-	0.7 Ha (1.7 ac)	0.7 Ha (1.7 ac)	0.7 Ha (1.7 ac)
Nicola/Bowron Park	-	-	-	0.5 Ha (1.2 ac)
TOTAL	0.4 Ha (1 ac)	1.1 Ha (2.7 ac)	1.1 Ha (2.7 ac)	1.6 Ha (3.9 ac)

These new parks will result in a park distribution system that enables the majority of residents in Oakdale (as well as on the east side of Clarke Road) to live within a five- to ten-minute walk of a neighbourhood park, which is a target in the Parks, Recreation and Culture Master Plan. The newly proposed parks are also planned to be closest to most residents and highest density land-uses. However, these spaces need to be augmented with improved access to natural areas, as well as publicly-accessible plazas, squares, parkettes and gardens provided through new development to form a key component of Oakdale's open space system. These privately developed amenities will serve to enhance and beautify public spaces, and will need to be publicly accessible at all times. Staff will also explore the potential for incorporating "Green Streets" (i.e., green corridors immediately adjacent to residential and / or commercial development, such as the one on Watkins Avenue) in Oakdale.

Once a preferred land use concept has been developed after the upcoming public consultation, the newly identified parks will be incorporated in an update of the Burquitlam-Lougheed Servicing Assessment. All new and expanded parks will go through a public design process at the time of their development over the next 20-25 years. This will help to ensure that parks are safe, well designed and contain the types of amenities area residents are seeking.

Growth Funding Considerations

New parks, as well as major City infrastructure (arterial streets, major utilities, etc.), are typically planned and included for funding in the Development Cost Charge (DCC) Bylaw. In Oakdale, while new major transportation and utility infrastructure DCC projects are not anticipated, new parkland has been proposed in all options.

July 23, 2019

Based on typical practice, new parks would be purchased by the City using Parkland Acquisition DCCs at the current market rate for land. This land price is established by the market for nearby property based on its highest and best use (i.e., if this property was not designated park, what would its likely land use designation be?).

Council enacted a new DCC bylaw in May 2019 which resulted in higher DCC rates effective July 2, 2019. Between 2015 and 2018, the average cost of land in the City increased 130%. Based on these price increases, the new DCC program saw the parkland acquisition DCC rate increase by approximately 78%. As well, staff is mindful of a number of other factors impacting the development finance system including the new TransLink DCC, the recent increases to Metro Vancouver DCCs, and the softening housing market leading to decreased sales and increased project volatility. Given these considerations, staff does not feel reopening the DCC program to incorporate parkland expansion in Oakdale is appropriate at this time. As shown in Table 4, the current DCC park acquisition program includes the planned expansion of Oakdale Park at a single-family land value, whereas the Kemsley / Clarke Park is calculated at a blended value of single-family and multi-family uses. The Nicola / Bowron Park (in Option 3) are not included in the current DCC program.

Table 4: Current DCC Park Acquisition Program

	Included?	Land Value Assumption
Oakdale Park Expansion	Yes	Single-family
Kemsley / Clarke Park	Yes	Mix of single-family & multi-family
Nicola / Bowron Park	No	-

Should Council adopt land use designation changes in Oakdale, the City will need to purchase the planned parkland at higher density land values. Based on recent projections by the City's Real Estate Division, the total funding required to expand the existing Oakdale Park and acquire new parkland is estimated to be \$31.2M for Option 1, \$36.5M for Option 2 and \$67M for Option 3. In other words, without DCC funding or alternate funding strategies, the City would be responsible for acquiring these lands and paying the associated costs, thus presenting a significant financial challenge. Based on current citywide park acquisition priorities, staff anticipates that the acquisition and development of additional parks in Oakdale to be many years in the future after higher priority park sites are acquired and sufficient DCC funding room becomes available.

Interim Oakdale Parkland Acquisition Funding Approaches

Recognizing these conditions, staff investigated several potential interim approaches for moving forward with parkland acquisition funding in Oakdale until the next DCC program review (anticipated in 2021):

- **Approach A - Parkland Contribution Policy for new development in Oakdale:** Recognizing that opening this neighbourhood up to additional redevelopment has increased amenity costs, set an interim neighbourhood-specific policy expectation for developers in Oakdale to provide voluntary amenity contributions consistent with the Public Amenity Enhancements (PAEs) framework that would cover additional costs of parkland acquisition in this location. ***(Recommended by staff)***

July 23, 2019

- **Approach B - Defer final approval of development applications until next DCC program update:** Finalize the OLU DU and accept new development applications to be processed to a preliminary approval stage (i.e., rezoning bylaw third reading), but defer any final approval until the DCC Bylaw is updated. This approach will be attached to a condition that the inclusion of higher-value Oakdale parks into the DCC Bylaw will not take place until a similar amount of parkland is acquired elsewhere and room exists in the Bylaw to avoid significant DCC rate increase impacts. Significant property owner and applicant opposition to this approach can be anticipated.
- **Approach C - Exclude newly identified Nicola / Bowron Park from Option 3:** Continue to include in all options the planned expansion of the existing Oakdale Park and Kemsley / Clarke Park as per the current DCC park acquisition program, but not the newly identified Nicola / Bowron Park in Option 3. However, this approach would not address any of the concerns related to service gaps and provisions, and a funding gap (albeit smaller one) from the increased land costs of Oakdale Park and Kemsley / Clarke Park would still exist.

These potential approaches are schematically represented within a decision tree diagram together with a summary of their pros and cons in Attachment 6. Staff recommendation is to move forward with Approach A (i.e., creating a parkland contribution policy that would set a policy expectation for developers in Oakdale to provide voluntary amenity contributions consistent with the PAEs framework).

Public Consultation and Engagement

The second phase of public consultation for the OLU DU process is proposed to occur in early Fall 2019 and will allow the public and stakeholders an opportunity to review the draft concepts and provide feedback. As noted above, feedback will primarily be sought through a community information session, an online survey, the Viewpoint Engagement Platform and meeting(s) with the Oakdale Neighbourhood Association. In addition, external stakeholder agencies, the development community and neighbouring municipalities will be engaged as part of the public consultation program.

Oakdale residents will be notified by mail, while all stakeholders can stay informed of the OLU DU process through the City website, List serve emails, social media updates, newspaper advertisements and the Viewpoint platform.

Next Steps:

The consultation materials will be prepared taking into account feedback from Committee, following which a public consultation process will take place in early Fall 2019 as summarized above. City staff will report back on the results of the public feedback and receive Council direction after the consultation process is complete.

Public feedback along with staff analysis will be utilized to develop one preferred land use concept which incorporates the most desirable elements from each of the sub-area land use options. Dependent on Committee's direction, staff will also develop a Parkland Contribution Policy for new development in Oakdale. Timing for completion of the OLU DU process will be influenced by the nature of the feedback received during public and stakeholder consultation, though staff is targeting completion of this work by the end of 2019.

July 23, 2019

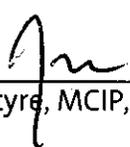
Financial Implications:

The OLUDU process is identified as part of the 2019 Business Plan and is funded through the existing Community Planning Division's project budget.

The capital cost of parkland acquisition to support the proposed land use designation changes ranges between \$31.2M to \$67M. As the value of the planned parkland is not fully included in the current DCC program, and any shortfall cannot be funded through the recently adopted DCC Bylaw, staff is recommending that a policy be prepared for Council's consideration to collect parkland amenity contributions from developers to cover additional costs until such time that the DCC program and bylaw have been updated with the Oakdale parkland requirements.

Conclusion:

Building on the Burquitlam-Lougheed Neighbourhood Plan process, the Oakdale Land Use Designation Update is intended to result in updated land use policies to guide development in the Oakdale neighbourhood for the next 25 years. Staff has prepared a series of land use options for sub-areas in Oakdale that will be used to obtain public and stakeholder input through an extensive consultation process. The land use options for each sub-area will be evaluated independently and then integrated to craft a preferred hybrid Oakdale land use concept (similar to the process undertaken during the BLNP update). Dependent on Committee's direction, staff will also develop a Parkland Contribution Policy for new development in Oakdale.



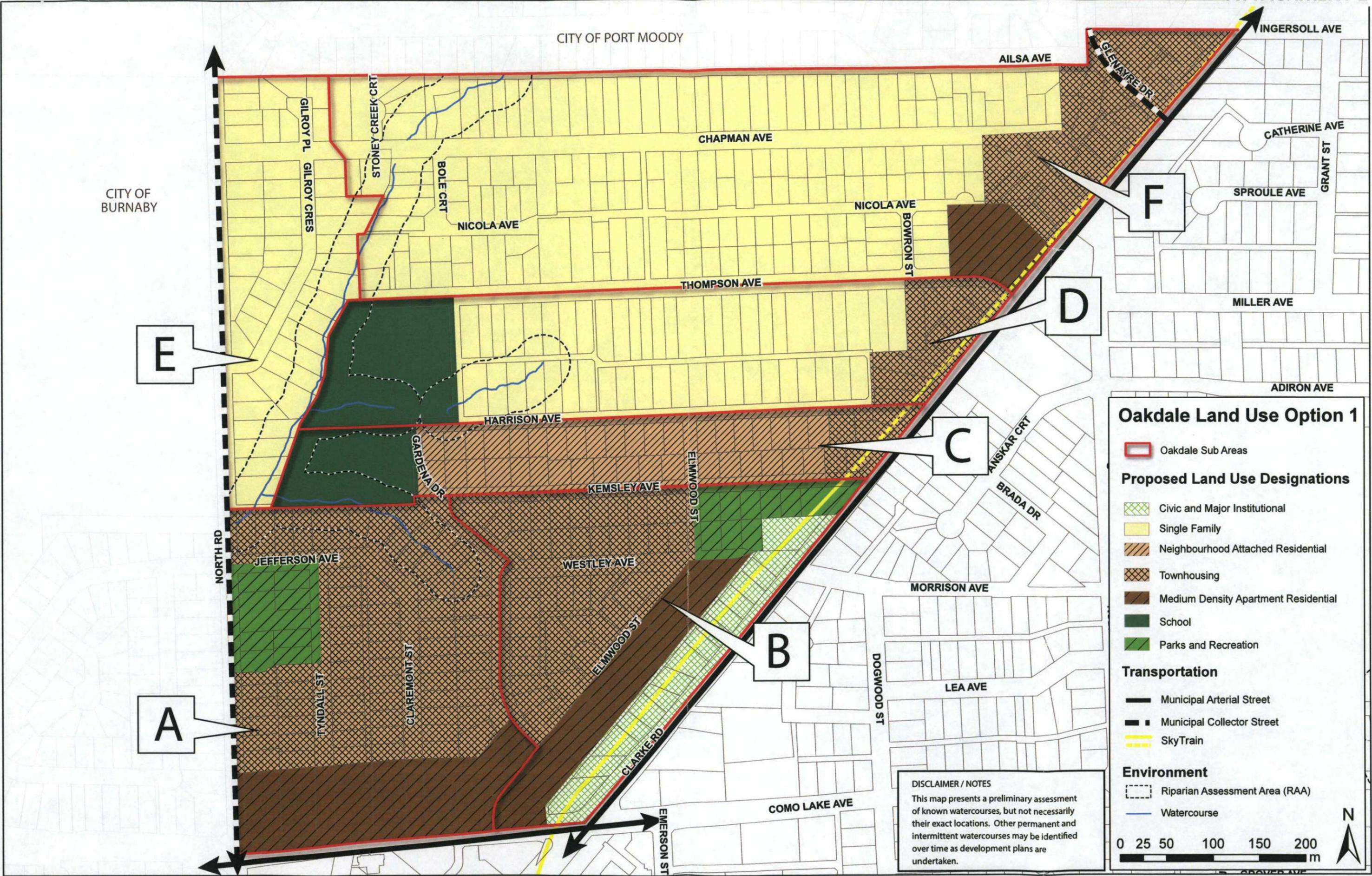
J.L. McIntyre, MCIP, RPP

GC/cb

Attachments:

