

City of Coquitlam

Smiling Creek Neighbourhood Plan

Section 11.3

Adopted by Council - July 31, 2006 – Bylaw No. 3763, 2006
Amended March 7, 2007 – Bylaw No. 3829, 2007
Amended March 18, 2013 – Bylaw No. 4295, 2013
Amended January 13, 2014 – Bylaw 4415, 2013
Amended July 27, 2015 – Bylaw 4575, 2015
Amended July 27, 2015 – Bylaw 4576, 2015
Amended May 10, 2021 – Bylaw 5107, 2021

Doc# 370330

Coquitlam

SMILING CREEK NEIGHBOURHOOD PLAN

TABLE OF CONTENTS

1. OVERVIEW

- 1.1 Planning Framework for Managing Change
- 1.2 Relationship to the Citywide Official Community Plan and the Northeast Coquitlam Area Plan
- 1.3 Relationship to the Hyde Creek Integrated Watershed Management Plan
- 1.4 Neighbourhood Plan Preparation Process and Working Group

2. VISION

- 2.1 Planning Principles

3. LAND USE ELEMENTS

- 3.1 Environment
 - 3.1.1 Environmentally Sensitive Areas
 - 3.1.2 Drainage, Flood, Slope, Geotechnical Hazards, Watercourses and Environment
 - 3.1.3 Low Impact Development
- 3.2 Residential
 - 3.2.1 Estate Single Family
 - 3.2.2 Large Single Family
 - 3.2.3 Large Village Single Family
 - 3.2.4 Small Village Single Family
 - 3.2.5 Street-Oriented Village Homes
 - 3.2.6 Conventional Townhomes
- 3.3 Parks and Open Space
- 3.4 Joint School/Park Sites
- 3.5 Section 3.5 has been amended and deleted
- 3.6 Neighbourhood Commercial
- 3.7 Civic and Major Institutional

4. SERVICING COMPONENTS

4.1 Transportation

- 4.1.1 Street Network
- 4.1.2 Cycling Network
- 4.1.3 Pedestrian Network
- 4.1.4 Transit Network
- 4.1.5 Traffic Control Plan
- 4.1.6 Parking Plan

4.2 Utilities

- 4.2.1 Water Distribution
- 4.2.2 Sanitary Sewer
- 4.2.3 Stormwater Management

5. Development Permit Areas

6. SPECIAL STUDY AREAS

SCHEDULES

- Schedule A Land Use Designations
- Schedule B Parks and Open Space Concept Plan
- Schedule C Watercourse Classification
- Schedule D Road Network Concept Plan
- Schedule E Bicycle Network Plan
- Schedule F Pedestrian Network Plan
- Schedule G Transit Network Plan
- Schedule H Traffic Control Plan
- Schedule I Parking Plan
- Schedule J Water Distribution System Concept Plan
- Schedule K Sanitary Sewer Servicing Concept Plan
- Schedule L Stormwater Servicing Concept Plan

1. OVERVIEW

1.1 Planning Framework for Managing Change

The Smiling Creek Neighbourhood Plan (SCNP) area is located to the east of the Upper Hyde Creek Village Neighbourhood Plan (UHCVNP) and Lower Hyde Creek Village Neighbourhood Plan (LHCVNP) areas in Northeast Coquitlam (see location map on next page). The area is bounded on the west and south by two arterial roads namely Coast Meridian Road and Victoria Drive, and bisected by a third arterial roadway, David Avenue. The neighbourhood is the third in a series for the Northeast Coquitlam area to be planned, serviced and accessed from the City's Town Centre. It is also one of the neighbourhood plans completed after the adoption of an integrated watershed management plan (IWMP) as required by City policy. The neighbourhood plan therefore represents a significant opportunity to promote and incorporate innovative community design strategies to help ensure that high standards of urban development are met in the Burke Mountain area of Coquitlam.

The SCNP is a comprehensive land use and servicing plan that is intended to guide the future rezoning and development of lands originally designated Neighbourhoods F, G, H as well as portions of Neighbourhoods B and E, in the Northeast Coquitlam Area Plan (see Schedule "C" in the NECAP for details). In the preparation of the SCNP, particular guidance was provided by the Neighbourhood Plan policies of the NECAP which include land use and community design principles as well as transportation and circulation guidelines.

1. OVERVIEW cont'd/

1.2 Relationship to the Citywide Official Community Plan (CWOCP) and the Northeast Coquitlam Area Plan (NECAP)

Area and Neighbourhood Plans are an integral part of the Citywide Official Community Plan (CWOCP), which is a legal document with the force and effect of a Bylaw adopted by Council. The Northeast Coquitlam Area Plan (NECAP) provides the land use and policy framework for the SCNP. While CWOCP - NECAP policies continue to apply throughout the Northeast Coquitlam plan area, the SCNP details land use designations and policies at the neighbourhood level. For convenience and ease of use, the SCNP cross-references a number of the NECAP policies in various sections, however, this does not limit the force and effect of any other policy of the NECAP that should apply.

Through the neighbourhood planning process, the desire of existing residents to retain the established large estate character of development in some parts of the plan area was identified. As a result, it is necessary to redistribute within the neighbourhood boundaries the dwelling unit targets identified in the NECAP. At the same time, due to the steeper topography in parts of the neighbourhood plan area, it was recognized that achieving the NECAP objectives of liveability and good urban design may be challenging in the Smiling Creek Neighbourhood Plan area.

1. OVERVIEW cont'd/

1.3 Relationship to the Hyde Creek Integrated Watershed Management Plan (HCIWMP)

The CWOCP explains the relationship between integrated watershed management plans and neighbourhood plans as follows:

- New neighbourhood plans are to be completed after applicable watershed studies;
- Watershed study results are to be responded to with appropriate land use and development permit area designations in neighbourhood plans; and,
- Each new neighbourhood plan must include a stormwater management component.

Accordingly, the SCNP has integrated the Hyde Creek Integrated Watershed Management Plan (HCIWMP) study results as directed by the CWOCP. Land use designations for Environmentally Sensitive Areas (ESAs) and development permit areas recognize the importance of watercourses as valuable fish and wildlife habitat and that they are integral to Coquitlam's drainage and flood control systems. The stormwater servicing concept plan for the SCNP area follows the HCIWMP directions for flood control, stormwater management, water quality control, sediment and erosion control, and maintenance of pre-development flows. In addition, low-impact development measures for reducing effective impervious area in the watershed, as identified in the HCIWMP, are proposed to be implemented throughout the neighbourhood at the time of development.

Environmental protection policies are outlined in Section 3.1 while Section 4.2.3 addresses stormwater management.

1. OVERVIEW cont'd/

1.4 Neighbourhood Plan Preparation Process and Working Group

In the spring of 2005, Council authorized Wesbild Holdings Ltd to initiate a planning process to prepare a Neighbourhood Plan for the Smiling Creek area in Northeast Coquitlam. Wesbild undertook a multi-phase work program to prepare the plan which represents the third neighbourhood plan to be prepared to support implementation of the Northeast Coquitlam Area Plan (NECAP). The preferred land use and servicing concept plans, which form the basis for the neighbourhood plan, reflect both technical inputs and collaboration and consultation between Wesbild, a Neighbourhood Working Group appointed by Council, and City staff. As a result of this close consultation improvements to the plan were made as work progressed and particularly as a result of the advice and comments received from the Neighbourhood Working Group through numerous public meetings. The participation and input of the Neighbourhood Working Group members to this process is acknowledged by the City and Wesbild and is greatly appreciated. The neighbourhood planning process also provided opportunities for broader community consultation and input through four public open houses which corresponded with key phases of the plan process. Refinements to the neighbourhood plan were made as a result of advice and comments received through the public open houses.

