Coquitlam For Committee

June 5, 2012
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To: City Manager
From: General Manager Planning and Development

Subject: Transit-Oriented Development Strategy (TDS) – Project Update

For: Council-in-Committee

Recommendation:
That the Committee receive the report dated June 5, 2012 of the General Manager Planning and Development, entitled “Transit-Oriented Development Strategy (TDS) – Project Update” as a status update on the TDS initiative and provide feedback to staff regarding proposed strategy directions and consultation.

Report Purpose:
To provide Council with a progress update on the TDS process, seek Council feedback on preliminary policy areas, and outline next steps in the process, including proceeding with public consultation.

Strategic Goal:
This report supports the corporate objectives of supporting neighbourhoods, enhancing economic opportunities, innovating to meet changing needs, and continually improving processes, policies and services.

Executive Summary:
With the opening of the Evergreen Line slated for 2016, the extension of rapid transit service and its infrastructure brings both significant long-term city shaping opportunities for Coquitlam and potential community impacts. The TDS is intended as a high level action approach to capitalize on these transit related opportunities, establish broad policies to shape future planning and land use decisions, and provide direction to address community impacts. Recognizing the need for this strategy, Council endorsed at its regular meeting on April 23, 2012 a work plan to develop a TDS. This report provides Council with a progress update and seeks feedback on preliminary strategy components.

Draft TDS elements prepared to-date include defining the role of the TDS, framing the study area, identifying core objectives and outlining a policy framework for the overall strategy. This phase of work included review and consolidation of existing City transit-oriented development (TOD) policy, which will be streamlined and strengthened with new content to provide a “one-stop-shop” for Coquitlam’s TOD vision.

Staff is also seeking Council’s preliminary feedback on several new and more complex policy areas where further work is required to achieve successful implementation of core TDS objectives.
Background:

The Evergreen Line represents a significant investment in Coquitlam, providing a valuable City building opportunity and greater transportation choice for residents, the local work force and visitors to the community. To capitalize on the benefits of rapid transit, it is critical that future development in station areas responds appropriately with TOD. This requires station areas to incorporate higher density commercial and residential uses, pedestrian-friendly streets and public spaces within walking distance of stations.

As established by Council direction, the purpose of the TDS is several-fold:

» Integrate policies and approaches that leverage the Evergreen Line and stations as Citywide assets, enhancing the quality of life for residents across Coquitlam;

» Confirm and recognize the importance of the Evergreen Line system as paramount to Coquitlam’s approach to sustainable and compact urban development;

» Create clear expectations for the local community and the development industry by presenting the City’s vision and objectives for lands around the Evergreen Line network; and,

» Align and update existing policies and guidelines for TOD in order to best guide the evaluation and processing of development applications and updates to Area and Neighbourhood Plans.

While the TDS is not a substitute for local area planning, the outcomes of the strategy are expected to reduce the need for high level policy work typically undertaken in local planning processes, thus streamlining these future processes.

Given the high level nature of the TDS, it is expected that more complex issues related to local context in each station area will require more rigorous investigation through an updated neighbourhood planning framework and/or be tackled concurrently through the processing of development applications that are consistent with the principles and policies of the TDS.

Progress to-Date:

Benefiting from the involvement and input of a cross-departmental working group, significant progress has been made on several key areas of the strategy, providing a solid foundation for next steps and discussion with Council and the public. The following section outlines a high level summary of preliminary strategy components developed to-date. See Attachments 1 and 2 for more detail.
Progress to-Date cont’d/

1. **How to Use the Strategy** – This overview section identifies the role of the TDS within the context of other City policies, outlining how it will be used to enable the processing of current development applications and guide more detailed planning around stations.

2. **Defining the Study Area** – Identification of the TDS study area is a key organizing element for preparing strategic policies. The proposed study area is outlined in Attachment 1 and delineates three key areas of influence: Core, Shoulder and Transit Corridor. This breakdown recognizes the unique context for sub-zones within each broader station area and will allow approaches that are consistent across the City, while enabling future community specific elements.

