Coquitlam

For Committee

March 6, 2009
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To: City Manager
From: General Manager Planning and Development

Subject: Proposed Amendments to the Citywide Official Community Plan – Southwest Coquitlam Area Plan – Bylaw No. 3984, 2008 – 07 006654 RZ

For: Land Use and Economic Development Standing Committee

Recommendation:
That Council, having given first reading on November 23, 2008 and a subsequent Public Hearing on December 10, 2008, to “City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 3984, 2008”:

1. Give second and third readings to “City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 3984, 2008”; and

2. Give fourth and final reading to “City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 3984, 2008”.

Executive Summary:
Subsequent to the Public Hearing on December 10, 2008 on the Southwest Coquitlam Area Plan, Council, at its regular meeting of January 19, 2009, referred the draft Area Plan to the Land Use and Economic Development Standing Committee for further review to ensure that the wording of the proposed Development Permit Area Guidelines provide sufficient flexibility to encourage innovative development to support the goals and objectives of the Plan. Based on discussion on this matter at the regular meeting of the Land Use and Economic Development Standing Committee of February 9, 2009, staff present revised wording of the proposed Development Permit Area Guidelines for Council’s consideration.

The proposed Southwest Coquitlam Area Plan addresses the corporate objectives of supporting neighbourhoods; enhancing the transportation system; enhancing community safety; supporting sport, culture and recreation; enhancing economic opportunity; developing sustainable assets; innovating to meet changing needs; building community capacity; continuing to improve processes, policies and services; and managing infrastructure priorities.

City of Coquitlam
Background:

On May 14, 2007, Council directed staff to proceed with an update of the Southwest Coquitlam Area Plan. The Plan update process, which included an extensive public consultation program which involved a multi stakeholder Public Advisory Committee including representation from area property owners, business, residents and representatives from the private development and non profit community sector and a series of public open houses was completed in the fall of 2008.

In response to Council's direction regarding the wording of the proposed Development Permit Area guidelines, staff have prepared revisions for Council's consideration. The revised Guidelines apply more simplified, succinct and flexible language that will encourage innovative development, to support the proposed vision, goals and policies for Southwest Coquitlam.

Providing housing choices to meet the needs of existing and future residents and supporting neighbourhood revitalization is a central element of the Southwest Coquitlam Area Plan. While the Area Plan provides policy direction and a predictable development framework to address growth and change in the area, the City remains flexible in its approach to exploring with the development sector and local communities, innovative development proposals which may not be consistent with current land use designations. The City is currently exploring housing choice in collaboration with the development sector and residents, property owners and businesses in Austin Heights and Maillardville as part of the neighbourhood planning processes for these areas. The proposed Neighbourhood Attached Residential land use designation is also intended to provide opportunities for Council to consider innovative, ground-oriented housing choices. Staff also anticipate the future need to explore opportunities for residential housing choices in updates to the transit-oriented neighbourhood plans in Burquitlam and Lougheed.

It is recommended that Council give second, third, fourth and final readings to Bylaw No. 3984, 2008.

J.L. McIntyre MCIP

RN/lmc

Attach.

This report was prepared by Russell Nelson, Community Planner and reviewed by Lynn Guilbault, Senior Planner and Rob Innes, Manager Community Planning.
BYLAW NO. 3984, 2008

A Bylaw to amend the “City of Coquitlam
Citywide Official Community Plan Bylaw No. 3479, 2001”, and amending Bylaws

WHEREAS:

A. Certain changes are necessary for the clarification and effective and efficient operation of Bylaw No. 3479, 2001 and amending Bylaws, in accordance with the Local Government Act, R.S.B.C., 1996, c. 323;

B. And it is deemed desirable to amend certain regulations or certain zoned areas, or both, after the Public Hearing, in accord with the Local Government Act, R.S.B.C., 1996, c. 323;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the “Citywide Official Community Plan Amendment Bylaw No. 3984, 2008.”

2. Amendment to the Citywide Official Community Plan Bylaw No. 3479, 2001

1) Table of Contents – Citywide Official Community Plan is hereby amended by replacing the phrase “9. Southwest Coquitlam/Town Centre Area Plan” with the phrase “9. Southwest Coquitlam Area Plan”.

2) Table of Contents – Citywide Official Community Plan is hereby amended by deleting the sentence immediately following the chapter heading “12. City Centre Area Plan”.

3) PART 3 – Table of Contents – Area and Neighbourhood Plans is hereby amended by replacing the phrase “9. Southwest/Town Centre Area Plan” with the phrase “9. Southwest Coquitlam Area Plan”.

4) PART 3 – Table of Contents – Area and Neighbourhood Plans is hereby amended by adding the Phrase “12. City Centre Area Plan” following the phrase “11.3 Smiling Creek Neighbourhood Plan”.

5) By replacing in its entirety, Chapter 9 Southwest Coquitlam – Town Centre Area Plan with Chapter 9 Southwest Coquitlam Area Plan, which is attached to this Bylaw as Schedule “A”, to PART 3 – Area and Neighbourhood Plans.
6) **Part B, Section 3.2** of the Maillardville Neighbourhood Plan (Section 3, Chapter 9.1) is hereby amended by:

a. deleting sub-section 3.2.1 "One- and Two-Family Residential." in its entirety and replacing it with the following new sub-section:

"3.2.1 One-Family Residential. The intent of the "One-Family Residential" designation is to accommodate single-family residential homes on individual lots. Local commercial development is also accommodated, under specific circumstances, in this designation."

b. adding in between subsections "3.2.3 Townhousing" and "3.2.4 Low Density Apartment" a new sub-section:

"3.2.4 Neighbourhood Attached Residential. The intent of the "Neighbourhood Attached Residential" designation is to accommodate two-family homes on individual lots. An expansion of housing types permitted in this designation will be explored in detail through future neighbourhood planning processes."

c. delete sub-section "3.2.10 Industrial." in its entirety.

d. deleting sub-section "3.2.14 Other Open Space." in its entirety and replacing it with the following new sub-section:

"3.2.14 Natural areas. The intent of the "Natural Areas" designation is to delineate lands intended to remain in a natural state. "Natural Areas" lands provide habitat for wildlife and fisheries values and may include lands that are hazardous to development due to potential for land slippage, erosion, debris flows or flooding. These lands may be used for passive recreation uses such as wildlife viewing, trails, and complimentary minor structures."

e. renumbering the sub-sections accordingly

7) **Part B, Section 3.3** of the Maillardville Neighbourhood Plan (Section 3, Chapter 9.1) is hereby deleted and replaced by the following:

"3.3 Zoning
In order to give effect to the Land Use Designations of Section 3.2, Council will, subject to those exceptions set out in this Plan, give favourable consideration only to rezoning applications which are in accordance with Schedule B. The land use designations on Schedule B shall correspond with the zone designations of the Zoning Bylaw, as indicated in the following Table:
<table>
<thead>
<tr>
<th>Plan Designation</th>
<th>Corresponding Zone(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Commercial</td>
<td>C-2 General Commercial</td>
</tr>
<tr>
<td>Service Commercial</td>
<td>CS-1 Service Commercial</td>
</tr>
<tr>
<td></td>
<td>C-2 General Commercial, in accordance with Policy 3.10</td>
</tr>
<tr>
<td></td>
<td>CS-3 Tourist Commercial</td>
</tr>
<tr>
<td></td>
<td>SS-2 Service Station Commercial, in accordance with Policy 3.4</td>
</tr>
<tr>
<td></td>
<td>SS-3 Service Station Repair</td>
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<tr>
<td></td>
<td>P-2 Special Institutional, in accordance with Policy 3.7</td>
</tr>
<tr>
<td>Neighbourhood Centre</td>
<td>C-5 Community Commercial, in accordance with Policy 3.9</td>
</tr>
<tr>
<td>Medium-Density Apartment</td>
<td>RM-2 Three-Storey Medium-Density Apartment Residential, in accordance with Policy 3.11</td>
</tr>
<tr>
<td></td>
<td>RM-3 Multi-Storey Medium-Density Apartment Residential, in accordance with Policy 3.12</td>
</tr>
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<td></td>
<td>RM-4 Multi-Storey High-Density Apartment Residential, in accordance with Policy 3.13</td>
</tr>
<tr>
<td></td>
<td>C-1 Local Commercial, in accordance with Policy 3.5</td>
</tr>
<tr>
<td>Low-Density Apartment</td>
<td>RT-2 Townhouse Residential, in accordance with Policy 3.14</td>
</tr>
<tr>
<td></td>
<td>RM-1 Two-Storey, Low-Density Apartment Residential, in accordance with Policy 3.15</td>
</tr>
<tr>
<td></td>
<td>C-1 Local Commercial, in accordance with Policy 3.5</td>
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<td>Townhousing</td>
<td>RT-2 Townhouse Residential</td>
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<td>C-1 Local Commercial, in accordance with Policy 3.5</td>
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<td>Urban Townhousing</td>
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<td></td>
<td>C-1 Local Commercial, in accordance with Policy 3.5</td>
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<tr>
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<td>RT-1 Two-Family Residential</td>
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<tr>
<td>Residential</td>
<td>C-1 Local Commercial, in accordance with Policy 3.5</td>
</tr>
<tr>
<td>One-Family Residential</td>
<td>RS-1 One-Family Residential (650m²)</td>
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<tr>
<td></td>
<td>RS-3 One-Family Residential (555m²), in accordance with Policy 3.6</td>
</tr>
</tbody>
</table>
8) **Part B, Section 3.4 and Section 3.5** of the Maillardville Neighbourhood Plan (Section 3, Chapter 9.1) are hereby deleted and replaced by the following:

### 3.4 SS-2 Zone Service Commercial

Council may give consideration to applications for SS-2 Service Station Commercial zoning for purposes of service stations in portions of the Plan area designated for service commercial uses, but such applications will only be given consideration where located on a site having adequate access directly onto a collector or arterial road and is not in a residential area.

### 3.5 C-1 Zone Local Commercial Zoning

Council may give consideration to applications for C-1 Local Commercial zoning for the purpose of convenience stores in portions of the plan area not designated for commercial uses, but such applications will only be given consideration where located on a site having adequate access directly onto a collector or arterial road.

### 3.6 RS-3 Small Lot One Family Residential

Council may give consideration to applications, in advance of neighbourhood planning processes, for RS-3 One Family Residential zoning in areas designated One-Family
Residential provided a minimum lot size of 555m² is deemed appropriate with respect to neighbourhood context, character and surrounding lot sizes.

### 3.7 P-2 Zone Places of Worship

Council may give consideration to applications for P-2 Special Institutional zoning within the Plan area for the development of places of worship provided that such consideration will take into account the following siting guidelines:

a) The site shall have convenient access to a collector or arterial street such that traffic generated by this use will not tend to use local residential streets for access.

b) The development shall comply with the subdivision, servicing, design review and landscaping requirements normally met by classes of development other than single-family or duplex residential.

c) Preference will be given to sites that form a buffer between residential and non-residential uses, or which buffer residential uses from the intersection of two arterial and/or collector streets.

d) To ensure attractive and activated street frontages with natural surveillance, building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping, and pedestrian scale lighting.

e) Where appropriate, the design and location of main building entrances should address surrounding streets to improve the relationship between the building and public realm.

Council may also give consideration to applications for P-2 Special Institutional zoning in areas designated “Service Commercial” within the Plan area for the development of churches, cultural institutions and private schools, yet is limited to the portion of the Plan area west of Bernatchey Street.

### 3.8 P-4 Zone Special Care Institutional 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 centres and out-of-school day care centres in parts of the plan area designated "One-Family Residential" provided that the proposed buildings are in keeping with the character of the neighbourhood and that sufficient drop-off and pick-up facilities are accommodated.

### 3.9 Neighbourhood Centre

a) Additional housing types beyond the standard apartment and townhouse models should be explored and applied throughout the Neighbourhood Centre including loft units and employment living units.
b) Community facilities that support and compliment other land uses such as child care facilities and other spaces for public use and benefit is encouraged within larger development projects.

c) Signature four to eight storey “flat-iron” buildings are encouraged at two gateway locations within the Neighbourhood Centre land use designation: 1) at the northwest meeting of the James Street and Brunette Avenue rights-of-way and 2) at the southeast meeting of Lougheed Highway and Brunette Avenue rights-of-way.

d) Secure community amenities as part of new development. These could include civic uses such as publically accessible squares, plazas and courtyards, community serving facilities, and sustainable design features.

3.10 C-2 Zone General Commercial

Council may give consideration to an application for C-2 General Commercial zoning for a portion of Lot 1, District Lot 61, Group 1, NWD, Plan 87064 (northwest corner of Schoolhouse Street and Lougheed highway) where final approval of such rezoning on this site is subject to the registration of a restrictive covenant in favour of the City which limits the maximum amount of floor space to be constructed on the site under the C-2 zone to 1395 square metres (about 15,000 square feet).

3.11 RM-2 Three Storey Medium-Density Apartment Residential Zone

Council may give consideration to applications for RM-2 Three Storey Medium Density Apartment Residential zoning in areas designated “Urban Townhousing” within the Plan area provided heritage conservation objectives are being met.

3.12 RM-3 Multi-Storey Medium-Density Apartment Residential Zone

Council may give consideration to applications for RM-3 Multi-Storey Medium Density Apartment Residential zoning in areas designated “Medium-Density Apartment” within the Plan area provided the lot has an area of not less than 2000 m², and where Council has determined that a building in excess of three storeys in appropriate.

3.13 RM-4 Multi-Storey High-Density Apartment Residential Zone

Council may give consideration to applications for RM-4 Multi-Storey High Density Apartment Residential zoning in areas designated “Medium-Density Apartment” within the Plan area provided:

a) there are registered against the site a covenant/s in favour of the City that no buildings shall exceed a density of FSR 1.2, nor a building height of four storeys; and

b) Council is of the opinion that the proposed development makes a significant contribution to Council’s goals for affordable or special needs housing, and a covenant
is registered against the site that the tenure arrangements providing such contributions will not be changed without the Council's consent.

3.14 RT-2 Two-Family Residential Zone

Council may give consideration to applications for RT-2 Two-Family Residential zoning in areas designated “Low-Density Apartment” within the Laval Square Development Permit Area.

3.15 RM-1 Two-Storey Low-Density Apartment Residential Zone

Council may give consideration to applications for RM-1 Two-Storey Low-Density Apartment Residential zoning in areas designated “Low-Density Apartment” within the Plan area where Council is satisfied that its heritage conservation objectives are being met, and provided that no proposed building within the Laval Square Development Permit Area should contain more than four dwelling units.”

9) Part B, Section 4.0 of the Maillardville Neighbourhood Plan (Section 3, Chapter 9.1) is hereby deleted and replaced by the following:

"4.0 Development Permit Areas

Subject to the provisions of Section 919.1 of the Local Government Act, all new development within these areas, other than one family dwellings, will be subject to issuance of a Development Permit by Council. In the Local Government Act the Development Permit may vary normal Bylaw requirements, the nature and extent of variance being dependent on the classification of the Development Permit Area. However, a development permit may not vary the permitted use or density of any parcel of land.

Within the Plan area, for which the Duplex Development Permit Area and the Commercial and Multi-Family Residential Development Permit Area apply, as well as those properties designated as “Development Permit Areas” on Schedule C, land shall not be subdivided, nor shall the construction of, an addition to, or alteration of a building or other structure 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, additions and accessory buildings thereto on lands zoned RS-1 or RS-3 by the Zoning Bylaw.

Particular objectives and guidelines of the Development Permit Areas designated on Schedule C are listed below. In addition to the following guidelines, there are relevant policies in the CWOCP and the Southwest Coquitlam Area Plan which must be fulfilled as part of the development permit process."
10) **Part B, Section 4.1** of the Maillardville Neighbourhood Plan (Section 3, Chapter 9.1) is hereby deleted and replaced by the following:

"**4.3 Lougheed Corridor Development Permit Area**

**4.3.1 Objectives**

a) To recognize the role of this multi-family residential, commercial and industrial area as a visible "gateway" to Coquitlam from Lougheed Highway and the Trans-Canada Highway.

b) To ensure that access to new development is compatible with traffic flows on Brunette Avenue and on the Lougheed Highway including a comfortable pedestrian environment.

c) To ensure that development avoids undue impact on fish and wildlife habitat along the Nelson and Como Creeks or their tributaries.

d) To encourage a high quality working and living environment for residents and workers in the area.

e) To minimize the risk to new and existing development from flooding and soil conditions.

