

Schedule J – Neighbourhood Plans

J-1 Austin Heights Neighbourhood Plan

J-2 Burquitlam Lougheed Neighbourhood Plan

J-3 City Centre Neighbourhood Plan

J-4 Hyde Creek Neighbourhood Plan

J-5 Maillardville Neighbourhood Plan

J-6 Partington Creek Neighbourhood Plan

J-7 Smiling Creek Neighbourhood Plan

J-8 Waterfront Village Centre Neighbourhood Plan



Land Acknowledgement

We acknowledge with gratitude and respect that the name Coquitlam was derived from the *hə́h̓qə́mih̓ə́h̓* (HUN-kuh-MEE-num) word *kʷikʷə́lə̣m* (kwee-KWET-lum) meaning “Red Fish Up the River”. The City is honoured to be located on the *kʷikʷə́lə̣m* traditional and ancestral lands, including those parts that were historically shared with the *q̓ícə́y* (kat-zee), and other Coast Salish Peoples.

Neighbourhood Planning Context

The Neighbourhood Plans that follow are a continuation of Coquitlam's pre-existing neighbourhood and area plans. By maintaining the narrative elements of the original neighbourhood plans and consolidating policies where appropriate, the legacy of the plans is upheld while improving their navigability and clarifying their place within the Interim Official Community Plan (OCP).

Purpose

Coquitlam's Neighbourhood Neighbourhood Plans are Council endorsed plans that provide guidance into site and neighbourhood specific growth and development. These policies support the policies established in the Interim OCP. While the Interim OCP addresses wide-ranging community issues, the Neighbourhood Plans focus on providing more detailed guidance at the neighbourhood level, expanding upon the policies of the Interim OCP.

Policy Framework

The Neighbourhood Plans are intended to be used as a supplement to the OCP and do not supersede the policy direction provided in that plan. These Neighbourhood Plans build upon the OCP's policies which are not always detailed enough to address specific issues within an individual neighbourhood. Once adopted, the neighbourhood plans will provide additional development, servicing and build-out details for a specific neighbourhood, consistent with the policies and objectives of the OCP.

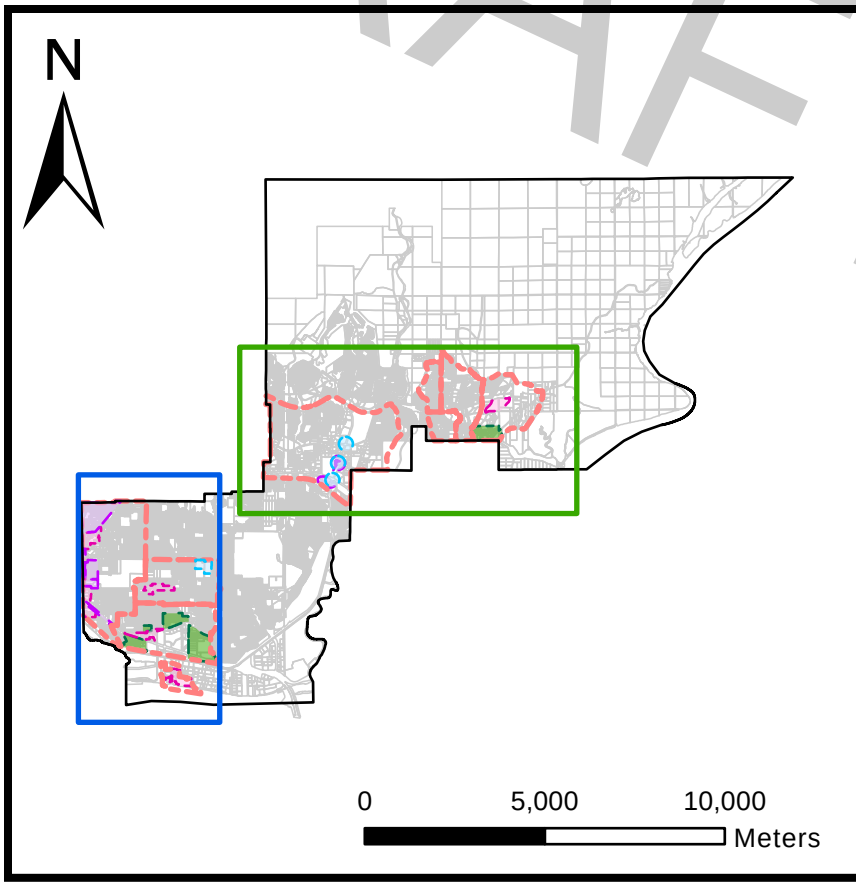
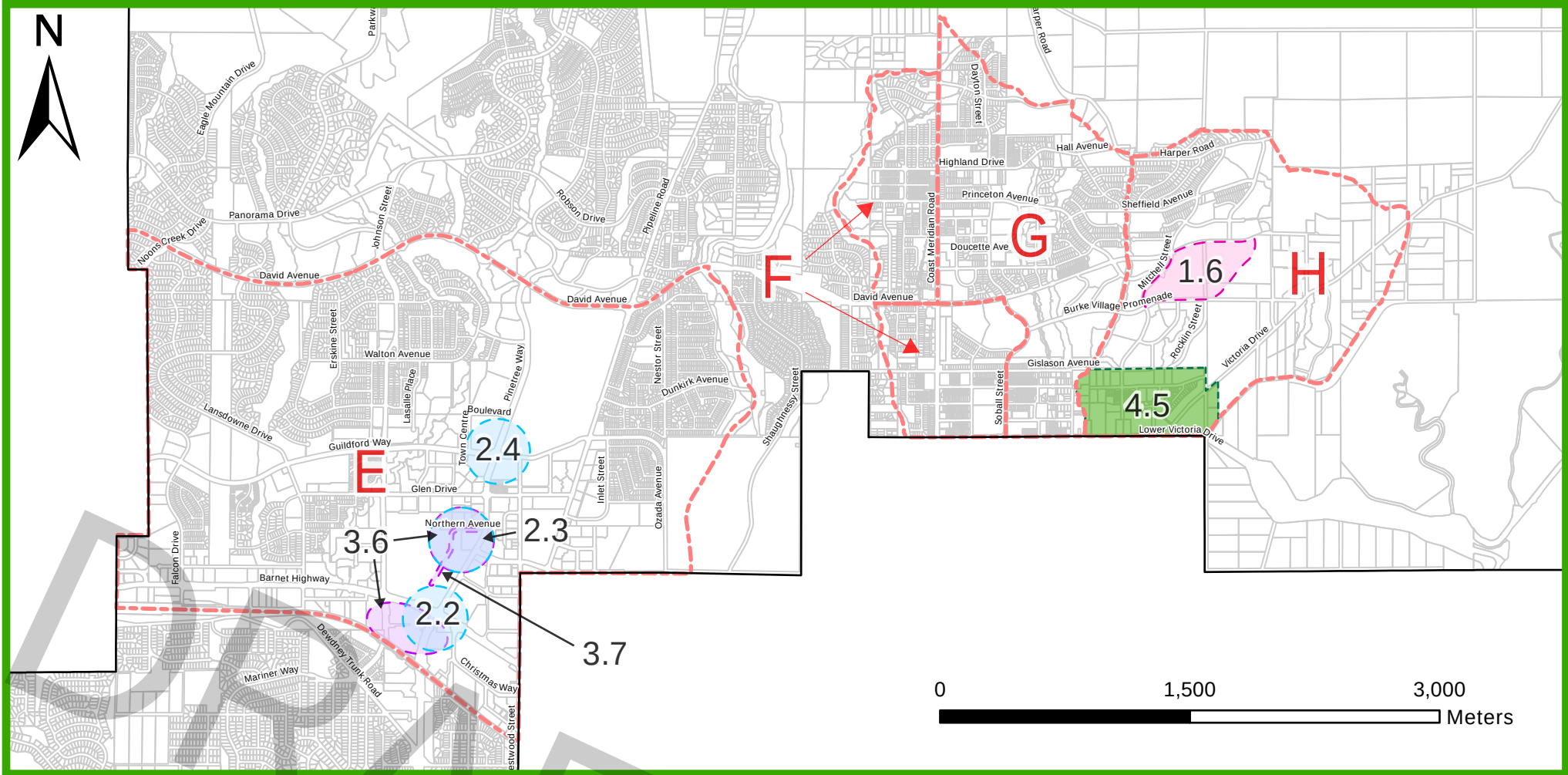
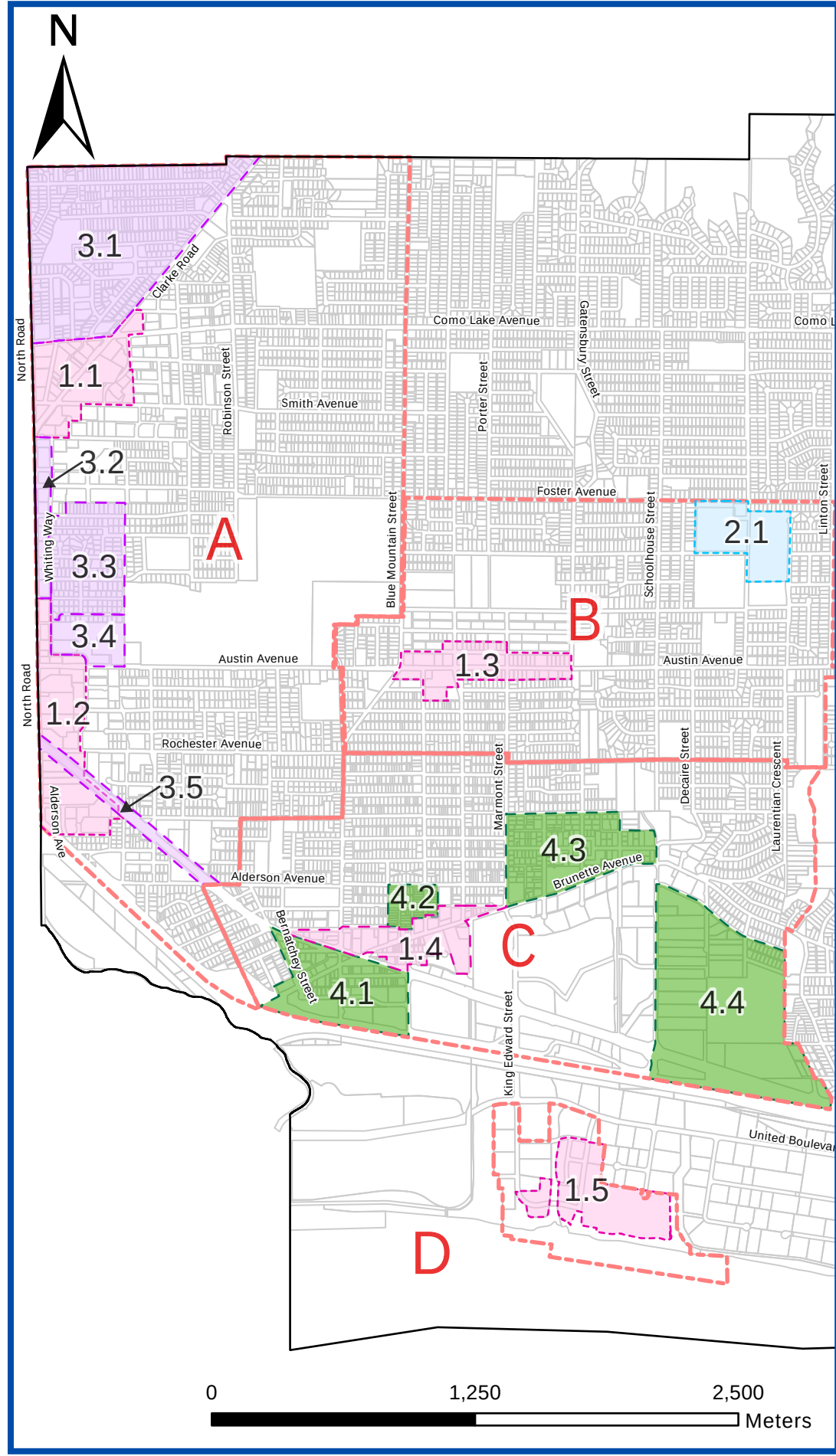
Key terms and concepts found in Neighbourhood Plans have been defined in the OCP.

Of note, most of the Plans have been restructured and reformatted to follow a similar outline to the OCP. This means there are sections where no Neighbourhood level policy exist or those policies were consolidated with OCP policy. These sections have a note stipulating that the policies can be found in the broader OCP.

Legal Framework

As a schedule within the OCP, these Neighbourhood Plans are deemed to be part of the OCP and the policies contained within the Neighbourhood Plans have the same legal framework as the policies within the OCP. Where inconsistencies or desired changes in policy direction occur, an OCP amendment process must be undertaken. However, if there is a conflict between a policy in the OCP and any Neighbourhood Plan, the OCP policy takes precedence.

Appendix A : Neighbourhood Context - Boundaries



Neighbourhood Plan Boundaries

- A - Burquitlam-Lougheed Neighbourhood Plan
- B - Austin-Heights Neighbourhood Plan
- C - Maillardville Neighbourhood Plan
- D - Waterfront Village Centre Neighbourhood Plan
- E - Central Coquitlam Neighbourhood Plan
- F - Hyde Creek Neighbourhood Plan
- G - Smiling Creek Neighbourhood Plan
- H - Partington Creek Neighbourhood Plan

Neighbourhood Centre Areas

- 1.1 - Burquitlam Neighbourhood Centre Area
- 1.2 - Lougheed Neighbourhood Centre Area
- 1.3 - Austin Heights Neighbourhood Centre Area
- 1.4 - Maillardville Neighbourhood Centre Area
- 1.5 - Waterfront Village Neighbourhood Centre Area
- 1.6 - Partington Creek Neighbourhood Centre Area

Precincts

- 2.1 - Poirier Precinct
- 2.2 - Pinetree-Lougheed Precinct
- 2.3 - Lincoln Skytrain Station Precinct
- 2.4 - Four Corners Precinct

Districts

- 3.1 - Oakdale
- 3.2 - North Road
- 3.3 - Whiting-Appian
- 3.4 - Coquitlam College
- 3.5 - Lougheed Boulevard
- 3.6 - Office District
- 3.7 - Entertainment District

Special Districts

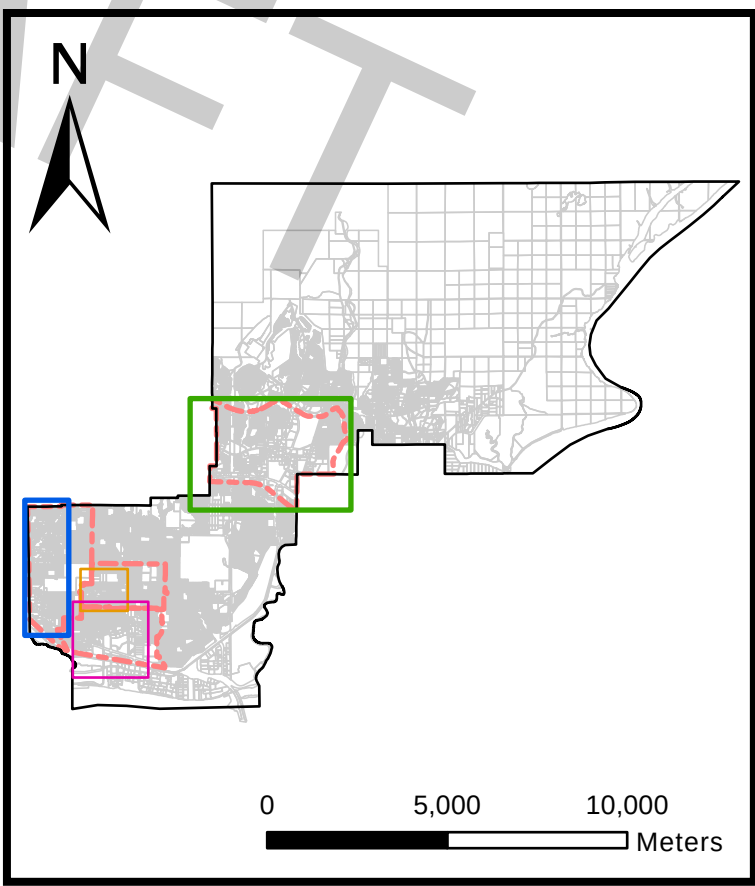
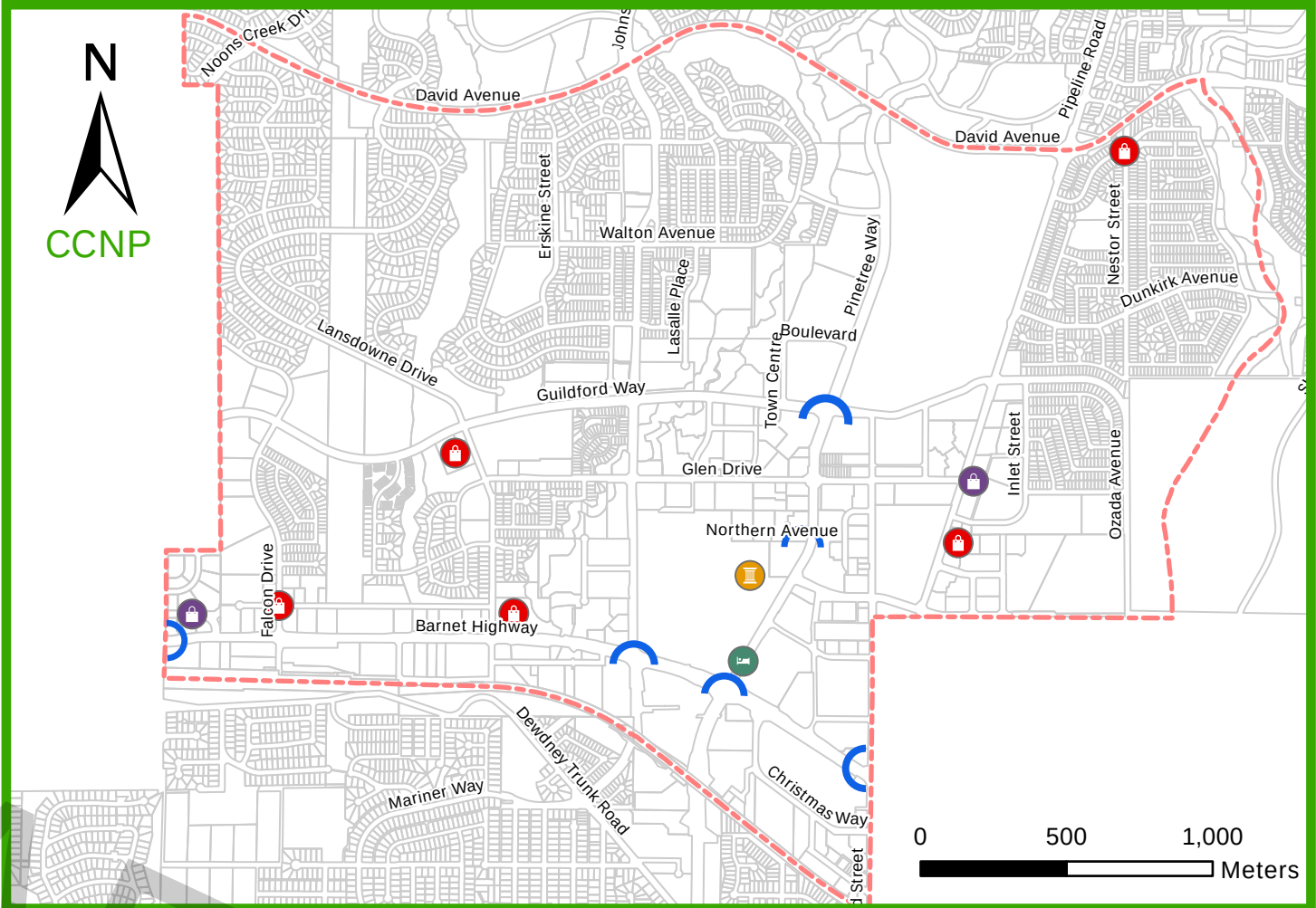
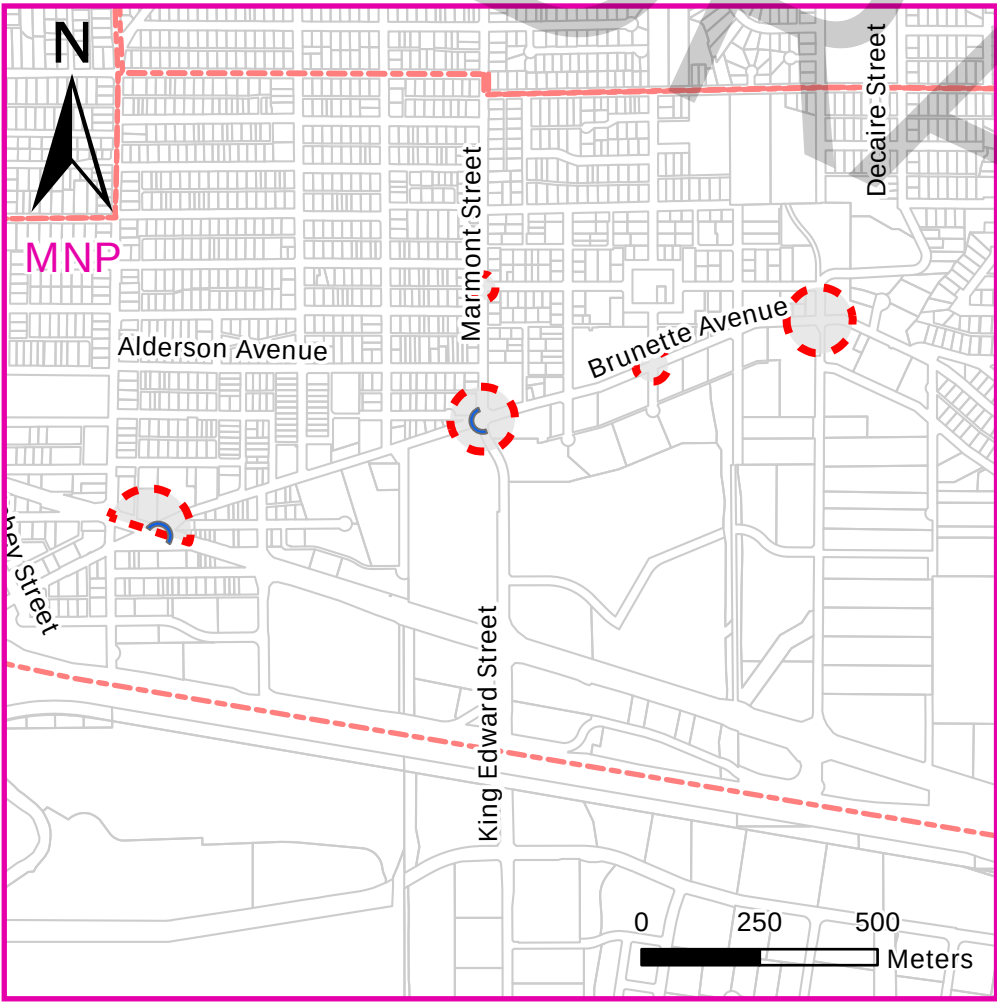
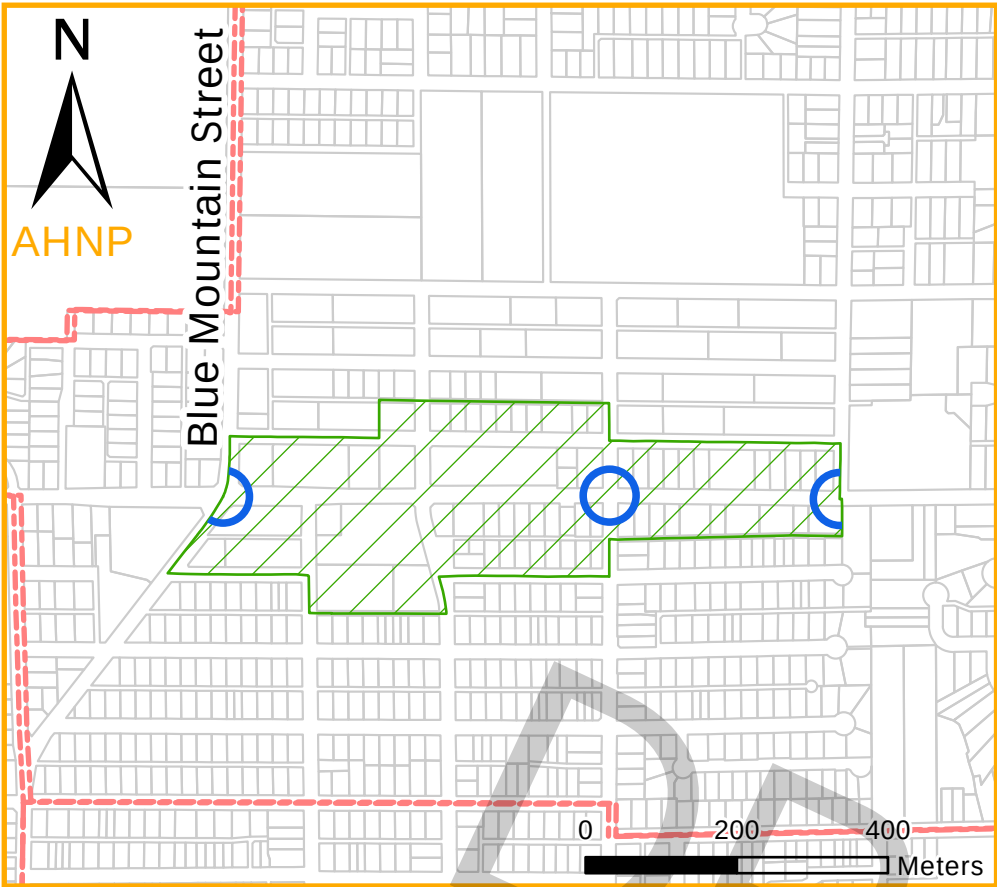
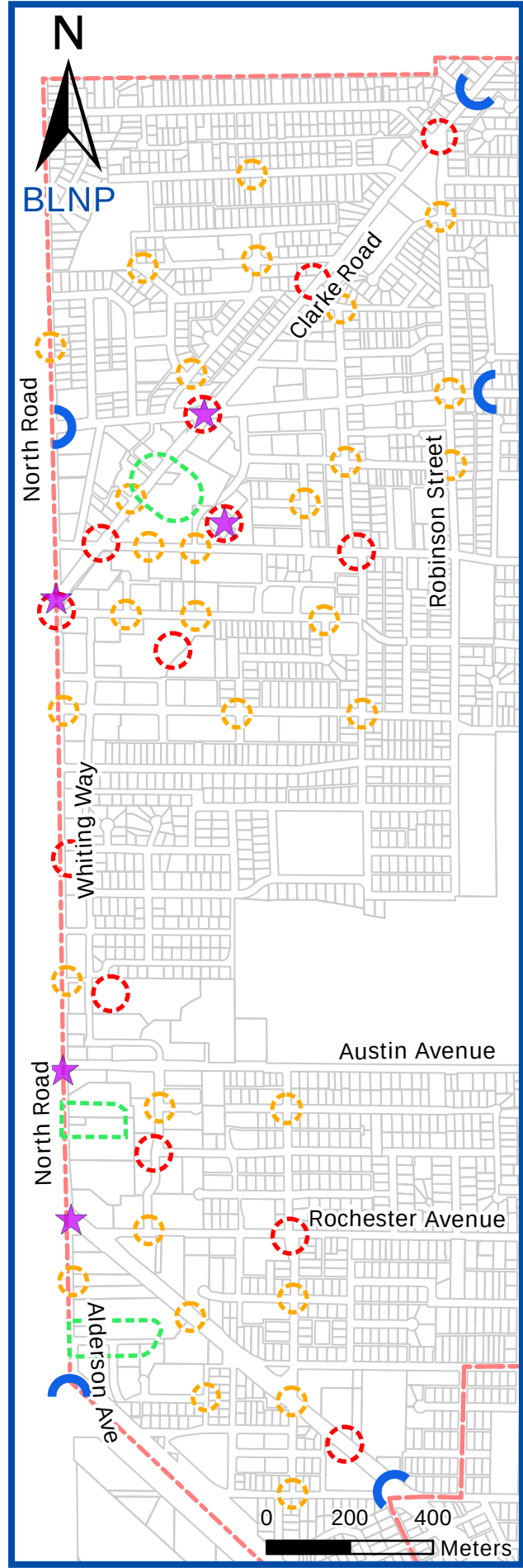
- 4.1 - Lougheed-Brunette
- 4.2 - Allard LeBleu
- 4.3 - Laval Square
- 4.4 - Schoolhouse East
- 4.5 - Baycrest Area

Legend

- City Boundary
- Neighbourhood Plan Boundary
- Neighbourhood Centre Area
- Precinct
- Districts
- Special Districts