2. VISION

The planning concept for the SCNP area is founded on land use and community design principles as well as transportation and circulation guidelines within the NECAP (Policies D-1.0 and D-2.0). These principles promote neighbourhood design which integrate natural features and systems to create a sense of place and community that is respectful of its natural environment. The neighbourhood is compact with a mix of land uses, household types and building forms arranged for convenient access by walking, cycling, transit or car. Such a form preserves open space and environmentally sensitive areas while providing the opportunity for the neighbourhood to develop in a more intensive manner. The public realm is treated as a civic space that is friendly to pedestrians, and is integrated as a network of public spaces and facilities, including parks, schools, walkways, natural vistas and corridors, trails and transit stops.

2.1 Planning Principles

In summary, the SCNP is based on the following planning principles which are aimed at creating a complete community:

1. To design compact pedestrian-oriented neighbourhoods, providing:
 - a. A coherent neighbourhood pattern of streets and uses with a variety of lot sizes;
 - b. Improved accessibility, safety and pedestrian comfort;
 - c. Residences that address the public realm with “eyes on the street”;
 - d. Pedestrian oriented streets and walking paths; and
 - e. Traffic control measures.
2. To foster vibrant and diverse age-mixed communities, by providing for:
 - a. A variety of housing choices to meet diverse needs including age, mobility and income;
 - b. A variety of housing tenures (i.e. home ownership both fee simple and strata, as well as cooperatives and rental); and
 - c. A diversity of life stages thereby enabling a maturing population to age in place.
3. To protect environmental health, through:
 - a. Protection of environmentally sensitive areas;
 - b. Restoration and enhancement of sensitive habitats and eco-systems;
 - c. Stewardship of natural and cultural resources; and
 - d. Utilization of innovative low-impact stormwater management solutions.

2. VISION cont'd/

2.1 Planning Principles cont'd/

4. To integrate parks and the natural environment, by:
 - a. Designing the neighbourhood around primary natural features; and
 - b. Providing for public enjoyment of the West and East Smiling Creek corridors in a manner that respects private property.

5. To establish integrated neighbourhood parks and recreation systems, by:
 - a. Programming parks spaces for community gathering and recreation;
 - b. Locating parks and public open space within an average five minute walking distance of each residence;
 - c. Connecting neighbourhoods, parks, natural areas and civic spaces with a pedestrian network while still respecting private property; and
 - d. Recognizing and celebrating Northeast Coquitlam's local people, pioneers, families and events, as well as its natural and cultural heritage.

6. To situate combined school and park sites so that they provide:
 - a. Access to households within a five-minute walking distance;
 - b. Opportunities for passive surveillance and for increased safety; and
 - c. Opportunities for active and passive play and interpretive activities.

7. To increase transportation choices, by providing:
 - a. An inter-connected multi-modal transportation system to reduce auto-dependence and support non-motorized transportation options;
 - b. A network of dedicated cycling and pedestrian routes and pathways; and
 - c. A transit friendly street network including arterial and collector routes.

8. To promote an economically viable and mixed use village centre in Northeast Coquitlam that:
 - a. Encourages the development of local employment opportunities.

3. LAND USE ELEMENTS

The land use designations outlined in Schedule A – Land Use Designations provide a framework for the coordinated and sustainable long-term development of the SCNP area. This section describes the land use designations integral to the Smiling Creek Neighbourhood Plan (SCNP), identifies their general location and densities, and presents development rationale and policies within the context of the larger neighbourhood.

3.1 Environment

Watercourses and other environmentally sensitive areas within the SCNP area provide important aquatic and wildlife habitat. Smiling Creek and Burke Mountain Creek are major salmon bearing watercourses. Riparian corridors associated with these watercourses have the potential to support blue- and red-listed species. The Neighbourhood Plan takes an approach to protecting and enhancing natural habitat in a manner that respects the objectives and findings of the HCIWMP and the environmental policies provided in the NECAP as well as the recent amendments to the City's Zoning Bylaw adopted by Council. In this manner, environmentally sensitive area protection measures, land use planning, parks and open space designations, and stormwater management strategies have all been designed to respect the aquatic and wildlife values found in this part of the Hyde Creek watershed.

3. LAND USE ELEMENTS cont'd/

3.1.1 Environmentally Sensitive Areas (ESAs)

The Northeast Coquitlam Environmental Assessment (Catherine Berris, 1995) provided an initial examination of the ESAs in Northeast Coquitlam and provided key information for the preparation of the overall land use plan in the NECAP and the designation of Environmentally Sensitive Area lands. A more recent and detailed environmental study for the SCNP area noted that sensitive fish and wildlife habitat, potentially supporting red- and blue-listed species, exists along sections of both Smiling and Burke Mountain Creeks (ENKON Environmental, August 2005). As part of the detailed environmental study, ESA locations were identified and are carried through on map Schedule A of the neighbourhood plan. The recent environmental study resulted too in the watercourse classifications that are presented in part on map Schedule C of the neighbourhood plan. Map Schedule C also illustrates, along applicable watercourses, the approximate riparian assessment areas based on the Riparian Areas Protection Regulation (RAPR) approach for generally delineating the corridors adjacent to watercourses that will require a Streamside Protection and Enhancement Area (SPEA) assessment.

Policies

1. Consistent with the Environmentally Sensitive Areas (ESAs) land use designation in the NECAP, include the areas from top-of-bank to top-of-bank of West and East Smiling Creeks, Burke Mountain Creek and their tributaries, as well as the other fishbearing and non-fishbearing watercourses illustrated on map Schedule C (Watercourse Classification) as ESAs as per map Schedule A (Land Use Designations) and supporting schedules of the neighbourhood plan.
2. The following NECAP policies have particular relevance to ESAs and are to be applied in the SCNP area as well:
 - Watercourse Protection Development Permit Area (Policy A-9.7);
 - Tree Protection and Management (Policy A-9.15).
3. Continue to limit human activity within ESAs to maintain the integrity of the natural environment and preserve their ecological function.
4. Continue to transfer SPEAs to public ownership through the development approval and subdivision processes wherever possible.

3. LAND USE ELEMENTS cont'd/

3.1.2 Drainage, Flood, Slope, Geotechnical Hazards, Watercourses and Environment

The City has established a Development Permit Area in the NECAP to protect against drainage, flood, slope and geotechnical hazards through appropriate site management and mitigation pursuant to Section 919.1 (1)(a) and (b) of the *Local Government Act*. The Development Permit Areas provisions of the NECAP also recognize the need to protect watercourses and environmentally sensitive areas by maintaining water quality and encouraging development that is environmentally sensitive (Policies A-9.7 and A-9.8). Aquatic habitat enhancement efforts are guided by Coquitlam's Hyde Creek Watershed Habitat Enhancement Opportunities Strategy which lists in-stream and riparian fish habitat limitations that present opportunities for enhancement.

Policies

1. Apply the Watercourse Protection Development Permit Area policies and guidelines established in Part 4 of the CWOCP to protect against drainage, flood, slope and geotechnical hazards, and to safeguard environmentally sensitive areas illustrated on map Schedule C – Watercourse Classification, which supplements Schedule D of the NECAP.
2. Map Schedule C, of the neighbourhood plan, is to be used as a guide during development application review and is to be supplemented as necessary with additional studies as outlined in the policies of the NECAP.
3. Within Riparian Assessment Areas along watercourses, Streamside Protection and Enhancement Areas (SPEAs) will be determined in accordance with standards which Council may approve by bylaw and through any necessary authorization by senior levels of government along with recommended measures to protect the SPEA prior to development occurring.
4. Identify and prioritize habitat enhancement and restoration opportunities available in the SCNP area and encourage habitat enhancement and restoration efforts with land development, where feasible, in accordance with the Hyde Creek Watershed Habitat Enhancement Opportunities Strategy.
5. Control the spread of invasive plants by encouraging best management practices and where possible undertake the restoration of infested areas with native plantings.
6. Where possible in the future, encourage efforts to re-establish historical natural watercourse connections as illustrated on map Schedule C - Watercourse Classification.