**4.3.2 Guidelines To Achieve Objectives**

a) The form and siting of new development should be oriented towards the street. On corner sites, buildings should be oriented towards both streets and have the same attention to architectural detail.

b) The siting of new development and additions to existing development should incorporate requirements for future street widening to accommodate anticipated transportation improvements.

c) Urban Design and building details should be integrated into the development to create 'greener' buildings that reduce energy consumption and create a healthy living environment.

d) Provide abundant glazing, building articulation and weather protection along street frontages of new development to create visual interest, permeable building frontages,
pedestrian-oriented environments, and generally be more consistent with an urban form and character.

e) Landscaping, with a particular emphasis on soft, planted landscape materials, should be applied through-out the development.

f) Provide public sidewalks along streets.

g) Roofs of low-rise buildings in new development should incorporate a variety of treatments such as gardens or a mix of hard and soft landscaping designed to be attractive as seen from above. Mechanical and utility equipment for all building forms should be screened, to minimize and mitigate associated adverse acoustical and visual impacts to adjacent properties and detailed in a consistent design character with the development.

h) Refuse disposal and recycling areas should be located within the building of a new development or contained within a roofed and walled enclosure away from the street frontage of a building. Mitigation measures should be applied to minimize associated adverse impacts to adjacent properties and neighbourhoods such as noise and odour.

i) Outdoor storage and loading areas should be located away from the street frontage of a building and screened from public view. Mitigation measures should be applied to minimize associated adverse impacts to adjacent properties and neighbourhoods.

j) Surface off-street parking areas should be located away from the street frontage of a development and include provisions for pedestrian wayfinding and safety measures, integrated landscaping and natural drainage features. Shared access is encouraged.

k) Proposed sites for new development shall be of a configuration that does not result in remainders of land that would be uneconomic to develop for the uses designated by Schedule B.

l) Land use changes and resulting new development should apply mitigation measures that minimize associated adverse impacts to adjacent properties and neighbourhoods such as construction activities, increased traffic, pollutants, odours, views, noise, light and glare, security issues and visual impacts.

m) New development should be sited clear of fisheries and wildlife habitat preservation strips along Nelson and Como Creeks and their tributaries. Site grading and drainage should not adversely affect fisheries values in adjacent water courses.

n) New development should integrate design measures that address safety and apply Crime Prevention through Environmental Design principles, having particular regard to reducing opportunities for mischief and vandalism to increase personal security.”
11) **Part B, Section 4.5** of the Maillardville Neighbourhood Plan (Section 3, Chapter 9.1) is hereby deleted and replaced by the following:

"**4.5 Schoolhouse Street Development Permit Area**

**4.5.1 Objectives**

a) To recognize the high visibility of development in this area from two major highways.

b) To ensure that access to new development is compatible with traffic flows on the Lougheed Highway, and allows for future widening of Schoolhouse Street close to intersections at Schoolhouse and Lougheed Highway and at Schoolhouse and Booth Avenue.

c) To ensure that development avoids undue impact to fisheries habitat on Schoolhouse and Booth Creeks or their tributaries.

d) To minimize the risk to new and existing development from flooding and soil conditions.

e) To promote a high quality business image within the area.

f) To foster a high level of compatibility among industrial uses, new work-live developments, and other forms of residential.

**4.5.2 Guidelines to Achieve Objectives**

a) New development will be guided by the principles and intent of the "City of Coquitlam Development Guidelines for the Schoolhouse Street Development Permit Area" adopted by Council Resolution No. 709 on September 15, 2003, as such guidelines may be amended by Council from time to time. These guidelines set out the general criteria for new development and provide the basis for preparation and approval of development proposals. In addition, it is recognized that all guidelines may not be applicable in every instance. During the review of the development, alternative solutions and designs that meet the general intent of the guidelines may be considered and applied to the development.

b) The form and siting of new development should be oriented towards the street. On corner sites, buildings should be oriented towards both streets and have the same attention to architectural detail.
c) The siting of new development and additions to existing development should incorporate requirements for future street widening to accommodate anticipated transportation improvements.

d) Urban Design and building details should be integrated into the development to create 'greener' buildings that reduce energy consumption and create a healthy living environment.

e) Provide abundant glazing, building articulation and weather protection along street frontages of new development to create visual interest, permeable building frontages, pedestrian-oriented environments, and generally be more consistent with an urban form and character.

f) Landscaping, with a particular emphasis on soft, planted landscape materials, should be applied through-out the development.

g) Provide public sidewalks along streets.

h) Roofs of low-rise buildings in new development should incorporate a variety of treatments such as gardens or a mix of hard and soft landscaping designed to be attractive as seen from above. Mechanical and utility equipment for all building forms should be screened, to minimize and mitigate associated adverse acoustical and visual impacts to adjacent properties and detailed in a consistent design character with the development.

i) Refuse disposal and recycling areas must be located within the building of a new development or contained within a roofed and walled enclosure away from the street frontage of a building. Mitigation measures should be applied to minimize associated adverse impacts to adjacent properties and neighbourhoods such as noise and odour.

j) Outdoor storage and loading areas should be located away from the street frontage of a building and screened from public view. Mitigation measures should be applied to minimize associated adverse impacts to adjacent properties and neighbourhoods.

k) Surface off-street parking areas should be located away from the street frontage of a development and include provisions for pedestrian wayfinding and safety measures, integrated landscaping and natural drainage features. Shared access is encouraged.

l) Proposed sites for new development shall be of a configuration that does not result in remainders of land that would be uneconomic to develop for the uses designated by Schedule B.

m) Land use changes and resulting new development should apply mitigation measures that minimize associated adverse impacts to adjacent properties and neighbourhoods.
such as construction activities, increased traffic, pollutants, odours, views, noise, light and glare, security issues and visual impacts.

n) New development should be sited clear of fisheries and wildlife habitat preservation strips along Nelson and Como Creeks and their tributaries. Site grading and drainage should not adversely affect fisheries values in adjacent water courses.

o) New development should integrate design measures that address safety and apply Crime Prevention through Environmental Design principles, having particular regard to reducing opportunities for mischief and vandalism to increase personal security.

p) The design and construction of new development should respond to the unique geotechnical and soil conditions and apply construction techniques that will not result in damage to adjacent development.

q) Alternative stormwater management systems and designs should be applied with new development and should investigate opportunities for on-site detention facilities and where feasible seek enhancements to fish and wildlife habitats.”

12) Part B, Section 4.6 of the Maillardville Neighbourhood Plan (Section 3, Chapter 9.1) is hereby deleted and replaced by the following:

“4.6 Duplex Development Permit Area

A Duplex Development Permit Area for all such development in Southwest Coquitlam also applies within the Maillardville Neighbourhood Plan area. (refer to Duplex Development Permit Area, Section 8.7 in the SWCAP)

4.7 Commercial and Multi-Family Residential Development Permit Area

A Commercial and Multi-Family Residential Development Permit Area for all such development in Southwest Coquitlam also applies within the Maillardville Neighbourhood Plan area. (refer to Commercial and Multi-Family Residential Development Permit Area, Section 8.9 in the SWCAP)”

13) Schedule “B” to the Maillardville Neighbourhood Plan (Section 3, Chapter 9.1) is hereby deleted and replaced with a new Schedule “B” attached hereto and marked “Schedule ‘B’ to City of Coquitlam Bylaw No. 3984, 2008”.

14) Schedule “C” to the Maillardville Neighbourhood Plan (Section 3, Chapter 9.1) is hereby deleted and replaced with a new Schedule “C” attached hereto and marked “Schedule ‘C’ to City of Coquitlam Bylaw No. 3984, 2008”.
15) **Section 1.2** of the Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by:

a. deleting the phrase “Southwest-Town Centre Area (SWCT) Plan.” From the last sentence of the first paragraph and replacing it with the phrase “Southwest Coquitlam Area Plan (SWCAP).”

b. Deleting the last paragraph in is entirety and replacing it with the following:

   “The "City of Coquitlam – Lougheed and Burquitlam Station Area Plans – Background Report" provides further background information and analysis for reference purposes. The transition of form and character of both public and private lands as they are developed over time will be guided by the "City of Coquitlam Design Guidelines for Lougheed and Burquitlam" as adopted by Council and amended from time to time.”

16) **Section 2.0** of the Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by deleting the last paragraph in its entirety and replacing it with the following:

   “Parking structures will be encouraged within major development sites, either underground or, if above ground, covered by storefront facilities. Any surface parking should be guided by the Orchard Surface Parking Guidelines as outlined in the "City of Coquitlam Design Guidelines for Lougheed and Burquitlam" as adopted by Council and amended from time to time. The Orchard Surface Parking Guidelines set out landscaping standards and safe, convenient pedestrian walkways through surface parking lots.”

17) **Section 3.0** of Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by deleting the phrase “Southwest-Town Centre Area Plan, Part B, Policy D titled Land Use and Zoning” from the last sentence of the paragraph and replacing it with the phrase “Southwest Coquitlam Area Plan (SWCAP).”

18) **Section 3.1.3**, of Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by deleting the bullet points “j)” and “k)” in their entirety and replacing them with the following:

   “j) Consider variances to on-site parking requirements within the Lougheed Development Permit Area if the applicant adequately justifies the proposed variance through factors such as direct access to high frequency transit service and promotion of its usage, lower private automobile ownership and shared parking opportunities, unbundled parking measures, Transportation Demand Management measures, and other long term incentives leading to reduced vehicular use by occupants.”
k) Ensure a transition in building forms where adjacent to or across the street from lands designated “One-Family Residential” and “Neighbourhood Attached Residential”.

19) **Section 3.2.3**, of Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by deleting bullet points “i)” and “j)” in their entirety and replacing them with the following:

“i) Consider variances to on-site parking requirements within the Lougheed Development Permit Area if the applicant adequately justifies the proposed variance through factors such as direct access to high frequency transit service and promotion of its usage, lower private automobile ownership and shared parking opportunities, unbundled parking measures, Transportation Demand Management measures, and other long term incentives leading to reduced vehicular use by occupants.

j) Ensure a transition in building forms where adjacent to or across the street from lands designated “One-Family Residential” and “Neighbourhood Attached Residential”.

20) **Section 3.3.3** of Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by deleting bullet point “e)” in its entirety and replacing it with the following:

“e) Consider variances to on-site parking requirements within the Lougheed Development Permit Area if the applicant adequately justifies the proposed variance through factors such as direct access to high frequency transit service and promotion of its usage, lower private automobile ownership and shared parking opportunities, unbundled parking measures, Transportation Demand Management measures, and other long term incentives leading to reduced vehicular use by occupants.”

21) **Section 3.4.3**, of Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by adding the phrase “and Neighbourhood Attached Residential” immediately following the phrase “One-Family Residential” in bullet points “b)” and “c)” and by deleting bullet point “f)” in entirety and replacing it with the following:

“f) Consider variances to on-site parking requirements within the Lougheed Development Permit Area if the applicant adequately justifies the proposed variance through factors such as direct access to high frequency transit service and promotion of its usage, lower private automobile ownership and shared parking opportunities, unbundled parking measures, Transportation Demand Management measures, and other long term incentives leading to reduced vehicular use by occupants.”
22) Section 3.5.3, of Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by adding the phrase “and Neighbourhood Attached Residential” immediately following the phrase “One-Family Residential” in the second sentence of bullet point “b”).

23) Section 3.6.3, of Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by deleting bullet point “c)” in its entirety.

24) Section 3.7.1, of Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by deleting bullet point “a)” in its entirety and replacing it with the following:

   “a) Encourage new development to incorporate sustainable design features pertaining to energy, water efficiency and waste management technologies as proposed in the “City of Coquitlam Design Guidelines for Lougheed and Burquitlam” as adopted by Council and amended from time to time.”

25) Section 4.0 of the Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby deleted and replaced by the following:

   “4.0 Development Permit Areas

   Subject to the provisions of Section 919.1 of the Local Government Act, all new development within these areas, other than one family dwellings, will be subject to issuance of a Development Permit by Council. In the Local Government Act the Development Permit may vary normal Bylaw requirements, the nature and extent of variance being dependent on the classification of the Development Permit Area. However, a development permit may not vary the permitted use or density of any parcel of land.

   Within the Plan area, for which the Duplex Development Permit Area and the Commercial and Multi-Family Residential Development Permit Area apply, as well as those properties designated as “Development Permit Areas” on Schedule C, land shall not be subdivided, nor shall the construction of, an addition to, or alteration of a building or other structure 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, additions and accessory buildings thereto on lands zoned RS-1, RS-2 or RS-3 by the Zoning Bylaw.

   Particular objectives and guidelines of the Development Permit Areas designated on Schedule C are listed below. In addition to the following guidelines, there are relevant policies in the CWOCP and the Southwest Coquitlam Area Plan which must be fulfilled as part of the development permit process.”

26) Section 4.1.2, of Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by deleting the phrase 'the "City of Coquitlam Transit – Oriented Design Guidelines: Lougheed and Burquitlam (March 2002)" adopted by Council Resolution No.
344 on April 15, 2002 and Design Guidelines for Lougheed and Burquitlam adopted by Council on November 19, 2007, as such guidelines may be amended by Council from time to time' in the first sentence of bullet point “b)” and replacing it with the phrase ‘the City of Coquitlam Design Guidelines for Lougheed and Burquitlam’ as adopted by Council and amended from time to time”.

27) Section 4.2, of Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby deleted and replaced by the following:

“4.2 Duplex Development Permit Area

A Duplex Development Permit Area for all such development in Southwest Coquitlam also applies within the Lougheed Neighbourhood Plan area. (refer to Duplex Development Permit Area, Section 8.7 in the SWCAP)

4.3 Commercial and Multi-Family Residential Development Permit Area

A Commercial and Multi-Family Residential Development Permit Area for all such development in Southwest Coquitlam also applies within the Lougheed Neighbourhood Plan area. (refer to Commercial and Multi-Family Residential Development Permit Area, Section 8.9 in the SWCAP)"

28) Section 4.0 of the Lougheed Neighbourhood Plan (Section 3, Chapter 9.2) is hereby amended by adding the following after subsection “4.3 Commercial and Multi-Family Residential Development Permit Area”:

“4.4 Lougheed Corridor Development Permit Area

4.4.1 Objectives

a) To recognize the role of this multi-family residential, commercial and industrial area as a visible "gateway" to Coquitlam from Lougheed Highway and the Trans-Canada Highway.

b) To ensure that access to new development is compatible with traffic flows on Brunette Avenue and on the Lougheed Highway including a comfortable pedestrian environment.

c) To ensure that development avoids undue impact on fish and wildlife habitat along the Nelson and Como Creeks or their tributaries.

d) To encourage a high quality working and living environment for residents and workers in the area.
e) To minimize the risk to new and existing development from flooding and soil conditions.

4.4.2 Guidelines To Achieve Objectives

a) The form and siting of new development should be oriented towards the street. On corner sites, buildings should be oriented towards both streets and have the same attention to architectural detail.

b) The siting of new development and additions to existing development should incorporate requirements for future street widening to accommodate anticipated transportation improvements.

c) Urban Design and building details should be integrated into the development to create 'greener' buildings that reduce energy consumption and create a healthy living environment.

d) Provide abundant glazing, building articulation and weather protection along street frontages of new development to create visual interest, permeable building frontages, pedestrian-oriented environments, and generally be more consistent with an urban form and character.

e) Landscaping, with a particular emphasis on soft, planted landscape materials, should be applied throughout the development.

f) Provide public sidewalks along streets.

g) Roofs of low-rise buildings in new development should incorporate a variety of treatments such as gardens or a mix of hard and soft landscaping designed to be attractive as seen from above. Mechanical and utility equipment for all building forms should be screened, to minimize and mitigate associated adverse acoustical and visual impacts to adjacent properties and detailed in a consistent design character with the development.

h) Refuse disposal and recycling areas must be located within the building of a new development or contained within a roofed and walled enclosure away from the street frontage of a building. Mitigation measures should be applied to minimize associated adverse impacts to adjacent properties and neighbourhoods such as noise and odour.

i) Outdoor storage and loading areas should be located away from the street frontage of a building and screened from public view. Mitigation measures should be applied to minimize associated adverse impacts to adjacent properties and neighbourhoods.
j) Surface off-street parking areas should be located away from the street frontage of a development and include provisions for pedestrian wayfinding and safety measures, integrated landscaping and natural drainage features. Shared access is encouraged.

k) Proposed sites for new development shall be of a configuration that does not result in remainders of land that would be uneconomic to develop for the uses designated by Schedule B.

l) Land use changes and resulting new development should apply mitigation measures that minimize associated adverse impacts to adjacent properties and neighbourhoods such as construction activities, increased traffic, pollutants, odours, views, noise, light and glare, security issues and visual impacts.

m) New development should be sited clear of fisheries and wildlife habitat preservation strips along Nelson and Como Creeks and their tributaries. Site grading and drainage should not adversely affect fisheries values in adjacent water courses.

n) New development should integrate design measures that address safety and apply Crime Prevention through Environmental Design principles, having particular regard to reducing opportunities for mischief and vandalism to increase personal security.

29) **Schedule “B” to the Lougheed Neighbourhood Plan** (Section 3, Chapter 9.2) is hereby deleted and replaced with a new Schedule “B” attached hereto and marked “Schedule ‘D’ to City of Coquitlam Bylaw No. 3984, 2008”.

30) **Schedule “C” to the Lougheed Neighbourhood Plan** (Section 3, Chapter 9.2) is hereby deleted and replaced with a new Schedule “C” attached hereto and marked “Schedule ‘E’ to City of Coquitlam Bylaw No. 3984, 2008”.

31) **Section 1.2** of the Burquitlam Neighbourhood Plan (Section 3, Chapter 9.3) is hereby amended by:

   a. deleting the phrase “Southwest-Town Centre Area (SWCT) Plan.” From the last sentence of the first paragraph and replacing it with the phrase “Southwest Coquitlam Area Plan (SWCAP).”

   b. Deleting the last paragraph in is entirety and replacing it with the following:

   “The “City of Coquitlam – Lougheed and Burquitlam Station Area Plans – Background Report” provides further background information and analysis for reference purposes. The transition of form and character of both public and private lands as they are developed over time will be guided by the “City of
Coquitlam Design Guidelines for Lougheed and Burquitlam" as adopted by Council and amended from time to time."