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Legend

Gateways

AHNP

Pedestrian Network Enhanced Areas

BLNP

Landmark

Major Node

Minor Node

Primary Node

MNP

Focal Points

CCNP

Proposed Hotel

Cultural Heart

Existing Neighbourhood Commercial Node

Future Neighbourhood Commercial Node

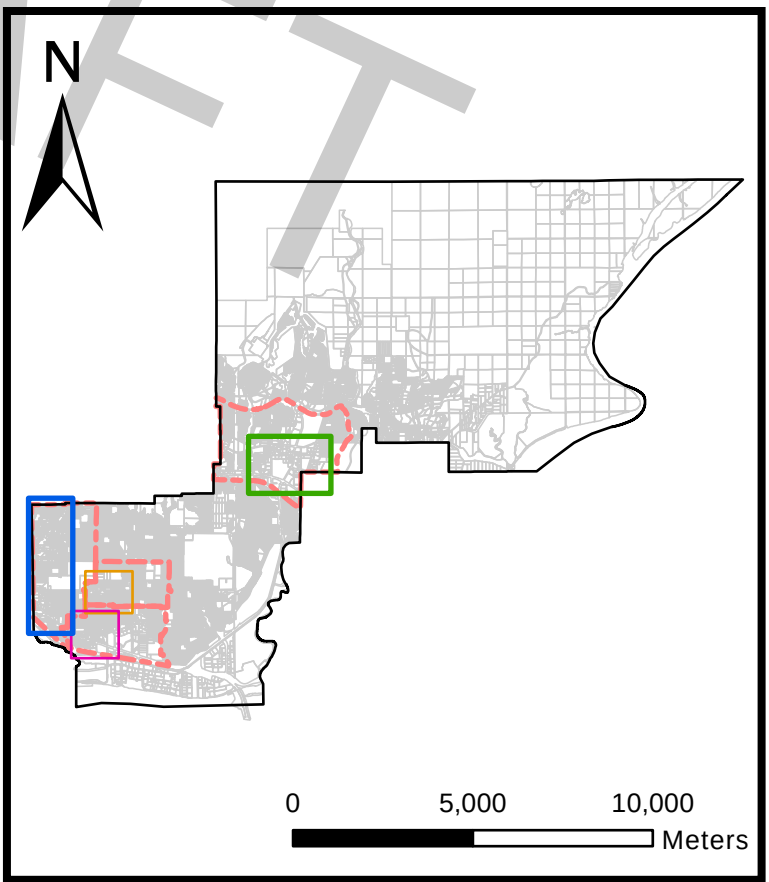
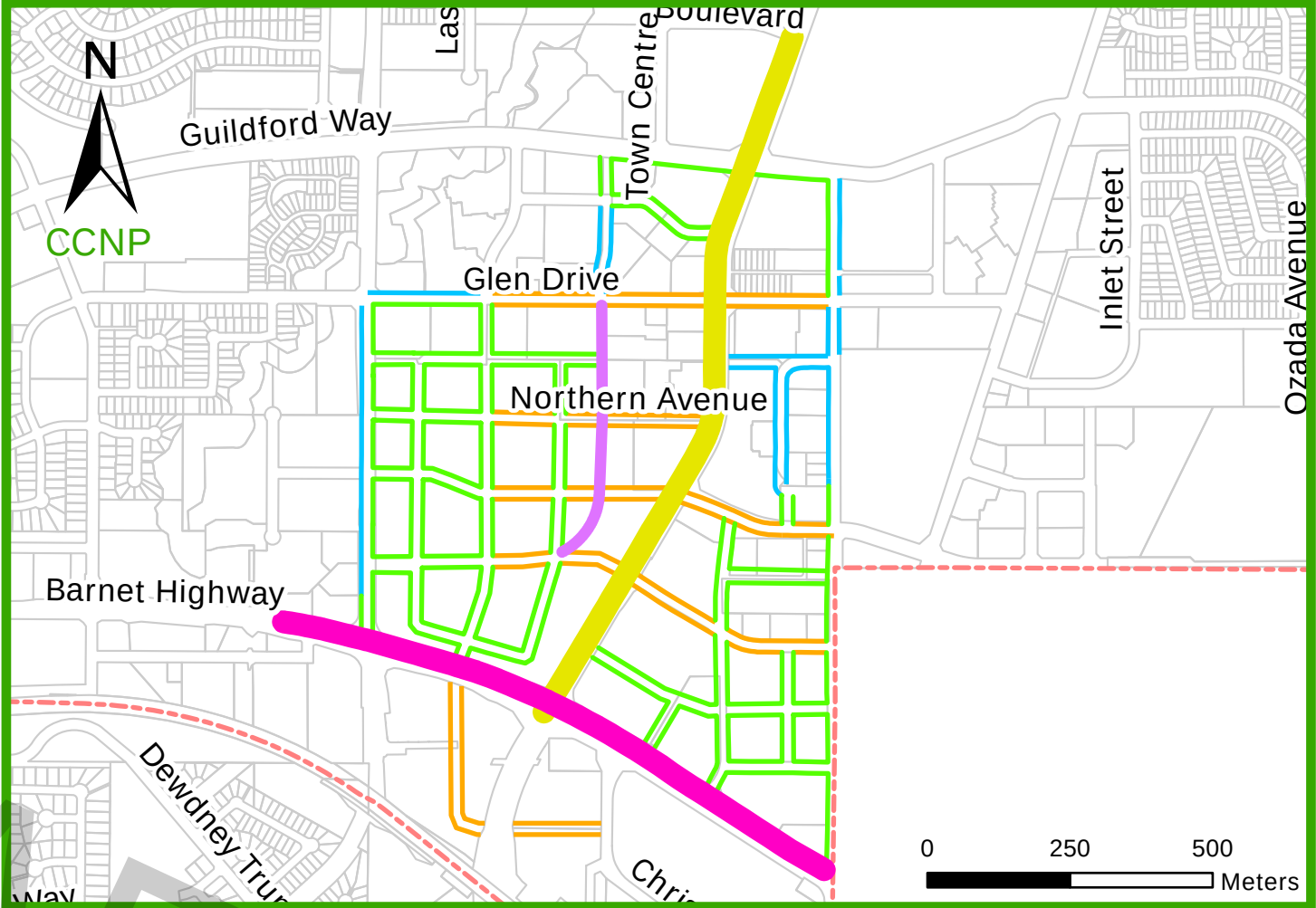
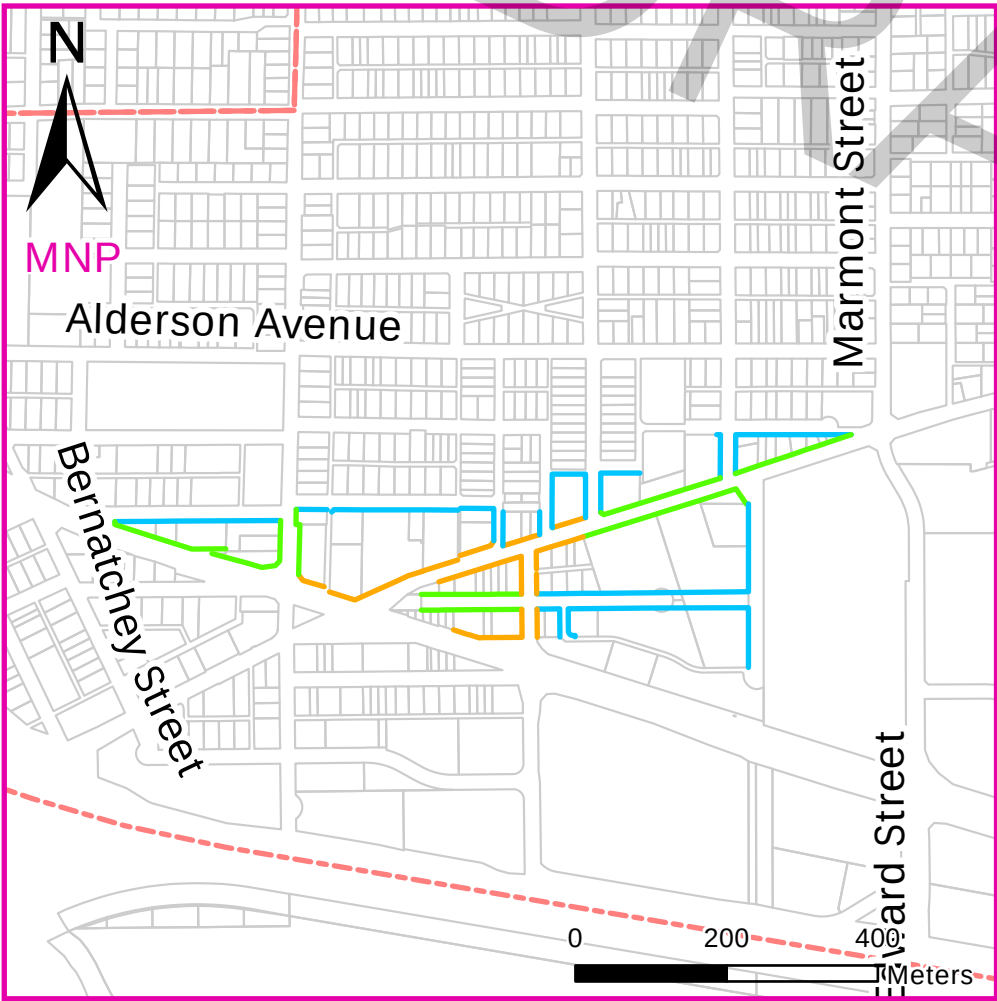
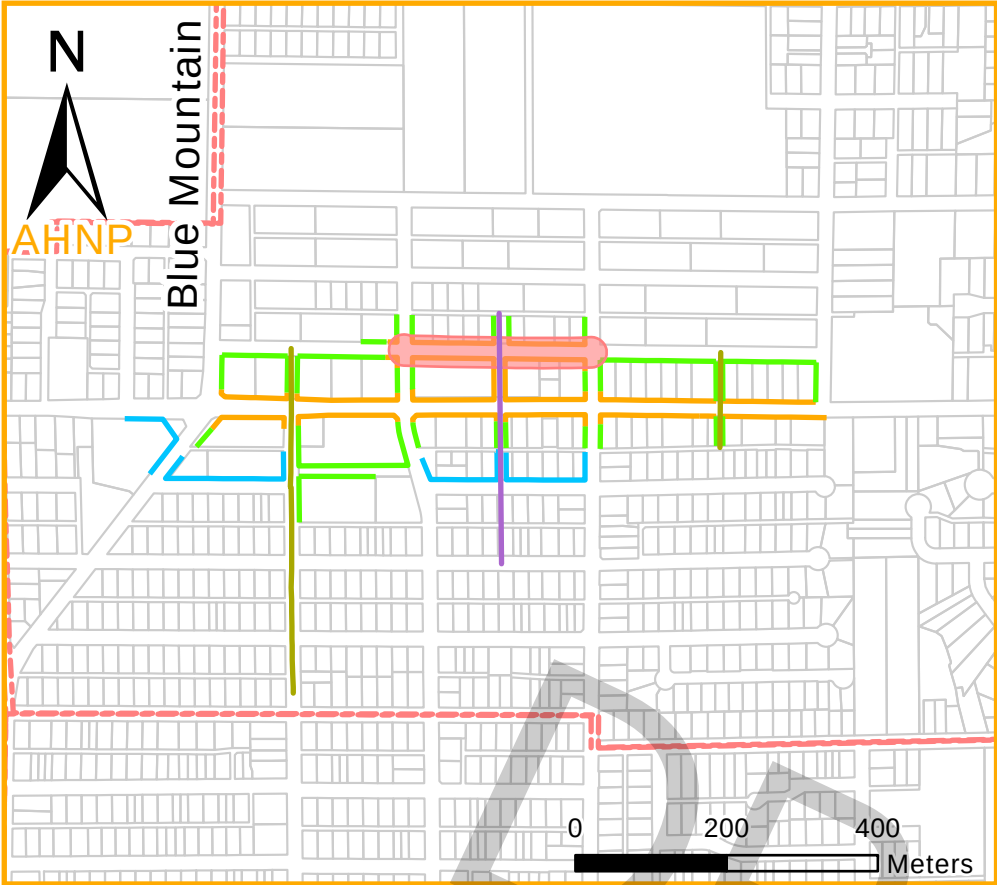
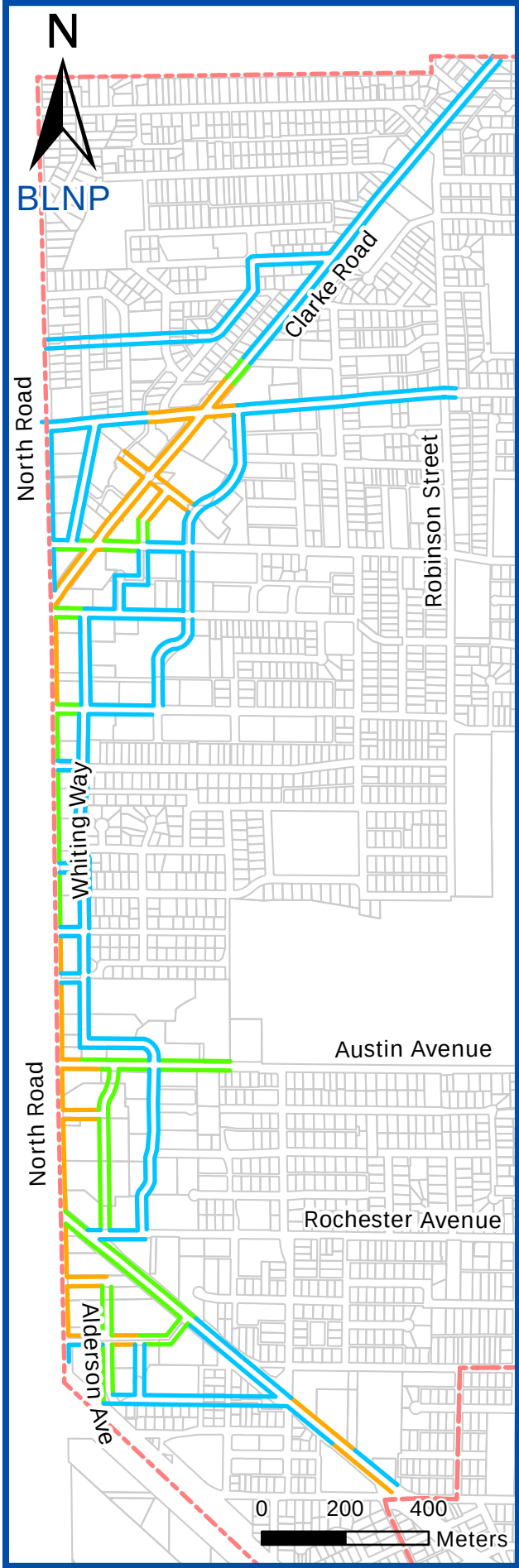
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Legend

Frontage Type

- Mandatory Commercial Street Frontage
- Residential Street Frontage
- Secondary Active Street Frontage

Character Streets

- Downtown Promenade
- Pinetree Way
- Urban Boulevard
- Ridgeway Avenue Walk
- Central Vista Walk
- Pedestrian Walk

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Coquitlam

Austin Heights Neighbourhood Plan

Schedule J-1

2025

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1 Neighbourhood Plan Context

The Austin Heights Neighbourhood Plan sets out a general, 20-year land use and servicing framework to support Council in considering development proposals in the neighbourhood. City Council welcomes and encourages innovative applications that build on the neighbourhood's existing assets while creating a distinctive neighbourhood with a vibrant commercial core that is attractive, livable, walkable and safe. The Plan reinforces Coquitlam's dedication to strengthening Coquitlam's neighbourhoods. The development of this Plan is the result of an extensive community consultation process. Plan policies seek to re-energize and revitalize this important neighbourhood by building on its many strengths and look to the future through the creation of a walkable, complete community, which provides a balance of housing and jobs.

1.1 Plan Boundaries

The Plan extends roughly from Foster Avenue in the North to Rochester Avenue in the south and from Blue Mountain Street/Joyce Street in the west to Linton Street in the east, as shown in Appendix A.

1.2 Neighbourhood Vision

Based on Austin Heights' unique setting and opportunity for development, this vision serves as the policy foundation for the Austin Heights Neighbourhood Plan:

Austin Heights is a vibrant community-oriented neighbourhood known for its accessibility, diversity and amenities. Its commercial main street is a distinctive, local shopping destination for Coquitlam residents.

1.3 Plan Principles

The following principles have guided the development of the Plan:

- Recognize the importance of the City's network of centres in addressing growth as a key element of the City's growth management strategy;
- Recognize neighbourhoods such as Austin Heights as basic "building blocks" of the community;
- Develop Austin Heights as a distinctive neighbourhood 'main street' shopping destination for Coquitlam;
- Introduce mixed-use (residential above street level commercial) buildings in the commercial district;
- Provide more housing choices to meet the needs of existing and future residents of differing incomes and at all stages of the life cycle;

- Respect the existing single-family areas as the largest land use element of the plan.
- Encourage a variety of residential densities and building heights that take advantage of the sloping topography and views;
- Design the neighbourhood to encourage more walking, cycling and transit use;
- Ensure greater connectivity to all areas within the neighbourhood;
- Support an active population through the continued provision of high quality parks and civic, sport, and community facilities;
- Demonstrate the importance of sustainability in building design, transportation choices, supportive densities, public realm design and green and open space;
- Encourage a reduction in Community Greenhouse Gas emissions through greater transportation choice and improvements in building siting, design and landscaping.

2 Policy Themes

The Plan will strengthen many of the existing features of the neighbourhood to create a complete community including a balance of jobs, a range and mix of housing types, access to sustainable transportation choices and schools, complemented by parks and leisure amenities. The plan also responds to the community's desire for an enhanced public realm in the commercial core.

The Plan envisions accommodating population growth and expanding commercial floor space to support a complete community. Key elements of the land use concept include:

- The transition of the neighbourhood commercial core to a high-density mixed-use area with a focus on pedestrians, cyclists and transit users. This commercial area is envisioned to meet the needs of the local neighbourhood while serving as a shopping destination and employment centre for the broader community;
- The addition of new smaller areas of medium-density residential uses south of the commercial core to act as a buffer between the core and adjacent lower density residential areas;
- An expansion of new small-scale, ground-orientated housing types in either attached or detached forms;
- Maintaining and protecting the majority of the one-family residential area as an important part of the housing mix, while allowing select opportunities for secondary suites and home-based business, where appropriate;
- Balancing additional growth with the provision of parks and recreation facilities, pursuant to the update of the existing Parks, Open Space and Leisure Facilities Master Plan.

2.1 Land Use

See Schedule B of the OCP for the proposed land use designations in the Austin Heights Neighbourhood Plan.

2.1.1 Policy: Medium Density residential

Ensure that new medium-density residential developments to the south of the commercial core provide an effective transition, in terms of building massing, to adjacent lower-density areas respecting slope, privacy and building.

2.1.2 Policy: Poirier Leisure Precinct

Recognize the importance of the Poirier Leisure Precinct 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 sport needs, urban design, servicing, transportation, parking and other development elements.

2.2 Urban Design

Street Frontages

2.2.1 Policy: Mandatory Commercial Street Frontage

Provide continuous street-oriented at-grade commercial or civic uses for all ground level frontages identified on Appendix C as Mandatory Commercial Street Frontage.

2.2.2 Policy: Residential / Employment Living Street Frontage

Provide continuous ground-oriented employment living or residential uses in the ground floor of all buildings along frontages identified on Appendix C as Residential or Employment Living Street Frontage.

2.2.3 Policy: Secondary Active Street Frontage

Provide continuous ground-oriented commercial, employment living, residential or high-transparent residential amenity uses in the ground floor of all buildings along frontages identified on Appendix C as Secondary Active Street Frontage.

Streetwall podiums

2.2.4 Policy: Austin Avenue

Redevelop Austin Avenue between Blue Mountain and Gatensbury Street to create a strong pedestrian experience defined by a streetwall podium, punctuated by high-rise towers, with retail at grade and office and residential above.

Gateways

2.2.5 Policy: Gateways

Require developments located at Gateways, as identified on Appendix B, to include elements that provide a high degree of design excellence and mark entry to the neighbourhood, such as:

- i. Public art;
- ii. Signage;
- iii. Unique public space and plazas that convey a sense of entry;
- iv. Distinctive lighting;
- v. High-quality building material;
- vi. Sculpted architectural form;

- vii. Distinctive facades;
- viii. High-quality site furnishings;
- ix. Improve street presence; and
- x. Streetscape treatments that signal entry to the neighbourhood.

2.3 Community Facilities

2.3.1 Policy: Urban Plaza

The Urban Plaza adjacent to Central Vista Walk and the Central Vista Walk should provide an enhanced pedestrian experience through the introduction of sidewalk cages, outdoor seating areas, storefront displays and public art. The Central Vista Walk should provide a strong visual connection to Ridgeway Avenue Walk.

2.4 Transportation

The Plan envisions a complete neighbourhood design (i.e. high-density mixed-use core area with a pleasant pedestrian environment) with a balance of transportation facilities that encourage people to walk, cycle and take the bus to and from shops, school, work, parks and leisure facilities.

Greater emphasis on more sustainable modes will help to promote a shift to walking, cycling and transit use, which help to reduce greenhouse gas emissions, support healthier lifestyles, and play a role in creating vibrant neighbourhoods.

Key elements of the pedestrian experience include distinctive “people places” proposed for the heart of the Neighbourhood Centre, as shown on Appendix A and Appendix B, to provide opportunities for people to sit, stroll, shop and linger:

- “Central Vista Walk” is a pedestrian walkway that connects Charland and Ridgeway Avenues between Nelson and Marmont Streets. It features a series of small interconnected urban pedestrian plazas, designed to improve north-south connectivity. It will provide opportunities for increased retail frontage and provide additional space for outdoor cafés and for people to meet and linger.
- “Ridgeway Avenue Walk” (Ridgeway Avenue between Marmont and Nelson) is a pedestrian focused commercial area parallel to Austin Avenue, with an intimate street experience and a distinctive public realm. This portion of the street also provides a location for neighborhood festivals and street fairs.
- Two “Secondary Pedestrian Walks” are proposed in the commercial area. One as a pedestrian continuation of Lebleu Street, north of Austin Avenue and the second is located mid-block between Marmont and Gatensbury Streets.

Proposed improvements to Austin Avenue, which is part of the Regional Major Road Network, will place a greater emphasis on the pedestrian experience while continuing to accommodate regional traffic and traffic generated by new development.

To support the land use densities envisioned in the plan will require an appropriate and supportable street network with appropriate facilities for various modes. The role and function of Blue Mountain, Marmont and other streets will be reviewed as part of the Strategic Transportation Plan update process.

Ridgeway Avenue

2.4.1 Policy: Ridgeway Avenue Walk

Distinguish the Ridgeway Avenue Walk portion by introducing intersection improvements at Nelson and Marmont Streets to act as gateway features.

2.4.2 Policy: Ridgeway Parking

Minimize parking and loading access to parcels along Ridgeway Avenue Walk.

2.4.3 Policy: Shared Street

Create a shared street on Ridgeway Avenue between Nelson and Marmont Streets utilizing a pedestrian priority design.

Austin Avenue

2.4.4 Policy: Vehicle Access points

Minimize vehicle/pedestrian conflicts in the commercial core by reducing and restricting the number of vehicle access points on Austin Avenue.

2.4.5 Policy: Blue Mountain and Gatensbury Street

As part of redevelopment, undertake a slight widening of the right-of-way of Austin Avenue between Blue Mountain and Gatensbury Street to provide an improved public realm while ensuring a well-functioning, multi-modal street consistent with its role as a part of the Major Road Network.

2.4.6 Policy: Marmont and Gatensbury Street

Explore the feasibility of securing a safe and functional connection of the east end of the rear lane on the south side of Austin Avenue between Marmont and Gatensbury street to Austin Avenue, as shown on Appendix B.

2.4.7 Policy: Transit Corridor

Coordinate with Translink to identify Austin Avenue as a key east-west transit corridor and provide optimal transit frequency consistent with the increased density.

2.4.8 Policy: Austin Avenue and Ridgeway Avenue Walk

Minimize vehicle crossings (i.e. driveways) of the public realm along Austin Avenue and Ridgeway Avenue Walk, in support of pedestrian access over other modes.

Central Vista Walk

2.4.9 Policy: Central Vista Walk

Enhance the existing mid-block crossing of Austin Avenue, integrating it with the Central vista Walk. Explore opportunities to introduce additional mid-block crossings on Austin Avenue as shown on Appendix B.

2.4.10 Policy: Urban Plazas Connections

Provide small public urban plazas and access to new developments adjacent to Central Vista walk and the Secondary Pedestrian Walks to enhance connectivity and to provide a pleasant pedestrian connection through the commercial area.

King Albert Avenue

2.4.11 Policy: pedestrian/cycling bridge

Explore the feasibility of constructing a pedestrian/cyclist bridge over Como Creek on King Albert Avenue to increase connectivity through the neighbourhood, as shown on AHNP Appendix E.

2.5 Infrastructure and Safety

Expansion of the City's water, sewer and service infrastructure will be needed to accommodate the population growth of this plan. While recognizing the importance of satisfying the functional demand created by the growth in population and business activity, the planning of new infrastructure will also take into account the impacts on the environment, particularly from a stormwater management perspective.

2.5.1 Policy: Servicing Strategy

The City will develop a servicing strategy to determine the scope of expansion, cost and phasing of improvements to water, sanitary and storm sewer infrastructure that will be required to service new developments in Austin Heights.

2.6 Climate Change and Resilience

Policies associated with Climate Change and Resilience Policy Theme are contained within the OCP.

2.7 Environment and Natural Hazards

The Austin Heights Neighbourhood Plan (AHNP) demonstrates the commitment of both the City and the community to local climate change action through the creation of complete, and connected neighbourhood which typically result in lower GHG emissions as people drive less and choose more active forms for transportation (walking, biking and transit). Lower GHG emissions benefits the environment through enhanced air quality and improved natural areas for fish and wildlife.

Plan policies also recognize that the neighbourhood contains a number of important stream corridors, as shown on Schedule C, and together with their associated riparian areas have the significant opportunity to improve downstream water quality and fish habitat, while providing an important stormwater control function for the neighbourhood.

The policies in the plan also work to preserve and respect the multifunctional “green infrastructure (consisting of natural areas, open spaces, greenways, urban forest and parkland) which help or mitigate the impacts of urban development on fish and wildlife habitat and sustains a healthy and livable environment for the neighbourhood.

Policies associated with Environment and Natural Hazards Policy Theme are contained within the OCP.

2.8 Economy

Policies associated with Economy Policy Theme are contained within the OCP.

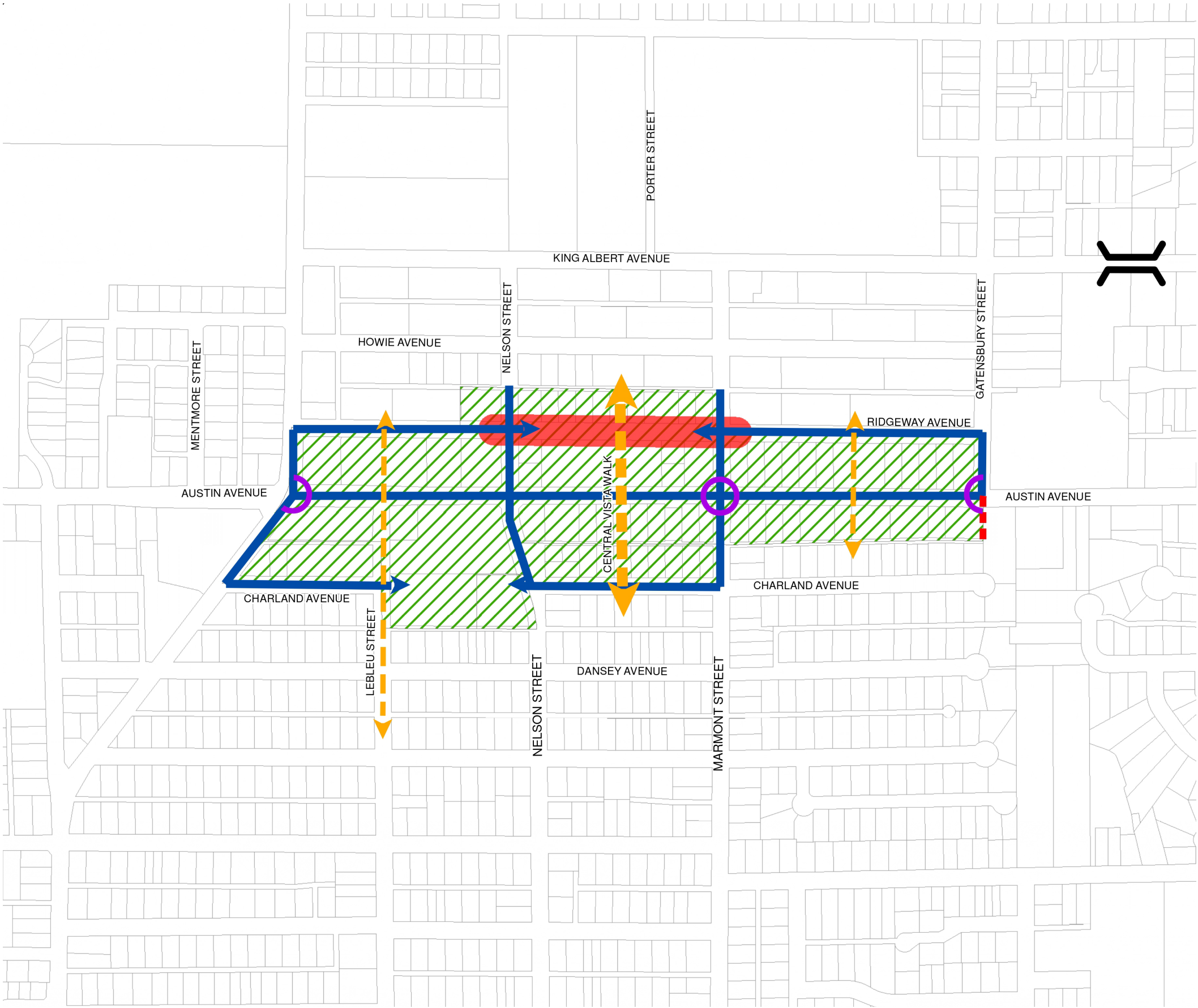
2.9 Arts, Culture and Heritage

Policies associated with Arts, Culture and Heritage Policy Theme are contained within the OCP.



LEGEND

-  Pedestrian Focused Streets
-  Proposed Lane Connection

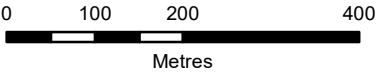
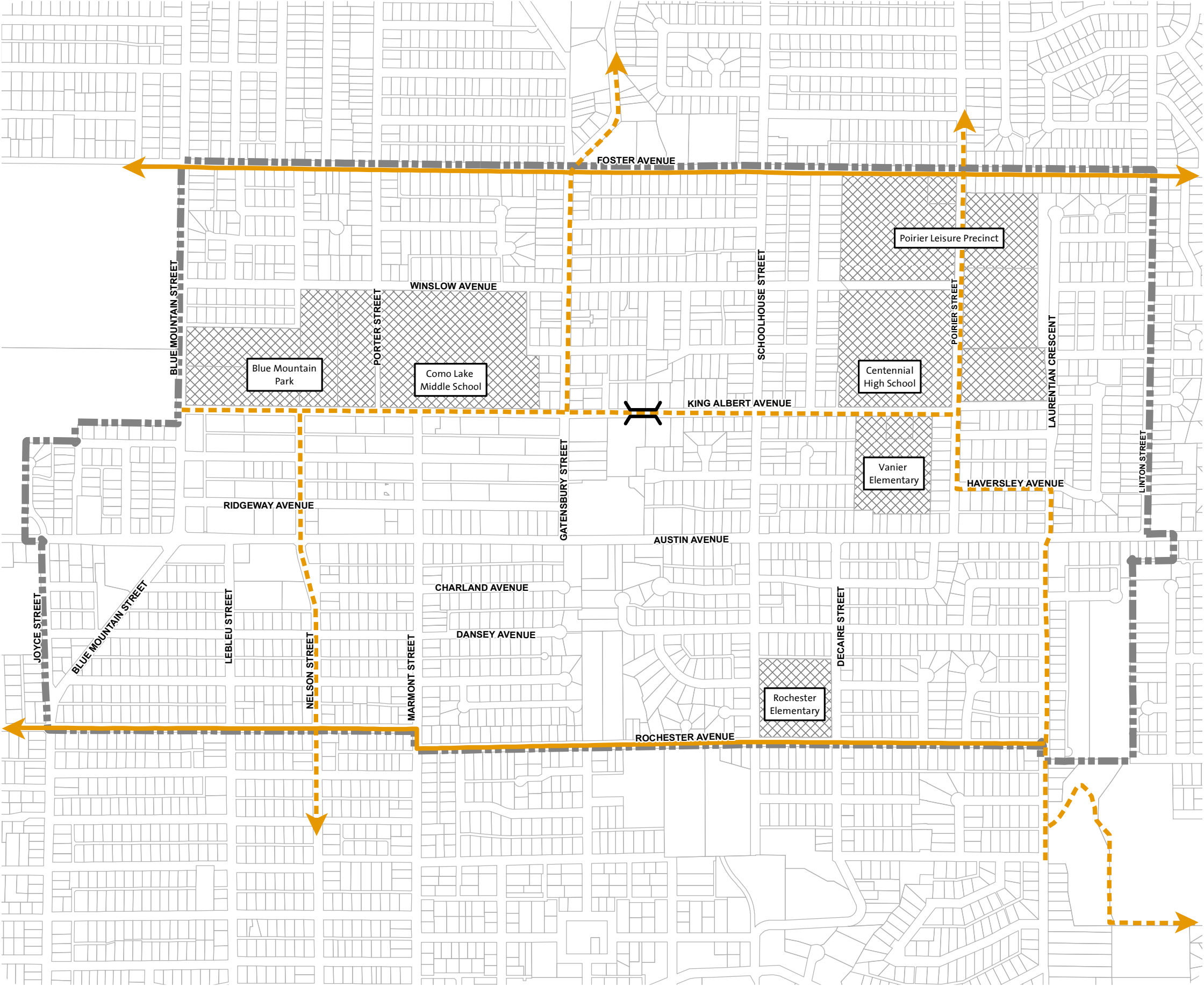


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LEGEND

- Neighbourhood Plan Boundary
- Planned Bike Route
- Existing Bike Route
- Proposed Cycling / Pedestrian Bridge



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Coquitlam

Burquitlam Lougheed Neighbourhood Plan

Schedule J-2

2025

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1. Neighbourhood Plan Context

The Burquitlam-Lougheed area is composed of a number of unique neighbourhoods on the western edge of Coquitlam. Since the arrival of SkyTrain at Lougheed Station in 2002 and an extension along the North Road / Clarke Road corridor to Burquitlam Station in 2016, new growth has been stimulated in this area. The Burquitlam-Lougheed area represents a major regional transportation asset, providing transportation access for residents and businesses. The Burquitlam-Lougheed Neighbourhood Plan aims to focus that transit oriented growth.

This plan area is expected to grow in a “locally appropriate manner” that maximizes housing choice, provides new amenities, and recognizes existing neighbourhoods. The City combined existing plans intending to: respond to change; guide new housing and community growth; plan for expanded, enhanced and new parks plus other civic facilities; provide for housing and transportation choice; build on the regional Municipal Town Centre and Frequent Transit Development Area designations to foster transit-supportive communities; integrate new growth into existing neighbourhoods; maintain a high quality of life for existing and new residents; and build great neighbourhoods.

The Burquitlam-Lougheed Neighbourhood Plan is a living document that provides a flexible framework to guide growth and development over the last decade and the decades ahead. The primary aim of the plan is to ensure that new growth integrates with existing neighbourhoods, includes pedestrian-friendly and high-quality urban developments, recognizes the long-term growth potential of the North Road/Clarke Road corridor, and identifies the amenities, facilities, services and infrastructure needed to support growth over the long-term.

Updated Provincial Legislation in 2023/24 identified Transit Oriented Areas within a distance of 800m from frequent transit (SkyTrain) stations allowing for increased development potential beyond the initial concepts of this plan. However, because the Plan’s vision, guiding principles, land uses, and policies seek to embed Transit Oriented Development characteristics throughout Burquitlam-Lougheed, the plan maintains its central intent to foster a transit-supportive community.

1.1 Plan Boundaries

The Burquitlam-Lougheed neighbourhood is a collection of existing communities located in Coquitlam’s southwest area. The neighbourhood is about 560 hectares (1400 acres) along the key North Road/Clarke Road corridor. The plan is located between Burnaby to the west, Port Moody to the north, the Trans-Canada Highway to the south, and the established neighbourhoods of Austin Heights and Maillardville to the east. Burquitlam, Lougheed Town Centre, and Braid SkyTrain Stations within or in proximity to the plan.

1.2 Neighbourhood Vision

Developed in consultation with the Burquitlam-Lougheed community, and based on the community context and opportunities for growth and investment, this vision serves as the policy foundation for the Burquitlam-Lougheed Neighbourhood Plan:

Burquitlam-Lougheed is a complete community made up of a collection of distinctive neighbourhoods. These range from active neighbourhood centres and streets in the core, to quieter, outlying, lower-density residential areas. Burquitlam-Lougheed offers a range of housing options, local employment, and social interaction opportunities, with high quality parks, streetscapes, and community amenities in a safe environment. Connected locally and regionally, people move efficiently by walking, cycling, transit, and driving.

1.3 Plan Principles

Key principles help to implement the Plan vision and serve as a basis for Plan policies:

- a) Revitalize Neighbourhood Centres - Develop the Burquitlam and Lougheed Neighbourhood Centres as vibrant community hubs with activities and services that benefit the local community, and the broader City, by providing employment opportunities, shopping, services, and a variety of residential options in a walkable setting.
- b) Improve Community Amenities - Pursue strategies to improve and expand neighbourhood parks, open spaces, and community facilities and connect these to the Citywide network with walking and biking supportive infrastructure.
- c) Increase Transportation Choice - Integrate transportation with land use decision-making and support transportation accessibility and choice by providing greater connectivity to manage congestion, maximize potential transit ridership and make walking, cycling, and transit viable choices for all ages and abilities as the primary modes of travel.
- d) Provide Housing Options - Promote housing diversity to accommodate different types of households at a variety of life-stages including purpose-built rental, accessible/ adaptable units, and foster housing choice balance between the Neighbourhood Centres and other areas.
- e) Design on a Human Scale - Incorporate human-scale building and site design principles with a focus on creating attractive buildings, high quality public spaces and streetscapes within a safe, accessible, and pedestrian-friendly environment.
- f) Foster Sustainability - Demonstrate the importance of environmental, social, and economic sustainability in building and public realm design, community space, and policies that promote housing affordability, transportation choices, energy efficiency, supportive building densities, green and open space, and watercourse protection.

2 Policy Themes

2.1 Land Use

The Land use concept envisions Burquitlam and Lougheed as complete, transit-oriented neighbourhoods that contain a range of housing types in close proximity to shopping, employment and amenities set within a walkable, human-scaled setting with a high-degree of urban design excellence.

Key features of the Plan's land use concept include:

- Neighbourhood Centres and commercial areas near SkyTrain stations and along North and Clarke Roads. These areas will contain a variety of shops, services, offices, and amenities plus high-rise residential with top-quality urban design.
- A variety of residential neighbourhoods that contain a range of housing types to help meet the needs of different family types at different stages of life including high-rise apartments, low-rise apartments, townhouses, infill and single-family.
- The highest building densities are generally in adjacent to SkyTrain stations, neighbourhood centres and along North Road, transitioning to lower height and density further away from the centre.
- A linked network of urban open spaces, plazas, squares, parks, and greenways to provide opportunities for resting, socializing, and programming of formal and informal leisure activities and active recreation.
- A multi-modal transportation network, enabled by land use changes, which encourages walking, cycling and transit use.

See Schedule B of the OCP for the proposed land use designations in Burquitlam-Lougheed Neighbourhood Plan.

2.1.1 Policy: Street Frontage

Provide the following uses and conditions at the base of buildings with the following street frontage identifications as identified in Appendix C:

a) Mandatory Commercial Street Frontage:

Provide continuous ground-oriented, at-grade, pedestrian-focused, retail, commercial, or civic/assembly uses in the ground floor of all buildings along identified frontages.

Design the public-realm for 'Main Street' commercial areas format with continuous commercial frontages and weather protection to encourage walking. Allow for breaks in the facades to encourage a variety of business types and sizes and to accommodate small plazas or squares surrounded by active commercial uses and facilitate access to adjacent streets.

b) Optional Commercial Street Frontage:

Provide continuous, ground-oriented, at-grade, commercial, civic/assembly, employment living, institutional, or residential uses on the ground floor of all buildings along identified frontages.

c) Residential Street Frontage:

Provide continuous ground-oriented (or slightly elevated) residential, civic/assembly, employment living, institutional, or highly-transparent residential amenity uses on the ground floor of all buildings along identified frontages.

2.1.2 Policy: Consideration of Timber Towers in Medium Density Sites

Council may give consideration to applications for RM-4 Multi-Storey High Density Apartment Residential if buildings are constructed using encapsulated mass timber (EMT).

2.1.3 Policy: Austin Creek Green Link

In addition to the density incentives identified in OCP policy 4.1.2.6 to support the acquisition of lands for the development of the Austin Creek green link, application must consider the following:

- a) Encourage larger land assemblies will help efficiently deliver roads and utility servicing.
- b) The donor site (i.e., Green Link parcels) must have a land area that is a minimum of 5% of the total area of all assembled parcels, excluding parcels created by a road closure.
- c) The transfer of the donor site to the City shall be considered in addition to any other fees or contributions set out in other City bylaws and policies (e.g., development cost charges, amenity cost charges, density bonus, parkland dedication).

2.1.4 Policy: SkyTrain Guideway Enhancements

Encourage the improvement of public space under the SkyTrain guideway in a way that integrates with the North Road and Clarke Road enhancements, animating this space and improving natural surveillance. This space should contribute to a positive pedestrian experience with appropriate lighting and clear sightlines to the street.

2.1.5 Policy: Continued Operation of the Vancouver Golf Club

Support the continued operation of the Vancouver Golf Club as a recreational facility, including expansion of the recreational services offered.

2.1.6 Policy: Coquitlam College Redevelopment

Require the applicant to complete a Master Development Plan, as outlined in the OCP which accommodates the redevelopment of the Coquitlam College. Within this MDP locate taller buildings at the west end of the site, adjacent to Whiting Way with a decrease in height eastward to a maximum of four stories adjacent to Brookmere Park to limit shadow impacts on the park.

2.2 Urban Design

Urban design involves the design of buildings and the spaces between them to create livable, attractive and human-scaled buildings, streets, neighbourhoods, public spaces and parks.

Good design encompasses all of the guiding principles and Plan policies. These aim to improve neighbourhood character and the pedestrian experience along the main streets of the area, to meet the principle of Design on a Human Scale. This involves applying the policies below, the complementary Development Permit Guidelines and Burquitlam-Lougheed Streetscape Guidelines.

In Burquitlam-Lougheed, urban design principles play an important role in ensuring new development is walkable and transit supportive, has a high-degree of architectural excellence, complements the public realm, and fits appropriately into the neighbourhoods.

Also, based on the importance of the SkyTrain stations and the topographical and view-rich context, these policies also strongly encourage a high degree of architectural excellence, especially for buildings and developments located at key intersections, gateways and viewpoints.