1. Oakdale Land Use Options (Doc. #3216823)
2. Existing Oakdale Land Use Designations (Doc. #3396826)
3. Oakdale New Streets / Lanes and Intersection Changes (Doc. #3216825)
4. Oakdale Street Network (Doc. #3216830)
5. Oakdale Watercourses and Riparian Areas (Doc. #3217070)
6. Potential Park Funding Approaches for Oakdale (Doc. #3363935)

This report was prepared by Glen Chua, Community Planner with input from Raul Allueva, Deputy City Manager and a cross-departmental team including staff from Planning and Development, Parks, Recreation and Culture, Engineering and Public Works, Finance and Technology, and Strategic Initiatives, and reviewed by Andrew Merrill, Manager Community Planning.



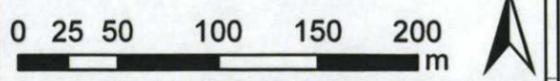
CITY OF BURNABY

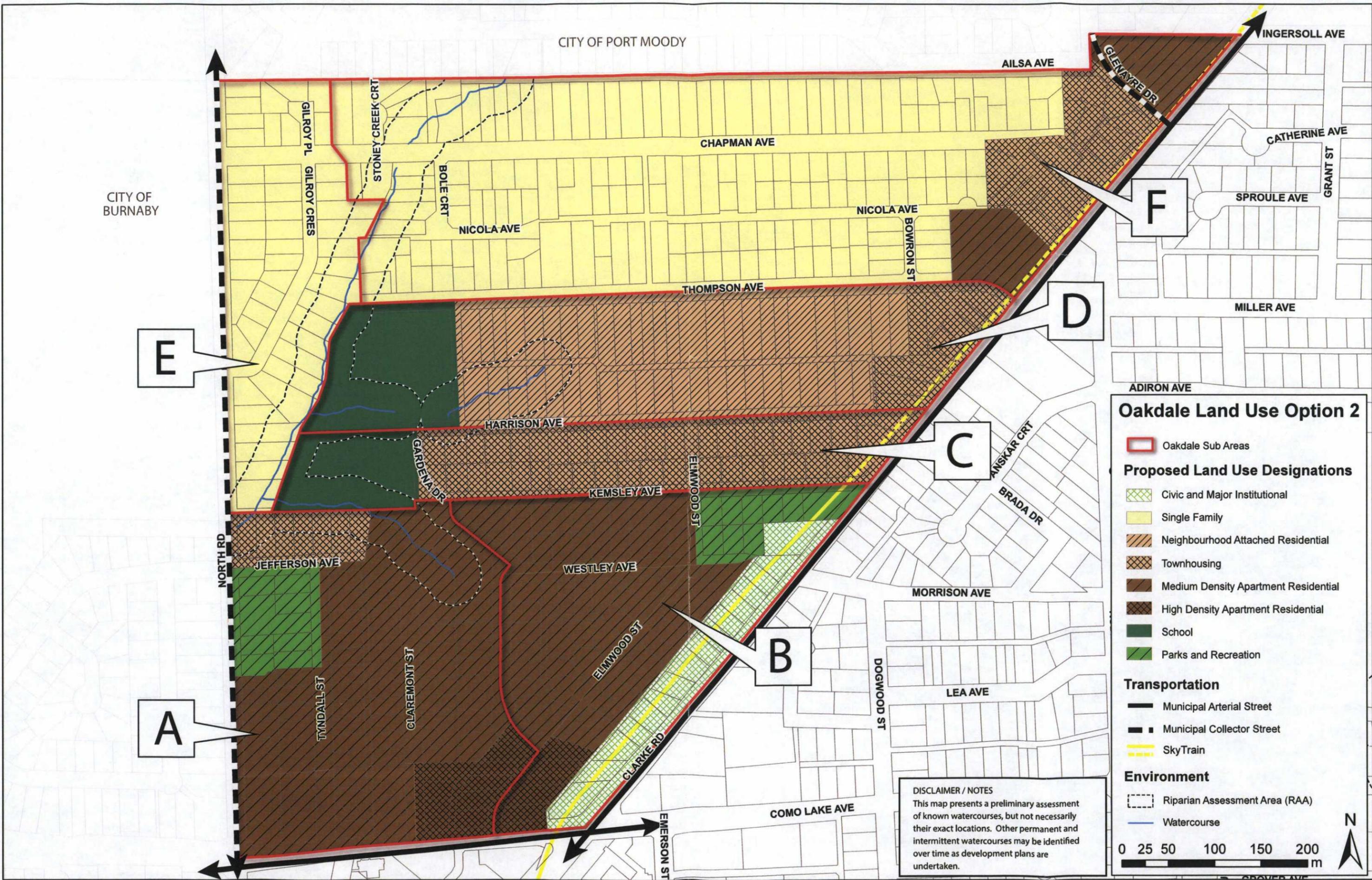
CITY OF PORT MOODY

Oakdale Land Use Option 1

- Oakdale Sub Areas
- Proposed Land Use Designations**
- Civic and Major Institutional
- Single Family
- Neighbourhood Attached Residential
- Townhousing
- Medium Density Apartment Residential
- School
- Parks and Recreation
- Transportation**
- Municipal Arterial Street
- Municipal Collector Street
- SkyTrain
- Environment**
- Riparian Assessment Area (RAA)
- Watercourse

DISCLAIMER / NOTES
 This map presents a preliminary assessment of known watercourses, but not necessarily their exact locations. Other permanent and intermittent watercourses may be identified over time as development plans are undertaken.





CITY OF PORT MOODY

CITY OF BURNABY

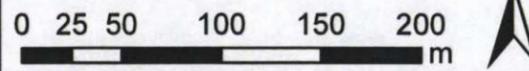
Oakdale Land Use Option 2

- Oakdale Sub Areas
- Proposed Land Use Designations**
- Civic and Major Institutional
- Single Family
- Neighbourhood Attached Residential
- Townhousing
- Medium Density Apartment Residential
- High Density Apartment Residential
- School
- Parks and Recreation

- Transportation**
- Municipal Arterial Street
- Municipal Collector Street
- SkyTrain

- Environment**
- Riparian Assessment Area (RAA)
- Watercourse

DISCLAIMER / NOTES
 This map presents a preliminary assessment of known watercourses, but not necessarily their exact locations. Other permanent and intermittent watercourses may be identified over time as development plans are undertaken.