32) **Section 2.0** of the Burquitlam Neighbourhood Plan (Section 3, Chapter 9.3) is hereby amended by deleting the last paragraph in its entirety and replacing it with the following:

"Parking structures will be encouraged within major development sites, either underground or, if above ground, covered by storefront facilities. Any surface parking should be guided by the Orchard Surface Parking Guidelines as outlined in the "City of Coquitlam Design Guidelines for Lougheed and Burquitlam" as adopted by Council and amended from time to time. The Orchard Surface Parking Guidelines set out landscaping standards and safe, convenient pedestrian walkways through surface parking lots."

33) **Section 3.0** of Burquitlam Neighbourhood Plan (Section 3, Chapter 9.3) is hereby amended by deleting the phrase "Southwest-Town Centre Area Plan, Part B, Policy D titled Land Use and Zoning" from the last sentence of the paragraph and replacing it with the phrase "Southwest Coquitlam Area Plan (SWCAP)."

34) **Section 3.1.3** of Burquitlam Neighbourhood Plan (Section 3, Chapter 9.3) is hereby amended by deleting bullet point "j)" in its entirety and replacing it with the following:

"j) Consider variances to on-site parking requirements within the Lougheed Development Permit Area if the applicant adequately justifies the proposed variance through factors such as direct access to high frequency transit service and promotion of its usage, lower private automobile ownership and shared parking opportunities, unbundled parking measures, Transportation Demand Management measures, and other long term incentives leading to reduced vehicular use by occupants."

35) **Section 3.2.3** of Burquitlam Neighbourhood Plan (Section 3, Chapter 9.3) is hereby amended by deleting bullet point "e)" in its entirety and replacing it with the following:

"e) Consider variances to on-site parking requirements within the Lougheed Development Permit Area if the applicant adequately justifies the proposed variance through factors such as direct access to high frequency transit service and promotion of its usage, lower private automobile ownership and shared parking opportunities, unbundled parking measures, Transportation Demand Management measures, and other long term incentives leading to reduced vehicular use by occupants."

36) **Section 3.3.3** of Burquitlam Neighbourhood Plan (Section 3, Chapter 9.3) is hereby amended by adding the phrase "and Neighbourhood Attached Residential" immediately following the phrase "One-Family Residential" in bullet points "b)" and "c)" and by deleting bullet point "f)" in entirety and replacing it with the following:
"f) Consider variances to on-site parking requirements within the Lougheed Development Permit Area if the applicant adequately justifies the proposed variance through factors such as direct access to high frequency transit service and promotion of its usage, lower private automobile ownership and shared parking opportunities, unbundled parking measures, Transportation Demand Management measures, and other long term incentives leading to reduced vehicular use by occupants."

37) **Section 3.4.3**, of Burquitlam Neighbourhood Plan (Section 3, Chapter 9.3) is hereby amended by deleting bullet point “c)” in its entirety.

38) **Section 3.5.1**, of Burquitlam Neighbourhood Plan (Section 3, Chapter 9.3) is hereby amended by deleting bullet point “a)” in its entirety and replacing it with the following:

   “a) Encourage new development to incorporate sustainable design features pertaining to energy, water efficiency and waste management technologies as proposed in the “City of Coquitlam Design Guidelines for Lougheed and Burquitlam” as adopted by Council and amended from time to time.”

39) **Section 4.0** of the Burquitlam Neighbourhood Plan (Section 3, Chapter 9.3) is hereby deleted and replaced by the following:

   **"4.0 Development Permit Areas"

   Subject to the provisions of Section 919.1 of the *Local Government Act*, all new development within these areas, other than one family dwellings, will be subject to issuance of a Development Permit by Council. In the *Local Government Act* the Development Permit may vary normal Bylaw requirements, the nature and extent of variance being dependent on the classification of the Development Permit Area. However, a development permit may not vary the permitted use or density of any parcel of land.

   Within the Plan area, for which the Duplex Development Permit Area and the Commercial and Multi-Family Residential Development Permit Area apply, as well as those properties designated as “Development Permit Areas” on Schedule C, land shall not be subdivided, nor shall the construction of, an addition to, or alteration of a building or other structure 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, additions and accessory buildings thereto on lands zoned RS-1, RS-2 or RS-3 by the Zoning Bylaw.

   Particular objectives and guidelines of the Development Permit Areas designated on Schedule C are listed below. In addition to the following guidelines, there are relevant policies in the CWOCP and the Southwest Coquitlam Area Plan which must be fulfilled as part of the development permit process.”
40) **Section 4.1.2.,** of Burquitlam Neighbourhood Plan (Section 3, Chapter 9.3) is hereby amended by deleting the phrase 'the “City of Coquitlam Transit-Oriented Design Guidelines: Lougheed and Burquitlam (March 2002)” adopted by Council Resolution No. 344 on April 15, 2002 and Design Guidelines for Lougheed and Burquitlam adopted by Council on November 19, 2007, as such guidelines may be amended by Council from time to time' in the first sentence of bullet point “b)” and replacing it with the phrase ‘the City of Coquitlam Design Guidelines for Lougheed and Burquitlam’ as adopted by Council and amended from time to time”

41) **Section 4.2,** of Burquitlam Neighbourhood Plan (Section 3, Chapter 9.3) is hereby deleted and replaced by the following:

"4.2  Duplex Development Permit Area

A Duplex Development Permit Area for all such development in Southwest Coquitlam also applies within the Burquitlam Neighbourhood Plan area. (refer to Duplex Development Permit Area, Section 8.7 in the SWCAP)

4.3  Commercial and Multi-Family Residential Development Permit Area

A Commercial and Multi-Family Residential Development Permit Area for all such development in Southwest Coquitlam also applies within the Burquitlam Neighbourhood Plan area. (refer to Commercial and Multi-Family Residential Development Permit Area, Section 8.9 in the SWCAP)"

42) **Schedule “B” to the Burquitlam Neighbourhood Plan** (Section 3, Chapter 9.3) is hereby deleted and replaced with a new Schedule “B” attached hereto and marked “Schedule ‘F’ to City of Coquitlam Bylaw No. 3984, 2008”.
READ A FIRST TIME this day of , 2008.
CONSIDERED AT PUBLIC HEARING this day of , 2008.
READ A SECOND TIME this day of , 2009.
READ A THIRD TIME this day of , 2009.
GIVEN FOURTH AND FINAL READING and the Seal of the Corporation affixed this day of , 2009.

__________________________ MAYOR

__________________________ CLERK
Southwest Coquitlam Area Plan

An evolving, livable and vibrant place

SECTION 1 – BACKGROUND

1.1 Role and Purpose of the Area Plan

The Southwest Coquitlam Area Plan (SWCAP) is part of the Coquitlam’s Official Community Plan (CWOCP) and is the City’s statement of its long-term vision for the future for Southwest Coquitlam. SWCAP establishes broad community values and a vision with supporting goals, objectives and policies. Implementation of this Plan is undertaken by the City and other stakeholders through a variety of means – such as bylaws and design guidelines, public programs, capital projects, private developments and citizen actions.

The development of this Area Plan came about through a comprehensive community engagement program. The public was afforded multiple opportunities to participate in the planning process including a Get Snapping photo contest, questionnaires and public open houses. A key component of the overall public consultation process was the involvement of a community based Public Advisory Committee (PAC), appointed by Council and comprised of representatives from various Southwest Coquitlam stakeholder groups. The format for the PAC meetings involved some formal presentations from City staff and consultants but was predominantly oriented toward workshop exercises and activities. The development of the Southwest Coquitlam Area Plan was indeed a collaborative community event.

Municipalities in British Columbia have the authority to adopt an Official Community Plan through Part 26 of the Local Government Act. Legislation identifies the necessary components of these Plans, and establishes adoption procedures. Following a Public Hearing, Area Plans are adopted by Council as amendments to the CWOCP through a Bylaw. Once adopted, all other municipal bylaws and works undertaken by the City or the development community must be consistent with the Plan. The Southwest Coquitlam Area Plan has been prepared in compliance with this Provincial legislation.

1.2 Division of the Southwest Coquitlam – Town Centre Area Plan

In recognition of the distinct character and diverse planning needs of Southwest Coquitlam and Coquitlam City Centre, the former “Southwest Coquitlam – Town Centre Area Plan” has been divided into two separate Area Plans. The Southwest Coquitlam Area Plan is one of these two Area Plans and applies to those lands outlined on Schedule A.
1.3 Scope and Organization

As required in the Local Government Act, this Area Plan addresses residential, commercial, industrial, institutional, recreational and utility uses. It also addresses environmental issues and a neighbourhood planning framework.

Significant attention has been focussed on sustainability and integrating land use planning with other considerations. This has resulted in significant changes to the previous version of the SWCAP adopted in 1988. The updated Area Plan includes a new Community Values and Vision statement section and new organization that is in keeping with Coquitlam’s CWOCR. The format and content of this Area Plan is markedly different from the previous 1988 version.

1.4 Relationship with the Citywide Official Community Plan

As part of the CWOCR, the SWCAP has regulatory effect in itself, but its full effect is in conjunction with various regulatory bylaws and policies. Where a conflict exists between Sections 1 and 2 of the CWOCR and this Area Plan, which is Section 9, the policies of the more detailed SWCAP shall take priority.

1.5 Community Values

SWCAP begins its long-range direction for Southwest Coquitlam with a set of Community Values. These following Community Values were developed in close consultation with a Public Advisory Committee and the broader public during the SWCAP update planning process. These Values are the fundamental principles that guide the Area Plan and are the ultimate measure of its success. These core Values are:

An Integrated Sustainable Community
The health of the City and the Region depends on the strengths of its neighbourhoods. Citizens of Southwest Coquitlam share pride in the community fabric of their neighbourhoods and the diversity of its people. Residents and business people closely identify with their neighbourhoods, and through their neighbourhood feel connected to the larger Southwest Area, the City of Coquitlam, and the Region.

Environmental Stewardship
The natural and built environments are precious resources that should be preserved, protected and enhanced where possible. Protecting the environment should be the foundation for further initiatives, both building on recent successes and exploring opportunities for positive change.

Economic Opportunity and Resiliency
Citizens of Southwest Coquitlam value the benefits of a healthy economy. A strong economy is key to making sure that Southwest Coquitlam citizens meet their basic needs and that the City generates the resources necessary to support public investment and the local economy.
1.5 **Community Values - continued**

**Social Equity**
Southwest Coquitlam's future depends on the skills, strength and vitality of all its people; however, resources and opportunities are not limitless and must be shared among all members of the community. Southwest Coquitlam citizens seek greater equity in who participates in, benefits from, and contributes to the life of the community.

The Southwest Coquitlam Area Plan's four community values are key components of sustainability. Separately, they are necessary but insufficient; combined they become a firm foundation upon which to build a sustainable future for Southwest Coquitlam.

1.6 **Vision**

The Vision is the highest level or broadest statement of how the community wishes to evolve. From the beginning of the SWCAP update planning process, discussion among stakeholders focused on defining the future and using current community assets as the starting point for the plan. Accordingly, the SWCAP Vision is predicated on the Community Values as it establishes an overall direction for the plan.

Southwest Coquitlam is an economically, socially and culturally diverse community that ensures full participation for all in community life.

The community of Southwest Coquitlam, comprised of residents, business operators, non-profit and social service providers and government, create a caring community that gives opportunity and support to all its members, including children, the aged, people with disabilities, immigrants, refugees and the disadvantaged.

Residents, business operators and employees live, learn, work and play in an area of the City made up of interconnected complete and compact centres and distinctive neighbourhoods that are surrounded by a network of parks and natural areas.

The community seeks to build on existing strengths and attracts businesses that work with the community to create a diverse, sustainable economy. Southwest Coquitlam businesses are leaders in environmental and social responsibility.

The community of Southwest Coquitlam is an environmentally conscious community that takes responsibility for protecting the natural resources that are used and enjoyed.
1.7 Goals

The following goals describe in greater detail the intention of the Community Values and Vision, establish more specific directions and are divided into the following six policy theme categories:

A Compact, Complete Community

- Retain and enhance the distinct qualities that contribute to a sense of place in each of the centres in Southwest Coquitlam by encouraging an appropriate density, supportive land uses and development patterns that promote the efficient delivery of services, amenities, and private and public investment in a sustainable manner.

A Healthy Environment

- Sustain the unique natural features and functions of Southwest Coquitlam, including land form, vegetation, lakeshores, rivers, watercourses, greenways, wildlife habitat, biodiversity, natural ecosystems and environmentally sensitive areas.

Housing Choices in Distinct Neighbourhoods

- Support the development of vibrant, compact, complete communities with a diversity of housing choices that accommodate a range of lifestyles, ages, abilities, and incomes.

Sustainable Transportation Choices

- Develop an integrated, sustainable, multi-modal transportation system for people, goods, and services that are environmentally friendly, affordable, efficient, convenient, safe and accessible.

Vital Economy

- Increase opportunities for a diverse and innovative local economy that is sustainable, resilient and prosperous for current and future generations.
- Provide economic opportunities that contribute to the international, national, regional and local economy and provide residents employment opportunities close to home.

Community Services and Infrastructure

- Provide sustainable infrastructure systems, health and safety measures, and an accessible network of leisure and social community facilities and programs to enhance livability and support growth and change in Southwest Coquitlam.
- Provide an integrated network of parks, natural areas, greenways, outdoor recreation opportunities, and public gathering places throughout Southwest Coquitlam to help meet the passive and active recreation needs for current and future residents of all ages, incomes, abilities, interests, and cultural backgrounds.
1.8 **A Centres Strategy — A Planning Framework for Managing Growth and Change**

The planning framework for the SWCAP is predicated on the preservation and enhancement of the best qualities of Southwest Coquitlam's distinct neighbourhoods and districts. This Framework builds upon the "Network of Complete Communities" concept outlined in Part 2, Section 2 of the Citywide Official Community Plan. The centres are the place where community resources are focused and supported with appropriate land uses, densities and development patterns that promote the efficient delivery of services, amenities and other public and private investments in an environmentally and economically sound manner.

The centres strategy recognizes the different and evolving roles that a network of centres throughout Southwest Coquitlam will play in its future. As illustrated in Schedule B, there are three types of Centres identified in Southwest Coquitlam:

- **Neighbourhood Centres** are mixed-use, transit-oriented community serving commercial precincts.
- **Employment Centre** is the activity district that includes a concentration of employment and economic activities.
- **Recreation/Institutional Centre** is a precinct that includes a predominant recreational or institutional activity to serve the whole Southwest Coquitlam area of the City.

Together, these centres will predominantly contribute to the City's employment, population and household targets over the life of this plan. The City will continue to work with its residents, businesses, and institutions to create, update, and implement Neighbourhood Plans or smaller special study area land use plans that are supported by a balanced multi-modal transportation system to help each of Southwest Coquitlam's centres thrive.

In addition to supporting the continued growth and change of these centres, the SWCAP also addresses conditions for areas that fall outside of the boundaries of the centres. These intervening areas will be considered in consultation with residents and businesses for opportunities to accommodate some growth in small-scale, ground-oriented development patterns through Neighbourhood Planning processes.
1.9 Realizing the Vision

The future described in the Area Plan cannot be achieved all at once. Over the life of the Plan, growth likely will occur more slowly at times and more rapidly at others. An effective plan must be flexible enough to succeed within a range of likely conditions and be adjustable as those conditions are monitored and evaluated, while maintaining a steady aim at its ultimate goals.

As articulated in Section 1 of this Citywide Official Community Plan, neighbourhood planning processes will be a critical mechanism to translate and implement the Southwest Coquitlam Area Plan’s policies that are discussed in subsequent chapters. These Neighbourhood Plans and other studies will be directed at neighbourhoods and centres experiencing or expected to experience significant pressures of growth and change and where other local issues warrant more detailed planning. Neighbourhood planning processes will provide ample opportunity for participation and input by residents, business and property owners, relevant community interest and government agencies.

Implementation of the Area Plan also occurs through City Council and its departments, boards and agencies. Specifically, the City’s regulatory framework and Council adopted capital and financial plans provides an important implementation tool for the realization of the Plan. Implementation of the Area Plan also occurs through other levels of government, property owners, developers, community groups, and individuals. It is this collective action that will lead to achievement of the stated Vision.

The following sections of this Southwest Coquitlam Area Plan contain a series of goals, objectives and policies that are organized into sections consistent with those identified in Part 2 of the Citywide Official Community Plan and:

Section 2 - Compact Complete Community
Section 3 - Healthy Environment
Section 4 - Housing Choice in Distinct Neighbourhoods
Section 5 - Sustainable Transportation
Section 6 - A Vital Economy
Section 7 - Meeting Changing Community Service and Infrastructure Needs
Section 8 - Guidance of New Development – Development Permit Areas
Section 9 - Implementation
SECTION 2 – COMPACT COMPLETE COMMUNITY (CC)

2.1 Goal

Retain and enhance the distinct qualities that contribute to a sense of place in each of the centres in Southwest Coquitlam by encouraging an appropriate density, supportive land uses and development patterns that promote the efficient delivery of services, amenities, and private and public investment in a sustainable manner.

2.2 Objectives

Centres

Develop Southwest Coquitlam with diverse, distinct, and well-structured centres and neighbourhoods that meet the community's needs for complete, sustainable, and high-quality living environments.

Create interconnected centres that collectively contribute to a more sustainable, accessible, and complete community for all of Southwest Coquitlam.

Design active centres with appropriate connections and transitions / buffers to surrounding lower density neighbourhoods.

Employment Land Uses

Encourage diverse land uses that contribute to the City's employment base and provide the goods and services to retain existing and future residents and businesses.