3. LAND USE ELEMENTS cont'd/

3.1.3 Low Impact Development

The HCIWMP identified the benefits of implementing Low Impact Development (LID) measures, to:

- Reduce effective impervious area (EIA) as a priority for watershed health; and
- Complement the major stormwater management facilities that maintain pre-development flows.

The HCIWMP analysis also emphasized the role of evapo-transpiration (retention and cycling of rain water by tree and vegetative cover) given the area's dense till soil layer which precludes intensive or community infiltration. Policies to achieve post-development tree and vegetative cover are necessary and will support liveability and watershed functions including rainfall interception, greenhouse gas reductions, air quality improvements, biodiversity, aesthetic benefits, energy savings and attractive pedestrian environments.

In addition, the City's "Guide to Best Site Development Practices" and its "Low Impact Development (LID) Policy and Procedures Manual" provide measures to achieve slope-adaptive development and the retention of significant trees and natural features where it is safe and practical to do so.

Accordingly, the SCNP includes the following policies to ensure low impact development on both private and public property.

Policies

1. Use the City of Coquitlam Stormwater Policy and Design Manual, supplemented by its Low Impact Development (LID) Policy and Procedures Manual, as recommended in the HCIWMP, to mitigate stormwater impacts on private and public property.
2. To further reduce effective impervious area (EIA), support the use of green streets in the neighbourhood in suitable locations to maximize stormwater infiltration and minimize impervious pavement (see additional green street policies in Section 4.1.1 of this neighbourhood plan where more details are provided).
3. Continue to seek opportunities to retain existing tree cover where possible through the City's development approval and subdivision processes.
4. Promote responsible landscape maintenance and conservation practices on private property by providing good examples in parks and open spaces, as well as through programs in partnership with local stewardship groups and educational institutions that promote public awareness of the benefits of good landscape practices.

3. LAND USE ELEMENTS cont'd/

3.1.3 Low Impact Development cont'd/

Policies cont'd/

5. Use the NECAP policy (A-2.2.10) and “Guide to Best Site Development Practices” to:
 - achieve development suitable to hillside conditions, and retain significant natural features where safe and practical; and
 - support public interest in and voluntary stewardship for conservation and enhancement efforts.
6. Encourage the use of LEED (Leadership in Energy and Environmental Design) standards in public and private projects as complementary to the low impact development (LID) and best site development practices described above.

3.2 Residential

The SCNP responds to a growing regional demand for mid-density housing forms and takes advantage of the opportunity provided by those densities to promote walking, cycling, and transit. Thus, residential development is organized around a central, more intensive core area adjacent to school/park sites and a network of multiple road, path and trail connections throughout the neighbourhood. It is expected that the SCNP will accommodate approximately 1750 residential units, or approximately 23 percent of the overall planned development capacity in the Northeast Coquitlam area.

Schedule A - Land Use Designations of the SCNP establishes an overall development pattern that is generally aligned with the residential housing objectives and targets assigned to “Neighbourhoods F, G and H, and a portion of Neighbourhoods B and E” (see NECAP Schedule C for additional details). However, the proposed SCNP residential mix differs in the following respects.

Two new residential land use designations are included in the SCNP area to ensure that future development is compatible with and respects existing housing development and the aspirations of existing residents (NECAP Policy A-2.0). The new land use designations are Estate Single Family, and Conventional Townhomes, which are described further later in this section.

The expanded SCNP area boundary encompasses an area that was identified on Schedule B of the NECAP with a Lower Density Suburban development designation. The inclusion of this area in the SCNP was necessary to help complete the logical preparation of a neighbourhood plan comprised of the elements described above and to achieve the NECAP housing targets for the neighbourhood.

The proposed residential housing mix for the SCNP area follows:

3. LAND USE ELEMENTS cont'd/

Table 1– Residential Development Mix

Proposed Residential Land Use	%	Units
Estate Single Family	1	25
Large Single Family	13	220
Large Village Single Family	17	300
Small Village Single Family	30	520
Street-Oriented Village Homes and Conventional Homes	39	685
Total		1750

Table 2 - Land Use Area Calculations

General Land Use:	Area (ha)	Area (ac)	Percent
Estate Single Family	6.4	15.9	3.5
Large Single Family	24.8	61.4	13.6
Large Village Single Family	26.6	65.7	14.6
Small Village Single Family	23.1	57.1	12.7
Street Oriented Village Homes	9.6	23.7	5.3
Conventional Townhomes	13.3	33.0	7.3
Neighbourhood Commercial	0.6	1.5	0.3
Civic and Major Institutional (Fire/Rescue Hall Site)	1.2	3.0	0.7
Civic and Major Institutional (Water Reservoir Site)	0.3	0.8	0.2
Environmentally Sensitive Areas	8.3	20.6	4.6
Roads (land used for road right-of-ways)	39.9	98.5	21.8
	153.4	379.0	84.0
Parks:			
Harper Park	6.6	16.3	3.6
Victoria Park	1.4	3.6	0.8
Highland Extension Natural Area and Park	3.1	7.8	1.7
Twin Creek Natural Area and Park	1.1	2.7	0.6
Hydro Park (part of Hydro right-of-way)	1.9	4.6	1.0
Neighbourhood Park	2.9	7.1	1.6
	17.0	42.0	9.3
Joint School/Park Sites:			
Joint Elementary School/Park Site	4.9	12.2	2.7
Community Centre/Park Site	6.3	15.6	3.5
	11.3	27.8	6.2
Total	182.6	151.1	100.0

3. LAND USE ELEMENTS cont'd/

3.2 Residential cont'd/

Policies

General residential policies applicable to all residential land uses in the SCNP include:

1. Ensure that residential development addresses the vision and direction outlined in Sections 2 and 3 of the SCNP and that future development is compatible with the policies of the neighbourhood plan.
2. Encourage the development of a walkable neighbourhood with a variety of street-oriented housing forms and lot sizes that meet the needs of households of varying income levels and age groups within the neighbourhood.
3. Apply the City's "Guide to Best Site Development Practices" to ensure that future residential development is suited to the hillside condition of Burke Mountain and is sensitive to natural features, terrain, vegetation and scenic views while ensuring a distinctive residential character.
4. Front homes directly onto neighbourhood parks where possible and practical to encourage passive surveillance and security for these public spaces.
5. Require new development to respect, integrate and contribute to the character of neighbourhood parks through appropriate siting and design which responds positively to the park environment.
6. Ensure that residential development positively contributes to the public realm by promoting liveability and a sense of community in new residential areas; make streets comfortable civic spaces with front doors and porches facing streets.

3. LAND USE ELEMENTS cont'd/

3.2 Residential cont'd/

Policies cont'd/

7. Council will work with other public bodies and the private sector to encourage that a proportion of new units in large scale developments are available for affordable and/or special needs housing.
8. Use amenity contributions to enhance the neighbourhood as a complete community (e.g. daycare to supplement elementary school daycare services).
9. The following Northeast Coquitlam Area Plan (NECAP) policies have particular relevance to residential development in the SCNP area:
 - Siting of Residential Structures (Policy A-2.2.7);
 - Building Design and Site Planning Strategies (Policy A-3.1 a), iv));
 - Location of P-4 Daycare Centres (Policy A-7.4);
 - Location of Places of Worship (Policy A-7.5);
 - Development on Steep Slopes (Policy A-9.13);
 - Tree Protection and Management (Policy A-9.15);
 - Land Use and Community Design Principles [Policy D-1.0 h) and i)];
 - Intensive Residential Development Permit Area (Policy A-2.2.11); and
 - Duplex Development Permit Area (Policy A-2.2.12).