3. **Core TDS Objectives and Proposed Strategy Components** - The preliminary strategy framework is organized around 6 Core Objectives as defined and detailed in Attachment 2. Each objective has a set of supporting policy areas that will be further developed in consultation with stakeholders and the public. The objectives and related policy include:

   a. Create compact, complete neighbourhoods
      - Employment around stations
      - Transit supportive land uses

   b. Develop transit supportive densities
      - Land use intensity
      - Mix/interface of uses and transition of building forms
      - Servicing new development

   c. High quality urban design
      - Unique identity, quality development, and pedestrian-friendly streets
      - Rapid transit guideway integration

   d. Create “great places”
      - Funding community amenities
      - Localizing amenity contributions

   e. Promote sustainable transportation choices
      - Multi-modal transportation network
      - Street standards

   f. Manage Parking
      - TOD specific parking requirements.
Progress to-Date cont’d/

4. **Consolidating and Strengthening Existing Policy** – Coquitlam has been planning for rapid transit for many years and numerous existing City policy documents provide strong direction that supports TOD.

Importantly, the TDS offers the opportunity to improve and strengthen existing policy and to ensure a consistent city-wide vision can be delivered in an efficient and more streamlined manner. As an initial step, an inventory of all existing TOD related policies was assembled, and where possible, consolidated into more streamlined overarching policies that could be applied to all station areas. This step has reduced approximately 145 existing City policies and strategic directions to approximately 40 policies that can be directly integrated with the TDS policy. Attachment 3 overviews the consolidation process in greater detail.

5. **Visualizing Existing Official Community Plan (OCP) Build-Out** – To better understand the existing status of current plans, the project is undertaking conceptual 3D modeling of built form and potential build-out of existing land use plans in station areas: Burquitlam, Lougheed and the City Centre. This preliminary analysis, while conceptual, allows the City to visualize and test the anticipated impact of existing policy and identify opportunities to strengthen the City’s land use response.

6. **Establishing One Vision** – The proposed holistic TDS structure seeks to create a unified and aligned focus for the City by drawing together existing policy, reviewing/borrowing best practices from other areas, and identifying new policy directions requiring further attention. This integration of existing policies will result in some duplication of existing plans, but establishes a “one-stop-shop” to understand the City’s high level expectations in transit areas.

**Areas for Further Work and Council Feedback:**

As part of the review of existing City policy, exploration of potential station area build-out, and a scan of current development patterns, an assessment was completed to understand key areas where additional work may be required to achieve the TDS objectives. Some of this new work will be developed from best practices and interdepartmental input that is well aligned with existing Council objectives. These new policies will be brought forward to Council for review as part of the draft Strategy at a later date.

However, some additional work requires preliminary Council feedback prior to developing more specific strategy directions. Several complex policy areas that will assist in the successful transition of Coquitlam’s transit station areas need to be addressed, and as an early step, staff is seeking Council feedback on the following preliminary ideas. If the directions are supported in principle, staff will return to Council with specific draft policy options for consideration.
Areas for Further Work and Council Feedback cont'd/

1. **Transit Supportive Densities and Community Amenity Contributions (CACs)**
   Successful transit station areas require sufficient development densities that support appropriate transit ridership and local commercial uses. Importantly, such density must be accompanied by high quality amenities and a vibrant public realm in order to create quality development and a unique “sense of place”. To support these objectives and generate funds to support implementation of local neighbourhood amenities, the following actions are proposed for preliminary Council feedback:

   i. Update the RM-4, RM-5, RM-6 and C-7 zones with increased density limits and density bonusing. Preliminary ideas propose a stepped density bonus structure for these four zones, similar to the C-4 City Centre Commercial zone. As an option for the developer, the density bonus system sets out a structure for financial contribution to the City based on a portion of the lift in land value resulting from the additional residential density.

   ii. Secondly, it is proposed that a voluntary Community Amenity Contribution (CAC) program be implemented for multi-family residential rezoning applications not covered by the density bonus program. This approach would include projects such as low-rise apartments and the portion of high-rise developments not eligible for density bonusing, and would help bridge the funding gap for amenities and facilities that also cannot be provided through Development Cost Charges. A pilot CAC initiative is recommended for Burquitlam and Lougheed station areas to enable new development to contribute reasonable funding to support identified community amenities (e.g., recreation centre, community policing station) needed to accommodate population and employment growth.

