

PART A BACKGROUND

1.0 Plan Format

Format of this Document

This document is organized into two parts.

Part A provides:

- a description of the overall development concept.

Part B includes:

- Contents of the now rescinded Bylaw No. 2441, 1992 which contains Council's policies and guidelines related to land use, transportation, parks, community and leisure services and utilities which support the development concept.

1.1 Area Plan Consolidation

- The Northwest Coquitlam Area Plan is a consolidated version of the former Northwest Coquitlam Official Community Plan. The Area Plan was condensed to eliminate outdated material; policies redundant with the City Wide Official Community Plan; detailed background and historical explanations; and policies/plans which have been implemented.
- The Schedules which provide critical information to the Northwest Coquitlam Area Plan, such as the Land Use Designation Map, have been updated to include Council adopted amendments only.
- Schedules which are referred to in this Area Plan pertain to the Northwest Coquitlam Area Plan and can be found at the end of Part B in this Area Plan.

2.0 Residential Areas

Coquitlam's Area Plans together make provision for a variety of multi-family housing. The highest permissible densities are restricted to town centre areas of regional significance (the Town Centre and North Road area), while medium-density apartments and townhousing are allocated to these centres and the neighbourhood centres also. Some townhousing is also allocated to suitable sites near convenience centres.

2.1 Facilities Supporting Resident Needs

Lands designated as open space include lands that have unique natural assets; lands that should not be developed because of hazards such as landslide or flooding; and lands along water courses that contribute to fisheries habitat. The lineal nature of much of the open space provides long-term opportunities for development of trail networks.

The individual plans designate school sites to meet educational needs from kindergarten through to the campus of Douglas College in the Town Centre.

Indoor recreational facilities are concentrated at two locations, at Poirier Street and the Town Centre. The plans also designate sites for a number of other public facilities supporting residential life, e.g. fire halls, utility installations. Plan policies provide for the location of some private facilities such as churches and day care centres.

3.0 Industrial Areas

An industrial area lies along the south side of the Barnet Highway, and provides particularly for businesses wishing to display or sell on the premises goods manufactured, processed or stored there. While this is an essential use in this location, these lands are under pressure for conversion to commercial use.

Another industrial area lies along Pipeline Road, and is entirely devoted to sand and gravel excavation, together with primary processing of these materials. Industrial use is seen as ceasing future, when the area designated for sand and gravel excavation has been mined out.

4.0 The Road System

The form and sequence of Coquitlam's past development has been strongly shaped by transportation opportunities and constraints, from early use of the river to transport logs and lumber, to the post-war residential boom facilitated by the Lougheed and Trans-Canada Highways.

Coquitlam's street system is organized into a hierarchy of roads:

1. **Local Roads**, intended primarily to provide access to properties;
2. **Collector Roads**, intended to gather traffic from local roads and convey it to arterials;
3. **Arterial Roads**, intended primarily to expedite traffic movement, and usually four lanes or more in width; and
4. **Provincial Highways**, multi-lane facilities under Provincial jurisdiction, carrying inter-municipal and inter-regional traffic.

The last three categories are the "major road system", and their alignments are designated in the Area Plan. Organization of the road system in this way expedites traffic flow, and discourages through traffic from using residential streets.

The major road system is relatively complete, except for:

- completion of certain links in the Northwest Coquitlam plan area;
- construction of the Mariner/Johnson overpass of the Canadian Pacific Railway;
- completion of United Way to connect to Braid Street in New Westminster;
- widening of the certain arterial segments now only two lanes in width;
- bridge crossings of the Coquitlam River and design and construction of a full major road system for Northeast Coquitlam, when that area is opened for urban-density development in future.

In higher-density areas, particularly the Town Centre, private roads systems on larger development sites are encouraged.

5.0 Transit

While the road system is, with some exceptions, adequate to meet internal travel needs, commuters leaving Coquitlam face growing rush-hour congestion on regional routes. Introduction of bus service in the 1970s was a positive alternative, but now the level of bus service is degraded by that same congestion on the roads.

Building on the proposals of the "Liveable Region" plan, Coquitlam has in its Area Plans designated routings for extension of the region's rapid transit system to the Coquitlam Town Centre. Consultants who were involved in building the original system have been retained to ensure that Coquitlam's route assumptions are realistic. Where possible, right-of-way has been reserved, and the Area Plans designate "Park and Ride" lots in appropriate locations.

Council believes that rapid transit to Coquitlam Regional Town Centre is the key to meeting the long neglected regional transportation needs of the Northeast Sector. Alternatives which serve only a downtown Vancouver destination are not a solution, since only 10 to 15 percent of the Northeast Sector commuters travel downtown, whereas about three times that number could theoretically use ALRT on part of their journey to work.

6.0 Pedestrian and Cyclists

As Coquitlam's community plans have evolved, increasing attention has been paid to the needs of pedestrians and cyclists. Area Plans contain various provisions for:

- recreational trails through linear open spaces and parks;
- policies that encourage adequate provision for walkways as subdivision occurs;
- provisions of public walkways through large private development sites; and
- a "fine grid" of walkways in the Town Centre cores, where attractive pedestrian facilities will be one factor in the centre's economic success.

In addition, the City has spent considerable effort on ensuring the safety of children walking to school, and on defining the initial elements of bicycle routes.

These efforts have been initial steps and are therefore necessarily piecemeal. But it is certain that pedestrian and bicycle travel will receive increasing attention as the community plans are updated over time.

7.0 Regulations of Development

7.1 Sensitive Lands

All of the community plans contain policies, which in conjunction with Coquitlam's Bylaws, limit development on areas which pose special hazards. These include floodplains, areas of steep slopes, lands subject to slippage, and lands containing man-made hazards such as garbage dumps and quarries.

7.2 Servicing of Development

All of the Area Plans express the clear intent that new development shall be serviced to the standards of the Subdivision Bylaw. Where appropriate, there are Development Permit Area Guidelines which supplement those Bylaw standards.

7.3 Timing of Development

The community plans have a common outlook on the timing of development. In strategic terms, the opening of major new areas to urban density is seen as occurring in a sequence going from the Town Centre to Northwest Coquitlam, and then to Northeast Coquitlam, but only when adequate groundwork has taken place, and Northwest Coquitlam is nearing substantial completion. This sequence will ensure that the demands on Coquitlam's limited capital financing capabilities are not overwhelmed, and that development is managed in a competent way.

At the tactical level, plan policies specify that rezoning applications will normally be given consideration only when development of the land in question is feasible. Where the site is to be created by subdivision, rezoning will normally be considered premature until that subdivision has been found technically feasible by Coquitlam's Subdivision Advisory Committee.

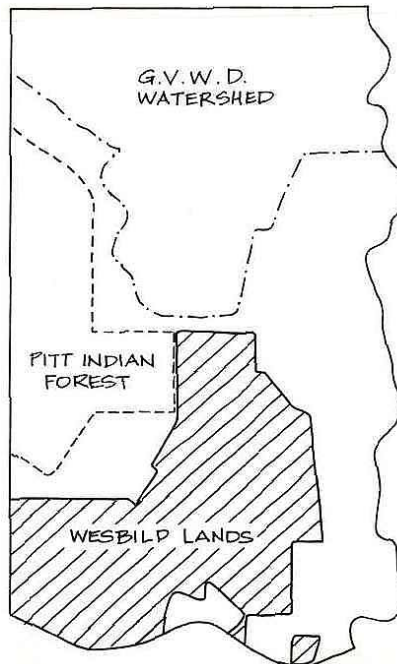
8.0 Land Ownership

Much of the land in the plan area is owned by the Province or its agencies. Some of this Crown Land is reserved or leased for specific purposes.

- the Greater Vancouver Water District's Coquitlam Lake watershed and related buffer areas cover the northerly one-third of the plan area;
- the Pitt-Indian Provincial Forest covers the highest elevations along the west central portion of the area;
- the BC Hydro and Power Authority's transmission rights-of-way cover significant portions of the plateau area;
- along the west side of Pipeline Road, a number of Crown parcels extending west onto the escarpment are leased for gravel excavation purposes.

Other lands owned by public agencies are minor holdings by BC Hydro, the Greater Vancouver Regional District, the City (mainly parks and public open space) and School District No. 43.

Land which is privately owned is concentrated in the south and southeast portions of the plan area, and in a narrow strip along Pipeline Road. The largest private owner is Wesbild, a development company which purchased a large block of Westwood Plateau land from the Province in 1987, for purposes of residential development.



9.0 Land Use

9.1 Residential

David Avenue will form a barrier between these homes and the rest of the 1987 plan area. This enclave is now part of the Town Centre neighbourhoods to the south, and this present plan therefore severs this area from the 1987 Northwest Coquitlam Area Plan Area, and incorporates it, with land use designations unchanged, into the Southwest Coquitlam – Town Centre Area Plan.

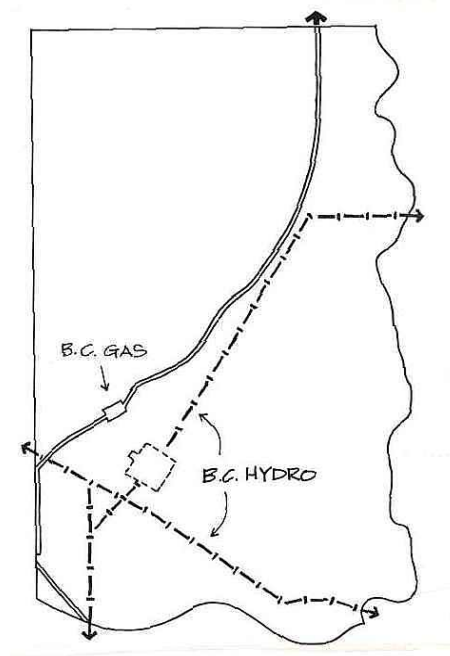
9.2 Resource Uses

Resource use in the plan area falls into five sectors: watershed, forestry, energy distribution, fisheries, and gravel excavation.

The watershed use comprises part of the Coquitlam Lake Watershed of the Greater Vancouver Water District (GVWD). This is the domestic water supply for a large part of the Greater Vancouver region. Part of the water discharging from Coquitlam Lake is also used for peak demand power generation by BC Hydro, via a diversion tunnel to Buntzen Lake. GVWD has traditionally taken the point of view that no other activities, except for logging, can be permitted in the watershed area in order to safeguard the purity of the domestic water supply.

BC Hydro's Meridian Substation is an important node in the province's electrical energy grid, distributing incoming power from the interior to other substations in the Lower Mainland. No changes are anticipated in the alignment of transmission line corridors serving the facility, but some adjustment in right-of-way width on several of the corridors will likely be required.

Since 1987, a further energy transmission mode was added to the plan area, in the form of the BC Gas natural gas pipeline to Vancouver Island. It traverses the plan area in a north-south direction, and includes a compressor station to the west of BC Hydro's substation.



Hoy, Scott and Noons Creeks have important spawning and rearing areas in their lower reaches, south of the plan area. However, the quality and flow regime of water from the plan area affects these fish habitats. On Hoy Creek, fisheries habitat extends into the plan area.

9.3 Recreational Uses

The Northwest corner of the plan area includes Cypress Lake and the slopes of Eagle Mountain. An informal trail network is used by hikers and naturalists. Some motorized recreation (motorbikes and four-wheel drive vehicles) occurs at lower elevations; there is also potential for equestrian use on trails along transmission line rights-of-ways.

10.0 The 1987 Plan

10.1 Overview of 1987 Plan

Planning for residential development on the Westwood Plateau began in the late 1970s, and resulted in the 1987 Northwest Coquitlam Area Plan.