E

A

B

C

D

F

NORTH RD

GILROY PL
GILROY CRES

STONEY CREEK CRT

BOLE CRT

NICOLA AVE

CHAPMAN AVE

AILSA AVE

CATHERINE AVE

SPROULE AVE

GRANT ST

MILLER AVE

ADIRON AVE

THOMPSON AVE

NICOLA AVE

BOWRON ST

HARRISON AVE

KEMSLEY AVE

ELMWOOD ST

ANSKAR CRT

BRADA DR

JEFFERSON AVE

WESTLEY AVE

MORRISON AVE

TYNDALL ST

CLAREMONT ST

ELMWOOD ST

DOGWOOD ST

LEA AVE

CLARKE RD

COMO LAKE AVE

EMERSON ST

INGERSOLL AVE

GLENAIRE DR

CATHERINE AVE

SPROULE AVE

GRANT ST

MILLER AVE

ADIRON AVE

THOMPSON AVE

NICOLA AVE

BOWRON ST

HARRISON AVE

KEMSLEY AVE

ELMWOOD ST

ANSKAR CRT

BRADA DR

JEFFERSON AVE

WESTLEY AVE

MORRISON AVE

TYNDALL ST

CLAREMONT ST

ELMWOOD ST

DOGWOOD ST

LEA AVE

CLARKE RD

COMO LAKE AVE

EMERSON ST

INGERSOLL AVE

GLENAIRE DR

CATHERINE AVE

SPROULE AVE

GRANT ST

MILLER AVE

ADIRON AVE

THOMPSON AVE

NICOLA AVE

BOWRON ST

HARRISON AVE

KEMSLEY AVE

ELMWOOD ST

ANSKAR CRT

BRADA DR

JEFFERSON AVE

WESTLEY AVE

MORRISON AVE

TYNDALL ST

CLAREMONT ST

ELMWOOD ST

DOGWOOD ST

LEA AVE

CLARKE RD

COMO LAKE AVE

EMERSON ST

INGERSOLL AVE

GLENAIRE DR

CATHERINE AVE

SPROULE AVE

GRANT ST

MILLER AVE

ADIRON AVE

THOMPSON AVE

NICOLA AVE

BOWRON ST

HARRISON AVE

KEMSLEY AVE

ELMWOOD ST

ANSKAR CRT

BRADA DR

JEFFERSON AVE

WESTLEY AVE

MORRISON AVE

TYNDALL ST

CLAREMONT ST

ELMWOOD ST

DOGWOOD ST

LEA AVE

CLARKE RD

COMO LAKE AVE

EMERSON ST

INGERSOLL AVE

GLENAIRE DR

CATHERINE AVE

SPROULE AVE

GRANT ST

MILLER AVE

ADIRON AVE

THOMPSON AVE

NICOLA AVE

BOWRON ST

HARRISON AVE

KEMSLEY AVE

ELMWOOD ST

ANSKAR CRT

BRADA DR

JEFFERSON AVE

WESTLEY AVE

MORRISON AVE

TYNDALL ST

CLAREMONT ST

ELMWOOD ST

DOGWOOD ST

LEA AVE

CLARKE RD

COMO LAKE AVE

EMERSON ST

INGERSOLL AVE

GLENAIRE DR

CATHERINE AVE

SPROULE AVE

GRANT ST

MILLER AVE

ADIRON AVE

THOMPSON AVE

NICOLA AVE

BOWRON ST

HARRISON AVE

KEMSLEY AVE

ELMWOOD ST

ANSKAR CRT

BRADA DR

JEFFERSON AVE

WESTLEY AVE

MORRISON AVE

TYNDALL ST

CLAREMONT ST

ELMWOOD ST

DOGWOOD ST

LEA AVE

CLARKE RD

COMO LAKE AVE

EMERSON ST

INGERSOLL AVE

GLENAIRE DR

CATHERINE AVE

SPROULE AVE

GRANT ST

MILLER AVE

ADIRON AVE

THOMPSON AVE

NICOLA AVE

BOWRON ST

HARRISON AVE

KEMSLEY AVE

ELMWOOD ST

ANSKAR CRT

BRADA DR

JEFFERSON AVE

WESTLEY AVE

MORRISON AVE

TYNDALL ST

CLAREMONT ST

ELMWOOD ST

DOGWOOD ST

LEA AVE

CLARKE RD

COMO LAKE AVE

EMERSON ST

INGERSOLL AVE

GLENAIRE DR

CATHERINE AVE

SPROULE AVE

GRANT ST

MILLER AVE

ADIRON AVE

THOMPSON AVE

NICOLA AVE

BOWRON ST

HARRISON AVE

KEMSLEY AVE

ELMWOOD ST

ANSKAR CRT

BRADA DR

JEFFERSON AVE

WESTLEY AVE

MORRISON AVE

TYNDALL ST

CLAREMONT ST

ELMWOOD ST

DOGWOOD ST

LEA AVE

CLARKE RD

COMO LAKE AVE

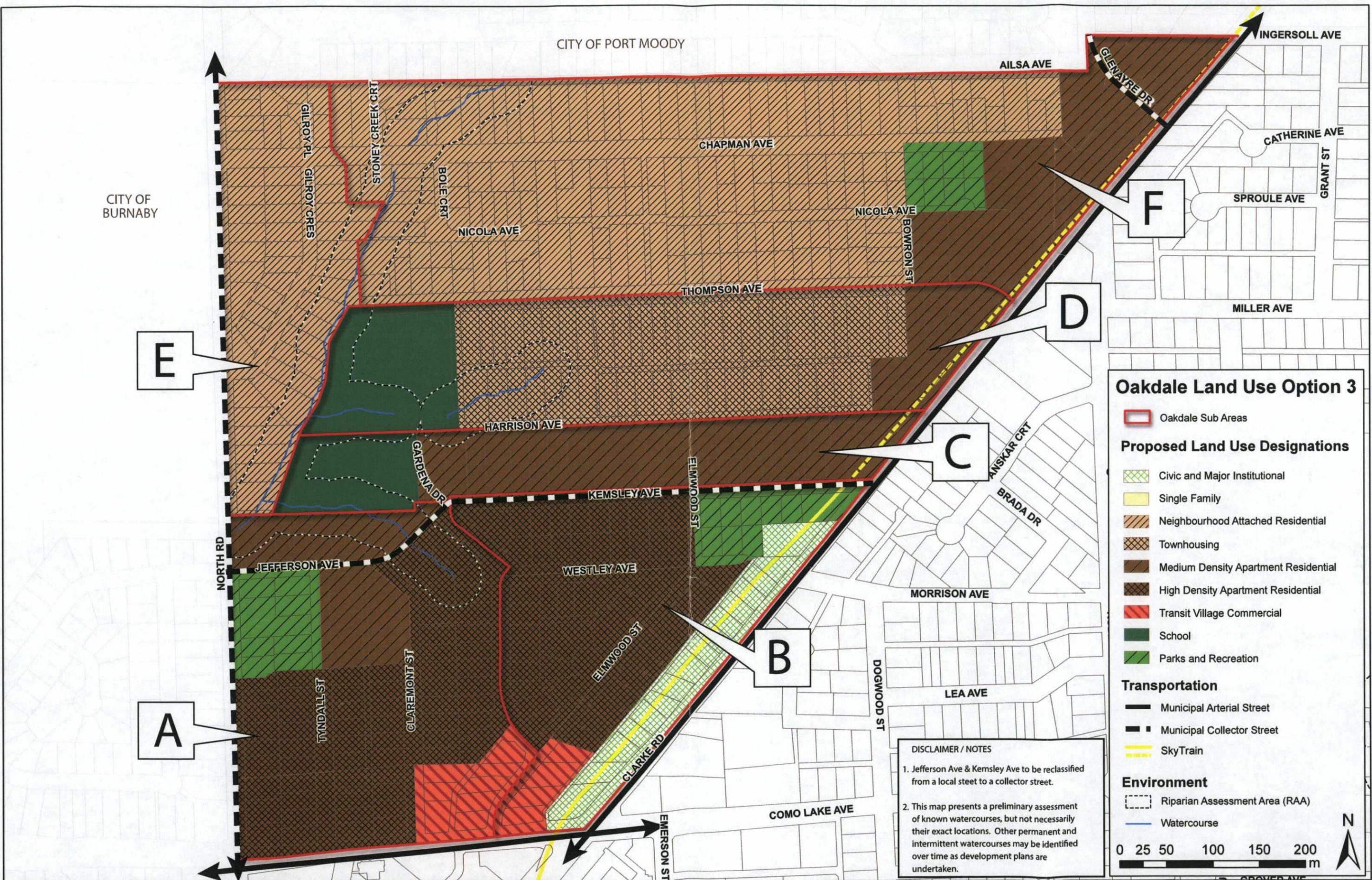
EMERSON ST

INGERSOLL AVE

GLENAIRE DR

CATHERINE AVE

SPROULE AVE



CITY OF PORT MOODY

CITY OF BURNABY

Oakdale Land Use Option 3

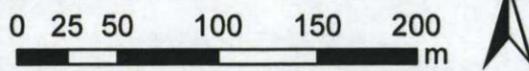
- Oakdale Sub Areas
- Proposed Land Use Designations**
- Civic and Major Institutional
- Single Family
- Neighbourhood Attached Residential
- Townhousing
- Medium Density Apartment Residential
- High Density Apartment Residential
- Transit Village Commercial
- School
- Parks and Recreation

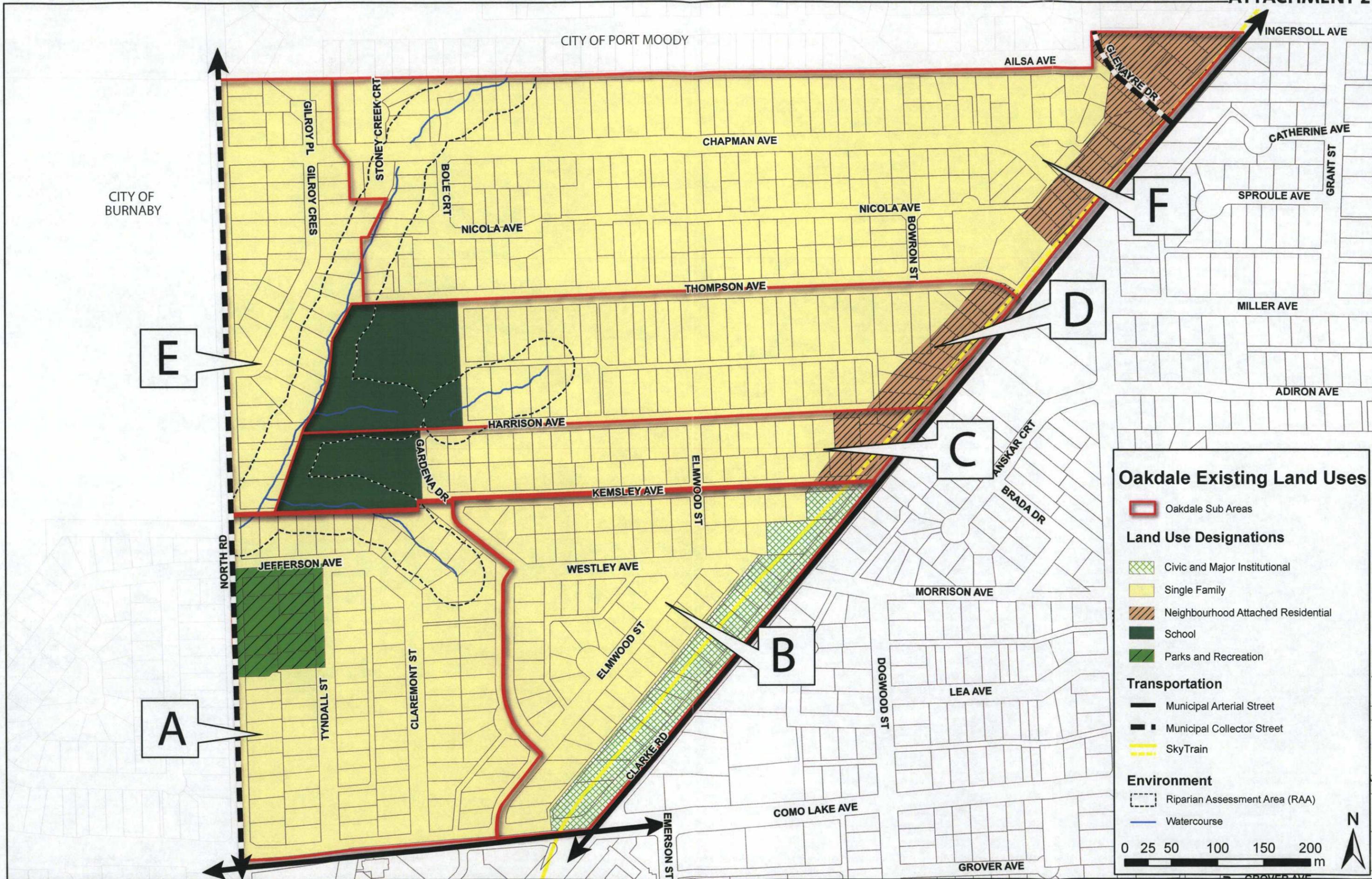
- Transportation**
- Municipal Arterial Street
- Municipal Collector Street
- SkyTrain

- Environment**
- Riparian Assessment Area (RAA)
- Watercourse

DISCLAIMER / NOTES

1. Jefferson Ave & Kemsley Ave to be reclassified from a local street to a collector street.
2. This map presents a preliminary assessment of known watercourses, but not necessarily their exact locations. Other permanent and intermittent watercourses may be identified over time as development plans are undertaken.





