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E-filed

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British Columbia Utilities Commission
Sixth Floor, 900 Howe Street
Vancouver, BC V6C 2N3

Attention: Patrick Wruck, Commission Secretary

**Re: FortisBC Energy Inc. ("FEI") - Application for Use of Lands under Sections 32 and 33 of the *Utilities Commission Act* in the City of Coquitlam ("City") for the Lower Mainland Intermediate Pressure System Upgrade ("LMIPSU") Projects (the "Application")
Project No. 1598963**

Dear Mr. Wruck:

We write on behalf of the City as follow-up to the City's July 19, 2018 letter to the Commission and in accordance with the regulatory timetable established by Commission Order G-144-18.

Background

As part of the LMIPSU projects, FEI is upgrading its infrastructure under Como Lake Avenue in the City of Coquitlam. This will include construction of a new 30" gas pipeline ("NPS 30 Pipeline") and decommissioning of an existing 60-year-old 20" pipeline ("NPS 20 Pipeline") along an approximately 5.5 kilometre section of Como Lake Avenue from Mariner Way to the Burnaby border (the "Project"). The Project will cause extensive disruption to the users of Como Lake Avenue, and cause extensive damage to the road that will need to be repaired and repaved.

Como Lake Avenue is a critical corridor for the region. Approximately 20,000 vehicles drive along Como Lake Avenue per day.¹ It is the route for two transit routes, is designated an arterial road by the City's Official Community Plan² and forms part of the regional Major Road

¹ On Wednesday, November 16, 2016, 23,546 vehicles were counted on Como Lake Avenue, just west of Gatsensbury Street.

² City of Coquitlam, *Citywide Official Community Plan*, online: < <http://www.coquitlam.ca/planning-and-development/resources/Property-Developer-and-Builder-Resources/Citywide-Official-Community-Plan.aspx>>. Arterial roads are the main arteries for vehicles travelling through a city and between urban areas.

Network.³ At a minimum Como Lake Avenue has four lanes, two lanes in each direction. There are auxiliary left-turn lanes at many intersections. Seventeen of the intersections along the section impacted by the Project have traffic lights.

Further, there are eight schools next to or close to Como Lake Avenue: (1) Dr. Charles Best Secondary School (next to), (2) Hillcrest Middle School (next to), (3) Parkland Elementary (within one block), (4) Queen of All Saints (next to), (5) Porter Elementary School (within one block), (6) Harbour View Elementary School (the only arterial access is via Como Lake Avenue), (7) Banting Middle School (within one block), and (8) Miller Park Community School (within one block).

There are 895 residential properties (including condo buildings) and 71 commercial properties immediately adjacent to Como Lake Avenue. The City provides weekly recycling and green waste collection and bi-weekly garbage collection to single family residential properties along Como Lake Avenue.

In addition, Como Lake Avenue is one of very few east/west routes in the area. Traffic management in the area of Como Lake Avenue is impacted by large geographical and land-use features which limit detour options for travelers, including Mundy Park, Vancouver Golf Course, and a steep escarpment.

This scarcity of east/west route options in the area also means that the area under Como Lake Avenue is congested with multiple underground linear utilities along the corridor: two BC Hydro duct banks, two water mains, two drainage mains, QNet communication ducts, two street lighting conduits, FEI's NPS 20 Pipeline and a FEI distribution gas main.

Additionally, there are over 800 lateral utilities that cross the Project route: 147 gas lines, 186 water lines, 167 drainage lines, 66 sanitary lines, 57 underground electrical lines, approximately 170 traffic loops, and 21 street light conduits. There are also 180 poles for overhead utilities (BC Hydro distribution) between Mariner Way and North Road, with the majority of these poles also used for Shaw and Telus communications distribution lines.

Overview of the City's Position

The City fully appreciates that FEI's aging infrastructure needs to be upgraded to ensure the safety of the natural gas distribution network, and that the Commission has granted a certificate of public convenience and necessity to FEI for its LMIPSU projects.

