

Bulletin

Transit-Oriented Areas in Coquitlam

Development in Unplanned Transit-Oriented Areas

July 2024

The City of Coquitlam has designated properties within 800 metres of the eight SkyTrain stations in or near Coquitlam’s borders as Transit-Oriented Areas. The designation of Transit-Oriented Areas was mandated through provincial legislation, and places certain restrictions on the City’s normal authority to approve or refuse development for sites in these areas. Specifically, the City may not refuse a rezoning application on the basis of density or height up to specified minimum allowances (see Table 1) and can no longer require parking spaces for residential uses other than parking for people with disabilities. However, the City may still refuse a rezoning application for reasons other than density or height, including compliance with the City’s goals, objectives and policies established in the Official Community Plan.

Table 1. Minimum density and height allowances

Class of land (tier)	Distance from transit station (metres)	Minimum allowable density (floor area ratio)	Minimum allowable height (storeys)
1	200 or less	5.0	20
2	200-400	4.0	12
3	400-800	3.0	8

Planned and Unplanned Transit-Oriented Areas

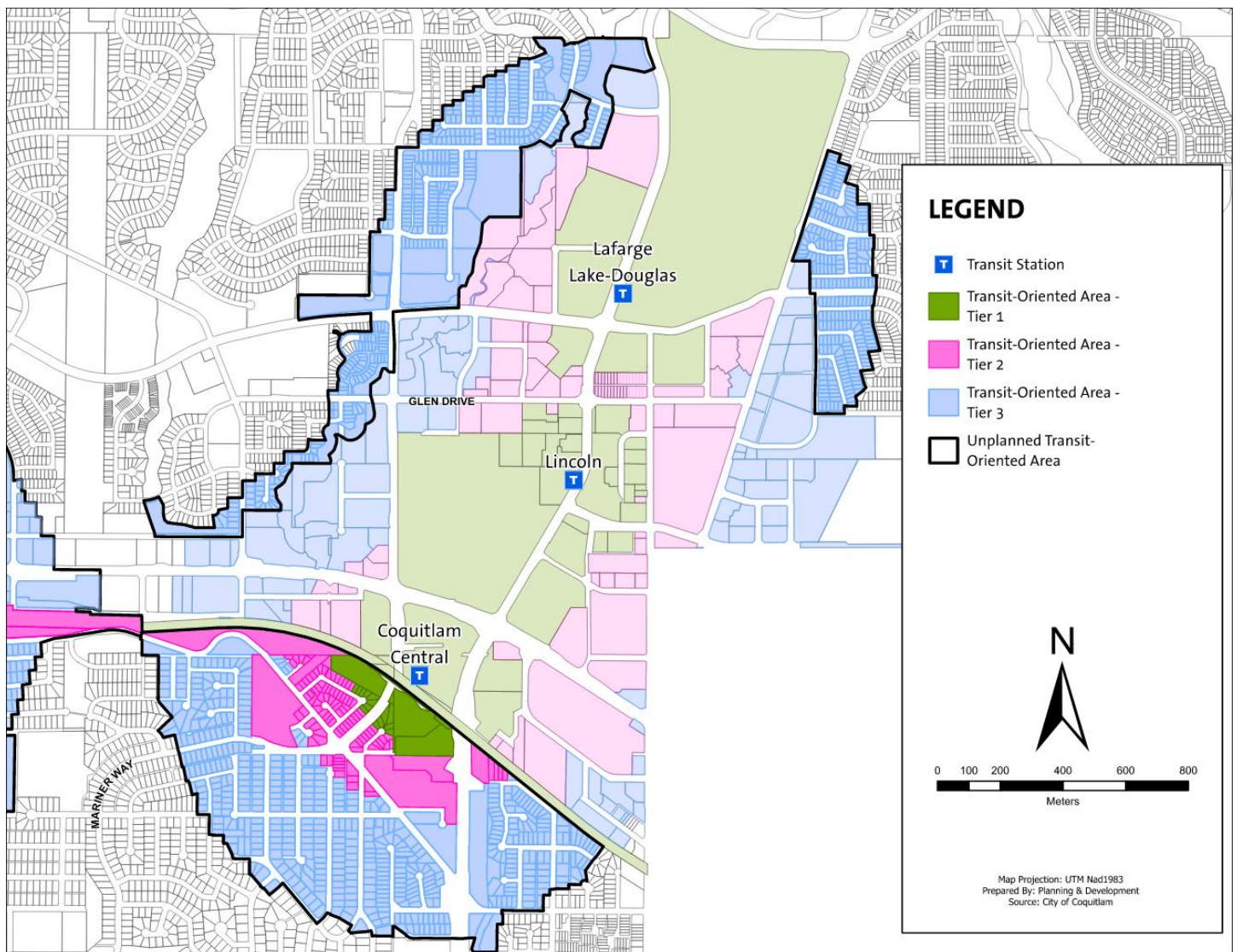
The City differentiates between Planned Transit-Oriented Areas and Unplanned Transit-Oriented Areas.