10.2 Development Agreement

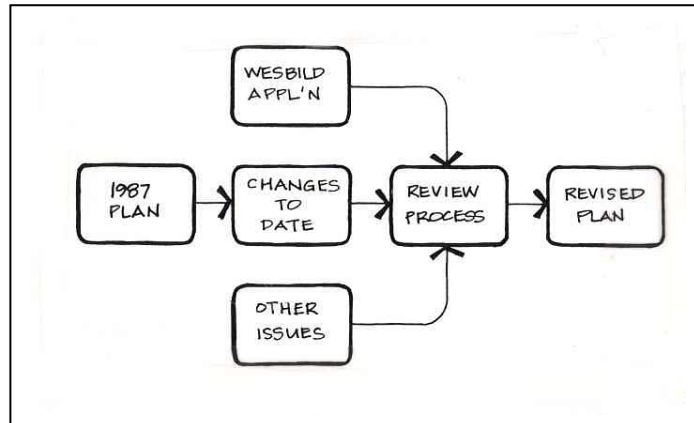
Of the 6,100 proposed dwelling units, 5,000 were to be located on Crown Lands which the Province proposed to market for development through its agency, BC Place. A "Development Agreement" between BC Place and Coquitlam was registered as a covenant against these lands, making the agreement binding on subsequent purchasers.

Highlights of the Agreement were:

- requirements to provide the major on-site and off-site servicing and road infrastructure, with some cost-sharing by Coquitlam, that would be necessary for development of the Crown Lands to proceed;
- an agreement that in lieu of paying "per dwelling unit" Development Cost Charges for parkland acquisition, the developers of the Crown Lands would turn over specified park lands, complete with specified recreation facilities, as well as the public open space generally defined by the community plan, as development proceeded; and
- description of a development application process, whereby development would occur in staged "Development Blocks".

Since the Development Agreement covered over 80 percent of the proposed dwelling units in the plan area, it became in effect the main instrument for implementing the 1987 plan.

Subsequently, BC Place sold lands with a potential for about 600 homes (including 350 referred to previously) to several developers, and marketed the balance of the lands, with a potential for about 4,400 homes, to Wesbild. Wesbild assumed the obligations of BC Place under the Development Agreement.



10.3 Wesbild's "Stage 2" Application

Wesbild has applied for plan amendments and rezoning of the "Stage 2" area of their lands, covering some 400 ha. or about 1,000 acres, and roughly 2,750 potential housing units. The major aspects of Wesbild's requested amendments are:

- a) provision for a number of golf facilities, including an 18-hole championship course, a 9-hole executive course together with a golf teaching facility and two driving ranges,
- b) a shift from emphasis on large single-family homes toward more Townhousing, and "cluster housing" at a density of eight to ten dwelling units per acre,
- c) consequent to these changes, major changes to land use designations and to the pattern of major roads.

The golf facilities could constitute a positive addition to the community, and the proposed change in housing mix recognizes a changing housing market, driven by demographic and lifestyle trends. However, the Wesbild proposals do pose some significant issues, including:

- the effect of golf course operation on downstream fisheries habitat;
- the degree of community access to the proposed golf facilities;
- the loss of about 75 acres of land designated for future park and public open space use in the 1987 plan, in order to accommodate the golf facilities and other changes. Of particular concern is the loss of the relatively level 10 acre "North Park" area, which provided potential for future playing fields, as well as an access point to Crown Lands beyond;
- shifting of some small lot single-family residential areas to steeper slopes than proposed in the 1987 plan;
- with the shift to higher densities, control over the number of housing units to ensure that the planned capacity of infrastructure, particularly schools and roads, is not exceeded; and
- with the proposal to prezone "Stage 2 lands", the establishment of zoning boundaries in advance of the lot lines to which they relate. Since changes to proposed boundaries are bound to occur as subdivision progresses, numerous small zoning changes will likely have to be dealt with in future.

10.4 Housing Mix and Residential Facilities

Most of the housing constructed in the plan area since 1987 has catered to the higher end of the local housing market. Single-family development has generally taken the form of large homes. Wesbild's desire to change the housing mix in the "Stage 2" area is in part a reflection that the "higher-end" market is limited.

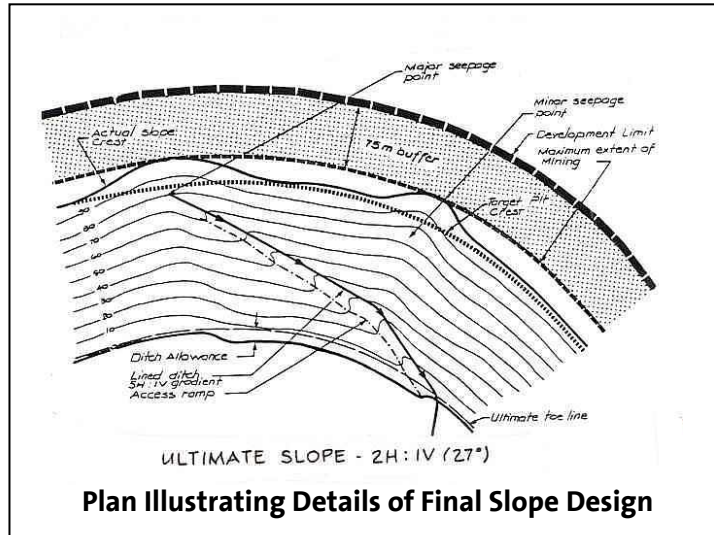
Also of concern is Council's policy to accept, as an appropriate share of Coquitlam's housing stock, housing oriented to those who have special needs because of income, age or disability. No such "special needs" housing has as yet been provided in the plan area.

A further concern is that while the 1987 plan did make provision for schools, parks and convenience shopping, other facilities supporting residential life were limited to a single church site. Considering that the plan area will before long have as many residents as Port Moody did in 1991, land needs to be made available for more facilities such as day care centres.

10.5 Gravel Excavation

The 1987 plan made extensive reference to the 1985 "Thurber Study", which looked at the future of the gravel industry along Pipeline Road, and measures to ensure compatibility with residential development of the Westwood Plateau. The main thrust of the Thurber recommendations was to ensure that gravel excavation would terminate in stable slopes. It is therefore, reassuring that two of the three major operations now have long-term operating and reclamation plans approved by the Ministry of Mines. It is not clear however, that bonding now in place would be adequate to secure reclamation should any of the pits be abandoned.

From a low in the early 1980's, gravel production has increased back to historic levels. It has averaged about 1.25 million cubic metres over the last few years, but still does not approach the 2.0 million cubic metre annual average projected by the Thurber report as a possibility.



10.6 Amendments to Date

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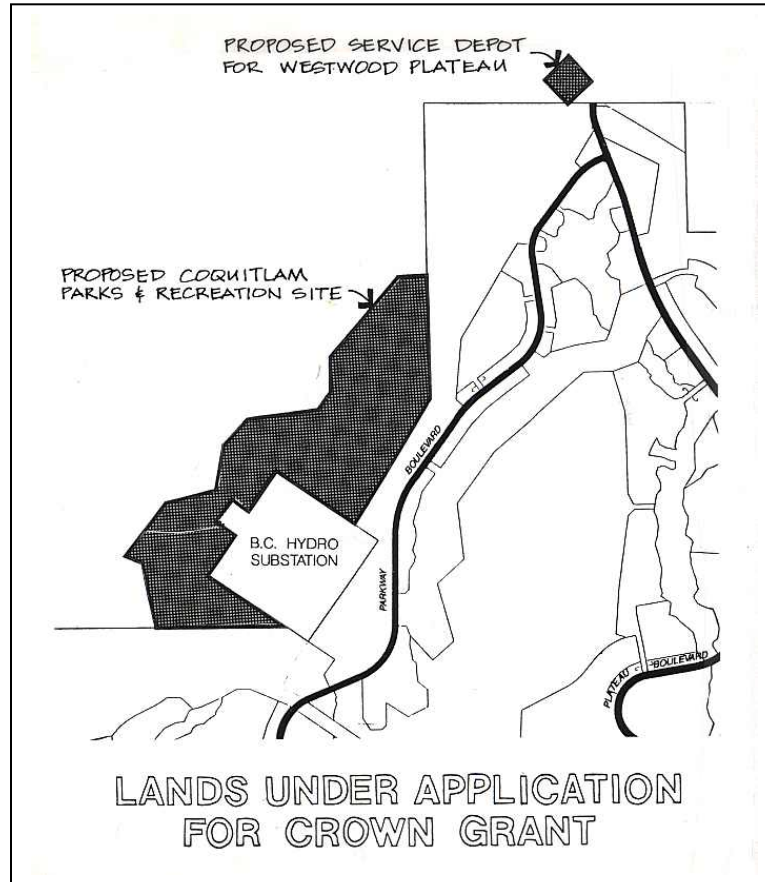
10.7 Adjacent Crown Lands¹

Analysis of Wesbild's proposals as described in Section 4.3.1 has led to the identification of two needs:

- a replacement area for the "North Park" as proposed in the 1987 plan, capable of accommodating future playing fields, and providing a staging area for recreational uses of the Crown Lands to the Northwest; and
- due to the relatively steep grades of Westwood Plateau streets, a site for a satellite "works yard" to store sand and salt for winter use, and to provide temporary accommodation for fire apparatus during periods of high forest fire danger.

Investigation of siting possibilities included Crown Lands to the west and north of Wesbild's lands. It was concluded that lands shown in the map on page A-15, would accommodate these needs, and could possibly also provide area for a new municipal cemetery. Consequently, Council has made application for a Crown grant of these lands, totaling about 40 ha. or 100 acres.

It is Council's position however, that in the event that this application is not successful, that Wesbild would still have to provide an appropriate replacement for the "North Park", and a suitably located "works yard" site.



10.8 Other Issues

Several further issues have been considered in updating the 1987 plan:

- a church site now under application in the Hockaday Street area, on the north side of Robson Drive west of Hockaday Street;
- the recommendation of the Leisure & Parks Department to provide additional park and open space for the Hockaday neighbourhood;
- "Civic and Major Institutional" designation of the BC Gas Compressor Station on the Westwood Plateau; this facility was constructed against Council's wishes and under senior government approvals. Designation does not connote approval of the location, but simply recognition of the status quo. In the longer term, both it and the BC Hydro Meridian Substation should be rezoned to P-1 Civic Major Institutional, to reflect existing use; and
- the "West Elementary" School site has not yet been acquired by School District #43, which apparently has concerns over the proximity (about 200 ft.) of a potential school building on this site to major electrical transmission lines.

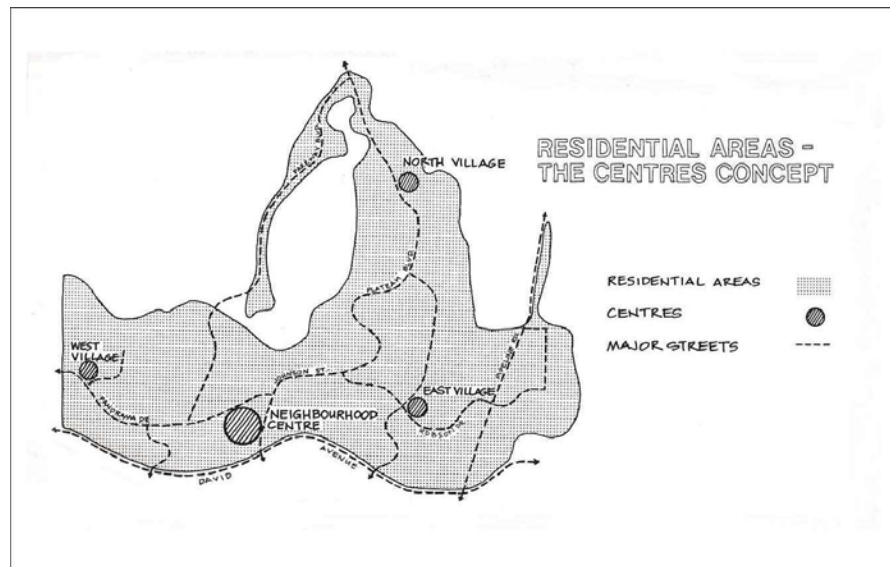
11.0 The Plan Concept – Land Use

11.1 An Overview

Schedules "C-1" and "C-2" of Part B of this Area Plan illustrate how land in the plan area is proposed to be used over the next 10 to 15 years. Under this concept, resource areas remain in resource use, including the gravel mining area identified by the Thurber report. Watercourses significant to the fisheries resource are protected.