The City also appreciates the need for the Project; however, the Project could have major impacts on the community, including impacts to:

³ The regional Major Road Network supports the safe and efficient movement of people and goods across the greater Vancouver area. It includes more than 600 kilometres of major arterial roads that carry commuter, transit, and truck traffic. The Major Road Network connects the provincial highway system with the local road network, and some corridors also serve cyclists and pedestrians. See generally TransitLink, *Major Road Network & Bridges*, online: <<https://www.translink.ca/Getting-Around/Driving/Major-Road-Network-and-Bridges.aspx>>.

- municipal infrastructure (roads, water works, sewers, QNet communications, etc.),
- the public's use of the roads, and
- homes, businesses and schools in the area.

FEI must mitigate the impacts of its Project on the community to the extent reasonably possible and FEI bears the costs of doing so. It would be fundamentally unfair if the Project leaves the community with on-going and long-term negative impacts including an extensively damaged major arterial road and a decommissioned pipeline in a congested underground area.

City's Proposed Terms and Conditions

Before FEI filed its Application on June 28, 2018, representatives of the City and FEI had met several times to discuss the measures FEI ought to take to mitigate the impacts of its Project on the community. FEI and the City were in the process of developing non-binding documents outlining "Terms Agreed To" and "Terms Not Agreed To" to guide the parties in their efforts to identify and pursue opportunities for collaboration; however, both of these documents were draft works in progress when FEI filed its Application.

The "Terms Agreed To" document filed by FEI (Appendix B to FEI's July 24, 2018 submission to the Commission) does not reflect terms actually agreed to by the City. Rather, at the time FEI filed the document, the City was in the process of reviewing the document and preparing comments on it. Moreover, at that time, the document was contemplated as a non-binding guide to assist the parties in their efforts to identify opportunities for collaboration going forward, and it was not intended to form the terms of a lawfully binding Commission Order.

Accordingly, the City attaches a Terms and Conditions document as Appendix "A" to this letter, and requests that the Commission, by order, specify these Terms and Conditions as the terms for FEI's use of Como Lake Avenue for the purpose of implementing its Project.

The Terms and Conditions reflect the terms FEI and City were discussing before FEI filed its Application, but the format has been restructured to better organize each party's responsibilities and minimize uncertainty, and improved to eliminate ambiguities and to be appropriate for including as terms of a Commission order.

Given the Commission's determinations in Order G-144-18, the attached Terms and Conditions do not include the City's requirements for:

- 1) *FEI to remove 380m of the decommissioned NPS 20 Pipeline under Como Lake Avenue between North Road and Clarke Road in the Burquitlam area.*

FEI has confirmed on the record to the media that the decommissioned NPS 20 Pipeline will remain FEI's responsibility and that FEI will remove it if it interferes with municipal

infrastructure.⁴ The City continues to believe the NPS 20 Pipeline must be removed to make space for other utility projects that support the public interest (e.g., water mains, sewers, telecommunications, etc.). FEI's current plan to fill the NPS 20 Pipeline with concrete and leave it in place would only exacerbate the existing congestion issue and make it more costly for FEI to remove the pipeline in the future. The City believes that the most cost-effective approach is for FEI to remove it as part of FEI's Project.

- 2) *FEI to repair and repave all four lanes of Como Lake Avenue that will be damaged by the Project.*

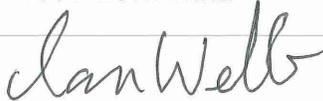
FEI acknowledges that pursuant to the 1957 Operating Agreement FEI is responsible for the costs of repairing the damage its Project will do to Como Lake Avenue. FEI's proposal to pave only the middle lanes of Como Lake Avenue will not abide by the terms of the 1957 Operating Agreement as the Project will cause extensive damage to all four lanes.