CITY OF BURNABY

CITY OF PORT MOODY

AILSA AVE

INGERSOLL AVE

F

D

C

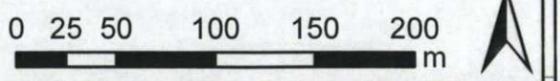
B

E

A

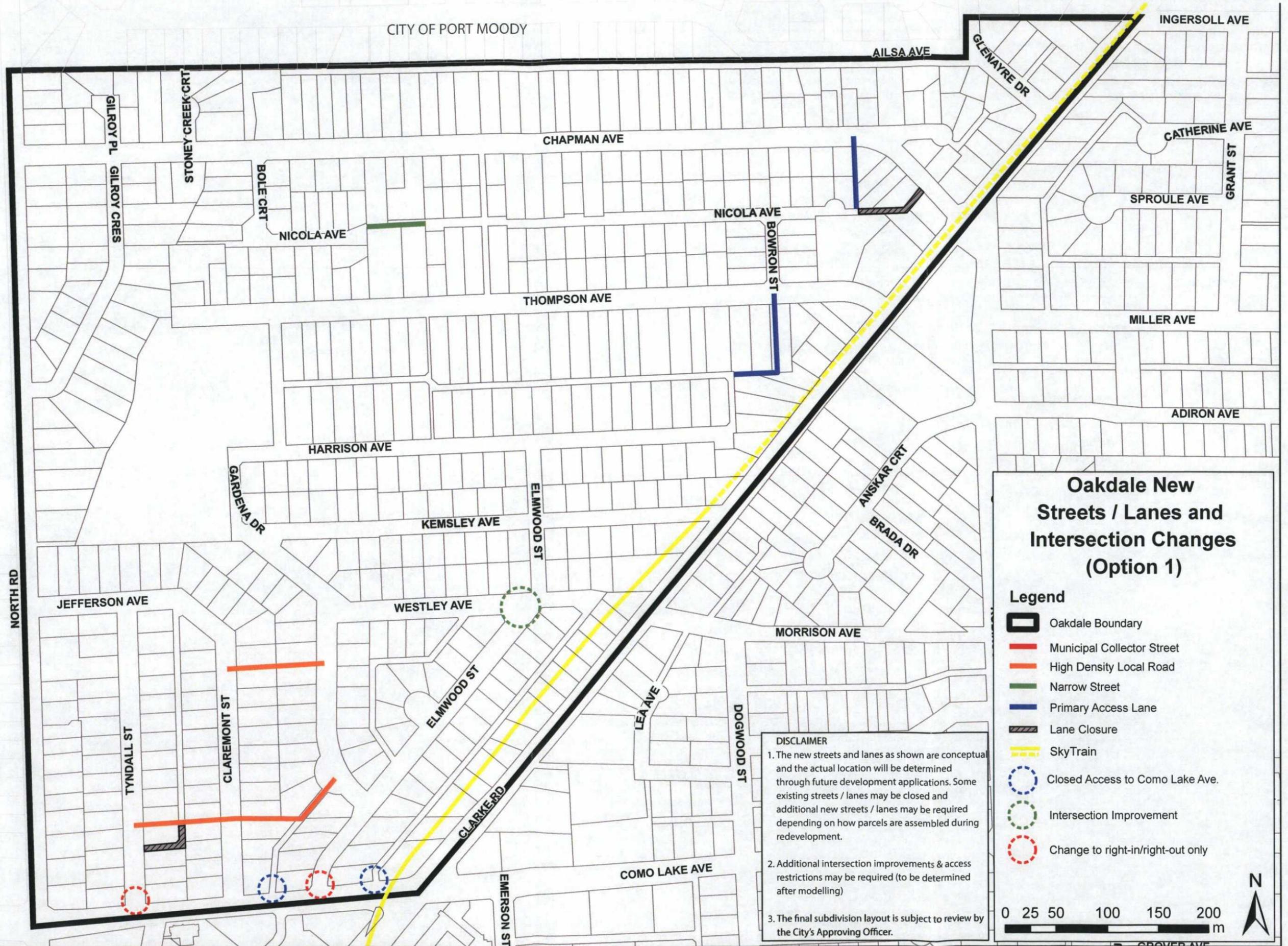
Oakdale Existing Land Uses

- Oakdale Sub Areas
- Land Use Designations**
- Civic and Major Institutional
- Single Family
- Neighbourhood Attached Residential
- School
- Parks and Recreation
- Transportation**
- Municipal Arterial Street
- Municipal Collector Street
- SkyTrain
- Environment**
- Riparian Assessment Area (RAA)
- Watercourse



CITY OF PORT MOODY

CITY OF BURNABY

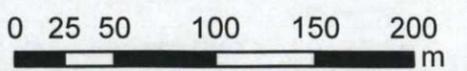


Oakdale New Streets / Lanes and Intersection Changes (Option 1)

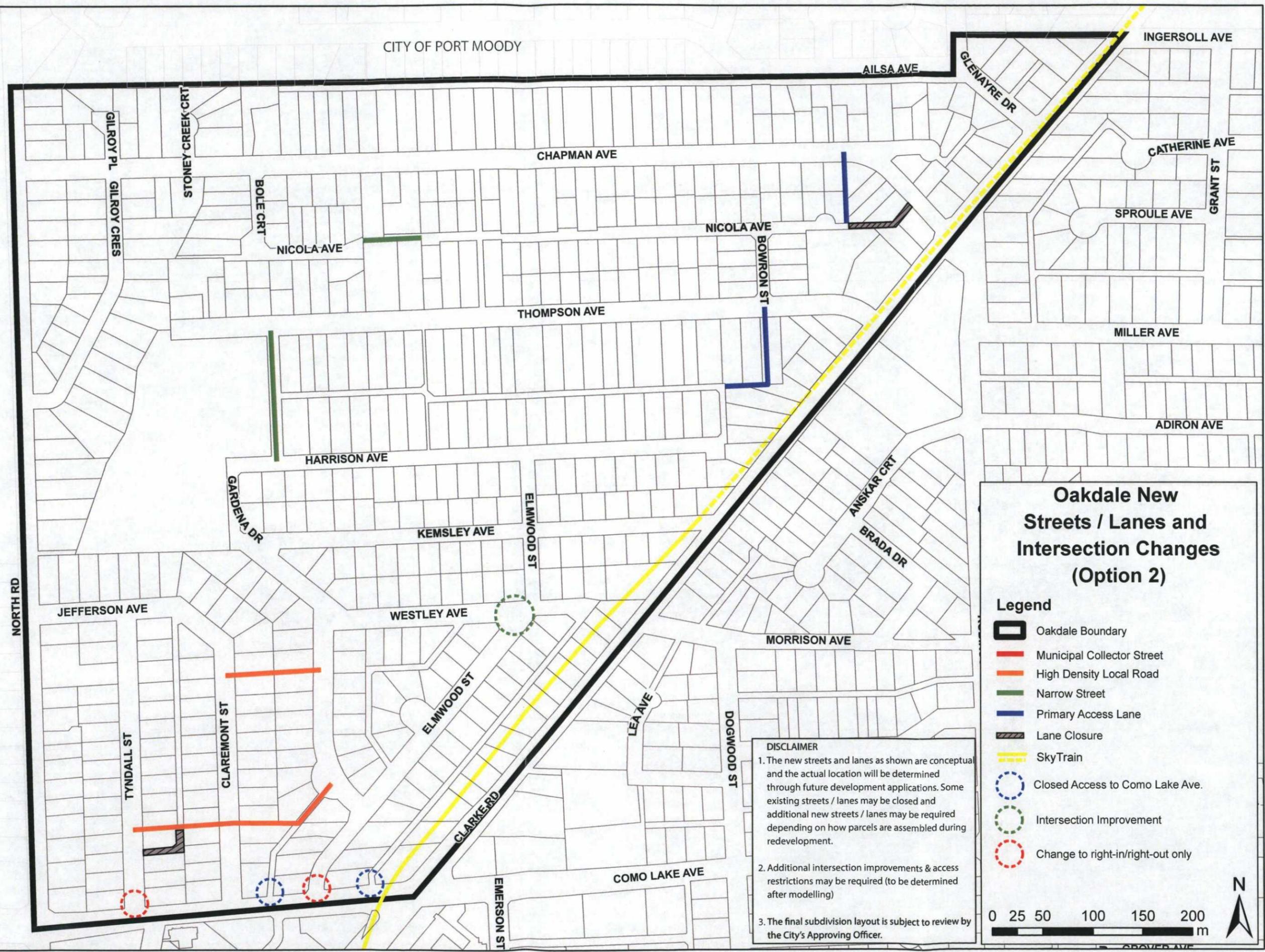
- Legend**
- Oakdale Boundary
 - Municipal Collector Street
 - High Density Local Road
 - Narrow Street
 - Primary Access Lane
 - Lane Closure
 - SkyTrain
 - Closed Access to Como Lake Ave.
 - Intersection Improvement
 - Change to right-in/right-out only

DISCLAIMER

1. The new streets and lanes as shown are conceptual and the actual location will be determined through future development applications. Some existing streets / lanes may be closed and additional new streets / lanes may be required depending on how parcels are assembled during redevelopment.
2. Additional intersection improvements & access restrictions may be required (to be determined after modelling)
3. The final subdivision layout is subject to review by the City's Approving Officer.