2. **Rental Housing Replacement**
   Housing choice and diversity are important components of a complete neighbourhood. With implementation of the Evergreen Line, it will be important to recognize the increased development pressure on existing rental housing sites in proximity to stations. This is particularly relevant in the Burquitlam neighbourhood, where approximately 24% of the City's total rental housing (i.e. not including private-strata units or secondary suites) is within a ten-minute walk of the future station.

   In order to maintain a healthy variety of housing choices and help mitigate impacts on existing renters, specific policies are proposed to be drafted on a test case basis for certain areas along the transit corridor. In advance of a more detailed discussion with Council, the following preliminary actions are presented for feedback:
2. **Rental Housing Replacement** cont'd/
   i. Prepare interim rental housing replacement policy options for the Burquitlam neighbourhood to guide the retention or replacement of rental housing units as part of the rezoning process.
   ii. Develop a tenant relocation policy to support residents of rental housing sites in Burquitlam, if applicable.

3. **Manage Parking**
   Rapid transit service creates a unique opportunity to strategically manage parking in station areas to support rapid transit use, recognize differences in car ownership rates, and establish suitable levels of parking supply. Staff is seeking Council's early feedback on the following preliminary TDS directions:
   i. To update/reduce parking requirements in station areas based on new information and data for TDS areas;
   ii. Establish policies to support shared parking;
   iii. Establish Transportation Demand Management (TDM) incentives to enable parking relaxations; and
   iv. Investigate implementation of a “cash-in-lieu of parking” program to allow more flexible solutions to parking supply and/or reinvestment in infrastructure as an alternative to entirely on-site parking.

4. **Building Height and Transition of Density**
   The current OCP includes a range of policies, guidelines and land use patterns that seek to achieve the neighbourly transition and compatibility of adjacent building forms and uses. The TDS will clarify and strengthen the guidelines for the transition between the core and shoulder station areas, as well as within the broader shoulder area. Staff seek Council’s feedback on the following preliminary directions:

   **Core Station Areas:**
   i. Require high density, mixed-use commercial and residential development in all core station areas, with high quality building design and public spaces; and
   ii. Continue to seek variability and allow flexibility in building height in core station areas to ensure high quality urban design.

   **Shoulder Station Areas:**
   i. Consider the inclusion of medium density residential uses within the shoulder area, dependent on neighbourhood context, proximity to stations, and other factors. This does not imply medium density residential is appropriate across all shoulder areas;
   ii. Consider locating the highest shoulder area densities directly adjacent to the core, with a decrease in density and height moving away from the station. The gradient of transition will vary dependent on neighbourhood context; and
   iii. Develop design guidance to address the stepping down of building forms at the transition of distinct building types within shoulder areas (i.e., apartment to townhouse to single family) and high quality urban design.
Next Steps:

While many policies underpinning the core objectives of the TDS are currently integrated throughout the City’s adopted plans, it is important that new proposed directions involve public consultation and input from key stakeholders. An Open House event is proposed to be held to gain public and development community feedback on the recommended TDS framework and discuss some of the new policy elements under development. To maximize input, two locations are proposed on two separate dates – one in City Centre and one in Southwest Coquitlam:

- Thursday June 21, 2012 from 5:00 p.m. to 8:00 p.m. at Mountain View Elementary, 740 Smith Avenue; and
- Saturday June 23, 2012 from 10:00 a.m. to 1:00 p.m. in Coquitlam City Hall Foyer, 3000 Guildford Way.