2.2.1 Policy: Greenways

Require development located along Greenway and Micro-Mobility Routes within Burquitlam-Lougheed, as identified on BLNP Appendix E, to provide an enhanced walking environment that includes elements such as:

- i. Wider sidewalks as identified in the Burquitlam-Lougheed Streetscape Guidelines;
- ii. Cycling facilities for all ages and abilities;
- iii. Where the Greenway is located outside of a street right-of-way it shall have a minimum right-of-way of 6.0 metres;
- iv. Row of street trees on both sides of the sidewalk/pathway;
- v. Seating and other appropriate street furniture;
- vi. Public art;
- vii. Pedestrian oriented lighting;
- viii. Wayfinding; and
- ix. Buildings shall address the greenway with active frontages, architecturally distinctive façades, and high-quality streetscape treatments.

2.2.2 Policy: Landmark Sites

Require development where Landmark Sites are identified to provide a high degree of design excellence due to their prominence and location within the neighbourhood (as per Appendix B. Landmark Sites will be designed through a rigorous design-review process.

Elements that provide a high degree of design excellence are expected, such as: public art, signage, unique public space, plazas, distinctive lighting, unique and high-quality building materials, distinctive façades, site furnishing, improved street presence, and streetscape treatments that signal entry to distinct areas and/or identification of precincts.

Robust community consultation conducted by the applicant is expected in addition to any statutory consultation process required for their development application.

Landmark sites are identified in addition to any urban nodes identified within the urban design framework and Appendix B. Each node includes their own minimum requirements for significant public realm improvements and/or public space contribution.

2.2.3 Policy: Gateways

Require development located where Gateways are identified to provide a high degree of design excellence and mark entry to the neighbourhood (as per Appendix B). Gateway sites will be designed to include elements, such as:

- public art,
- signage,
- unique public space and plazas that convey a sense of entry,
- distinctive lighting,
- high-quality building materials, sculpted architectural form, distinctive façades,
- high-quality site furnishing,
- improved street presence, and
- streetscape treatments that signal entry to distinct areas and/or identification of precincts.

2.2.4 Policy: Urban Nodes

Local public space, through additional building setbacks, is key to supporting the open space network. The Urban Design Framework on Appendix B contains a series of Primary, Major and Minor Nodes to enhance the public realm.

- a) Nodes should be located at intersections between streets and walkways and be designed and situated to take advantage of afternoon sun.
- b) All Nodes will be designed to encourage public gathering and shall include elements such as:
 - A hard-surface area of at least 50%;
 - Seating and other appropriate street furniture;

- Public art, water features and other elements that promote pedestrian interest;
 - Use of trees and other vertical elements to define pedestrian-scale spaces;
 - Fronting buildings shall address the node with active frontages, architecturally distinctive façades, and high-quality streetscape treatments.
- c) **Primary Nodes:** Primary Nodes shall provide a publicly-accessible open space which is a minimum of 250 square metres (with one dimension between 12 metres to 35 metres). Primary nodes will be designed to encourage a broad range of public gathering activities and shall include elements such as:
- A portion with weather protection coverage to facilitate year-round use;
 - A mix of hard and soft landscaping that does not impede safety nor sightlines to commercial uses and building entrances;
 - Pedestrian oriented lighting;
 - Three-phase electrical and non-potable water connections;
 - Wayfinding;
- d) **Major Nodes:** Major Nodes shall provide shall provide a publicly-accessible open space that is approximately 45 square metres. Major nodes will be designed to encourage public gathering and shall include elements such as:
- Pedestrian oriented lighting; and
 - Wayfinding.
 - Fronting buildings shall have direct building frontage on at-least one side.
- e) **Minor Nodes:** Minor Nodes shall provide a publicly-accessible open space that is approximately 16 square metres.

2.2.5 Policy: Open Spaces in Neighbourhood Centre Areas

Encourage the development of connected urban squares, plazas, courtyards, walkways, and other outdoor open spaces, throughout the Burquitlam and Lougheed Neighbourhood Centre areas (as indicated in Appendix A) and adjacent to Clarke Road and North Road to contribute to the pedestrian focus of the shopping streets:

- a) Require commercial uses along ground floor building areas that front onto squares/plazas, with allowance for entrances leading to other uses in buildings.
- b) Design interfaces between streets, squares/plazas, walkways, and buildings to include seating areas, patios and landscaping that support 'active' commercial uses (e.g. restaurants, cafes and outdoor display).

2.2.6 Policy: Station Area Integration

Ensure the Burquitlam SkyTrain station area is well served with access for bus movement, in a manner that is fully integrated with the urban design vision of the Burquitlam Neighbourhood Centre for a highly walkable and integrated station area.

2.2.7 Policy: Commercial Activation Under SkyTrain Guideway

New commercial uses fronting the guideway should be designed to create active edges that are highly integrated with areas under the guideway and visible from the adjacent street. This should be a seamless and complementary connection.

2.2.8 Policy: Coquitlam College Open Spaces

Encourage the development of connected squares, plazas, courtyards, parks and other outdoor open spaces throughout the Coquitlam College site to contribute to the open campus character; connect with Brookmere Park and the surrounding neighbourhood. These open spaces should:

- total a minimum of 0.2 hectares in size,
- complement Brookmere Park,
- be designed to promote public gathering and facilitate year-round use with sitting opportunities, weather protection coverage, and complimentary programs.

2.2.9 Policy: Reduce Shadows on the Austin Creek Green Link

Towers adjacent to the Austin Creek Green Link should be spaced and located to reduce shadowing impacts on open spaces. Where possible, towers should be spaced diagonally to each other.

2.3 Community Facilities

New and upgraded local parks and amenities are essential to ensure the growing Burquitlam-Lougheed neighbourhood is a great place to live. People living in urban areas, with smaller dwellings also have a greater need for parks and open space. A diverse park system can support the guiding principle of Improve Community Amenities. In concert with the urban design framework and greenways, these spaces help form the open space network.

New parkland is proposed for the area over the next 20 years. All new parks and recreational amenities are guided by the Parks, Recreation and Culture Master Plan and associated park prioritization framework.

There are a number of schools and institutional facilities in BurquitlamLougheed that provide important public services, education, and amenities. Building on the guiding principle of Improve Community Amenities it will be important to ensure these facilities continue to meet the needs of the neighbourhood as it grows and evolves over time. Accordingly the Plan includes policies that encourage the expansion of these existing uses and facilities, as well as the development of new civic and major institutional uses, such as new community recreation centres and new seniors' housing that supports 'aging in place'.

Plan policies also aim to provide direct and safe walking and cycling connections to and from educational institutions, by connecting schools with neighbourhood centres, transit stations, parks, open spaces, and residential areas.

2.3.1 Policy: Expand Parkland with Development

Acquire additional parkland, over time, to meet community needs.

2.3.2 Policy: Park Design and Programming

The design and programming of these parks will be guided by the Parks, Recreation and Culture Master Plan.

2.3.3 Policy: Park Acquisition

Facilitate the acquisition and creation of additional parks including the Austin Creek Green Link, Oakdale Park, and others through direct acquisition by the City and through transfers of development rights, as needed.

2.3.4 Policy: Burquitlam Park

Encourage transformation of Burquitlam Park to become an urban community gathering place for social interaction, leisure activities, and city beautification. The active recreation focus and programs will shift to Cottonwood Park.

2.3.5 Policy: Cottonwood Park

Encourage expansion and revitalization of Cottonwood Park to provide a more comprehensive program of amenities and facilities to better serve residents and visitors, including elements for families, youth, children, adults, seniors, formal and informal community gatherings, and active recreation.

2.3.6 Policy: Robinson Memorial Park

Continue to provide interment and memorial services at the Robinson Memorial Park Cemetery.

2.3.7 Policy: Brookmere Park

Support the improvement and enhancement of Brookmere Park with added park amenities and improved walking, and cycling connections.

- a) Link connections to an improved walkway system and the micromobility network.
- b) Improve sightlines from adjacent streets.
- c) Coordinate improvements with the open space network within the Coquitlam College redevelopment.

2.3.8 Policy: SkyTrain Guideway Open Spaces

Develop public open space under and adjacent to the SkyTrain guideway. These open spaces should provide a variety of uses, lighting, and amenities that contribute to a safe, positive, and active pedestrian experience and enhance neighbourhood beautification. Special care should be taken along Clarke Road from Como Lake Avenue to Kemsley Avenue, including a new plaza/public space, and efforts to provide a pedestrian connection into the network of streets and spaces within the Oakdale area.

2.3.9 Policy: Austin Creek Crossing

Facilitate the construction of a pedestrian, cycling, and micro-mobility crossing across the Austin Creek Green Link.

2.3.10 Policy: Oakdale Trails

Retain and enhance the existing 'nature trail' walkways connecting to the Stoney Creek natural area, Burnaby Mountain Park, and other areas into and through Oakdale. These spaces are to be improved landscaped walking and cycling routes that into the micro-mobility network and overall urban structure of streets and paths. Considered trails include: Northern Red Oak Footpath, Pin Oak Footpath, Garry Oak Footpath, and White Oak Footpath.

2.4 Transportation

In order for a neighbourhood to be successful, it is essential that people can conveniently access the places they live, work, shop, and play. One of the guiding principles of the plan is to Increase Transportation Choice. To foster this principle the City endeavours to make it easier to walk or cycle to SkyTrain stations, bus routes, and neighbourhood centres so more people can choose to leave their cars at home or even live without owning a car. A well-connected transportation network shortens travel distances, making it easier for people to quickly and conveniently walk or cycle to their destination, and shortens the journey by providing more direct routes.

Plan policies work in conjunction with transportation plans to implement the guiding principle of increasing transportation choice, through strengthening transportation options in Burquitlam-Lougheed and developing a multi-modal street and path network that will improve the livability of the neighbourhood, contribute to the reduction of greenhouse gas emissions and enable healthier lifestyles. This approach will facilitate an increase in walking, cycling and transit trips.

2.4.1 Policy: New Streets and Connections

Ensure development facilitates the provision of new streets, lanes and street extensions, (as shown on Schedule D and BLNP Appendix D and in conjunction with transportation planning). These rights of way support high-density growth and accommodate multi-modal permeability, circulation, and connections. The design of new streets and lanes will be upheld and coordinated with the Strategic Transportation Plan (STP), Subdivision and Development Servicing Bylaw, Burquitlam-Lougheed Streetscape Guidelines, the Burquitlam-Lougheed Servicing Assessment and other relevant City policies, guidelines, and Bylaws.

2.4.2 Policy: Break Up Super Blocks

Develop new streets as part of new development to break up the commercial superblocks and provide improved local street access from North Road.

2.4.3 Policy: Multi-Modal

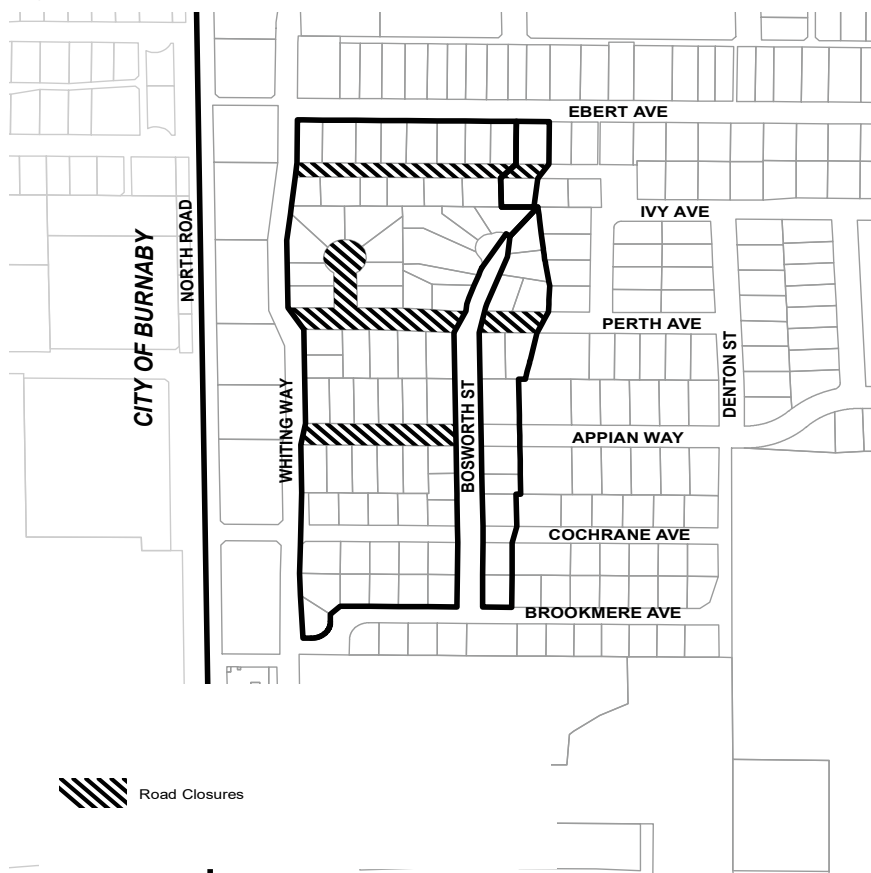
Foster strong multi-modal and micro mobility transportation connections to provide easy access to and through the Burquitlam and Lougheed Neighbourhood Centre areas.

2.4.4 Policy: Road Realignments Within the Austin Green Link Receiver Sites

Support realignment of streets within Austin Green Link Receiver Sites. Close segments of road right-of-way, as identified on Figure 1, and consolidate with adjacent development sites, where the road closure is determined to be feasible with consideration for logical lot assembly, access to adjacent sites, block spacing and neighbourhood circulation.

- a) Road closures within the Mixed-Density Area are expected to be coordinated with the dedication and construction of new and realigned roads as shown on BLNP Appendix D.
- b) Road closures within the Green Link are expected to be coordinated with the development of the park.
- c) The closure of other roads not identified on Figure 1 may also be considered for the purpose of consolidation with adjacent development sites.

Figure 1: Austin Creek - Proposed Road Closures



2.4.5 Policy: Widening of North Road

Acquire additional street right-of-way dedication to provide for three northbound travel lanes on North Road in addition to any dedication required to provide wider sidewalks and landscaped boulevard, as guided by the Subdivision and Development Servicing Bylaw and the Burquitlam-Lougheed Streetscape Guidelines.

2.4.6 Policy: Coordination with Burnaby

Ensure coordination with the City of Burnaby for development associated with Austin Ave of Lougheed Town Centre and the interface across North Road.

2.4.7 Policy: Glenayre-Catherine Connection

Support the potential for a westward extension of Catherine Avenue to create a new four-way intersection with Clarke Road and Glenayre Drive when considering the future redevelopment of parcels on the east side of Clarke Road near Glenayre Drive.

2.4.8 Policy: Access from Thompson

Support access of redeveloped higher density properties in the block between Thompson Avenue and Nicola Avenue in the Oakdale Area to be taken from Thompson Avenue.

2.4.9 Policy: Lougheed Crossings and Safety

Support the introduction of new controlled intersections and crosswalks as well as monitoring to adjust speed limits along Lougheed Highway to provide additional, safe, crossing opportunities that supports the level and types of development and activities along Lougheed Highway.

2.5 Infrastructure and Safety

The provision of adequate utility servicing (water, sewer, stormwater) is necessary to facilitate new residential, commercial and mixed-use growth in Burquitlam-Lougheed, as guided by the Plan's vision and principles. New utility infrastructure in public space will be well integrated into the urban landscape to avoid obstructing pedestrian movement. The rainwater management practices, as outlined in Integrated Watershed Management Plans (IWMP), will improve the ecology and hydrology of watercourses. Plans for water supply and distribution, sanitary sewer, and stormwater servicing requirements to implement the Neighbourhood Plan are included in the Burquitlam-Lougheed Servicing Assessment.

Policies associated with Infrastructure and Safety Policy Theme are contained within the OCP.

2.6 Climate Change and Resilience

Policies associated with Climate Change and Resilience Policy Theme are contained within the OCP.

2.7 Environment and Natural Hazards

The Burquitlam-Lougheed neighbourhood contains a number of important stream corridors and associated riparian areas that will continue to require protection as the neighbourhood grows, supported by the Stoney, Chines, Austin and Rochester Creek Integrated Watershed Management Plans (IWMP).

Plan policies build on the guiding principle of Foster Sustainability and seek to protect and improve downstream water quality, fish and wildlife habitat and storm water management functions, through new development and infrastructure projects, as well as through partnership-based initiatives. Significantly, a section of the stream channel and adjacent riparian corridor of Stoney Creek extending from North Road to Chapman Avenue was protected under a federal Species At Risk Act (SARA) Critical Habitat Order for Nooksack Dace in May 2016.

Plan policies also work to reduce human-wildlife conflicts in concert with the Solid Waste Management Bylaw and Wildlife and Vector Control Bylaw by removing or minimizing wildlife attractants in landscaping, preventing wildlife access to solid waste, and following best management practices for urban wildlife in support of the City's Bear Smart Certification.

Policies associated with Environment and Natural Hazards Policy Theme are contained within the OCP.

2.8 Economy

Policies associated with Economy Policy Theme are contained within the OCP.

2.9 Arts, Culture and Heritage

To further the guiding principle of Provide Housing Options, BurquitlamLougheed's heritage buildings and landscapes should be preserved and celebrated, where possible and feasible, as redevelopment occurs. Thus, Plan policies aim to assess older buildings, as guided by the City's Heritage Inventories, to determine if they are significant reminders of BurquitlamLougheed's social, cultural and architectural history.

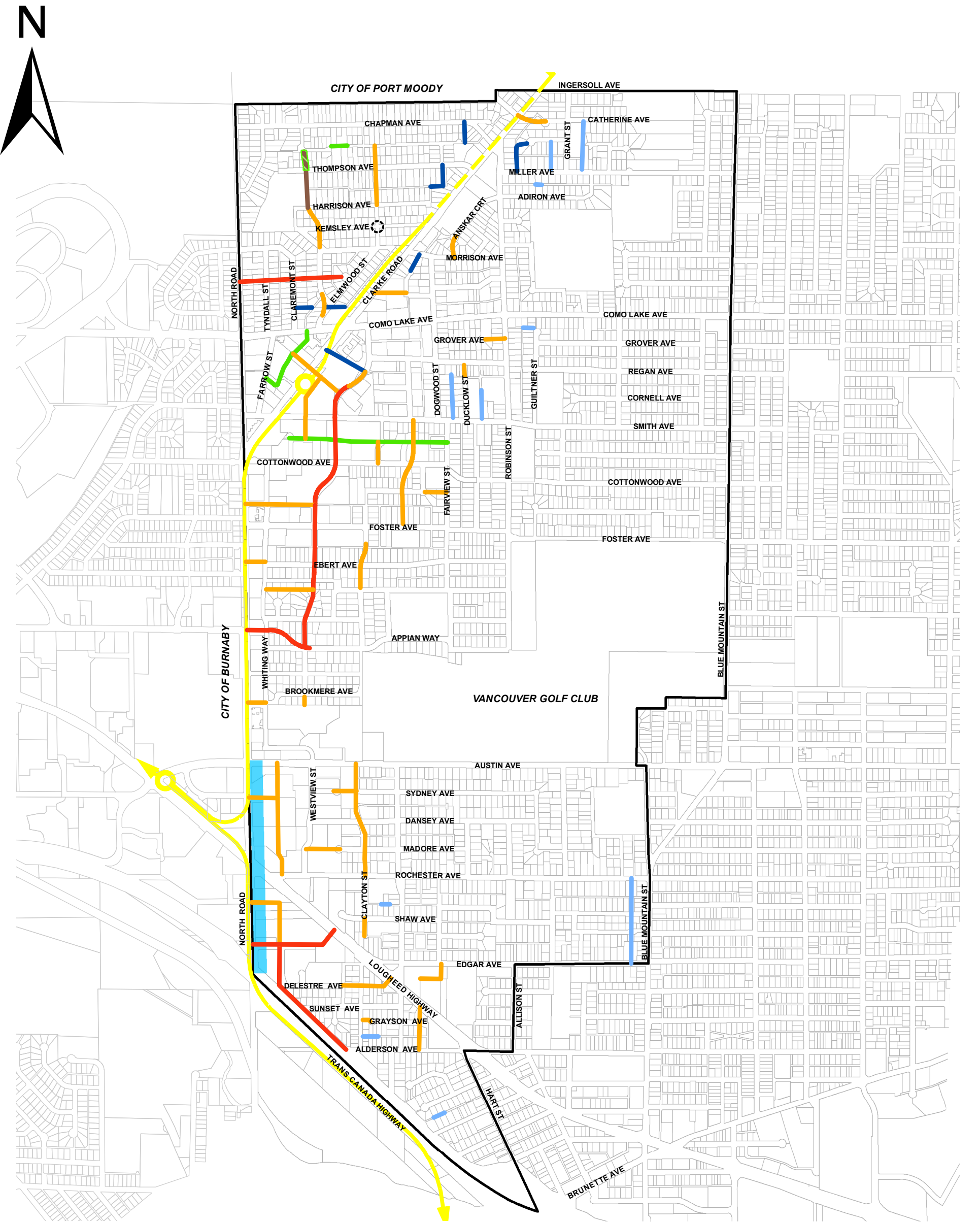
The Plan encourages the use of Heritage Revitalization Agreements (HRAs) that preserve heritage buildings (or elements thereof) located on redevelopment sites, when supported through a heritage assessment, which is a market-driven approach that utilizes incentives and density bonuses to developers, in exchange for preservation and rehabilitation.

2.9.1 Policy: Heritage Assessment

Prepare a heritage assessment for buildings listed on a Heritage Inventory at the time of redevelopment to assess the building's potential architectural, historical or contextual merit.

2.9.2 Policy: Heritage Assessment

Encourage the conservation of heritage buildings, as identified through a heritage assessment, through the use of Heritage Revitalization Agreements (HRA) as a part of redevelopment. Require Heritage Designation of any buildings that utilize heritage conservation incentives.



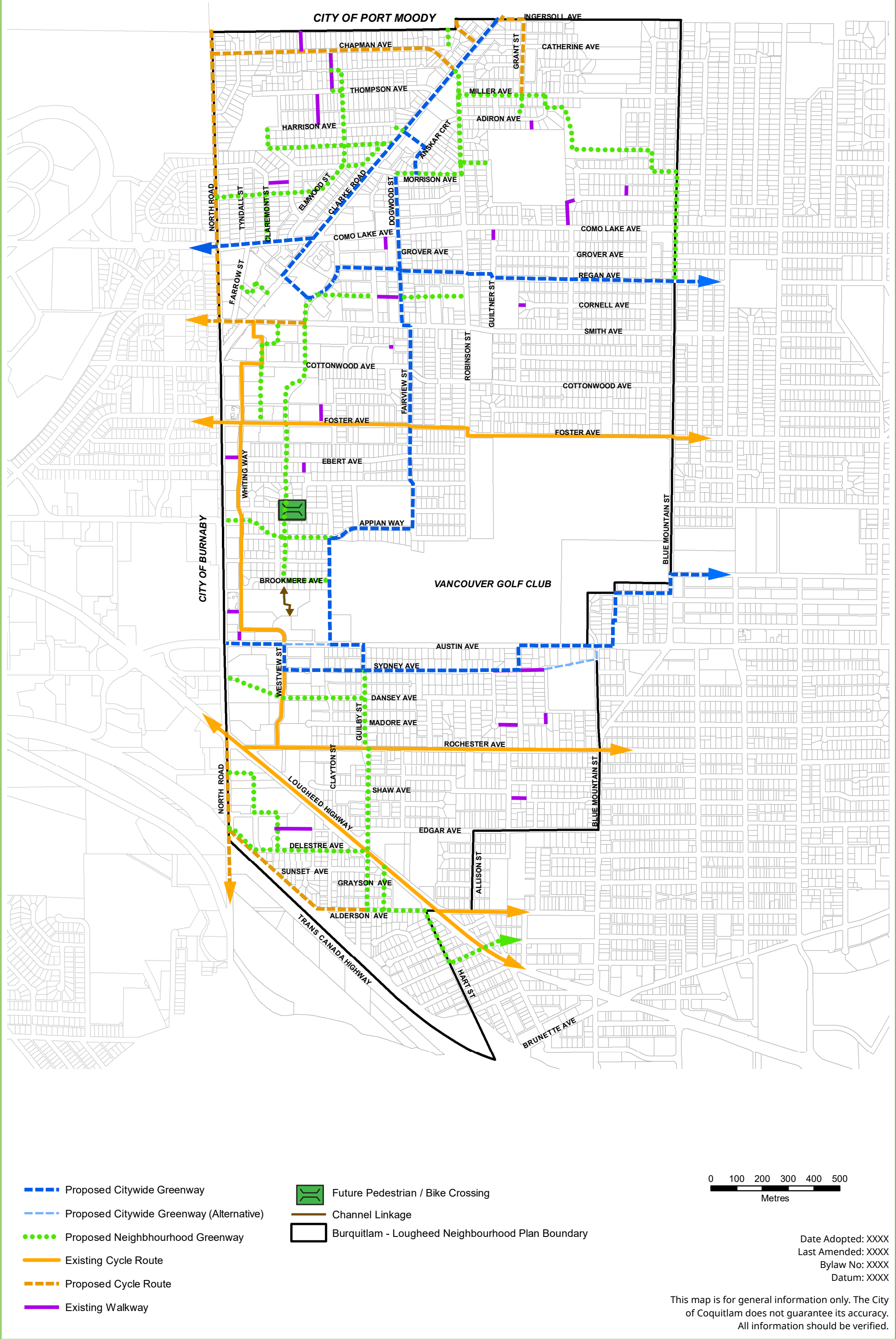
NEW STREETS AND LANES

- Collector Street
- Local Street (High Density)
- Local Street (Low Density)
- Narrow Street
- Primary Access Lane
- Standard Lane
- Green Street
- SkyTrain
- SkyTrain Station
- Additional Dedication ²
- Roundabout
- Burquitlam - Lougheed Neighbourhood Plan Boundary



Date Adopted: XXXX
Last Amended: XXXX
Bylaw No: XXXX
Datum: XXXX

This map is for general information only. The City of Coquitlam does not guarantee its accuracy. All information should be verified.



Coquitlam

City Centre Neighbourhood Plan

Schedule J-3

2025

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1 Neighbourhood Plan Context

The story of City Centre as we know it today in the City of Coquitlam began decades ago, with the adoption of the first Town Centre Plan in 1976. In the years and decades that followed, a series of strategic decisions, or “Big Moves”, have transformed City Centre into a major commercial hub and centre for community activities, recreation and celebration. This began in the late 1970s with the creation of Lafarge Lake from a former gravel pit and the opening of Coquitlam Centre mall.

During the 1980s and 1990s, the City opened several major civic and community facilities, including the relocation of City Hall from Maillardville in 1998.

With the arrival of SkyTrain in 2016, City Centre became connected to the rest of the region with high frequency rapid transit. The City’s initiative to co-fund Lincoln SkyTrain station a few years earlier ensured that the heart of Coquitlam’s future downtown would be well-served by transit.

Residential and mixed-use development has also gradually transformed City Centre into an urban community. City Centre is well-positioned to build on these successes with an updated City Centre Neighbourhood Plan (the Plan) that renews the Vision for a complete downtown.

The Plan provides an opportunity to continue to transform City Centre into a vibrant downtown and community gathering place for both residents and businesses of Coquitlam and the northeast; an inclusive and happy place to live, learn, work and play.

The Plan also provides a policy framework to guide and influence the physical, social, environmental and economic conditions in City Centre, and to ensure a sustainable and measured approach to growth.

The policy directions and initiatives outlined in the Plan are intended to strengthen City Centre’s role as a Regional City Centre, as identified in Coquitlam’s Official Community Plan (OCP) and in Metro Vancouver’s Regional Growth Strategy (RGS). Regional City Centres throughout Metro Vancouver are characterized by high density, mixed-use commercial and residential communities, and regional-scale employment, supported by community services, parks, institutional, cultural and entertainment activities, and rapid transit.

Updated Provincial Legislation in 2023/24 identified Transit Oriented Areas within a distance of 800m from frequent transit (SkyTrain) stations allowing for increased development potential beyond the initial concepts of this plan. However, because the Plan’s vision, guiding principles, land uses, and policies seek to embed Transit Oriented Development characteristics throughout Burquitlam-Lougheed, the plan maintains its central intent to foster a transit-supportive community.

1.1 Plan Boundaries

The City Centre neighbourhood is an existing community located in Coquitlam's central area. The neighbourhood is about 724 hectares in size, bounded by David Avenue to the north, Coquitlam River to the east, Central Pacific Railway to the south, and Port Moody border to the west as defined in Appendix A.

1.2 Neighbourhood Vision and Goals

PLAN PURPOSE

The City Centre Neighbourhood Plan (the Plan) provides an opportunity to continue to transform Coquitlam City Centre into a vibrant downtown surrounded and supported by family-friendly neighbourhoods. Over the past decades, a series of strategic decisions, or "Big Moves", has transformed City Centre into a major commercial hub and centre for community activities, recreation and celebration. City Centre's population grew steadily during that time and is expected to continue to grow.

PLAN VISION

City Centre is a complete, vibrant and transit-oriented downtown surrounded and supported by family-friendly neighbourhoods. It serves as the economic, civic and cultural hub of Coquitlam and the northeast sector.

MOVING FORWARD

The Plan was updated and renewed through consultation with Council, Advisory Committees and Boards, the community, property owners and other community stakeholders. Its implementation will continue to transform Coquitlam City Centre into a vibrant downtown and a complete community characterized by high density, mixed-use commercial and residential communities, and regional-scale employment connected to and supported by surrounding neighbourhoods.

1.3 Plan Principles

Organized into five broad categories, the Guiding Principles form the framework which helps to support the Vision. The Guiding Principles are reflected in the policy directions of the Plan and serve to continue to solidify City Centre as a Regional City Centre and a vibrant downtown.

COMPLETE DOWNTOWN

1. Strengthen City Centre as the downtown of Coquitlam and the northeast region of Metro Vancouver, with destinations and services for residents and visitors.
2. Design City Centre as a complete community with a mix of land uses (including employment, retail, and a variety of housing choices) that are higher in density than the surrounding community and focused around rapid transit stations, in order to promote transit-oriented development and to support viable employment, retail and service uses.

3. Strengthen City Centre as a place with a strong, diverse and resilient local economy that supports employment growth and thriving local businesses, while also contributing to the regional economy.
4. Increase entertainment, dining, and shopping options in City Centre to provide opportunities for socializing and gathering.

URBAN MOBILITY

5. Design City Centre as a pedestrian-friendly and accessible place for people of all ages and abilities.
6. Provide safe, comfortable and convenient travel for people using all forms of transportation (walking, micromobility, transit, driving, as well as shared and on-demand services).
7. Manage parking in City Centre to balance supply and demand as part of a complete transportation system in order to support transit-oriented development.

EXCELLENCE IN URBAN DESIGN

8. Promote high quality urban design to create an attractive, visually interesting and functional environment that adds to the vitality and uniqueness of the area, including lively streets designed for pedestrians.
9. Create distinct entryways, neighbourhoods and districts, which contribute to City Centre's unique and welcoming character.
10. Celebrate local art, culture and creativity, including spaces for public art as well as artist work, display and performance spaces.

ENVIRONMENT AND SUSTAINABILITY

11. Respect natural areas by incorporating environmentally sensitive design through the provision of green infrastructure and the protection and enhancement of watercourses and natural areas.
12. Provide a safe, healthy and natural living environment for the community and its wildlife.
13. Support climate resilience, energy management and greenhouse gas (GHG) reduction through design and construction enhancements for utilities, infrastructure and buildings.

LIVE, LEARN AND PLAY

14. Develop City Centre as a family-friendly place with a broad range of housing choices that accommodates households at a variety of life-stages, is affordable and in close proximity to family-oriented amenities (e.g., kids' play spaces, child care facilities, and places for youth as well as seniors).
15. Develop City Centre as a hub of diverse activity that supports an active lifestyle through opportunities for sports and recreation.

16. Expand public facilities and community amenities in City Centre to serve local needs, accommodate growth and create attractive destinations.
17. Improve access to nature in City Centre, including mountain views and connections to green places such as parks, open spaces, creeks, the Coquitlam Crunch, Town Centre Park and the Coquitlam River.

Big Moves

These Big Moves reflect the community's aspirations for the future of City Centre, as expressed by the Vision and Guiding Principles.

1. CREATING A VIBRANT DOWNTOWN CORE

The majority of population and employment growth in City Centre will be concentrated around existing SkyTrain stations in a mixed-use Downtown Core that includes restaurants, retail, office and high density residential development. The Downtown Core will be anchored by an Entertainment District that will serve as a destination for socializing and gathering. The Core will also include hotel and conference space to serve businesses, tourists and visitors to Coquitlam. Concentrating growth in this manner will focus activity and establish a sense of vibrancy in the “heart” of Coquitlam.

The Downtown Core encompasses an area with larger tracts of underdeveloped lands (e.g., mall sites). Directing future growth to these areas will help to minimize land use change and development pressure in established neighbourhoods, creating a more sustainable and compact form of development.

2. ESTABLISHING A STRONG EMPLOYMENT BASE

A strong employment base is a key component of a successful downtown. The Plan will support employment growth by increasing the amount of employment-generating floor space in the Downtown Core. As well, to facilitate economic development and the evolving needs of businesses, areas outside of the Core will accommodate Business Enterprise uses to support a thriving downtown and preserve areas for employment uses. The Business Enterprise land use will differentiate from the Downtown Core by offering and encouraging higher-density, light industrial, office and uses to support a variety of businesses and employment opportunities in City Centre.

Two Office Business Districts are envisioned for City Centre, and have been strategically situated around a transportation nexus that includes a major bus hub serving the Tri-Cities, two SkyTrain stations, a West Coast Express station, and highway access and visibility. These Districts will contain a dense concentration of office space, including high quality, standalone, office towers, situated amongst high density mixed-use residential developments. This mix of land uses is intended to help animate the Downtown Core throughout the day and into the evening.

3. BUILDING A FAMILY-FRIENDLY DOWNTOWN

An attractive downtown welcomes residents in different stages of life and values the needs of families and seniors. The Plan seeks to establish a family-friendly downtown through the provision of public and civic amenities, including child care facilities and a new elementary school site centrally located in City Centre.

To meet the varying needs of households of all types and at all stages of life, a variety of housing options will be provided in City Centre. This will be achieved by respecting established neighbourhoods surrounding the Downtown Core and directing new high density residential development to the Core. This will provide a range of housing choices, tenures and price levels across City Centre to meet the diverse needs of residents.

4. ENHANCING RECREATION AND CULTURAL AMENITIES

Enhancements to civic amenities and the public realm are essential to creating an active downtown that meets the needs of residents and attracts visitors and businesses to City Centre, and are critical to supporting a growing community. The Plan seeks to enhance green spaces and access to nature, respect natural areas, and incorporate environmentally sensitive design elements. A network of parks and publicly-accessible open spaces will encourage social interaction and enhance physical and mental wellbeing. Centrally located civic amenities will contribute to the vibrancy of the Downtown Core by providing cultural and recreational amenities for residents and businesses.

5. INTEGRATING AND CONNECTING DOWNTOWN

The Plan works to strengthen City Centre as the northeast region's key transportation hub. Transit-oriented development is central to this approach and will be achieved by concentrating high density, mixed-use development in three Precincts, as identified in Appendix A, that will function as destinations and activity hubs around SkyTrain stations.

Improved ease of movement throughout City Centre will be achieved through a finer street grid. Pedestrian friendly streets, pathways and greenways that are safe, well-designed and seamlessly connect commercial and office development with neighbourhoods, schools, parks, natural areas (including the Coquitlam River), and recreation and culture facilities will help create an enjoyable and healthy environment for pedestrians and micromobility users.

A focus on transit-oriented development and active transportation improvements will create a closely integrated and connected downtown, resulting in fewer and shorter automobile trips, as well as lower greenhouse gas emissions.

2 Policy Themes

2.1 Land Use

City Centre has a complement of neighbourhoods and the potential for new, high-quality mixed-use neighbourhoods. The Land Use Concept seeks to reinforce the value of complete and integrated neighbourhoods connected to a defined mixed-use Downtown Core such that these neighbourhoods support the vitality of the downtown while also functioning as livable family-friendly neighbourhoods. This is achieved by:

- Concentrating employment and population growth within walking distance of existing SkyTrain stations;
- Ensuring a range of housing types; and Creating areas for economic, entertainment, recreational and cultural vibrancy.