For the Westwood Plateau, a residential community of about 15,000 people is proposed. Well over half of the proposed housing is single-family residential, while the balance will be "cluster housing", townhouses and apartments. Adequate school, commercial and recreational sites are provided to service this housing. The focal point of this community is around the intersection of Johnson Street and the proposed David Avenue east-west arterial; a neighbourhood shopping centre site, junior secondary school site, multi-family housing sites and park facilities are clustered around this focal point. Three smaller "village" centres, each with a school site, park, convenience shopping and some multiple-family housing provide focal points for the rest of the Plateau.

For the Hockaday Street area, single-family residential development at urban density is proposed, except in the floodplain of the Coquitlam River, where acreage residential and park uses are designated.



11.2 Resource Areas

11.2.1 GVWD Watershed and Indian-Pitt Forest¹

No major change in status is proposed for these two areas. Coquitlam has applied for a grant of 40 ha. (100 ac.) of Crown Land as shown in the map on Page A-15.

About half of this is within the Indian-Pitt Forest, but on lands which have little forestry value at present. The proposed park at this location, together with adjacent golf fairways, will provide a logical buffer between residential and resource areas.

11.2.2 Major Energy Transmission Installations and Rights-of-Way

The Meridian Substation site and BC Gas Compressor Station are "public service uses" in terms of the Zoning Bylaw. The plan therefore assigns to them a "civic and major institutional" designation.

Several electrical transmission lines cross or abut areas proposed for urban development on Schedule "C-1". A small portion of these rights-of-way are proposed for active park use by that schedule. For other portions, it may be possible to project the rear yards of adjacent residential lots a minor distance into the right-of-way, to provide additional yard area. In one case, a portion is proposed to be used for golf course parking. The balance of the rights-of-way is proposed to be left as open space, and some cases provide a logical routing for walkways.

11.2.3 Mining Area

The Plan proposes that excavation for sand and gravel be limited to the area defined in Schedule "D" in Part B of this Area Plan. This is substantially the area lying between Pipeline Road and the "Maximum Extent of Mining Activity" line defined in the Thurber Report. A buffer area of between 50 and 75 metres in width, to be retained as open space or in golf course fairway, is proposed between the mining area and residential development.

11.2.4 Fisheries Habitat

The Plan proposes that where Noons Creek, Scott Creek, Falcon Creek and the main branches of Hoy Creek traverse areas proposed for development, the ravines carrying these watercourses remain in their natural state, except for road crossings, and possibly the installation of walking trails where appropriate. These ravines would be dedicated as public open space when adjacent lands are subdivided, as shown in concept on Schedule "C-1".

Along the Coquitlam River, any new development must maintain a 30-metre setback from the river, under Ministry of Environment guidelines. The Plan also proposes that portions of this area be acquired as public parkland over time and as funding and acquisition opportunities allow.

Hockaday Creek and its tributaries are considered significant by fisheries officials as habitat and food production areas. Where not falling within parkland as indicated on Schedule "C-1", it is proposed that the Creek and its southeast tributary be retained in natural state and protected by restrictive covenant.

11.3 Residential Development

11.3.1 Housing Mix

The original 1987 "target" housing mix for the plan area envisioned that the housing mix for the plan area should lean heavily toward single-family housing. A further consideration is that planning objectives for the Town Centre call for a concentration of higher density housing in that area. At the same time, it is an objective of this plan to provide some diversity of choice in housing types, in terms of both density and price range. Changing market conditions, based on demographic and life style factors, indicate it is now appropriate to emphasize single-family housing somewhat less. The amendments applied for by Wesbild certainly go in this direction.

One aspect of Wesbild's application for plan amendments in the "Stage 2" area, is to provide housing in a density range from six to ten dwelling units per acre, to bridge the market gap between conventional single-family housing and townhouses at 12 dwelling units per acre.

11.3.1 Housing Mix cont'd/

The plan makes provision for this by a "cluster housing" designation. Several development options are allowed under this designation, using categories from the Zoning Bylaw:

- single-family homes on "bare land" strata lots, with private road systems, using RS-5 or RS-6 zoning;
- duplex homes, using RT-1 Two-Family Residential zoning; and
- RT-2 Townhouse Residential zoning, with a restrictive covenant keeping density below 10 dwelling units per acre.

As well as contributing to diversity of housing choice, "cluster housing" could in theory allow more tree retention than has occurred to date within residential sites on the Westwood Plateau. It is also possible that the zoning choices described above could in future be supplemented by a further zoning category, designed specifically for clustered single-family homes, based on the experience on the "Stage 2" lands, using existing zoning categories as described above.

This target housing mix provides a range in density from acreage lots to medium-density apartments, and in price range from more modest condominium units through to luxury single-family homes on quarter acre view lots.

To widen the "affordability" range somewhat, and because it is Council's policy that "special needs" housing not be restricted in location, the plan's policies provide that Wesbild will actively market at least two sites with a potential for not less than 100 dwelling units, for a period of at least two years, specifically for "special needs" housing. There is no guarantee that any potential purchaser will be able to obtain senior government approval for subsidized projects on these sites, but the plan at least provides an opportunity for two such projects to occur.

11.3.2 Population

Assuming average household sizes of 2.9 persons for single family dwellings, 2.5 persons for cluster housing and townhousing dwellings, and 1.7 persons for apartment units, and the housing size indicated on Page 26, the plan areas' ultimate population would be 16,700 persons, roughly the same as projected for the 1987 plan. 1,400 of these would be in the Hockaday area.

11.3.3 Density Allocation

The layout of residential densities indicated on Schedule "C-1" is based on a number of considerations:

- a) *The "Centres Concept"*; the highest densities are clustered around the four focal points illustrated in Section 11.1;
- b) *Topography*; small-lot housing is generally assigned to areas of slope not exceeding 10 percent. However, the plan does allow for Wesbild to develop one steeper area (Special Area "B" – Schedule "C-1") on a pilot project basis, with streets accessing a single tier of lots. If this pilot project proves successful, the plan provides that the same approach will be considered in Special Area "C". In another area, of steep and broken topography (Special Area "A") the plan calls for a 900m² minimum lot size, implemented by restrictive covenants;
- c) *Convenience of Access*; with minor exceptions, all multi-family housing is located adjacent to major streets;
- d) *Proximity to Open Space*; all multi-family housing is located adjacent to open space, park or golf fairways. All single-family homes are within a short walking distance from park or open space lands;
- e) *Compatibility with Neighbouring Areas*; where the plan area abuts Port Moody on the Town Centre, residential densities are assigned that are compatible with existing and planned development in these areas; and
- f) *Marketing Considerations*; within the Wesbild "Stage 2" area, the precise juxtaposition of housing types is influenced by Wesbild's marketing strategy.

11.4 Commercial Development

11.4.1 Local Shopping

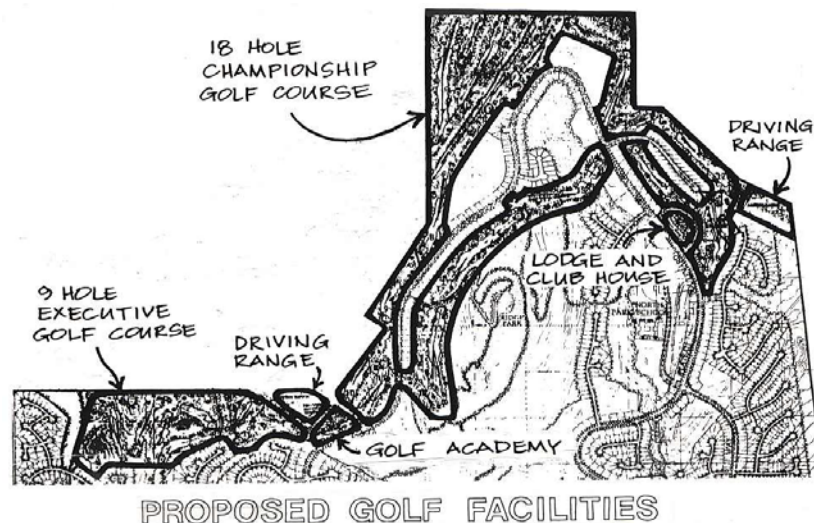
To meet local shopping needs, the Plan provides for a neighbourhood shopping centre at the intersection of Johnson Street and David Avenue. This centre is seen as being relatively small for its market area, due to the proximity of the Town Centre, and might accommodate 5,500 to 8,500 m² of commercial floor space. A fairly generous site of about 4.0 hectares has been assigned to give room to accommodate cut and fill slopes for parking areas. Across Johnson from this neighbourhood centre a small service commercial site is provided to accommodate a service station or similar use.

For the "East Village" and "West Village" focal points, only convenience shopping facilities are proposed, as permitted under the C-1 zone. For the "North Village", a commercial site under C-2 zoning is envisaged, to allow limited retailing and services catering to golfers. The plan also anticipates a golf resort at the North Village, with overnight accommodation and accessory uses. However, before this facility can proceed, the regulations of the P-3 Special Recreation zone would have to be amended to permit this type of use.

11.4.2 Golf Facilities

Under the "Extensive Recreation" designation of Schedule "C-1", Wesbild propose an array of golf facilities including:

- a championship 18-hole golf course (semi-private)
- an executive 9-hole golf course (public)
- a golfing instruction centre
- two driving ranges, and
- the resort facility described above.



11.5 Schools

The Plan provides four elementary school sites for elementary pupils from the area northwest of Pipeline Road. Upon completion of all proposed residential development in this area, enrollment for each of these elementary schools is projected to be between 450 and 475 pupils. No school site is allocated for the Hockaday Street area, based on advice from School District No. 43 officials in 1987. The School District feels this area is too small to justify its own school; area pupils would go to Nestor or the East School on Westwood Plateau.

One junior secondary school site is proposed, adjacent to the neighbourhood centre. It is anticipated that the plan area, when fully developed, would generate in excess of 900 junior secondary pupils; however, it is not clear what the enrollment area for this secondary school site will be since the School District is considering a restructuring of grade groupings.

These five sites were located with the following criteria in mind:

- a) location central to the projected enrollment area;
- b) location with as little slope as possible, to facilitate construction of playfields and buildings;
- c) location keeping to a minimum the need for pupils to cross major streets, but having convenient access on the collector road system.

To facilitate the development of playing fields of adequate size to permit community use, some park acreage has been provided adjacent to each of the four sites. The Plan contemplates that such playing fields will be developed for joint school and community use, as has already occurred at Panorama School.

11.6 Parks and Open Space

11.6.1 "Active" Parkland¹

Park lands suitable for "active" use (e.g. playing fields, tennis courts, etc.) is allocated near each of the four elementary schools. At each of Panorama and the North and East Schools, provision is made under the Development Agreement for a playing field; at the West school, there is provision for two playing fields and a ball diamond. The agreement also provides for other "active" sports facilities at a number of locations, including well equipped junior play areas at each elementary school, and tennis courts. An additional playing field and running track are possible on the Junior High School site, but this would likely be a School District facility.

The "North Park" allocated by the 1987 plan provided the opportunity for the provision of additional playing fields if required in future. Wesbild's requested plan amendments eliminate the "North Park". Policy J-1 of Part B of this Area Plan ensures that the opportunity for additional future playing fields is retained at another location.