The City acknowledges that Order G-144-18 separates the above two matters into a second phase of the proceeding. Accordingly, the Terms and Conditions attached to this letter and requested by the City are without prejudice to the City's position on the above two matters which will be addressed in Phase Two. Notwithstanding, the City submits the Commission should include as terms of any Phase One order confirmation that FEI will remove the 380m of the decommissioned NPS 20 Pipeline if it interferes with municipal infrastructure, and repair and repave all pavement disturbed by the Project, with consideration of evidence and detailed terms and conditions for these two matters to follow in Phase Two.

The City confirms that none of the information in this submission, including Appendix "A", is confidential.

Yours very truly,

LAWSON LUNDELL LLP



Ian Webb

IDW/drr

Enc.

cc. Stephanie James, City of Coquitlam
Regulatory Affairs, FortisBC Energy Inc.

⁴ See Tri-City News article dated August 1, 2018: < <https://www.tricitynews.com/news/update-coquitlam-battles-fortis-over-pipeline-plan-1.23386463> >.

Appendix "A"

Terms and Conditions for the Implementation of the Lower Mainland Intermediate Pressure System Upgrade Projects within the City of Coquitlam

1. PROTOCOLS AND PROCESSES TO GUIDE FEI AND THE CITY'S INTERACTIONS RELATING TO THE COMPONENT OF THE LOWER MAINLAND INTERMEDIATE PRESSURE SYSTEM UPGRADE PROJECTS WITHIN COQUITLAM (THE "PROJECT")

1.1. Points of Contact

FEI and the City (the "**Parties**") shall use the following contacts in order to carry-out the terms and conditions set out herein.

If a Party changes a contact person, the Party shall promptly provide notice to the other Party's representative of the new contact.

Primary Points of Contact

FEI

- (a) The FEI point of contact, who shall be available to receive communications and coordinate responses regarding the Project, is the Utilities/Stakeholder Project Manager at Worley Parsons (the "**FEI Representative**").

City

- (b) The City point of contact, who shall be available to receive communications and coordinate responses regarding the Project, is the Manager of Capital Projects and Inspections (the "**City Representative**").
- (c) The City's emergency contact number is (604) 927-3500.

Infrastructure Specific Contacts

City Electrical Infrastructure

- (d) The City's internal Electrical Design contacts shall be the Senior Traffic Operations Engineer and the Traffic Operations Engineer.
- (e) The City's internal Electrical Inspection and Construction contact shall be the Traffic Signal Technician.

- (f) The contact for the City's electrical contractor shall be the Operations Manager at Cobra Electric.

City Water Infrastructure

- (g) The City's internal Water Design, Inspection and Construction contact shall be the Manager of Capital Projects and Inspections.

City Sewer / Drainage Infrastructure

- (h) The City's internal Sewer/Drainage Design, Inspection and Construction contact shall be the Manager of Capital Projects and Inspections.

City Street Infrastructure

- (i) The City's internal Street Design, Inspection and Construction contact shall be the Manager of Capital Projects and Inspections.

City QNet Infrastructure

- (j) The QNet contact shall be QNet's Telecom Services Manager.

Traffic Management Plan

- (k) The City's internal Traffic Management contact is the Traffic Operations Engineer.

1.2. Commercial Considerations

- (a) City personnel may work overtime hours to support FEI in completing the Project in a timely manner. FEI shall pay the City for any overtime City personnel work pursuant to these Terms and Conditions at the rates specified herein.
- (b) The City shall submit invoices to the FEI Representative on a monthly basis for all billable work performed by the City or its contractors pursuant to these Terms and Conditions.
- (c) If the FEI Representative disputes an invoice, in whole or in part, the FEI Representative shall attempt to resolve the issue with the City Representative prior to any escalation.
- (d) All payments due and owing shall be made within thirty (30) days of the day the invoice is received, without deduction or set-off.