To support these objectives, the majority of employment and residential growth has been concentrated within a mixed-use Downtown Core, surrounded by residential neighbourhoods, which play a vital role in the “housing continuum” through the provision of the existing housing stock. Employment and population growth has been concentrated within walking distance of existing SkyTrain stations to reduce land consumption and the distance between destinations, and to improve cost efficiencies in the provision of public infrastructure and community services (e.g., schools, parks, recreation facilities) for a greater number of residents. Future development has also been directed to larger tracts of underdeveloped lands (e.g., mall sites) to minimize land use change in residential neighbourhoods and to create a connected and concentrated land use pattern.

Key elements of the Land Use Concept include:

- A centrally located Downtown Core that comprises a mix of high density commercial, office and residential uses. This mixing of uses coupled with the establishment of several “Districts” strategically situated in the Core will ensure a vibrant and active downtown day and night. The clustering of specific land uses into Districts within the downtown will establish a land use pattern in which related activities, whether entertainment, office, cultural or recreational are located close together to create a “critical mass”. Grouping these types of activities will help to establish destinations within the Core and to foster economic development. The defining elements of the Downtown Core include:
 - Two Office Business Districts, identified in Appendix A, will contribute to the economic vibrancy of City Centre by concentrating office space around the Lincoln and Coquitlam Central SkyTrain stations. To further support business development and to meet the varying needs of a range of office users, office space will also be provided as part of development outside of the two Office Business Districts;
 - A pedestrian-friendly Entertainment District, identified in Appendix A, will provide opportunities for socializing and will create gathering places that contribute to the vibrancy of the Core;

- Civic amenities located near SkyTrain stations will provide centrally located and easily accessible destinations for civic, cultural and recreational activities;
- To support tourism and economic development, hotel accommodations and conference space will be located in a highly visible and easily accessible location, and will benefit from proximity to offices, entertainment, and parks, recreation and culture public amenities; and
- A variety of high density residential options will be located throughout the Core to accommodate families of all types and sizes. Residents will have direct access to shopping, services, rapid transit and a variety of employment opportunities, all within walking distance. Increased residential development will be supported by the provision of a new elementary school site, augmented by parks and publicly-accessible open spaces that will serve as “backyards” for the area’s residents.
- Business Enterprise uses will be located along the Barnet Highway corridor and in the Christmas Way area. The designation will accommodate a variety of employment-generating land uses that require access to major roads and are needed to support a vibrant downtown (e.g., industrial, research and development, production, distribution and repair uses augmented by office and commercial uses, including restaurants and microbreweries).
- To meet the local and regional retail needs of residents, Commercial uses will primarily be situated along Lougheed Highway as this area is easily accessible by vehicle. Small scale Commercial uses on the periphery of the Core will support the day-to-day shopping needs of residents in areas experiencing residential growth.
- Anchored by Town Centre Park and the Coquitlam River Park, the parks system will comprise a network of parks, greenways and natural areas that will connect established neighbourhoods to the Core and provide both passive and active recreational opportunities. Improved pedestrian and micromobility access to the Coquitlam River will further enhance recreational opportunities for residents.

See Schedule B of the OCP for the proposed land use designations in City Centre Neighbourhood Plan.

2.1.1 Policy: City Centre as Downtown

Continue to support, in consultation with the community, further transition of the City Centre to a highly urban and vibrant downtown with a compact mix of land uses and employment opportunities.

2.1.2 Policy: City Land Assets

Explore opportunities to leverage City land assets to provide civic amenities.

Residential

2.1.3 Policy: Packard Avenue Special study Areas

For the lands identified at the Packard Avenue Special Policy Area on Schedule A, consider additional density to support the development of non-market housing units. The overall maximum density allowance of 2.4 times the lot area in accordance with the Zoning Bylaw may be increased, as identified in Table 3.

As part of redevelopment of the subject properties the following conditions must be met in order to achieve the additional density:

1. Consider the use of a CD zone as set out in Part 2 of the OCP. The use of a CD zone will generally follow the requirements of the RM-3 Multi-Storey Medium Density Apartment Residential zone;
2. To support additional density, exceeding the height limits of the RM-3 Multi-Storey Medium Density Apartment Residential zone may be considered with taller buildings located on the eastern side of the site along the Johnson Street frontage and transitioning in height downward towards the west side of the site;
3. A non-profit housing provider (e.g., housing society, co-op, community land trust) operates and manages the non-market housing units;
4. Redevelopment of non-market housing units shall include, at a minimum, the same number of units as in the original development and the unit mix (e.g., number of bedrooms) of non-market housing units should be consistent with the unit mix of the original development;
5. If the redevelopment of non-market housing units can be replaced with less than a 1.0 FAR, consideration may be given to a portion of the remaining density from the 1.0 FAR to be developed as additional market rental housing, with a range of unit sizes;
6. A minimum of 50% of the non-market housing units shall accommodate seniors; and
7. Existing residents are offered first right of refusal to redeveloped non-market units.

2.1.4 Policy: Indoor Amenity Space

Indoor common amenity areas shall support interaction among residents and offer spaces for a variety of activities, needs and age groups. These spaces can include artist and creative spaces, workshop and tool-sharing spaces, playrooms, music rooms, flexible workspaces and homework rooms.

2.1.5 Policy: Outdoor Amenity Space

Outdoor common amenity areas shall be designed to allow for a variety of recreational, social and cultural activities. These spaces should be located in close proximity to other common amenity areas, centrally located in the development, and appeal to a variety of age groups including children, youth, adults and seniors.

Non-Residential:

2.1.6 Policy: Transit-Oriented Mixed-Use Commercial

Pursue diverse economic development opportunities through advocacy and a supportive business climate that promotes a mix of commercial uses. A variety of uses may be considered as employment-generating space for the purposes of calculating density, including but not limited to:

1. Commercial uses (office, retail, grocery, personal services, dining, etc.);
2. Hotel and conference space;
3. Child care facilities; and
4. Civic, institutional, cultural and recreation facilities.

2.1.9 Policy: Entertainment District:

Establish a centrally-located Entertainment District as a destination for socializing and gathering, as identified on Appendix A. Cluster restaurants, cafes, pubs, nightclubs, theatres, microbreweries and other entertainment venues along Northern Avenue and a southern extension of The High Street to support vibrancy of this District.

2.1.17 Policy: Entertainment District – neighbourhood impacts

Minimize undesirable social impacts (e.g., noise) of the Entertainment District on neighbouring residential developments through a Master Development Plan and building design.

2.1.10 Policy: Office Uses:

Require office space throughout the Downtown Core and Transit-Oriented Mixed-Use land use designated areas. The Office Business Districts, identified in Appendix A, are priority locations for clusters of stand-alone office buildings with efficient floor plates to meet the diverse and evolving needs for business growth and expansion. Outside the Office Business Districts, office space should be located in areas which are highly visible and accessible.

2.1.11 Policy: Lincoln Skytrain Office Business District:

Develop a mixed-use Office Business District with stand-alone office buildings in this area to take advantage of the area's excellent transportation connectivity and high visibility.

2.1.12 Policy: Hotel in Office Business Districts:

Explore the opportunity to locate a hotel and conference space to serve as an anchor for the Office Business Districts.

2.1.13 Policy: Hotels

Consider locations that are highly visible for hotel development, easily accessible by all travel modes and in close proximity to amenities. Locations in proximity to the Office Business Districts and the Entertainment District would further contribute to the vibrancy of the Downtown Core. A potential location is shown on Appendix A. Other locations, such as in proximity to Lincoln SkyTrain station, could also be considered.

Precincts – Four Corners Precinct

2.1.14 Policy: Four Corners Precinct – Civic Buildings:

Undertake an examination of the future of existing civic buildings in the Four Corners Precinct, as identified in Appendix A.

Precincts – Pinetree-Lougheed Precinct

2.1.15 Policy: Pinetree-Lougheed Precinct – Commercial Frontage

Activate all corners of the intersection within the Pinetree-Lougheed Precinct, as identified in Appendix A, with commercial frontages and the establishment of inviting public Plazas with public art, adequate weather protection and noise mitigation measures.

Precincts – Lincoln SkyTrain Station Precinct

2.1.16 Policy: Lincoln SkyTrain Station Precinct – Downtown Core

Within the Lincoln SkyTrain Station Precinct, as identified in Appendix A, leverage synergies of higher density commercial, office and entertainment uses to encourage vibrant, day and night activity in the Downtown Core.

Nodes

2.1.18 Policy: Additional Uses in Neighbourhood Commercial Nodes in City Centre Area:

Encourage Neighbourhood Commercial Nodes throughout City Centre, as identified on Appendix B, to serve the day-to-day shopping and service needs of residents. These nodes may include a range of smaller scale commercial and assembly uses such as child care facilities, convenience and grocery stores, coffee shops, restaurants, pharmacies and dry cleaners.

2.1.19 Policy: Neighbourhood Commercial Nodes in New High Density Residential developments Applications:

New Neighbourhood Commercial Nodes as part of high density residential development should consider the following:

1. Each node should contain a minimum Gross Floor Area (GFA) of 465 m² (5,000 sq. ft.) of commercial and/or assembly uses;
2. Explore opportunities to split the development of a node equitably between adjacent properties;
3. Consider excluding commercial and assembly GFA for the purpose of calculating the financial contribution for density (i.e., density bonus); and
4. Consider exempting commercial and assembly GFA from the maximum density permitted under the applicable zone.

2.2 Urban Design

Urban design and the public realm play an important role in how people experience City Centre. By ensuring that new development is walkable, transit supportive, displays a high degree of architectural excellence and complements the surrounding land use, the livability of the Downtown Core and adjacent established neighbourhoods becomes enhanced and community pride becomes established.

The public realm consists of the spaces between buildings, including streets, building frontages, walkways and public gathering places. The Plan policies establish the direction for the use of high quality urban design to create visually interesting, inviting and functional spaces, through:

- The establishment of three Precincts that will serve as destinations and focal points of activity for the Downtown Core;
- Defining a series of Character Streets and podium heights throughout the downtown that support a range of economic and social activities;
- The creation of a system of interconnected but distinct Walkways, Gateways, Plazas, Squares, Parkettes and Gardens that provide visual interest and serve as gathering places into and throughout City Centre and the Downtown Core;
- The establishment of block design guidelines to support the development of a fine-grained street network and the movement and interaction of people throughout the Downtown Core; and
- The establishment of public realm and building design policies to support pedestrian safety and create human scale development

2.2.1 Policy: Under the guideways

Encourage the improvement of public space under the SkyTrain guideway in a way that integrates with the Pinetree Way enhancements, animating this space and improving natural surveillance. This space should contribute to a positive pedestrian experience with appropriate lighting and clear sightlines to the street.

2.2.2 Policy: Uses along the guideways

New commercial uses fronting the guideway should be designed to create active edges that are highly integrated with areas under the guideway and visible from the adjacent street. This should be a seamless and complementary connection.

2.2.3 Policy: Streetscapes guidelines

Upgrade streetscapes based on the City Centre Streetscape Guidelines.

Character Streets

2.2.4 Policy: Character Street requirements

Developments along Commercial Main Streets and Character Streets in Appendix A and Appendix C are subject to the following:

1. Along the 'Downtown Promenade', prioritize uses that support the Entertainment District and Office Business District. Locate commercial and/or civic uses with limited contributions to street vibrancy (e.g., personal services, offices) on or above the second storey.
2. Explore the potential for the new portion of the 'Downtown Promenade' Character Street south of Northern Avenue to be a vehicle-free street with an emphasis on placemaking activities.
3. The 'Downtown Promenade' character Street should be designed to allow for the closure of the street to vehicle traffic for events and celebrations
4. Except along the "Urban Boulevard" Character Street, large format commercial and civic use must be wrapped by small format commercial uses for a minimum depth of six metres to create active streets and transparent street frontages.
5. Entrances to high-rise apartments or above ground townhousing may be located along Character Streets and Commercial Main Streets, but should be small and carefully designed to avoid dominating the character of the street.
6. Ground-oriented residential and employment living uses are permitted along Secondary Active Street Frontages, but not on Character Streets and Mandatory Commercial Street Frontages.
7. Within the Downtown Core Land Use Designation, schools and other educational institutions are only permitted to front onto Commercial Main Streets.

2.2.5 Policy: Publicly-Accessible Open Space

Require at least one publicly-accessible open space to be achieved within each block along Character Streets and street frontage types, as identified on Appendix C, to create a variety of public open spaces. This publicly accessible open space may be privately or publicly owned.

2.2.6 Policy: Urban Boulevard

Except along the “Urban Boulevard” Character Street in Appendix C, large format commercial and civic use must be wrapped by small format commercial uses for a minimum depth of six metres to create active streets and transparent street frontages.

Gateways

2.2.7 Policy: Gateways on Character Streets

Incorporate gateway features, identified in Appendix B, to create a sense of arrival:

- Into the Downtown Core along the Pinetree Way Character Street; and
- Into Coquitlam and the Downtown Core along the “Urban Boulevard” Character Street.
- For the Gateway located adjacent to Lincoln SkyTrain station, provide a Plaza adjacent to Northern Avenue that serves as a defining entry point into the “heart” of the Core for people arriving by transit.
- For the Gateway located on Barnet Highway east of the Port Moody border, design the site and buildings on the north side of the highway to respond to the natural topography and reflect arrival into the city.

2.2.8 Policy: Gateways to provide Public Open Space

Establish a significant public open space to provide public gathering opportunities and serve as a gateway into Town Centre Park from the Lafarge-Lake Douglas SkyTrain station and City Centre. The public open space should serve as a focal point, integrating Town Centre Park with the larger network of connected public and natural spaces, be highly visible and include design elements such as public art, enhanced lighting and high-quality surface treatment. Explore opportunities for a wide variety of programming including potentially, indoor and outdoor dining and music or other cultural offerings to animate the space throughout the day.

2.2.9 Policy: Gateways along Major Roads

Establish a striking gateway and landmark, as identified on Appendix B, at the Pinetree Way/Lougheed Highway/Barnet Highway/Guildford Way intersection through public realm improvements, urban design, architecture and building form.

2.2.10 Policy: Developments near Gateways

Require developments located at Gateways into the Downtown Core to incorporate Landmark Building design elements and to provide a high degree of design excellence that includes:

1. Design input by City staff at key intervals;
2. Require significant public realm improvements and/or public space contribution;
3. Professional studies to ensure all potential community impacts (e.g., transportation, shadow, wind, environmental) are considered and addressed in the building and site design; and
4. Community consultation conducted by the applicant that is in addition to any statutory consultation process required for a development application. This will include an early presentation of the concept to Council at the pre-application stage. The consultation process will receive public input to ensure all potential community impacts from the Landmark Building and site are considered, including the proposed design of the building and site. The results of the consultation process, including how the proponent addressed community impacts, will be submitted to the City for consideration by Council.

Plazas

2.2.11 Policy: Plazas Requirements in Master Plans

A minimum of one Plaza will be required as part of each Master Development Plan application and should serve as a focal point and a primary gathering space with a high degree of activity.

2.2.12 Policy: Plaza Pedestrian Connections

Edges will primarily be defined by adjacent building façades with at least one or two sides completely open to the public sidewalk with additional pedestrian connections throughout the area.

2.2.13 Policy: Plaza Design

Plazas should provide:

- Hard landscaping and include a combination of fixed and movable furniture
- Micromobility parking and explore opportunities for shared micromobility programs on the edges of plaza to not compromise the flexibility of the space
- Electrical and potable water connections

Squares

2.2.14 Policy: Entranceways Into Squares

Allow for visual and physical openness to the public realm with at least two sides open to the public sidewalk allowing for unobstructed flow into the Square.

Gardens

2.2.15 Policy: Natural Light on Gardens.

At least one edge will be open to the public street and located to provide maximum sunlight with seamless integration with the sidewalk and pedestrian walkways.

2.3 Community Facilities

The vision for Downtown by Nature, Connected by Culture seeks to celebrate and enhance City Centre's surrounding natural areas by building a network of park, recreation and cultural public amenities that brings people together, connects them with nature and cultivates culture. The vision aims to provide a connected framework of collocated public amenities in City Centre that promotes synergies for indoor and outdoor programming and enhances public open spaces.

The vision for Downtown by Nature, Connected by Culture is articulated in the following policy sections and Schedule E of the OCP. All new parks, recreation and cultural amenities are guided by the Parks, Recreation and Culture Master Plan, related strategies and associated park prioritization framework.

City Centre is well-positioned as a focal point in Coquitlam's expanding knowledge-based economy, making it a dynamic centre of creativity and ingenuity. A concentration of educational institutions in City Centre will bring an influx of young people, new ideas and energy to Coquitlam. Through the support of existing and future post-secondary institutions and training facilities, the Plan will connect people, organizations and businesses as part of a dynamic knowledge-based community.

Parks

New and upgraded parks, recreation and cultural public amenities will play a critical role in defining the urban fabric, supporting a growing community and ensuring City Centre is a great place to live, learn, work and play. These public amenities will be located near Precincts to serve as key destinations and focal points of activity. Integration of public amenities into the public realm through a series of greenways, walkways and a Linear Park will create a connected recreation experience, support a vibrant and safe public realm, and improve access to public amenities in City Centre.

Green space and access to nature is highly valued by City Centre residents and helps maintain livability in high density areas. Parks and open spaces will be an integral part of the public realm by providing a venue for festivals and markets, and areas to enjoy physical activity, walk dogs, socialize with friends and neighbours, and rest. These components will be especially important for downtown residents who often have limited access to outdoor space of their own.

2.3.3 Policy: Parks near Precincts

Collocate parks, recreation and cultural public amenities near Precincts to help serve as destinations and focal points of activity, based on the following:

1. Establish a Linear Park near the Pinetree-Lougheed Precinct (Appendix A), as identified on Schedule E, forming a gateway into City Centre while providing connectivity and access to a number of public amenities such as a new Neighbourhood Recreation Centre, parks and natural areas, and the Coquitlam Central station;
2. Centrally locate cultural amenities near the Lincoln SkyTrain station Precinct, adjacent to a premier urban park, forming a “Cultural Heart” to contribute to the vibrancy of the Downtown Core; and
3. Provide destination scale parks, recreation and cultural public amenities around the Four Corners Precinct to form a vibrant, people-focused “Civic Magnet”

2.3.4 Policy: Additional Parks

Acquire an additional 7.2 hectares of parkland in City Centre over time, to meet community needs based on population growth, as identified on Schedule E

2.3.5 Policy: Additional Linear Parks

Through parkland acquisition, establish a Linear Park to support a connected recreation experience, as identified on Schedule E-2. Design of the Linear Park should consider the following elements:

1. Integrate landscaping, lighting and amenities for pedestrians and micromobility users, and allow opportunities for rest, socialization and recreation;
2. A 10-metre average width;
3. Future parks and recreation sites located along the Linear Park should be integrated to maximize visual openness, create focal points of activity, and provide enhanced park improvements and amenities; and
4. Where possible, buildings should address the Linear Park with active and architecturally distinctive façades, high-quality streetscape treatments and provide opportunities for active public areas.

2.3.6 Policy: Linear Park Expansion

Explore future opportunities to extend the Linear Park eastward and westward to connect with other areas of Coquitlam (including areas in Southwest Coquitlam through a future pedestrian/micromobility crossing), existing north-south recreational corridors (i.e., Coquitlam Crunch, Scott Creek Trail, and Hoy Creek Trail), and neighbouring municipalities. Where possible, seek partnership opportunities to collaborate with other levels of government and other City of Coquitlam departments to provide additional public enhancements along the Linear Park.

2.3.7 Policy: Parkland Improvements

Continue to invest in the expansion and/or improvements of existing parks including Town Centre Park, Glen Park, Hoy Creek Linear Park, Coquitlam River Park and the Coquitlam Crunch.

Community Amenities

To accommodate ongoing recreation needs and maintain service levels, new and replacement recreation facilities will be required. Recreation amenities will include both indoor and outdoor facilities and will be designed to support a variety of needs to ensure access and inclusion for people of all ages and abilities. Cultural amenities are proposed to be centrally located near a new urban park forming a “Cultural Heart” to support the Entertainment District. The “Cultural Heart” will provide space for formal and informal gathering and civic programming in City Centre.

2.3.8 Policy: City Centre Aquatic Complex

To accommodate ongoing recreation needs and service levels, explore the opportunity for a major renovation, expansion or replacement of City Centre Aquatic Complex (CCAC). Renovation, expansion or replacement can be designed to accommodate both destination and neighbourhood scale amenities, and could include the following:

1. Indoor and outdoor aquatics;
2. Arena and ice services;
3. Gymnasium and fitness centre;
4. Multi-purpose rooms; and
5. Other recreational and cultural amenities.

2.3.9 Policy: Additional Community Facilities

New Neighbourhood Recreation Facilities will be sought south of Barnet Highway and east of Pinetree Way near Glen Park, as identified on Schedule E-1.

School District: SD43

To address population growth, School District 43 (SD43) has identified the need for one additional elementary school that will be centrally located in the Downtown Core. The new elementary school site will take an urban form that requires less land area, features an efficient building design and layout, and is located in close proximity to public parks and community facilities. The City will continue to work with SD43 to identify the timing of this new elementary school site and explore the expansion and/or enhancement of existing schools in City Centre to meet the growing need for additional public school facilities.

2.3.1 Policy: Urban School Sites

Support the use of a compact urban form for future school facilities, to reduce land costs and ensure compatibility with the surrounding transit-oriented Downtown Core. Elements of an urban school site include:

1. A compact site occupying an area of approximately 1.2 hectares (3.0 acres);
2. Building size, design and orientation to make efficient use of space, with multiple floors, structured parking and thoughtfully located and secure outdoor play areas with open sight lines;
3. A location in proximity to a public park to allow for optimal joint use of school and community facilities; and
4. Streetscape design to accommodate vehicular pick-up/drop-off space within the right-of-way, while also prioritizing safe and comfortable pedestrian and micromobility access.

2.3.2 Policy: Future Elementary School

Work with SD43 and the property owner to secure a viable site for an elementary school at the approximate location indicated on Schedule E-3. Ensure the school site is secured in an early phase of development and that the parcel is transferred to SD43 in an agreed-upon timeframe.

2.4 Transportation

The transportation network includes sidewalks, micromobility routes, greenways, transit routes (bus, SkyTrain, West Coast Express), and major and local streets. City Centre will include a walkable Downtown Core that is connected to surrounding neighbourhoods through the street and active transportation networks. The Downtown Core will be pedestrian-friendly by providing a range of transportation options for people to drive less and use public transit. In turn, this will contribute to greater community livability, lower greenhouse gas emissions and healthier lifestyles.

To achieve a sustainable transportation system, Plan policies work in conjunction with the City's Strategic Transportation Plan (STP) to:

- Concentrate high density, mixed-use development around the SkyTrain stations;
- Create fine-grained blocks that enhance connectivity and reduce travel distances for all travel modes;
- Develop a multi-modal and accessible street network for people of all ages, genders and abilities to move around safely, conveniently and comfortably whether they walk, use micromobility devices, take transit, drive or use shared, on-demand services;
- Develop Citywide Greenways (links to major destinations throughout the City) and Neighbourhood Greenways (shorter links within the City Centre) to connect pedestrians and micromobility users to key destinations;
- Enhance accessibility to local businesses, services, amenities, parks and open spaces that fosters City Centre as an ideal place to live, work, shop and socialize;
- Promote active, people-friendly streets that contribute to the economic and social vitality of a vibrant downtown; and
- Increase the range of viable transportation options that facilitate households to go car-lite or car-free. To support the development of a strong, diverse and resilient economy, Plan policies also facilitate regional and local goods movement that is essential to the retail and commercial needs of businesses in City Centre and the region.

Pedestrian Crossings

2.4.1 Policy: Pedestrian Linkage

Pedestrian linkages should be provided to the Active Transportation Network, as identified on Appendix A.

2.4.2 Policy: Pedestrian Crossways over Barnet and Lougheed Highway

Provide universally accessible crossings over Barnet highway and Lougheed Highway, as identified on Schedule D-4, in connection with the development of adjoining lands. Crossing should be well integrated into the surrounding public realm and consider connections with adjacent or nearby public uses.

Pedestrian Crossings

2.4.3 Policy: Development along Greenways

Require development located along greenways, as identified on CCNP Appendix D, to provide an enhanced walking and micromobility environment that includes the following elements:

1. Wider sidewalks as identified in the City Centre Streetscape Guidelines;
2. Physically separated micromobility facilities for all ages, genders and abilities, as identified in the City Centre Streetscape Guidelines;
3. Where the greenway is located outside of a street right-of-way, it shall have a minimum right-of-way of six metres;
4. Street trees and low maintenance landscaping that also serve as green infrastructure;
5. Seating and other appropriate street furniture;
6. Public art;
7. Pedestrian oriented lighting;
8. Wayfinding; and
9. Buildings should address the greenway with active frontages, architecturally distinctive façades and high-quality streetscape treatments.

2.4.4 Policy: Four Corners Precinct – Pedestrian Crossing.

Explore the possibility of a pedestrian crossing as indicated on CCNP Appendix E between:

- The northwest and northeast corners of the Four Corners Precinct.
- An improved pedestrian linkage through a Neighbourhood Greenway to connect Douglas College to The High Street

Micromobility

2.4.5 Policy: Micromobility Network transportation modes

Establish a micromobility network that supports light transportation modes, such as bikes, kick scooters, and their electrified forms, as identified on CCNP Appendix E.

2.4.6 Policy: Micromobility Network Connection

Establish a micromobility network that connects to key destinations in City Centre (e.g., schools, parks, open spaces, recreation facilities, residential areas and the Downtown Core) to create greater opportunities for children and youth to safely travel in City Centre, as identified on CCNP Appendix E.

2.4.7 Policy: Streetscape Guidelines

Improve micromobility infrastructure quality and safety by following the City Centre Streetscape Guidelines.

2.4.8 Policy: Micromobility Crossings

Plan and implement seamless, barrier-free pedestrian/micromobility crossings across Barnet Highway (linking the TransLink site to the Coquitlam Centre Mall site) and across Lougheed Highway (linking the West Coast Express station to the Christmas Way area), as identified on Schedule D-4 and CCNP Appendix E. Crossing should be universally accessible, well integrated into the surrounding public realm and consider connections with adjacent or nearby public uses.

Transit

2.4.9 Policy: Mobility Hubs

Establish multi-modal mobility hubs at SkyTrain stations within the Neighbourhood Plan Boundary

2.4.10 Policy: Park-and-Ride – Lafarge Lake – Douglas

Relocate the existing temporary Park-and-Ride lot (PID 027-966-496) to a permanent location within 400 metres of the Lafarge Lake-Douglas SkyTrain station.

2.4.11 Policy: Future Rapid Transit Corridor

Retain and reserve additional right-of-way through development in the Christmas Way area to protect for the potential construction:

- A rapid transit corridor eastwards from Coquitlam Central SkyTrain station.
- Future SkyTrain Station at Falcon Drive

Streets

2.4.12 Policy: Future Streets and Extensions

Provide new streets and street extensions, as identified on Schedule D-4 and Appendix D, to support high density development on a no net loss density basis and acCCNP accommodate multi-modal permeability, circulation and connections. The design of new streets and lanes will be guided by the TP, Subdivision and Development Servicing Bylaw, City Centre Streetscape Guidelines, City Centre Servicing Assessment and other relevant City policies, guidelines and bylaws.

2.4.13 Policy: Future Crossings

Provide future crossings in City Centre, as identified on Schedule D and CCNP Appendix D.

2.5 Infrastructure and Safety

The provision of adequate utility servicing (water, sewer and drainage) is necessary to facilitate residential, commercial, business enterprise and mixed-use development in City Centre. New utility infrastructure in public spaces will be well-integrated into the urban landscape to avoid obstructing pedestrian movement. The stormwater management practices, as outlined in the Scott Creek Integrated Watershed Management Plan (IWMP), will improve the ecology and hydrology of watercourses. Plans for water supply and distribution, sanitary sewer and drainage requirements to implement the Plan are included in the City Centre Servicing Assessment.

2.5.1 Policy: Utility Servicing

Work with external utility agencies to ensure that service capacity can accommodate population and employment growth in City Centre.

2.6 Climate Change and Resilience

Policies associated with Climate Change and Resilience Policy Theme are contained within the OCP.

2.7 Environment and Natural Hazards

City Centre contains a number of important stream corridors and associated riparian areas that require protection as the area continues to grow. Supported by the Scott Creek IWMP, the Plan policies seek to protect and improve water quality and aquatic habitat, wildlife habitat and natural areas, stormwater management functions, and to encourage sustainable building designs that reduce energy use, increase efficiency and lower greenhouse gas emissions through new development and infrastructure projects, as well as through partnership based initiatives.

The Plan policies also work to reduce human-wildlife conflicts in concert with the Solid Waste Management Bylaw and Wildlife and Vector Control Bylaw by removing or minimizing wildlife attractants in landscaping, preventing wildlife access to solid waste, and following best management practices for urban wildlife to support the City's Bear Smart Certification.

Policies associated with Environment and Natural Hazards Policy Theme are contained within the OCP.

2.8 Economy

2.8.1 Policy: Evergreen Cultural Centre

Enhance the role of Evergreen Cultural Centre as cultural tourism focal points.

Additional policies associated with Economy Policy Theme are contained within the OCP.

2.9 Arts, Culture and Heritage

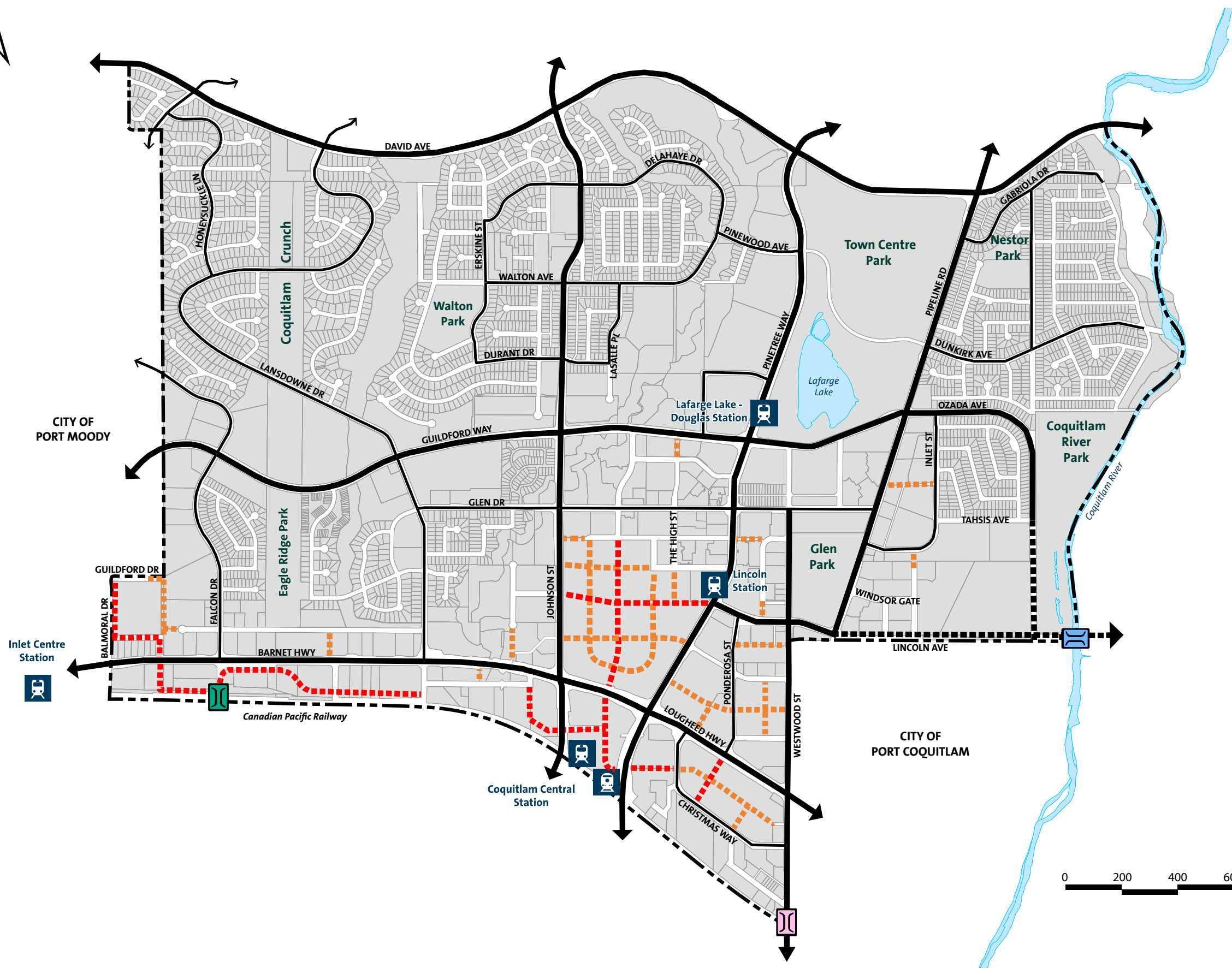
2.9.1 Policy: City Centre Library

Reinforce Coquitlam's City Centre Branch as a major library facility. Ensure a strong central resource area that benefits from proximity to other City facilities such as City Hall, and specialized information resources such as an archives centre.

2.9.2 Policy: Cultural Heart

Locate cultural amenities adjacent to a new urban park near the Lincoln SkyTrain station forming a "Cultural Heart", as identified on Schedule E-2 and Appendix B, to support the Entertainment District. Cultural amenities could include a library to replace the existing City Centre Library, a new theatre, rehearsal and performance space, multi-purpose meeting and creative-making spaces.