Residential Land Uses

Develop a range of housing types including single-family, small scale, ground-oriented, and low-, medium- and high-density multi-family housing forms.

Civic and Institutional Land Uses

Develop and integrate a variety of civic institutions and public facilities into centres and neighbourhoods that reflect existing and future community needs and provide necessary services.

Development Phasing

Support sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.
2.3 Policies

CC1: Land Use Designations
Accommodate land use development consistent with the Designated Land Use Plan on Schedule A to this Area Plan. The Land Use Plan provides a framework for the location of various land uses and densities, to accommodate new development, but also to maintain and protect existing resources. The general intent of each land use designation is as follows:

*General Commercial.* The intent of the area designated “General Commercial” is to accommodate a wide range of commercial uses at a low density. This designation includes both small shopping plazas and larger shopping facilities. Limited apartment use is also permitted in accordance with the Zoning Bylaw.

*Service Commercial.* The intent of the “Service Commercial” designation is to provide for low-density highway or auto-oriented commercial uses on larger lots.

*Neighbourhood Centre.* The intent of the “Neighbourhood Centre” designation is to provide for a mixture of medium- to high-density Transit-Oriented Development that accommodates residential, retail and commercial uses.

*Urban Quarter.* The intent of the “Urban Quarter” designation is to provide for the development of a mixed-use, medium-density precinct with mid-rise building forms that meet Transit-Oriented Development objectives.

*Transit Village Commercial.* The intent of the “Transit Village Commercial” designation is to provide for the development of medium- and high-density Transit-Oriented Developments that accommodate residential uses, retail, commercial, professional services and a range of public amenities.

*Waterfront Village Centre.* The intent of the “Waterfront Village Centre” designation is to provide for high-density, mixed-use development that includes employment generating, civic/institutional and residential land uses.

*High-Density Apartment.* The intent of the “High-Density Apartment” designation is to accommodate apartment developments in tower forms in areas of high activity.

*Medium-Density Apartment.* The intent of the “Medium-Density Apartment” designation is to accommodate townhouse and apartment developments at medium densities up to eight storeys.

*Low-Density Apartment.* The intent of the “Low-Density Apartment” designation is to allow for multi-family residential use at lower densities up to two storeys.

*Townhousing.* The intent of the “Townhousing” designation is to provide a lower density form of townhouse residential development, encouraging larger dwelling units suitable for family accommodation.
2.3 Policies - continued

_Urban Townhousing._ The intent of the “Urban Townhousing” designation is to provide for low-density multi-family residential development within predominantly townhouse forms.

_Neighbourhood Attached Residential._ The intent of the “Neighbourhood Attached Residential” is to accommodate two-family homes on individual lots. An expansion of housing types permitted in this designation will be explored in detail through future neighbourhood planning processes.

_Compact One-Family Residential._ The intent of the “Compact One-Family Residential” designation is to accommodate the development of low density single family homes on small lots.

_One-Family Residential._ The intent of the “One-Family Residential” designation is to accommodate single-family residential homes on individual lots. Local commercial development is also accommodated, under specific circumstances, in this designation.

_Mobile Home Park._ The intent of the “Mobile Home Park” designation is to accommodate existing mobile home parks.

_School._ The intent of the “School” designation is to accommodate public and private educational institutions.

_Civic and Major Institutional._ The intent of the “Civic and Major Institutional” designation is to accommodate civic and institutional buildings and sites.

_Parks and Recreation._ The intent of the “Parks and Recreation” designation is to delineate those lands being used or intended to be used as public parks, oriented to active recreation and leisure uses.

_Natural areas._ The intent of the “Natural Areas” designation is to delineate lands intended to remain in a natural state. “Natural Areas” lands provide habitat for wildlife and fisheries values and may include lands that are hazardous to development due to potential for land slippage, erosion, debris flows or flooding. These lands may be used for passive recreation uses such as wildlife viewing, trails, and complimentary minor structures.

_Extensive Recreation._ The intent of the “Extensive Recreation” designation is to accommodate large outdoor recreational uses and limited associated facilities such as golf courses, marinas and sports clubs.

_Agricultural._ The intent of the “Agricultural” designation is to accommodate the continued preservation of lands within the Agricultural Land Reserve for agricultural uses.

_Industrial._ The intent of the “Industrial” designation is to accommodate a range of industrial and similar employment uses which provide opportunities for goods production, distribution, repair, and supporting functions such as limited office uses and retail sale of goods.

_Highway Retail Industrial._ The intent of the “Highway Retail Industrial” designation is to accommodate large format commercial uses and the storage and distribution of goods.
2.3 Policies - continued

CC2: Zoning

In order to give effect to the Land Use Designations of Policy CC1, Council will, subject to those exceptions set out in the policies of this Plan, give favourable consideration only to rezoning applications which are in accordance with Schedule A. The land use designations on Schedule A shall correspond with the zone designations of the Zoning Bylaw, as indicated in the following Table:

<table>
<thead>
<tr>
<th>Plan Designation</th>
<th>Corresponding Zone(a) and Supplementary Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Commercial</td>
<td>C-2 General Commercial</td>
</tr>
<tr>
<td></td>
<td>C-6 Casino Commercial in accordance with Policy CC15</td>
</tr>
<tr>
<td>Service Commercial</td>
<td>CS-1 Service Commercial</td>
</tr>
<tr>
<td></td>
<td>CS-3 Tourist Commercial</td>
</tr>
<tr>
<td></td>
<td>CS-4 Cabaret Commercial, in accordance with Policy CC16</td>
</tr>
<tr>
<td></td>
<td>SS-2 Service Station Commercial, in accordance with Policy CC18</td>
</tr>
<tr>
<td></td>
<td>SS-3 Service Station Repair</td>
</tr>
<tr>
<td>Neighbourhood Centre</td>
<td>C-5 Community Commercial</td>
</tr>
<tr>
<td>Transit Village Commercial</td>
<td>C-7 Transit Village Commercial</td>
</tr>
<tr>
<td></td>
<td>P-1 Civic Institutional</td>
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<td>RM-5 Multi-Storey, High Density Apartment Residential</td>
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<td>RM-6 Multi-Storey, High Density Apartment Residential</td>
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<td>Urban Quarter</td>
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<td></td>
<td>P-1 Civic Institutional</td>
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<tr>
<td>Waterfront Village Centre</td>
<td>CD-1 Comprehensive mixed use development zone that emphasizes medium to high density residential development in combination with a variety of employment generating business uses and institutional uses, including public parks and open space.</td>
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### 2.3 Policies - continued

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<tr>
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<td>M-4</td>
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<tr>
<td>M-5</td>
<td>Recycling and Salvage Industrial, in accordance with Policy CC19</td>
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<td>M-6</td>
<td>Retail Industrial, in accordance with Policy CC24</td>
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<td>M-7</td>
<td>Restaurant Industrial, in accordance with Policy CC20</td>
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<td>M-9</td>
<td>Light Industrial</td>
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<td>Retail Industrial, in accordance with Policy CC24</td>
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<tr>
<td>M-8</td>
<td>Highway Retail Industrial, in accordance with Policy CC21</td>
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2.3 Policies - continued

Centres Policies

CC3: Encourage the greatest share of growth to designated centres as identified in Schedule B. Prioritize the preservation, improvement and expansion of existing centres over the creation of new ones.

CC4: Create and enhance built and natural environments of the highest quality, which emphasize the special identity of each Southwest Coquitlam centre.

CC5: Maximize the benefit of public investment in infrastructure and services by focusing new improvements in and connections between centres.

CC6: Address potential associated negative impacts to adjacent properties and neighbourhoods from development or land use changes such as increased traffic, pollution, noise, security issues and visual impacts.

CC7: Provide multi-modal transportation connections within and to surrounding neighbourhood centres and other centres and facilities with particular focus on walking, cycling and transit orientation.

CC8: Identify and encourage densities sufficient to promote pedestrian activity and frequent transit service within neighbourhood centres, as well as to support local businesses providing neighbourhood services.

CC9: Neighbourhood Centres

Identify and encourage land uses and infrastructure investments to support anticipated residential and employment growth including the following characteristics appropriate to a neighbourhood centre:

1. Land use designations and zoning sufficient to accommodate a range of employment and/or commercial activity compatible with the overall function, character, and intensity of development specified for a particular neighbourhood centre. Land use designations should provide locations for commercial services convenient to local residents and workers and in some cases a broader clientele;

2. Land use designations and zoning sufficient to allow a diversity of housing choices to accommodate a broad range of household needs, wants and lifestyles;

3. Land use designations and zoning sufficient to accommodate appropriate community facilities and human services that reflect the role of each centre as the focus of housing and employment and as the service centre for the surrounding neighbourhoods; and

4. Parks and public gathering places, natural areas, streetscapes and recreational and community facilities that enhance vibrancy and livability and improve environmental quality. Ensure public spaces are easily accessible and open to the public.
2.3 Policies - continued

CC10: Employment Centres
Identify and encourage land uses and infrastructure investments to support employment growth including:

1. Land use designations and zoning sufficient to accommodate the employment growth targets and direction consistent with the City's regional commitments and as established as part of broader economic development strategies and policies;

2. A range of employment and economic activity compatible with the overall function, character, and intensity of development specified for the employment centre; and

3. Community facilities and human services to support the employment centres.

CC11: Recreational / Institutional Centres
Incorporate the following characteristics as part of future comprehensive planning processes appropriate to the recreational / institutional centres:

1. Land use designations and zoning to support the need for change and enhancement of the recreational / institutional centre as a key destination that provides services to the local neighbourhood and Southwest area;

2. Land use designations and zoning sufficient to accommodate appropriate, supportive accessory uses; and

3. Land use designations and zoning that accommodates a range of activities, uses and densities compatible with the overall function, character, and intensity of development identified for this recreational / institutional centre.

Employment Land Uses

CC12: General and Service Commercial Areas
Use the general and service commercial designation to recognize existing auto-oriented strip commercial areas serving a citywide or regional clientele located with ready access from principal arterials or areas adjacent to industrial designations. Limit the proliferation and establishment of new general and service commercial designated areas.

CC13: General and Service Commercial Area Reinvestment
Prioritize the improvement of the architectural quality, the pedestrian-friendliness of development and the creation of an attractive streetscape in general and service commercial designated areas.
2.3 Policies - continued

CC14: C-1 Zone Local Commercial
Council may give consideration to applications for C-1 Local Commercial zoning for the purpose of convenience stores in portions of the plan area not designated for commercial uses, but such applications will only be given consideration where located on a site having adequate access directly onto a collector or arterial road.

CC15: C-6 Zone Casino Commercial
Limit entertainment facilities containing casino gaming operations and complementary uses to the site denoted on Schedule D of this Area Plan.

CC16: CS-4 Zone Cabaret Commercial
Limit entertainment facilities such as night clubs, dance halls and cabarets to the site denoted on Schedule D of this Area Plan.

CC17: SS-1 Zone Service Stations
Council may give consideration to applications for SS-1 Service Station Residential zoning for purposes of service stations in portions of the Plan area not designated for commercial uses, but such applications will only be given consideration where located on a site having adequate access directly onto a collector or arterial road.

CC18: SS-2 Zone Service Station Commercial
Council may give consideration to applications for SS-2 Service Station Commercial zoning for purposes of service stations in portions of the Plan area designated for service commercial uses, but such applications will only be given consideration where located on a site having adequate access directly onto a collector or arterial road and is not in a residential area.

CC19: M-5 Zone Recycling and Salvage Industrial
Council will not give consideration to applications for M-5 Recycling and Salvage Industrial zoning in portions of the Plan area. However, in support of increases in private sector contributions to the achievement of "zero waste" through recycling and diversion of solid waste resources, a review of the City's zoning and other associated regulatory amendments will be undertaken.

CC20: M-7 Zone Restaurants in Industrial Areas
Council may give consideration to applications for M-7 Restaurant Industrial zoning where Council is satisfied that the following locational guidelines have been met:

1. Demand – In order to avoid a concentration or over supply of restaurants in industrial areas, a demand analysis shall be completed which considers:
   a) the number, location and size of existing restaurants in the industrial area;
2.3 Policies - continued

b) the number of existing and, if possible, future employees in the industrial area;
c) the extent to which the proposed operation will attract non-industrial area customers.

2. Location – In order to ensure that factors such as convenience and accessibility to the proposed restaurant are balanced with municipal objectives regarding traffic flow and off-street parking, an analysis shall be completed which considers:
   a) The accessibility and convenience of the proposed location with respect to the potential clientele within the industrial area;
   b) The proposed site in relation to existing and planned development and traffic patterns;
   c) The availability of sufficient off-street parking for the restaurant. The provision of off-street parking for the restaurant shall not render neighbouring uses non-conforming with respect to off-street parking regulations.

3. Street Frontage – In order to ensure that non-industrial uses in an industrial area do not consume excessive amounts of street frontage, particularly in light of Coquitlam’s limited industrial land base, an analysis shall be completed, which considers the proposed restaurant street frontage in relation to the needs of existing and proposed neighbouring industrial uses. An effort will be made to balance the need for visibility for the restaurant with the need of sufficient street frontage for industrial uses.

CC21: M-8 Zone Highway Retail Industrial Uses
Limit the Highway Retail Industrial designation to the north frontage of United Boulevard, as denoted on Schedule D of the Plan, in order to minimize the traffic impacts generally associated with the retail uses allowed under this designation and to maintain the long term viability of service commercial areas – particularly in Maillardville and along the Lougheed Highway.

CC22: M-2 Zone Service Industrial
Council may give consideration to applications for M-2 Service Industrial zoning in portions of the Plan area designated for industrial uses where there is sufficient road capacity and site access, as determined through a transportation study.

CC23: M-3 Zone Special Industrial
Council may give preference to M-3 Special Industrial zoning for industrial designated sites of the Plan area that are immediately adjacent to sites designated for residential uses.
2.3 Policies - continued

CC24: M-6 Zone Retail Industrial
Consider applications for M-6 Retail Industrial zoning in portions of the Plan area designated for industrial uses identified on Schedule D of this Area Plan to locations where Council is satisfied that there is sufficient road capacity, site access and parking provisions, as determined through a transportation study.

Residential Land Uses

CC25: RS-3 Zone Small Lot One Family Residential
Council may give consideration to applications, in advance of neighbourhood planning processes, for RS-3 One Family Residential zoning in areas designated One-Family Residential provided a minimum lot size of 555m² is deemed appropriate with respect to neighbourhood context, character and surrounding lot sizes.

CC26: Public Benefits
Consider the development of policies that establish zoning incentives and other development-related tools to provide for, or preserve and enhance public benefits.

CC27: Housing Choices
Council may give consideration to applications for new small-scale, ground-oriented housing choices, in portions of the Plan area designated for Neighbourhood Attached Residential uses in advance of completing new, or updating existing, Neighbourhood Plans. The City will establish a Demonstration Program for Innovative, Small-scale Housing Design to assist in guiding appropriate new housing choices design that specifies the purpose, goals, review criteria, design considerations, consultation requirements, and post-project completion evaluation requirements.

Civic and Institutional Land Uses

CC28: Civic and Institutional Uses in Private Developments
Explore the potential to incorporate civic/public facilities into private developments if compatible with the function, character and scale of the area in which they are located.

CC29: P-2 Zone Places of Worship
Council may give consideration to applications for P-2 Special Institutional zoning within the Plan area for the development of places of worship provided that such consideration will take into account the following siting guidelines:

1. The site shall have convenient access to a collector or arterial street such that traffic generated by this use will not tend to use local residential streets for access.
2.3 Policies - continued

2. The site shall not be located on lands designated in Schedule A for industrial use.

3. The development shall comply with the subdivision, servicing, design review and landscaping requirements normally met by classes of development other than single-family or duplex residential.

4. Preference will be given to sites that form a buffer between residential and non-residential uses, or which buffer residential uses from the intersection of two arterial and/or collector streets.

5. To ensure attractive and activated street frontages with natural surveillance, building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping, and pedestrian scale lighting.

6. Where appropriate, the design and location of main building entrances should address surrounding streets to improve the relationship between the building and public realm.

CC30: P-4 Zone Special Care Institutional 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 centres and out-of-school day care centres in parts of the plan area designated "One-Family Residential" or "Compact One-Family" provided that the proposed buildings are in keeping with the character of the neighbourhood and that sufficient drop-off and pick-up facilities are accommodated.

CC31: Riverview Lands
Consideration of development proposals in the Riverview Lands should be pursuant to the recommendations contained in Coquitlam's Community Heritage Register and the Council adopted For the Future of Riverview (2005), as amended from time to time.

CC32: Extensive Recreation Area
Recognize that the land known as the "GVRD fill site" as denoted on Schedule D of the Plan and designated Extensive Recreation, is considered an interim use only and will require redesignating to industrial once remediation of the site is complete.

Schoolhouse Employment Centre Land Use Policies

Development Servicing for Properties Featured in Schedule E

CC33: Based on a comprehensive study for the Schoolhouse Street area, as adopted by Council in November 2003, the following servicing considerations will apply to local development:

Geotechnical Conditions and Infrastructure
1. Respect unique geotechnical conditions within the Schoolhouse Street Area as defined in Schedule E. Consider new road and
2.3 **Policies - continued**

infrastructure design with a review of alternate construction techniques, such as the use of lightweight materials and road fill.

**Stormwater Management**

2. Encourage alternative stormwater management systems and design through the development process. On a broader basis, investigate opportunities for community and/or on-site detention facilities and, where feasible, seek to design any such facilities to achieve fish and wildlife habitat benefits.