11.6.2 "Passive" Park Land and Public Open Space

Park land suitable for more "passive" use (picnics, walking, nature appreciation) includes the central knoll on the Westwood Plateau, and a small meadow adjacent to Noons Creek, at Panorama Drive. A further small area is proposed along the Coquitlam River, west of Hockaday Street.

Other public open space is provided for along the ravines of the major water courses, and along the Coquitlam River. Benefits of these areas include:

- preservation of trees and of fisheries habitat;
- by their lineal nature, the opportunity for extensive walking trails (some of which are to be built by Wesbild under the terms of the Development Agreement); and
- placing treed green space close to every home in the plan area.

Additional public open space is provided by the buffer space between the mining area (see Schedule "D" of Part B), and adjacent residential areas. Also contributing to open space and the opportunity for trail networks are gas and electrical transmission rights-of-way on the Westwood Plateau which will be transferred to Coquitlam under the terms of the Development Agreement.

11.6.2 "Passive" Park Land and Public Open Space cont'd/

If Coquitlam is successful in its application for grant of the Crown Lands, passive parkland will be greatly enhanced. This area contains a beaver pond and a section of Scott Creek, which together offer prime opportunities for nature appreciation. This area also has the potential to be a staging point for recreation users of Crown Lands to the Northwest. These could include mountain bikers and equestrian users on transmission rights-of-ways, and hikers exploring the lakes and old growth yellow cedar stands on Eagle Mountain. Limitations may have to be placed on motorized recreation vehicle access, however. The forestry roads leading up Eagle Mountain already show signs of significant environmental damage from this source.

11.6.3 Effect of Wesbild "Stage 2" Amendment

As noted previously, the effect of Wesbild's "Stage 2" application is to reduce the amount of public park and open space land designated by the 1987 plan. Under the provisions of the 1992 plan, however, all of the recreational potential offered by the 1987 plan and Development Agreement together are preserved. The key here is provision for replacement of the 1987 "North Park", and if Coquitlam is successful in its application for a grant of Crown Lands, there will be a net increase in park land and recreational potential over the 1987 plan.

An argument advanced by Wesbild is that the approximately 177 ha. (290 acres) of lands proposed to be used for golf facilities are in themselves a contribution to open space. These lands are not public open space, in the sense of offering free access to the public, but there is no doubt that they will add amenity, especially for nearby homes. These facilities also add to the range of recreational choices available to Coquitlam residents generally.

11.7 Other Facilities

It has been noted that when fully developed, the plan area will have a population as large as Port Moody's today. It was a shortcoming of the 1987 plan that little explicit provision was made for the facilities that normally support residential life in a community this size, beyond schools, parks, local shopping and one church site. This is a situation that might take care of itself in an older area where land is already subdivided and in numerous ownerships. The experience since 1987 indicates that in a newly opening area such as the Westwood Plateau, where land ownership is concentrated in the hands of several groups whose prime concern is residential development, the provision of facilities such as churches and day care centers is less likely to happen by itself. (An additional church site has in fact come about since 1987, but it is in the Hockaday area, which has been subdivided into acreage parcels for many years).

11.8 Other Land Uses

The only industrial uses in the plan area (as differentiated from primary resource extraction uses) are the two batching plants on Pipeline Road. These operations are seen as remaining under their present M-4 zoning, but the plan does not designate any general industrial districts. Other locations in Coquitlam outside the plan area are better located to accommodate industrial uses.

An existing guard dog training facility exists at the Northeast corner of Pipeline Road and Gallette Avenue. The plan redesignates this site from its former acreage status to "One-Family Residential", based on recently submitted evidence that most of the site lies outside the 200-year flood plain. The training facility is therefore likely to be redeveloped for housing. It is likely that the SPCA facility at 1410 Pipeline Road will be similarly redeveloped, but under acreage zoning, since the SPCA is actively seeking an alternate site.

11.9 Transportation

11.9.1 Major Street Network

The major street network proposed for the plan area is shown on Schedule C-1. There are some significant changes from the 1987 plan; in particular reconfiguration of the Plateau Boulevard/Pinetree Way junction below the North Village centre, and deletion of the collector loop originally planned between Parkway Boulevard and Panorama Drive, in the westerly portion of the Plateau. Also, a 1990 plan amendment deleted the planned collector connection of Noons Creek Drive, between Panorama Drive and David Avenue.

The "arterial" class elements of the network include:

- Pipeline Road, from the south plan boundary to Gallette Avenue;
- northward extension into the plan area of the existing Pinetree Way and Johnson Street arterials;
- the east-west David Avenue arterial; this will eventually connect eastward across the Coquitlam River and Hyde Creek to David Avenue, and westward into Port Moody. In the long term, this road could link to connections eastward across the Pitt River, westward across Indian Arm, or southwestward to a third crossing of Burrard Inlet and a waterfront expressway into Vancouver.

Arterials are intended to provide at least four lanes of traffic capacity, and new accesses from abutting lots would not be permitted, with the possible exception that consideration may have to be given to limited accesses for several commercial and multi-family residential sites.

The "collector" class elements would distribute traffic and provide a minimum of two lanes of traffic capacity. In line with this distributing function, the collector street system consists of a series of loops. Direct access from abutting lots would be permitted, except where inadvisable due to traffic constraints.

The plan does not define local street alignments. These are best decided at the time of subdivision application, when more detailed topographic information is available.

When the original Development Agreement was negotiated, Coquitlam, BC Place, and the Ministry of Transportation agreed to share a number of street and intersection improvements in the Town Centre area, in order to accommodate traffic from the plan area.

11.9.1 Major Street Network cont'd/

Many of these are now completed. Three major improvements still outstanding are the Johnson-Mariner overpass of the CPR railway line; widening of Johnson Street to six lanes from the Barnet Highway to Guildford Street; and completion of Pinetree Way between Robson Drive and Pathan Avenue.

11.9.2 Transit Services

It has been a longstanding objective of Coquitlam that the region's ALRT system be extended to the Town Centre. Coquitlam continues to pursue this goal, and provision has been made for an ALRT alignment through the Town Centre area. The closest possible station location, if Coquitlam's suggested alignment is implemented, would be about 1000 metres from the south boundary of the plan area.

Transit service within the plan area would be provided by BC Transit buses. The collector road system has been designed to facilitate such service. The looped nature of the system should allow bus routings within reasonable walking distance for most residents. Grades on the Plateau may necessitate specially-gearred "hill-climber" busses.

11.9.3 Pedestrian Circulation

Pedestrian routings will include sidewalks on all streets, special walkways where appropriate, and walking trails through park and open space areas. The plan does not identify specific routings; that level of detail is best dealt with at the time of subdivision applications, and as part of park development planning. However, the plan does emphasize objectives that should be considered when subdivisions and park planning are being done:

- convenient walking access for pupils to elementary schools;
- convenient pedestrian access to probable transit stops; and
- exploitation of the opportunity provided by lineal open space areas, for recreational walking trails.

A particular concern is the need for a reasonably direct and lighted pedestrian access from homes on the relatively isolated northerly portion of Parkway Boulevard, to the North School. Policy J-1 in Part B of this Area Plan mandates such a connection.

11.9.4 Bicycling Provision

The provision of facilities specifically for cyclists is in its initial stages in Coquitlam. Also, much of the Westwood Plateau street system will have steep grades which will be a limitation on cyclists. The plan does make provision, however, for the concept of a bicycle loop on Johnson Street, Panorama Drive between Johnson and Parkway Boulevard, Parkway Boulevard and Plateau Boulevard. This concept is under study by the Engineering and Public Works Department; the plan's provision will allow it to be implemented if the concept proves out.

12.0 Implementation

12.1 Development Agreement

In 1987 Council concluded a Development Agreement with BC Place, based on the precedents of similar agreements for the Eagle Ridge and Riverview Heights areas. Since this agreement covered over 80 percent of the dwelling units contemplated for the plan area, it became the principal tool for implementation of the 1987 plan. The agreement was registered against the BC Place lands (see Schedule "F" to attached Bylaw) and was assumed by Wesbild with their purchase of the majority of the BC Place lands ("Wesbild Lands" on Schedule "F"). Its importance as the primary implementation device remains, and this plan is predicated on appropriate amendments to the Development Agreement being executed in conjunction with, but prior to, final adoption of Bylaw No. 2441, 1992.

A number of specific amendments have been mentioned already; Policy J-1 of Part B to this Area Plan provides a comprehensive summary.

12.1.1 Acquisition of School Sites

An area where the original Development Agreement is *not* being amended is in regard to the provision for acquisition of the five school sites. The Development Agreement required the owner of the lands to reserve the identified sites for school use only; to give School District No. 43 an option to purchase the sites at anytime up to the year 2010, at current appraised value; and provided a mechanism for resolving disagreements as to market value. This arrangement has been a source of constant community criticism since, because the lands were Crown Lands initially, and taxpayers are now paying to purchase the lands at the vastly increased values following from the urban development of surrounding lands.

12.1.1 Acquisition of School Sites cont'd/

These arrangements have never been favoured by Council or School District No. 43. The terms were in effect dictated in 1987 by an agency of the Provincial Government, as an expression of the "privatization" initiatives then being undertaken by that government. Wesbild purchased the BC Place lands at a value premised on the resale of the school sites, and Coquitlam is unfortunately not in a legal position to amend the terms that were dictated in 1987 by a senior level of government.

12.1.2 Parks, Open Space and Recreation Facilities¹

As new residential development occurs in Coquitlam, a development cost charge for the acquisition of parkland is levied. These funds are deposited in a reserve fund and, as sufficient funds accumulate, are used to acquire parkland. This is generally unimproved land, and it may be years before budget priorities permit the land to be developed with recreation facilities.

With very large-scale residential developments (large enough to provide a variety of park lands within the development site), alternate arrangements are possible. Both the Riverview and Eagle Ridge servicing agreements provided for the dedication of park lands. Furthermore, in both cases, some of the parkland was improved, i.e. furnished with completed recreation facilities when transferred to Coquitlam. Under these circumstances, the two developments could be deemed to "not impose new capital cost burdens on the City" for recreational lands, and therefore could be exempted from payment of the development cost charges for recreational land, under of the *Local Government Act*.

A similar arrangement was incorporated in the Development Agreement with BC Place. In fixing the value of land and works to be provided by BC Place, the starting point was the sum of \$4,775,000.00 e.g. \$955 times the number of dwelling units anticipated on the BC Place lands.

No value was ascribed to lands to be given to Coquitlam as park and open space, and which were not suitable for residential development (e.g. ravines, rights-of-way, etc.). For the small amount of land involved which had potential for residential development (6.81 ha.), a nominal value of about \$30,000.00 per acre was assigned, and the balance of funds (\$4.27 million) was assigned to recreation facilities.

12.1.2 Parks, Open Space and Recreation Facilities¹ cont'd/

Plans and specifications were then prepared, with an estimated value equal to this sum, in 1987 dollars.

The obligation under the Development Agreement was to provide the specified lands and works, recognizing that construction costs would rise in future; and that the level of the Development Cost Charge being offset would also rise

There are advantages in these arrangements to both Coquitlam and Wesbild. For Coquitlam, the future capital cost burden of park improvements will be reduced. For Wesbild there is the advantage that usable parks will be available in the same time frame that residential land is being marketed.

Wesbild also benefits from being able to use excess fill to construct the base of playing fields at a saving compared to having to dispose of fill elsewhere. The arrangement has advantages for School District No. 43 too. Playing fields and play areas are provided adjacent to each elementary school, (in some cases partially on the school site), thus saving the District the cost of constructing its own outdoor facilities.

With the changes to park and open space lands as shown on Schedule "C-1", a revised specification of lands and facilities is needed. Amendments to the Development Agreement have therefore been negotiated, within a comparable value envelope, to suit the changed circumstances.