The Open Houses will involve staff from several departments and include material related to both the TDS and the City’s Transit Corridor Street Enhancement Concepts under development by the Strategic Initiatives Department. The open houses will be an opportunity to share a great deal of information, while also receiving feedback.

Draft Open House presentation panels will be presented to Council under a separate cover, for information. As part of Coquitlam’s efforts to obtain input and inform the public about the TDS, a short series of videos has also been prepared for viewing at the Open House events and to post on the TDS project website. These items will be presented in advance of the Open Houses at the June 11, 2012 Council-in-Committee meeting for feedback.

Post June Open House – Target Schedule

- **Early July** - Staff will report back to Council with a summary of Open House consultation feedback and seek direction to prepare a draft of the Strategy document.
- **Late July (stretch target)** - Staff will present a draft strategy, discuss any outstanding policy items, and seek direction on the proposed draft Strategy.
- Pending Council support, alternative next steps will be presented at the July meeting.

It is anticipated that the key TDS directions will have sufficiently advanced by the end of July to begin processing the Burquitlam/Lougheed area OCP Amendment applications presently on hold.
Financial Implications:
There are no direct and/or immediate financial implications associated with this report. The cost to prepare the overall TDS document is accommodated within the Planning and Development Department's approved annual budget.

Key policy areas anticipated for integration into the TDS from existing City documents are not anticipated to result in new and unexpected costs outside existing work plans. However, as new policy directions and options are explored in greater detail with Council, the financial implications will be brought forward concurrent with the policy's consideration.

Conclusion:
Implementation of the Evergreen Line provides Coquitlam with a tremendous opportunity to enhance the livability of this already vibrant community. While the TDS will provide valuable high-level guidance for creating successful and desirable rapid transit station areas in Coquitlam, it is expected that complex local area issues will require more rigorous investigation which will be addressed in the upcoming neighbourhood plan updates or via the development application review processes.

Council's feedback on the key policy directions presented in this report is requested to enable staff to continue developing the TDS document and consult with the community on the preliminary directions.

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RP/Imc

Attachments:
1. Transit Oriented Development Overview and Study Area (Doc# 1260127)
2. Core Objectives and Key Policy Areas (Doc# 1260128)
3. Policy Consolidation Summary (Doc# 1260129)

This report was prepared by Ryan Perry, Community Planner and Bruce Irvine, Project Consultant and reviewed by Carl Johannsen, Manager Community Planning, and Raul Allueva, Manager Development Services.
Transit-Oriented Development Strategy Overview & Study Area

A Community Building Opportunity

DRAFT Working Paper | June 5, 2012

Coquitlam Planning & Development
What is the purpose of the TDS?

The City of Coquitlam has long been preparing for the arrival of rapid transit through the development of transit supportive neighbourhood plans and the recent update to the Strategic Transportation Plan. The Evergreen Line presents a new opportunity to review and coordinate citywide policy objectives affecting transit station areas and corridors in order to provide strategic benefits and ensure a consistent framework to guide detailed planning in these areas.

To respond to this opportunity, a Transit-Oriented Development Strategy (TDS) is being prepared to align and organize existing approved transit supportive policies, and where necessary, refresh those policies or develop new strategies to maximize the opportunities for high quality development in station areas.

The TDS will also provide a single overarching approach to address growth considerations common to all of Coquitlam's rapid transit station areas. These policies will enable the community to capitalize on new infrastructure and development investment, provide a range of housing choices, improve transportation options and walkability, and integrate supportive public spaces and community amenities.