3. LAND USE ELEMENTS cont'd/

3.2.1 Estate Single Family

Description and Rationale

Recognizing that neighbourhoods may change over time, it is critical that change take place within the context of the existing neighbourhood (CWOCP Chapter 4, Section 4.2). The intent of the Estate Single Family designation is to provide for residential development that is compatible with the character of the existing neighbourhood along portions of Highland Drive and Kingston Street. Accordingly, the Estate Single Family designation provides for the development of single family residential lots with a minimum lot size of 1,000m² and where dwellings are set further back to maintain the existing character of the street. The recommended minimum frontage for Estate Single Family lots is 24 metres.

Policies

1. While recognizing that infill opportunities may occur, retain the suburban estate character of the land designated Estate Single Family on map Schedule A of the neighbourhood plan.
2. Ensure that subdivision proposals on land designated Estate Single Family include required setbacks, housing form and landscaping that is respectful of the context of the neighbourhood.
3. Permit vehicular access to Estate Single Family residential lots from the street front provided that driveway crossing widths are minimized to reduce negative impacts on the pedestrian environment.
4. Promote shared access between adjacent residences to minimize the visual impact of driveways and the number of driveway crossings impeding the pedestrian environment.
5. Minimize the extent of the front façade occupied by garage doors.

3. LAND USE ELEMENTS cont'd/

3.2.2 Large Single Family

Description and Rationale

The Large Single Family designation accommodates low-density residential development at densities generally below 15 units per hectare (six units per acre). As Large Single Family lands are situated primarily in the northern sections of the neighbourhood and in the narrow area between West and East Smiling Creeks it is more efficient to create longer and narrower lots that require less road frontage in these areas. The Large Single Family designation provides for the development of single family residential lots with a minimum lot size of 650m². In keeping, however, with the lower density residential character of this designation, the recommended minimum lot frontage for lots in the Large Single Family designation is 13.5 metres.

Policies

1. Accommodate Large Single Family residential uses in general accordance with map Schedule A of the neighbourhood plan.
2. Allow vehicular access to Large Single Family residential lots from the street front where driveway crossing widths are minimized to reduce negative impacts on the pedestrian environment.
3. Promote shared access between adjacent residences to minimize the visual impact of driveways and the number of driveway crossings impeding the pedestrian environment.
4. Minimize the extent of the front façade occupied by garage doors.

3. LAND USE ELEMENTS cont'd/

3.2.3 Large Village Single Family

Description and Rationale

The Large Village Single Family designation accommodates average densities of 20 units per hectare (8 units per acre). Large Village Single Family lots provide a mid-density housing form and occupy roughly 15 percent of the land area in the neighbourhood. The Large Village Single Family designation provides for the development of single family residential lots with a minimum lot size of 400m². In keeping, however, with the residential character of this designation, the recommended minimum lot frontage for lots in the Large Village Single Family designation is 12.0 metres.

Policies

1. Accommodate Large Village Single Family uses along Coast Meridian Road and Highland Drive west of the properties designated Estate Single Family and along Princeton Avenue and Galloway Avenue east of Smiling Creek in general accordance with map Schedule A of the neighbourhood plan. Additional pockets of Large Village Single Family development are accommodated in the neighbourhood plan area.
2. Where Large Village Single Family residences front along Coast Meridian Road, vehicular access is limited to the primary rear access lane.
3. Although rear lane access to Large Village Single Family residences is encouraged, front-loaded street access may be provided where site development constraints such as steep topography, natural features, environmentally sensitive areas, and/or parcel size or configuration would limit vehicular access options.
4. For front-loaded Large Village Single Family residences, require the living area of homes to be sited closer to the street in order to establish a well-defined streetscape where dwellings rather than garages maintain a dominant visual presence.
5. For front-loaded Large Village Single Family residences, promote shared access between adjacent residences to minimize the visual impact of driveways and the number of driveway crossings impeding the pedestrian environment.
6. Minimize the extent of the front façade occupied by garage doors.

3. LAND USE ELEMENTS cont'd/

3.2.4 Small Village Single Family

Description and Rationale

The Small Village Single Family land use designation provides a choice for households who desire a more compact one- and, in specific circumstances, two-family housing option (average densities of 25 units per hectare) (10 units per acre). Small Village Single Family uses are situated in close proximity to local neighbourhood amenities, around focal points of parks and school sites, principal transportation corridors such as Coast Meridian Road and David Avenue, as well as potential green streets which are alternative non-paved public streets (see Section 4.1.1 for details). The Small Village Single Family designation provides for the development of single family residential lots with a minimum lot size of 340m². In keeping, however, with the residential character of this designation, the recommended minimum lot frontage for lots in the Small Village Single Family designation is 10.0 metres.

Policies

1. Accommodate Small Village Single Family homes in higher density nodes within the neighbourhood next to parks, schools, arterial, collector and local roads, as well as potential green streets in general accordance with map Schedule A of the neighbourhood plan.
2. Recognizing that Small Village Single Family residences are a compact housing form, ensure that subdivision proposals include required setbacks, housing form and landscaping that contribute to well-defined attractive streetscapes.
3. Although rear lane access to Small Village Single Family residences is encouraged, front-loaded street access may be provided where site development constraints such as steep topography, natural features, environmentally sensitive areas, and/or parcel size or configuration would limit vehicular access options.
4. Where a two-family housing option is considered the duplex development permit area provisions of the NECAP apply (refer to Policy A-2.2.12 of the NECAP).
5. Require all two-family housing developments within the Small Village Single Family designation to obtain a development permit in accordance with the duplex development permit area provisions of the NECAP (refer to Policy A-2.2.12 of the NECAP).

3. LAND USE ELEMENTS cont'd/

3.2.5 Street-Oriented Village Homes

Description and Rationale

The Street-Oriented Village Homes designation is intended to provide a ground-oriented, attached freehold or strata housing option within the neighbourhood. Generally no more than six dwelling units are attached in one building although in some instances as many as eight may do so. Contributing to a mix of compact housing types to foster community diversity, Street-Oriented Village Homes front directly onto public streets, and have street-oriented entrances with private rear yard areas. In most instances, vehicular access is provided from a rear lane. The average density for Street-Oriented Village Homes developments are around 37 units per hectare (15 units per acre).

Policies

1. Accommodate Street-Oriented Village Home development along or near arterial, collector or key local roads in accordance with map Schedule A of the neighbourhood plan.
2. Require all development within the Street-Oriented Village Home designation to obtain a Development Permit as outlined in Part 4 of the CWOCP.
3. Ensure that the design of Street-Oriented Village Homes contributes to a unified streetscape and provides ground-oriented units with direct access from the street.
4. Ensure that individual units, their entries, and private outdoor spaces are designed to maximize privacy and clearly delineate private and public spaces.
5. Street-Oriented Village Homes require vehicular access from the rear lane except where site and building conditions are very limited.
6. Consider reducing on-site parking requirements by up to 30 percent as part of development within the SCNP area if justified through the demonstration of lower automobile ownership, shared parking opportunities and other long-term incentives for occupants.
7. In order to help satisfy the diverse and changing housing needs of people, the designs of intensive residential buildings and units are encouraged to be both adaptive and accessible for persons of different stages of life and degrees of mobility.

3. LAND USE ELEMENTS cont'd/

3.2.6 Conventional Townhomes

Description and Rationale

The Conventional Townhomes designation is intended to provide for multi-family residential development within the neighbourhood in areas located near to, or between, watercourses where it is difficult to accommodate lower density residential development. Generally no more than eight dwelling units are attached in one building although in some instances as many as ten may do so. In most instances, vehicular access is provided from a private lane. The average density for Conventional Townhomes developments are around 30 units per hectare (12 units per acre).