On a system-wide basis, recognize that there may be a need for remedial channel works to be completed by the City. Future development in the area should provide opportunities for these works to occur, at an appropriate stage in the development process.

**New Road Construction**

3. Where new roads or road extensions are shown in Schedule A, and shown in detail in Figure CC-1 below, or through appropriate transportation studies, a flexible approach to implementation is desirable. As feasible, encourage landowner participation in new road construction through the development process, recognizing that this may not be appropriate for all streets.

4. In keeping with the Citywide objective of balancing neighbourhood livability and vitality with mobility needs, work towards reducing conflicts between industrial traffic and residential neighbourhoods, particularly as streets through industrial areas, such as Myrnam Street, are extended. As redevelopment occurs for industrial properties on the west side of Cayer Street, encourage the relocation of site access to frontages along Myrnam Street.

**Location of Future Office Park Industrial Uses**

**CC34:** Council may give consideration, at a future date, for zoning to allow low to medium-density office use which would generally be seen as not appropriate for the City Centre for lands along Como Creek and the Fraser River, within Pacific Reach. Council will review the precise extent of these uses in light of City Centre development and regional transportation trends and decisions. Such office uses may also be considered in selected portions of the Schoolhouse Street Area, as shown on Schedule D. These uses would be accommodated within the Schoolhouse Street Area through site-specific text amendments to the M-6 Retail Industrial zone. Council will also review appropriate mechanisms to ensure a high degree of architectural finish and aesthetic compatibility with adjacent land uses.
2.3 Policies - continued

Criteria for Work-Live Industrial Uses

CC35: Schedule D to this Area Plan designates locations where Work-Live uses may be considered. A gross floor area of up to 1.0 times the lot area may be considered for sites identified in Schedule D for such uses, with the residential component not to exceed a gross floor area of 0.5 times the lot area, and the industrial component not to exceed a gross floor area of 0.6 times the lot area. The lot size for parcels with work-live uses must be a minimum of 3,900m². These uses will require a Zoning Bylaw amendment to implement. In processing such amendments, Council will give consideration to residential suitability in the context of adjacent uses at the time of application.

Subject to further study, additional criteria for Work-Live may be added to continue supporting the long-term industrial uses of surrounding lands and fostering high levels of compatibility between new Work-Live, industrial and commercial uses.

Figure CC-1
2.3 Policies - continued

New Service Commercial

CC36: In light of long-term Provincial plans for highway upgrades, no additional Service Commercial will be considered other than what is designated on Schedule A to this Area Plan. The only exception would be in the event of major transportation infrastructure changes, subject to Ministry of Transportation and Council approval.

Building Setbacks on Schoolhouse Street

CC37: The need for street widening is limited to areas within 200 metres of intersections at Schoolhouse Street and Lougheed Highway and Schoolhouse Street and Booth Avenue. For this reason, variances to the building line provisions of the Zoning Bylaw may be considered for portions of Schoolhouse Street outside these areas, subject to an analysis of potential traffic implications.

Booth Creek, South of Booth Avenue

CC38: The City's Master Trail Plan identifies a trail opportunity along Booth Creek, between Booth Avenue and Lucille Starr Drive. Where opportunities exist, and where feasible, consideration should be given to securing the trail through rights-of-way as development occurs. Efforts should also be made to provide connections between the trail and Myrnam and Schoolhouse Streets, as illustrated in Figure CC-2 shown below:
Consideration of Shared Parking

CC39: Within the area shown cross-hatched or outlined in bold on Schedule D, consideration may be given to proposals for shared parking, based on feasibility.

Waterfront Village Neighbourhood Centre Land Use Policies

The approximately 89-acre (36 ha) site adjacent to the Fraser River commonly known as 'Fraser Mills' is designated as a Waterfront Village Centre containing a mix of residential, commercial, industrial, institutional and public open space uses.
2.3 Policies - continued

Planning Principles

CC40: The neighbourhood plan shall be prepared taking into consideration the following planning principles:

1. Provide housing that meets the needs of a variety of household ages, incomes, abilities and tenures (including both market and non-market housing opportunities).

2. Foster the creation of a healthy community that:
   a) promotes walking, cycling, and use of transit and the creation of an integrated parks and open space system which enhances this riverfront setting
   b) maximizes public access to the river front including the provision of a continuous waterfront walkway and a public pier, subject to approval by regulatory authorities and other parties
   c) integrates residential and employment uses with the parks and open space system
   d) provides for a variety of leisure and recreation opportunities ranging from passive to more active/athletic activities
   e) provides direct and improved cycling and pedestrian connections to adjacent areas within Pacific Reach as well as north of the Trans Canada Highway into the Maillardville neighbourhood
   f) provides direct benefits which improve the health of the local ecosystem.

3. Acknowledge and celebrate the heritage of the site.

4. Promote efficient use of resources (land, air, energy and water) by:
   a) employing community energy planning principles as well specific strategies related to site planning, land use, building design, transportation, energy conservation and alternative energy supply options;
   b) exploring the feasibility of alternative energy supply options and the development of a district energy system to serve the neighbourhood;
   c) developing an integrated stormwater management system which restores natural systems in the area.

5. Ensure that employment opportunities on the site are maximized, including "no net loss" compared to the number/quality of jobs that would have been provided under an industrial development scenario for the site.

6. Create a retail commercial area that shall serve as a principal focus of the neighbourhood and shall provide for the day to day needs of local residents, as well as attracting visitors.
2.3 Policies - continued

7. Minimize potential conflicts and incompatibilities between residential and non-residential land uses (both on site and adjacent). These shall be addressed through appropriate and effective buffers and other site planning and building design/construction considerations.

8. Ensure a high level of quality of urban design and form both in terms of private buildings/spaces and the public realm.

9. Foster the creation of a high quality public realm that contributes to the livability of the area and local residents and businesses and that provides opportunities for enhancements to local natural systems.

10. Foster community completeness through the provision of adequate community amenities, services and facilities to neighbourhood and City residents.

11. Ensure the creation of a multi-modal area and local transportation/circulation system which provides a long-term solution to local transportation issues and constraints in the area and provides enhanced connections to adjacent areas within Pacific Reach as well as with the Maillardville neighbourhood.

12. Ensure that telecommunication’s infrastructure on the site is service provider neutral and allows for the delivery of high speed services over optical fibre cables.

Land Uses and Densities

CC41: The neighbourhood plan shall be prepared taking into consideration the following land uses and densities:

1. The residential component shall be a mix of medium to high density building forms, including townhomes and low, mid and high-rise apartment buildings. The maximum permitted height of the 13 planned residential high-rise buildings shall not exceed 38 storeys, with an overall average of 30 storeys. The placement of towers shall be subject to view and sightline analyses. Live-work units shall also be permitted as part of the residential component. The number of residential dwelling units on the site shall not be less than 3,200 and not more than 3,700.

2. The commercial component shall be primarily mixed with residential use. Commercial uses appropriate to the site include retail, personal and professional services, and food services. The amount of commercial floorspace shall be not less than 16,255 sq. m. (175,000 sq. ft) and not more than 25,545 sq. m. (275,000 sq. ft).

3. The industrial component shall be composed of light industrial and related uses that are compatible with adjacent residential use. The industrial component shall occupy not less than 6.0 ha. (15 acres) of the site and the amount of industrial floorspace shall be not less than 54,534 sq. m. (587,000 sq. ft.) that includes "light industrial/business park" space.
2.3 Policies - continued

4. The zoning will allow a post-secondary education facility with a FAR between 0.75 and 1.25 and a maximum height of 4 storeys.

5. A minimum of 6 ha. (16 acres) of publicly-accessible open space, including active and passive park space and trails, shall be provided. This will include a public trail system extending the entire length of the site adjacent to the Fraser River and linked to the current and planned trail network on and adjacent to the site.

6. A public pier shall be provided on the Fraser River that is linked to the waterfront public trail system on the site, provided that such approvals can be obtained. This pier is to be linked to the public trail system.

7. Private indoor amenity space shall be on-site for the residents of Fraser Mills. The minimum amount of floorspace provided for this purpose shall be 6,736 sq. m. (72,500 sq. ft.).
SECTION 3 – A HEALTHY AND LIVEABLE ENVIRONMENT (HE)

3.1 Goal

- Sustain the unique natural features and functions of Southwest Coquitlam, including land form, vegetation, lakeshores, rivers, watercourses, greenways, wildlife habitat, biodiversity, natural ecosystems and environmentally sensitive areas.

3.2 Objectives

- Provide for the wise management and stewardship of the area’s water and land based resources to ensure their long term sustainability.
- Avoid and mitigate the impacts of urban development in hazardous lands, areas of high environmental sensitivity, and wildlife habitat.
- Increase and develop a multi-functional ‘green infrastructure’ consisting of natural areas, open spaces, greenways, urban forest and parklands which serve as defining physical features of Southwest Coquitlam.
- Provide for strategies to manage human interactions with wildlife, particularly bears.
- Reduce emissions of greenhouse gases and common air contaminants.

3.3 Policies

**Natural Resource Management and Environmental Protection**

**Water Resources**

HE1: Support the protection of Southwest Coquitlam’s water resources from degradation and use water resources more efficiently by:

1. Completing integrated watershed management plans either before or at the same time as neighbourhood plans are developed.
2. Implementing and enforcing regional water conservation regulations and exploring the possibility of assisting residences and businesses in Southwest Coquitlam in the development of water conservation plans.
3.3 Policies - continued

3. Protecting riparian areas via the Riparian Areas Regulations and implementing stormwater management guidelines, as adopted and amended from time to time, to reduce the impacts of storm water.

4. Working towards stormwater management approaches that are compatible with the broader objectives of existing and future integrated watershed management plans in Southwest Coquitlam.

5. Addressing stormwater issues in a manner that is consistent with the Policy and Design Manual in the City of Coquitlam Subdivision and Development Servicing Bylaw No. 3558, 2003, as amended from time to time.

6. Using opportunities to incorporate stormwater management measures through redevelopment and infrastructure works.

7. Implementing invasive species management plans in recognition of the negative impact invasive species proliferation can have on fish and wildlife habitat.

8. Encouraging the application of green roof treatments on multi-family, commercial, mixed-use and industrial buildings to improve stormwater management and enhance views from above.

9. Developing and implementing a corporate water conservation plan for the City of Coquitlam.

Natural Hazards Management

HE2: Consider the prevention of property damage resulting from natural hazards such as flooding or slope failure by:

1. Assessing the condition of existing drainage corridors and flood protection systems and maintaining them as required.

2. Completing integrated watershed management plans, as delineated in Schedule H, which take into account effects of climate change, including the possibility of severe storm events and increased risk of flooding and/or drought and proposing mitigation measures.

3. Continuing existing programs to assess and mitigate natural hazards on slopes and refrain from siting buildings or building additions on or adjacent to slopes or in the floodplain as defined and regulated in the City of Coquitlam Zoning Bylaw, 3000, 1996, as amended from time to time.

4. Recognizing that the presence of vegetation enhances slope stability, and using the Tree Management Bylaw to restrict tree cutting in steep slope areas and promote replanting where tree loss has occurred.

5. Consider, as feasible, as appropriate, and as relevant, the measures identified in the Hazard, Risk and Vulnerability Analysis, 2007 through neighbourhood planning processes.
3.3 Policies - continued

Environmentally Sensitive Areas

HE3: Consider the prevention or mitigation of impacts from urban development in environmentally sensitive areas by:

1. Implementing strategies for managing environmentally sensitive areas.
2. Investigating the use of development permit areas to protect environmentally sensitive areas.
3. Managing invasive species on public lands where they threaten the proper functioning of ecosystems in accordance with the Invasive Species Management Strategy, 2007, as amended from time to time.
4. Developing a strategy, policies and a regulatory framework to address peat settlement-prone areas.
5. Working with the Fraser River Estuary Management Plan partners, ensuring that foreshore development along the Fraser River supports the overall goals and intent of the Plan and accompanying designations as identified in Schedule C.
6. Developing ways to connect natural areas in Southwest Coquitlam to preserve or improve biodiversity, while recognizing the challenges of doing so in a heavily urbanized area.
7. Encouraging the use of native plant species through enhancement and restoration of degraded sites of ecological significance within or adjacent to Southwest Coquitlam, in accordance with any wildlife management strategies, to support local biodiversity and minimize irrigation needs where possible.
8. Providing optimal bear protection in Southwest Coquitlam while enabling residents to continue to enjoy living in a community surrounded by nature in a way that does not harm wildlife or result in safety risks to the community. Complete a bear-human conflict management plan to evaluate measures to strive to achieve this intent.

Air Quality, Climate Change and Energy

HE4: Reduce emissions of common air contaminants and greenhouse gases by:

1. Developing guidelines that outline voluntary green building design features and residential retrofit approaches, including information on grants and other funding sources.
2. Exploring the feasibility of adopting a green building standard or an integrated design process for all city capital building projects.
3.3 Policies - continued

3. Encouraging the development of overall greenhouse gas reductions, consistent with Provincial statutory requirements, as part of the development process through strategies such as improved building energy efficiency, reductions in transportation emissions, use of alternative/renewable energy sources, and the use of passive solar design and landscaping, as well as other well-established design approaches.

4. Exploring the feasibility of providing incentives for projects that are built according to a voluntary green building standard or that use green building techniques.

5. Completing and implementing a comprehensive landscape strategy that includes a goal to maintain or expand the current tree canopy wherever possible and other initiatives to support carbon sequestration.

6. Incorporating biodiversity, carbon sequestration and increased efficiency in stormwater management when planting and managing landscapes within Southwest Coquitlam.

7. Establishing more detailed baseline air quality data in Southwest Coquitlam.

8. Partnering with Metro Vancouver through programs to reduce emissions from automobiles and homes.

9. Implementing a sustainable transportation plan, as adopted and amended from time to time, which includes travel demand management services to improve and encourage transit and non-vehicular modes of transportation.

10. Incorporating approaches to land use planning that enable residents to use transit or non-vehicular means to complete daily tasks.

11. Exploring opportunities for incorporation of alternate heating and electricity generation, such as geo-thermal, ground and air source heat pumps, solar thermal, photovoltaic energy, wastewater, or biomass sources as part of new development.

12. Working with business owners, especially those in the industrial areas, to explore sustainable synergies and the establishment of eco-industrial networks.

13. Taking the lead in piloting the use of photovoltaics and solar lighting for streetlighting and other appropriate opportunities where possible.

14. Working with developers to ensure that the latest supplier-neutral communication technology is included in new developments to promote live/work opportunities and reduce vehicular travel.

15. Using the City of Coquitlam Green Guide to help residents, businesses, and developers improve the environmental performance of buildings.
3.3 Policies - continued

16. Encouraging opportunities for urban agriculture in Southwest Coquitlam to permit the growing of food such as edible landscaping, community garden space and active living roofs.


18. Establishing greenhouse gas emission reduction targets, as mandated by the Local Government Act, and other adaptation strategies through the preparation of a climate change action plan with neighbourhood planning process.

Waste Management

HE5: Reduce waste and its impacts on the environment by:

1. Encouraging new and existing multi-family, mixed-use, and commercial developments to include facilities for waste reduction and recycling.

2. Encouraging composting of organic waste materials in a manner that also prevents interactions with wildlife, particularly bears.

3. Implementing guidelines, as adopted and amended from time to time, for waste management practices that prevent interactions with bears, such as bear-proof residential waste containers.

Environmental Awareness and Responsibility

HE6: Create a public information tool that illustrates the inter-connections between land use, sustainable transportation, travel behaviour, greenhouse gas emissions and climate change. Explore and provide additional opportunities to increase public awareness of how to reduce environmental impacts so that residents, business owners, and employees are able to make informed choices.

HE7: Undertake the development of a sustainable neighbourhood framework of principles and guidelines, which is predicated on the Sustainable Neighbourhood Policy Framework in Schedule G, to inform and direct the preparation of neighbourhood plans that advance sustainable goals.

HE8: Seek opportunities to meet obligations under existing environmental agreements and partnerships, such as the British Columbia Climate Action Charter, and where appropriate, seek senior government funding, partnership, policy, and regulatory support to help realize these opportunities.
SECTION 4 – HOUSING CHOICES IN DISTINCT NEIGHBOURHOODS (DN)

4.1 Goal

> Support the development of vibrant, compact, complete communities with a diversity of housing choices that accommodate a range of lifestyles, ages, abilities, and incomes.

4.2 Objectives

> Implement the strategic actions outlined in Coquitlam’s “Affordable Housing Strategy” (2007).
> Promote re-investment in and upgrade of existing neighbourhoods through redevelopment of older housing stock and associated improvements to streets and sidewalks to improve liveability.
> Promote the development of neighbourhoods that provide a variety of housing types, densities and designs, and mix of uses and services that address the diverse needs of Southwest Coquitlam residents of all ages and social-economic groups.
> Promote community design that produces a high-quality built environment with form and character that reflects Southwest Coquitlam’s unique historic, environmental and architectural context, and creates memorable places that enrich community life.

4.3 Policies

**Housing Choices**

**DN1:** Identify sites for revitalization and new housing opportunities in neighbourhoods.

**DN2:** Explore incentive-based approaches such as density bonusing to expand non-market and market affordable housing that is provided as a result of new development.