The purpose of the Transit-Oriented Development Strategy is to:

- Establish policies and approaches that leverage the Evergreen Line and stations as citywide assets, enhancing the quality of life for residents across Coquitlam;
- Confirm the importance of the Evergreen Line system as paramount to Coquitlam's approach to more sustainable and compact urban development;
- Create clear expectations for the local community and the land development industry as to the City of Coquitlam's intentions and objectives for the lands around the Evergreen Line network;
- Align and update existing polices and guidelines for TOD development in order to best guide the evaluation of future zoning and development applications and the preparation of future Area and Neighbourhood Plans;
- Capitalize on opportunities presented by the Evergreen Line; and
- Identify potential impacts and needs, and respond with high level strategies.
TDS Structure

The Transit-Oriented Development Strategy structure is divided into four key sections:

1. **Introduction and Background**

2. **Core Objectives for Transit Oriented Development** outline the critical elements that the City believes should be applied broadly and consistently in a relatively uniform way in order to support the Evergreen Line corridor. These objectives will include policies and guidelines for issues best addressed from a citywide perspective.

3. **Neighbourhood Specific TOD Planning** will deal with the unique aspects of each station area or corridor and suggest an appropriate approach to development that considers the local context.

4. **Implementation of TDS** will address those specific tools and approaches to best apply and monitor the development of the Evergreen Line corridor over time.

How will this Strategy be used?

The TDS serves to communicate the City's expectations and objectives for integrating Transit-Oriented Development along the Evergreen Line and is to be used to:

- Inform the preparation of Council adopted plans, including neighbourhood plans and city-wide strategic plans;
- Aid in the evaluation and processing of development applications within the areas identified around or along the rapid transit network.

The TDS guidelines are intended to support and streamline updates to area and neighbourhood plans and guide the evaluation of OCP amendments. The TDS will inform development applications within the transit corridor but is not intended to encourage "spot re-zoning." Importantly, the TDS will work to respect existing stable communities while aiding in the re-development of areas under transition as a result of the Evergreen Line.

Source: Evergreen Line Station Area Design Consultation Guide, 2010
What are the TDS Focus Areas?

The TDS study area is divided into three primary “areas of influence”: CORE, SHOULDER and TRANSIT CORRIDOR. These areas collectively will be referred to as the “Station Areas”.

Key elements that help define these areas include:

**CORE**
1. Generally within 400 metres of a station; a 5 minute walking distance;
2. Where densities should not go below transit supportive minimums;
3. Existing high connectivity to future stations, or potential for high connectivity;
4. Existing mixed-use or commercial activity;
5. Prime areas for transit-oriented employment opportunities/requirements, particularly in the City Centre;
6. Areas with redevelopment potential or recent high-density development;
7. Priority areas to focus high-density, mixed-use development (phasing);
8. Areas to focus the majority of public realm enhancements.

**SHOULDER**
1. Generally within 400 and 800 metres of a station, the “Zone of Influence”;
2. Areas that could potentially explore a range of densities stepping or transitioning down from higher densities near the core to low density at the outer edge of the shoulder area;
3. Boundaries for the shoulder area consider natural and human-made barriers that present a logical transition point.
4. Areas that complete a geographic relationship with the core (i.e. shared primary access points or servicing catchment areas).

**TRANSIT CORRIDOR**
1. Areas outside the core, but along corridors likely to be served by higher frequency local transit service with strong connections from/to stations;
2. Areas that could potentially be explored for low to medium density (4-6 storeys) development fronting arterials (North Road only).
3. Areas where strong multi-modal transportation connections are a foundational planning component for broader community connections to transit. Areas where Frequent Transit Network corridors serve as links to Stations.
4. Typically one parcel deep from the transit corridor. Longer term planning considerations will be needed for areas within walking distance of these corridors.
TDS Burquitlam & Lougheed Focus Area

Legend
- Core
- Shoulder
- Transit Corridor

Longer term CORRIDOR Planning to consider 5 minute walking distance to frequent bus service
TDS Barnet Corridor Focus Area
TDS City Centre Focus Area

*Note: While improved connections are needed throughout the Core Station Areas, improved linkages across Lougheed Highway and the CPR line require special consideration.
What is Transit-Oriented Development?

Transit Oriented Development (TOD) is a pedestrian friendly, compact mixed-use form of development centered around rapid transit. This type of growth management aims to provide a more complete variety of uses, housing types and transportation alternatives to the automobile.