CITY OF BURNABY



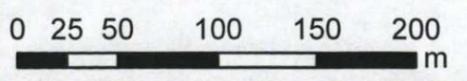
Oakdale New Streets / Lanes and Intersection Changes (Option 2)

Legend

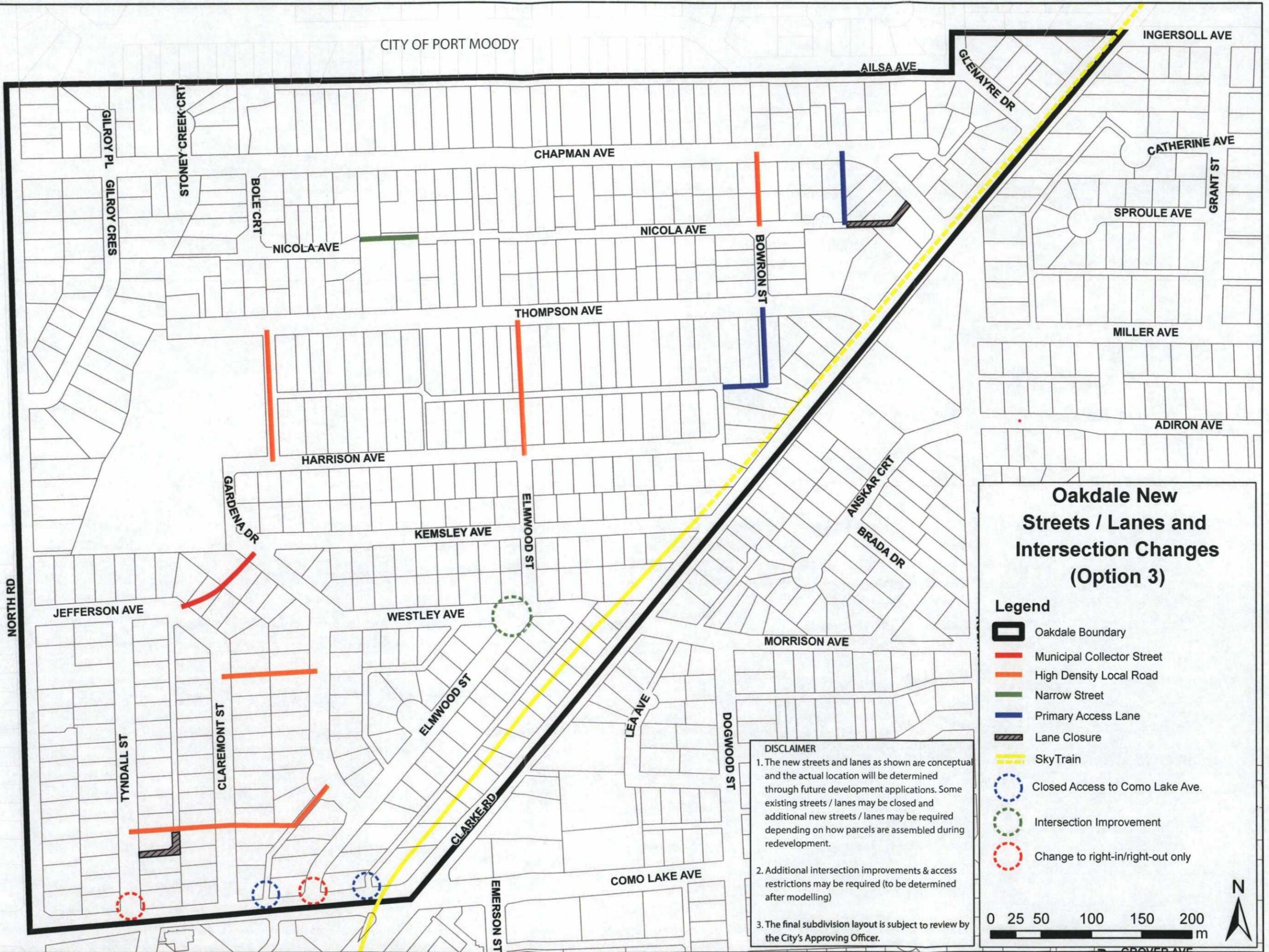
- Oakdale Boundary
- Municipal Collector Street
- High Density Local Road
- Narrow Street
- Primary Access Lane
- Lane Closure
- SkyTrain
- Closed Access to Como Lake Ave.
- Intersection Improvement
- Change to right-in/right-out only

DISCLAIMER

1. The new streets and lanes as shown are conceptual and the actual location will be determined through future development applications. Some existing streets / lanes may be closed and additional new streets / lanes may be required depending on how parcels are assembled during redevelopment.
2. Additional intersection improvements & access restrictions may be required (to be determined after modelling)
3. The final subdivision layout is subject to review by the City's Approving Officer.



CITY OF BURNABY

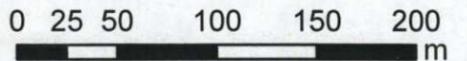


Oakdale New Streets / Lanes and Intersection Changes (Option 3)

- Legend**
- Oakdale Boundary
 - Municipal Collector Street
 - High Density Local Road
 - Narrow Street
 - Primary Access Lane
 - Lane Closure
 - SkyTrain
 - Closed Access to Como Lake Ave.
 - Intersection Improvement
 - Change to right-in/right-out only

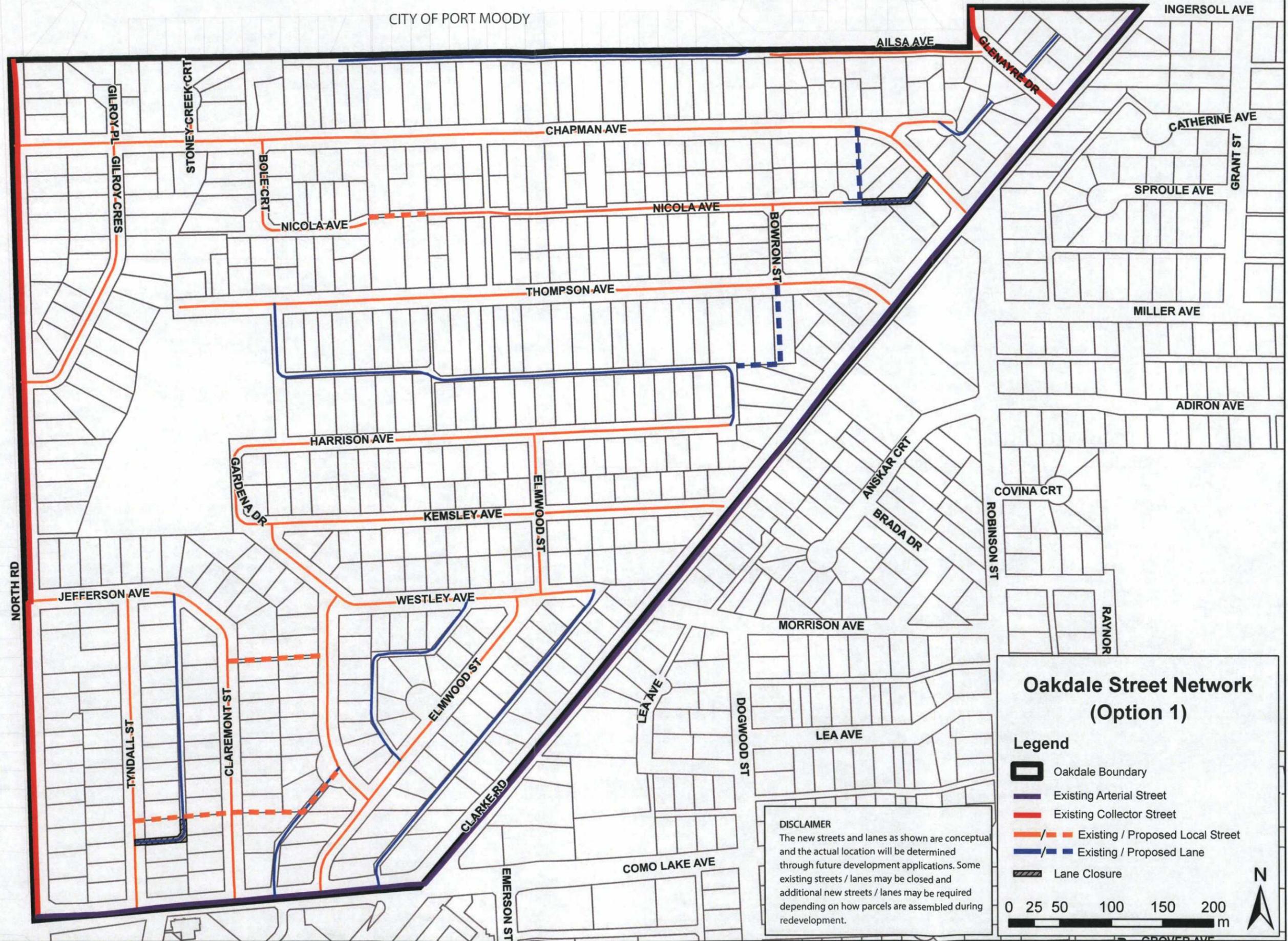
DISCLAIMER

1. The new streets and lanes as shown are conceptual and the actual location will be determined through future development applications. Some existing streets / lanes may be closed and additional new streets / lanes may be required depending on how parcels are assembled during redevelopment.
2. Additional intersection improvements & access restrictions may be required (to be determined after modelling)
3. The final subdivision layout is subject to review by the City's Approving Officer.