1.3. Project Communications

- (a) FEI shall prepare a Communications Plan, for the City's approval, which shall include:

- (i) a FEI contact centre with FEI staff available 24 hours a day, 7 days a week to receive inquiries from the public;
 - (ii) key contacts with municipal communications and dispatch / contact centre personnel to provide regular construction updates, including lane closures, noise variance work, emergency work, incidents and media involvement and to direct the inquiring public to the FEI contact centre;
 - (iii) key contacts with municipal engineering / traffic / development services / parks personnel that will be available to provide construction updates to City staff and City Council;
 - (iv) provision of construction updates to the City on a weekly basis;
 - (v) a method to communicate construction status with the public, including directly impacted residents and businesses, commuters, community amenities such as schools, community centres and churches by one-on-one contacts, radio and newspaper ads, website updates, notification mailings, doorstep drops, construction signage and digital advertising to persons within the impacted area;
- (b) FEI shall pay the City for any extra work and staffing of the City's customer service group for issues not handled by FEI. For such work, FEI shall pay the City based on the following hourly rates:

2019 City Customer Service group rates are as follows:

Clerk 3:	\$39.03/hour (with burden)
Customer Service Supervisor:	\$45.95/hour (with burden)
Overtime:	1.5x for first two hours, 2x after that

1.4. Hours of Work and Noise Variance

- (a) FEI and its contractors shall follow the requirements set out in the City's Noise Regulation Bylaw, No. 1233, 1982.
- (b) If required, FEI or its contractors shall apply to the City for an exemption to the Noise Regulation Bylaw by submitting a Noise Regulation Bylaw Exemption Permit application and payment of any application and permit fees specified in such Bylaw.
- (c) The City shall use reasonable efforts to approve Noise Regulation Bylaw Exemption Permits to support FEI in completing the Project in a timely manner. The City maintains the right to deny any such permit where the impact of the requested activity would prejudice the public.

1.5. Prime Contractor

- (a) FEI shall provide the City with a signed Prime Contractor Designation Form upon awarding a successful contractor the prime contract.

1.6. City Inspector

- (a) The City shall provide a full-time inspector to inspect work performed on the City's infrastructure by FEI or FEI's contractors pursuant to these Terms and Conditions (the "**City Inspector**").

1.7. City Electrical Infrastructure

Terms and Conditions

- (a) FEI may not conduct work on the City's electrical infrastructure, including street lighting, traffic signals and electrical conduits.
- (b) FEI shall accept the appointment of Cobra Electric as the City's electrical contractor and shall deal directly with Cobra Electric's Operation Manager for all matters relating to the City's electrical infrastructure within the Project area, subject to the following terms and conditions.
- (c) The City's electrical contractor, Cobra Electric, shall continue to maintain the City's traffic signals during the Project.
- (d) Any modification to the City's electrical infrastructure and temporary traffic signal work required by FEI in connection with the Project shall be subject to approval by the City and undertaken by Cobra Electric.
- (e) FEI shall submit any City electrical infrastructure modification and temporary traffic signal design submissions to the City in accordance with the requirements set out in the Subdivision and Development Servicing Bylaw No. 3558, 2003.
- (f) The City shall have a minimum of five (5) business days to review and respond to FEI's electrical infrastructure modification and temporary traffic signal design submissions.
- (g) The City shall provide at the expense of FEI the City Inspector to oversee all modifications to the City's electrical infrastructure and temporary traffic signal work required by the Project.
- (h) The City Inspector, FEI Representative and Cobra Electric's Operation Manager shall conduct a joint pre- and post- construction inspection over and around the Project area to document conditions and ensure proper handover of the electrical infrastructure.

- (i) The City shall invoice FEI on a monthly basis for the City's costs of providing the City Inspector in accordance with section 1.2 (*Commercial Considerations*).
- (j) 2019 City rates for work related to the City's electrical infrastructure are as follows:

Sr. Traffic Operations Engineer:	\$85.97/hour (with burden)
Traffic Operations Engineer:	\$68.24/hour (with burden)
Traffic Signal Technician:	\$49.96/hour (with burden)
Sr. Inspector:	\$54.24/hour (with burden)
Overtime:	1.5x for first two hours, 2x after that
- (k) For work performed by Cobra Electric pursuant to this section, the City shall charge FEI hourly rates equal to those specified in the current service contract between the City and Cobra Electric. FEI shall not disclose the Cobra Electric rates without the prior consent of Cobra Electric.