Planned Transit-Oriented Areas: Areas where transit-oriented growth and development, including medium- to high-density and mixed land uses, have already been planned.

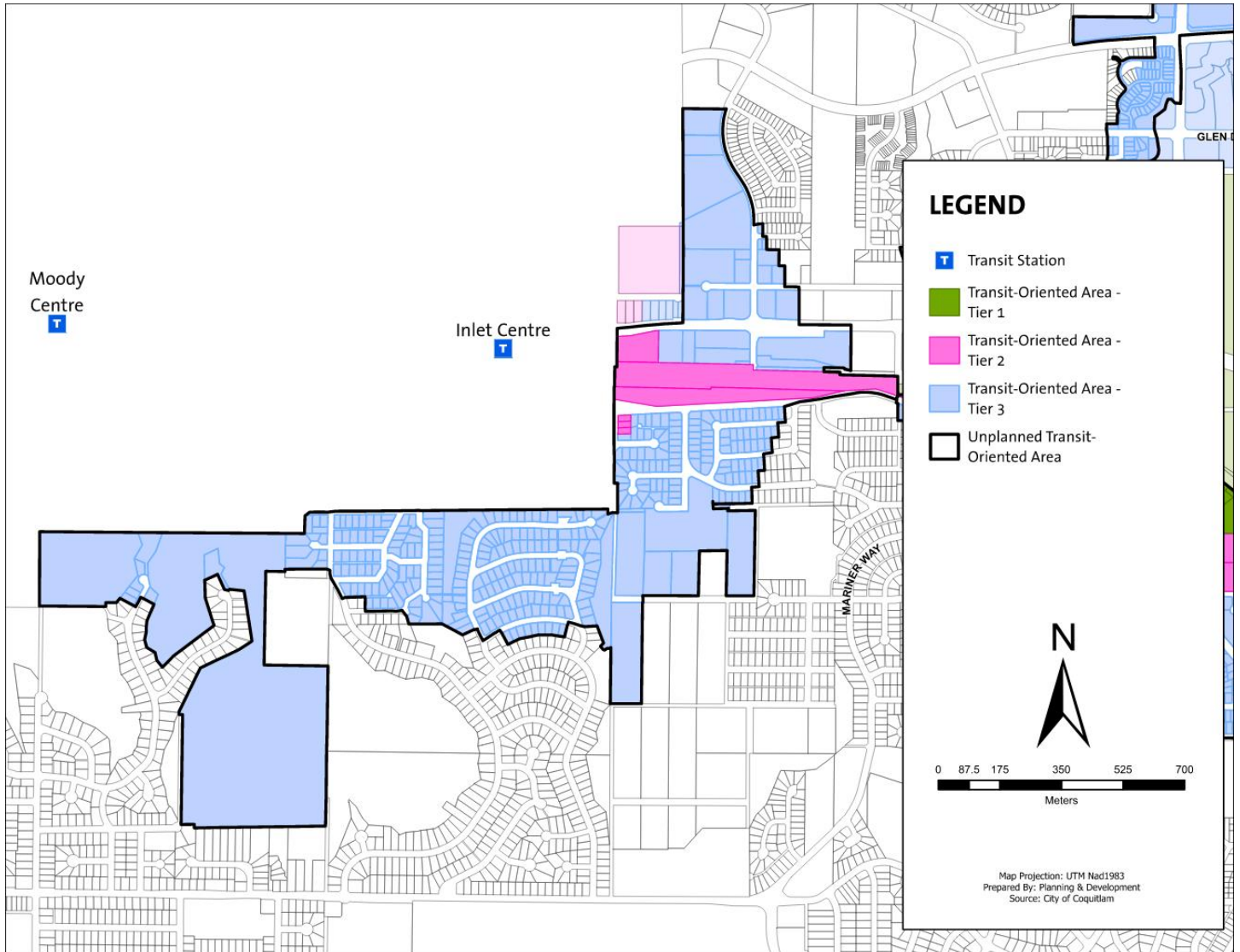
Unplanned Transit-Oriented Areas: Areas where current development is typically low-density and where medium- to high-density growth and development had not been previously considered. Maps 1 through 3 show the locations of Unplanned Transit-Oriented Areas.

Comprehensive planning work is required before the City will be able to consider new development in Unplanned Transit-Oriented Areas. This includes a review of existing servicing capacity (e.g. water, sanitary sewer, and drainage) and the required associated upgrades, as well as an assessment of transportation network, amenity and park requirements. In addition to exploring rental requirements and incentives in medium- to high-density housing forms. Until this planning work is done, staff may not be able to move forward with development applications in Unplanned Transit-Oriented Areas. As such, applications submitted in advance of this work are discouraged and may be considered premature.