**DN3:** Encourage innovative and non-traditional, small-scale, ground-oriented housing types such as co-housing, courtyard housing, cottage housing, coach housing, live/work and other forms of adaptable or flexible housing as an alternative means of accommodating residential growth and change and potentially providing affordable housing options.

**DN4:** Allow and encourage a range of housing types for seniors, such as independent living, various degrees of assisted living, and licensed care facilities. Strive to increase opportunities for seniors to live in accessible housing with services nearby.
4.3 Policies - continued

DN5: Consider the accommodation and encouragement, where appropriate, of small-scale, ground-oriented housing that is attractive and affordable to households with children through neighbourhood planning processes.

DN6: Support the creation of new market and non-market rental housing within the Southwest Coquitlam Plan Area.

DN7: Retain and replace existing market and non-market rental housing stock through the implementation of the City of Coquitlam Strata-Conversion Guidelines and Policies, as amended from time to time. Any loss of rental housing stock will be required to support and compensate displaced persons.

DN8: Future redevelopment of mobile home parks shall apply the City’s Mobile Home Park Redevelopment Displacement Assistance policy as adopted by Council and amended from time to time.

DN9: Encourage the location of supportive or transitional housing for people with special needs within Southwest Coquitlam, including those with physical or mental disabilities and others who have unique social needs.

DN10: Consider redevelopment or intensification of aging non-market or cooperative housing sites subject to the following:

1. Ensure that there is no net loss of non-market housing units;
2. Seek opportunities to expand non-market housing stock through senior government initiatives.
3. Ensure existing residents are accommodated according to Coquitlam’s tenant assistance policies.

DN11: Mix housing types and tenures wherever possible to encourage social integration throughout Southwest Coquitlam.

DN12: Explore the integration of affordable housing units within developments on City owned properties.

DN13: Encourage a variety of housing unit adaptability measures that will serve the needs of residents in all stages of life to allow for aging in place.

DN14: Strengthen opportunities for families with children to live in higher-density environments by including useable outdoor space for play, recreation, and social or cultural activities as part of new multi-family residential and mixed-use developments.
Distinct Neighbourhoods

DN15: Undertake the preparation of detailed neighbourhood plans as a means to translate and implement the policies of this Area Plan. These neighbourhood plans should be directed at neighbourhoods and centres experiencing or expected to experience significant pressures of growth and change and where other local issues warrant more detailing planning and public consultation.

DN16: Consider the quality and character of a neighbourhood and reinforce the characteristics that provide identify such as land use, density and street patterns.

DN17: Encourage lot divisions and consolidations that will enhance and contribute to neighbourhood character.

DN18: Encourage the utilization of lanes to provide improved and alternative pedestrian and vehicle access to sites and through the neighbourhood. Consider a new street cross section for lanes with enhanced landscaping to accommodate additional housing choices in existing neighbourhoods.

DN19: Ensure excellence in the design of Southwest Coquitlam's urban form and structure through development standards and clear design direction.

Community Heritage

DN20: Encourage owners of properties of historical significance, as identified on the City's Heritage Inventory and/or Register, to rehabilitate and preserve historic buildings and sites through the use of Heritage Revitalization Agreements or other measures to protect heritage resources.

DN21: Explore historical linkages during neighbourhood planning processes in order to better inform the local vision and the identification of distinct neighbourhood character.
5.3 Policies - continued

SECTION 5 – SUSTAINABLE TRANSPORTATION CHOICES (ST)

5.1 Goal

> Develop an integrated, sustainable, multi-modal transportation system for people, goods, and services that are environmentally friendly, affordable, efficient, convenient, safe and accessible.

5.2 Objectives

> Develop transportation decisions, strategies and investments that are coordinated with the shaping of land use policies in support of the development of compact, complete communities.

> Create a comprehensive street system that provides circulation throughout Southwest Coquitlam while enhancing the safety and function of the local transportation system.

> Ensure the development of a transit system that conveniently connects Southwest Coquitlam's residential areas and centres.

> Encourage a shift in personal lifestyle and behaviour towards sustainable transportation choices that enhance personal health and fitness, and financially efficient and have the lowest environmental cost.

> Preserve and improve mobility and access for the transport of goods and services.

> Manage the parking supply to support a vital economy, reduce auto trips and improve air quality.

5.3 Policies

Enhancing Vibrant Centres: Land Use & Transportation

ST1: Encourage the design of transportation infrastructure and facilities in and between centres to support land use strategies, goals and policies for a sustainable, compact, complete community.

ST2: Encourage the design and scale of transportation infrastructure and facilities compatible with planned land uses and with consideration for the character anticipated by this Area Plan and neighbourhood plans nested within the geography of this Plan.

ST3: Encourage and provide opportunities for public involvement in planning and designing City transportation facilities, programs, and services, and encourage other agencies and service providers to do the same.
5.3 Policies - continued

ST4: Develop a Sustainable Transportation Plan (STP) for Southwest Coquitlam with the goal of creating a multi-modal transportation network to move people and goods. The STP should include goals and policies and designation of pedestrian, bicycle, transit, vehicle and truck route networks.

ST5: Explore all other options to improve safety or to achieve appropriate levels of service before adding new general purpose vehicle travel lanes.

ST6: Recognize the important function of rear lanes in the transportation network. Consider lanes a valuable public and transportation resource for access to abutting properties, to improve adjoining streetscapes, and to improve safety and mobility on arterial and collector roads.

ST7: Examine current road standards and make necessary amendments to the City of Coquitlam’s Subdivision and Development Servicing Bylaw to support the overall sustainable transportation approach for Southwest Coquitlam.

ST8: Coordinate with regional, provincial and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and to support the centers strategy approach to growth and change management.

Increasing Transportation Choices: Making Transit a Real Choice

ST9: Work with TransLink to provide transit service that is fast, frequent, and reliable between centres and accessible to most of the city’s residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.

ST10: Encourage transit services that address the needs of persons with disabilities, the elderly, other people with special needs, and people who depend on public transit for their mobility.

ST11: Continue to assert the Council adopted priority for a Northwest corridor (North and Clarke Roads) route for rapid transit. Work collaboratively with TransLink and the Province, along with the Kwikwetlem First Nation and other stakeholders, to develop a plan for the provision of rapid transit along the Lougheed corridor in Southwest Coquitlam. Establish an integrated, regional high capacity rapid bus transit system or similar facility within the corridor as an interim step to building a southeast rapid transit line. Collaboratively with TransLink and the Province, along with the Kwikwetlem First Nation and other stakeholders, to develop a plan for the provision of rapid transit along the Lougheed corridor in Southwest Coquitlam. Establish an integrated, regional high capacity rapid bus transit system or similar facility within the corridor as an interim step to building a southeast rapid transit line.
5.3 Policies - continued

ST12: Work collaboratively with TransLink to support the development of a Frequent Transit Network system that connects all Centres.

ST13: Work with TransLink to design and operate transit facilities and services to make connections within the transit system and with other modes.

ST14: Integrate transit stops, stations, and hubs into existing communities and business districts to make it convenient for people to ride transit and reach local businesses.

ST15: Work with transit providers to ensure that the design of stations and alignments will improve how people move through and perceive Southwest Coquitlam, contribute positively to Southwest Coquitlam's civic identity and reflect the cultural identity of the communities where they are located.

ST16: Encourage the incorporation and integration of park-and-ride facilities and associated uses into larger, mixed-use development.

ST17: Encourage opportunities for waterborne transit service.

Increasing Transportation Choices: Bicycling and Walking

ST18: Improve mobility and safe access for walking and bicycling in Southwest Coquitlam. Develop Southwest Coquitlam-wide integrated bicycle and pedestrian systems, and create incentives to promote non-motorized travel to all centres, transit stations, schools, parks and other destinations.

ST19: Integrate pedestrian and bicycle facilities, services, and programs into City and regional transportation and transit systems such as the Foster Avenue Bike Link. Encourage transit providers to provide safe and convenient pedestrian and bicycle access to and onto transit systems, and covered and secure bicycle storage at stations.

ST20: Encourage and integrate end-of-trip bicycle facilities such as secure, short- and long-term parking, showers, change rooms and locker facilities within appropriate developments.

ST21: Identify the development and improvement of pedestrian facilities as a priority to provide key connections. Particular consideration should be given to school walking routes; access to transit, public facilities, social services, community centres; access within and direct routes between centres, particularly neighbourhood centres; pedestrian connections in areas with steep grades; and areas with high anticipated levels of growth and change.

ST22: Provide and maintain a direct and comprehensive bicycle network connecting centres and other key locations, such as Foster and Rochester Bikeways, pursuant to the City's Cycling Implementation Priority Strategy. Provide continuous bicycle facilities and work to eliminate system gaps. The bicycle network plan component of the Sustainable Transportation Plan should identify a method for assessing
5.3 Policies - continued

and implementing cyclist safety and access improvements in high growth areas.

ST23: Develop, apply and report on walking and bicycling transportation performance measures in the Sustainable Transportation Plan when completed, and as amended from time to time, to evaluate the functioning of the non-motorized transportation system; to ensure consistency with current industry standards; to identify strengths, deficiencies and potential improvements; and to support development of new and innovative facilities and programs.

ST24: Promote safe walking, bicycling, and driving behavior through education, enforcement and engineering design, that highlight public health benefits, reinforce pedestrian, bicycle and motorist rights and responsibilities, and minimize pedestrian, bicycle, and vehicular conflicts through engineering strategies that encourage all traffic to travel on appropriate roads and at appropriate speeds.

Promoting the Economy: Moving Goods

ST25: Work with the goods movement sector and other entities to promote awareness about potential operational changes, capital projects and regulations that may impact goods movement.

ST26: Participate and advocate Southwest Coquitlam’s interests in regional and provincial forums regarding goods movement.

ST27: Recognize the importance of the goods movement network to Southwest Coquitlam's economic health when making decisions that affect Truck route streets as well as other parts of the region’s roadway system.

ST28: Encourage efficient and safe movement of goods by rail where appropriate. Promote continued operation of freight rail lines and regional intermodal yards that serve industrial properties and the transport of goods. Improve the safety and operational conditions for freight rail transport at the rail track crossings within Southwest Coquitlam streets.

Managing the Parking Supply

ST29: Consider establishing parking districts that allow for neighborhood based on- and off-street parking management regulations to help serve neighbourhood centres.

ST30: Explore the use of low-cost parking management strategies such as curb space management, shared parking, pricing, parking information, marketing and similar tools to encourage more efficient use of parking supplies before pursuing more expensive on- and off-street parking facility options.
5.3 Policies - continued

**ST31:** Explore on-street parking options in centres provided that the pedestrian and bicycle environments and transit operations are of primary concern.

**ST32:** Consider the development of an on-street parking supply plan, particularly for centres, during the preparation of neighbourhood plans.

**ST33:** Implement parking regulations to encourage commercial parking turnover, customer access, and efficient allocation of parking among diverse users.
SECTION 6 – VITAL ECONOMY (VE)

6.1 Goals

- Increase opportunities for a diverse and innovative local economy that is sustainable, resilient and prosperous for current and future generations.
- Provide economic opportunities that contribute to the international, national, regional and local economy and provide residents employment opportunities close to home.
- Recognize Southwest Coquitlam’s significant employment land capacity and strategic location and its role in contributing to the City’s employment goals, economic growth and diversification, creation of high paying jobs and efficient use of land.

6.2 Objectives

- Leverage community assets, telecommunication, infrastructure, transit service and access to multi-model transportation networks to attract economic development to Southwest Coquitlam.
- Review the Southwest Coquitlam Area Plan every five years to ensure that it is economically feasible in the context of current and projected market, land use, and real estate trends.
- Protect and develop key employment land capacity in Southwest Coquitlam.
- Provide a broad range of new jobs in Southwest Coquitlam in the short, medium and long terms to match the skills and diversity of Coquitlam’s current and future labour force.
- Collaborate with the local business community to create dynamic, healthy, sustainable and successful commercial centres and employment areas.

6.3 Policies

VE1: Capitalize on the strategic location of the Fraser Gateway Employment Corridor with upcoming North Fraser Perimeter Road and Provincial Gateway transportation project improvements by focusing employment growth in this area. Surplus lands that may result from these infrastructure projects should be used for public and/or employment generating uses.

VE2: Accommodate significant concentrations of employment and population growth in neighbourhood centres.

VE3: Develop, in consultation with area residents and businesses, neighbourhood plans for Southwest Coquitlam’s entire network of centres to help strengthen community and guide investments and policy decisions to support the retention, reinvestment, and growth of businesses and employment in these areas.
6.3 **Policies - continued**

**VE4:** Examine a range of incentives to stimulate new office development in neighbourhood centres and areas well served by rapid transit and the Frequent Transit Network (FTN).

**VE5:** Develop a strategic employment land use, servicing vision and plan for the Fraser Gateway Employment Corridor that is responsive to the changing needs of business and ensures a sufficient supply of employment land to meet future long-term needs. As an interim measure, broaden the range of land uses permitted in the industrial zones and rationalize the number of industrial zones in the City's Zoning Bylaw to respond to emerging and ongoing business needs.

**VE6:** Work with the Province to advance the employment vision articulated in the Riverview Task Force Report, which positions Riverview to develop unique and innovative centres of excellence in the arts and culture, community development, and health research/advanced education sectors.

**VE7:** Consider new incentives, tools and mechanisms to nurture economic vitality and foster a culture of entrepreneurship and innovation through the City's broader economic development initiatives.

**VE8:** Foster home-based businesses, small businesses, and virtual workplaces in appropriate locations.

**VE9:** Encourage new medium- and high-density residential, mixed-use, commercial and industrial development to integrate structural design measures for fibre-optic infrastructure, such as the City's "Q-Net" to support economic development, home-based businesses, and improve future information technology capacities and choices for consumers.

**VE10:** Focus on attracting and retaining businesses that create employment suited to the skills and diversity of Coquitlam's current and future resident labour force to improve the resiliency of the local economy and contribute to the larger economy.

**VE11:** Foster and support Business Improvement Associations (BIAs) to create thriving, competitive, safe and distinctive business areas. Where appropriate, initiatives to promote distinctiveness could include the marketing of historic, established, and emerging culturally-based commercial areas.

**VE12:** Collaborate with other agencies and organizations to encourage and support businesses to adopt ecologically responsible operational practices while enabling businesses to deliver competitively priced services and goods.

**VE13:** Promote relationships and linkages between the business community, educational institutions (including Douglas College, School District #43 and other educational institutions), arts and culture organizations, and social service agencies to capitalize on potential mutual benefits.

**VE14:** Maintain a high level of City services and sustainable infrastructure to support existing and emerging employment centres and local...
6.3 Policies - continued

businesses and reflect this support in the City's Capital Plan.

VE15: Explore new policies and programs to attract and support the development of green sector businesses.

VE16: Encourage green building design features for upgraded and new commercial and industrial developments.

VE17: Work with Metro Vancouver and other agencies and development interests to explore opportunities for eco-industrial networking and related demonstration projects.
SECTION 7 – MEETING CHANGING COMMUNITY SERVICE AND INFRASTRUCTURE NEEDS (CS)

7.1 Goals

> Provide sustainable infrastructure systems, health and safety measures, and an accessible network of leisure and social community facilities and programs to enhance livability and support growth and change in Southwest Coquitlam

> Provide an integrated network of parks, natural areas, greenways, outdoor recreation opportunities, and public gathering places throughout Southwest Coquitlam to help meet the passive and active recreation needs for current and future residents of all ages, incomes, abilities, interests, and cultural backgrounds.

7.2 Objectives

> Ensure leisure, sport and cultural services and infrastructure support the needs of people of all ages, cultural backgrounds, abilities and interests.

> Use a resource conservation approach to utility planning.

> Incorporate health and safety measures into land use considerations and the design of infrastructure and community facilities.

> Plan for and locate public facilities in ways that support anticipated growth and a broad range of uses.

> Address the need to create more outdoor recreation space in an existing community by exploring new approaches for acquiring passive and active outdoor recreation space.

> Explore new approaches to providing a network of leisure and social activities and facilities to serve the entire area.

7.3 Policies

Sustainable Utilities and Infrastructure

CS1: Ensure public infrastructure and amenities required to implement neighbourhood plans are reflected in the City’s Capital and Operating Plan and Development Cost Charge Bylaw.

CS2: Provide servicing for all subdivisions that meets the standards of the “City of Coquitlam Subdivision and Development Servicing Bylaw No. 3558, 2003,” as amended from time to time.
7.3 Policies - continued

CS3: Consider applications for rezoning of land once the servicing and development of the subject land is feasible in the near future. Where the lands to be rezoned do not yet exist as a distinct parcel or parcels, the application will not be referred to a Public Hearing until:

1. A subdivision application to create the subject parcel or parcels has been found technically feasible by the Municipal Subdivision Advisory Committee; and
2. Bearings and dimensions sufficient to establish proposed lot lines and zoning boundaries have been provided.

CS4: Work with other utility agencies to ensure that service capacity is adequate to accommodate growth anticipated through neighbourhood planning processes.

CS5: Upgrade municipal services in Southwest Coquitlam in a phased and coordinated manner that meets anticipated changes in demand and ensures that environmental values and considerations are accounted for during the planning, design, and construction of utility systems.

CS6: Establish a demand management approach in long term utility planning processes by considering the impacts of water conservation and storm water management approaches and other resource conservation approaches wherever possible.

CS7: Consider land-based storm water management, energy, and water conservation approaches as part of neighbourhood plan processes.

CS8: Encourage investment in infrastructure in new developments such as fibre optics and high speed communication links.