Ideal TOD places public transit at the heart or center of a neighbourhood, providing local residents and commuters with the option of walking to a public transit station without the intermediate step of driving or traveling as a passenger in a car. A transit-oriented neighbourhood still accommodates the automobile but is not dominated by it – the pedestrian is given prime consideration when setting down the fundamentals of 'community'. Communities that are transit supportive are also more pedestrian and bicycle friendly; TODs can significantly influence overall travel patterns.

Transit-oriented design is often achieved through high-density, mixed-use developments with abundant ground-level retail and a high-quality pedestrian-focused public realm. The intensity and mix of uses is far greater than that of the surrounding community and concentrated closest to the station.

To be successful, though, TODs must create a 'sense of place' through a convenient mix of accessible uses inside a high quality urban environment. Typically, a TOD reflects both the areas around the stations themselves as well as the transit corridors that connect to the system.
What are the benefits of TOD?

Transit-oriented developments across North America have shown considerable benefits. These include:

**A more cost effective and sustainable approach to urban development:** Coquitlam's Community GHG Reduction Strategy, the Strategic Transportation Plan and other city documents recognize the integral importance of transit supportive land uses around station areas to make better use of existing infrastructure, optimize the transit system, and support sustainable transportation options for users, all of which reduce greenhouse gas emissions.

**Increased Mobility Choices:** TOD helps to create more compact and complete neighbourhoods within walking distance of transit stations. Creation of more complete and accessible communities will support a greater number of trips by walking, cycling and transit, diversifying the modal split. It also fosters viable employment destinations that are close to transit stations or even integrated with attractive residential development.

**Increased lifestyle options and housing types:** As demographics change in Coquitlam, TODs become important to provide smaller units near improved transportation choices to support empty-nesters, students, and less traditional family structures. By developing more compact urban forms with a strong mix of uses, access to services and employment, Coquitlam will be in a position to provide a greater range of housing for a diversity of residents.

**Increased affordability:** TOD can broaden the types of housing stock by providing smaller, lower cost, and accessible housing. Importantly, the ability to access more goods and services locally and commute to key destinations by transit can greatly reduce transportation expenditures of households.

**Increased land values:** Experience in other parts of Canada indicates that proximity to rapid transit can significantly increase land values (Metrolinx Toronto, June 2009).

**Decreases pressure on greenfield sites:** TOD development in cities such as Coquitlam promote growth in existing developed areas and reduces pressure on greenfield sites elsewhere in the City. This fosters a more balanced approach to growth and reduces long-term infrastructure costs.
The Transit-Oriented Development Strategy aims to provide a consistent set of city-wide objectives for the Evergreen Line Corridor. The policies of the TDS will draw from and reflect the current strategic goals of the city as established in the Citywide Official Community Plan, broad citywide policy such as the Strategic Transportation Plan, the Master Trail Plan (and Council-adopted revisions) and the Community Greenhouse Gas Reduction Strategy; as well as Area and Neighbourhood Plans that cover the Evergreen Line corridor.

The proposed TDS structure will categorize existing policies under six core objectives. Where required, the strategy will update policies and guidelines or prepare new policies using best practices from other Canadian jurisdictions, (including TransLink and Metro Vancouver) and additional local input.

Achieving Core Objectives is paramount to creating successful TODs in Coquitlam and to provide direction for specific elements or approaches to be applied in a consistent manner across the City.

Each Core Objective includes a goal statement outlining the intent of the objective and subsequent policy areas that will provide direction on how to potentially achieve the objective. However, it is understood that no two stations or corridors are exactly alike in function, structure or style. The application of specific principles will differ by station area and will be further refined through the Area and Neighbourhood Planning update processes.