For other smaller developments in the plan area, the normal development cost charge would apply. Some riverfront land in the Hockaday Street area is proposed to be acquired from the development cost charge reserve fund. Other portions may be acquired at the time of subdivision, and the value of the land involved would be offset against development cost charges for parkland acquisition which would then be payable.

12.2 Rate and Sequence of Development¹

The 1987 plan projected a development rate of between 285 to 500 dwelling units per annum for the plan area, occurring over a period of 12 to 20 years. It now appears that, for a number of reasons, the rate will remain at the high end of this range for some time to come:

- continuing strong general housing demand, mainly attributable to immigration to BC from other provinces;
- difficulties in competing markets; in Surrey the problems of coping with massive rapid growth; and for the Fraser Valley north shore, the limited traffic capacity across the Pitt River;
- the completion by Wesbild of much of the "front end" infrastructure required to open the Westwood Plateau;
- the gradual filling up of other larger single-family subdivision on the Burrard Peninsula (i.e. lands not involving congested bridge crossings for commuters).

One possible consequence of such rapid development will likely be pressure to open land in Northeast Coquitlam for urban development, more quickly than was previously anticipated. A word of caution is in order, however, unless there is some resolution of the backlog in travel capacity for Northeast Sector commuters, the local housing market may deflate as potential buyers come to view the area as having difficult access.

The sequence of development has largely followed what was predicted in the 1987 plan. Development in both the Westwood Plateau and Hockaday area has generally grown from the south edge toward the north because of physical factors, with the "neighbourhood centre" area of Wesbild's lands being left for later development, for good market reasons.

12.3 Development Control

12.3.1 Zoning

Under this plan, rezoning applications will only be given favourable consideration where they are in accord with the land use designations of Schedules C-1 and C-2. Policy D-2 specifies how these designations relate to the various zoning categories.

As with Coquitlam's other Area Plans, applications will generally be considered premature until the development of the lands in question is feasible and imminent. Where the site to be rezoned is to be created by subdivision, the rezoning application will not be placed before a Public Hearing until a parallel application for subdivision has established that such subdivision is technically feasible, and has established specific site boundaries that can be the basis for defining zone boundaries.

The original Development Agreement reflected this general framework, and contemplated that the land would be subdivided in a sequence of eight major "Development Blocks". Rezoning would follow the internal subdivision of "Development Blocks" into "Block Parcels" which would establish the legal property lines on which zone boundaries would be based.

In the present plan, however, Council has made a major exception in the case of the "Stage 2" lands, as defined in Schedule "F", at Wesbild's request. Bylaw No. 2461, 1992 to prezone the whole of these lands was adopted by Council on September 16, 1992.

12.3.1 Zoning cont'd/

Four sets of implications of this rezoning approach are that:

1. Since zoning in advance of detailed review of subdivision plans is being considered and since the "Stage 2" land – use layout is very different than that analyzed in depth in 1987, the City has no certain knowledge as to what the housing yield will be under Wesbild's proposals. At the same time, the capacity of infrastructure, including roads, utilities, schools and parks, is designed for a finite number of dwelling units, with very little leeway for variance. To overcome this problem, Policy J-1 stipulates that the amended Development Agreement have provisions that as "Block Parcels" for residential use are created in Stage 2, a covenant in favour of Coquitlam will be registered against the land, limiting the number of dwelling units that can be created within that parcel to a specified and agreed number. Such covenants can be removed after final subdivision from block parcels zoned for simple-family residential use, provided there is no potential for further subdivision.
2. Since traffic analysis has shown that without the completion of Pinetree Way, the street system has insufficient capacity to carry the traffic that development of the "Stage 2" lands would generate, a device other than zoning is needed to control development relative to traffic capacity. Policy J-1 requires amendment of the Development Agreement to provide for restrictive covenants to control building permits.¹
3. Since consideration is being given to zoning in advance of the establishment of parcel boundaries under the subdivision approval process, it is very likely that numerous minor zoning boundary changes will have to be made and referred back to Public Hearing. Wesbild have taken pains to ensure accuracy and a minimum need for change, but it is inevitable that as detailed review occurs within the subdivision process, the need for change will arise. Indeed, a number of changes have already had to be made in Wesbild's original proposal as a result of the more general review conducted for purposes of this plan.

12.3.1 Zoning cont'd/

4. Rezoning could pre-empt the Council's ability, under normal rezoning procedure, to influence the quality of design of proposed development. Under usual procedures, preliminary building plans for other than simple-family buildings are exposed to a review process. The original Development Agreement contemplated that within a specific "Development Block", rezoning of development "Block Parcels" could occur in advance of preliminary building plans being submitted, provided that a "design control" covenant in favour of the City as described below were first registered against each such "Block Parcel". The Development Agreement retains this provision, and in that sense the rezoning of Stage 2 lands would not create any additional difficulties.¹

12.3.2 Development Permit Areas

All development that involves earthworks to reshape formal gravel pits shall obtain a Development Permit as outlined in Part 4 of the CWOCP. Please refer to Section 5.3 of that chapter for specific Unstable Slopes development permit area guidelines.²

12.3.3 Treatment of Sensitive Lands

Within the plan area there are several categories of lands sensitive to urban development. These include areas of steep slopes; the steep-sided ravines of Noons, Scott and Hoy Creeks and major tributaries; areas important as fisheries habitat; and floodplain of the Coquitlam River. The plan handles these areas as follows:

- a) *Steep Slopes*. Schedule C-1 generally assigns urban uses to lands of 20 percent or less slope. One exception is "Special Area 'A'" on Schedule 'C-1', which is located on slopes of 20 to 30 percent. RS-1 zoning is proposed for this area, but a minimum lot size of 900m² is considered necessary to ensure satisfactory development on these slopes, as opposed to the 650m² minimum lot size in the RS-1 zone. The servicing agreement contains a clause requiring that upon subdivision, lands in "Special Area A" have registered against them a restrictive covenant ensuring a 900m² minimum lot size. Policy E-1 of Part B of this Area Plan references this requirement. Policy I-3 requires a development variance permit for buildings on slopes exceeding 20 degrees (36 percent slope), and ties into the setbacks for buildings near such slopes required by the Zoning Bylaw.¹

12.3.3 Treatment of Sensitive Lands cont'd/

- b) *Ravines*. The plan assigns an "Open Space" designation to the ravines of Noons, Scott and Hoy Creeks and their major tributaries where these pass through areas assigned for urban development. The plan proposes that these ravines be dedicated from crest to crest at the time of subdivision. It is anticipated that, in some cases, minor additional areas above the ravine crest may also be required where mandated by senior government fisheries agencies, or where walking trails are proposed and cannot be accommodated within the ravine itself. No development is proposed within these ravines, except for walking trails in some cases, and natural vegetation would be retained. On Wesbild lands, dedication of such ravine areas is part of the Development Agreement. Where the ravines traverse other lands, municipal acquisition may be required, and could take the form of an offset to development cost charges for parkland acquisition payable upon subdivision or development.

Most ravines on the upper reaches of larger tributaries and the minor ravines of small tributaries can probably be filled and incorporated with adjacent lands. However, further field survey information and consultation with fisheries agencies at the time of subdivision will be required to determine which ravines can be so treated.

- c) *Fisheries Habitat*. Riparian areas along watercourses shall be protected in accordance with standards which Council may approve by bylaw and through any necessary authorization by senior levels of government.¹
- d) *Floodplain*. Development at urban densities in the floodplain poses hazards both to such development itself, and to other areas. The plan therefore proposes no development at urban densities in the floodplain. However, areas in the floodplain that were historically zoned RS-2, allowing single-family residential development on lots with a minimum size of one acre, retain this acreage designation. The two areas in question are a pocket at the south end of Hockaday Street, and a narrow strip between the Coquitlam River and Pipeline Road, from just above Gallette Avenue, north to the Cewe gravel operation. Under this designation, the potential for creating new acreage lots in these two areas is limited. Any new development would have to meet Zoning Bylaw requirements that the floor level of any habitable building to be at least 0.6 metres higher than the 200-year flood level of the Coquitlam River, and set back 30 metres from the river.

12.3.4 Conservation Bylaw

Regulation of gravel pit operations comes under the *Mines Act* and is a provincial responsibility. However, the City has the power, under its Conservation Bylaw, to determine where gravel excavation occurs. That Bylaw reflects the intent of Schedule "D" in Part B of this Area Plan.

A particular issue in this context is the status of the Allard pit at the south end of the plan area. Active gravel excavation in this pit is understood to be substantially terminated; however, processing of stockpiled and imported material continues. The company is understood to have transferred the main part of its operations to gravel pits "D" and "E", further to the north along Pipeline Road. Bylaw No. 1914, 1988, as amended, has permitted extensions of the Allard Pathan Avenue pit's status as a permitted gravel excavation area, but only on a temporary basis, subject to periodic review.

12.3.5 Subdivision

The normal provisions of Coquitlam's Subdivision and Development Services Bylaw will apply to development in the plan area, including provision of services to the Bylaw's standards. Dimensions, shape and minimum area of lots being created will, except as otherwise required by this plan, be determined by the provisions of the Zoning Bylaw. Subdivision applications will also be the triggering mechanism to implement some aspects of the Development Agreement, including:

- registration against the land of various restrictive covenants required by the plan and the Development Agreement, e.g. design control, maximum number of dwelling units, issuance of building permits relative to traffic capacity, lot sizes in Special Area "A" of Schedule C-1, habitat protection, etc.;
- dedication of ravines, parks and the gravel pit buffer area, as adjacent lands are subdivided; and
- the phasing of park development and facilities; the timetable for providing these is related to the rate of subdivision of the Wesbild lands by the Development Agreement.

12.4 Impact of Development

12.4.1 General

General impacts of opening the plan area to development will include:

- an enlarged market area for the Town Centre; residential development in the plan area will support further retailing and services in the Town Centre;
- a traffic impact on the Town Centre, since plan area commuters will use Town Centre streets;
- increased demand for local government services and facilities, offset by the additional tax revenue which development of the area will induce.

12.4.2 Impact of Local Government Capital Expenditures

Opening of the plan area to development is expected to have little *direct* impact on municipal capital expenditures. Development within the plan area is expected to be fully serviced to Bylaw standards as a condition of development approval. The bulk of "off-site" service requirements are provided through the Development Agreement and the main part of these items in which Coquitlam cost shares has already been provided.

There will inevitably be some *indirect* impacts on capital expenditures if existing levels of service are to be maintained. For example, additional equipment will be required for fire protection, public works services, libraries, etc. While the plan area can be provided with local recreation facilities through the servicing agreement, there will be additional pressure on recreation facilities outside the plan area, in particular, added demand for indoor facilities in the Town Centre area. These indirect impacts should be offset to some degree by the tax revenue from new development in the plan area.

For School District No. 43, plan area development will eventually result in a need for considerable direct capital expenditure, since four elementary schools and one junior secondary school are anticipated to be required, and since the terms set by the Province in 1987 include acquisition of the sites from Wesbild at current value.

12.4.3 Impact on Local Government Operating Expenditures

New development in the plan area will require additional staffing for public works, recreation and protection services, if existing levels of service are to be maintained City-wide. Some operating costs will be higher than present City-wide average costs, due to the hillside topography of proposed development; the specific items here are snow clearing, and the ongoing energy costs of pumping water to higher elevations. Road and utility maintenance costs should be lower than average for at least several decades, since development will be fully serviced with new facilities. Again, additional tax revenue from new development will to some degree offset increased operating costs.

PART B POLICIES AND GUIDELINES

A. Effect

This Plan, together with Schedules, constitutes the Northwest Coquitlam Area Plan (the “Plan”) pursuant to Section 919.1(1) of the *Local Government Act*. This schedule sets out the policies of Council whereby the Plan is implemented. The Plan has effect in the areas shown on Schedules C-1 and C-2.