CCNP Appendix D - Neighbourhood Context - Roads



- City Centre Area Plan Boundary
- Evergreen Line Station
- West Coast Express Station

- Future Crossings**
- Future Lincoln Bridge
 - Future Falcon Overpass
 - Future Westwood Underpass

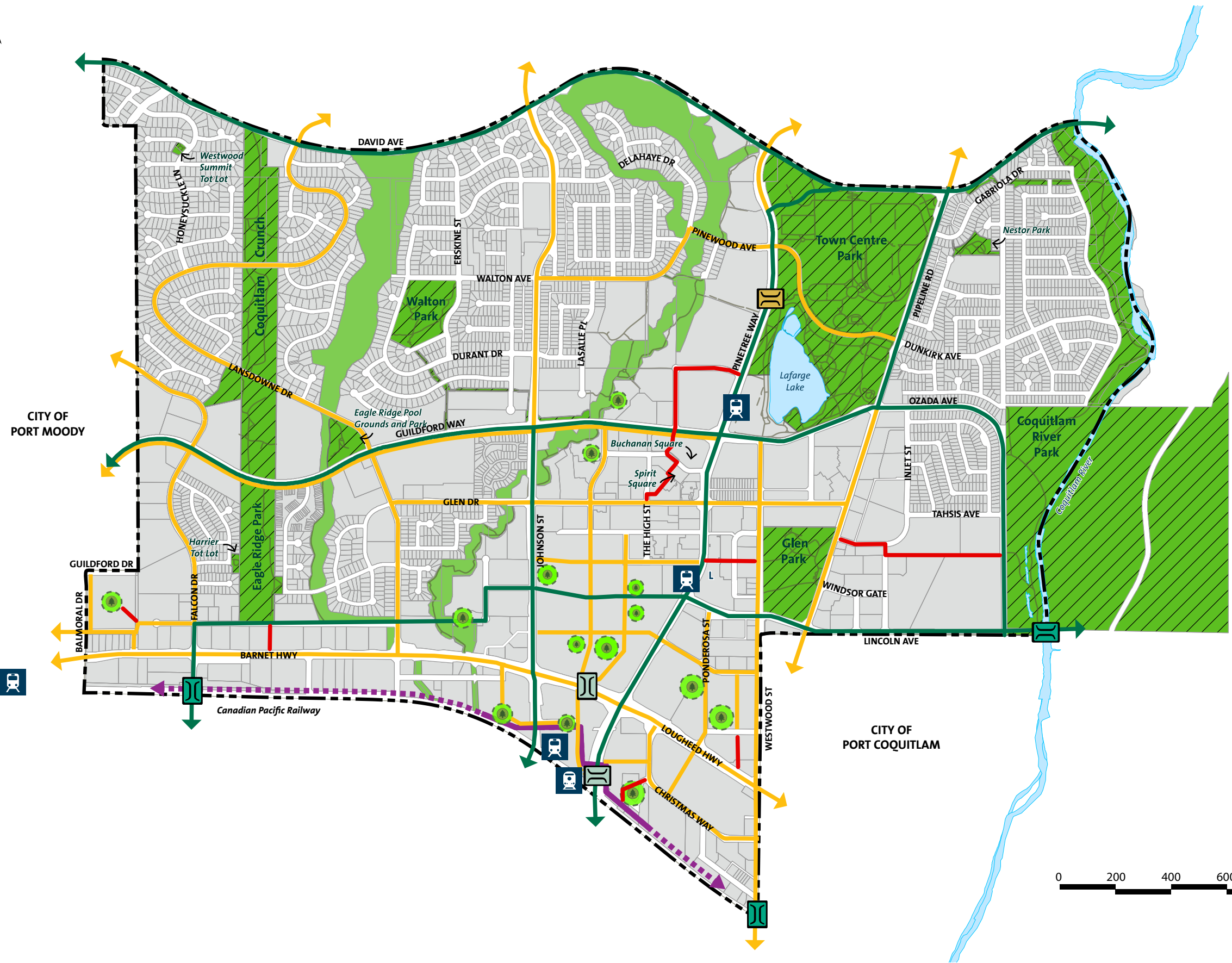
- Future Streets**
- Future Arterial Street
 - Future Collector Street
 - Future Local Street

- Existing Street Networks**
- Municipal Arterial Street
 - Municipal Collector Street



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CCNP Appendix E - Neighbourhood Context - Micromobility



- City Centre Area Plan Boundary
- Evergreen Line Station
- West Coast Express Station
- Pedestrian/Micromobility Crossings**
 - Existing Pedestrian/Micromobility Crossing
 - Future Pedestrian/Micromobility Crossing
 - Future Pedestrian/Vehicle/Micromobility Crossing
- Active Transportation Networks**
 - Citywide Greenway
 - Neighbourhood Greenway
 - Micromobility Route
 - Existing Trails



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Coquitlam

Hyde Creek Neighbourhood Plan

Schedule J-4

2025

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1 Neighbourhood Plan Context

The Hyde Creek neighbourhood is a new community located in Coquitlam's northeast area. The neighbourhood is to be planned, serviced and accessed from the City's Town Centre. It will also be among the first neighbourhoods in the City to be shaped directly by Hyde Creek Integrated Watershed Management Plan (HCIWMP). As such, the Hyde Creek Neighbourhood Plan (HCNP) represents a valuable opportunity to promote and incorporate alternative community design strategies so as to set a high standard of urban development on Burke Mountain.

The neighbourhood plan has integrated the HCIWMP study results. Land use designations for Environmentally Sensitive Areas and development permit areas recognize the importance of watercourses as valuable fish and wildlife habitat and integral to Coquitlam's drainage and flood control systems. The stormwater servicing concept plan follows the HCIWMP directions for flood control, stormwater management, water quality control, sediment and erosion control, and maintenance of pre-development flows. In addition, low-impact development measures for reducing effective impervious area in the watershed, as identified in the HCIWMP are proposed to be implemented throughout the neighbourhood.

1.1 Plan Boundaries

The neighbourhood is bounded by Hyde Creek to the west and north, Port Coquitlam to the south, Coast Meridian Road to the east north of David Avenue and Soball Street to the east south of David Avenue as defined in Appendix A.

Site specific land uses and policies are further defined by the Community Plan, Coquitlam Zoning Bylaw, and other City plans, policies, guidelines and bylaws.

1.2 Neighbourhood Vision and Principles

Based on principles that promote integration of natural features and systems to create a sense of place and a community, this vision serves as the policy foundation for the Hyde Creek Neighbourhood Plan:

The neighbourhood is compact with a mix of land uses, household types and building forms arranged for convenient access by walking, cycling, transit or car. Such a form preserves open space and environmentally sensitive areas while providing the opportunity for the neighbourhood to develop in a more intensive manner. The public realm is treated as a civic space that is friendly to pedestrians, and is integrated as a network of public spaces and facilities, including parks, schools, walkways, natural vistas and corridors, trails and transit stops.

1.3 Plan Principles

The design of the Hyde Creek neighbourhood is based on the following planning principles aimed at creating a complete community:

- a) To design complete pedestrian-oriented neighbourhoods, providing:
 - a coherent pattern of streets and uses;
 - improved accessibility, safety and pedestrian comfort; and
 - slowed vehicular traffic.
- b) To foster socio-economic and age mixed communities, by providing:
 - a variety of housing types to meet diverse needs, including age, ability and income; and
 - services for a diversity of life-stages.
- c) To protect environmental health, through:
 - protection of environmentally sensitive areas;
 - restoration and enhancement of sensitive habitats; and
 - stewardship of natural and cultural resources.
- d) To integrate parks and the natural environment, by:
 - designing the neighbourhood around primary natural features;
 - locating parks within an average five-minute walking distance of residents;
 - connecting parks and natural areas in a network of civic spaces; and
 - providing for public enjoyment of the Hyde Creek corridor.
- e) To situate a combined secondary and middle school site and community park site such that it provides:
 - a suitable gateway to Northeast Coquitlam along David Avenue;
 - a prominent and attractive anchor at the western terminus of the community promenade intersecting at Soball Street;
 - convenient access for students and other residents in the Northeast Coquitlam planning area;
 - limited traffic impacts within the Hyde Creek neighbourhood; and
 - opportunities for active and passive play and interpretive activities.
- f) To develop the lands near the existing elementary school and park site to provide:
 - access to households within a five-minute walking distance;
 - opportunities for passive surveillance and for increased safety; and
 - opportunities for active and passive play and interpretive activities.
- g) To increase transportation choices, providing:
 - a connected multi-modal transportation system; and
 - a network of dedicated pedestrian and cycling routes.

2 Policy Themes

2.1 Land Use

The Hyde Creek neighbourhood establishes a network of neighbourhood parks, open spaces and trails within an average five-minute walk of local residences to provide the community with active and passive recreational opportunities. Five distinct neighbourhood parks plus a joint secondary and middle school and park are established as focal points in the community. The combined secondary and middle school and park site provides economy of scale and proximity benefits to School District No. 43 and City residents. Construction of outdoor recreational facilities and parking can be shared. Additional open space lands increase outdoor educational values and the larger site creates a stronger neighbourhood focus and presence. The future secondary and middle schools will serve the anticipated needs of secondary and middle school students in the Northeast Coquitlam planning area. The joint school and park site is intended to be developed for use as educational facilities while providing active recreational, passive open space and interpretive learning opportunities within the neighbourhood.

The siting of parklands in close association with neighbourhood watercourses supports connectivity between natural areas and public access and enjoyment.

The neighbourhood design and plan policies promote the fronting of homes directly onto parks, where appropriate, to encourage passive surveillance and security for these public spaces.

A Commercial site is located at the southeast corner of the intersection of David Avenue and Coast Meridian Road. This commercial node is intended to directly serve the residents of the nearby neighbourhoods. In addition, the Commercial site will serve students attending the secondary school located along David Avenue and Soball Street. The neighbourhood commercial development located at the corner of David Avenue and Coast Meridian Road must accommodate the needs of neighbourhood residents and students including pedestrians, cyclists, transit users and motorists.

The Hyde Creek neighbourhood residential land uses responds to a growing regional demand for mid-density housing forms and takes advantage of the opportunity provided by those densities to promote walking, cycling, and transit. Thus, residential development is organized around a more intensive core areas near the school sites and along the central transportation axis of Coast Meridian Road. Residential development is linked by a network of multiple road, path and trail connections throughout the neighbourhood.

See Schedule B-1 of the OCP for the proposed land use designations in the Hyde Creek Neighbourhood Plan.

Figure 1: Designated Affordable and/or Special Needs Housing Site



2.2 Urban Design

Policies associated with Urban Design Policy Theme are contained within the OCP and Urban Design Guidelines in Schedule H.

2.3 Community Facilities

2.3.1 Policy: Parkland acquisition

Acquire, at a minimum, land for active parks as outline in Table 1, Schedule F and the servicing assessment.

Park

Table 1: Active Park Program Summary

Park	Designated Function
Millard Orchard Park	Active recreation with trail and pedestrian bridge link to south neighbourhood
Burke Mountain Pioneer Park	Active recreation and passive open space with direct link to Hyde Creek corridor and trail system
Princeton Park	Active and passive recreation with potential community garden space
Marguerite Park	Active recreation with trails and connection to West Watkins green street extension
Central Neighbourhood Park	Active recreation and passive open space with trails
Joint middle and secondary school park site	Active recreation and passive open space with direct links to neighbourhood trail system
Linear Park	Trail connection along hydro right-of-way
Leigh Park	Active recreation and passive open space includes a connection to Leigh Elementary School site

2.3.2 Policy: Trails and other facility elements

Provide trail network and facilities, including major and minor trailheads, as outlined on HYCNP Appendix E.

2.3.3 Policy: Heritage trail connection

Support the establishment of a heritage trail connection near the Harper Road Right-of-Way where remnants of a former railway spur line exist.

2.3.4 Policy: Park amenities

Provide neighbourhood park amenities including playground equipment and “tot lot” facilities as development proceeds.

School Site

2.3.5 Policy: Park design

Develop a joint secondary school, middle school and park site that will serve as a neighbourhood focal points south of David Avenue and west of Soball Street. Consider the incorporation of public art elements throughout the school and park development to contribute to the creation and enjoyment of a vibrant, attractive neighbourhood.

2.3.6 Policy: Park and street interface

Provide school and park site access from bordering arterial and collector streets, and establish a central drop-off zone to service both the school and the park areas. Create a strong visual and built form focus along the arterial and collector roads bordering the joint school and park.

2.3.7 Policy: Passive Surveillance

Front homes directly onto neighbourhood parks where possible and practical to encourage passive surveillance and security for these public spaces.

2.3.8 Policy: Earthworks

Promote co-ordinated site development that minimizes on-site earthworks and maximizes pervious areas, including the protection and enhancement of natural features.

2.4 Transportation

The Hyde Creek neighbourhood plan establishes a framework for the creation of a complete and walkable village neighbourhood using a coherent pattern of public streets, lanes and pedestrian and cycling routes. The primary transportation aim of the Hyde Creek neighbourhood plan is to encourage walking, cycling and the use of public transit as an alternative to the private automobile. To achieve this objective, the neighbourhood street network is based on an interconnected grid to provide direct connections and multiple access points to key neighbourhood destinations. The street network increases mobility, accessibility, safety and pedestrian comfort while minimizing the social, environmental and financial costs of transportation infrastructure.

Transportation Network

2.4.1 Policy: Access on Coast Meridian Road

Where residential development front along Coast Meridian Road, vehicular access is limited to the primary rear access lane.

2.4.2 Policy: Realign Coast Meridian Road

Realign Coast Meridian Road such that its ultimate widened right-of-way width does not impinge any further into the riparian zone of Watkins Creek.

2.4.3 Policy: Municipal collector street

Establish Soball Street as a municipal collector street from Victoria Drive to David Avenue utilizing a new street alignment with HYCNP Appendix D.

2.4.4 Policy: Internal neighbourhood network

Link neighbourhood parks, open spaces, and key destinations through a continuous system of sidewalks, pathways, off-road trails, trailheads and park connectors as illustrated in Schedule F and HYCNP Appendix E.

2.4.5 Policy: External network connections

Link new pedestrian and cycling circulation systems with existing routes and integrate park trails with the public on-street walkway system to create a seamless pedestrian network generally as illustrated on HYCNP Appendix E.

2.4.6 Policy: Pedestrian crossings

Enhance pedestrian crossings at key neighbourhood intersections to improve safety using flashing overhead lights, ground lit crosswalks, walk signals with countdown features, alternative paving materials, or a grade change to slow vehicular traffic and to promote awareness of pedestrian traffic, particularly close to schools.

2.4.7 Policy: Pedestrian crossings – major roads

Provide pedestrian links across Coast Meridian Road, David Avenue, Victoria Drive and Soball Street to connect the Hyde Creek neighbourhood with surrounding neighbourhoods.

2.4.8 Policy: Pedestrian realm on major roads

Establish a positive pedestrian realm along Coast Meridian Road, David Avenue, Victoria Drive and Soball Street through the provision of landscaping, street trees, and small open spaces suitable for casual socializing as part of proposed local street improvements.

Transit

2.4.9 Policy: Transit Routes

Ensure the collector streets and other streets designated as bus routes accommodate the needs of transit vehicles, facilitate their movements and provide convenient locations for stops near Leigh Elementary School and the joint secondary and middle school and park site.

2.4.10 Policy: Transit Facilities

Accommodate transit facilities, such as shelters, benches and garbage receptacles, along Coast Meridian Road, Highland Drive, David Avenue and other neighbourhood streets designated as bus routes.

Parking

2.4.11 Policy: Reduced parking requirement

Consider reducing on-site parking requirements by up to 30 percent if justified through the demonstration of lower automobile ownership, shared parking opportunities and other long-term incentives for occupants.

2.5 Infrastructure and Safety

Expansion of the City's infrastructure will be needed to accommodate development in the Hyde Creek Neighbourhood. Future servicing must satisfy the functional demand created by future population growth and it must consider potential environmental impacts and stormwater management requirements. The Hyde Creek Neighbourhood aims to:

- Extend the full provision of municipal services in a phased, logical, efficient and coordinated manner so as to provide safe, reliable and sustainable water, sewer, and stormwater services to the Hyde Creek Neighbourhood; and,
- Ensure that environmental values and considerations are accounted for during the planning, design and construction of services in Hyde Creek Neighbourhood.

The Hyde Creek neighbourhood falls within proposed water pressure Zones 1, 2, 3 and 4. The water distribution system will consist of a network of 150mm and 200mm pipes located in the neighbourhood road right-of-ways. Water pressure for Zone 1 will be provided from Coquitlam Lake and will be supplemented at times by water pumped from the Oxford Heights Pump Station. Water pressure for Zone 2 and 3 will be provided by the Harper reservoir, which is located on Harper Road near the Coast Meridian Road/Harper Road intersection. The existing constant-head pumping station that is located at the Harper reservoir will after modification provide pressure for Zone 4.

It will be necessary to upgrade the supply system before development can occur. Upgrading is expected to include installation of a new pump station near the intersection

of David Avenue and Shaughnessy Street, and installation of a 600mm supply main (Zone 3) along David Avenue and Coast Meridian Road, which will connect the pump station to the reservoir. The supply main will also be connected to the Zone 3 distribution network at various points along Coast Meridian Road. In addition a 400mm supply main (Zone 2) will be installed along Mason Avenue connected to an existing 300mm supply main from Pipeline Road. Ultimately, additional storage capacity will be required.

All lots within the plan area will be serviced by a gravity sanitary sewer system that is connected to the existing City sewer system. Servicing is divided into four catchment areas. The sanitary sewer system will be installed both in front roadways and within rear lanes in conjunction with road works and neighbourhood redevelopment.

The proposed storm water management concept reflects watershed conditions and needs identified in the Hyde Creek Integrated Watershed Management Plan (HCIWMP). This concept aims to protect property from floods, provide sediment control and protect water quality, ensure summer base flows and prevent erosion of stream corridors.

The principal components of the stormwater management system include a conventional system of gravity storm sewers, a number of water quality ponds, and a bypass storm sewer that diverts post-development major flows away from local creeks. Pre-development major flows would continue to travel overland to watercourses. Another principal component is the inclusion of Low Impact Development (LID) techniques designed to minimize the proportion of impervious surfaces and to maximize the proportion of urban drainage that is infiltrated back into the ground.

The Hyde Creek Integrated Watershed Management Plan (HCIWMP) prescribes the general arrangement of the major stormwater components without providing details of the drainage system. As the HCIWMP represents a relatively new approach to stormwater management, it may require refinement during the implementation process. At the same time, adjustments to the stormwater management plan at the neighbourhood level must not compromise the stormwater management system identified for the entire Hyde Creek Watershed as outlined in the HCIWMP.

In order for the drainage system to function in the intended manner, it will be necessary for the diversion sewer to first be completed all the way to Debouville Slough. This will involve construction of a significant length of large-diameter stormwater diversion sewer beyond the boundary of the neighbourhood plan.

Some development may proceed prior to the completion of the stormwater diversion sewer provided interim detention and water quality facilities are provided within the neighbourhood in compliance with the requirements of the HCIWMP and the City's Subdivision and Development Servicing Bylaw and Stormwater Management Policy and Design Manual.

Policies associated with Infrastructure and Safety Policy Theme are contained within the OCP.

2.6 Climate Change and Resilience

Policies associated with Climate Change and Resilience Policy Theme are contained within the OCP.

2.7 Environment and Natural Hazards

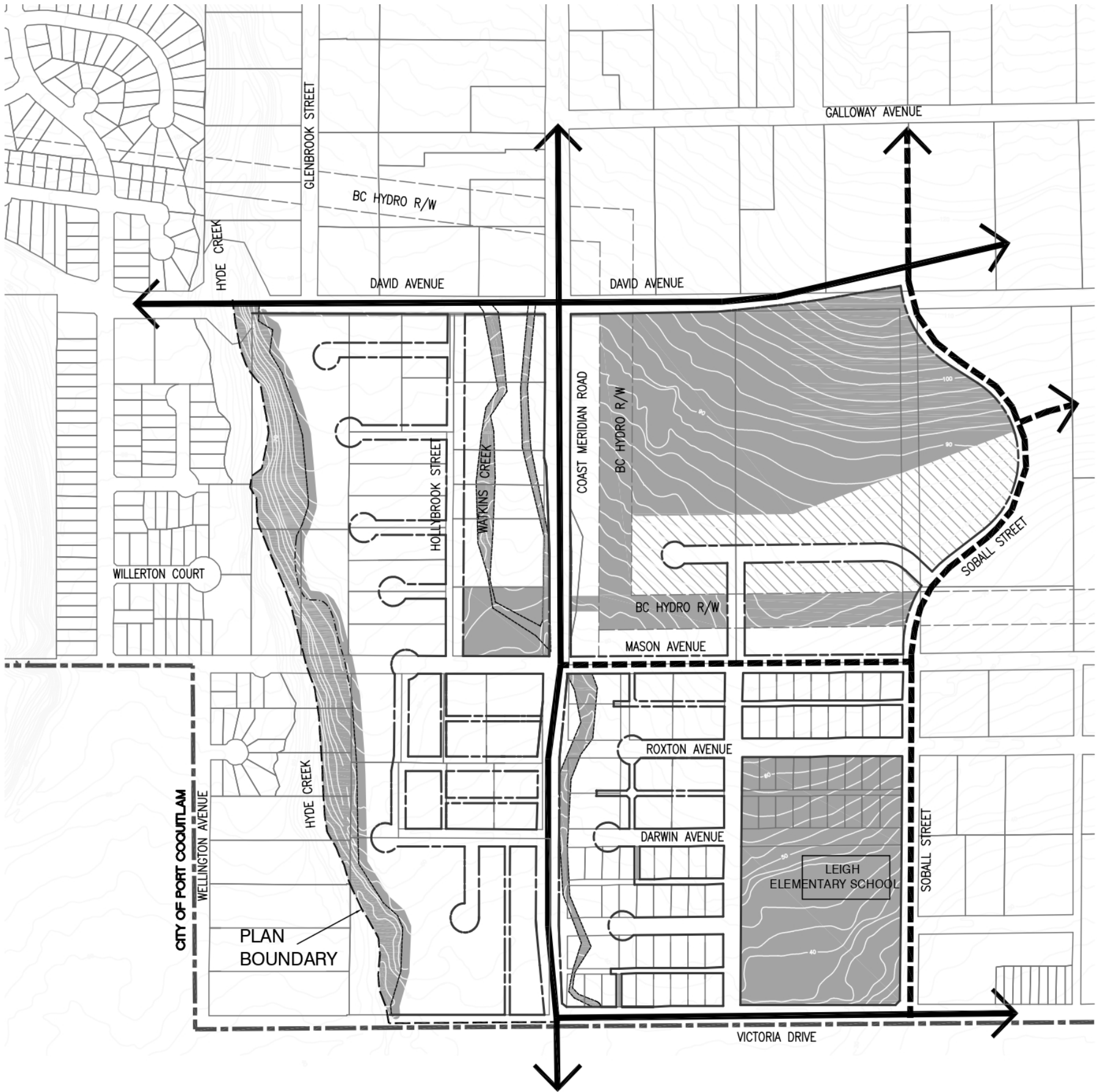
Policies associated with Environment and Natural Hazards Policy Theme are contained within the OCP.

2.8 Economy

Policies associated with Economy Policy Theme are contained within the OCP.

2.9 Arts, Culture and Heritage

Policies associated with Arts, Culture and Heritage Policy Theme are contained within the OCP.

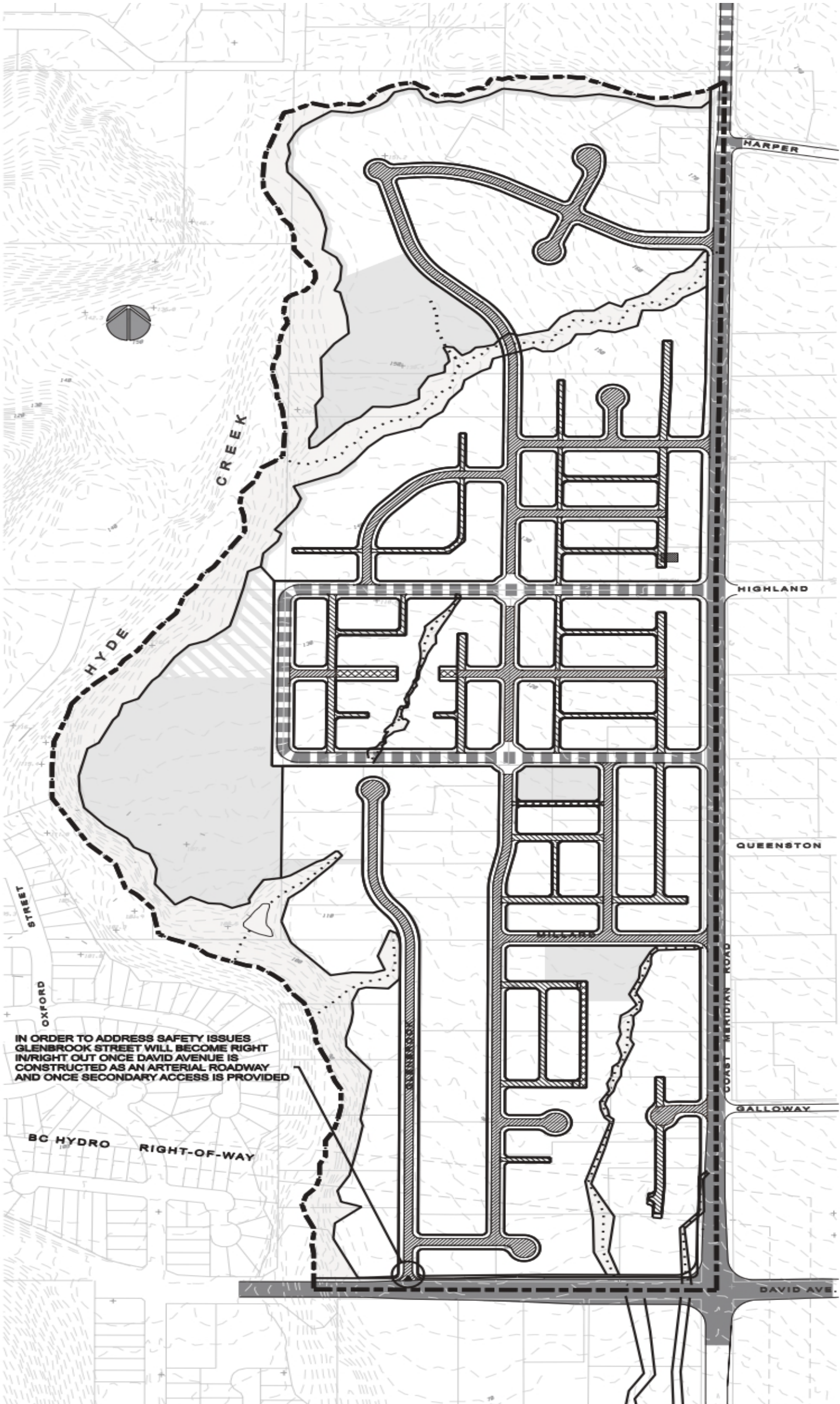


LEGEND

- ARTERIAL STREET
- STANDARD COLLECTOR STREET
- PROPOSED LOCAL ROAD AND LANES

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Datum: XXXX

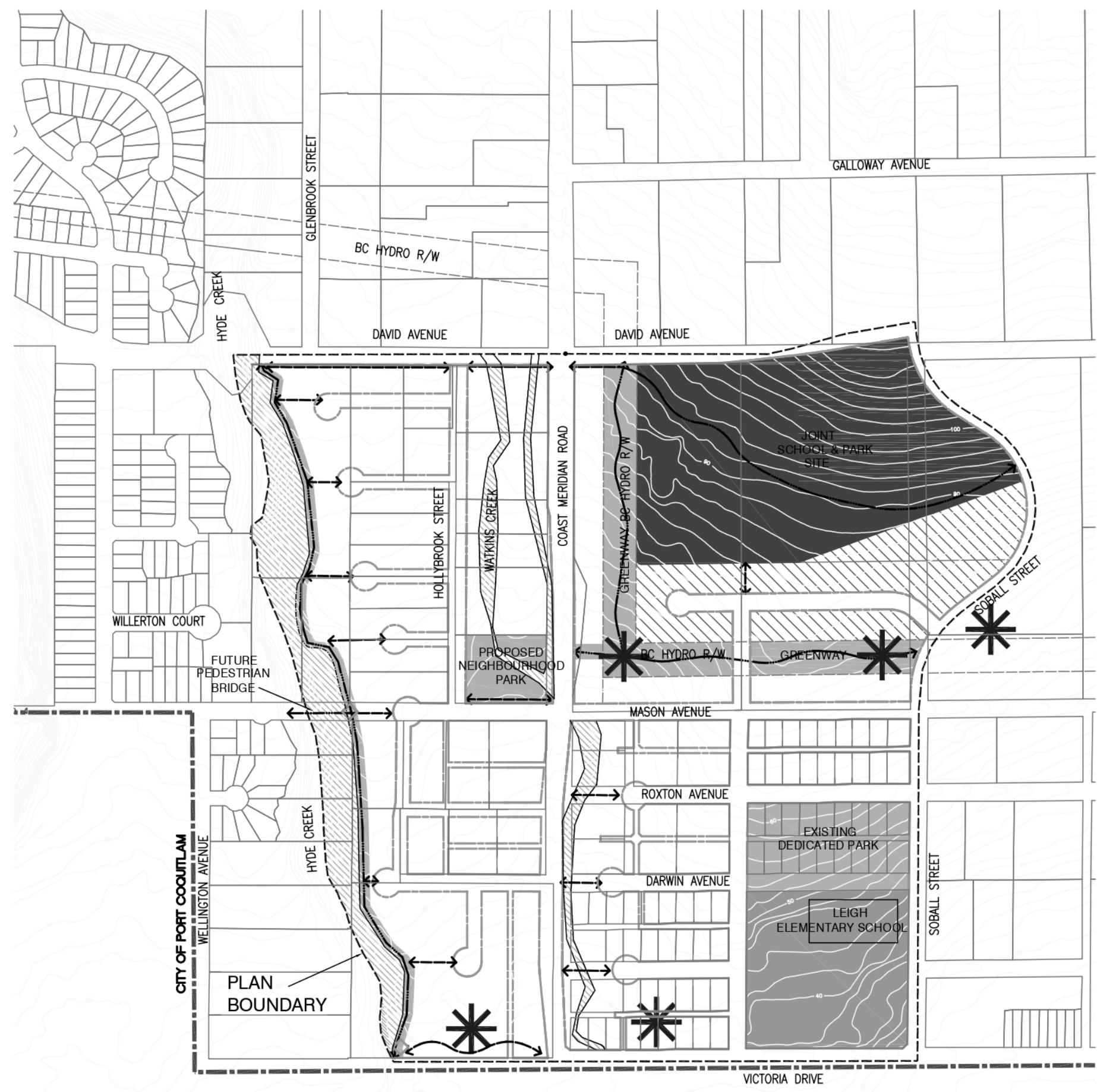
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- LEGEND**
- Neighbourhood Plan Boundary
 - Arterial Street
 - Standard Collector Street
 - Standard Local Street
 - Primary Access Lane
 - Standard Lane
 - Green Street Pilot

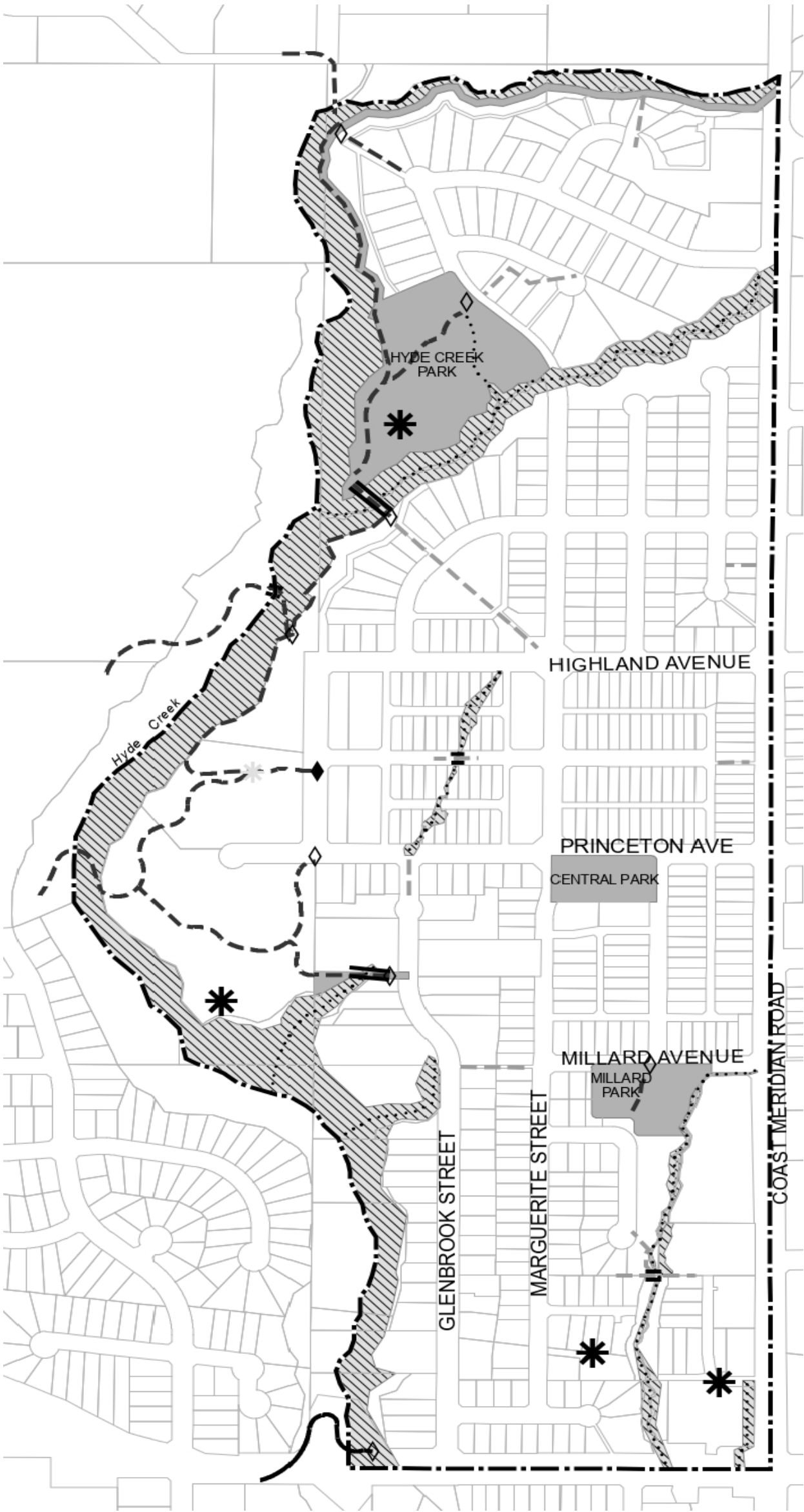
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- LEGEND:**
- PROPOSED TRAILS
 - PROPOSED PUBLIC PATHWAYS
 - PROPOSED TRAILHEAD

Date Adopted: XXXX
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Bylaw No: XXXX
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LEGEND

- Potential Heritage Route
- == Bridge
- Existing Trails
- - - Potential Public Pathway
- - - Proposed Trails
- ◆ Major Trailhead
- ◇ Minor Trailhead

Date Adopted: XXXX
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Coquitlam

Maillardville Neighbourhood Plan

Schedule J-5

2025

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1 Neighbourhood Plan Context

Maillardville is the City's most historic and unique neighbourhood established over 100 years ago when French-Canadian settlers came to work at the Canadian Western Lumber Company (at Fraser Mills). Rooted in this French Canadian heritage and legacy, Maillardville's built form has developed over the decades and now exhibits an eclectic blend of 'old and new'.

The commercial 'Main Street' along Brunette Avenue was in the past a key local shopping area, and today retains some commercial functions that serve the neighbourhood and broader community. However, the Brunette Avenue Main Street has the potential to become much more, through redevelopment of existing properties, building on the existing commercial base and adding residential density. Through the implementation of this Plan, this Main Street will evolve to become a more attractive, walkable shopping street and neighbourhood destination, through new mixed-use development and the creation of high-quality, pedestrian-friendly streetscapes.

Maillardville's residential neighbourhoods include a variety of housing types, styles and ages, including heritage homes, that have contributed to a distinct 'sense of place' and are well-loved by local residents. These areas have the potential for new housing that accommodates population growth and contributes to conserving and enhancing the built-form character of this hillside community.

Benefiting from these strategic opportunities and context, Maillardville is well positioned for growth and investment. The Maillardville Neighbourhood Plan will take advantage of this context, and is projected to accommodate future population growth. The Plan will guide the development of new residential, commercial and industrial uses, the addition of new community amenities and improved public spaces, with the aim of revitalizing this unique neighbourhood. Policies in the Plan encourage compatible development that supports long-term livability and prosperity and respects and complements the existing urban pattern and character of Maillardville's rich history.

1.1 Plan Boundaries

Located on the lower south slope of Southwest Coquitlam, Maillardville's hillside setting offers superb views of the Fraser River, Mount Baker and distant skylines. Maillardville benefits from key transportation linkages to the broader city and region, including Highway 1, the Lougheed Highway and the nearby Braid Street SkyTrain station, and serves as an important arrival point in Coquitlam. This strategic location, combined with highway improvements, has and will continue to stimulate commercial and industrial development in the area, and will help make Maillardville an attractive place to invest for years to come.

The Maillardville neighbourhood is an existing community with historic significance located in Coquitlam's southwest. The neighbourhood is about 370 hectares (910 acres) in size, bounded by Highway 1, Hart Street, Blue Mountain Street, Rochester Avenue and Portions of Popeye Creek as defined in Appendix A.

Site specific land uses and policies are further defined by the Community Plan, Coquitlam Zoning Bylaw, and other City plans, policies, guidelines and bylaws.

1.2 Neighbourhood Vision

Developed in consultation with the Maillardville community, and based on Maillardville's distinct context and opportunities for growth and investment, this vision serves as the policy foundation for the Maillardville Neighbourhood Plan:

Maillardville is a vibrant, safe, livable and inclusive neighbourhood that links together its unique village centre, dynamic business districts, lively recreation and natural areas and attractive, diverse residential precincts. Maillardville is connected both to its Francophone past and its multicultural future as expressed in the vitality of its public spaces and its varied attractions and activities.