PROPOSED CORE OBJECTIVES

Create compact, complete neighbourhoods

Develop transit supportive density

Implement high quality urban design

Create "Great Places"

Promote sustainable transportation choices

Manage parking
Create Compact, Complete Neighbourhoods

Ensure that the land around rapid transit stations develops as a focused hub of mixed-use activities and services that will benefit the residents and local community by providing employment opportunities, retail needs, and a variety of housing options.

To reach this objective, policies are currently being developed to address:

- Ensuring transit-supportive land uses near stations to increase ridership and support vibrant communities
- Organizing development in a compact and pedestrian friendly form around stations
- Developing land uses and densities to stimulate office and commercial development, thus increasing employment around stations; appropriate to location
- Supporting a variety of housing types and tenures

Develop Transit Supportive Density

Development around stations should be notably higher density than the surrounding community in order to promote transit ridership and support viable retail and service uses.

To reach this objective, policies are currently being developed to address:

- Intensifying land use around stations to increase ridership
- Establishing appropriate transitions and interface of building types
- Ensuring adequate servicing for new development
Implement High Quality Urban Design

Create an attractive, visually interesting and functional environment which adds to the vitality of a TOD area.

To reach this objective, policies are currently being developed to address:

- Creating unique identities in station areas that recognize local context and history
- Developing active and human-scale streets in station areas to encourage pedestrian activity.
- Integrating elevated rapid transit guideways into station areas

Create Great Places

Support provision of improved or new community amenities in transit station areas through financial contributions collected through redevelopment.

To reach this objective, policies are currently being developed to address:

- Establishing appropriate measures to fund community amenities through new development
- Localizing amenity contributions to serve the areas in which they are collected
- Creating engaging and vibrant public spaces
Promote Sustainable Transportation Choices

TOD areas will foster greater connectivity locally and regionally through the promotion of sustainable transportation mode choice and well designed streets.

To reach this objective, policies will be developed to address:

- Improving the transportation network to increase opportunities for cycling, walking and transit use in core and shoulder areas
- Improving street standards to support walking, cycling and transit use.

Manage Parking

Support TOD through effective parking management, seeking an appropriate level of supply through private development in areas well served by transit.

To reach this objective, policies will be developed to address:

- Exploring adjustments to parking requirements in station areas
- Exploring shared parking opportunities for compatible uses
- Considering “cash-in-lieu” of parking programs to support flexible solutions to parking supply and/or reinvestment in infrastructure to support alternative travel modes.
Support Neighbourhood Specific TOD Planning

TOD areas work best where they recognize the unique character, context and geographic attributes of each community. The TDS will foster neighbourhood specific planning components.

To reach this objective, area specific guidance will be developed for:

- City Centre
- Barnet Corridor
- Burquitlam
- Lougheed
- North Road Corridor
Many existing plans contain similar policies supporting transit-oriented development.

Approximately 145 existing policies were consolidated into about 40 revised policies for the TDS.

Coquitlam has been proactive in developing its neighbourhood and strategic plans to ensure the City is ready for rapid transit. The TDS provides an opportunity to review and update our past work and strengthen policies to reach our goals.

In consolidating and updating our policies, the TDS will unify Coquitlam's efforts and help communicate the City's expectations and ambitions related to transit area redevelopment.

Existing Policy Review
Staff reviewed existing policy in multiple existing documents and consolidated policy relating to transit oriented development into the TDS.
Rationale
This policy consolidation provides a "one-stop-shop" for relevant policies relating to development within Coquitlam's station areas.
This consolidation also helps the TDS to be a more complete document, by including important existing policy alongside new policies.

Future Work
During the policy review process a number of existing policies were identified as potentially outdated. They have been flagged to be reviewed through future area and neighbourhood planning processes.

Policy Example
An example of an updated policy that was developed from existing policies found in the City Centre Area Plan, the Burquitlam Neighbourhood Plan, the Lougheed Neighbourhood Plan and the Strategic Transportation Plan, is:

"A finer grained, interconnected grid street system should be developed within station areas. A grid system of streets would provide relief to address major road congestion, and would also function to benefit pedestrians and cyclists."