CITY OF PORT MOODY

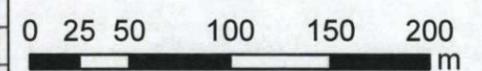
CITY OF BURNABY



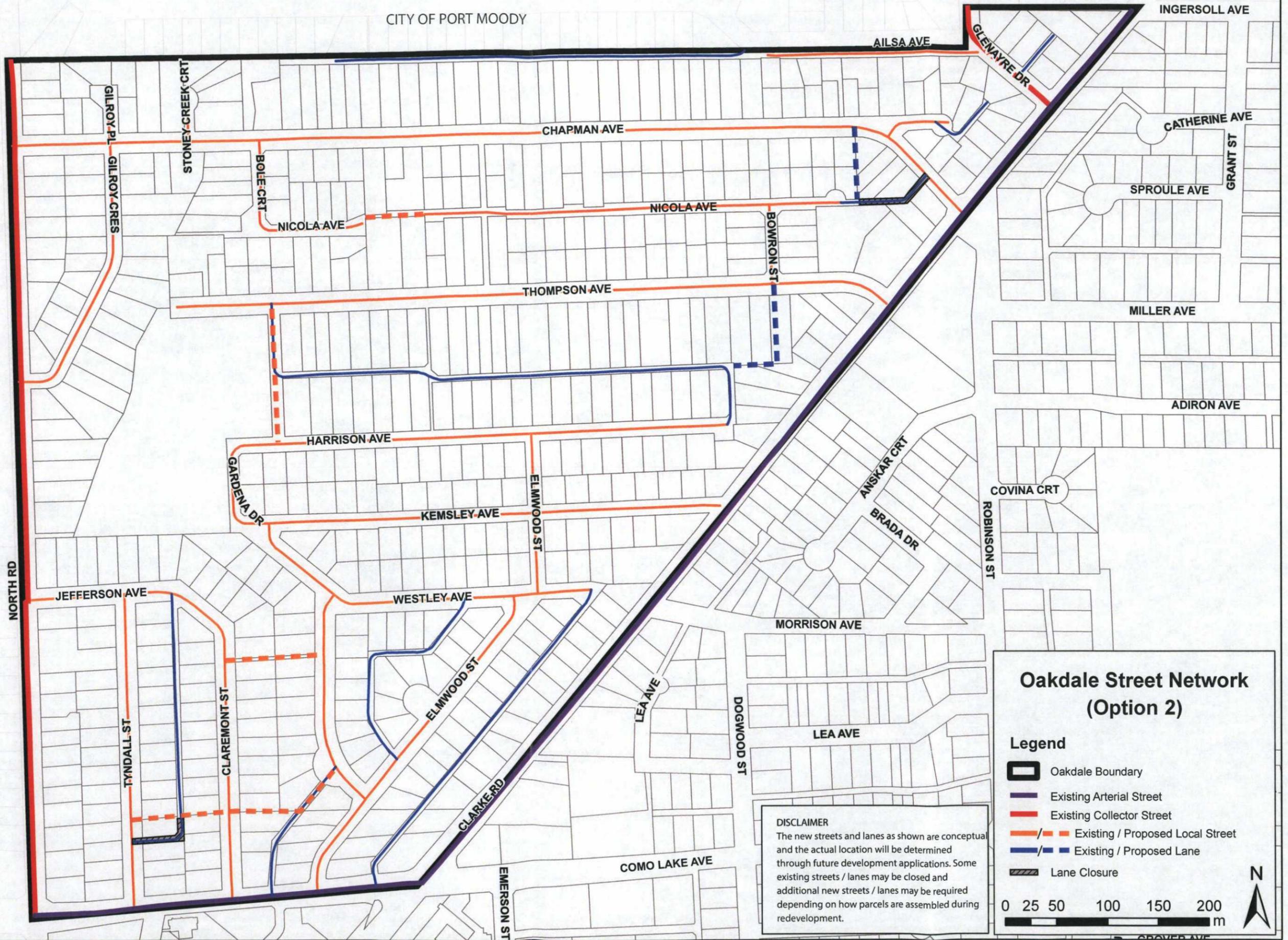
Oakdale Street Network (Option 1)

Legend

- Oakdale Boundary
- Existing Arterial Street
- Existing Collector Street
- Existing / Proposed Local Street
- Existing / Proposed Lane
- Lane Closure



DISCLAIMER
 The new streets and lanes as shown are conceptual and the actual location will be determined through future development applications. Some existing streets / lanes may be closed and additional new streets / lanes may be required depending on how parcels are assembled during redevelopment.

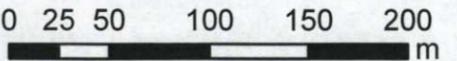


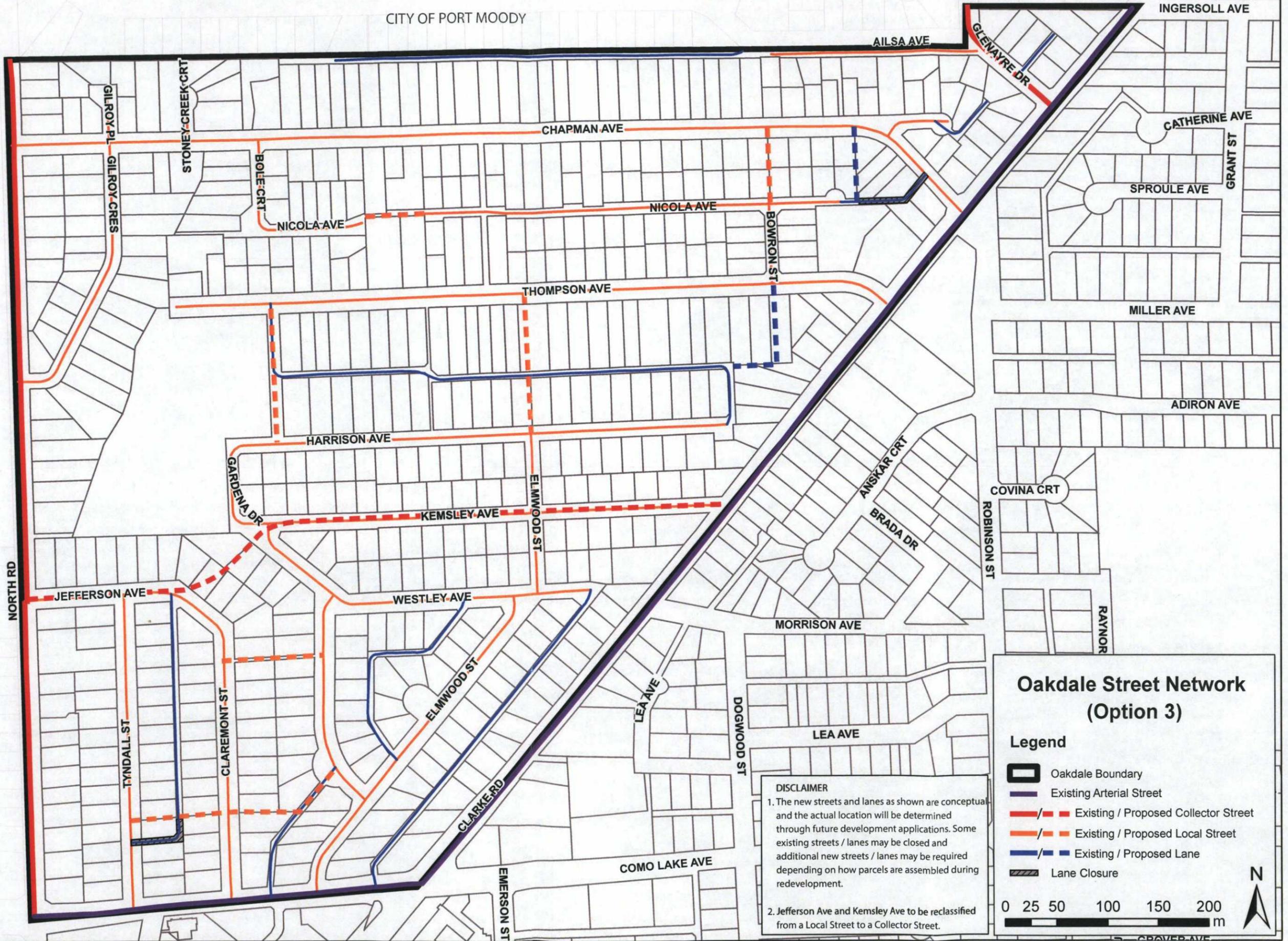
Oakdale Street Network (Option 2)

Legend

- Oakdale Boundary
- Existing Arterial Street
- Existing Collector Street
- Existing / Proposed Local Street
- Existing / Proposed Lane
- Lane Closure

DISCLAIMER
 The new streets and lanes as shown are conceptual and the actual location will be determined through future development applications. Some existing streets / lanes may be closed and additional new streets / lanes may be required depending on how parcels are assembled during redevelopment.



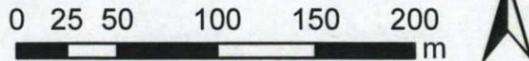


Oakdale Street Network (Option 3)

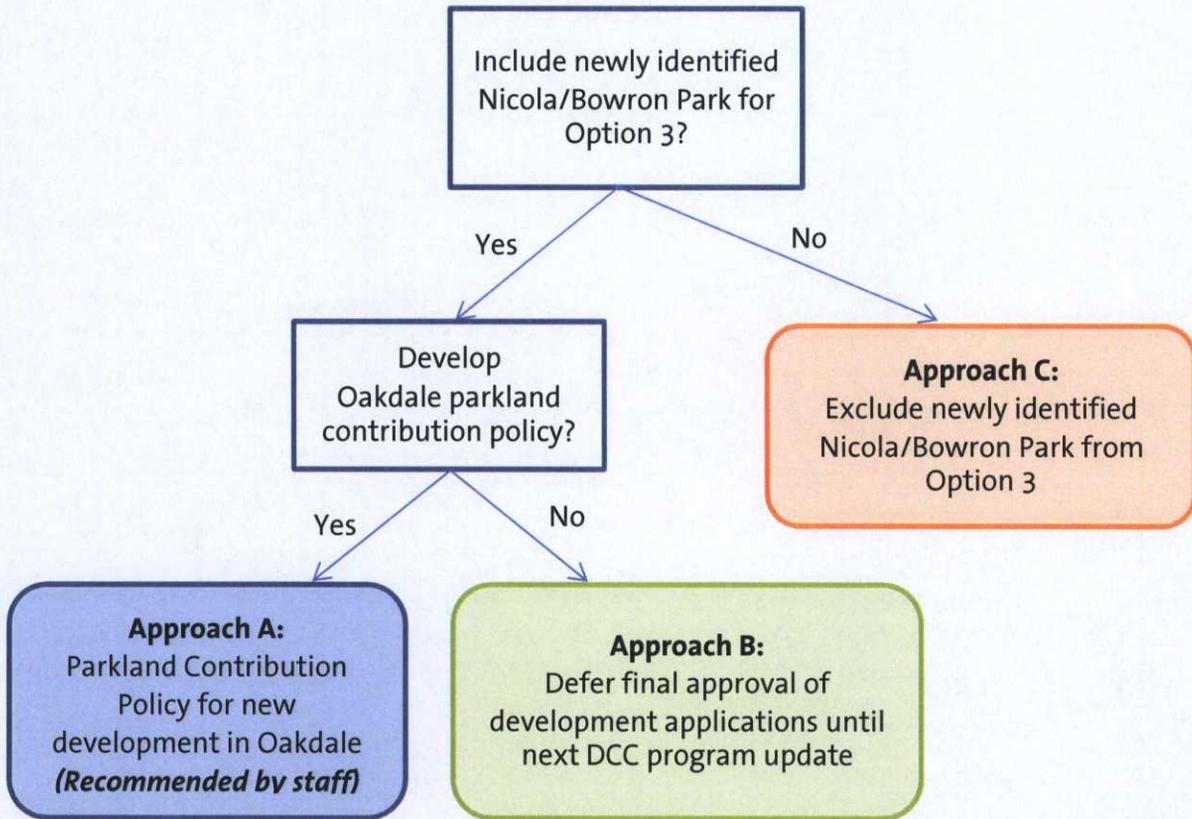
Legend

- Oakdale Boundary
- Existing Arterial Street
- Existing / Proposed Collector Street
- Existing / Proposed Local Street
- Existing / Proposed Lane
- Lane Closure

DISCLAIMER
 1. The new streets and lanes as shown are conceptual and the actual location will be determined through future development applications. Some existing streets / lanes may be closed and additional new streets / lanes may be required depending on how parcels are assembled during redevelopment.
 2. Jefferson Ave and Kemsley Ave to be reclassified from a Local Street to a Collector Street.