Community Health and Safety

CS9: Continue to provide fire protection services from the Austin Avenue and Mariner Way fire stations in the short term. The City will undertake a review to plan for additional and alternative fire protection services to support existing and future population growth and change in Southwest Coquitlam.

CS10: Incorporate Crime Prevention through Environmental Design (CPTED) measures in new development and neighbourhood planning processes to address safety and security in public places.

CS11: Ensure that areas around schools and playgrounds are maintained as pedestrian friendly environments through the use of designated routes, crossings and other measures and consider support programs such as school patrols, walking school buses, Safe Route to School and the Parent Parking Patrol.

CS12: Require, where possible and appropriate, vegetative buffers between incompatible land uses to mitigate the effects of noise and light pollution and poor air quality.
7.3 Policies - continued

CS13: Ensure appropriate levels of separation between transportation corridors with high particulate matter emissions and the location of facilities for children and the elderly.

CS14: Consider the recommendations from the joint municipal study on the Community Wildfire Protection Plan and the City of Coquitlam’s Emergency Response Plan for natural areas in Southwest Coquitlam.

CS15: Incorporate emergency management and evacuation planning in new development and neighbourhood planning processes, as appropriate, for sites with potential exposure hazards from adjacent higher risk industrial uses and dangerous good commodities movement along highway and/or rail corridors.

CS16: Incorporate fire staging areas in new development as appropriate, along elevated rapid transit guideways where roadway widths are narrow and at portal entrances for below grade rapid transit guideways.

CS17: Identify and install fire apparatus staging areas and emergency water pumping supply facilities along the Fraser River for earthquake preparedness.

Parks, Trails and Natural Spaces

CS18: Meet passive, active, and social, and cultural recreational needs of residents, by:

1. Pursuing the acquisition of small scale community spaces and public amenities to meet existing and future community needs and investigating management models for the maintenance of these spaces.

2. Seeking new opportunities to increase the amount of park space, trails, and other outdoor recreation resources in accordance with the Leisure and Parks Services Master Plan, as adopted and amended from time to time.

3. Integrating the urban greenways planned for the Burquitlam and Lougheed Neighbourhoods with other neighbourhood areas.

4. Working with private property owners to secure public access to the shorelines of the Fraser, Coquitlam, and Brunette Rivers.

5. Implementing recommendations of the Master Trail Plan as adopted and amended from time to time and identifying opportunities to link trails with City commuter routes, trail routes of neighbouring municipalities and regional trail facilities such as the Central Valley Greenway.

6. Develop a strategic plan for managing the urban forest areas of Southwest Coquitlam.

7. Explore the feasibility of a north/south greenway that links Fraser River and Coquitlam Lake and other connecting east/west and north/south greenway opportunities throughout Southwest Coquitlam.
7.3 Policies - continued

Accessible Community Facilities and Programming

**CS19:** Address long-term public school land use needs as part of the neighbourhood planning processes.

**CS20:** Continue to negotiate with the Ministry of Education and School District # 43 partnerships for long term planning and joint use of schools, recreation and sport fields, and education facilities.

**CS21:** Promote and work with community-based partners to explore and, where feasible, develop community assets, including but not limited to local community gardens.

**CS22:** Explore opportunities to provide a network of flexible indoor and outdoor community spaces for meetings, gatherings, festivals, fitness, and educational activities in more densely populated, urbanized areas that can accommodate the needs of both existing and future residents.

**CS23:** Incorporate child minding services, nursery schools, child-care centres and out of school child-care centres in areas designated for residential uses as well as in higher-density residential or mixed-use projects located near transit nodes and corridors. Support these uses with safe and secure drop-off/pick-up facilities.

**CS24:** Explore the need for future cultural services, including library services, through the development of the Cultural Facilities Master Plan.

**CS25:** Recognize the importance of the Poirier Recreation Centre as an area-wide recreational and cultural resource. To reinforce and enhance this precinct, the City will undertake a comprehensive master planning process that considers, among other components, adjacent land use, future recreation and sport needs and demands, urban design, servicing, transportation, parking and other development elements. The master plan will be development through a comprehensive public engagement process.

**CS26:** Ensure that social and leisure facilities and community resources are accessible by all members of the community. The planning processes for new leisure and social facilities will include a transportation and accessibility review.

**CS27:** Ensure multi-modal access to all leisure and social facilities by providing transit, cycling, pedestrian and other transportation linkages.

**CS28:** Recognize the important contribution of natural areas, community gathering places and recreation opportunities to community health and well-being.

**CS29:** Explore opportunities to link the provision of leisure and social facilities and programs with the network of parks, trails and natural areas as well as transit hubs and corridors.
CHAPTER 8 – GUIDANCE OF NEW DEVELOPMENT

8.0 Introduction

Purpose of Development Permit Objectives and Guidelines

The intent of Development Permit objectives and guidelines are to provide direction for form and character of development to support the area's overall vision. They provide flexibility to encourage innovative solutions to achieve high quality urban environments that are walkable, safe and environmentally sustainable.

Statutory Context

Subject to the provisions of the Local Government Act, all new development within these areas, other than one family dwellings, will be subject to issuance of a Development Permit by Council. In accordance with the Local Government Act a Development Permit may vary normal Bylaw requirements, the nature and extent of variance being dependent on the classification of the Development Permit Area. However, a development permit may not vary the permitted use or density of any parcel of land.

Areas of Application

Within the Plan area, for which the Duplex Development Permit Area and the Commercial and Multi-Family Residential Development Permit Area apply, as well as those properties designated as "Development Permit Areas" on Schedule F, land shall not be subdivided, nor shall the construction of, an addition to, or alteration of a building or other structure for which a building permit is required be commenced unless the owner first obtains a Development Permit. Within the portion of the Schoolhouse Street Development Permit Area where Work-Live uses may be located, this requirement will also come into effect when permission is sought to add a dwelling unit.

Exceptions

A Development Permit shall not be required however, for the construction of a one-family dwelling, additions and accessory buildings thereto on lands zoned RS-1, RS-2, RS-3, RS-4, or RS-5 by the Zoning Bylaw.

Particular objectives and guidelines of the Development Permit Areas designated on Schedule F are listed below and support goals and policies contained in Neighbourhood Plans which have been developed within the Southwest Coquitlam Area Plan. These Neighbourhood Plans and the Development Permit Areas are subsections of Part 3, Section 9 of this Citywide Official Community Plan.
8.1 Lougheed Corridor Development Permit Area

8.1.1 Objectives

a) To recognize the role of this multi-family residential, commercial and industrial area as a visible "gateway" to Coquitlam from Lougheed Highway and the Trans-Canada Highway.

b) To ensure that access to new development is compatible with traffic flows on Brunette Avenue and on the Lougheed Highway including a comfortable pedestrian environment.

c) To ensure that development avoids undue impact on fish and wildlife habitat along the Nelson and Como Creeks or their tributaries.

d) To encourage a high quality working and living environment for residents and workers in the area.

e) To minimize the risk to new and existing development from flooding and soil conditions.

8.1.2 Guidelines to Achieve Objectives

In order to achieve these objectives through new development or redevelopment, consider the following:

a) Orient the form and siting of new development towards the street.

b) Account for future street widening when siting new development.

c) Explore and where feasible, apply measures to reduce energy consumption and create a healthy living environment.

d) Pedestrian orientation along street frontages and consider such design elements as abundant glazing, building articulation and weather protection.

e) Incorporate landscaping throughout the site with particular emphasis on soft, planted landscape materials.

f) Provide public sidewalks along streets.

g) Provide roof treatments on low-rise buildings, including mechanical equipment that addresses acoustical impacts to adjacent developments and visual impacts as seen from above.

h) Include the screening of refuse disposal and recycling areas and locate those functions away from the street frontage of a building.

i) Locate outdoor storage and loading areas away from the street frontage of a building and screened from public view.

j) Locate surface off-street parking areas away from the street frontage and consider integrated landscaping, shared access and natural drainage features.

k) Account for siting configurations that do not result in remainders of land that would be uneconomic to develop for the uses designated by Schedule A.
8.1.2 Guidelines to Achieve Objectives - continued

l) Apply mitigation measures that minimize associated adverse impacts to adjacent properties.

m) Site new development clear of fisheries and wildlife habitat preservation strips along Nelson and Como Creeks and their tributaries.

n) Integrate design measures that address safety and consider Crime Prevention through Environmental Design principles.

8.2 Schoolhouse Street Development Permit Area

8.2.1 Objectives

a) To recognize the high visibility of development in this area from two major highways.

b) To ensure that access to new development is compatible with traffic flows on the Lougheed Highway, and allows for future widening of Schoolhouse Street close to intersections at Schoolhouse and Lougheed Highway and at Schoolhouse and Booth Avenue.

c) To ensure that development avoids undue impact to fisheries habitat on Schoolhouse and Booth Creeks or their tributaries.

d) To minimize the risk to new and existing development from flooding and soil conditions.

e) To promote a high quality business image within the area.

f) To foster a high level of compatibility among industrial uses, new work-live developments, and other forms of residential.

8.2.2 Guidelines to Achieve Objectives

In order to achieve these objectives through new development or redevelopment, consider the following:

a) New development will be guided by the principles and intent of the "City of Coquitlam Development Guidelines for the Schoolhouse Street Development Permit Area" adopted by Council Resolution No.709 on September 15, 2003, as such guidelines may be amended by Council from time to time. These guidelines set out the general criteria for new development and provide the basis for preparation and approval of development proposals. In addition, it is recognized that all guidelines may not be applicable in every instance. During the review of the development, alternative solutions and designs that meet the general intent of the guidelines may be considered and applied to the development.

b) Orient the form and siting of new development towards the street.

c) Account for future street widening when siting new development.
8.2.2 Guidelines to Achieve Objectives - continued

d) Explore and where feasible, apply measures to reduce energy consumption and create a healthy living environment.

e) Pedestrian orientation along street frontages and consider such design elements as abundant glazing, building articulation and weather protection.

f) Incorporate landscaping throughout the site with a particular emphasis on soft, planted landscape materials.

g) Provide public sidewalks along streets.

h) Provide roof treatments on low-rise buildings, including mechanical equipment that addresses acoustical impacts to adjacent developments and visual impacts as seen from above.

i) Include the screening of refuse disposal and recycling areas and locate those functions away from the street frontage of a building.

j) Locate outdoor storage and loading areas away from the street frontage of a building and screened from public view.

k) Locate surface off-street parking areas away from the street frontage and consider integrated landscaping, shared access and natural drainage features.

l) Account for siting configurations that do not result in remainders of land that would be uneconomic to develop for the uses designated by Schedule A.

m) Apply mitigation measures that minimize associated adverse impacts to adjacent properties.

n) Site new development clear of fisheries and wildlife habitat preservation strips along Schoolhouse and Booth Creeks and their tributaries.

o) Integrate design measures that address safety and consider Crime Prevention through Environmental Design principles.

p) Respond to the unique geotechnical and soil conditions and apply construction techniques that will not result in damage to adjacent development

q) Investigate application of alternative stormwater management systems and designs.
8.3 Braid Street Fill Site Development Permit Area

8.3.1 Special Conditions and Objectives

a) This area is a former landfill site. Development on the site is therefore subject to potential hazards, including differential land settlement, explosive and noxious gases, noxious leachates and unpleasant odours.

b) To ensure that development provides for completion of the proposed United Boulevard-Braid Street arterial road connection.

8.3.2 Guidelines to Alleviate Conditions and Achieve Objectives

In order to achieve these objectives through new development or redevelopment, consider the following:

a) Provide a report certified by a professional engineer with demonstrated expertise in geotechnical matters and the handling of dangerous gases and leachates where potential hazards exist at the applicant's expense to assist Council in determining detailed guidelines and conditions for issuance of such a permit.

b) Provide siting and servicing of development to allow for construction of the United-Braid connector.

c) Complete remediation for the site and redesignation to an industrial land use before new development proceeds.

8.4 Austin Heights Development Permit Area

8.4.1 Objectives

a) To recognize the role of this mixed-use commercial and residential area as a major activity centre for Southwest Coquitlam.

b) To ensure a sound relationship between different land uses in the Development Permit Area, and between those uses and adjacent, predominantly residential areas.

c) To encourage a high quality working and living environment for workers and residents in the area.

d) To provide a transit and pedestrian friendly environment.
8.4.2 Guidelines to Achieve Objectives

In order to achieve these objectives through new development or redevelopment, consider the following:

a) Orient the form and siting of new development towards the street.

b) Account for future street widening when siting new development.

c) Explore and where feasible, apply measures to reduce energy consumption and create a healthy living environment.

d) Pedestrian orientation along street frontages and consider such design elements as abundant glazing, building articulation and weather protection.

e) Incorporate landscaping throughout the site with particular emphasis on soft, planted landscape materials.

f) Provide public sidewalks along streets.

g) Provide roof treatments on low-rise buildings, including mechanical equipment that addresses acoustical impacts to adjacent developments and visual impacts as seen from above.

h) Include the screening of refuse disposal and recycling areas and locate those functions away from the street frontage of a building.

i) Locate outdoor storage and loading areas away from the street frontage of a building and screened from public view.

j) Locate surface off-street parking areas away from the street frontage and consider integrated landscaping, shared access and natural drainage features.

k) Account for siting configurations that do not result in remainders of land that would be uneconomic to develop for the uses designated by Schedule A.

l) Apply mitigation measures that minimize associated adverse impacts to adjacent properties.

m) Site new development clear of fisheries and wildlife habitat preservation strips along Nelson and Como Creeks and their tributaries.

n) Integrate design measures that address safety and consider Crime Prevention through Environmental Design principles.

o) Respond to the unique geotechnical and soil conditions and apply construction techniques that will not result in damage to adjacent development.

p) Investigate application of alternative stormwater management systems and designs.
8.5 Como Lake Village Development Permit Area

8.5.1 Objectives

a) To enhance the appearance of this neighbourhood shopping area and to advance pedestrian-oriented design principles for this neighbourhood centre.

b) To ensure a sound relationship between the commercial land uses within this Development Permit Area and the surrounding residential land uses.

c) To promote a high quality business image within the area.

8.5.2 Guidelines to Achieve Objectives

In order to achieve these objectives through new development or redevelopment, consider the following:

a) Orient the form and siting of new development towards the street.

b) Account for future street widening when siting new development.

c) Explore and where feasible, apply measures to reduce energy consumption and create a healthy living environment.

d) Pedestrian orientation along street frontages and consider such design elements as abundant glazing, building articulation and weather protection.

e) Incorporate landscaping throughout the site with particular emphasis on soft, planted landscape materials.

f) Provide public sidewalks along streets.

g) Provide roof treatments on low-rise buildings, including mechanical equipment that addresses acoustical impacts to adjacent developments and visual impacts as seen from above.

h) Include the screening of refuse disposal and recycling areas and locate those functions away from the street frontage of a building.

i) Locate outdoor storage and loading areas away from the street frontage of a building and screened from public view.

j) Locate surface off-street parking areas away from the street frontage and consider integrated landscaping, shared access and natural drainage features.

k) Account for siting configurations that do not result in remainders of land that would be uneconomic to develop for the uses designated by Schedule A.

l) Apply mitigation measures that minimize associated adverse impacts to adjacent properties.

m) Integrate design measures that address safety and consider Crime Prevention through Environmental Design principles.
8.5.2 Guidelines to Achieve Objectives - continued

n) Respond to the unique geotechnical and soil conditions and apply construction techniques that will not result in damage to adjacent development.

o) Investigate application of alternative stormwater management systems and designs.

8.6 Scott Creek Development Permit Area

8.6.1 Objectives

a) To ensure appropriate development that will not adversely affect the fisheries values of the Scott and Maple Creeks, which converge at the Coquitlam River.

b) To ensure a sound relationship between different land uses and the adjacent railway right of way.

c) To ensure a good working and living environment for residents and workers in the area.

d) To minimize the risk to new and existing development from flooding and soil conditions.

8.6.2 Guidelines to Achieve Objectives

In order to achieve these objectives through new development or redevelopment, consider the following:

a) Provide temporary fencing, sediment control, signage and such other measures as may be required to ensure that construction activity does not impinge on fisheries habitat areas along Scott Creek and the Coquitlam River during construction within this Development Permit Area.

b) Conduct site grading, site drainage and the siting of buildings and parking areas in a manner that does not adversely affect fisheries values in the adjacent streams.

c) Account for the noise levels in this area for residential development, given the proximity to the Canadian Pacific Railway line. Incorporate measures to mitigate the noise impacts created by the railway line and have an Acoustical Engineer certify that the interior ambient noise levels meet the guidelines developed by Canada Mortgage and Housing Corporation's document titled "Qualification of the Degree of Acoustic Comfort in Multi-Family Buildings (Technical Series 99-112)".

d) Provide screening or landscape buffering to lessen impact on adjacent development through consideration of the form, siting and character of new multi-family residential development.
8.6.2 Guidelines to Achieve Objectives - continued

(e) Establish the minimum finished grade of the site, at a minimum 200 year flood event level through a certified professional engineer during the development review process.

8.7 Duplex Development Permit Area

8.7.1 Objectives

(a) To ensure that the form and character of duplex housing development achieves high standards of livability and respects the existing neighbourhood’s sense of place and community.

(b) To ensure that duplex development positively integrates with and enhances the neighbourhood environment and streetscape.

(c) To ensure that duplex development incorporates elements which create visual interest and variety in the façade and provide for successful integration into neighbourhoods.