B. Goals

Goals of this Plan which are shared with Coquitlam's other Area Plans are:

- *To provide a pleasant and convenient living environment for present and future residents;
- *To provide in the City as a whole for a supply of sites for those types of housing for which there is anticipated to be demand for at least a five-year period;
- *To encourage an appropriate mix of residential and non-residential land uses that:
 - provides local job opportunities;
 - allows most retail, business and professional service requirements of Coquitlam residents to be provided within the community; and
 - provides a diversified tax base that will allow the City to supply a good level of services while maintaining reasonable rates of taxation;
- * To encourage the development of a suitably-spaced array of smaller commercial centres serving smaller market areas and, in some cases, located together with clusters of multi-family housing, to provide focal points and convenience for Coquitlam's neighbourhoods;
- *To ensure that new development occurs in an orderly manner and phased sequence that makes efficient use of public and private investments, while protecting existing amenities;
- * To ensure that new development is of good quality and in character with its surroundings;

B. Goals cont'd/

- * To ensure that existing and future development is provided with the land base for adequate transportation, water, sewer, drainage, recreational and school services;
- *To preserve and where possible enhance areas of unique heritage character or environmental sensitivity;
- *To minimize development in areas subject to special hazards and to ensure that any development in such areas is protected;
- *To enhance the safe, convenient and economical movements of people and goods;

Specific additional goals of this plan are:

- *To ensure that the form of development in the plan area keeps to a minimum conflict between residential use and resource uses of the land;
- *To ensure that development in the plan area does not encroach on areas that are hazardous or that are critical to fish habitat;
- *To provide a pleasant and convenient living environment in developing residential areas;
- *To provide, in developing residential areas, a choice of those housing types for which there is likely to be need over the development period;
- *To ensure that development is provided with adequate transportation, utility, recreational, educational and other services;
- *To ensure that development makes efficient use of public and private investments, and does not create undue future costs.

C. General Long-Term Phasing of Development in Coquitlam

In order to provide for anticipated housing needs while ensuring an orderly phasing of public expenditures, development activity has been extended into the plan area from the Town Centre, and is intended to extend thereafter into Northeast Coquitlam. However, development of Northeast Coquitlam to urban densities will not be initiated until land use, traffic, servicing, environmental and facilities planning for such urban development has been completed, and a financial framework put in place to ensure that all developing properties share equitably in the public costs to open the area for such development.

D. Land Use and Zoning

POLICY D-1 – Land Use

Land use in the plan area shall be in accord with the designations of Schedules C-1 and C-2. Within the area indicated as "Area Under Study" on Schedule C-1, it is Council's intention to establish a park and other civic facilities, subject to a grant of Crown Land.

POLICY D-2 – Zoning

In order to give effect to Policy D-1, Council will only give favourable consideration to rezoning applications which are in accord with Schedules C-1 and C-2, and the designations of Schedules C-1 and C-2 shall be deemed to correspond with the zone designations of the Zoning Bylaw, as follows:

**TABLE OF ZONING BYLAW ZONE DESIGNATIONS
CORRESPONDING TO LAND USE DESIGNATIONS ON
SCHEDULES C-1 AND C-2¹**

<u>PLAN DESIGNATION</u>	<u>CORRESPONDING ZONE(S)</u>
General Commercial	C-2 General Commercial
Local Commercial	C-1 Local Commercial
Service Commercial	CS-1 Service Commercial SS-1 Service Station Residential SS-2 Service Station Commercial
Medium-Density Apartment	RM-2 Three-Storey Medium-Density Apartment Residential
Medium-Density Apartment	RM-3 Multi-Storey Medium-Density Apartment Residential
High Density Apartment	RM-6 Multi-Storey High Density Apartment Residential RM-2 Three-Storey Medium Density Apartment Residential RS-5 One-Family Compact (Strata Lot) Residential only for lands immediately south of the lots from

¹AMENDED ON SEPTEMBER 07, 2004 – BYLAW 3654
ORIGINAL ADOPTION MARCH 04, 2002

3072 to 3098 Fisher Court.¹

**TABLE OF ZONING BYLAW
 ZONE DESIGNATIONS CORRESPONDING TO LAND USE
 DESIGNATIONS ON SCHEDULES C-1 AND C-2 cont'd/**

<u>PLAN DESIGNATION</u>	<u>CORRESPONDING ZONE(S)</u>
High Density Apartment cont'd/	Such other new zone that Council may create for Medium Profile High Density Apartment Residential including Townhousing ¹
Townhousing	RT-2 Townhouse Residential
Cluster Housing	RS-5 One-Family Compact (Strata Lot) Residential; RS-6 One-Family (Strata Lot) Residential; RT-1 Two-Family Residential; RT-2 Townhouse Residential, provided that there is registered against the lot a restrictive covenant in favour of the City that there shall not be less than 410m ² of lot area for each dwelling unit.
Compact One-Family	RS-4 One-Family Compact Residential
One-Family Residential	RS-1 One-Family Residential (650m ²); RS-3 One-Family Residential (555m ²)
Suburban Residential	RS-2 One-Family Suburban Residential
Civic & Major Institutional	P-1 Civic Institutional; P-2 Special Institutional, limited to sites being developed for church use P-4 Special Care Institutional ²
School	P-1 Civic Institutional

¹AMENDED ON APRIL 12, 2002 – BYLAW 3476

²AMENDED ON SEPTEMBER 20, 2010 – BYLAW 4132

ORIGINAL ADOPTION MARCH 04, 2002

**TABLE OF ZONING BYLAW
ZONE DESIGNATIONS CORRESPONDING TO LAND USE
DESIGNATIONS ON SCHEDULES C-1 AND C-2 cont'd/**

<u>PLAN DESIGNATION</u>	<u>CORRESPONDING ZONE(S)</u>
Parks and Recreation	P-1 Civic Institutional P-5 Special Park ¹
Open Space	P-5 Special Park
Extensive Recreation	P-3 Special Recreational
Rural Resource	A-3 Agricultural & Resource RS-2 One-Family Suburban Residential on Lot B (Except Plans 65674, 72371, 73553), District Lot 5882, Group 1, Plan 46990
Protected Resource – Watershed	A-3 Agricultural and Resource

¹ AMENDED APRIL 26, 2016 – Bylaw 4668, 2016
ORIGINAL ADOPTION MARCH 04, 2002

POLICY D-3 – Timing of Rezoning

Except for the "Wesbild Stage 2" lands as defined in Schedule F hereto, applications for rezoning of land for urban uses will be considered premature unless servicing and development of the subject land is feasible in the near future. Where the lands to be rezoned do not yet exist as the finally intended legal parcel or parcels, the application will not be referred to Public Hearing until:

- a subdivision application to create the subject parcel or parcels has been found technically feasible by the Subdivision Advisory Committee; and
- bearings and dimensions of proposed lot lines and zoning boundaries have been established.

POLICY D-4 – Location of P-4 Zone Day Care Centres

Council may give consideration to applications for P-4 Special Care Institutional zoning for purposes of child-minding services, nursery schools, kindergartens, day care centers and out-of-school day care centers in any parts of the plan area designated "One-Family Residential" or "Compact One-Family" provided that the proposed buildings have the general character of a single-family residence in regard to size, shape and exterior appearance.

POLICY D-5 – Location of Churches

While several church sites are designated "Civic and Major Institutional" on Schedule C-1 hereto, applications for P-2 zoning specifically for additional church sites may be given consideration on lands not designated "Civic and Major Institutional" on Schedule C-1, provided that:

- the church site shall have convenient access to a collector or arterial street, such that traffic generated by the church use will not tend to use local residential streets for access;
- the church site shall not be on lands designated for commercial or school use; or for residential use at townhouse or higher density except as provided in Policy J-1 hereto;
- preference will be given to church sites which form a buffer between residential and non-residential uses, or which buffer residential uses from the intersection of arterial and/or collector streets.

POLICY D-6 – Industrial Zoning

Applications for M-4 "Asphalt and Concrete Plan Industrial" may be given consideration within the area designated for mining use on Schedule C, provided that such rezoning is for the purpose of a batching plant which is accessory to an operating gravel pit and will process material from such pit.

POLICY D-7 – Zoning of Major Utility Installations

Following adoption of this plan, Council will give consideration to a Zoning Bylaw amendment to rezone the Meridian Substation site and the BC Gas Compressor Station Site to P-1 Civic Institutional.

POLICY D-8 – Special Areas "B" and "C"

It is proposed that Special Area "B" as shown on Schedule C-1 hereto, be developed with compact single-family lots on streets accessing a single tier of lots. If this form of development is, upon completion of a substantial portion thereof, considered by Council upon review to be appropriate and in the public interest, Council will give consideration to an application to redesignate Special Area "C", as shown on Schedule C-1 hereto, to "Compact One-Family" in order to permit a similar scheme of development.

POLICY D-9 – Neighbourhood Shopping Centre Site

It is the intent of this plan that the General Commercial site at the northwest corner of David Avenue and Johnson Street accommodate a neighbourhood shopping centre of between 5,500m² and 8,500m² of commercial floor space, for the convenience of Westwood Plateau residents and to mitigate against unnecessary travel to facilities elsewhere. It is also the intent of the plan that the site be permitted to accommodate supporting and complementary residential development. Where application is made for dwelling units, the application shall demonstrate that the commercial component of the site is being maintained.

E. Lot Sizes

POLICY E-1 – Lot Sizes, Special Area "A"

The minimum size of lots created by subdivision shall be as determined by the Zoning Bylaw, except that the minimum size of lots intended for residential use in Special Area "A", as shown on Schedule C-1, shall be 900m² and shall be implemented by restrictive covenant in favour of the City.

F. Development Permit Areas

POLICY F-1 Unstable Slope Development Permit Area

All development that involves earthworks to reshape formal gravel pits shall obtain a Development Permit as outlined in Part 4 of the CWOCP. Please refer to Section 5.3 of that chapter for specific Unstable Slopes development permit area guidelines.³

POLICY F-1-1 – Special Conditions Justifying Designation¹ & ²

Due to the particular possibilities of hazard or damage to the public, property or the environment from land slippage, erosion, flooding or the discharge of mud or silt in the area outlined on Schedule "E", and the need for substantial portions of that area to be regraded prior to development and the need to address form and character of design for that portion of the lands within Schedule E designated High Density Apartment, that area is designated a "Development Permit Area" pursuant to Sections 919.1(1)(a), (b), (e) and (f) of the *Local Government Act*.

POLICY F-1-2 – Effect of Development Permit Areas

Within the "Development Permit Area" designated on Schedule "E", land shall not be subdivided, nor shall the construction of a building or building addition for which a Building Permit is required be commenced unless the owner first obtains a Development Permit. However, a Development Permit shall not be required for the construction of a one-family dwelling or additions thereto on lands zoned RS-1, RS-2, RS-3 or RS-4.