Potential Park Funding Approaches for Oakdale



Approach	Pros	Cons
A. Parkland Contribution Policy for New Development in Oakdale (Recommended by staff)	<ul style="list-style-type: none"> Voluntary amenity contributions through the Public Amenity Enhancements (PAEs) framework would generate sufficient funds to cover costs of parkland acquisition. Provides residents with land use certainty. Provides transparency in terms of parkland contribution expectations for developers who choose to proceed with applications 	<ul style="list-style-type: none"> Will create an unequitable development finance system between different locations within the BLNP area and discourage development in Oakdale.
B. Defer final approval of development applications until next DCC program update	<ul style="list-style-type: none"> Follows City's established development funding program. Transparent DCC charges distributed equitably provide development fairness. Allows processing of applications in the coming two to three years, similar to process followed in other growth communities. 	<ul style="list-style-type: none"> City may be seen to be delaying the provision of potential housing supply. Some short-term uncertainty for developers in terms of development timelines. Puts pressure to move ahead with future DCC updates.
C. Exclude newly identified Nicola/Bowron Park from Option 3	<ul style="list-style-type: none"> Avoids creating additional parkland acquisition funding challenges. 	<ul style="list-style-type: none"> Concerns related to park amenity service gaps and provisions will not be addressed. Funding gap from the increased land costs of Oakdale Park and Kemsley/Clarke Park would still exist.

City of Coquitlam

Oakdale Land Use Designation Update

Draft Land Use Concepts

July 29, 2019

For Council-in-Committee

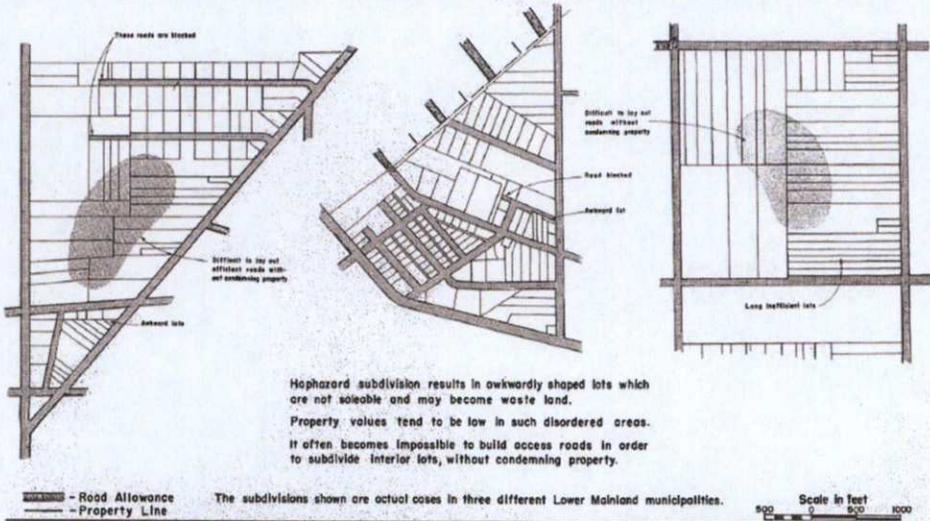
Document # 3218310

Purpose

- Provide overview of draft land use, transportation and parks concepts developed for Oakdale
- Obtain Committee feedback on preferred interim park acquisition funding approach for Oakdale until next DCC program review



SUBDIVISION RUN RIOT



Haphazard subdivision results in awkwardly shaped lots which are not saleable and may become waste land. Property values tend to be low in such disordered areas. It often becomes impossible to build access roads in order to subdivide interior lots, without condemning property.

THE LOWER MAINLAND REGIONAL PLANNING BOARD

1952

Focus of Oakdale Land Use Designation Update

- Build consensus within the neighbourhood regarding future land uses
- Identify opportunities and constraints for future land uses, transportation access, and servicing
- Identify land uses that are supported by the local community and meet the City's objectives in developing a complete community

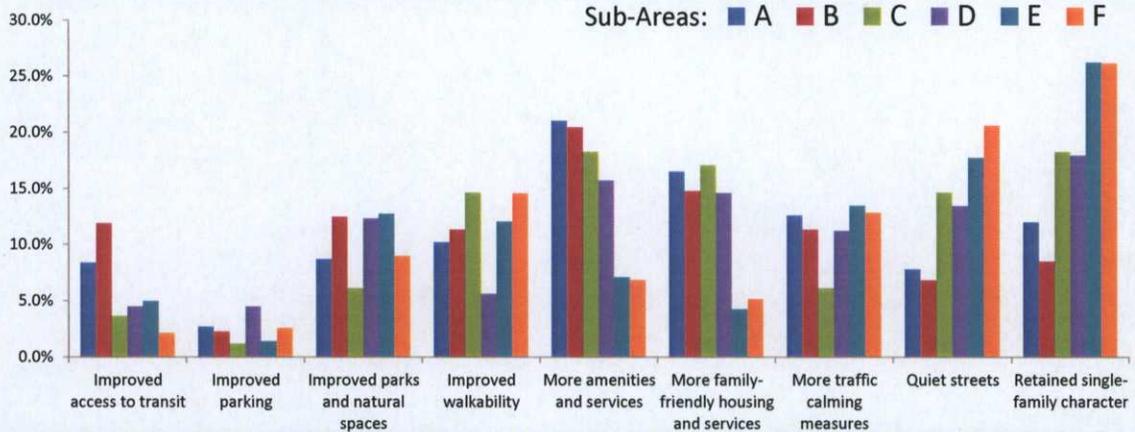


Timeline



Oakdale Sub-Area Feedback Summary

Which of the following qualities could make Oakdale a more complete, livable community?

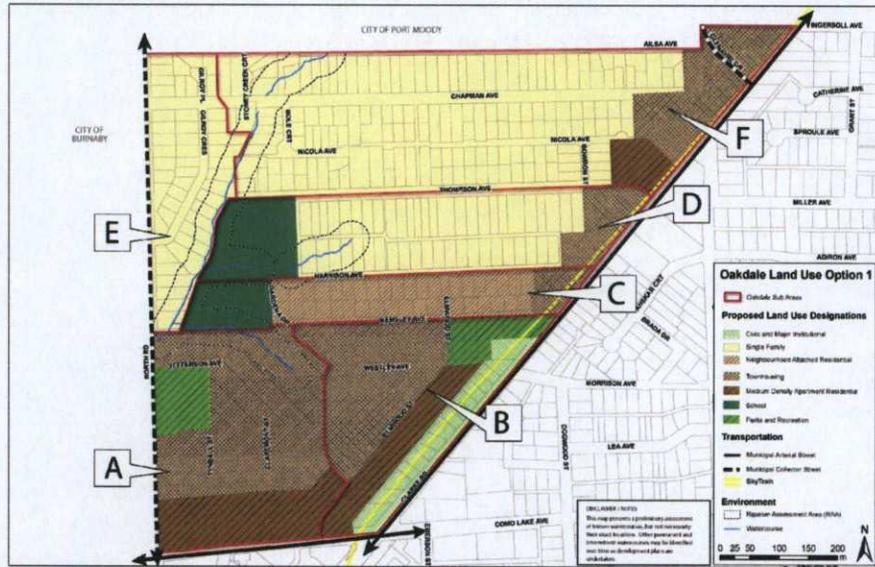


Land Use Concepts Development

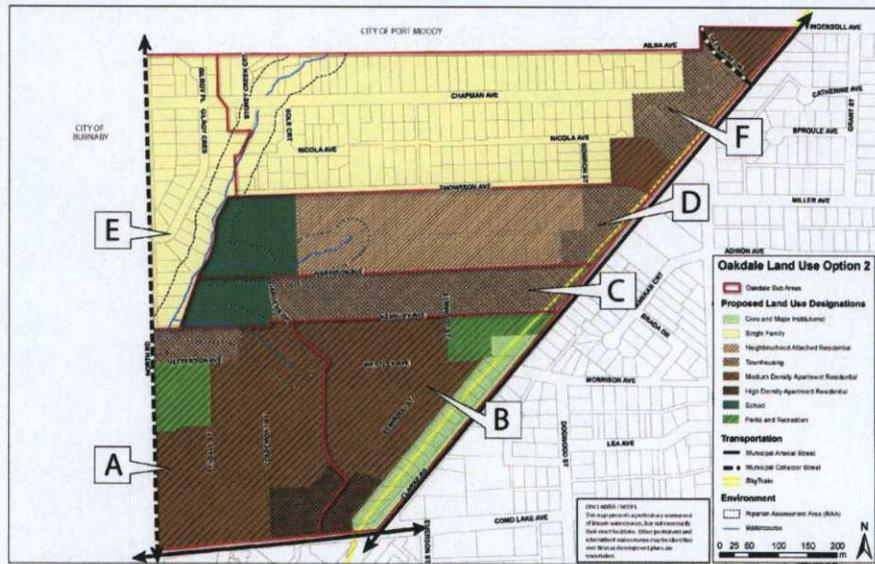
- 6 sub-areas
- 3 land use concepts
- Multi-stage process involving:
 - Background & technical research
 - Survey feedback analysis
 - Testing of draft land use concepts