Policies

1. Accommodate Conventional Townhomes developments in general accordance with map Schedule A of the neighbourhood plan.
2. Require all development within the Conventional Townhomes designation to obtain a Development Permit as outlined in Part 4 of the CWOCP.
3. Ensure that the design of Conventional Townhomes developments contributes to a unified streetscape and provides good access to and from the street.
4. Ensure that individual units, their entries, and private outdoor spaces are designed to maximize privacy and clearly delineate private and public spaces.
5. Vehicular access to Conventional Townhomes developments from arterial roads is not permitted.
6. In order to help satisfy the diverse and changing housing needs of people, the designs of intensive residential buildings and units are encouraged to be both adaptive and accessible for persons of different stages of life and degrees of mobility.

3. LAND USE ELEMENTS cont'd/

3.3 Parks and Open Space

Description and Rationale

The SCNP establishes a network of neighbourhood parks, open spaces and trails within an average five-minute walk of local residences to provide the community with active and passive recreational opportunities (Schedule B – Parks and Open Space Concept Plan). Six distinct neighbourhood parks including a joint School/Park site are established as focal points in the community. Policies for the joint School/Park site are outlined in Section 3.4.

SCNP residential policies promote the fronting of homes directly onto neighbourhood parks where appropriate to encourage passive surveillance and security for these public spaces.

SCNP residential policies also require new development to respect, integrate, and contribute to the character of neighbourhood parks. Further, the SCNP includes policies to guide implementation of parks and trails so that development respects both private property interests and the need to protect riparian areas.

Proposed neighbourhood park designations and areas are summarized in Table 3.

Policies

Parks and Open Space Concept

1. Secure through development approval and subdivision processes parks, open spaces and trails in general accordance with map Schedule B – Parks and Open Space Concept Plan of the neighbourhood plan.
2. Provide, as a minimum, land for active park space as outlined in Table 3.
3. Link neighbourhood parks, open spaces, and key destinations through a continuous system of sidewalks, pathways, off-road trails, trailheads and park connectors as illustrated on map Schedule B.
4. Provide neighbourhood park amenities including playground equipment and “tot lot” facilities as development proceeds.
5. Park management plans – that consider ecological and other values – should be developed for natural areas (e.g. Highland Extension Natural Area and Park, and Twin Creek Natural Area and Park), prior to formalizing any public recreational use.
6. A portion of Harper Park may be used to incorporate a memorial park component; subject to further investigation and site suitability analysis.

3. LAND USE ELEMENTS cont'd/

Table 3 – Active Park Program Summary

Park	Designated Function	Active Area	
		ha	ac
Harper Park	Active and passive recreation open space with direct links to neighbourhood trail system. This park space may include a memorial park component; subject to further investigation and site suitability.	6.59	16.2
Victoria Park	Active and passive recreation open space serving residents south of Gislason Road.	1.45	3.57
Joint Elementary School/Park	Active and passive recreation open space with direct links to neighbourhood trail system.	4.93	12.1
Community Centre/Park	Active and passive recreation open space with direct links to neighbourhood trail system. Also includes potential for community garden space.	6.33	15.6
Highland Extension Natural Area and Park	Passive open space with direct links to neighbourhood trail system.	3.15	7.77
Twin Creek Natural Area and Park	Passive open space with direct links to neighbourhood trail system.	1.08	2.67
Neighbourhood Pocket Parks	Localized active and passive recreation open spaces.	2.89	7.08
Total		26.4	65.2

3. LAND USE ELEMENTS cont'd/

Parks and Open Space Design

7. Create inviting and recognizable neighbourhood parks which are useable and safe with strongly defined access points and edges, and suitable grades.
8. Design pedestrian circulation within parks and open spaces to be barrier-free as much as possible and to integrate with neighbourhood streets and circulation systems.
9. Where trails are situated near watercourses and/or the rear yard of neighbourhood residences, design and construct the trails so that they are situated outside the riparian area setback and top of bank of the watercourses and away from rear yards as illustrated in the accompanying cross-sections and plan view diagrams (please refer to the cross-sections and plan view diagrams on the following pages).
10. Limit access to sensitive steep ravines and gullies along creek corridors to prevent soil erosion as well as disturbance of wildlife and aquatic habitat.
11. Where possible, protect significant trees and vegetation through the design of parks and other public open space.
12. Provide the local community with cultural opportunities for public art, gatherings and community events in the parks and open space system.

Trails

13. The long-term implementation of the trail network for the SCNP area will be guided by map Schedule B (Parks and Open Space Concept Plan) of the neighbourhood plan.
14. Development of trails will be pursued in conjunction with the City's development approval and subdivision processes. The trails system shown in the SCNP is conceptual in nature and will take many years to develop; generally doing so only as development and subdivision applications are made by private property owners.
15. The City will delay building proposed trails in the form of incomplete or disconnected segments in order to avoid creating dead end trail elements. Provision is made in some instances to temporarily route trails back to City streets and sidewalks to help provide trail linkages.
16. Ensure that proposed off-road trails in parks and open spaces conform to the trail classification system, design standards and guidelines presented in the Coquitlam Master Trail Plan (MTP).
17. Provide major and minor trailheads as outlined on map Schedule B of the neighbourhood plan.
18. Locate major trailheads in areas with good visibility and nearby parking.
19. Support the establishment of a heritage trail connection near the Harper Road Right-of-Way where remnants of a former railway spur line exist.

3. LAND USE ELEMENTS cont'd/

3.4 Joint School/Park Site

Description and Rationale

A Joint School/Park site will include a combined elementary school/park site near the centre of the neighbourhood. The joint elementary school/park site is intended to serve the anticipated elementary school catchment area extending northwards from David Avenue and Harper Road, and westward from Burke Mountain Creek to Coast Meridian Road. The elementary school is one of a series of elementary schools that are proposed in the NECAP to support the projected future elementary student population of the SCNP area. Developing a joint School/Park site provides economy of scale and proximity benefits to School District No. 43 and City residents. For example, construction of outdoor recreational facilities and parking can be shared; additional open space lands increase outdoor education values; and larger sites create a stronger neighbourhood focus and presence. The school's proximity to the Smiling Creek corridor also offers substantial environmental learning opportunities.

Policies

1. Develop a joint elementary school/park site near the location designated on map Schedule A of the neighbourhood plan to help reinforce the overall community structure.
2. Consistent with the Land Use and Community Design Principles of the NECAP, joint school/park sites should be designed to enhance the character of the neighbourhood and serve as neighbourhood focal points.
3. Use joint school/park sites to provide a broad range of active park and open space amenities integrated with educational facilities.
4. Create a pleasing and strong visual and built form along the arterial and collector roads next to the joint school and park sites.
5. Promote coordinated site development that minimizes on-site earthworks and maximizes pervious areas, including the protection and enhancement of natural features.
6. Provide urban greenway linkages and trails that connect the joint school/park sites with other neighbourhood parks, open spaces and residential areas.
7. Consider the incorporation of public art elements in the development of school and park sites to contribute to the creation and enjoyment of a vibrant, attractive neighbourhood.
8. Where water quality ponds are located in or near school/park sites, design and locate them in a manner sensitive to aesthetic and environmental values.

3. LAND USE ELEMENTS cont'd/

3.4 Joint School/Park Site cont'd/

Traffic Circulation and Pedestrian Connections

1. Provide school and park site access to nearby arterial and collector roads and establish a drop-off zone to serve the school and park areas.
2. Establish a pedestrian-only zone within the school and park site and ensure that these zones are designed according to barrier-free access standards.
3. Facilitate the shared use of parking spaces so that joint school / park sites may accommodate required parking. Shared parking reduces the need for large parking areas that are vacant for parts of the day or in the evening, which may detract visually from the neighbourhood experience.
4. Encourage the development of pedestrian-friendly school and park areas through the use of designated pedestrian routes and crossings and other traffic safety measures. Encourage the community to promote pedestrian safety through pedestrian awareness programs.