¹AMENDED ON APRIL 02, 2002 – BYLAW 3476

²AMENDED ON SEPTEMBER 07, 2004 – BYLAW 3654

³AMENDED ON MARCH 18, 2013 – BYLAW 4295

ORIGINAL ADOPTION MARCH 04, 2002

POLICY F-1-3 – Development Permit Area Guidelines

1. Issuance of Development Permits shall, as appropriate, be subject to the following guidelines:
 - a) submission of a geotechnical report by a qualified professional engineer;
 - b) supervision of excavation or placement of fill by a qualified professional engineer;
 - c) variance of the siting requirements of the Zoning Bylaw for structures and parking areas;
 - d) variance or supplementing of the requirements of the City of Coquitlam Subdivision and Development Servicing Bylaw No. 3558, 2003, as amended (the "Subdivision Bylaw"), for drainage works, earth-retaining works or revegetation;
 - e) retention of existing vegetation;
 - f) enactment of "specified areas" Bylaw to provide for maintenance of any steep slopes which are proposed to be transferred to City ownership; together with registration against adjacent lots of a "save harmless" covenant in favour of the City;
 - g) adherence to a specified phasing of development;
 - h) detailed lot grading plans;
 - i) deposit of securities to ensure that contravention of a condition of a permit does not result in unsafe conditions;
 - j) design review of buildings other than for single-family residential use to assure that the siting and design of such buildings is appropriate to site conditions;
 - k) a survey plan prepared by a certified BC land surveyor showing the top-of-bank and natural boundary of streams relative to legal boundaries;¹
 - l) an environmental inventory and impact assessment related to water courses by a registered professional biologist (to measure compliance with Section 35(2) of the federal *Fisheries Act*), and any other appropriate environmental legislation.¹

POLICY F-1-3 – Development Permit Area Guidelines cont'd/

- 2) As appropriate, the following further Guidelines shall be considered prior to the issuance of Development Permits in areas designated for High Density Apartments in order to foster a well-integrated mix of lower, medium and higher density residential development that respects the landscape and context.^{1 & 2}
 - a) Building Massing and Scale - Building sizes, massing and coverage should respond to and blend into the sloping topography, so as to present the appearance of structures fitting into the forested landscape. The character and scale of the development on its "edges" should be compatible with and appropriate to its context in terms of adjoining uses and public streets and parks.¹
 - b) Building Forms, Heights and Placement - Building heights should be limited to a maximum of four storeys plus roof. In combination, building volume, roof form and overall height should be designed to best manage scale, street edges, light access into open spaces and view impacts on others, taking into account obstructions such as trees and buildings and other features existing prior to development and in the content of the overall view panorama. Generally it is anticipated that in response to Guidelines a) and b), the highest development forms and densities will be located on the lower slopes towards David Avenue with intermediate forms and densities above. For the lands between Pinetree Way and Purcell Drive south of existing single family housing, compact one-family housing forms (strata) would be provided to address the Guidelines;^{1 & 2}
 - c) Aspect - Attention should be given to views to sites from the Town Centre to ensure that the placement of building mass provides a tiered appearance melding into the background slope as well as optimizing light access and views for new residential units.
 - d) Building Frontages - Buildings which are three storeys or more in height should provide for a substantial break or articulation, beyond a length of 37 metres.¹

POLICY F-1-3 – Development Permit Area Guidelines cont'd/

- e) Relationship of Buildings and Outdoor Spaces - To ensure positive relationships between buildings and outdoor spaces, buildings should be spaced according to sound architectural and urban design principles, generally at intervals equivalent to the facing building heights, with the intervening spaces appropriately landscaped to integrate with the buildings and present a more natural appearance from longer views. In turn, through refining building form, massing and positioning, outdoor spaces should be designed to create a well-defined and stronger sense of space.¹

- f) Architectural Considerations - Although buildings may vary in their architectural style and vocabulary, common design elements should provide an overall unifying design theme, and incorporate the following:¹
 - Eave lines should avoid a continuous or unbroken line, with attention given to height and material variations, and intervening roof forms.
 - Pitched roof forms should be used, with hips and gables, suitable for roofing materials of traditional appearance.
 - Finishes should be traditional to contemporary, but inclusive of Pacific North-West patterns and application styles, including siding, board and batten, shingles, brick and stone elements.
 - Colours should be in keeping with the concept of melding with a forested environment, and should avoid strong contrasts.¹

- g) Identity, Entry and Transition - At David Avenue and Pinetree Way, sites provide a "gateway" and point of transition between the more urban character of Town Centre and the lower density residential character of Westwood Plateau, while fostering compatibility with the natural environment.

A clear sense of "address" and entry should be provided for each residential component.¹

POLICY F-1-3 – Development Permit Area Guidelines cont'd/

- h) Landscaping - On-site landscaping treatments should be compatible with the urban setting and integrate and restore, as appropriate, natural areas and environmental leavestrips, supported by the necessary assessments and plans by a recognized professional (certified arborists, landscape architects).

Where possible, environmental leave areas should be incorporated within the overall landscape scheme, such that boundaries can be expanded and contracted in conjunction with the building form.

Where environmental leave areas have been compromised by deforestation, they should be restored integrating urban design and elevational or grade enhancements as well as environmental sensitivity. Landscape replanting plans would emphasize species which are compatible with a highly urban form within natural surroundings, and are environmentally supportive of the fishery habitat values, as applicable.¹

- i) Parking - All resident parking should be accommodated in underground structures with limited areas of well-designed surface parking serving visitors and service vehicles. Any exposed concrete will be architecturally treated and/or provided with landscape screening.¹
- j) Site Surface Treatments -Wherever feasible and functional, permeable site surface treatments should be fostered throughout the development.¹
- k) Private and Public Spaces and Linkages - The development, in total and in its individual phases, should provide a coherent network of private, semi-private, semi-public and public spaces by:¹
- Ensuring that public pedestrian and bicycle access is provided at locations to be determined in conjunction with site physical and legal planning and phasing, in order to accommodate local desire lines and offer useful amenities;
 - Creating an internal social/recreational "central place", which also takes into account proximity to existing public and private services.
- l) Relationship of Residential Units and Outdoor Spaces to Arterial Roadways – At the more detailed design stage of development, architectural and site planning measures to address potential noise considerations should be employed in proximity to arterial roadways.¹

POLICY F-2 Duplex Development Permit Area¹

POLICY F-2-1 Development Permit Area Designation

Within the Northwest Coquitlam Area Plan all duplex development is designated as a “Development Permit Area” pursuant to Section 919.1(1)(a), (e) and (f) of the *Local Government Act*. Within this area, a development permit is required prior to issuance of a building permit for the construction of or addition to a duplex development.

POLICY F-2-2 Objectives

1. To ensure that the form and character of duplex housing development achieves high standards of liveability and respects the existing neighbourhood’s sense of place and community.
2. To ensure that duplex development positively integrates with and enhances the neighbourhood environment and streetscape;
3. To ensure that duplex developments incorporate elements which create visual interest and variety in the façade and provide for successful integration into neighbourhoods.
4. To ensure that duplex developments respect natural topography and remain sensitive to impacts on neighbouring properties.
5. To ensure that duplex developments consider preservation or enhancement of tree and vegetation cover.

POLICY F-2-3 Guidelines

Council may by resolution, at any time and from time to time, adopt guidelines for the implementation of this Bylaw. Construction of a new building or building addition that result in the creation of a duplex will be subject to such guidelines adopted pursuant to this section. These guidelines will set out the general criteria for duplex development and provide the basis for preparation and approval of duplex proposals.

G. Resource Areas

POLICY G-1 – Location of Sand and Gravel Excavation

Except as permitted by City of Coquitlam Soil Removal Regulation Bylaw No. 1914, 1988 as amended, gravel and sand excavation and processing shall be limited to the area defined in Schedule "D".

POLICY G-2 – Buffer Between Gravel Pits and Residential Areas

As lands to the west of the area defined on Schedule "D" are subdivided and developed, a buffer area of open space or recreational use shall be maintained as generally shown on Schedule C-1, in order to provide separation between such development and ongoing gravel pit operations.

POLICY G-3 – Continuing Operation of Sand and Gravel Industry

While recognizing that regulation of the manner of excavation for sand and gravel comes under the mandate of other agencies, Council encourages those agencies to ensure that mining operations comply generally with the recommendations of the "Westwood Plateau Area Escarpment and Gravel Study – Phase 2 – Report to Ministry of Lands, Parks & Housing, Land Development Branch", March 29, 1985, prepared by Thurber Consultants Ltd. Vancouver. In particular, Council encourages:

- effective measures to guarantee ultimate reclamation of all areas being excavated;
- effective measures to control runoff and erosion during the course of excavation;
- compliance with approved long-term and short-term mining plans that recognize the Thurber ultimate slope recommendation; and
- use of realistic bonding amounts or other security, and terms of leases of Crown Lands, to ensure compliance with plans and reclamation targets.

POLICY G-4 – Planning for Future Forest Management

Subsequent to July 20, 1987, staff shall prepare a report for Council's consideration, based on consultation with the Ministry of Forests in regard to planning for resource management within the Indian-Pitt Forest portion of the plan area, with particular reference to landscape appearance, habitat values, recreational values, access by motorized recreation vehicles and effective resource utilization.

POLICY G-5 – Watershed Area

The area shown on Schedule C-1 as "Protected Resource" is part of the Coquitlam Lake Watershed, under the administration of the Greater Vancouver Water District, and is intended by this plan to be protected for that use, and activities compatible therewith, only.

H. Other Special Areas

POLICY H-1 – Dedication of Ravines

Where Noon's Creek, Scott Creek, Hoy Creek and the major tributaries of Hoy Creek traverse areas designated for urban development on Schedule C-1, the ravines of these watercourses shall be transferred to City jurisdiction as "park" or as a legal lot from crest to crest, or as required to accommodate walking trails, as generally indicated on Schedule C-1, at the time adjacent lands are subdivided. Where such transfer is not covered by the development agreement described in Policy J-1 municipal acquisition will be negotiated at the time of subdivision, and the value of land being acquired will be offset against Development Cost Charges for parkland, payable under City of Coquitlam Development Cost Charge Bylaw No. 3092, 1997, as amended.

Where lands are the subject of a managed development or a Development Agreement is in place or is to be put in place, but where a portion of the subdivided land that contains the ravine area is not the subject of the managed development, Development Agreement or proposed Development Agreement, the provisions herein may be deferred until the time of a subsequent subdivision or development of that portion of the lands.¹

POLICY H-2 – Hockaday Creek

Riparian areas along watercourses shall be protected in accordance with standards which Council may approve by bylaw and through any necessary authorization by senior levels of government.²

It is the intention of this plan that some public park area be acquired along Hockaday Creek south of Robson Creek and as shown schematically on Schedule C-1; the Leisure and Parks Services Department will report further to Council on the precise extent and boundaries of land to be acquired.

¹AMENDED ON MAY 06, 2002 – BYLAW 3505

²AMENDED ON MAY 29, 2006 - BYLAW 3752

ORIGINAL ADOPTION MARCH 04, 2002

POLICY H-3 – Coquitlam River

It is the intention of this plan that as subdivision or other major development occurs along the Coquitlam River, a public park strip be acquired along the river so as to provide continuous public access in the very long term; a strip of 30 m width is proposed, but may be widened where special features warrant, or reduced where the siting of existing improvements would otherwise be in conflict.

POLICY H-4 – Energy Transmission Rights-of-Way

Where energy transmission rights-of-way traverse areas designated for urban development on Schedule C-1, and where:

- Schedule C-1 does not designate other use of the right-of-way;
- the right-of-way is not within a ravine proposed to be dedicated under Policy I-5; and
- portions of right-of-way area are excess to the minor extension of rear yards of adjacent residential lots into the right-of-way, Council may accept ownership of the excess portions for use as public open space.

I. General Servicing and Development Guidelines

POLICY I-1 – Servicing of New Development

It is the intent of this Plan that all subdivision of lands be fully serviced to the standards of the City of Coquitlam Subdivision and Development Servicing Bylaw No. 3558, 2003, as amended, except where supplemented or varied by Council by permit. Where new buildings or building additions of a value of \$50,000 or greater, or such other value as Council may from time to time establish by Bylaw, are constructed, other than one family dwellings, adjacent highways shall be serviced to the standards of the Subdivision and Development Servicing Bylaw.

POLICY I-2 – Development Subject to Flooding and Erosion

The siting and construction of buildings or additions to buildings near watercourses or in the floodplain of the Coquitlam River shall comply with the setbacks and minimum floor elevations prescribed in the Zoning Bylaw.