1.3 Plan Principles

These key principles implement the Plan vision and serve as the basis for Plan policies:

- a) Design on a Human Scale – Strive for a complete pedestrianfriendly neighbourhood
- b) Restore Main Street – Revitalize Brunette Avenue as a vibrant, walkable neighbourhood shopping street
- c) Preserve Heritage – Conserve heritage buildings and distinct block and lot patterns to celebrate Maillardville's history
- d) Facilitate Job Growth – Encourage the development of local job opportunities in the Neighbourhood Centre and throughout the Plan area
- e) Build Vibrant Public Spaces – Provide park and outdoor recreation experiences and distinctive public gathering spaces to enrich social interaction and encourage healthy lifestyles
- f) Provide Housing Choices – Encourage a diversity of high-quality housing types for present and future residents
- g) Create Neighbourhood Identity – Foster a 'sense of place' that is unique to Maillardville, strengthen neighbourhood character, and facilitates a higher quality development through the use of Maillardville specific design guidelines
- h) Enhance Landscapes – Recognize the importance of landscaping, trees and environmental areas as key elements of the neighbourhood
- i) Increase Transportation Options – Strengthen a multi-modal transportation system that provides automobile and goods movement while encouraging transit use, walking and cycling Plan Context

2 Policy Themes

2.1 Land Use

Maillardville is a complete and unique neighbourhood that builds on the existing urban pattern and contains a range of residential densities in close proximity to shopping, employment and amenities. Key features of the Plan's land use concept include:

- the retention of existing street, block and lot patterns and use of gateway features (buildings and amenities) and character areas to promote conservation and enhancement of Maillardville's history and heritage values;
- Maillardville Neighbourhood Centre - the high density, mixed use 'heart of the community' - containing a pedestrian-friendly main street along Brunette Avenue with residential, neighbourhood-serving retail, office and institutional uses;
- a larger city- and region-serving employment corridor, including 'large format retail' and industrial uses along Lougheed Highway and Schoolhouse Street;
- residential areas containing a range of dwelling types that facilitate Neighbourhood Centre revitalization and help to sustaining local schools;
- a park system providing recreational and cultural experiences;
- a street, greenway and trail network that supports walking, cycling and transit use between residential areas and neighbourhood destinations.

See Schedule B of the OCP for the proposed land use designations in the Maillardville Neighbourhood Plan.

Special study Areas

The Neighbourhood is also home to four separate special districts, as indicated on Appendix A

- Maillardville Neighbourhood Centre - The following Plan policies, that specifically apply to the Neighbourhood Centre, focus on the implementing the key Plan principles of restoring the Brunette Avenue Main Street and building vibrant public spaces, and promote the location of specific uses that can help drive renewed economic development in this key commercial node in Maillardville and southwest Coquitlam. The Neighbourhood Centre land use designation will serve as the basis for encouraging new high density, mixed-use and pedestrian-friendly redevelopment, complete with signature buildings at key locations. It is envisioned that the Brunette Main Street will continue to evolve with attractive streetscapes and vibrant public spaces (squares and plazas) that help to create memorable shopping experiences, social interaction opportunities and a strengthened sense of place.

- Allard-LeBleu and Laval Square - The Plan identifies two unique residential areas in Maillardville that contain distinct street, block and lot patterns and heritage buildings that define Maillardville's heritage character. The following policies directly support preserving heritage resources, and encourage the development of heritage inspired streetscapes and small scale detached building forms that respond to the historical identity of these areas, while also working to preserve views, given the hillside context and historic street and block character of these areas.
- Schoolhouse East - The land use concept supports the retention of industrial lands located on the east side of Schoolhouse Street, as shown in Figure 8: Schoolhouse East. These industrial properties are important employment-generating lands that are highly visible, and easily accessible from regional highways (Lougheed Highway and Trans-Canada Highway #1). The Schoolhouse East policies support continued industrial use and intensification.
- Lougheed Brunette - This specific Plan area may be subject to a major transportation infrastructure review in the future, thus Plan policies maintain the established land use designations in the Lougheed Brunette Area, as shown on figure 9, until such time as the development and analysis of options for transportation infrastructure improvements in the area, which requires sponsorship by other agencies and senior levels of government, can be completed. When the Brunette Interchange and Brunette-Lougheed corridor are upgraded in the future, the City will examine local street network improvements and changes to land use designations to account for the new highway infrastructure.

Small-Scale Residential

2.1.1 Policy: Small-Scale Residential Developments.

Encourage new developments to retain and complement the historic lot, block and street patterns for areas designated as Small-Scale Residential in the Neighbourhood Plan.

Institutional

2.1.2 Policy: Additional Institutional use areas.

Consider additional Institutional uses in the Neighbourhood Plan area, provided that these uses complement the build form and character of adjacent developments.

Commercial

2.1.3 Policy: Lougheed highway and Schoolhouse Street

Require new commercial developments along Lougheed Highway and Schoolhouse Street to locate buildings close to the street, and include high-quality pedestrian-friendly site and building design.

Mobile Home Park

2.1.4 Policy: Wildwood Park

Obtain a secondary access to Wildwood Park for emergency services.

Maillardville Neighborhood Centre

2.1.5 Policy: Parking in Neighbourhood Centre

Encourage parking for mixed-use commercial/residential developments in Maillardville's Neighbourhood Centre be concealed underground.

2.1.6 Policy: Walkable Neighbourhood Centre

Ensure redevelopment in the Neighbourhood Centre land use contributes to the creation of a walkable grid based on street and block pattern.

Schoolhouse East Area

2.1.7 Policy: Industrial and Office use

Encourage industrial and office uses in areas where the land use is Industrial or Business Enterprise east of Schoolhouse Street.

2.1.8 Policy: Retail use

Encourage retail as an accessory use in areas where the land use is Industrial or Business Enterprise east of Schoolhouse Street.

2.1.9 Policy: Development Plan

Establish a development plan for the industrial land use east of Schoolhouse Street that considers future surrounding land uses, transportation and goods movement requirements, environmental impacts, and utility services and compatibility with adjacent residential areas.

Laval Square and Allard-LeBleu

2.1.10 Policy: Development of lots

Uphold the fine-grained heritage character by encouraging development that retains the distinct block, parcel and lot patterns, and the historic character of this area.

2.1.11 Policy: Building Form

Encourage developments of detached building forms that reflect the historical built environment.

2.1.12 Policy: Lot, Block and Street Pattern in Laval Square.

Require new developments to retain and complement the historic lot, block and street patterns for all areas designated as Small-Scale Residential and Low Density Apartment Residential in the Laval Square Heritage Character Area.

Lougheed Brunette

2.1.13 Policy: Lougheed Brunette Area Study

Conduct a review of appropriate land uses, policies, regulatory and servicing review of lands in the Lougheed Brunette, as indicated on Appendix A. The review will be part of a transportation infrastructure exploration of suitable options for upgrading the Brunette Interchange and the Brunette-Lougheed Corridor, focusing on multi-modal improvements in concert with appropriate land use policies.

2.2 Urban Design

Maillardville Neighbourhood Centre

The Neighbourhood Centre Urban Design Structure aims to complement and reinforce Maillardville's existing historical identity. They also strive to ensure that new buildings exhibit a consistent and authentic design character, that collectively create a distinct neighbourhood identity and sense of place in Maillardville's Neighbourhood Centre.

Specific Urban Design Guidelines are in Schedule H-1: Development Permit Area Guidelines for the following areas:

- Section 6.4 Special Area: Maillardville Neighbourhood Centre

2.2.1 Policy: Streetscape Guidelines in Maillardville Muni-Family Residential Land Uses

Apply the Maillardville Streetscape Guidelines for all required frontage improvements (perimeter works and services).

2.2.2 Policy: Active Frontage in Maillardville Neighbourhood Centre – Frontage Height

Provide a minimum streetwall height on the specific street frontage type as listed below:

- Mandatory Commercial Street Frontage - 4 storeys
- Optional Commercial Street Frontage - 3 storeys
- Residential Street Frontage - 3 storeys

2.2.3 Policy: Active Frontage in Maillardville Neighbourhood Centre – Residential Frontage

Provide a continuous and ground-oriented residential use in the first floor of all buildings along frontages for areas identified as Residential Street Frontage. Breaks in the continuous frontage can be considered for access, where permitted by the City, to concealed vehicle parking or loading areas, lobby/building entrances and amenity spaces, provided they are carefully designed to respect the character of the street.

2.2.4 Policy: Flat-Iron Buildings at Gateways

Require distinctive ‘flat-iron’ buildings (4-8 storeys) at the following gateway entrances to Maillardville’s main street:

- Northwest corner of James Street and Brunette Avenue;
- Southeast corner of Lougheed Highway and Brunette Avenue.

Allard-LeBleu and Laval Square

This section aim to ensure a consistent design approach for all future development in Laval Square and Allard-LeBleu that reflects the existing heritage character and the design of the homes built in the early 1900s in these distinct settlement areas. This is primarily represented in the style, materials, structure, detailing, design, and architecture of the homes, some of which were built by French Canadian settlers that worked at Fraser Mills, and used lumber milled at the Mill to construct their homes.

2.2.5 Policy: Streetscape Guidelines in Maillardville Muni-Family Residential Land Uses

Apply the Maillardville Streetscape Guidelines for all required frontage improvements (perimeter works and services).

2.3 Community Facilities

2.3.1 Policy: Parkland Acquisition

Acquire, at minimum, 1.2 hectares of parkland in the neighbourhood. In addition to the park and recreation designation identified on Schedule B and Schedule E.

2.4 Transportation

Plan policies work to implement the guiding principle of increasing transportation options, through strengthening transportation choices in Maillardville and developing a multi-modal street and path network that will improve the livability of the neighbourhood, contribute to the reduction of greenhouse gas emissions and enable healthier lifestyles. This approach will facilitate an increase in walking, cycling and transit trips in and around the Neighbourhood Centre, the broader neighbourhood and farther afield. Related principles of building vibrant public spaces, creating neighbourhood identity and facilitating job growth the Plan is to make public realm, streetscape and transportation improvements, such as those identified in the areas of Schoolhouse East (Section 4.3), Lougheed Brunette (Section 4.4) and as delineated on Appendix A, to accommodate population and employment growth.

Trails

2.4.1 Policy: Trail connections in Neighbourhood Centre

Link residential areas, schools, parklands and cultural facilities in the Neighbourhood Centre with a network of trails to be identified in Appendix A and MNP Appendix E.

2.4.2: Frontage Improvements

Require development to provide frontage improvements to streets, lanes and streetscape finishes, such as sidewalks, streetlights and trees, which reflect the history and contribute to the distinctive character of these areas.

Cycling Network

2.4.3 Policy: Braid Station Cycling Network

Follow MNP Appendix E – Transportation to connect the neighbourhood to Braid Skytrain Station and to the existing and planned cycling network.

2.4.4 Policy: Lougheed Highway Road Dedication

Require additional road dedication along portions of Lougheed Highway that is in proximity to:

- Henderson Ave
- Blue Mountain Street
- Brunette Ave
- Woolridge Street

to follow the existing and planned cycling network in MNP Appendix E.

2.4.5 Policy: Adair Ave

Provide a bikeway along Adair Avenue to Schoolhouse Street, which follows the Citywide Greenway as indicated on MNP Appendix E.

2.4.6 Policy: Nelson Street-Millside School cycling/pedestrian trail corridor.

Provide a Maillardville bicycle/pedestrian trail corridor from Nelson Street to Millside School, as indicated on MNP Appendix E.

Greenways

2.4.7 Policy: Braid Station Greenway Route

Provide an east-west Citywide Greenway route that connects to:

- Braid Skytrain Station
- The Maillardville Neighbourhood Centre land use
- Residential land use areas north of Brunette Avenue
- Other key community destinations

As indicated on MNP Appendix E.

2.4.8 Policy: Neighbourhood Greenway Route – South of Brunette Avenue.

Provide a Neighbourhood Greenway route for areas south of Brunette Avenue as indicated on MNP Appendix E.

2.4.9 Policy: Intersection crossing

Improve intersection crossings for micro-mobility users at:

- Bernatchey Street at Henderson Avenue
- Lougheed Highway at Blue Mountain Street
- Lougheed Highway at Brunette Avenue
- Brunette Avenue mid-block crossing
- King Edward Street at Seguin drive
- Brunette Avenue at Schoolhouse Street
- Marmont Street at Cartier Avenue

along the Citywide Greenway as indicated on MNP Appendix E.

Roads

2.4.10 Policy: Adair Avenue Extension

Extend the public right-of-way:

- West of Adair Avenue to Brunette Avenue
- East of Adair Avenue to Mackin Park

As indicated on MNP Appendix E.

2.4.11 Policy: Adair Avenue Public Right-Of-Way

Ensure public access to adjacent parcels along Adair Avenue west of Woolridge Street to Brunette Avenue and Lougheed Highway as indicated in the Maillardville Servicing Assessment.

2.4.12 Policy: Public Right-Of-Way

Provide additional public right-of-way on both sides of Brunette Avenue with regards to other required provisions.

2.4.13 Policy: Schoolhouse Street Widening

Maintain building setbacks requirements along property lines for areas within 200m of the intersections at:

- Schoolhouse Street and Lougheed Highway
- Schoolhouse Street and Booth Avenue

To accommodate for future street widening along Schoolhouse Street.

Sidewalk

2.4.14 Policy: Sidewalk Coverage

Expand sidewalk coverages in areas connecting to Brunette Avenue, the Neighbourhood Centre land use, along transit routes and adjacent schools.

2.4.15 Policy: Vehicle access points

Minimize curb cuts in the form of vehicle access points, which cross the sidewalk along Brunette Avenue.

2.5 Infrastructure and Safety

The provision of adequate utility servicing (water, sewer, stormwater) is necessary to facilitate new residential, commercial and industrial growth in Maillardville, as guided by the Plan's vision and principles. New utility infrastructure in public space will be

well integrated into the urban landscape to avoid obstructing pedestrian movement. The rainwater management practices, as outlined in Como, Nelson and Rochester Creek integrated watershed management plans, will improve the ecology and hydrology of watercourses. Plans for water supply and distribution, sanitary sewer, and stormwater servicing requirements to implement the Neighbourhood Plan are included in the Maillardville Servicing Assessment.

Policies associated with Infrastructure and Safety Policy Theme are contained within the OCP.

2.6 Climate Change and Resilience

2.6.1 Policy: District Energy Systems

Investigate the feasibility of districts energy systems in the Plan Area.

2.7 Environment and Natural Hazards

The Maillardville neighbourhood contains a number of important stream corridors and associated riparian areas that require protection as the neighbourhood grows, supported by the Como, Nelson and Rochester Creek Integrated Watershed Management Plans. Plan policies seek to protect and improve downstream water quality, fish and wildlife habitat and storm water management functions, through new development and infrastructure projects, as well as through partnership-based initiatives. Plan policies also work to reduce human-wildlife conflicts by removing or minimizing wildlife attractants in landscaping, preventing wildlife access to solid waste, and following provincial and municipal best management practices for urban wildlife.

Policies associated with Environment and Natural Hazards Policy Theme are contained within the OCP.

2.8 Economy

Policies associated with Economy Policy Theme are contained within the OCP.

2.9 Arts, Culture and Heritage

A central guiding principle of the Plan is ‘preserving heritage’, which responds to the need to ensure Maillardville’s heritage buildings and landscapes are preserved and celebrated as redevelopment occurs within distinct heritage character areas. Thus Plan policies aim to conserve historic buildings, maintain and preserve historic lot, block and street patterns of certain residential districts and identify heritage character areas that are significant reminders of Maillardville’s social, cultural and architectural history.

The Plan requires the use of heritage revitalization agreements (HRAs) that preserve heritage buildings (or elements thereof) located on redevelopment sites, which is a market-driven approach that provides incentives and density bonuses to developers, in exchange for preservation and rehabilitation. A key Plan implementation item involves the addition of HRA policies and procedures to improve the usability and application of HRAs.

To celebrate Maillardville's rich history, the Plan also calls for an expansion to Maillardville's heritage program, through the future development of additional policies and tools, including a Heritage Commemoration and Interpretation Plan, heritage inspired streetscape designs, the introduction of Heritage Alteration Permits procedures and transfer of development rights.

2.9.1 Policy: Heritage Square

Ensure the role of the Maillardville Heritage Square as a focal point for cultural tourism. This may be achieved through Neighbourhood Plan review, other land use planning work, and investments.

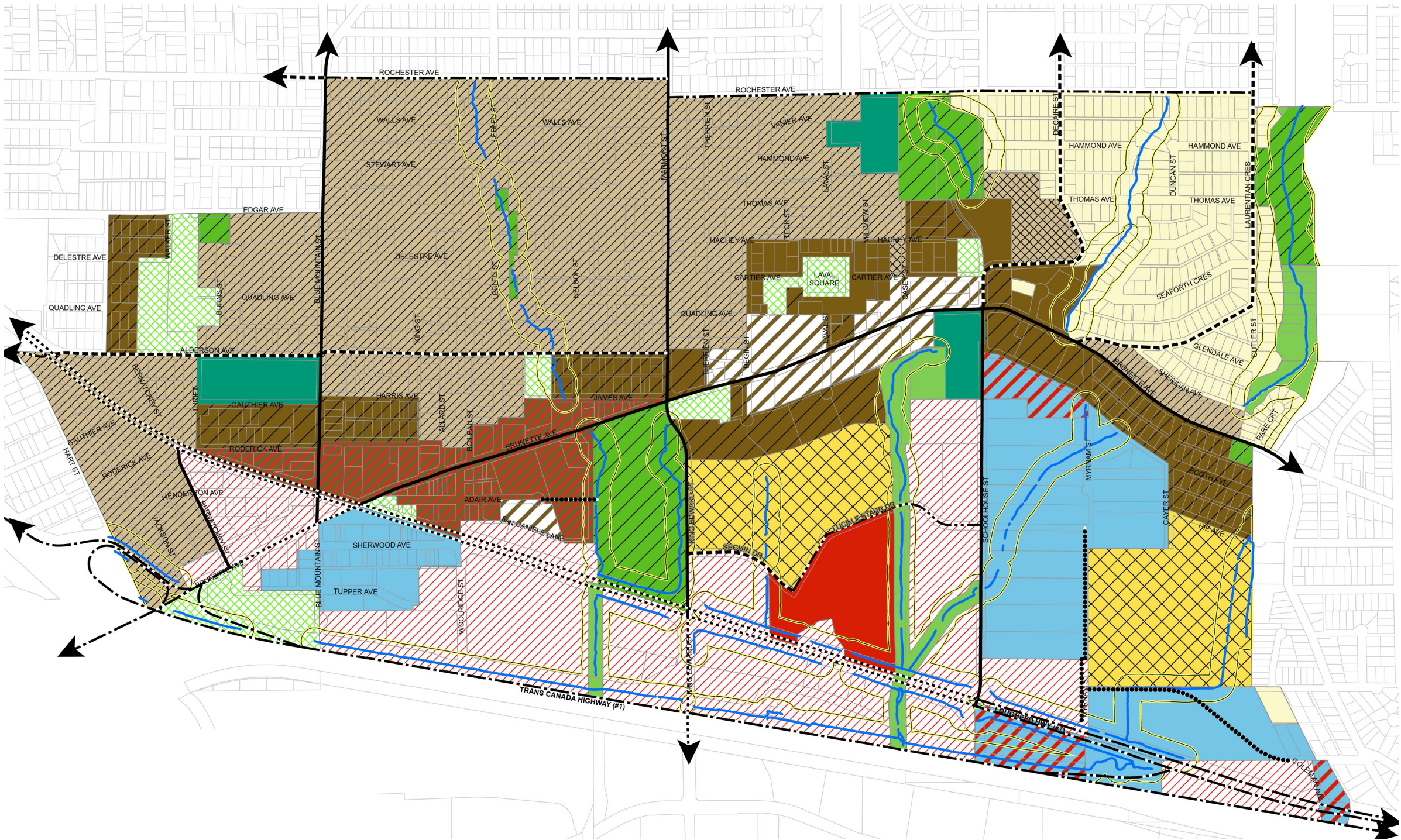
2.9.2 Policy: Public Art

Use the neighbourhood's local history, its pioneers, features of the natural environment and its ethnic heritage as sources of inspiration for public art. Public art in Maillardville can be achieved through stand-alone installations or embellishments of elements.

MNP Appendix D - Neighbourhood Context - Roads



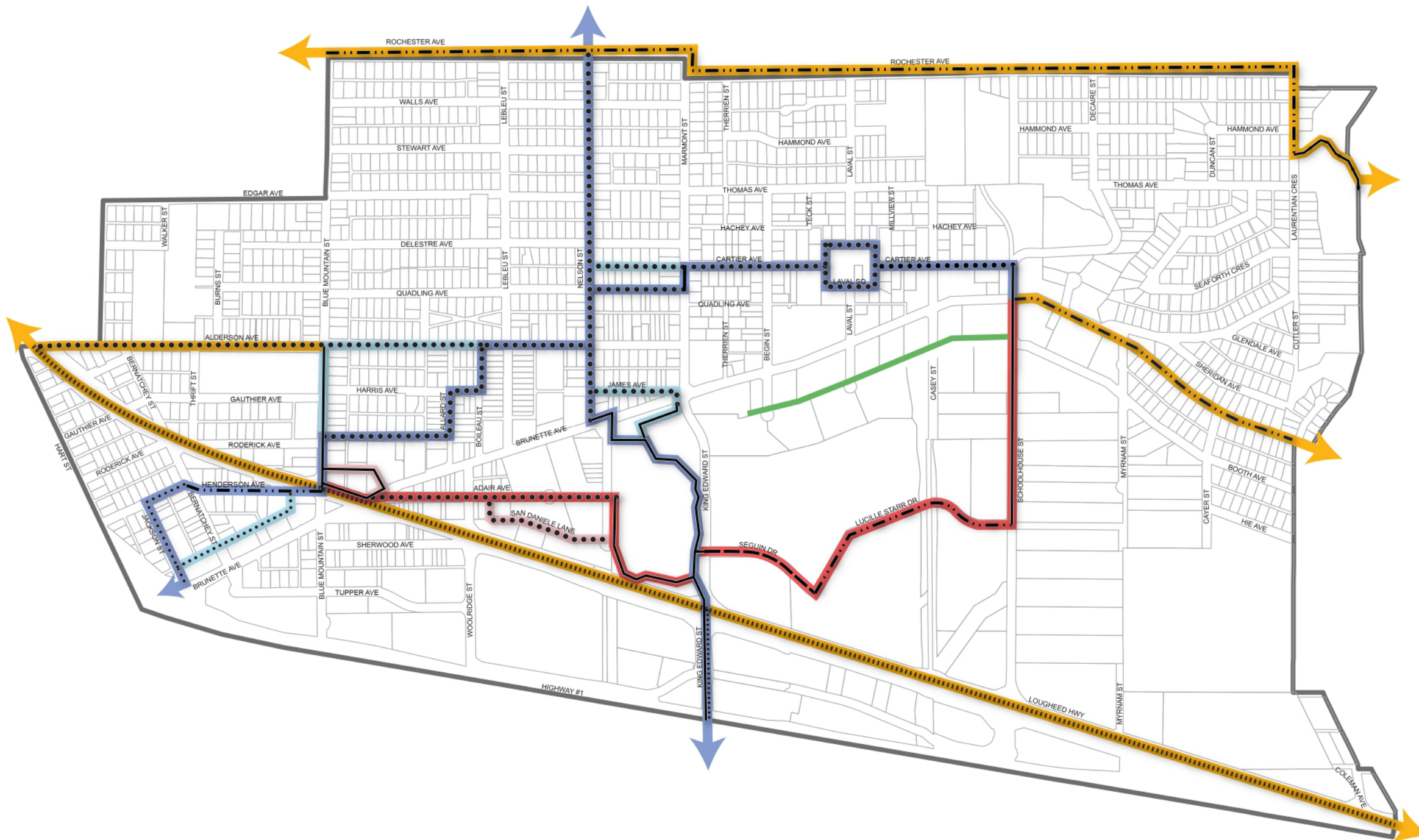
Street Network
..... Street Extensions



Date Adopted: XXXX
Last Amended: XXXX
Bylaw No: XXXX
Datum: XXXX

This map is for general information only. The City of Coquitlam does not guarantee its accuracy. All information should be verified.

MNP Appendix E - Neighbourhood Context - Micromobility



LEGEND

Greenway Alignment

- Citywide Greenway
- Citywide Greenway (Alternative)
- Neighbourhood Greenway
- Neighbourhood Greenway (Alternative)

Bike Route Alignment

- Bike Route

Bike Facility Class and Finishing Type

- Class 1: Multi-Use Pathway
- Class 1: Local Street Bikeway
- Class 2: Bike Lane
- Class 2: Marked Wide Curb Lane
- Class 3: Bike Lane

Trail

- Maillardville Trail

Date Adopted: XXXX

Last Amended: XXXX

Bylaw No: XXXX

Datum: XXXX

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Coquitlam

Partington Creek Neighbourhood Plan

Schedule J-6

2025

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1 Neighbourhood Plan Context

The Partington Creek Neighbourhood Plan (PCIP) is one of four neighbourhood-level plans located in Coquitlam's northeast area, commonly known as 'Burke Mountain'. The City is expecting population growth and the Partington Creek Neighbourhood provides a significant new area for accommodating some of this growth.

The Partington Creek neighbourhood is strategically located within walking and cycling distance of a number of major parks and natural areas that offer outstanding recreational opportunities, including the existing Pinecone Burke Provincial Park, Minnekhada Regional Park, and Freemont Park and a future park near Gilley's Trail.

Located on the southeastern slopes of Burke Mountain, the Neighbourhood also contains steeper topography than the other Northeast Coquitlam neighbourhoods planned to date. However, this challenge is also a key opportunity, as this topography offers spectacular views of the Fraser Valley, Cascade Mountains and points beyond. Sensitive development on steep slope sites can capitalize on such views and create highly desirable residential areas.

Valuable environmental resources are also present, including Partington Creek itself, which is an important salmon habitat. An Integrated Watershed Management Plan has been developed to retain and enhance this key watercourse, as well as other smaller watercourses that are fish bearing or have fish bearing potential, and guide innovative, environmentally-friendly urban development within this sensitive area.

Benefiting from this setting, the Partington Creek Neighbourhood is well positioned to become Northeast Coquitlam's commercial and recreational hub and to accommodate new residents in a variety of housing types nestled within a highly desirable, mountain-side environment. The Partington Creek Neighbourhood Plan takes advantage of this opportunity and guide growth in this area over the next 20 or more years.

1.1 Plan Boundaries

The Partington Creek neighbourhood is a new community located in Coquitlam's northeast area. The neighbourhood is about 240 hectares (595 acres) in size, bounded by Burke Mountain Creek, Partington Creek, Victoria drive, and an irregular boundary north of Harper Road, as defined by Appendix A.

1.2 Neighbourhood Vision

Based on Partington Creek's unique setting and opportunity for development, this vision serves as the policy foundation for the Partington Creek Neighbourhood Plan:

Partington Creek Neighbourhood will accommodate a range of housing forms and will serve as the commercial, civic and recreational hub of Northeast Coquitlam, providing a variety of shopping, educational and social interaction opportunities in a village environment.

1.3 Plan Principles.

These key principles implement the Neighbourhood Vision and serve as the basis for Plan policies:

- a) Design a pedestrian friendly neighbourhood that:
 - Reinforces a walkable development pattern that promotes a continuous street and trail network and provides high-quality pedestrian connections to reduce walking distances.
 - Provides opportunities for a variety of housing units and types, and local commercial and recreational facilities.
 - Includes developments that reflect the City's urban design and Crime Prevention Through Environmental Design (CPTED) principles.
- b) Foster a vibrant and socially diverse age-mixed community that:
 - Encourages a variety of housing choices and tenures to accommodate people with a diversity of lifestyles, incomes and mobility levels.
 - Includes a range of local facilities including schools and services to support a healthy population.
- c) Protect the natural environment through policies that:
 - Preserve environmentally sensitive areas.
 - Protect and enhance sensitive habitats and ecosystems.
 - Utilize innovative low-impact stormwater management solutions.
 - Promote good stewardship of natural resources.
- d) Integrate parks and the natural environment through policies that:
 - Design the Neighbourhood around important natural features.
 - Provide for public enjoyment of creek corridors and natural features in a manner that respects environmental sensitivity.

- e) Establish integrated neighbourhood parks and recreation systems that:
 - Provide a variety of experiences for community residents.
 - Program parks spaces for active and passive play, community gathering and recreation.
 - Connect neighbourhoods, parks, natural areas and civic spaces with a pedestrian and cyclist network while respecting private property.
- f) Increase transportation choices through:
 - An inter-connected multi-modal transportation system to reduce private automobile dependence and support non-motorized transportation options.
 - A network of dedicated pedestrian and cyclist routes and pathways.
 - A transit supporting land use concept.
- g) Promote an economically viable, mixed-use Neighbourhood Centre that:
 - Serves as the area's focal point, with commercial, civic and recreational amenities.
 - Provides daily convenience shopping needs for Northeast Coquitlam residents.
 - Encourages the development of local employment opportunities.

2 Policy Themes

2.1 Land Use

Reflecting the Plan's setting, vision and principles, the Partington Creek Neighbourhood will become a mixed-use, pedestrian and cyclist friendly community that strives to be more sustainable than other mountainside developments, takes advantage of its unique setting, respects the natural environment, and accommodates a significant share of the City's future growth.

The Partington Creek land use concept also contains more generalized land uses. This allows more flexibility in accommodating commercial development and a variety of housing choices, to better respond to changing market needs over time and innovative development proposals that may be brought forward. Key features of the land use concept include:

- A distinct, vibrant mixed-use Neighbourhood Centre that may accommodate commercial, civic and recreational uses, as well as medium-density residential building forms, including townhouses, low-rise apartment buildings up to six storeys, and possibly some mid-rise apartment buildings up to ten-storeys if there is a market for this latter housing type;
- Residential areas, surrounding the Neighbourhood Centre, that include various housing forms, set within a walkable street and block pattern;
- A network of parks, trails, greenways, and community facilities to provide recreational opportunities for residents and visitors; and
- A number of designated environmentally sensitive areas and corridors that protect important watercourses and aquatic and wildlife habitat, and provide low-impact stormwater and downstream water quality management infrastructure.

See Schedule B of the OCP for the proposed land use designations in the Partington Creek Neighbourhood Plan.

2.1.1. Policy: Land Use

The following land uses, as further illustrated on Schedule B, will guide land use location and type within the Neighbourhood Centre:

- a) Apartment/Townhouse Residential: Accommodates low and mid-rise apartments and ground-oriented townhouse buildings.
- b) Green Spine: Accommodates a series of linked public spaces connecting from David Avenue to the Neighbourhood Centre park and Burke Village Promenade. The Green Spine is predominantly public dedicated space that accommodates the primary north/south pedestrian and cycling access through the Neighbourhood Centre.

- c) **Mixed Use Commercial Recreation Complex:** Accommodates civic, institutional, commercial and residential uses up to six (6) storeys.
- d) **Mixed Use Continuous Commercial:** Accommodates mixed-use commercial and residential up to six (6) storeys along Princeton Avenue. Flexible uses (i.e., retail/live-work/residential) may be provided on the periphery of the shopping core along Princeton Avenue, and across from the Mixed Use Commercial Recreation Complex, but should not be located in a manner that precludes continuity of commercial uses.
- e) **Mixed Use Grocery:** Accommodates mixed-use commercial and apartment and stacked townhouse residential up to four (4) storeys with the primary commercial use comprising a retail grocery store outlet.
- f) **Park:** Accommodates public park to allow recreational and cultural activities adjacent to the commercial recreation complex and in close proximity to Princeton Avenue.

Residential

2.1.2. Policy: Residential Build-Out

Residential units will be developed in the Neighbourhood Centre in medium density building forms, including townhouses, stacked townhouses, apartments, and mixed residential and commercial use buildings.

2.1.3. Policy: Residential Building Heights

Buildings heights will be in the range of three to six storeys, but apartment buildings up to ten storeys may be considered adjacent to David Avenue, if there is sufficient market demand for this building form.

2.1.4. Policy: Locating Medium Density

The Medium Density Apartment land use designation is permitted adjacent to the Neighbourhood Centre and along arterial and collector roads within 400m or a 5 minute walking distance from the Neighbourhood Centre.

2.1.5. Policy: Townhousing on Brownlee Avenue

Require townhousing along the local road Brownlee Avenue within the Medium Density Apartment land use designation.

2.1.6. Policy: Density in Neighbourhood Centre

Focus higher density multi-family housing in the Neighbourhood Centre land use designated area, including townhouses, low-rise apartment buildings and, possibly, mid-rise apartment buildings along the south side of David Avenue if there is a market for this type of housing.

Commercial

2.1.7. Policy: Locating Commercial

Focus the majority of commercial development in the Neighbourhood Centre and provide a wide range of commercial uses in the Neighbourhood Centre designation.

2.1.8. Policy: Commercial Build-Out

Commercial floorspace may be developed in the Centre over time as warranted by demand and will include a wide range of potential uses, including retail, food and beverage, health and fitness, personal and professional services, and office.

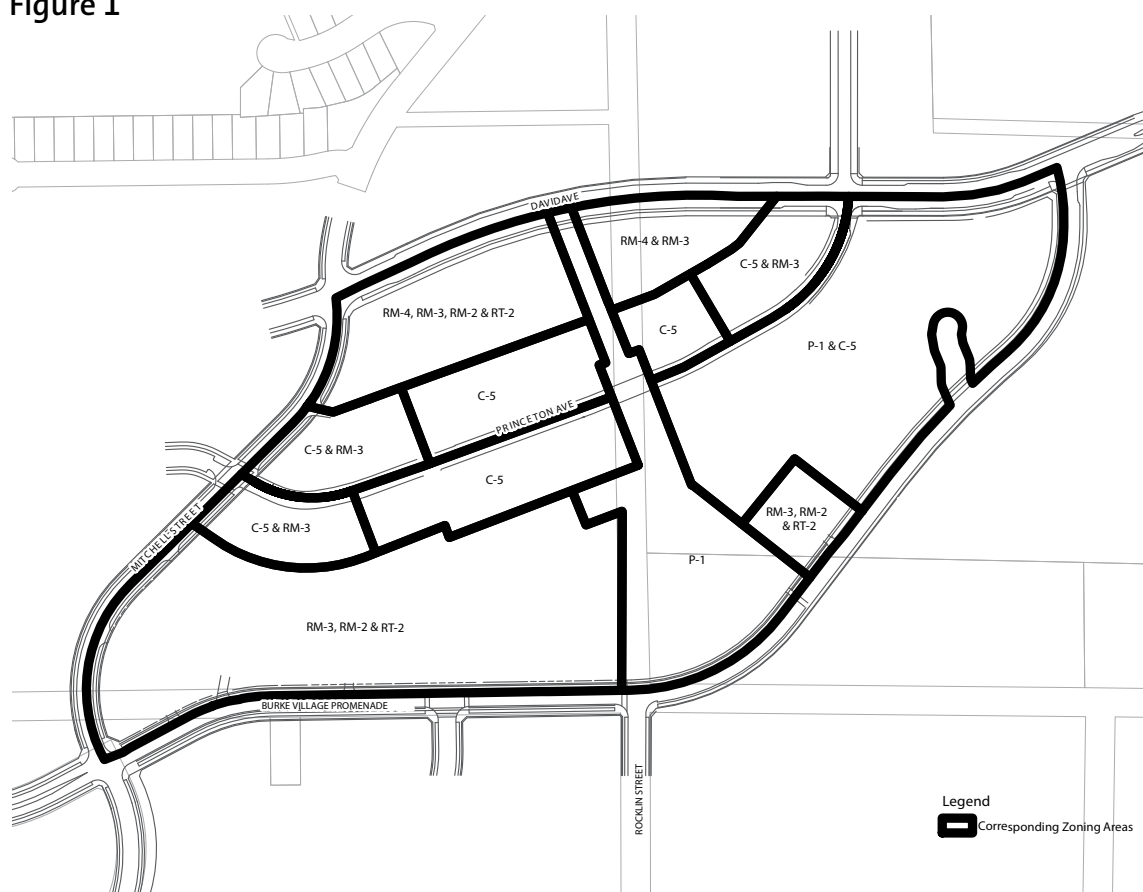
2.1.9. Policy: Main Street of Neighbourhood Centre

Commercial and civic development will be focused on the “Main Street” (Princeton Avenue) through the Neighbourhood Centre, which has a nearly level grade for most of its length and is highly walkable.