1.8. City Water Infrastructure

Terms and Conditions

- (a) FEI may conduct work on the City's water infrastructure within the Project area, subject to the following terms and conditions.
- (b) All work on the City's water infrastructure shall be conducted in accordance with the Platinum edition of the Master Municipal Construction Documents and the City's Supplementary Specifications, as set out in the Subdivision and Development Servicing Bylaw No. 3558, 2003.
- (c) Only City personnel shall work on or operate water line valves.
- (d) FEI shall submit design drawings for City water main relocations in accordance with the requirements set out in the Subdivision and Development Servicing Bylaw No. 3558, 2003, that are signed and sealed by a professional engineer licenced to practice in the Province of British Columbia. The City shall use reasonable efforts to complete design reviews within ten (10) business days, subject to internal limitations. FEI shall not proceed with any work on the City's water infrastructure until it receives the City's consent.
- (e) FEI is not required to submit design drawings for water service cutting and reinstatement.
- (f) FEI shall submit an as-constructed drawing to the City Representative upon completion of work on the City's water infrastructure.
- (g) The City shall provide at the expense of FEI the City Inspector to oversee all work FEI conducts on the City's water infrastructure.

- (h) The City shall invoice FEI on a monthly basis for the City's costs of providing the City Inspector in accordance with section 1.2 (*Commercial Considerations*).
- (i) 2019 City Inspector rates are as follows:
 - Sr. Inspector: \$54.24/hour (with burden)
 - Overtime: 1.5x for first two hours, 2x after that
- (j) The City Inspector may make decisions in the field and shall have a minimum of five (5) business days to make a determination on situations requiring further review. FEI shall conform its work on the City's water infrastructure to the decisions of the City Inspector.

1.9. City Sewer/Drainage Infrastructure

Terms and Conditions

- (a) FEI may conduct work on the City's sewer/drainage infrastructure within the Project area, subject to the following terms and conditions.
- (b) All work on the City's sewer/drainage infrastructure shall be conducted in accordance with the Platinum edition of the Master Municipal Construction Documents and the City's Supplementary Specifications, as set out in the Subdivision and Development Servicing Bylaw No. 3558, 2003.
- (c) FEI shall submit design drawings for any City sewer/drainage relocations in accordance with the requirements set out in the Subdivision and Development Servicing Bylaw No. 3558, 2003, that are signed and sealed by a professional engineer licenced to practice in the Province of British Columbia. The City shall use reasonable efforts to complete design reviews within ten (10) business days, subject to internal limitations. FEI shall not proceed with any work on the City's sewer/drainage infrastructure until it receives the City's consent.
- (d) FEI is not required to submit design drawings for service connection cutting and reinstatement, including catch basin leads.
- (e) FEI shall submit an as-constructed drawing to the City Representative upon completion of work on the City's sewer/drainage infrastructure.
- (f) The City shall provide at the expense of FEI the City Inspector to oversee all work FEI conducts on the City's sewer/design infrastructure.
- (g) The City shall invoice FEI on a monthly basis for the City's costs of providing the City Inspector in accordance with section 1.2 (*Commercial Considerations*).
- (h) 2019 City Inspector rates are as follows:

Sr. Inspector: \$54.24/hour (with burden)
Overtime: 1.5x for first two hours, 2x after that

- (i) The City Inspector may make decisions in the field and shall have a minimum of five (5) business days to make a determination on situations requiring further review. FEI shall conform its work on the City's sewer/drainage infrastructure to the decisions of the City Inspector.