POLICY I-3 – Development Subject to Slope Failures and Debris Flows

Except where permitted by Council under a Development Variance Permit, based on qualified geotechnical advice, no building or building additions shall be sited on a slope in excess of 20 degrees (36 percent), and where sited adjacent to or near such slope, shall maintain the setbacks from the slope toe and crest prescribed in the Zoning Bylaw.

POLICY I-4 – Major Roads

Arterial and collector roads will be provided in the general locations shown on Schedule C-1, and any subdivision of adjacent lands shall provide adequate right-of-way for these designated major roads. Direct access from abutting lots to arterial streets shall not be permitted except where warranted by special conditions and as specified in Policy J-2 of this Schedule B. Direct access to collector streets may be limited where warranted by special conditions. As the designated arterial streets are developed, the related Zoning Bylaw schedule shall be amended from time to time to provide an additional building setback along these streets.¹

POLICY I-5 – Walkways

As part of the process of approving subdivisions in the plan area, consideration will be given to the need for walkways to facilitate pedestrian circulation to schools and likely transit stops, and to connect to recreational walkways.

J. Development Agreement and Plan Implementation

POLICY J-1 – Amendment of Development Agreement

In order to assure the provision to BC Place lands of "off-site" services; the provision of parkland and recreation facilities on BC Place lands; and in lieu of declaring Development Permit Areas on those lands, in 1987 Council negotiated a master servicing agreement with BC Place, based on the precedent of the Eagle Ridge and Riverview Heights servicing agreements, and this agreement was registered as a covenant against the lands. As purchaser of the bulk of the BC Place lands, Wesbild assumed the obligations of BC Place under the agreement. As Wesbild's application to amend the plan materially changes many of the circumstances contemplated in the 1987 Northwest Coquitlam Official Community Plan, Council has negotiated with Wesbild to amend the development agreement, including the following aspects:

- a. revision of servicing schedules to satisfactorily reflect changes in land use;
- b. revision of park and open spaces to be turned over to Coquitlam to generally reflect Schedule C-1 of this plan. It is a particular condition that if Coquitlam is unable to obtain a Crown Grant of the lands shown as "Area Under Study" on Schedule C-1, that Wesbild shall provide a replacement for the "North Park" as shown on Schedule B-1 of the 1987 plan, of comparable acreage and at a location satisfactory to Coquitlam within the said "Area Under Study";
- c. revision of the parks and recreation facilities, including trails to be provided by Wesbild, to reflect changes in the layout and location of "Parks and Recreation" and "Open Space" lands as now shown on Schedule C-1;
- d. registration against the lands to be used for golf facilities of a restrictive covenant in favour of the City to ensure:
 - environmentally sound methods of pest and chemical management; and
 - specific minimum conditions of access by the general public to the golf facilities, at fees not greater than those for comparable facilities elsewhere in the Lower Mainland of BC;

POLICY J-1 – Amendment of Development Agreement cont'd/

- e. registration against each block parcel for residential use created by subdivision within the "Stage 2" lands shown on Schedule F, of a restrictive covenant in favour of the City providing that the number of dwelling units to be developed within that block parcel shall not exceed a stipulated number. The sum total of such dwelling units shall not, together with dwellings already developed or to be developed on "Stage 1" and "Stage 3" lands, exceed by more than 125 the total number of dwelling units contemplated by the 1987 plan and the original development agreement on the "Wesbild Lands" as shown on Schedule F. On "Stage 2" block parcels for single-family residential use, the City shall agree to the removal of such covenants as each such block parcel is completely subdivided, provided that the stipulated number of potential dwelling units is not exceeded, and that there is not potential for further subdivision within that block parcel;
- f. provision for registration against the lands of a covenant that the owner will not apply for building permits, nor will the City be obligated to issue such permits, for development within the Stage 2 Wesbild Lands exceeding the capacity of Town Centre existing or secured roads to carry traffic at levels of service acceptable to Council, with provision for discharge of such covenant upon full completion of Pinetree Way from the Town Centre Park to Robson Way;
- g. provision that Wesbild will subdivide and service the junior secondary school site shown on Schedule C-1 on David Avenue west of Johnson Street such that construction of a school on this site can proceed no later than September 1, 1993;
- h. provision for a safe, lighted and reasonably direct pedestrian connection to the north elementary school site as shown on Schedule C-1, from residential areas to the west along Parkway Boulevard;

POLICY J-1 – Amendment of Development Agreement cont'd/

- i. provision that Wesbild will offer for sale for a period of not less than two years, and use its best efforts to actively promote sale thereof exclusively for the described use, at fair market value:
 - two sites for assisted special needs housing, having the potential together of not less than 100 dwelling units, at the locations indicated on Schedule F;
 - two sites suitable for day care use, at the locations indicated on Schedule F and on the basis that the purchaser would be responsible for obtaining rezoning if required; and
 - a church site of suitable size at the location indicated on Schedule F;

- j. provision that if the City is unable to obtain a grant of Crown Lands for a works yard at the north end of Wesbild's lands and as indicated as a "Civic and Major Institutional" site on Schedule C-1, Wesbild shall provide an alternate site on its lands, of a size and at a location satisfactory to the City. In any event, Wesbild shall provide a paved road access to such works yard;

- k. provision that the City may require the configuration of pavements on Johnson Street, Panorama Drive between Johnson and Parkway Boulevard, Parkway Boulevard and Plateau Boulevard to be such that a bicycle loop and bicycle path connection to the Town Centre can be instituted;

- l. provision of access to Crown Lands, including parking provision, satisfactory to the City.

The development agreement and amendments thereto are a principal tool in implementing the provisions of this plan.

POLICY J-2 – Development Agreement – Schedule G Lands¹

The plan attached hereto as Schedule C to Bylaw No. 3476, 2001 is hereby incorporated as Schedule G to the Northwest Coquitlam Area Plan. The lands shown cross-hatched on Schedule G may be released from Policy J-1 hereto requiring an amendment to the Westwood Plateau Development Agreement subject to negotiations. It is intended that all the lands outlined in black on Schedule G except any part dedicated or transferred to the City for Park purposes be subject to the requirements of a new Development Agreement, which will include among other items the following aspects:

- a) Development Limits - Provision for a maximum dwelling unit density of 650 residential units, to be constructed in phases;
- b) Transportation Obligation - In conjunction with an exemption from the transportation-related components of the Development Cost Charge Bylaw:
 - i) A requirement for the construction of the David Avenue/Pinetree Way intersection, the crossing of East Hoy Creek, and connection of David Avenue and the lower stub of Pinetree Way, at developer cost as part of the first Phase of building construction;
 - ii) A further requirement for the construction of Pinetree Way at developer cost as part of a related subsequent phase of development, and in no case later than the third Phase of building construction as defined in the agreement.
- c) Access:
 - i) Vehicular access to David Avenue and Pinetree Way arterial roads, given the densities and other special conditions which govern the site;
 - ii) Public pedestrian and bicycle access to be provided through or around the project between the two ends of Pinetree Way, with the specific locations to be determined as part of the Development Permit and environmental approval processes.

POLICY J-2 - Development Agreement Schedule G Lands cont'd/¹

- d) Public Parks and Open Space:
 - i) At the issuance of each phased building permit, payment of the Parkland Development Cost Charges, at the per unit level established at the time of payment;
 - ii) Ravine area to be dedicated as park, in satisfaction of the park dedication provisions of the *Local Government Act* Subdivision procedures.
- e) Private Common Facilities – Common social/recreational facilities for the use of the residents are to be provided within the project boundaries.
- f) A comprehensive and concurrent development application process will be followed, which incorporates necessary approvals including rezoning of all the lands, development permits, environmental approvals, subdivision, and servicing agreements.

The Development Agreement and amendments thereto are a principal tool towards the implementation of this Area Plan.

POLICY J-3 – Development Agreement – Schedule H Lands²

The plan attached hereto as Schedule B to Bylaw No. 3654, 2004 is hereby incorporated as Schedule H to the Northwest Coquitlam Area Plan. The lands shown cross-hatched on Schedule H may be released from Policy J-1 hereto requiring an amendment to the Westwood Plateau Development Agreement subject to negotiations. It is intended that all the lands outlined in black on Schedule H except any part dedicated or transferred to the City for Park or Open Space purposes be subject to the requirements of a new Development Agreement, which will include among other items the following aspects:

- a) Development Limits – provision for a maximum dwelling unit density of 750 residential units to be constructed in phases.

POLICY J-3– Development Agreement–Schedule H Lands cont’d/1

b) Transportation Obligations

(i) Transportation Development Cost Charges (DCCs) and Other Requirements

In conjunction with the exemption for the transportation-related components of the DCC Bylaw related to the lands subject to the 1987 Development Agreement, acknowledgement is required that, among other matters, all of the obligations, both on- and off-site, including those related to Pipeline Road and David Avenue, in the interim and ultimately will be fulfilled in order to allow the development of any residential units up to a maximum threshold of 293 units. Above that threshold, any residential units located on these lands will be required to comply with the DCC Bylaw and to pay the appropriate Transportation DCC amount at the rate current at the time of payment. With respect to the remaining lands, the Transportation DCC Bylaw and its provisions will apply in concert with all necessary requirements to provide all on- and off-site transportation elements in the interim and the ultimate, particularly a realigned David Avenue at a timing satisfactory to the City as well as any interim arrangements necessary related to Pathan Avenue.

(ii) Transportation Network Elements

Vehicular Access – to David Avenue, Pinetree Way and Pipeline Road as arterials as well as the east/west collector through the site, given the densities and other special conditions that govern the site as well as an acknowledgement regarding the limited right-in/right-out access on David Avenue for the lands to the south outside the area outlined in black on Schedule H.

Off-Site Pedestrian and Cycle Systems – In order to foster pedestrian-connectivity through the site and beyond to the Town Centre Park and the Trans-Canada Trail, the developer will provide a pedestrian-actuated traffic signal for David Avenue at the mid-site entry/exit point and both a north-south and east-west multi-use linkage south of David Avenue, all elements to the satisfaction of the City. The applicant will also provide the necessary cycle network components in conjunction with the roadway system.

POLICY J-3– Development Agreement–Schedule H Lands cont’d¹

(ii) Transportation Network Elements cont’d/

On-Site Pedestrian and Cycle Systems – Public pedestrian and bicycle access to be provided through and around the site for both recreational and more utilitarian purposes, with specific locations to be determined as part of the subsequent planning, subdivision and environmental approvals, including but not limited to elements noted elsewhere and a 5-metre trail allowance beyond the East Hoy Creek environmental setback area.

c) Public Parks and Open Space

(i) In conjunction with the exemption from the park-related components of the DCC Bylaw related to the lands subject to the 1987 Development Agreement, acknowledgement that only those units provided on these lands up to a maximum threshold of 293 units are so exempted. For units beyond this threshold, any residential units located on these lands will be required to comply with the DCC Bylaw and pay the appropriate Parkland Acquisition and Park Improvement amount at the rate current at the time of payment. With respect to the remaining lands, the DCC Bylaw regarding Parkland Acquisition and Park Improvement shall be complied with and the appropriate DCC amount paid at the rate current at the time of payment;

(ii) Open Space areas including ravines, are to be provided as required;

(iii) With respect to the outdoor project amenity area (not including the project amenity building) to be developed for recreational purposes, this space would be made available for public use through the registration of appropriate easements but would remain in the ownership and consequently be the full responsibility of the private strata corporation.

d) Private Common Facilities

Except as noted above, common social/recreational facilities for the use of residents are to be provided within the project boundaries.

POLICY J-3– Development Agreement–Schedule H Lands cont'd¹

e) Development Application

A comprehensive process will be followed, which incorporates necessary approvals including rezoning of all the lands, development permits, development variance permits, environmental approvals, conservation permits, subdivision and servicing agreements.

The Development Agreement and amendments thereto are a principal tool towards the implementation of this Area Plan, and as such would be required to be in place prior to rezoning.