

Schedule I: Regional Context Statement

Interpretation Note:

In this Schedule “I”, all policy references and land use designation references shall be interpreted as a reference to the repealed Citywide Official Community Plan Bylaw No. 3479, 2001, as it existed on March 30, 2026.

SCHEDULE I

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Table 1- Summary of municipal actions in support of the Regional Growth Strategy

Goal 1: Create a Compact Urban Area

RGS Roles for Municipalities	CWOCF Actions
STRATEGY 1.1: CONTAIN URBAN DEVELOPMENT WITHIN THE URBAN CONTAINMENT BOUNDARY	
<p>Strategy 1.1.3 a</p> <p>Depict the Urban Containment Boundary</p>	<ul style="list-style-type: none"> › The Urban Containment Boundary is shown on “Schedule A - Regional Land Use Designations”. › Further to Section 6.2.7 of the RGS, the City may consider amendments to the Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that: <ul style="list-style-type: none"> a. The City may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare; b. Notwithstanding part (a) above, for sites that are three hectares or less, the City may re-designate land: <ul style="list-style-type: none"> › from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network; or › from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink’s Frequent Transit Network, provided that: <ul style="list-style-type: none"> › the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and › the aggregate area of all proximate sites that are re-designated does not exceed three hectares; c. The aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the City’s total lands within each applicable regional land use designation. › Further to Section 6.2.8 of the RGS, the City may consider amendments to the Official Community Plan to adjust the boundaries of an Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the <i>Regional Growth Strategy</i>.
<p>Strategy 1.1.3 b</p> <p>Provide population, dwelling unit and employment projections</p>	<ul style="list-style-type: none"> › Refer to Table 2 - Population and Employment Projections (pg. 38)



RGS Roles for Municipalities	CWOCF Actions
STRATEGY 1.2: FOCUS GROWTH IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS (FTDAs)	
<p>Strategy 1.2.6 a</p> <p>Provide dwelling unit and employment projections for Urban Centres and FTDA's</p>	<ul style="list-style-type: none"> › Refer to Table 2 - Population and Employment Projections (pg. 38)
<p>Strategy 1.2.6 b i</p> <p>Identify location and boundaries of Centres</p>	<ul style="list-style-type: none"> › The location and boundaries of all centres are shown on “Schedule B - Urban and Local Centres” Current Urban Centres include Coquitlam Regional City Centre and Lougheed Municipal Town Centre.
<p>Strategy 1.2.6 b ii</p> <p>Focus growth and development in Centres</p>	<p>Citywide OCP</p> <ul style="list-style-type: none"> › Any new major developments are to reinforce existing community and neighbourhood centres. Particular emphasis is placed on Coquitlam Regional Town Centre and all SkyTrain Station areas. (Section 2.1, obj. 1 a) › A network of compact, complete communities is envisioned and provides a focus for future growth (Section 2.0, fig. 2.1) › Infrastructure investments should be prioritized to direct future growth to centres. (Section 2.2, obj. 1 a) › Support compact, mixed-use developments around SkyTrain Station areas, which are all located within centres. (Section 2.3, b) <p>Southwest Area Plan</p> <ul style="list-style-type: none"> › Direct growth and enhancements to neighbourhood centres (Section 2.3, Policy CC3, CC9) › Multi-modal transit plans and investments in infrastructure directed towards centres (Section 2.3, Policies CC5, CC7) <p>City Centre Area Plan</p> <ul style="list-style-type: none"> › High-density, mixed-use land use designations are applied (Section 2.3, CC1, CC2) › High density commercial and residential uses are encouraged in centres (Sections 2.3, CC1; 4.2) › Transportation Network Concept Plan directs higher density growth towards the centre (Sections 1.8; 5.3, ST 18) <p>Lougheed Neighbourhood Plan</p> <ul style="list-style-type: none"> › Higher density housing units directed to neighbourhood centre. (Sections 2.2; 3.1.1; 3.1.3 c; 3.4; 3.4.3; 3.5.3 b) › Mixed use development and higher density situated in station area. (Sections 2.0; 2.1; 3.1.1; 3.1.3 b, e; 3.3.2; 3.7.1 b; 3.9.4; 4.1.1) › Community amenities, public facilities and commercial spaces located in centre. (Sections 2.0; 2.1; 3.1.3; 3.2.2; 3.2.3 h; 3.3.3 d)