1.10. City Street Infrastructure

Terms and Conditions

- (a) FEI may conduct work on the City's street infrastructure within the Project area, subject to the following terms and conditions.
- (b) FEI shall repair and restore the pavement disturbed by the Project, including patching and repaving the centre two lanes of Como Lake Avenue. This requirement is without prejudice to the City's position that FEI will be required to undertake curb-to-curb repair and repaving of Como Lake Avenue, the determination of which shall be made by the Commission in Phase Two of the proceeding.
- (c) All work on the City's street infrastructure shall be conducted in accordance with the Platinum edition of the Master Municipal Construction Documents and the City's Supplementary Specifications, as set out in the Subdivision and Development Servicing Bylaw No. 3558, 2003.
- (d) The City shall provide at the expense of FEI the City Inspector to oversee all work FEI conducts on the City's street infrastructure.
- (e) The City shall invoice FEI on a monthly basis for the City's costs of providing the City Inspector in accordance with section 1.2 (*Commercial Considerations*).
- (f) 2019 City Inspector rates are as follows:
Sr. Inspector: \$54.24/hour (with burden)
Overtime: 1.5x for first two hours, 2x after that
- (g) The City Inspector may make decisions in the field and shall have a minimum of five (5) business days for situations requiring further review. FEI shall conform its work on the City's street infrastructure to the decisions of the City Inspector.

1.10. City's QNet Infrastructure

Terms and Conditions

- (a) FEI may not conduct work on the Coquitlam Optical Network Corporation ("QNet") fibre optic network infrastructure.

- (b) Only QNet personnel and QNet's contractors shall work on the QNet fibre optic network infrastructure.
- (c) FEI shall deal directly with the QNet contact for all matters relating to the QNet fibre optic network infrastructure within the Project area, subject to the following terms and conditions.
- (d) Any modification to the QNet fibre optic network infrastructure required by FEI in connection with the Project shall be subject to approval by the City and undertaken by QNet or QNet's contractors.
- (e) FEI shall schedule any fibre optic network interruptions with the QNet contact a minimum of ten (10) business days prior to the expected start date.
- (f) The City shall require QNet to submit to the City fibre optic infrastructure design drawings in accordance with the Platinum edition of the Master Municipal Construction Documents and the City's Supplementary Specification, as set out in the Subdivision and Development Servicing Bylaw No. 3558, 2003, that are signed and sealed by a professional engineer licenced to practice in the Province of British Columbia. The City shall use reasonable efforts to complete design reviews within ten (10) business days, subject to internal limitations. QNet shall not proceed with any work until it receives the City's consent.
- (g) The City Inspector, QNet contact, QNet's contractor and FEI Representative shall conduct joint pre- and post- construction inspections to document conditions and finalize scope of work.
- (h) The City shall require QNet to conduct the approved scope of work on the fibre optic network infrastructure, and submit an as-constructed drawing to the City upon completion of the work.
- (i) FEI shall be responsible for the costs associated with QNet or QNet's contractor removing, relocating, repairing or interrupting service to the QNet fibre optic network infrastructure to accommodate FEI's Project.
- (j) 2019 QNet rates are as follows:

Telecom Services Manager:	\$85.97/hour (with burden)
Overtime:	1.5x for first two hours, 2x after that
- (k) The QNet contact may make decisions in the field and shall have a minimum of five (5) business days to make a determination on situations requiring further review.