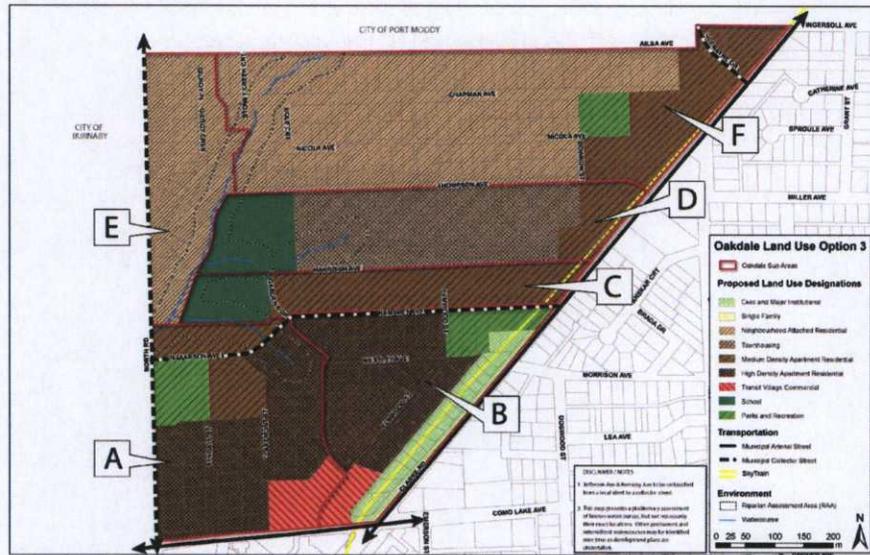
Draft Land Use Option 1



Draft Land Use Option 2

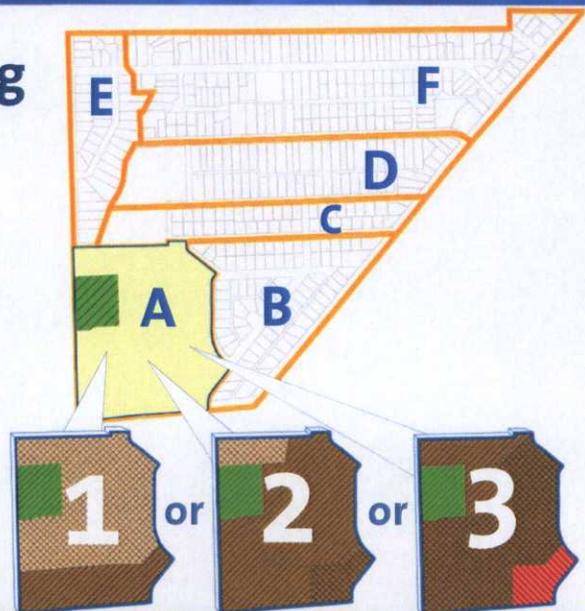


Draft Land Use Option 3



Sub-Area Based Planning

- Similar to BLNP Update process
- Recognizes varied feedback from different sub-areas
- Focused discussion of potential land use changes and where growth is best located
- Mix and match different options
- Different levels of change in different sub-areas that can be evaluated independently



Housing Unit Projections



- Option 1
- Option 2
- Option 3

Anticipated Demand to 2041

Projection of new potential units that could be needed based on people who would like to move to the area by 2041.

1,200 units

2,600 units

3,200 units

Theoretical Capacity

Additional housing units that could theoretically be built under full build-out of existing land uses. Timeline is unknown.

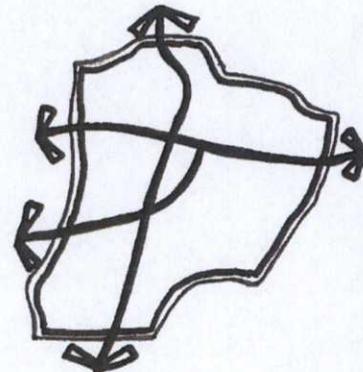
1,700 units

3,300 units

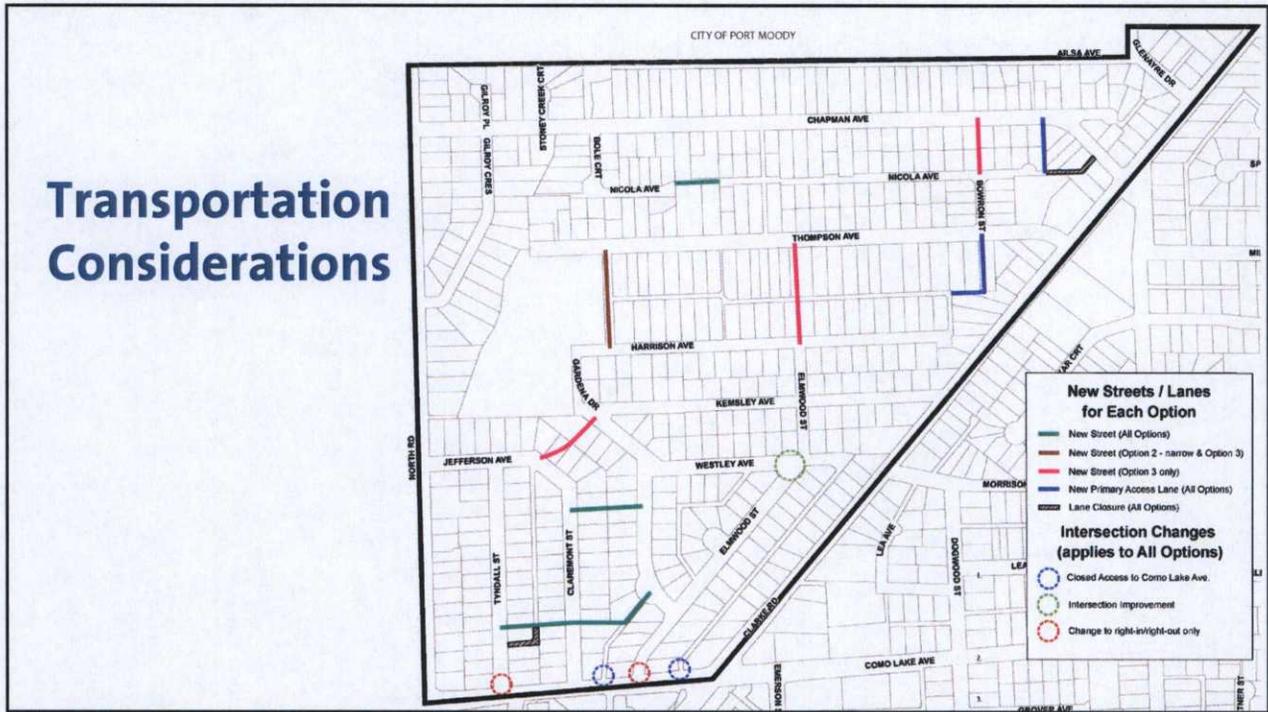
6,100 units

Transportation Considerations

- Improve safety, accessibility and mode choice
- Enhancing street network connectivity through new streets / lanes
 - Shorter walking / cycling distances
 - More convenient SkyTrain access
 - Improved neighbourhood traffic circulation
 - Supports development growth
 - Implementation through redevelopment



Transportation Considerations



Environmental Considerations

- Preservation of natural environment ranked highly among Oakdale residents
- City's standard protections for watercourses will apply
 - Assessment of significant natural features at time of development

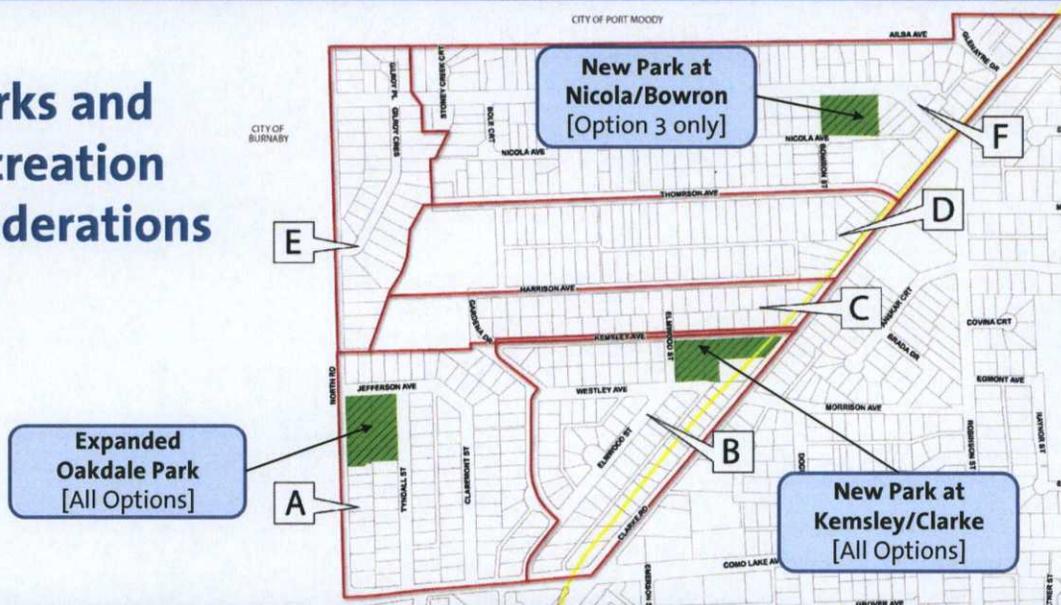


Parks and Recreation Considerations

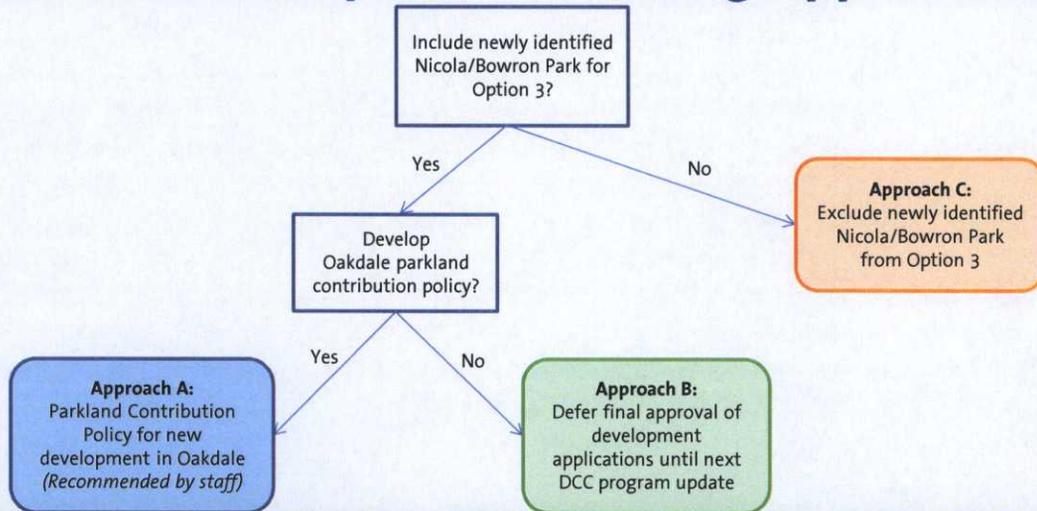
- Publicly-accessible open spaces
 - Provided through new development
- Burnaby Mountain Park
- Future YMCA facility
- New and expanded municipal parks



Parks and Recreation Considerations



Interim Park Acquisition Funding Approaches



Phase 2 Public Consultation Plan – Fall 2019

- A community information session
- An online survey
- Viewpoint Engagement Platform
- Meeting(s) with Oakdale Neighbourhood Association
- Engagement with external stakeholder agencies and neighbouring municipalities



Next Steps

- Phase 2 of public consultation
- Report on consultation feedback summary and receive Council direction
- Develop preferred land use concept
 - Informed by consultation feedback
 - Technically feasible
 - Incorporates appropriate land use transition