RGS Roles for Municipalities	CWOCP Actions
<p>Strategy 1.2.6 b iii</p> <p>Encourage office development in Centres</p>	<p>Citywide OCP</p> <ul style="list-style-type: none"> › Higher-density, mixed-use development, government agencies and office development is directed to centres (Sections 2.1 obj. 1a; 2.2 obj. 1c; 5.2 obj. 3 a, b) <p>Southwest Area Plan</p> <ul style="list-style-type: none"> › Incentives to stimulate new office development in centres and areas (Sections 2.3 CC9; 6.3 VE4; 9.6, 27) <p>City Centre Area Plan</p> <ul style="list-style-type: none"> › Office development directed towards City Centre (Section 6.3 VE1) › Transit located in close proximity to higher density office areas (Section 6.3 VE1) › Density bonus offered in conjunction with an increase in the minimum amount of employment generating floor space. (Section 6.3 VE2) <p>Lougheed Neighbourhood Plan</p> <ul style="list-style-type: none"> › Office development directed to neighbourhood centre (Sections 2.0; 2.2; 3.1.1; 3.1.2; 3.1.3 b; 3.2.1; 3.2.3 b; 3.3.1; 3.3.3 b)
<p>Strategy 1.2.6 b iv</p> <p>Reduce parking requirements in Centres in coordination with transit service, where appropriate</p>	<ul style="list-style-type: none"> › Parking reductions in SkyTrain Core and Shoulder areas, as defined by the <i>Transit-Oriented Development Strategy</i> (TDS), are described in the <i>Zoning Bylaw</i>. (Sections 706, 713) <p>Citywide OCP</p> <ul style="list-style-type: none"> › Transportation Demand Management measures such as parking reductions promoted (Section 3.1, Policy q) <p>Southwest Area Plan</p> <ul style="list-style-type: none"> › Parking management strategies and regulations, establishing new parking areas, and on-street parking options considered (Sections 5.2; 5.3 ST 28-32) <p>City Centre Area Plan</p> <ul style="list-style-type: none"> › Parking supply management and pricing as a disincentive TDM measure considered (Section 5.3, Policy ST22) › Consider variances to parking requirements where the proposed development has access to high-frequency transit service (Section 5.3, ST25) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> › City-wide polices including establishing over the long-term, parking maximums and flexible or reduced parking standards to be considered (Section 3.5.2, Policy 1) › Shared parking, preferential parking area, minimizing principal use facilities and unbundling parking in the City Centre considered (Section 3.5.2, Policy 2.a) › On-street parking time limits, parking pricing, and related support strategies considered in City Centre, rapid transit station areas and local centres. (Section 3.5.2, Policies 2 b and c)