2.1.10. Policy: Grocery Store

The City will explore opportunities to advance a grocery store to locate in the Neighbourhood Centre in accordance with Figure 1.

Figure 1



Parks and public spaces

2.1.11. Policy: Community Centre Location

A community centre will be sited adjacent to the public plaza and along Princeton Avenue within the Mixed Use Commercial Recreation Complex Figure 1

2.1.12. Policy: Public Plaza Location

Locate a public Plaza in the heart of the Neighbourhood Centre, programmed by the City for a variety of events and activities, to serve as a point of social interaction for residents and visitors.

2.1.13. Policy: Neighbourhood Centre Park Location

A park will be located adjacent to the plaza and will be designed for both passive (e.g., seating) and informal active use on Schedule E and Figure 1.

2.2 Urban Design

Developing a pedestrian friendly, visually attractive neighbourhood in a setting characterized by sloping sites is a key aim of the Plan. Almost three-quarters of the Plan area has steep slopes over 10%, which could result in significant grading and use of retaining walls to create suitable development sites. Policies are needed to encourage new development to work with the land to create viable high-quality developments.

The Partington Creek Neighbourhood Centre area is designated as a Development Permit (DP) Area to ensure high quality development that is responsive to local environmental conditions and that is appropriate for a mountainside village community is achieved for the Centre. The Development Permit Guidelines relevant to this Development Permit Area are as follows in Part 2.2 Urban Design.

Residential buildings

2.2.1. Policy: Building design

Apartment buildings are encouraged to incorporate 2 storey units, where possible, with private entries, front gardens, fences or hedges and garden gates along the streetscape. Where 2 storey units are not feasible, private entries, front gardens, fences or hedges and garden gates are encouraged on all ground level units.

2.2.2 Policy: Building Entrances

Integrate the design of building entrances with public plazas wherever possible.

2.2.3. Policy: Sloped Roofs

Simple, sloping roof forms including gables and sheds are expected to be the dominant roof forms. Flat roofs are only permitted when they provide outdoor amenity space and they are required to integrate into the sloping roofscape. Skylights and dormers are encouraged to increase daylighting on north facing interiors.

2.2.4. Policy: Underground Parking Integration

Access to underground parking should support walkable streetscapes. Incorporating landscaping, retaining walls, stone and timber “entry elements” into the overall design is strongly encouraged.

2.2.5 Policy: Ground Level Entrances

Where a public, pedestrian pathway, sidewalk or right of way is adjacent to a development, provide ground level units with private entrances oriented to the pathway to enhance walkability and reinforce a fine grained streetscape.

2.2.6. Policy: Rooftops

Rooftops are encouraged to provide functional, outdoor space where possible.

2.2.7. Policy: Balconies and Decks

- a) Continuous or extended balconies are encouraged on the south and west elevations to enhance solar shading.
- b) Rooftop decks are recommended to be 2.4 m and balconies 2.1 m minimum depth to be functional and support livability.

Commercial and Mixed-Use

2.2.8. Policy: Building Height

A maximum building height of 6 storeys including 4.5-5.5 m tall ground level for all street fronting uses is encouraged along the north side of Princeton Avenue. The top floor of 6 storey buildings is encouraged to be integrated into the roof form. A maximum building height of 4 storeys is encouraged on the south side of Princeton Avenue. Variation in the streetwall height is encouraged.

2.2.9. Policy: Commercial Frontage

The continuous commercial/retail portion on the north side of Partington Avenue should adhere to the following:

- a) The finish on shopfront glazing frames will be either black, clear anodized or “wood coloured”.

- b) Panels including wood, stone, concrete and ceramic tile along the shopfront base are encouraged as an opportunity for decoration and variation along the active retail streetscape.
- c) Residential entrances within the continuous retail streetscape are encouraged to emphasize transparency; integrate coloured accent elements, stained or naturally finished wood elements including soffits and structural elements; and unique lighting and paving materials.
- d) All building addresses including lighting should be integrated and complementary to the overall building design.

2.2.10 Policy: Corners and Intersections

Commercial and flexible use buildings, and the northwestern corner of the civic facility are encouraged to not have setbacks for small corner plazas at intersections, with the intention to promote restaurants, cafes and other active uses to concentrate at the central plaza along the spine.

2.2.11 Policy: Recessed Doorways

Commercial entrance doors are encouraged to be recessed 1.0 m minimum to ensure the door swing does not intrude into the sidewalk, to provide additional space for retail displays and to accommodate changes in grade. Glazing should be provided in the sidewalls of the recess.

2.2.12 Policy: Upper Storey Integration

Six storey developments with gabled roofs are encouraged to integrate the top floor into the roof form and reduce the area of the top floor, compared to the floor below. Reducing the 6th floor to 80% or less of the area of the floor below is anticipated to reach the desired result.

2.2.13 Policy: Anchor Frontages

Where a longer frontage is presented by the anchor grocery store, windows providing views into the store from the sidewalk should be available over at least 50% of the Princeton Avenue frontage and be designed to discourage the potential that they will be covered over with posters or displays when the store is in use.

2.2.14 Policy: Street Level Retail Design

Encourage the following for continuous street level retail:

- a) To support variety and visual interest along commercial streetscapes and a preference for tall, narrow proportions, a maximum shopfront width of 10 m is recommended.
- b) Integrate overhead garage doors to increase access to sideways patios and plazas are strongly encouraged for retail and commercial units facing the central plaza.
- c) The finish on shopfront glazing frames should be either black, clear anodized, or wood coloured to support continuity along the streetscape.

2.2.15 Policy: Residential Development above Street Level Uses

Townhouse forms above the grocery outlet should be oriented north-south to optimize views to the south from residential development on the north side.

2.2.16 Policy: Active Commercial Edges

Separate retail units, residential entrances, and grocery store departments such as a florist, bakery or coffee shop, should be integrated into the streetscape to provide an active edge to the civic plaza and Princeton Avenue.

2.2.17 Policy: Princeton Avenue Street Wall

Significant architectural “breaks” on the Princeton Avenue façade, spaced maximum 24 m apart, including entrances to smaller commercial retail units, secondary entrance to the grocery outlet, “inverted” bays, green walls, etc. are required.

2.2.18 Policy: Plaza Design

Mid-block walkways are encouraged for access between Princeton Avenue and public parking in the mews to the south and north, to on-street parking along David Avenue and Burke Village Promenade, to parking at the civic facilities, and to residences within walking distance. Refer to the suggested mid-block link locations in the potential mid-block connection diagram.

General Materials and Building Design

2.2.19 Policy: Building Materials

Selection of building colours and materials should consider the following:

- a) In commercial and industrial areas, wood or cementitious lapped siding, board and batten, and/or shingles are recommended for siding materials above the street level.
- b) The design of private and shared residential entrances should incorporate wood elements including heavy timbers.
- c) Stained and naturally finished wood products are encouraged, where building regulations permit.
- d) All building materials including soffits, door and window trim, railings and guardrails should be durable and consistent with the overall design intent and sustainability objectives.
- e) Perforated aluminum or plastic soffit material is not permitted on residential buildings.
- f) Benjamin Moore’s “Historical True Colours” is recommended for building material colours.

- g) Fences should be of high quality materials that complement the design of the streetscape. Appropriate fence materials include metal with a contemporary design expression (anodized steel, stainless steel, aluminum), treated wood and cast in place concrete and stone for posts.
- h) Seating elements are an opportunity to use locally sourced wood including wood milled from lumber from the site.

2.2.20 Policy: Natural Materials

Consistent use of wood and stone provide a strong connection between built form and the forest landscape. Hardy Island Granite, Black Tusk Basalt and Whistler Basalt are quarried in closest proximity to Burke Mountain. The consistent use of Ashlar bonds (rectangular cut stones with random coursing) will provide coherence for the varying tones of gray stone.

- a) The use of wood, as regulated in the Building Code, is expected in protected areas including soffits, undersides of balconies and under overhead weather protection. High quality products designed to resemble wood may be acceptable where the Building Code is prohibitive.
- b) Stone is recommended at the base of all developments in public view. Selective use of stone above the building base to support design innovation and excellence is encouraged.
- c) To support the Design Vision including the authentic use of natural materials, a minimum thickness of 3" (full veneer) is recommended for stone cladding.

2.2.21 Policy: Colour Palette

A colour palette is recommended throughout the Neighbourhood Centre to complement the natural materials palette. Colour variation is expected throughout the Neighbourhood Centre. Larger development parcels should consider the importance of colour and architectural variation to ensure diverse and engaging streetscapes.

2.2.22 Policy: Furnishings

Furnishings in the public realm should be selected from the range specified in the detailed design of the Princeton streetscape including: trash and recycling receptacles, water fountains, bicycle racks and bollards. Refer to the Partington Creek Streetscape Guidelines for more information.

2.2.23 Policy: Roof Design

Encourage roof forms that:

- a) clearly express "shelter";
- b) protect the building envelope through minimum overhangs of 2 ft / 0.6 m for townhouses, 4 ft / 1.2 m for all other residential developments and 5 ft / 1.52 m for residential developments on Princeton Avenue;
- c) consider reducing overhangs on north facing elevations;

- d) consider views from above and from below through integrating wood and exposed structural supports into the soffit design;
- e) provide solar shading on the south and west elevations incorporating wood where possible;
- f) consider integrating the direction and flow of rainwater from building roofs into gutters, rainwater leaders and rain gardens into the design aesthetic
- g) throughout the Neighbourhood Centre, simple, sloping, sheltering roof forms including gables and sheds are expected (refer to Roof illustration 1);
- h) along Princeton Avenue gabled roofs are required to be the dominant roof form with a recommended 6:12 roof pitch, contributing to a unique identity for the commercial “heart” (refer to Roof illustrations 2-4); and
- i) outdoor amenity spaces at grade and on podium roofs should be designed to optimize views from above.

Sustainable design

2.2.24 Policy: Rainwater Management

Rainwater management should be revealed through the building and landscape design. The movement of rainwater from roofs through expressive roof gutters and rainwater leaders into rain gardens or other retention elements supports the design vision. These Design Guidelines encourage innovative strategies for integrating rainwater management into the building and landscape design.

2.2.25 Policy: Planting and Plant Materials

- a) Street trees of a species selected during the detailed design of the Princeton streetscape should be planted in the boulevard zone using the City standards developed for healthy street trees, including the use of silva cells, structural soil or other technical solutions to encourage root growth and access to rainwater. Tree grates are encouraged as a means to permit pedestrian access between parking cars and the movement zone of the sidewalks.
- b) The selection of plant materials throughout Partington Creek Neighbourhood Centre should focus on plants that are indigenous to the mountainside or similar cultivars that are well suited to the local climate. Plants that are known to attract bears should be avoided (i.e. strawberry plants).
- c) Surface stormwater detention basins are encouraged, where they do not impede movement or outdoor uses, such as in the area between the movement zone of the sidewalk and the building face or in residential courtyards. These basins should be planted with a variety of species that tolerate being wet during rain events to emulate a naturalized planning area rather than with formal geometries.

2.2.26 Policy: Building Envelope

Building design that exceeds industry standards to protect the building envelope is strongly encouraged to support sustainability by maximizing the building lifetime, reducing maintenance costs and optimizing affordability. Building entrances should protect doorways and users from the climate and provide all building typologies with a welcoming front door (private or shared). Commercial, retail and civic uses are required to include continuous overhead weather protection.

View Retention

2.2.27 Policy: Knoll Park View Corridors

Explore opportunities to secure southerly view corridors from Knoll Park at the time of development.

2.2.28 Policy: Stepped and Terraced Forms near Views

Building design should consider the following

- a) Stepped building forms located to optimize views over and through adjacent developments.
- b) The importance of views looking up at developments, impacting the soffit design and the undersides of building projections including bays and balconies.
- c) Terraced building forms, following the natural topography and integrating underground parking into the uphill portion combined with townhouses on the downhill portion.

Public Realm

2.2.29 Policy: Surface Treatment

Paving materials and related surface treatments in the public realm are detailed in the Partington Creek Streetscape Guidelines. Paving patterns in the public realm should be referenced in order to continue the pattern and materials of the Princeton streetscape into areas of the streetscape located on semi-private or private property that are intended to be used and read by users as an integrated and seamless part of the public realm.

2.2.30 Policy: Directional and Wayfinding Signage

Directional and informational signage should be installed following the standards and guidelines in the Coquitlam Wayfinding Plan including map kiosks on Princeton Avenue and vehicular and bicycle directional signs at key decision

2.2.31 Policy: Seating

Seating in the public realm should be of three types:

- a) benches, low walls and planter edges designed for seating as part of the detailed design of the Princeton streetscape,
- b) a suite of catalogue benches specified in the detailed design of the Princeton streetscape, or
- c) movable tables and chairs set out by restaurants / cafes or by the civic facilities fronting on Princeton and the Central Plaza.

2.2.32 Policy: Retaining Wall Design

Retaining walls should be finished at the top to ensure that walls do not end abruptly or expose rough edges to potential contact. Wall tops should transition into soft landscape, either landforms or planting.

2.2.33 Policy: Bicycle Circulation

In addition to on and off-street bicycle routes and paths, all pedestrian links should include a bike channel in any stairs to facilitate movement of people walking bicycles on routes that connect up and down the slopes of the Neighbourhood Centre.

Light

2.2.34 Policy: Maximizing daylight

Design strategies to offset low daylight levels due to overcast skies especially in the winter are encouraged. Generous window sizes, skylights, transom or clerestory windows and glazed exterior doors are recommended. Reducing roof overhang depth on the north elevation and residential design that optimizes access to natural light, especially in unit plans with one exterior wall, are highly recommended.

2.2.35 Policy: Considerate Lighting

- a) Lighting on private property with public access should use light fixtures that integrate with the character and match the colour and material of streetscape lighting in order to achieve a cohesive streetscape and should be consistent with the building design.
- b) Light emissions should be designed to reflect a natural light spectrum and render colours similar to daylight.

2.2.36 Policy: Signage

- a) High quality, custom designed, commercial signage designed to reflect the character of the tenant/ business, maintain shopfront transparency, be consistent with the quality of the overall shopfront design and avoid conflict with other neighbouring tenant's signage is encouraged. Generic, premanufactured or stock signs are discouraged.
- b) All electrical, mechanical and structural services and/or supports must be concealed or integrated into the sign.
- c) Primary commercial/retail signs integrated into the underside of the overhead canopy and secondary signage mounted to the street level façade are encouraged.
- d) Blade signs, supported by brackets fastened to the building façade are encouraged.
- e) High quality, custom designed shop signs suspended under the glazed canopy, perpendicular with the building face with directional lighting are required.
- f) Fascia signs comprised of individual letters, mounted on the storefront are permitted.
- g) All hardware, including directional lighting, should be consistent for all shopfronts. Powder coated, black metal brackets and light fixtures are recommended.
- h) Custom painted or vinyl letters/graphics applied to the glazing and custom illuminated or neon signs inside the storefront glazing, are encouraged.
- i) The combined total area of signage applied to or behind the glazing may not exceed 10% of the total area of shopfront glazing.
- j) Simple neon signs, designed to maintain transparency between the glass tubes, i.e. without a mounting box, are encouraged.

2.2.37 Policy: Transparency and Glazing

- a) Design ground floor commercial frontages to maximize glazing while preserving areas at the building base for architectural treatment. Mirrored glass and spandrel glazing are discouraged.
- b) Extend glazing to building corners to optimize transparency.
- c) Transom windows and glazing that maximizes shopfront transparency of the commercial ground level units are encouraged.
- d) Integrating overhead garage doors to increase access to sideways patios and plazas is encouraged.
- e) Mechanical, electrical, plumbing and all other servicing should be carefully integrated into the shopfront interior including dropped ceilings, and the exterior including grilles, vents and electrical boxes, to be unobtrusive and avoid conflicts with glazing, signs and shopfront transparency.
- f) Residential street level design in the Neighbourhood Centre should consider façade transparency for future commercial/retail uses.

2.2.38 Policy: Weather Protection Coverage

- a) Overhead weather protection including glazing and a clear expression of naturally finished wood/timbers incorporated into the frame and structure are required along the marketplace and all active uses on Princeton Avenue.
- b) A minimum depth of 2.4 m is required for overhead weather protection. Deeper canopies (i.e., 3.0 m) are encouraged when building setback areas are to be used for outdoor seating and outdoor merchandise display to optimize use of this space.
- c) Overhead weather protection must be supported using cantilevers, brackets or other structural systems that do not extend to the ground plane or impact pedestrian movement.
- d) Careful consideration of the relationship between adjacent canopies, especially canopies with varying depths, is expected. Aligning canopy depths is recommended where building setbacks vary.
- e) Gaps between canopies should generally be a maximum of 1.0 m and align with architectural breaks.
- f) Awnings are not permitted.
- g) Street level residential uses in the Neighbourhood Centre are required to incorporate weather protection to allow for conversion into future commercial/retail uses.

2.3 Community Facilities

Incorporating active and passive parks and open spaces within the Plan area will contribute to the community's livability and complement the network of greenways and trails.

Parks and recreation facilities

2.2.1. Policy: Parks Highlighting Natural Setting

Develop a parks system that responds to and showcases the natural setting of the Partington Creek Neighbourhood.

2.2.2. Policy: Major City Park

The City will explore, through its own efforts and in cooperation with the City of Port Coquitlam and other partners, the development of a major city park in Northeast Coquitlam comprising a complex of competition-sized sports fields, concessions, washrooms, children and youth play facilities, perimeter trail and family recreation area.

2.3.3 Policy: Pitt River Waterfront Park

The City will explore possibilities of locating a waterfront park, including boat launch facilities, along the west bank of the Pitt River. The location of the park should be integrated with trail and other open space opportunities.

2.3.4 Policy: Community Recreation Facility

The development of a community recreation facility within the Neighbourhood Centre. Items that may be considered over time include recreation and cultural amenities such as a gymnasium, indoor pool, ice surface, library, multi-purpose meeting space, and other cultural amenities, which may be combined with other compatible uses.

2.3.5 Policy: Development of Recreation Complex

The major recreation complex planned for the Partington Creek Neighbourhood will be located in accordance with Figure 1 and serve surrounding neighbourhoods and may be developed in phases over time, as warranted by demand.

School

2.3.6 Policy: East Elementary School

Elementary School #2 (East) will be a minimum size of 2.4 hectares (6 acres), the remainder of the site that is designated school will be developed with a residential use that is consistent with the adjacent land use. A land use OCP amendment will be required and any proposed land use changes will::

- be subject to technical review, including the assessment of servicing and infrastructure requirements;
- public consultation; and
- must consider the character of the neighbourhood and adjacent land uses.

Location of amenities

2.2.7. Policy: Operations and Maintenance Yard

Consider opportunities to develop a new City operations and maintenance yard, including a recycling depot, within the Plan area or surrounding areas near other civic amenities, such as a community facility, to create a civic services hub in the Neighbourhood.

2.3.8 Policy: New Library Branch

Work with the Coquitlam Library Board to establish a library branch near other civic amenities in the village centre, to create a civic services hub in the Neighbourhood.

2.3.9 Policy: Cemeteries

Consider cemetery and internment services in a suitable location in the northeast portion of the Plan area.

2.4 Transportation

The Neighbourhood Plan establishes a framework for the creation of a complete and walkable Neighbourhood using a connected pattern of public streets, lanes and pedestrian and cycling routes. The Neighbourhood Plan aims to provide opportunities for walking, cycling and transit, while including appropriate provisions (e.g. parking) for automobile travel.

The street network has been planned to increase mobility, accessibility, safety and pedestrian comfort while minimizing the social, environmental and financial costs of transportation infrastructure. The transportation network has also been planned to enable the extension of transit service and integrate with other neighbourhoods in Northeast Coquitlam.

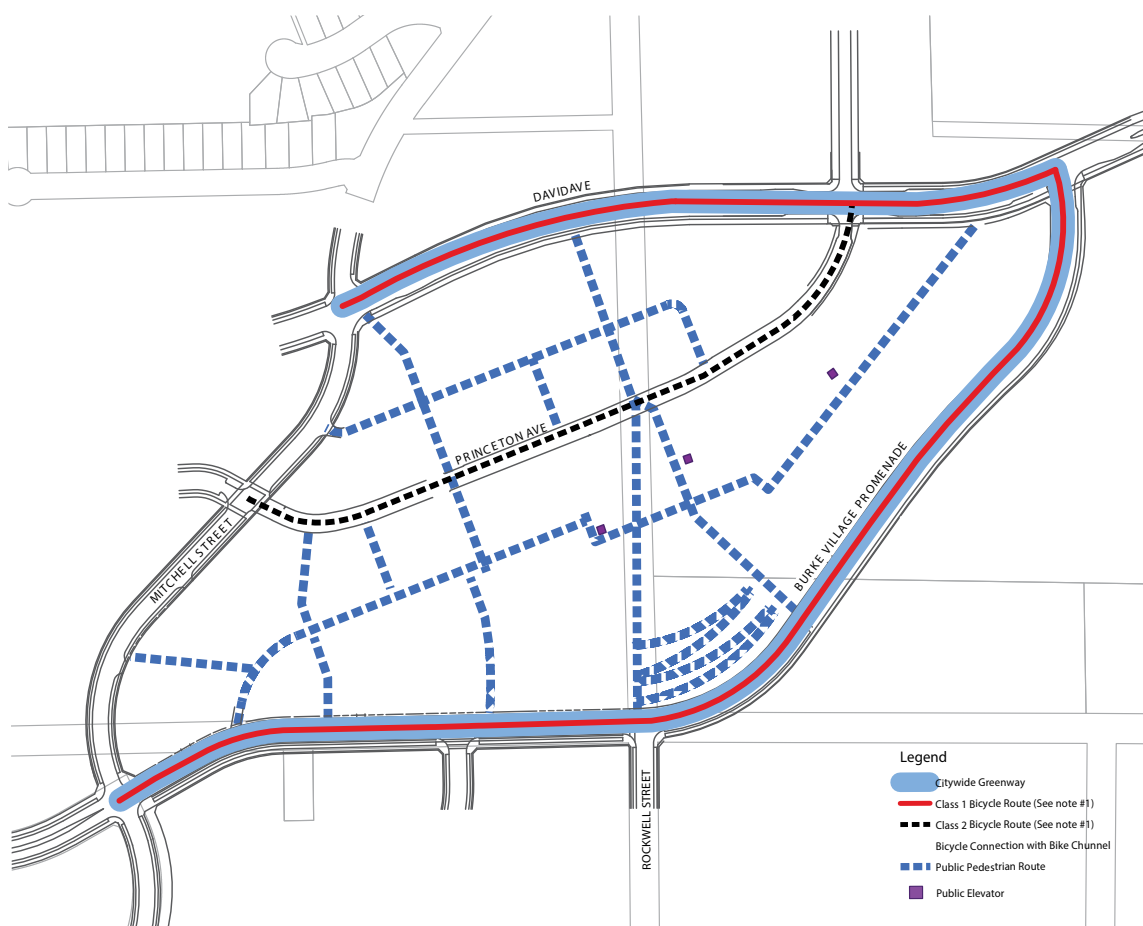
The Neighbourhood Plan will work to implement the policies and directions outlined in the City's Strategic Transportation Plan (STP) and the Partington Creek Servicing and Civic Facilities Assessment.

Active Transportation

2.4.1. Policy: Active Transportation Network

Create a seamless pedestrian/cyclist network that meets the needs of a diverse range of users, integrating greenways, existing routes and trails, and the public on-street walkway system to link parks, open spaces and other key destinations in the Neighbourhood, as generally illustrated on PCNP Appendix E and Figure 2.

Figure 2



Street Layout

2.4.2 Policy: Street Layout

Where possible, use a modified grid system of streets with short blocks to support walkability connection and provide multiple travel routes for pedestrians, vehicles, and cyclists, as generally illustrated on PCNP Appendix D and PCNP Appendix E.

2.4.3 Policy: Street Alignments

Ensure the proposed Mitchell Street and Rocklin Street alignments are secured through redevelopment to achieve the future transportation network and the extension of utilities and services as described in the Neighbourhood Plan.

2.4.4 Policy: Victoria Drive Intersections

Re-align Upper Victoria Drive to improve the intersection function of Upper Victoria Drive with Victoria Drive, and the intersection geometry with Mars Avenue in Port Coquitlam.

Streetscapes

2.4.5 Policy: Streetscape Standards

The City of Coquitlam Standards and the Partington Creek Streetscape Guidelines should guide all required frontage improvements (perimeter works and services) and design and finishing of the streetscape and public realm.

2.4.6 Policy: Princeton Avenue Streetscape

Princeton Avenue, within the Neighbourhood Centre, is a special case streetscape within the City with a strong placemaking role for the community. As such, unique consideration must be made to the design, surface treatments and finishes for this streetscape.

2.5 Infrastructure and Safety

Future servicing must satisfy the functional demands created by residential and commercial growth and must address potential environmental impacts and stormwater management requirements.

2.5.1 Policy: District Energy

Continue to encourage implementation of district energy in the Plan area.

2.5.2 Policy: Electrical Sub-Station

Work with BC Hydro in considering a potential electrical sub-station site near the existing BC Hydro Right-of-Way within the Plan area or surrounding areas.

2.6 Climate Change and Resilience

Policies associated with Climate Change and Resilience Policy Theme are contained within the OCP.

2.7 Environment and Natural Hazards

The Environmentally Sensitive Areas (ESA) designation seeks to protect important fish, wildlife and plant habitat in the Neighbourhood, including key watercourses and riparian areas. The location of ESAs is shown approximately on Schedule C. Watercourse classifications are presented on Schedule G.

The Partington Creek Neighbourhood setting presents some unique natural hazards, which need to be taken into consideration when developing property within the Plan area. These include the risk of property damage from possible wildfires in adjacent forested areas and the potential risk of encounters with bears.

2.6.1. Policy: Fire Mitigation

Encourage the use of open spaces to provide a fuel break between residential areas and forest interface areas, including trails, roads, and the development of larger lots that allow buildings to be sited further from flammable vegetation and neighbouring buildings.

2.7.2 Policy: Avoiding Flammable Vegetation

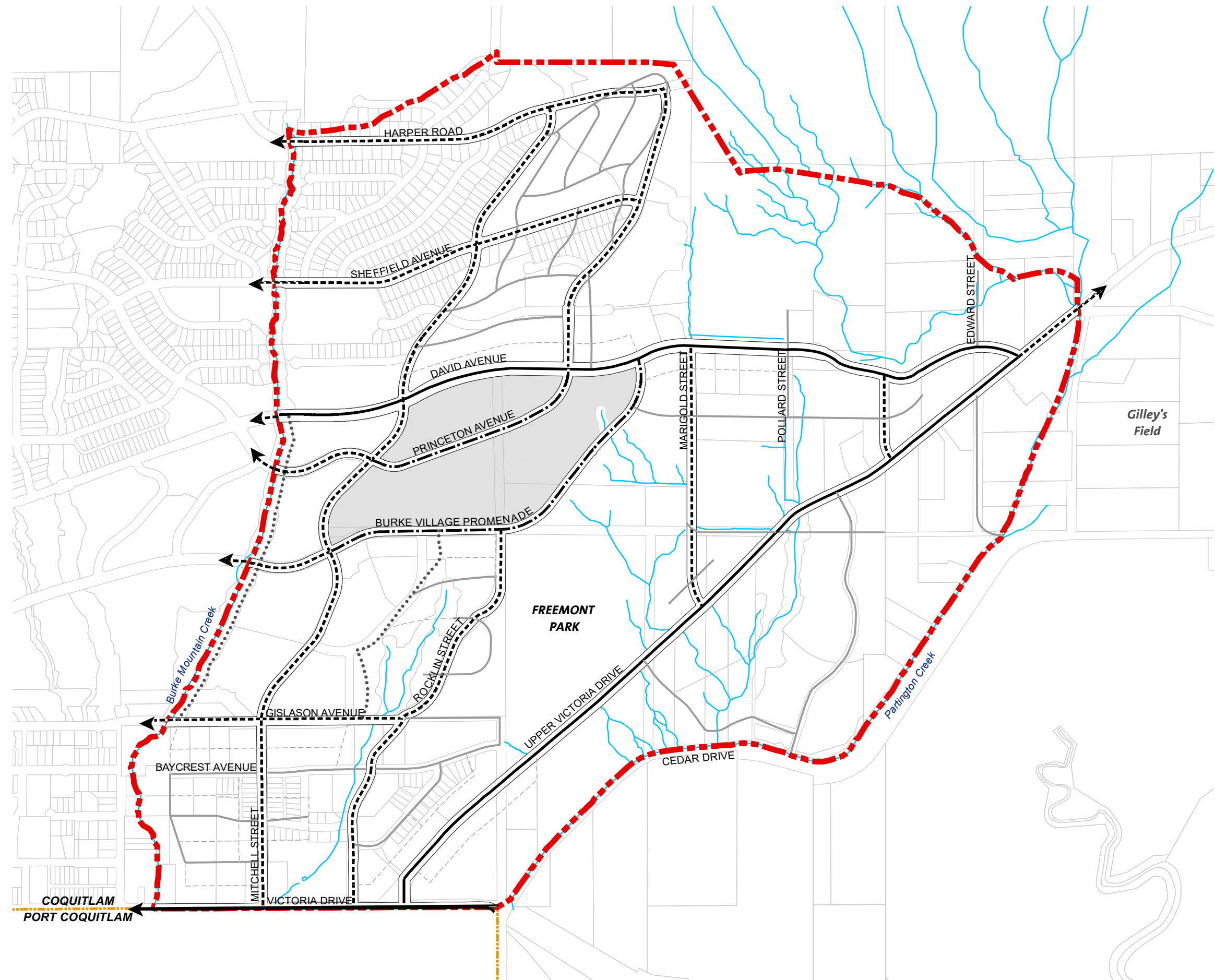
Encourage developers to remove flammable vegetation between new buildings and forested edges, subject to environmental/riparian area requirements, and replant with vegetation with low/limited flammability.

2.8 Economy

Policies associated with Economy Policy Theme are contained within the OCP.

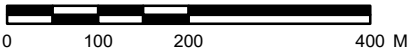
2.9 Arts, Culture and Heritage

Policies associated with Arts, Culture and Heritage Policy Theme are contained within the OCP.



LEGEND

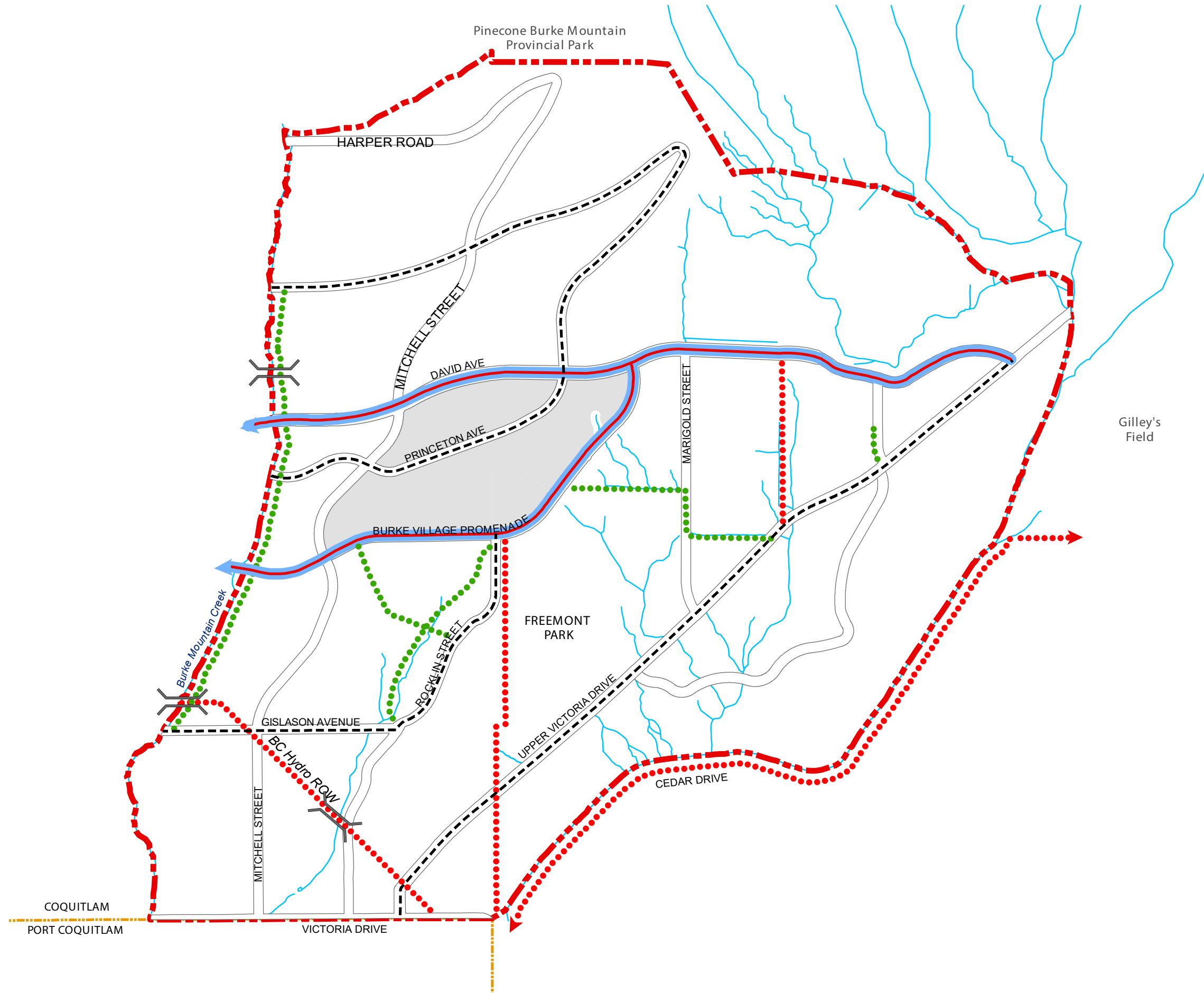
- Arterial Street
- Collector Street
- Community Collector Street
- Pedestrian Spine
- Local Streets (Conceptual)
- Lane (Conceptual)
- Streams
- Partington Creek Neighbourhood Centre
- City Boundary
- Neighbourhood Plan Boundary



Date Adopted: XXXX
Last Amended: XXXX
Bylaw No: XXXX
Datum: XXXX

This map is for general information only. The City of Coquitlam does not guarantee its accuracy. All information should be verified.

PCNP Appendix E - Neighbourhood Context - Micromobility

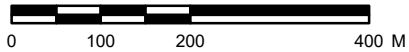


Greenways and Connections

- Citywide Greenway
- Recreational / Pedestrian Connections (Implemented/funded by the City)
- Recreational / Pedestrian Connections (Implemented through Development)

Bicycle Routes

- Class 1 Bicycle Route (See note #3)
- Class 2 Bicycle Route (See note #3)
- Streams
- Arterial / Collector Streets
- Pedestrian / Bike Crossing
- Partington Creek Neighbourhood Centre
- City Boundary
- Neighbourhood Plan Boundary



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Coquitlam

Smiling Creek Neighbourhood Plan

Schedule J-7

2025

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1 Neighbourhood Plan Context

The Smiling Creek neighbourhood is a new community located in Coquitlam's northeast area. Smiling Creek neighbourhood is to be planned, serviced and accessed from the City's Town Centre. It is also one of the neighbourhood plans completed after the adoption of an integrated watershed management plan (IWMP) as required by City policy. The neighbourhood plan therefore represents a significant opportunity to promote and incorporate innovative community design strategies to help ensure that high standards of urban development are met in the Burke Mountain area of Coquitlam.

The neighbourhood plan has integrated the Hyde Creek Integrated Watershed Management Plan (HCIWMP) study results. Land use designations for Environmentally Sensitive Areas (ESAs) and development permit areas recognize the importance of watercourses as valuable fish and wildlife habitat and that they are integral to Coquitlam's drainage and flood control systems. The stormwater servicing concept plan for the SCNP area follows the HCIWMP directions for flood control, stormwater management, water quality control, sediment and erosion control, and maintenance of predevelopment flows. In addition, low-impact development measures for reducing effective impervious area in the watershed, as identified in the HCIWMP, are proposed to be implemented throughout the neighbourhood at the time of development.