Recreation Facilities

5. Ensure that play areas are visible from neighbouring streets in order to provide informal surveillance and increased safety. Avoid blind corners and dense landscaping that obstructs sightlines.
6. Provide recreation facilities that are consistent with the guidelines in the Parks, Open Space and Facilities Master Plan, and the City of Coquitlam Sportsfield Strategy, such as lit all-weather fields, regulation size sportsfields, ball diamonds, multi-use courts, social spaces, play areas, and hard surface and natural play opportunities.
7. Provide parks and trail facilities including a creekside interpretive area, trailheads and trail linkages as outlined on map Schedule B – (Parks and Open Space Concept Plan). Consider incorporating facility elements such as a nature trail lookout and environmental learning centre.

3. LAND USE ELEMENTS cont'd/

3.5 Section 3.5 has been amended and deleted.

3. LAND USE ELEMENTS cont'd/

3.6 Neighbourhood Commercial

Description and Rationale

A Neighbourhood Commercial site is located at the northeast corner of the intersection of David Avenue and Coast Meridian Road. This commercial node is intended to serve the residents of the Smiling Creek Neighbourhood Plan area and adjoining neighbourhoods. The neighbourhood commercial development located at the corner of David Avenue and Coast Meridian Road must accommodate the needs of neighbourhood residents including pedestrians, cyclists, transit users and motorists.

Policies

1. Accommodate Neighbourhood Commercial development at the northeast corner of the intersection of David Avenue and Coast Meridian Road in general accordance with map Schedule A of the neighbourhood plan.
2. Allow a mix of general commercial, office, retail and community meeting space uses within the Neighbourhood Commercial development at the subject site to cater to the needs of neighbourhood residents. Residential units above the first storey may also be considered as part of this development.
3. To ensure commercial development which is compatible with the gateway location and neighbourhood character, require a design covenant to be registered prior to subdivision approval.
4. Limit vehicular access to the site to right-in/right-out from David Avenue as well as Coast Meridian Road.
5. An outdoor seating area and public gathering space is also encouraged as part of the site planning for this development.
6. Require that a traffic study be undertaken to determine the preferred on and off-site traffic design and operational requirements.

3. LAND USE ELEMENTS cont'd/

3.7 Civic and Major Institutional

Description and Rationale

The intent of this designation is to accommodate specific civic and institutional facilities and buildings such as community care facilities including licensed day care facilities, water reservoirs, a new Fire/Rescue Hall, and a temporary (short-term) operations, maintenance and recycling services centre for Northeast Coquitlam.

Policies

1. Accommodate specific Civic and Major Institutional uses on City owned property located northeast of the intersection of Harper Road and Coast Meridian Road, and north of the intersection of David Avenue and Princeton Avenue in general accordance with map Schedule A of the neighbourhood plan.

Water Reservoirs and City Operations, Maintenance and Recycling Facilities

2. Consistent with the provisions of Policy A-7.8 of the NECAP, the City will accommodate necessary water reservoir facilities and pumps on the City owned property located northeast of the intersection of Harper Road and Coast Meridian Road, in order to help address the servicing requirements of new development in Northeast Coquitlam.
3. In the short-term, however, limited City operations, maintenance and recycling facilities will be permitted at the Harper Road Water Reservoir site until such time as a new site is secured and developed to serve the neighbourhoods of Northeast Coquitlam. In the interim the City will ensure that any new facilities on this property are effectively landscaped and screened from surrounding land uses.
4. Consistent with the Land Use and Community Design Principles of the NECAP, planning for upgrades to and development of new water reservoir facilities and pumps at the City's Harper Road Water Reservoir site will be undertaken in a sensitive manner to help avoid negative impacts on surrounding land uses and any natural features on site. For example, noise attenuation measures and treed landscape buffers may be used to mitigate the impact of such facilities.

3. LAND USE ELEMENTS cont'd/

3.7 Civic and Major Institutional cont'd/

Future Northeast Coquitlam Fire/Rescue Hall

5. Consistent with the provisions of Policy A-7.2 of the NECAP, accommodate a new Fire/Rescue Hall to serve the communities of Northeast Coquitlam on a City owned property located north of the future intersection of David Avenue and Princeton Avenue. In the interim, fire/rescue protection service will continue to be provided from the existing auxiliary station at Coast Meridian and Highland Street in Northeast Coquitlam and from the station located in Coquitlam Regional Town Centre.
6. At a minimum the new Fire/Rescue Hall will require a 0.4 hectare (1.0 acre) site that enjoys good vehicular access and is situated so that it satisfies operational requirements.
7. The exact location and configuration of the new Fire/Rescue Hall site will be determined in conjunction with necessary development approval and subdivision processes taking into account detailed site, slope, access and egress, architectural analysis, and Fire/Rescue operational requirements.
8. In accordance with Policy A-7.9 of the NECAP, Council will consider applications for daycare facilities under the P-2 Special Institutional zone.

4. SERVICING COMPONENTS

4.1 Transportation

The SCNP establishes a framework for the creation of a compact and walkable village neighbourhood using a coherent, dense and connected pattern of public streets, lanes and pedestrian and cycling routes. The primary transportation aim of the SCNP is to encourage walking, cycling and the use of public transit as an alternative to the private automobile. To achieve this objective, much of the transportation network in the neighbourhood is based on an interconnected grid system to provide direct routes and multiple access points to key neighbourhood destinations. Where topography precludes such a pattern (e.g. east of West Smiling Creek and north of Princeton Avenue) a more conventional street layout is proposed to respect the steep slopes of Burke Mountain and keep roadway gradients within acceptable limits; however, frequent and convenient pedestrian and bicycle connections are still included in these steep-slope areas. The street network has been planned to increase mobility, accessibility, safety and pedestrian comfort while minimizing the social, environmental and financial costs of transportation infrastructure. In addition, the transportation network in the SCNP area has been carefully planned to integrate with the Upper and Lower Hyde Creek Village Neighbourhood Plan areas and the future Partington Creek Village Neighbourhood Plan area.

In order to help support planning and development in Northeast Coquitlam a series of transportation and traffic studies have been conducted including the Northeast Coquitlam Transportation Network Functional Guidelines (Urban Systems Limited, May 2005) and Northeast Coquitlam Development Reserve Transportation Review (Urban Systems, March 2006). The results of these studies have enabled the City to make important decisions to help improve the future transportation infrastructure for Northeast Coquitlam.

4. SERVICING COMPONENTS cont'd/

4.1.1 Street Network

1. Use a modified grid system of streets with short blocks to provide multiple travel routes for vehicles, pedestrians and cyclists as generally illustrated on the following map schedules of the Neighbourhood Plan: Schedule D – Road Network Concept Plan; Schedule E – Bicycle Network Plan; and Schedule F – Pedestrian Network Plan. While rear lanes are encouraged in residential neighbourhoods, front-loaded street access may be provided where site development constraints such as steep topography, natural features, environmentally sensitive areas, and/or parcel size or configuration would limit vehicular access. To enhance the pedestrian-oriented character of medium and high density residential areas, rear lane access is preferred.
2. Establish a system of arterial and collector roads to serve the neighbourhood plan area in accordance with map Schedule A – Land Use Designations and map Schedule D – Road Network Concept Plan.
3. Establish a Local Road and Rear Lane system in general conformance with map Schedule D. It should be borne in mind, however, that local roads, lanes and servicing are illustrative as final subdivision layout in the neighbourhood plan area is subject to review by the City's Approving Officer.
4. At the discretion of the City's Subdivision Approving Officer, require 10 metre wide "Community Local" rights-of-way in the neighbourhood plan area to help address anticipated traffic and parking demand arising from nearby residential development.
5. Incorporate road design measures to reduce vehicle speeds, improve intersection safety, shorten crosswalk distances, and reduce vehicle-pedestrian conflicts, particularly along the collector street next to the joint School/Park site and around neighbourhood parks and facilities.
6. Where front driveways are permitted, encourage shared access between adjacent residences to minimize the visual impact of driveways and reduce the number of driveways impeding the pedestrian environment.
7. Where roads intersect desired wildlife movement corridors, suitable design and construction measures (such as wildlife culverts) should be utilized to help facilitate the safe movement of anticipated wildlife.
8. The following NECAP policies have particular relevance for the development of the neighbourhood street network:
 - Road Rights-of-Way (Policy B-1.4);
 - Subdivision and Road Allowances (Policy B-1.14);
 - Parking Management Strategies (Policy B-1.16);
 - Goods Movement (Policy B-2.0 a)); and
 - Transportation and Circulation Guidelines (Policy D-2.0).