(d) To ensure that duplex development respects natural topography and remain sensitive to impacts on neighbouring properties.

(e) To ensure that duplex development considers preservation or enhancement of tree and vegetation cover.

8.7.2 Guidelines to Achieve Objectives

In order to achieve these objectives through new development or redevelopment, consider the following:

(a) Be guided by the guidelines outlined in the “Duplex Design Guidelines” adopted by Council Resolution No. 450 on May 29, 2006 as amended from time to time. For the construction of a new building or building addition that results in the creation of a duplex.

8.8 Fraser Gateway Development Permit Area

8.8.1 Objectives

(a) To recognize the high visibility of development in this area from two major highways.

(b) To ensure that access to new development is compatible with traffic flows on United Boulevard and allows for future widening of the Trans-Canada Highway, Lougheed Highway, and associated intersections and interchanges.

(c) To ensure that development avoids undue impact to fisheries habitat on area watercourses.
8.8.1 Objectives - continued

d) To minimize the risk to new and existing development from flooding and soil conditions.

e) To promote a high quality business image within the area.

8.8.2 Guidelines to Achieve Objectives

In order to achieve these objectives through new development or redevelopment, consider the following:

a) Orient the form and siting of new development towards the street.

b) Account for future street widening when siting new development.

c) Explore and where feasible, apply measures to reduce energy consumption and create a healthy living environment.

d) Pedestrian orientation along street frontages and consider such design elements as abundant glazing, building articulation and weather protection.

e) Incorporate landscaping throughout the site with particular emphasis on soft, planted landscape materials.

f) Provide public sidewalks along streets.

g) Provide roof treatments on low-rise buildings, including mechanical equipment that addresses acoustical impacts to adjacent developments and visual impacts as seen from above.

h) Include the screening of refuse disposal and recycling areas and locate those functions away from the street frontage of a building.

i) Locate outdoor storage and loading areas away from the street frontage of a building and screened from public view.

j) Locate surface off-street parking areas away from the street frontage and consider integrated landscaping, shared access and natural drainage features.

k) Account for siting configurations that do not result in remainders of land that would be uneconomic to develop for the uses designated by Schedule A.

l) Apply mitigation measures that minimize associated adverse impacts to adjacent properties.

m) Site new development clear of fisheries and wildlife habitat preservation strips along all watercourses.

n) Integrate design measures that address safety and consider Crime Prevention through Environmental Design principles.

o) Respond to the unique geotechnical and soil conditions and apply construction techniques that will not result in damage to adjacent development.

p) Investigate application of alternative stormwater management systems and designs.
8.9 Commercial and Multi-Family Residential Development Permit Area

8.9.1 Objectives

a) To ensure that development avoids undue impact to fisheries habitat in area watercourses.

b) To foster a high level of compatibility among proposed and existing land uses.

c) To promote a high quality development that supports the character of the area, fosters a sense of community, enhances the streetscape, establishes a pedestrian-friendly design and contributes to the livability of the area.

8.9.2 Guidelines to Achieve Objectives

In order to achieve these objectives through new development or redevelopment, consider the following:

a) Orient the form and siting of new development towards the street.

b) Account for future street widening when siting new development.

c) Explore and where feasible, apply measures to reduce energy consumption and create a healthy living environment.

d) Pedestrian orientation along street frontages and consider such design elements as abundant glazing, building articulation and weather protection.

e) Incorporate landscaping throughout the site with particular emphasis on soft, planted landscape materials.

f) Provide public sidewalks along streets.

h) Locate those functions away from the street frontage of a building.

i) Locate outdoor storage and loading areas away from the street frontage of a building and screened from public view.

j) Locate surface off-street parking areas away from the street frontage and consider integrated landscaping, shared access and natural drainage features.

k) Account for siting configurations that do not result in remainders of land that would be uneconomic to develop for the uses designated by Schedule A.

l) Apply mitigation measures that minimize associated adverse impacts to adjacent properties.
8.9.2 Guidelines to Achieve Objectives - continued

m) Site new development clear of fisheries and wildlife habitat preservation strips along all watercourses.

n) Integrate design measures that address safety and consider Crime Prevention through Environmental Design principles.

o) Respond to the unique geotechnical and soil conditions and apply construction techniques that will not result in damage to adjacent development.

p) Investigate application of alternative stormwater management systems and designs.
SECTION 9 – IMPLEMENTATION

The Southwest Coquitlam Area Plan represents a long term vision for future growth and change. The general goals encompass what is proposed for the area which is further defined in the objectives. How the objectives are to be achieved is addressed through associated policies.

Policies may define specific solutions to achieve an objective, reference pertinent parallel documents/bylaws/regulations that achieve an objective, indicate a direction to be considered as opportunities arise, or specify future actions in the form of analysis or studies that will lead to a solution to implement an objective.

Neighbourhood planning is a key tool to implementing the Southwest Coquitlam Area Plan’s vision, goals, objectives and policies to address conditions specific to a smaller neighbourhood. It is also a means by which members of any Southwest Coquitlam community may participate in planning for the future of their specific neighbourhood within the context of the Area Plan. The following is a consolidated list of tasks that builds on the policies that specify future actions needed to implement the Area Plan.

9.1 Neighbourhood Planning

1. Prepare Neighbourhood Plans to address aspects of development that are specific to the community, including, yet not limited to: distribution and arrangement of land uses; a range of housing choices; the local street and transit, pedestrian and bicycle network; location, prioritization, and the provision of public facilities; community and site-specific urban design guidelines; urban design guidelines addressing the public realm; community and site-specific recommendations to preserve, enhance and manage natural and cultural resources, including stormwater. Identify and encourage residential densities sufficient to promote pedestrian activity, economic vibrancy, and frequent transit service within neighbourhood centres.

2. For the preparation of Neighbourhood Plans for employment centres specifically, the goals and policies of the Plans should address, among other items, jobs and economic development, land use, goods movement from a variety of modes, transportation network, water-front dependent uses, public services, utilities, and infrastructure, environmental protection and remediation and public safety.

3. Ensure the process to develop neighbourhood plans incorporates an inclusive, collaborative and effective public engagement approach.
9.1 Neighbourhood Planning - continued

4. Establish neighbourhood planning areas focused around the centres strategy planning framework for Southwest Coquitlam. Boundaries should also consider:
   > natural or built barriers;
   > manageable size of area and complexity of issues to address;
   > and
   > historical, cultural, geographic, or business relationships

5. Create achievable goals and effective strategies mechanisms for implementing neighbourhood plans. Support neighborhood plan stewardship with the goal of promoting continued cooperation between the City and local neighborhoods in implementing adopted neighborhood plan goals and policies.

9.2 Complete Compact Community

6. Update applicable policies, standards and regulations with the goal of encouraging the development of strategically located C-1 Local Commercial zoning in low-density residential neighbourhoods.

7. Consider and apply incentive-based development measures, such as density bonusing, to achieve the desired mix of land uses and supporting public benefits through each Neighbourhood Planning process.

8. Update applicable policies, standards and regulations in support of and response to increases in private sector contributions to the achievement of "zero waste" through recycling and diversion of solid waste resources.

9. Establish an application review process and procedure to consider development applications for new small-scale, ground-oriented housing choices in portions of the Plan area designated for Neighbourhood Attached Residential and One-Family Residential uses in advance of completing new or updating existing neighbourhood plans.

10. Explore the feasibility and potential to incorporate civic/public facilities into private developments, giving consideration to the function, character and scale of the area in which they could be located.

9.3 A Healthy and Liveable Environment

11. Complete integrated watershed management plans prior to the completion of neighbourhood planning processes. Each neighbourhood plan should include stormwater management policies.

12. Develop and implement a corporate water conservation plan for the City of Coquitlam.
9.3 A Healthy and Liveable Environment - continued

13. Develop a strategy, policies and a regulatory framework to address peat settlement-prone areas.

14. Develop ways to connect natural areas in Southwest Coquitlam to preserve or improve biodiversity, while recognizing the challenges of doing so in a heavily urbanized area.

15. Complete and implement a comprehensive landscape strategy that includes a goal to maintain or expand the current tree canopy wherever possible and other initiatives to support carbon sequestration.

16. Establish more detailed baseline air quality data in Southwest Coquitlam.

17. Explore opportunities for incorporation of alternate heating and electricity generation, such as geo-thermal, ground and air source heat pumps, solar thermal, photovoltaic energy, wastewater, or biomass sources as part of new development.

18. Establish greenhouse gas emission reduction targets and other adaptation strategies through the preparation of a climate change action plan and through neighbourhood planning process, consistent with Provincial statutory requirements.

19. Create a public information tool that illustrates the interconnections between land use, sustainable transportation, travel behaviour, greenhouse gas emissions and climate change. Explore and provide additional opportunities to increase public awareness of how to reduce environmental impacts so that residents, business owners, and employees are able to make informed choices.

20. Undertake the development of a sustainable neighbourhood framework of principles and guidelines, which is predicated on the Sustainable Neighbourhood Policy Framework in Schedule G, to inform and direct the preparation of neighbourhood plans that advance sustainable goals.

9.4 Housing Choices in Distinct Neighbourhoods

21. Develop a new street cross-section for lanes with enhanced landscaping to accommodate additional housing choices in existing neighbourhoods.

9.5 Sustainable Transportation

22. Develop a Sustainable Transportation Plan (STP) for Southwest Coquitlam with the goal of creating a multi-modal transportation network to move people and goods. The STP should include goals and policies for pedestrian, bicycle, transit, vehicle and truck route networks. Specific emphasis should be given to improving mobility and safe access for walking and bicycling in Southwest Coquitlam. Develop Southwest Coquitlam-wide integrated bicycle and pedestrian systems, and create incentives to promote non-
9.5 Sustainable Transportation - continued

motorized travel to the full suite of centres, transit stations, schools, parks and other destinations.

23. Develop a lane improvement strategy in order to identify the means and methods of better accommodating the integration of new development, including non-traditional, ground oriented housing types in Southwest Coquitlam.

24. Work collaboratively with TransLink and the Province, along with the Kwikwetlem First Nation and other stakeholders, to develop a plan for the provision of rapid transit along the Lougheed corridor in Southwest Coquitlam. Establish an integrated, regional high capacity rapid bus transit system or similar facility within the corridor as an interim step to building a southeast rapid transit line.

25. Explore the establishment of parking districts that allow for neighbourhood based on- and off-street parking management regulations to help serve neighbourhood centres.

9.6 Vital Economy

26. Examine a range of incentives to stimulate new office development in neighbourhood centres and areas well served by rapid transit and the Frequent Transit Network (FTN).

27. Develop a strategic employment land use, servicing vision and plan for the Fraser Gateway Employment Corridor that is responsive to the changing needs of business and ensures a sufficient supply of employment land to meet future long-term needs. As an interim measure, broaden the range of land uses permitted in the industrial zones and rationalize the number of industrial zones in the City's Zoning Bylaw to respond to emerging and ongoing business needs.

9.7 Changing Community Service & Infrastructure Needs

28. Undertake a review to plan for additional and alternative fire protection services to support existing and future population growth and change in Southwest Coquitlam.

29. Ensure public infrastructure and amenities required to implement neighbourhood plans are reflected in the City's Capital and Operating Plan and Development Cost Charge Bylaw.
Plan Schedules:

Schedule A  Designated Land Use Map
Schedule B  Conceptual Planning Framework: Centres Strategy
Schedule C  FREMP Map
Schedule D  Location and Topic-Specific Areas
Schedule E  Schoolhouse Employment Centre
Schedule F  Development Permit Areas
Schedule G  Preliminary Sustainable Neighbourhood Policy Framework
Schedule H  Southwest Coquitlam Watershed Boundaries
SCHEDULE C TO SOUTHWEST COQUITLAM AREA PLAN

DESIGNATIONS:
- Rr: Recreational Park
- Ll: Log Storage
- Ww: Water - Oriented/Commercial Industry
- III-14.5: Management Unit Area
- FREMP Boundary

Area Designation Definitions:
- Conservation: Areas of habitat where the primary use is the maintenance and enhancement of continued ecological productivity. Conservation areas may be used for activities which do not impair the continued biological productivity of the area.
- Log Storage: Areas where the primary use is for log storage consistent with the Fraser River Valley Management Program guidelines for log storage.
- Recreation/Park: Areas designated for public open space and recreation.
- Water-Oriented/Commercial Industry: Areas of urban residential and commercial activities involving waterfront use.

FREMP FORESHORE AREA DESIGNATIONS AND MANAGEMENT AREAS
SCHEDULE E - SCHOOLHOUSE EMPLOYMENT CENTRE

LEGEND

- Schoolhouse Study Area

Source: City of Coquitlam - GIS Production Data
Prepared By: Planning & Development
Coquitlam
Preliminary Sustainable Neighbourhood Framework

1.0 Purpose
The following themes form the basis of a preliminary sustainable neighbourhood framework that will be used to guide the preparation of more detailed neighbourhood plans to advance the goals and policies in the Southwest Coquitlam Area Plan. The purpose of this framework is to provide a clear understanding of the role and interrelatedness that land use, community design, associated transportation infrastructure, and other considerations play in developing more sustainable communities. Options generated through Neighbourhood Planning processes will be evaluated based on this framework.

2.0 Sustainable Framework Themes

Land Use Planning
Goal: Plan for complete, compact communities that contain a mix of residential, commercial, employment, active and passive recreational, and cultural uses in order to establish livable, sustainable and enduring neighbourhoods that provide for a high quality of life through such measures as a mix of land uses, green development and healthy natural environments.

Solid Waste Reduction
Goal: Reduce the amount of solid waste going to disposal facilities and improve opportunities that increase reuse, recycling and composting.

Transportation and Accessibility
Goal: Design and implement measures that will expand transportation choices for a mix of land uses and neighbourhoods, particularly bicycle, pedestrian and transit infrastructure that will contribute to the reduction of vehicle kilometres travelled per resident, business owner and employee.

Housing
Goal: Expand the range of housing choices in neighbourhoods that meet the needs of a diversity of household incomes, ages, abilities and tenures (including both market and non-market opportunities).

Energy Demand and Supply
Goal: Encourage the planning, design and construction of energy efficient neighbourhoods and buildings and implement where possible alternative energy sources and systems such as district and renewable energy.

Air Quality and Greenhouse Gas Emissions
Goal: Reduce emissions of greenhouse gases and common air contaminants and increase opportunities for sequestration of greenhouse gases through measures
such as retention and enhancement of vegetation and trees where possible, the
management of transportation demand and appropriate land use solutions.

Water and Soil Conservation
Goal: Remove or remediate contaminated soils, conserve drinking water, manage
stormwater and preserve natural stream systems that recognize, integrate and
balance the role of watercourses as fundamental components of the City's drainage
and flood control system and in providing and contributing to valuable fish habitat.

A Vital Economy
Goal: Support for a variety of service and employment uses to support local
residents and beyond through measures such as home based businesses, high speed
communication links, flexible developments, and business improvement
associations.
SCHEDULE B
MAILLARDVILLE
NEIGHBOURHOOD PLAN

LAND USE DESIGNATIONS
- Civic and Major Institutional
- General Commercial
- Low Density Apartment
- Medium Density Apartment
- Mobile Home Park
- Neighbourhood Attached Residential
- Neighbourhood Centre
- Natural Areas
- Parks and Recreation
- School
- Service Commercial
- Townhousing
- Urban Townhousing
- One Family Residential
- Municipal Arterial Street
- Municipal Collector Street
- Provincial Highway
- Adair Ave. Extension

SCHEDULE B
To City of Coquitlam Bylaw No. 3984, 2008

Adopted: March 4, 2002
Last Amended: July 28, 2008
Last Issued: September 13, 2008
Map Projection: UTM NAD27
Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS layer
SCHEDULE C TO MAILLARDVILLE NEIGHBOURHOOD PLAN

DEVELOPMENT PERMIT AREA BOUNDARIES

LEGEND

- Maillardville DP Areas
- Property Parcels
SCHEDULE B
LOUGHEED
NEIGHBOURHOOD PLAN

LAND USE DESIGNATIONS

- Civic and Major Institutional
- Extensive Recreation
- General Commercial
- High Density Apartment
- Low Density Apartment
- Medium Density Apartment
- Neighbourhood Attached Residential
- One Family Residential
- Parks and Recreation
- School
- Service Commercial
- Transit Village Commercial
- Urban Quarter
- Municipal Arterial Street
- Municipal Collector Street
- Provincial Highway
- Rapid Transit and Potential Stations
- Rapid Transit Underground Section
SCHEDULE C TO LOUGHEED NEIGHBOURHOOD PLAN

Legend

□ Development Permit Area

SCHEDULE E

to City of Coquitlam Bylaw No. 3984, 2008

SCALE: 1:10500

Legend

Development Permit Area

Coquitlam
BURQUITLAM NEIGHBOURHOOD PLAN

LAND USE DESIGNATIONS
- General Commercial
- One Family Residential
- Natural Areas
- Parks and Recreation
- School
- Service Commercial
- Transit Village Commercial
- Medium Density Apartment
- Neighbourhood Attached Residential
- East-West Connector
- Municipal Arterial Street
- Municipal Collector Street
- Rapid Transit and Potential Stations
- Rapid Transit Underground Section

SCALE: 1:10,000

Adopted: June 27, 2002
Last Amended: N/A
Last Issued: January 5, 2009

Map Projection: UTM NAD183
Prepared By: Planning & Development
Source: City of Coquitlam - OCP GS Layer

Coquitlam