Welcome

With the opening of the Evergreen Line slated for 2016, Coquitlam has an exciting City shaping opportunity.

To benefit from this major investment it is important that development around transit stations combines:

- Higher density commercial and residential uses
- Pedestrian-friendly streets; and
- High quality public spaces.

Coquitlam is developing a Transit-Oriented Development Strategy (TDS) to help the City, businesses, residents and the development industry plan for the future.

Areas of Focus

Feedback

Tell us what you think on the comment cards.
What is Transit-Oriented Development (TOD)?

Transit-Oriented Development is compact and pedestrian-friendly development centred on transit. It aims to create lively, pedestrian-friendly neighbourhoods with a variety of uses and housing types that will support transit ridership.

What will the TDS do?

The TDS will provide broad strategies to guide Transit-Oriented Development around Evergreen Line stations. Specifically, it will:

- Support and streamline future neighbourhood plan and Official Community Plan updates
- Guide development applications along the transit corridor
- Respect existing communities while aiding re-development around the Evergreen Line.
The Transit-Oriented Development Strategy (TDS) aims to provide a consistent set of city-wide objectives for the Evergreen Line Corridor and station areas.

The TDS builds on concepts from the Citywide Official Community Plan, existing City Design Guidelines and broad city-wide policies such as the Strategic Transportation Plan, the Master Trail Plan, and the Community Greenhouse Gas Reduction Strategy.

Where required, the strategy will update policies and prepare new policies using best practices and local input.

The proposed TDS has six core objectives:

- Create compact, complete neighbourhoods
- Develop transit-supportive density
- Implement high-quality urban design
- Create “Great Places”
- Promote sustainable transportation choices
- Manage parking

What do you think?
Transit-Oriented Development Strategy (TDS)

Create Compact, Complete Neighbourhoods

It is important that lands around transit stations develop as centres of mixed-use activity and services.

This will benefit the community by providing employment opportunities, retail services, and a variety of housing options. It will also provide the people and jobs necessary to support transit ridership.

To reach this objective, the strategy aims to:

- Develop transit-supportive land uses near stations to increase ridership.
- Organize development in a compact and pedestrian-friendly form around stations.
- Stimulate office and commercial development to increase employment around stations.
- Support a variety of housing options.

What are some examples of transit-supportive land use?

- Higher density apartments and office space
- Restaurants and entertainment facilities
- Active shopping streets
- Civic and cultural facilities
- Education and recreation

- Car dealerships
- Drive-thru establishments
- Surface parking lots
- Low-density residential
Housing diversity is an important part of a complete neighbourhood. The Evergreen Line will increase development pressure on existing rental housing sites near stations. In order to maintain housing options and help reduce impacts on existing renters, policy directions will be prepared to address:

- Ways to ensure a diversity of housing types and tenures are provided through redevelopment;
- Tenant relocation assistance in connection with redevelopment.
Transit-Oriented Development Strategy (TDS)

Develop Transit - Supportive Density

People and businesses will want to locate close to new transit stations. Development around stations should be higher in density than the surrounding community to promote transit ridership and support retail and service uses located in those areas.

To reach this objective, the strategy aims to:

- Intensify land use around stations.
- Update high-density residential and mixed-use zones to ensure appropriate densities to support transit.
- Develop guidelines to ensure sensitive transition and interface of density and building types (see diagram below).
- Ensure adequate servicing (water, sewer, etc) for new development.
Transit-Oriented Development Strategy (TDS)

Building Height and Transition

The current OCP provides guidance for density and height:

**Burquitlam/Lougheed Core Areas (most):**
- Allow building floor space up to three times the lot area, (approximately 25± storeys)
- New density bonus opportunities could increase the height in order to gain more public amenities.

**City Centre Core Areas (partial):**
- Allow building floor space up to five times the lot area (approximately 30 - 40± storeys)
- A density bonus is already in place to support provision of amenities.

The TDS will aim to:
- Incorporate transit supportive densities in the Core and Shoulder station areas; and
- Guide an appropriate transition between building types.

As well, the TDS will:
- Allow for flexibility as building heights and densities will also be guided by local context.