4. SERVICING COMPONENTS cont'd/

Green Streets

9. In suitable locations the City will support the use of Green Streets where: a) their use can support or enhance a natural feature or public open space; b) alternative site access from a Primary Access Lane can be provided, and c) sufficient off-site parking supply at 0.5 stalls per unit can be provided in rear lanes and/or along the flankages of green streets, or developed in “pocket parking lots”. Where these conditions can be met the City will consider varying the standard requirements for local roads in the Subdivision and Development Servicing Bylaw.
10. Use neighbourhood green streets as alternative non-paved public streets that only provide pedestrian, cyclist and emergency-vehicle access.
11. Require residences facing green streets to have legal addressing from the primary access lane as well as the green street.
12. Incorporate visible swales or infiltration devices on one or both sides of green streets.
13. Support the increase of topsoil depth on all green street lawns and planted beds to provide greater water detention and nutrient holding capacity.
14. In addition to providing vehicular access to residences, allow Primary Access Lanes to the rear of green streets and adjacent residential development to be used to accommodate municipal services and additional on-street parking.

4. SERVICING COMPONENTS cont'd/

4.1.2 Cycling Network

1. Establish a system of on-street and off-street bicycle routes that, together with the parks and open space and trails networks, support commuter and recreational cycling throughout the neighbourhood and provide easy access to community destinations in accordance with map Schedule E – Bicycle Network Plan of the neighbourhood plan.
2. Provide for bicycle movement on arterial roadways through the neighbourhood and along the boundaries of the neighbourhood in accordance with the City's Subdivision and Development Servicing Bylaw and Primary Bicycle Network Concept (Map No. 6) in the NECAP.
3. Include end-of trip facilities for bicyclists at all schools, parks and community facilities, including appropriate types and levels of bicycle parking. These should be placed in visible locations to allow casual surveillance.
4. The following NECAP policies have particular relevance for the development of the neighbourhood cycling network:
 - End of Trip Facilities (Policy B-5.2); and,
 - Bicycle/Transit Integration (Policy B-5.3).

4. SERVICING COMPONENTS cont'd/

4.1.3 Pedestrian Network

1. Link new pedestrian and cycling circulation systems with existing routes and integrate park trails with the public on-street walkway system to create a seamless pedestrian network generally as illustrated on map Schedule F – Pedestrian Network Plan and map Schedule B – Parks and Open Space Concept Plan of the neighbourhood plan.
2. Establish a positive pedestrian realm along David Avenue and Coast Meridian Road through the provision of landscaping, street trees, and small open spaces suitable for casual socializing as part of proposed street improvements.
3. Incorporate sidewalks, landscaped boulevards and street trees in accordance with the City's Subdivision and Development Servicing Bylaw.
4. Where warranted by pedestrian demand and/or vehicular volume and approved by the City, consider installation of appropriate special pedestrian crossing features, such as pedestrian-actuated signals, countdown pedestrian indicators, alternative paving and signing treatments, and/or raised crosswalks. Such installations should be considered near all schools, parks, community centres and at arterial/arterial and arterial/collector intersections.
5. Provide safe and accessible pedestrian links across Coast Meridian Road and David Avenue to connect the SCNP area with adjoining neighbourhood plan areas.
6. Where warranted and approved by the City, establish mid-block pedestrian crossings to provide access between laneways, streets and parking areas.
7. The following NECAP policies have particular relevance for the development of the neighbourhood pedestrian network:
 - Intersection Design (Policy B-6.7);
 - Safety and Security School and Playground Areas (Policy B-6.9);
 - Accessibility (Policy B-6.10).

4. SERVICING COMPONENTS cont'd/

4.1.4 Transit Network

1. The City will work with TransLink to help ensure the development of local transit routes to serve the neighbourhood plan area and Northeast Coquitlam in general.
2. Plan for future transit service on those routes identified on Schedule G - Transit Network Plan. In coordination with City and TransLink staff, identify transit stop locations convenient for pedestrian access at School/Park sites and other key locations.
3. Accommodate transit facilities, such as shelters, benches and garbage receptacles, along Coast Meridian Road, David Avenue, Princeton Avenue and other neighbourhood streets designated as bus routes in accordance with map Schedule G – Transit Network Plan of the neighbourhood plan.
4. Transit facilities should be provided with streetlighting and comfortable waiting areas appropriate for year-round weather conditions.
5. Ensure that all streets designated as regular or community bus routes can accommodate the physical requirements of transit vehicles, including intersection turning movements, with adequate clearance to roadside curbs.
6. The following NECAP policies have particular relevance for the development of the neighbourhood transit network:
 - Transit Priority Emphasis (Policy B-1.3);
 - Development of a Transit Supportive Network (Policy B-3.3); and
 - Transportation and Circulation Guidelines [Policy D-2.0(p)].

4. SERVICING COMPONENTS cont'd/

4.1.5 Traffic Control Plan

1. Plan for the implementation of future traffic control measures as illustrated on Schedule H – Traffic Control Plan, including traffic signals, potential roundabouts, 4-way stops and access control. However, note that all traffic control measures shall be selected and installed at the discretion of the City and will be based on actual traffic demands as development of Smiling Creek and Northeast Coquitlam proceeds.
2. Encourage the implementation of roundabouts as noted on Schedule G, subject to a conceptual design study to confirm their feasibility. Additional right-of-way beyond that required for a typical intersection may be required to accommodate a roundabout; in such instances the City will consider measures to support roundabout development.
3. Incorporate appropriate traffic calming measures into the Soball/Dayton Collector Road corridor to reduce vehicle speeds, improve intersection safety, shorten pedestrian crossing distances, and reduce vehicle-pedestrian conflicts, particularly near the joint School/Park site and other neighbourhood parks and facilities.
4. As development of the neighbourhood plan area proceeds in the future, the City will seek to proactively involve residents in the planning, design and implementation of traffic control facilities.

4. SERVICING COMPONENTS cont'd/

4.1.6 Parking Plan

1. A parking plan developed through the traffic planning analysis undertaken to support the neighbourhood plan identifies on-street parking opportunities which supplement the on-site parking requirements of future developments. On-street parking opportunities and restrictions in the neighbourhood plan area are identified on map Schedule I – Parking Plan.
2. Map Schedule I – Parking Plan broadly illustrates on-street parking opportunities. These additional parking opportunities, which supplement on-site parking requirements for future development, are grouped into three categories:
 - a. parking permitted on both sides of a street;
 - b. parking permitted on only one side of a street; and
 - c. no parking permitted.
3. No parking will be permitted on David Avenue west of West Smiling Creek or on Coast Meridian Road between David Avenue and Galloway in order to facilitate the movement of vehicular traffic. It should be noted that all other parking restrictions in the neighbourhood shall be selected and implemented at the discretion of the City and will be based on actual land use densities, traffic volumes and on-street parking demands as development of the neighbourhood plan area and Northeast Coquitlam proceeds. Parking may be restricted on one or both sides of streets, for all periods or certain periods of the day, at the discretion of the City.
4. As noted on map Schedule I, in specified locations additional parking may be required in rear lanes to address anticipated parking demand. In these instances options to increase parking supply may include:
 - a. adding on-site residential parking spaces if Row Housing present;
 - b. including a shared visitor parking lot for the block, accessible off the rear lane; and/or
 - c. providing a wider Standard Lane cross-section to increase residential and/or shared visitor parking supply within the land right-of-way.

