Promote Sustainable Transportation Choices

A sustainable community allows people to have transportation choices other than driving. Transit-oriented development areas promote walking, cycling, and transit and connect people to the larger region.

To reach this objective, the strategy aims to:

- Improve the transportation network to increase opportunities for cycling, walking and transit.
- Improve street standards to support walking, cycling, and transit use.
Manage Parking

It is important that an appropriate level of parking supply is achieved in areas well served by transit.

To reach this objective, the strategy aims to:

- Explore adjustments to parking requirements for station areas to reflect actual parking demands.
- Explore shared parking opportunities for compatible uses.
- Consider “cash-in-lieu” of parking programs to support flexible solutions to parking supply and/or reinvestment in infrastructure to support alternative travel modes.
Transit-Oriented Development Strategy (TDS)

Where are the TDS Focus Areas?

The TDS objectives apply to three "areas of influence:" CORE, SHOULDER and TRANSIT CORRIDOR, as defined below:

**Core**
- Typically within 400m of a station and a 5-minute walking distance
- Areas identified for higher density land uses to generate transit ridership
- Easy connections to planned or future stations
- Areas with existing mixed-use or commercial activity
- Prime areas for transit-oriented employment opportunities/requirements, particularly in the City Centre
- Priority area to focus high-density and mixed-use development over time
- Key focus areas for future public realm enhancements

**Shoulder**
- Located between 400 - 800m of a station
- Areas that could range in density - transitioning from higher densities closest to the station to lower density at the outer edge
- Boundaries for the shoulder area consider natural and human-made locational factors
- Completes a geographic relationship with the core area - i.e. direct adjacency, shared primary access points, or servicing catchment areas

**Transit Corridors**
- Outside of the core area, but along corridors expected to be served by higher frequency local transit service with strong connections from/to stations
- Strong multi-modal (walking, cycling, transit) transportation connections are an important component for broader connections to transit
- Potential frequent transit network corridors that serve as links to stations
- Higher-density redevelopment opportunities can be considered subject to locational factors
- Longer-term planning considerations will be needed for areas within walking distance to these corridors
Transit-Oriented Development Strategy (TDS)

TDS Burquitlam & Lougheed Focus Areas

The Burquitlam and Lougheed Neighbourhood plans were originally adopted in 2002. With the pending arrival of the Evergreen Line, these station areas will see a great deal of new, transit-supportive development.

Existing Conditions - Burquitlam 2012

Existing Conditions - Lougheed 2012

The TDS will build on existing plans and work to:

- Strengthen transit-supportive land use opportunities near stations, supported by a high-quality public realm
- Clarify funding strategies to help provide for community amenities
- Support a variety of housing options
- Improve street-grid connections and establish better access to stations for pedestrians and cyclists

Potential Under Existing Burquitlam Plan, 2002

Potential Under Existing Lougheed Plan, 2002

Conceptual Representation Only - actual developments will vary and require Council approval

Transit-Oriented Development Strategy

A Community Building Opportunity

www.coquitlam.ca/TDS
Transit-Oriented Development Strategy (TDS)

TDS Barnet Corridor Focus Area

Legend
- Core
- Shoulder
- Transit Corridor

Longer term CORRIDOR Planning to consider 5 minute walking distance to frequent bus service.
Transit-Oriented Development Strategy (TDS)

TDS City Centre Focus Area

As currently planned, the City Centre will continue to develop into one of Metro Vancouver’s regional cores, as an attractive centre that offers a great environment to live, work and play.

Existing Conditions City Centre (including recently approved projects), 2012

Potential Under Existing City Centre Area Plan, 2008

The TDS will build on the existing plan and work to:

- Improve connections and create transit supportive densities around the new Coquitlam Central station
- Strengthen direction for transit-supportive land uses south of the existing City Centre mixed-use core
- Improve the street grid and connections for pedestrians and cyclists
- Strengthen new employment opportunities suited to a regional city centre
Next Steps

Using your input from this Open House, consultation with other stakeholders and additional research, a draft Transit-Oriented Development Strategy will be prepared.

Target Timeline - Late June/July

- Present a summary of the public consultation feedback to Council.
- Develop and present a draft Transit-Oriented Development Strategy to Council, discuss any outstanding policy items, and seek direction on the proposed draft Strategy.
- Conduct additional policy development and consultation, as required prior to adoption of the TDS.
- Ensure that development applications in the TDS area that proceed in advance of TDS approval undertake a supplementary community consultation strategy as part of the application review process.

Thank You!