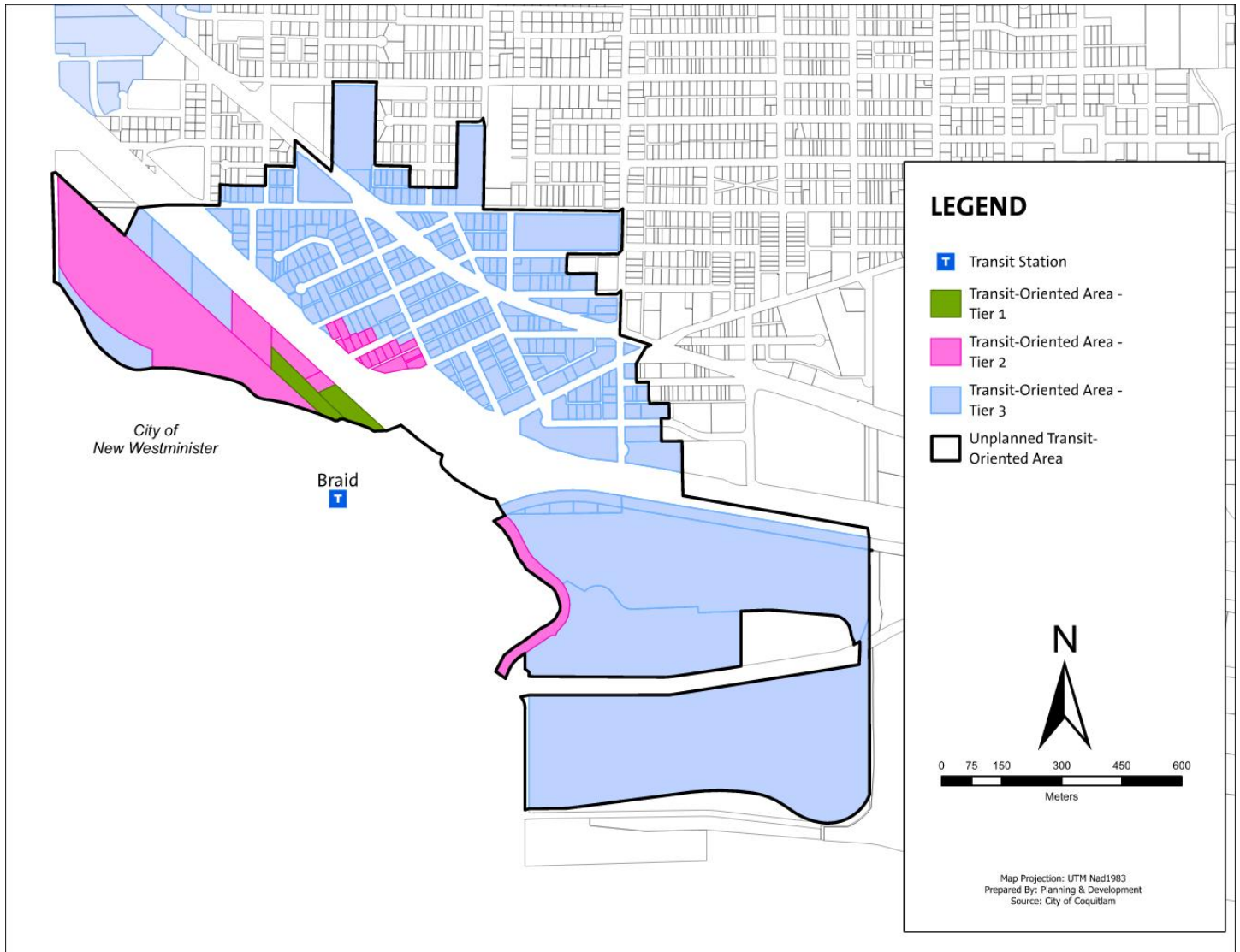
Map 1: Unplanned Transit-Oriented Areas - Lafarge Lake-Douglas, Lincoln and Coquitlam Central Stations



Map 2: Unplanned Transit-Oriented Areas - Moody Centre and Inlet Centre Stations



Map 3: Unplanned Transit-Oriented Areas – Braid Station



Applicability of Transit-Oriented Areas

In Transit-Oriented Areas, the City will not consider rezoning applications that include a residential use where the property is not designated for residential development in the Official Community Plan. Additionally, Transit-Oriented Area regulations apply to any property within a Transit-Oriented Area with current zoning that permits a residential land use. Properties that do not meet this criteria (i.e. ineligible parcels) can still be developed; however, development must follow the current zoning and the Official Community Plan land use designation. For further information, please see the Applicability of Provincial Transit-Oriented Areas Regulations: Residential Use Compatibility and Eligibility bulletin at coquitlam.ca/TransitOrientedAreas.

For more information, please visit coquitlam.ca/Transit-Oriented-Areas or contact Development Services by email: devinfo@coquitlam.ca or phone: 604-927-3430.