1.1 Plan Boundaries

Located to the east of the Hyde Creek Neighbourhood Plan area in Northeast Coquitlam. The neighbourhood is bounded to the west by Coast Meridian Road north of David Avenue and Soball Street south of David Avenue, Burke Mountain Creek and Smiling Creek to the east, the City-boundary along Victoria Drive to the south and the 230m contour elevation point to the north as defined in Appendix A.

Site specific land uses and policies are further defined by the Community Plan, Coquitlam Zoning Bylaw, and other City plans, policies, guidelines and bylaws.

1.2 Neighbourhood Vision

Based on principles that promote integration of natural features and systems to create a sense of place and a community, this vision serves as the policy foundation for the Smiling Creek Neighbourhood Plan:

The neighbourhood is compact with a mix of land uses, household types and building forms arranged for convenient access by walking, cycling, transit or car. Such a form preserves open space and environmentally sensitive areas while providing the opportunity for the neighbourhood to develop in a more intensive manner. The public realm is treated as a civic space that is friendly to pedestrians, and is integrated as a network of public spaces and facilities, including parks, schools, walkways, natural vistas and corridors, trails and transit stops.

1.3 Plan Principles

In summary, the SCNP is based on the following planning principles which are aimed at creating a complete community:

1. To design complete pedestrian-oriented neighbourhoods, providing:
 - a) A coherent neighbourhood pattern of streets and uses with a variety of lot sizes;
 - b) Improved accessibility, safety and pedestrian comfort;
 - c) Residences that address the public realm with “eyes on the street”;
 - d) Pedestrian oriented streets and walking paths; and
 - e) Traffic control measures.
2. To foster vibrant and diverse age-mixed communities, by providing for:
 - a) A variety of housing choices to meet diverse needs including age, mobility and income; and
 - b) A diversity of life stages thereby enabling a maturing population to age in place.
3. To protect environmental health, through:
 - a) Protection of environmentally sensitive areas;
 - b) Restoration and enhancement of sensitive habitats and eco-systems;
 - c) Stewardship of natural and cultural resources; and
 - d) Utilization of innovative low-impact stormwater management solutions.
4. To integrate parks and the natural environment, by:
 - a) Designing the neighbourhood around primary natural features; and
 - b) Providing for public enjoyment of the West and East Smiling Creek corridors in a manner that respects private property.
5. To establish integrated neighbourhood parks and recreation systems, by:
 - a) Programming parks spaces for community gathering and recreation;
 - b) Locating parks and public open space within an average five minute walking distance of each residence;
 - c) Connecting neighbourhoods, parks, natural areas and civic spaces with a pedestrian network while still respecting private property; and
 - d) Recognizing and celebrating Northeast Coquitlam’s local people, pioneers, families and events, as well as its natural and cultural heritage.
6. To situate combined school and park sites so that they provide:
 - a) Access to households within a five-minute walking distance;
 - b) Opportunities for passive surveillance and for increased safety; and
 - c) Opportunities for active and passive play and interpretive activities.

7. To increase transportation choices, by providing:
 - a) An inter-connected multi-modal transportation system to reduce auto-dependence and support non-motorized transportation options;
 - b) A network of dedicated cycling and pedestrian routes and pathways; and
 - c) A transit friendly street network including arterial and collector routes.

2 Policy Themes

2.1 Land Use

A Commercial site is located at the northeast corner of the intersection of David Avenue and Coast Meridian Road. This commercial node is intended to serve the residents of the Smiling Creek Neighbourhood Plan area and adjoining neighbourhoods. The neighbourhood commercial development located at the corner of David Avenue and Coast Meridian Road must accommodate the needs of neighbourhood residents including pedestrians, cyclists, transit users and motorists.

The Institutional sites in this neighbourhood are intended to accommodate institutional facilities and buildings such as community care facilities including licensed day care facilities, water reservoirs, a new Fire/Rescue Hall, and a temporary (short-term) operations, maintenance and recycling services centre for Northeast Coquitlam.

The SCNP responds to a growing regional demand for mid-density housing forms and takes advantage of the opportunity provided by those densities to promote walking, cycling, and transit. Thus, residential development is organized around a central, more intensive core area adjacent to school/park sites and a network of multiple road, path and trail connections throughout the neighbourhood.

See Schedule B-1 of the OCP for the proposed land use designations in the SCNP.

2.2 Urban Design

Policies associated with Urban Design Policy Theme are contained within the OCP and Urban Design Guidelines in Schedule H.

2.3 Community Facilities

The SCNP establishes a network of neighbourhood parks, open spaces and trails within an average five-minute walk of local residences to provide the community with active and passive recreational opportunities. Six distinct neighbourhood parks including a joint School/Park site are established as focal points in the community.

Where applicable, residential development should front directly onto neighbourhood parks to encourage passive surveillance and security for these public spaces. Residential development should also respect, integrate, and contribute to the character of neighbourhood parks. Implementation of parks and trails so that development respects both private property interests and the need to protect riparian areas.

There is a combined elementary school/park site near the centre of the neighbourhood. The joint elementary school/park site is intended to serve the anticipated elementary school catchment area extending northwards from David Avenue and Harper Road, and

westward from Burke Mountain Creek to Coast Meridian Road. Developing a joint School/Park site provides economy of scale and proximity benefits to School District No. 43 and City residents. For example, construction of outdoor recreational facilities and parking can be shared; additional open space lands increase outdoor education values; and larger sites create a stronger neighbourhood focus and presence. The school's proximity to the Smiling Creek corridor also offers substantial environmental learning opportunities.

Parks and Trails

2.3.1 Policy: Parkland acquisition

Acquire, at a minimum, land for active parks as outline in Table 1, Schedule E and the servicing assessment.

Table 1: Active Park Program Summary

Park	Designated Function
Harper Park	Active and passive recreation open space with direct links to neighbourhood trail system.
Victoria Park	Active and passive recreation open space serving residents south of Gislason Road.
Smiling Creek Elementary School/Park	Active and passive recreation open space with direct links to neighbourhood trail system.
Galloway Park	Localized active and passive recreation open spaces.
Riley Park	Active and passive recreation open space with direct links to neighbourhood trail system.
Queenston Park	Localized active and passive recreation open spaces.
Sheffield Park	Localized active and passive recreation open spaces.

2.3.2 Policy: Trails and other facility elements

Provide trail network and facilities, including major and minor trailheads, as outlined on Schedule E and SCNP Appendix F. Consider incorporating facility elements such as lookouts, a creekside interpretive area and environmental learning centres.

2.3.3 Policy: Heritage trail connection

Support the establishment of a heritage trail connection near the Harper Road Right-of-Way where remnants of a former railway spur line exist.

2.3.4 Policy: Park amenities

Provide neighbourhood park amenities including playground equipment and “tot lot” facilities as development proceeds.

School Site

2.3.5 Policy: Park design

School and park sites should be designed to enhance the character of the neighbourhood and serve as neighbourhood focal points. Consider the incorporation of public art elements in the development of school and park sites to contribute to the creation and enjoyment of a vibrant, attractive neighbourhood.

2.3.6 Policy: Pedestrian-only zone

Establish a pedestrian-only zone within the school and park site and ensure that these zones are designed according to barrier-free access standards.

Civic Facilities

2.3.7 Policy: Temporary civic facility

In the short-term, a limited City operations, maintenance and recycling facilities will be permitted at the Harper Road Water Reservoir site until such time as a new site is secured. The City will ensure that any interim facilities are effectively landscaped and screened from surrounding land uses.

2.4 Transportation

The SCNP establishes a framework for the creation of a complete and walkable village neighbourhood using a coherent, dense and connected pattern of public streets, lanes and pedestrian and cycling routes. The primary transportation aim of the SCNP is to encourage walking, cycling and the use of public transit as an alternative to the private automobile. To achieve this objective, much of the transportation network in the neighbourhood is based on an interconnected grid system to provide direct routes and multiple access points to key neighbourhood destinations. Where topography precludes such a pattern a more conventional street layout is proposed to respect the steep slopes of Burke Mountain and keep roadway gradients within acceptable limits; however, frequent and convenient pedestrian and bicycle connections are still included in these steep-slope areas. The street network has been planned to increase mobility, accessibility, safety and pedestrian

comfort while minimizing the social, environmental and financial costs of transportation infrastructure. In addition, the transportation network in the SCNP area has been carefully planned to integrate with adjacent neighbourhoods.

2.4.1 Policy: Access on Coast Meridian Road

Where residential development front along Coast Meridian Road, vehicular access is limited to the primary rear access lane.

2.4.2 Policy: Goods movement

Designated goods movement routes will include the arterial roads of David Avenue, Coast Meridian and Victoria Drive.

Transportation Network

2.4.3 Policy: Street network

Establish a street network that includes arterial street, collector streets, local streets and lanes based on a modified grid system with short blocks to provide multiple travel routes for vehicles, pedestrians and cyclists as generally illustrated Schedule D and SCNP Appendix D and SCNP Appendix E. It should be borne in mind, however, that local roads, lanes and servicing are illustrative as final subdivision layout in the neighbourhood plan area is subject to review by the City's Approving Officer.

2.4.4 Policy: Bicycle network

Establish a system of on-street and off-street bicycle routes that support commuter and recreational cycling throughout the neighbourhood and provide easy access to community destinations in accordance with SCNP Appendix E. This network may include segments within the trail network, as identified in SCNP Appendix F.

2.4.5 Policy: Pedestrian network

Create a seamless pedestrian network generally as illustrated on Appendix D by requiring sidewalks on one or both sides of the street and linking this public on-street walkway system with pathways and the trails network as identified in SCNP Appendix F.

2.4.6 Policy: Mid-block crossings

Provide safe and accessible mid-block pedestrian crossings, where appropriate, to provide access between laneways, streets and parking areas as well as across Coast Meridian Road and David Avenue, to connect the SCNP area with adjoining neighbourhood plan areas. Potential locations of these mid-block crossings are illustrated on SCNP Appendix D.

2.4.7 Policy: Traffic control

Implement the traffic control measures, including speed reduction, traffic signals, roundabouts, 4-way stops and access control. Implementation of roundabouts subject to a conceptual design study to confirm feasibility. Additional right-of-way beyond may be required to accommodate a roundabout. All traffic control measures shall be selected and installed at the discretion of the City and will be based on actual traffic demands.

Transit

2.4.8 Policy: Transit Routes

Plan for future transit service in coordination with City and TransLink staff, identify transit stop locations convenient for pedestrian access at School/Park sites and other key locations.

2.4.9 Policy: Transit Facilities

Accommodate transit facilities, such as shelters, benches and garbage receptacles, at transit stops along Coast Meridian Road, David Avenue, Princeton Avenue, as well as along neighbourhood transit routes, as appropriate.

Parking

2.4.10 Policy: Reduced parking requirement

Consider reducing on-site parking requirements by up to 30 percent if justified through the demonstration of lower automobile ownership, shared parking opportunities and other long-term incentives for occupants.

2.4.11 Policy: Parking plan

Following parking opportunities and restrictions that were developed through the traffic planning analysis during the neighbourhood planning process. Ensure that:

- Parking is permitted on both sides of the street;
- No parking on David Avenue west of West Smiling Creek or on Coast Meridian Road between David Avenue and Galloway in order to facilitate the movement of vehicular traffic;
- Parking restricted on one or both sides of streets, for all periods or certain periods of the day, at the discretion of the City;
- Additional parking may be required in rear lanes to address anticipated parking demand. In these instances, options to increase parking supply may include:
 - adding on-site residential parking spaces if Townhousing present;
 - including a shared visitor parking lot for the block, accessible off the rear lane; and/or

- providing a wider Standard Lane cross-section to increase residential and/or shared visitor parking supply within the land right-of-way.

It should be noted that all parking restrictions in the neighbourhood shall be selected and implemented at the discretion of the City and will be based on actual land use densities, traffic volumes and on-street parking demands.

2.5 Infrastructure and Safety

Expansion of the City's infrastructure will be needed to accommodate development in the SCNP area. Future servicing must satisfy the functional demand created by future population growth and it must consider potential environmental impacts and stormwater management requirements. Concepts plans for neighbourhood water supply and distribution, sanitary sewer, and stormwater servicing requirements to implement the SCNP are presented in Schedule D.

2.5.1 Policy: Water infrastructure

Upgrade and expand the water supply system to support planned development, generally as illustrated on Schedule D.

2.5.2 Policy: Zone 4 water reservoir

Upgrade the pump station at the Harper Road Water Reservoir site to serve development in Zone 4. This upgrade will be undertaken in a sensitive manner to help avoid negative impacts on surrounding land uses and any natural features on site. For example, noise attenuation measures and treed landscape buffers may be used to mitigate the impact of such facilities.

2.5.3 Policy: Sanitary infrastructure

All lots within the plan area will be serviced by a gravity sanitary sewer system, installed in conjunction with the proposed road network, that is connected to the existing City sewer system as generally illustrated on Schedule D. Sanitary Sewer Servicing in the area is divided into three primary catchment areas:

1. The area located north of David Avenue will be served by a gravity collecting sewerage system that will discharge into the existing sanitary sewer at Coast Meridian Road at David Avenue;
2. The area located between David Avenue and the community collector road south of David Avenue will be served by a gravity collecting sewerage system that will discharge into the City's anticipated Soball Street Trunk Sewer; and
3. The area located south of the community collector road described above will be served by a sewerage collection system that discharges into the future Victoria Drive Sewer Pump Station.

In response to neighbourhood topography, install sanitary sewers at the southern (downstream) end of each catchment area before proceeding northward.

2.6 Climate Change and Resilience

Policies associated with Climate Change and Resilience Policy Theme are contained within the OCP.

2.7 Environment and Natural Hazards

Watercourses and other environmentally sensitive areas within the plan area provide important aquatic and wildlife habitat. Smiling Creek and Burke Mountain Creek are major salmon bearing watercourses. Riparian corridors associated with these watercourses have the potential to support blue- and red-listed species.

The Northeast Coquitlam Environmental Assessment (Catherine Berris, 1995) provided an initial examination of the ESAs in Northeast Coquitlam and provided key information for the preparation of the overall land use plan and the identification of Environmentally Sensitive Area lands. A more detailed environmental study for the plan area noted that sensitive fish and wildlife habitat, potentially supporting red- and blue-listed species, exists along sections of both Smiling and Burke Mountain Creeks (ENKON Environmental, August 2005).

This plan takes an approach to protecting and enhancing natural habitat. In this manner, environmentally sensitive area protection measures, land use planning, parks and open space designations, and stormwater management strategies have all been designed to respect the aquatic and wildlife values found in this part of the Hyde Creek watershed. The Riparian Areas Protection Regulation (RAPR) approach for generally delineating the corridors adjacent to watercourses was used to identify the ESA areas in this plan and further Streamside Protection and Enhancement Area (SPEA) assessment will be required at time of development. In addition, Watercourse Protection Development Permit Areas are established to protect against drainage, flood, slope and geotechnical hazards through appropriate site management and mitigation. The DPA areas recognize the need to protect watercourses and environmentally sensitive areas by maintaining water quality and encouraging development that is environmentally sensitive. Aquatic habitat enhancement efforts are guided by Coquitlam's Hyde Creek Watershed Habitat Enhancement Opportunities Strategy which lists in-stream and riparian fish habitat limitations that present opportunities for enhancement.

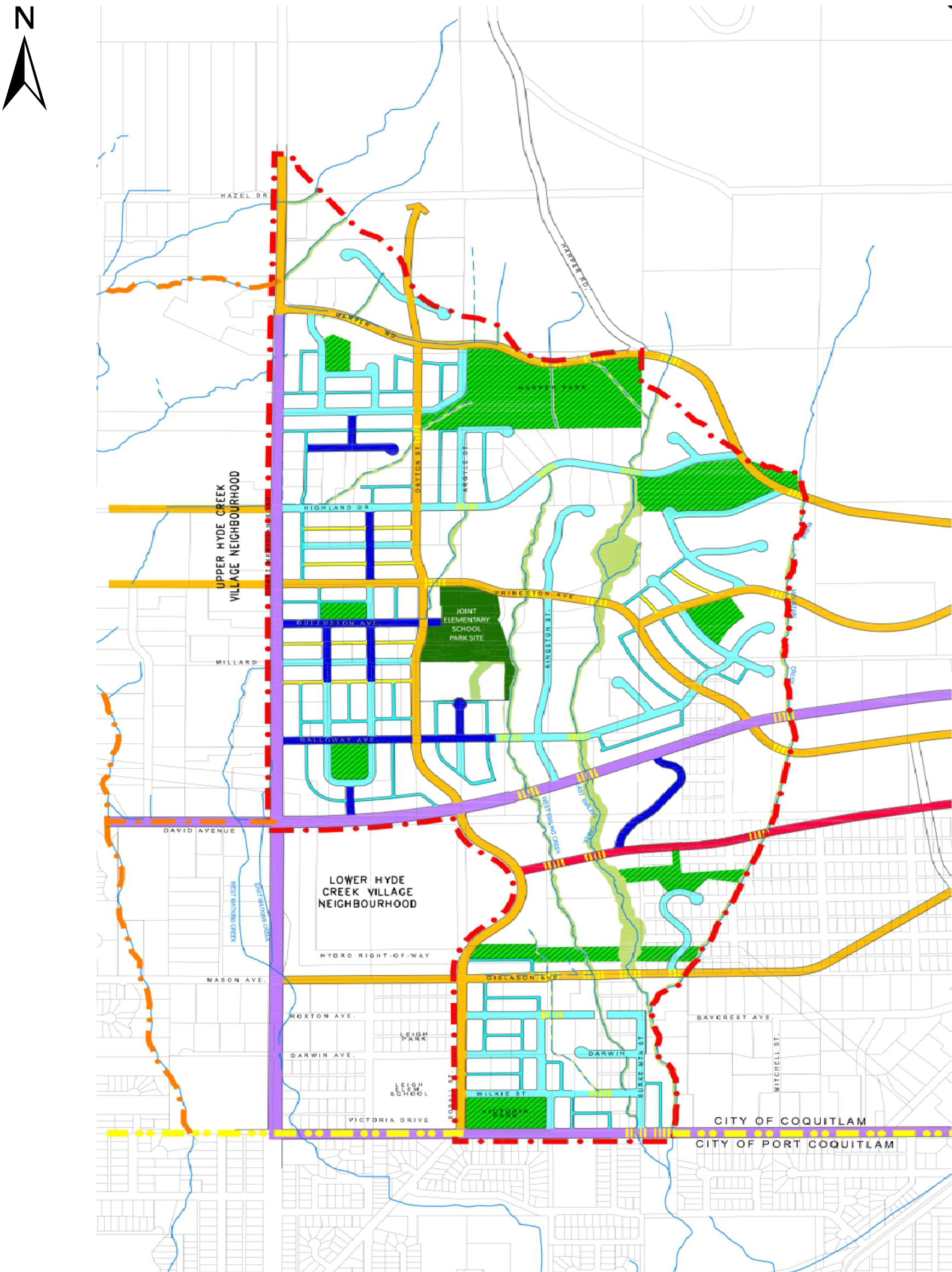
Policies associated with Environment and Natural Hazards Policy Theme are contained within the OCP.

2.8 Economy

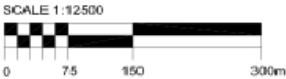
Policies associated with Economy Policy Theme are contained within the OCP.

2.9 Arts, Culture and Heritage

Policies associated with Arts, Culture and Heritage Policy Theme are contained within the OCP.

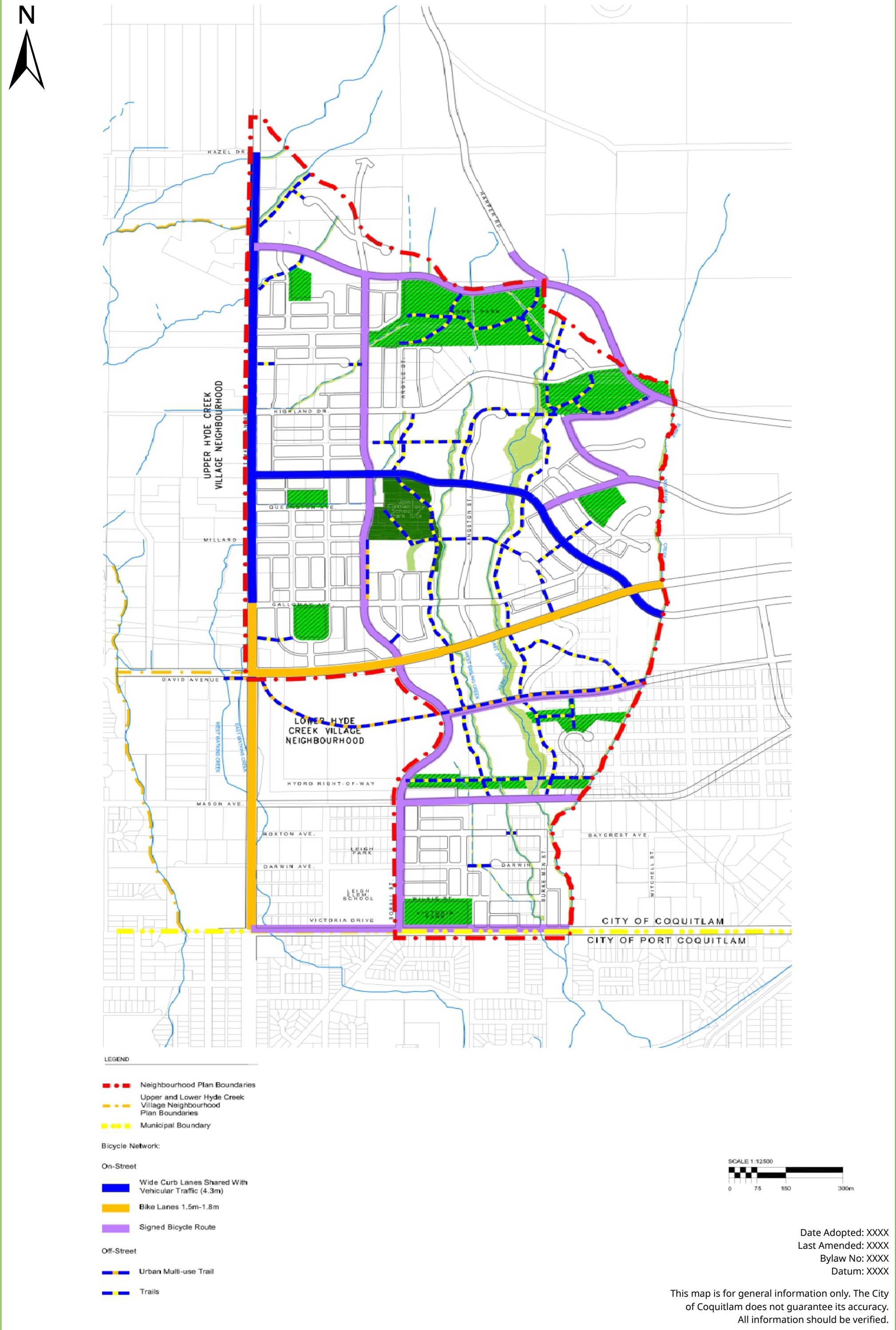


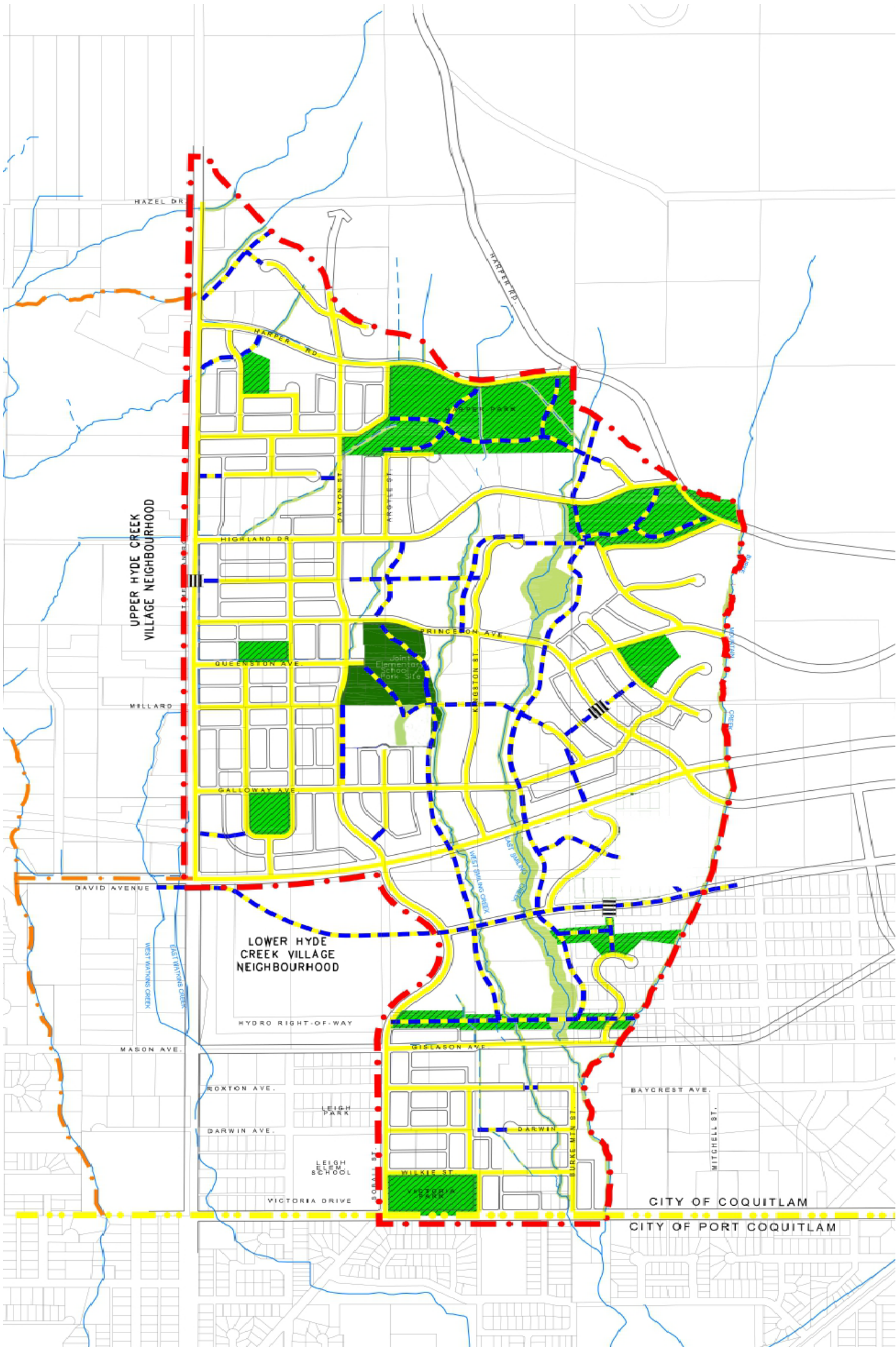
- LEGEND
- Neighbourhood Plan Boundaries
 - Upper and Lower Hyde Creek Village Neighbourhood Plan Boundaries
 - Municipal Boundary
 - Arterial
 - Community Collector
 - Standard Collector
 - Community Local
 - Standard Local
 - Primary Access Lane
 - Standard Lane
 - Potential Street Narrowing



Date Adopted: XXXX
Last Amended: XXXX
Bylaw No: XXXX
Datum: XXXX

This map is for general information only. The City of Coquitlam does not guarantee its accuracy. All information should be verified.



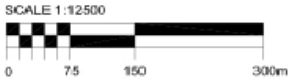


LEGEND

- Neighbourhood Plan Boundaries
- Upper and Lower Hyde Creek Village Neighbourhood Plan Boundaries
- Municipal Boundary

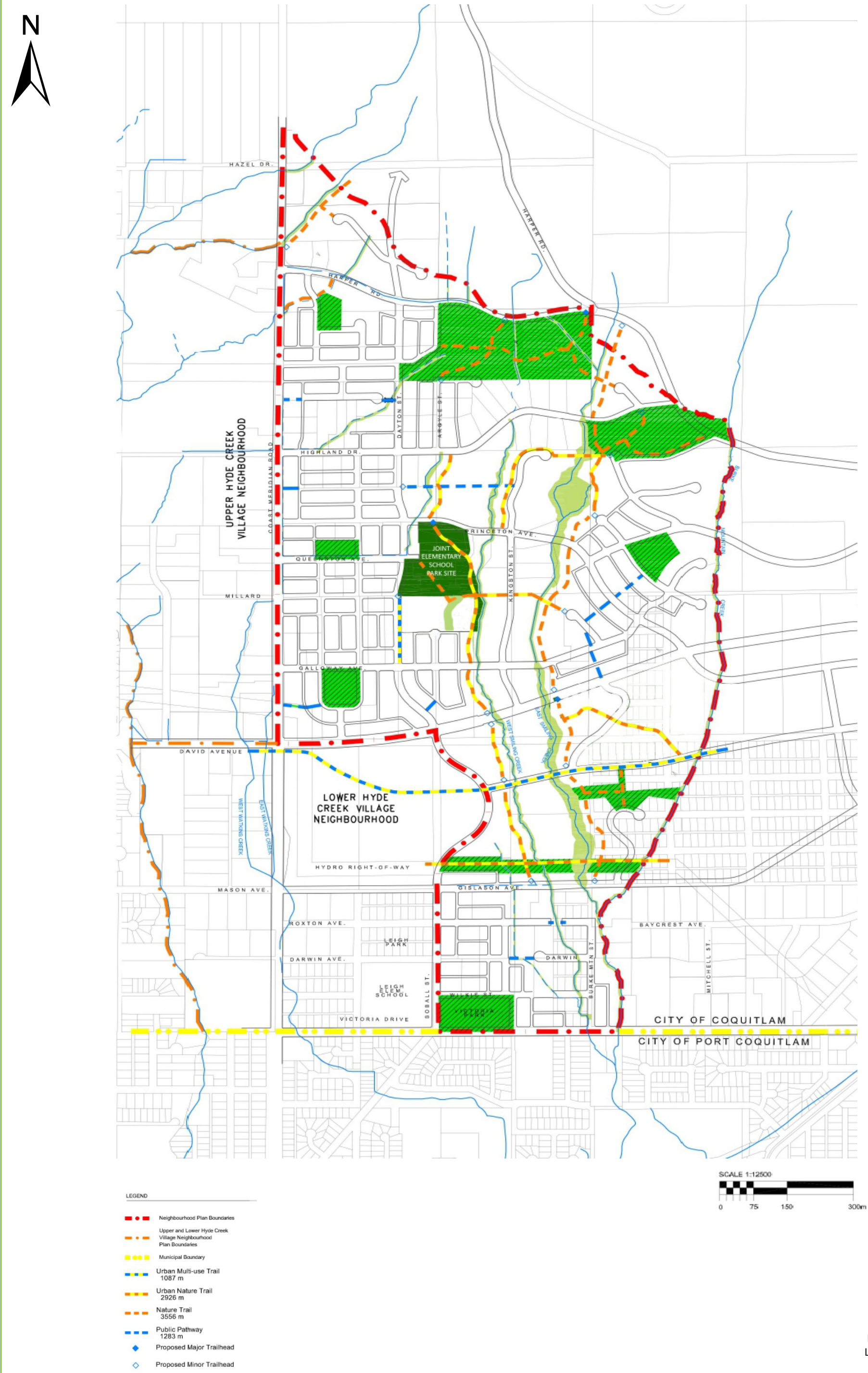
Pedestrian Network:

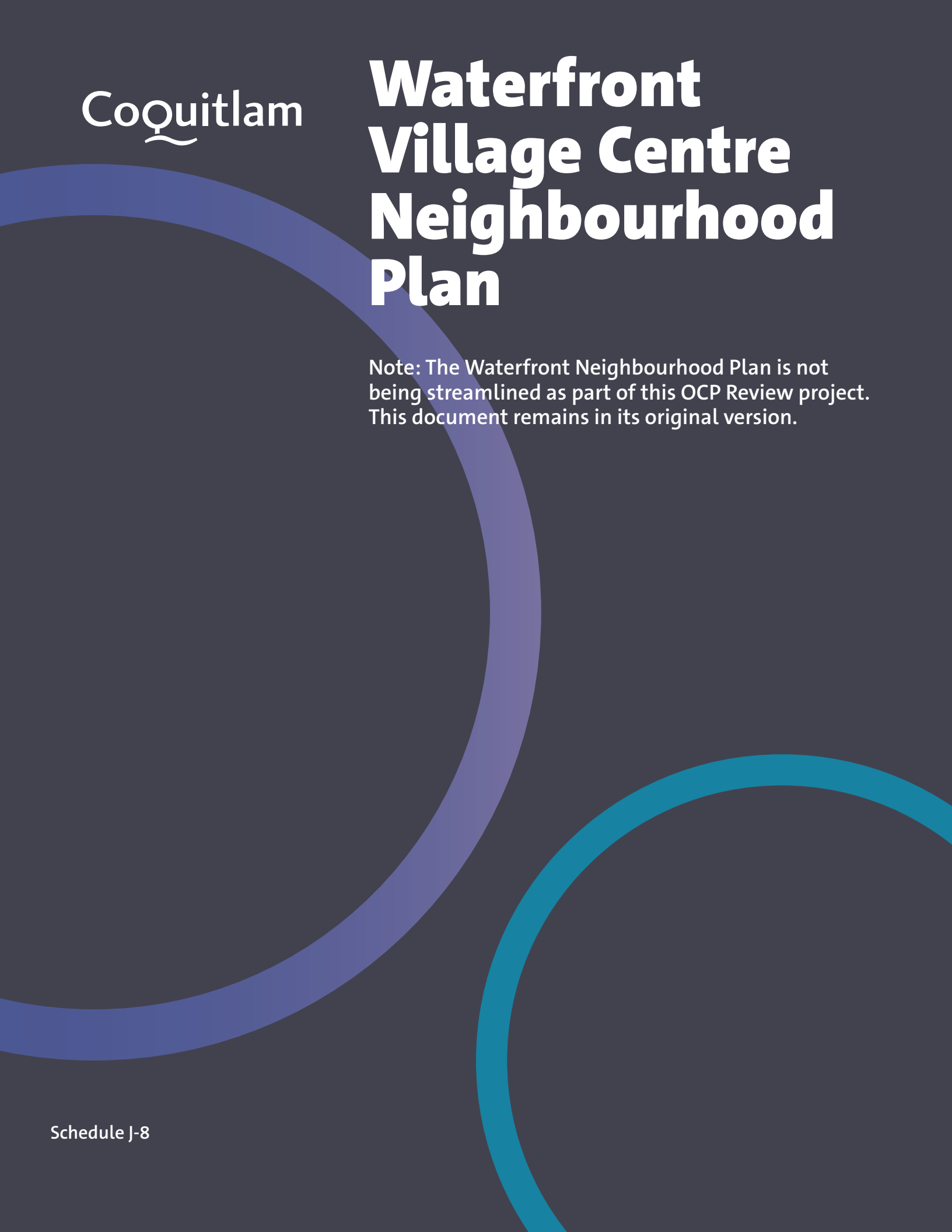
- On-Street Sidewalk (one or both sides)
- Public Pathways or Trails
- Potential Mid-block Pedestrian Crossings



Date Adopted: XXXX
 Last Amended: XXXX
 Bylaw No: XXXX
 Datum: XXXX

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Coquitlam

Waterfront Village Centre Neighbourhood Plan

Note: The Waterfront Neighbourhood Plan is not being streamlined as part of this OCP Review project. This document remains in its original version.



Date Adopted: XXXX
Last Amended: XXXX
Bylaw No: XXXX
Datum: XXXX

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WVCNP Appendix B - Commercial Street Frontage Heirarchy



LEGEND

- Mandatory Commercial Street Frontage
- - - Potential Commercial Street Frontage

Date Adopted: XXXX
Last Amended: XXXX
Bylaw No: XXXX
Datum: XXXX

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LEGEND

- Riverfront Park
- Historic Como Creek Greenway
- Urban Plaza
- Riverside Linear Park
- Como Habitat Area
- Remediation Area

Date Adopted: XXXX
Last Amended: XXXX
Bylaw No: XXXX
Datum: XXXX
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