4. SERVICING COMPONENTS cont'd/

4.2 Utilities

Expansion of the City's infrastructure will be needed to accommodate development in the SCNP area. Future servicing must satisfy the functional demand created by future population growth and it must consider potential environmental impacts and stormwater management requirements outlined in the HCIWMP. Concepts plans for neighbourhood water supply and distribution, sanitary sewer, and stormwater servicing requirements to implement the SCNP are presented in map Schedules J, K and L respectively.

The SCNP aims to:

- Extend the full provision of municipal services in a phased, logical, efficient and coordinated manner so as to provide safe, reliable and sustainable water, sewer, and stormwater services to the SCNP area; and,
- Ensure that environmental values and considerations are accounted for during the planning, design and construction of services in the SCNP area.

4. SERVICING COMPONENTS cont'd/

4.2.1 Water Distribution

Map Schedule J – Water Distribution System Concept Plan illustrates the proposed water distribution system for the SCNP area. The SCNP area falls within proposed water pressure zones 1, 2, 3, 4 and 5, with the majority of the area located in Zones 3 and 4. The Zone 2/3 boundary is situated just south of the community collector road which connects Soball Street to the Village Centre at approximately the 95 meter contour. The Zone 3/4 boundary is roughly situated along Princeton Avenue at approximately the 175 metre contour. The Zone 4/5 boundary is situated generally south of Harper Road near the north end of the neighbourhood. The water distribution system will consist of a network of pipes located in the neighbourhood road rights-of-way. The water distribution pipes will be sized to meet anticipated domestic demands and fire protection requirements.

Water pressure for Zones 2 and 3 is provided by the Harper reservoir, which is located on Harper Road near the Coast Meridian Road/Harper Road intersection. Water supply to the Harper Reservoir will be provided by the City's new David Avenue Pump Station which is anticipated to be commissioned in June 2006. As development proceeds in Zones 2 and 3, water supply systems to the area will have to be improved incrementally. Planned upgrades include a new 600mm water supply main on Coast Meridian from David to the Harper Reservoir, additional water storage facilities at the Harper Reservoir site, and additional pumping units in the David Avenue Pump Station.

The existing constant-head pumping station that is located at the Harper reservoir currently provides limited service to a portion of pressure Zone 4. Ultimately this station will need to be replaced with a new facility serving pressure Zones 4 and 5.

Policies

1. Upgrade and expand the water supply system to support planned development, generally as illustrated on map Schedule J – Water Distribution System Concept Plan of the neighbourhood plan.
2. Install the network of water mains within the neighbourhood in conjunction with the network of roads and other services.
3. Upgrade the pump station at the Harper Road Water Reservoir site to serve development in Zone 4. This upgrading work will be done in the longer term.
4. Implement and monitor water conservation programs such as lawn watering restrictions, metering and use of water storage systems such as rain barrels or cisterns, as and when directed by Council.

4. SERVICING COMPONENTS cont'd/

4.2.2 Sanitary Sewer

All lots within the SCNP area will be serviced by a gravity sanitary sewer system that is connected to the existing City sewer system as generally illustrated on map Schedule K – Sanitary Sewer Servicing Concept Plan. Sanitary Sewer Servicing in the area is divided into three primary catchment areas:

1. The area located north of David Avenue will be served by a gravity collecting sewerage system that will discharge into the existing sanitary sewer at Coast Meridian Road at David Avenue;
2. The area located between David Avenue and the community collector road south of David Avenue will be served by a gravity collecting sewerage system that will discharge into the City's anticipated Soball Street Trunk Sewer; and
3. The area located south of the community collector road described above will be served by a sewerage collection system that discharges into the future Victoria Drive Sewer Pump Station.

Policies

1. Install sanitary sewer services in conjunction with the proposed road network and other services, as generally illustrated on map Schedule K – Sanitary Sewer Servicing Concept Plan of the neighbourhood plan.
2. In response to neighbourhood topography, install sanitary sewers at the southern (downstream) end of each catchment area before proceeding northward.

4. SERVICING COMPONENTS cont'd/

4.2.3 Stormwater Management

As required by the Citywide OCP the neighbourhood plan includes a stormwater management concept which reflects watershed conditions and needs identified in the Hyde Creek Integrated Watershed Management Plan (HCIWMP). This concept aims to protect property from floods, provide sediment control and protect water quality, ensure summer base flows and prevent erosion of stream corridors.

The HCIWMP prescribes the general arrangement of the major stormwater components without providing details of the drainage system. Refinements to the system may be required during the implementation process; however, adjustments to the stormwater management plan at the neighbourhood level must not compromise the stormwater management system identified for the entire Hyde Creek Watershed as outlined in the HCIWMP. Some of the important goals identified in the HCIWMP include:

1. Maintaining or improving the ecological function of watercourses through restoration and enhancement;
2. Carefully planning stream crossings to minimize environmental impacts;
3. Providing adequate flood control and protection of people and property (private and public), including downstream impacts; and
4. Including provision for monitoring and evaluation, including adaptive management.

The principal components of the stormwater management system are shown on map Schedule L – Stormwater Servicing Concept Plan. These include a conventional system of gravity storm sewers, a number of water quality ponds, and a bypass storm sewer that diverts post-development major flows away from local creeks. Pre-development major flows would continue to travel overland to watercourses. Another principal component is the inclusion of Low Impact Development (LID) techniques designed to minimize the proportion of impervious surfaces and to maximize the proportion of urban drainage that is infiltrated back into the ground.

In order for the drainage system to function in the intended manner, it will be necessary for the diversion sewer to first be completed to Debouville Slough. This will involve construction of a significant length of large-diameter stormwater diversion sewer beyond the boundary of the neighbourhood plan.

Some development may proceed prior to the completion of the stormwater diversion sewer provided interim detention and water quality facilities are provided within the neighbourhood in compliance with the requirements of the HCIWMP and the City's Subdivision and Development Servicing Bylaw and Stormwater Management Policy and Design Manual.

4. SERVICING COMPONENTS cont'd/

4.2.3 Stormwater Management cont'd/

Policies

1. Ensure that stormwater management facilities are established in conformance with the HCIWMP, generally as illustrated on map Schedule L – Stormwater Servicing Concept Plan of the neighbourhood plan.
2. The stormwater servicing system in the SCNP area illustrated on Schedule L is conceptual in nature. The location of stormwater quality ponds will only be determined as development and subdivision applications are made by private property owners.
3. Utilize Low Impact Development (LID) techniques, consistent with the City's "Low Impact Development (LID) Policy and Procedures Manual" to reduce impervious surfaces and increase ground-water infiltration throughout the neighbourhood as recommended in the HCIWMP.
4. Use environmentally sensitive maintenance procedures and practices.
5. Remove barriers to fish movement and encourage streamside enhancement programs involving local streamkeepers groups and community organizations, as per Council's Hyde Creek Watershed Habitat Enhancement Opportunities Policy.
6. Design stormwater quality ponds to provide sediment settling and water quality treatment for smaller storm events.
7. Ensure that the size and configuration of stormwater quality ponds conform to the HCIWMP and the Stormwater Management Policy and Design Manual, which include design guidance for ponds to be visually appealing and functional as wetland habitat, using native plant material.
8. Provide vehicular access for regular maintenance and cleaning of stormwater management facilities.

5. DEVELOPMENT PERMIT AREAS

The City welcomes and encourages innovative design solutions to achieve high quality urban environments that are walkable and liveable. All Development Permit Area Guidelines that apply to the Smiling Creek Neighbourhood Plan area are located in Part 4 of the CWOCP.

6. SPECIAL STUDY AREAS

The Special Study Areas identified in Schedule 'A' are subject to Section D-30 Special Study Areas of the Northeast Coquitlam Area Plan.