2. TRAFFIC MANAGEMENT PLANS

2.1. Traffic Management Plan and Incident Management Plan and Implementation Plan

Terms and Conditions

- (a) FEI shall produce traffic management plans consistent with the traffic management plan FEI provided to the City dated March 20, 2018.
- (b) For the intersection of Clarke Road and Como Lake Avenue, FEI's traffic management plan shall conform to the conceptual plan FEI provided to the City on June 19, 2018, attached at Schedule "A".
- (c) FEI or its contractor shall submit the required traffic management plans to the City Representative in accordance with the City's Road & Sidewalk Closure Permit Application requirements, including payment of any application and permit fees specified in such requirements. The City shall use reasonable efforts to review the traffic management plan applications within five (5) business days of receipt of the application.
- (d) The City shall use reasonable efforts to provide Road and Sidewalk Closure permits to FEI on a weekly basis. FEI shall be required to make adjustments as determined by the City, in order to mitigate the impacts of the Project to the public.
- (e) Each traffic management plan submitted to the City shall include an Incident Management Plan and Implementation Plan ("**IMPIP**"), for review and approval, and shall address the following:
 - (i) interruptions to traffic flow, such as stalled vehicles or crashes;
 - (ii) continuity of transit services and mitigation of the impact of bus stops in work zones to traffic flow;
 - (iii) continuity of garbage collection;
 - (iv) emergency access and transit through work zones;
 - (v) urgent maintenance requirements, including water service repairs, etc.;
 - (vi) managing the detour of traffic with signage (including "information", "warning" and "regulatory" signs), reader boards, RCMP officers, traffic control personnel and other measures as required for the situation;
- (f) FEI shall pay the City for the City's cost of providing a Public Impacts Monitor for the duration of the construction of the Project at the rate specified below.

- (g) FEI shall forthwith pay the City \$12,000 for the installation of traffic cameras along the Como Lake Avenue section of the Project.
- (h) The City shall invoice FEI on a monthly basis for traffic management costs pursuant to this section in accordance with section 1.2 (*Commercial Considerations*).
- (i) 2019 City rates for traffic management, are as follows:
 - Sr. Traffic Operations Engineer: \$85.97/hour (with burden)
 - Traffic Operations Engineer: \$68.24/hour (with burden)
 - Traffic Signal Technician: \$49.96/hour (with burden)
 - Public Impacts Monitor: \$54.24/hour (with burden)
 - Overtime: 1.5x for first two hours, 2x after that

3. ENGINEERING DRAWINGS

- (a) The Clarke Road Engineering Drawings listed below are approved:

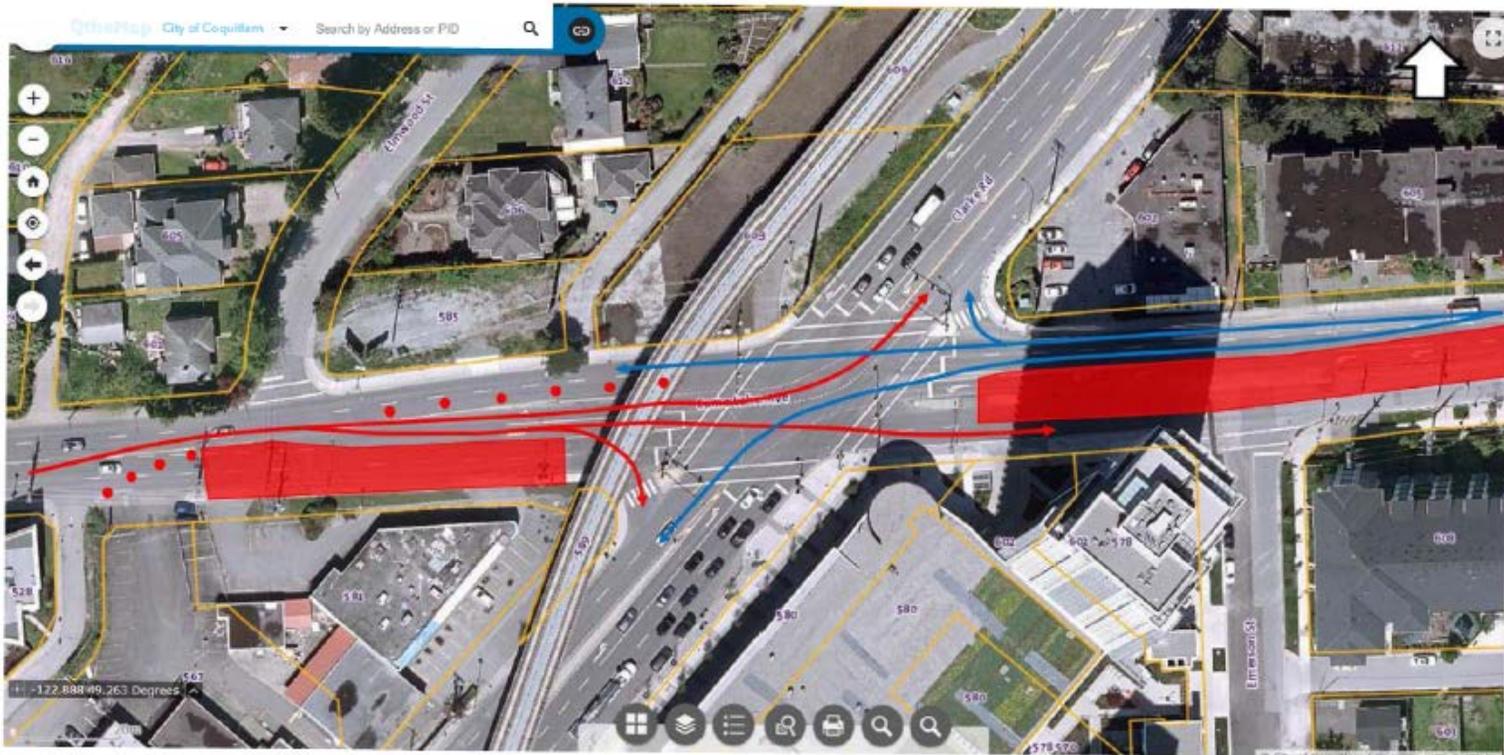
Alignment Sheet #	Rev #	IFC/Re-IFC Date
42090-P-200-1001	1	5-Mar-2018
42090-P-200-1002	0	12-May-2017
42090-P-200-1003	0	12-May-2017
42090-P-200-1004	0	12-May-2017
42090-P-200-1005	1	5-Mar-2018
42090-P-200-1006	0	12-May-2017
42090-P-200-1007	1	5-Mar-2018
42090-P-200-1008	1	5-Mar-2018
42090-P-200-1009	1	5-Mar-2018
42090-P-200-1010	1	5-Mar-2018
42090-P-200-1011	0	12-May-2017
42090-P-200-1012	1	5-Mar-2018
42090-P-200-1013	1	5-Mar-2018
42090-P-200-1014	1	5-Mar-2018
42090-P-200-1015	1	5-Mar-2018
42090-P-200-1016	1	5-Mar-2018
42090-P-200-1017	0	12-May-2017
42090-P-200-1018	1	5-Mar-2018
42090-P-200-1019	0	12-May-2017
42090-P-200-1020	1	5-Mar-2018
42090-P-200-1021	1	5-Mar-2018
42090-P-200-1022	1	5-Mar-2018
42090-P-200-1023	1	5-Mar-2018
42090-P-200-1024	1	5-Mar-2018
42090-P-200-1027	1	5-Mar-2018

- (b) The Clarke Road Engineering Drawings listed below require further review, before City approval is granted, to mitigate traffic impacts at the Clarke Road and Como Lake Avenue intersection in order to be consistent with the conceptual plan attached at Schedule "A":

Alignment Sheet #	Rev #	IFC/Re-IFC Date
42090-P-200-1025	2	20-Jun-2018
42090-P-200-1026	2	20-Jun-2018

Schedule "A" Traffic Management Plan

Conceptual Traffic Management Layout Discussed Between FortisBC and the City on June 19, 2018



The City of Coquitlam agrees in principal to the concept shown above, subject to the following conditions that includes:

1. A further assessment by FortisBC to accommodate pedestrians in the south west corner of Clarke Road and Como Lake Avenue;
2. FortisBC provides the City with the Traffic Management Models for its review and satisfaction;
3. FortisBC constructs the 30 inch gas line at Clarke Road and Como Lake Avenue between May 15 and August 31, 2019; and
4. FortisBC provides the City with a 30 inch gas line construction schedule and associated traffic management plans for North Road to Clarke Road, or such other area that the City may reasonably require to assess the impact to traffic from a broader perspective.