RGS Roles for Municipalities	CWOCP Actions
<p>Strategy 1.2.6 c i</p> <p>Identify Frequent Transit Development Areas (FTDAs)</p>	<ul style="list-style-type: none"> ‣ The location and boundary of all FTDAs are shown on “Schedule B - Urban and Local Centres”. The current FTDA is located around the future Burquitlam SkyTrain station. ‣ The City will explore designating additional FTDA’s through future planning processes, and in conjunction with TransLink and the preparation of the Northeast Sector Area Transit plan. The City’s network of Local Centres are potential candidates for future FTDAs. ‣ Further to Strategy 1.1.3 a) the City may consider minor FTDA boundary adjustments through an OCP amendment, without a parallel amendment to the RGS as per Section 6.2.7 of the RGS.
<p>Strategy 1.2.6 c ii</p> <p>Focus growth and development in Frequent Transit Development Areas (FTDAs)</p>	<p>Burquitlam Neighbourhood Plan</p> <ul style="list-style-type: none"> ‣ Mixed use development and higher density situated in station area. (Sections 2.0; 2.2; 3.1.1; 3.1.3) ‣ Major gathering places directed to neighbourhood centre. (Sections 2.2; 3.1.1; 3.1.3)
<p>Strategy 1.2.6 c iii</p> <p>Reduce parking in Frequent Transit Development Areas (FTDAs) in coordination with transit service, where appropriate</p>	<ul style="list-style-type: none"> ‣ Parking reductions for SkyTrain Core and Shoulder areas in conjunction with other Transportation Demand Management (TDM) measures are described in the <i>Zoning Bylaw</i>. (Sections 706, 713). ‣ Future FTDAs that are outside of SkyTrain core and shoulder areas will explore further parking reductions through the process that also explores designating them as FTDAs. <p>Citywide OCP</p> <ul style="list-style-type: none"> ‣ Transportation Demand Management measures such as parking reductions promoted (Section 3.1, Policy q). <p>Southwest Area Plan</p> <ul style="list-style-type: none"> ‣ Parking management strategies and regulations, establishing new parking areas, and on-street parking options considered (Sections 5.2; 5.3 ST 28-32)
<p>Strategy 1.2.6 d i</p> <p>Identify the General Urban Area</p>	<ul style="list-style-type: none"> ‣ The General Urban area is shown on “Schedule A - Regional Land Use Designations”. ‣ Further to Strategy 1.1.3 a) the City may consider minor general urban area boundary adjustments through an OCP amendment, without a parallel amendment to the RGS as per Section 6.2.7 of the RGS.
<p>Strategy 1.2.6 d ii</p> <p>Ensure development outside Centres and Frequent Transit Development Areas (FTDAs) is generally lower density</p>	<ul style="list-style-type: none"> ‣ The OCP directs the majority of growth to urban centres and FTDAs with lower density Land Use Designations generally located outside of centres. <ul style="list-style-type: none"> ‣ In the Regional City Centre development is allowed up to 5.0 FAR ‣ In other Urban Centres and FTDAs development is allowed up to 4.5 FAR ‣ The land use designations for areas outside of Urban Centres and FTDAs generally permit lower density development. <ul style="list-style-type: none"> ‣ Southwest Area Plan (Section 2.3, CC2) ‣ Northwest Area Plan (Section D-2) ‣ Northeast Area Plan (Section A-1.0, Table 1) ‣ City Centre Area Plan (Section 2.3, CC2)

RGS Roles for Municipalities	CWOCP Actions
<p>Strategy 1.2.6 d iii</p> <p>Identify small scale Local Centres where appropriate</p>	<ul style="list-style-type: none"> › The location and boundaries of all centres are shown on “Schedule B - Urban and Local Centres” and further defined through the applicable neighbourhood plan. › These centres are encouraged to continue to provide a mix of housing, local servicing commercial uses, and remain larger nodes of the transit network. › The City may explore designating additional local centres through future planning processes.
<p>Strategy 1.2.6 d iv</p> <p>Exclude non-residential major trip-generating uses from locating outside Centres and Frequent Transit Development Areas (FTDAs)</p>	<ul style="list-style-type: none"> › Non-residential major trip generating uses include large box retail parks, high-density office development and large institutions. › The CWOCP through its land use designations and allowable densities directs non-residential major trip generating uses to urban centres and FTDAs. (Citywide OCP Sections 2.1 obj. 1a; 2.3.1 a; 5.2 obj 3 a, b)
<p>Strategy 1.2.6 d v</p> <p>Encourage infill development</p>	<p>Citywide OCP</p> <ul style="list-style-type: none"> › Opportunities for infill and intensification in lower density neighbourhoods provided (Sections 2.1, obj. 1, b; 4.1, obj. 2, a; 4.2, obj. 1, b, obj. 2, e) <p>Southwest Area Plan</p> <ul style="list-style-type: none"> › Housing Choices Program for new small-scale, ground-oriented infill development. (Sections 2.3 CC1, CC27; 8.6)
<p>Strategy 1.2.6 e</p> <p>Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Centres and Frequent Transit Development Areas (FTDAs)</p>	<ul style="list-style-type: none"> › None of Coquitlam’s urban centres or FTDA’s contain Industrial or Mixed Employment designated lands. › Any Conservation and Recreation designated lands within centres or FTDA’s have a corresponding Park and Recreation, Open Space, Natural Area or Environmentally Sensitive Area CWOCP land use designation.
<p>Strategy 1.2.6 f i</p> <p>Minimize the impacts of urban uses on industrial activities</p>	<p>Citywide OCP</p> <ul style="list-style-type: none"> › Buffering industrial areas from adjacent uses required (Section 5.2, obj. 4c). › The City’s development permit guidelines require all new developments to consider the impacts on adjacent developments and provide buffering or other mitigation measures.



RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 1.2.6 f ii</p> <p>Encourage safe and efficient transit, cycling and walking</p>	<ul style="list-style-type: none"> ‣ Policy sections to support sustainable and safe transit options and connections: <ul style="list-style-type: none"> ‣ Citywide OCP (Sections 2.3, a-d; 6.3 b, d; 6.4, 1c; 6.5 d) ‣ Southwest Area Plan (Sections 5.3 ST8, ST17, ST20, ST23) ‣ Northeast Area Plan Sections 2.1.1; 2.2; A-2.0; A-3.1; B-1.13; B-3.3; B-6.2; D-2.0) ‣ City Centre Area Plan (Sections 5.3 ST1-5, ST7) ‣ Lougheed Neighbourhood Plan (Sections 3.9.1, a, b) ‣ Burquitlam Neighbourhood Plan (Sections 3.7.2 b, c; 3.7.3 a) ‣ Waterfront Village Neighbourhood Plan (Section 4.1.1, 1, 7; 4.1.2, 3) ‣ Austin Heights Neighbourhood Plan (Section 4.1.3 a-d) ‣ Lower Hyde Creek Neighbourhood Plan (Section 4.1.4, 1, 2) ‣ Upper Hyde Creek Neighbourhood Plan (Section 4.1.4, 1, 2) ‣ Smiling Creek Neighbourhood Plan (Section 4.1.4, 1, 2, 3) ‣ Partington Creek Neighbourhood Plan (Sections 3.7 f, g) ‣ Policies to promote safe and efficient cycling and walking promoted: <ul style="list-style-type: none"> ‣ Citywide OCP (Sections 2.3.1 b; 6.4 obj. 1 a, c; obj. 2 a, b; 6.5 d) ‣ Northeast Area Plan (Sections 2.0; 2.1.1.3; 2.2; A-2.0; A-3.1; B-1.13; B-6.2; D-2.0) ‣ City Centre Area Plan (Sections 5.3 ST1, ST18, ST24; 8.1.2 i; 8.3.2 b, c; 8.4.2 b; 9.4.b) ‣ Lougheed Neighbourhood Plan (Sections 3.9.1; 3.9.2 a) ‣ Burquitlam Neighbourhood Plan (Sections 3.1.3 g, l; 3.2.3 d; 3.6.3 c, l; 3.7.1 d, f; 3.7.2; 3.7.3) ‣ Maillardville Neighbourhood Plan (Sections 3.2 a; 4.2 c; 8.1; 9.2) ‣ Waterfront Village Neighbourhood Plan (Sections (3.7.3; 4.1, 10, 17; 4.1.1, 6) ‣ Austin Heights Neighbourhood Plan (Sections 4.1.1 b, c, e, f; 4.1.2) ‣ Lower Hyde Creek Neighbourhood Plan (Sections 4.1.2; 4.1.3, 2, 4, 6) ‣ Upper Hyde Creek Neighbourhood Plan (Sections 4.1.1, 5; 4.1.2; 4.1.3, 2, 4, 6) ‣ Smiling Creek Neighbourhood Plan (Sections 4.1.1, 5; 4.1.3, 2, 4, 6; 4.1.5) ‣ Partington Creek Neighbourhood Plan (Sections 3.7 a-g) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> ‣ Safe and efficient cycling and walking promoted (Sections 3.1.2; 3.2.1) ‣ Policy sections to support sustainable and safe transit options and connections (Sections 3.3.1; 3.4)

RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 1.2.6 f iii</p> <p>Implement transit priority measures where appropriate</p>	<ul style="list-style-type: none"> › Transit priority measures recognized as means to help achieve transit reliability: <ul style="list-style-type: none"> › Citywide OCP (Sections 6.2, f; 6.3, c) › Southwest Area Plan (Section 5.3, ST12, ST14) › Northeast Area Plan (Sections B-1.3; B-1.6.d; B-3.3.a; B-4.3.c) › Burquitlam Neighbourhood Plan (Section 3.7.1; 3.9.3) › Lower Hyde Creek Neighbourhood Plan (Section 4.1.4, 3) › Upper Hyde Creek Neighbourhood Plan (Section 4.1.4, 3) › Smiling Creek Neighbourhood Plan (Section 4.1.4, 3) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> › Intelligent Transportation Systems, including transit priority measures, to be implemented (Sections 3.2.2, 13.4.2, 2.c; 4.2, 2, 3)
<p>Strategy 1.2.6 f iv</p> <p>Support district and renewable energy where appropriate</p>	<ul style="list-style-type: none"> › Opportunities for district energy and renewable energy systems are to be explored and encouraged: <ul style="list-style-type: none"> › Citywide OCP (Sections 3.1 u, v, w, x) › Southwest Area Plan (Sections 2.3 CC40; 3.3, 9.3) › Northeast Area Plan (Sections 2.4; 2.9; A-2.2.11.15; A-3.0; A-3.1; C-2.2) › City Centre Area Plan (Sections 3.2; 3.3 HE2; 9.12; 9.13) › Waterfront Village Neighbourhood Plan (Sections 3.1, 6; 4.4; 4.4, 2, 3, 4) › Austin Heights Neighbourhood Plan (Sections 6.1.1 6; 6.1.3) › Partington Creek Neighbourhood Plan (Sections 3.8 f) › The City's Development Permit Guidelines encourage the use of renewal energy sources (Section 2.6.2 b)
<p>STRATEGY 1.3: Protect Rural Areas from Urban Development</p>	
<p>Strategy 1.3.3 a</p> <p>Identify Rural areas</p>	<ul style="list-style-type: none"> › The location of rural areas is shown on “Schedule A - Regional Land Use Designations” › Further to Strategy 1.1.3 a) the City may consider minor rural area boundary adjustments through an OCP amendment, without a parallel amendment to the RGS as per Section 6.2.7 of the RGS.
<p>Strategy 1.3.3 b</p> <p>Limit development in Rural areas</p>	<ul style="list-style-type: none"> › All rural areas are outside the Urban Containment Boundary and are designated as “Rural Residential and Resource” with has a corresponding zone of “A-3 Agricultural and Resource”. These properties are not eligible for municipal sewer services. This designation also allows for limited natural resource development. (Northeast Area Plan Section A-1.0; A-1.3, Table 1) › The A-3 zone has a minimum lot size of 8.1 hectares. (Zoning Bylaw Section 801)
<p>Strategy 1.3.3 c i</p> <p>Specify allowable density and form of land uses in Rural areas</p>	<ul style="list-style-type: none"> › All rural areas are designated as “Rural Residential and Resource” with has a corresponding zone of “A-3 Agricultural and Resource”. These properties are not eligible for municipal sewer services. (Northeast Area Plan Section A-1.0; A-1.3, Table 1) › The A-3 zone has a minimum lot size of 8.1 hectares. (Zoning Bylaw Section 801)
<p>Strategy 1.3.3 c ii</p> <p>Support agricultural uses in rural areas</p>	<ul style="list-style-type: none"> › Agricultural uses are supported in rural areas: <ul style="list-style-type: none"> › Northeast Area Plan (Sections A-1.0; A-5.4; A-8.0-8.4)



Goal 2: Support a Sustainable Economy

RGS Roles for Municipalities	CWOCF Actions
STRATEGY 2.1: PROMOTE LAND DEVELOPMENT PATTERNS THAT SUPPORT A DIVERSE REGIONAL ECONOMY AND EMPLOYMENT CLOSE TO WHERE PEOPLE LIVE	
<p>Strategy 2.1.4 a</p> <p>Support appropriate economic activity in Urban Centres, FTDA's, Industrial and Mixed Employment Areas</p>	<p>Citywide OCP</p> <ul style="list-style-type: none"> ‣ Higher density commercial and mixed use land designations are applied in Urban Centres to focus commercial development (Sections 2.1 obj. 1 a) ‣ Office development directed to centres (Section 5.2 obj. 3 a, b) ‣ Efficient use of industrial lands supported (Section 5.2 obj. 2 c) ‣ Community and neighbourhood-scale retail and service facilities directed to centres to support growth (Sections 5.3, obj. 1, a; obj. 2, b) <p>Southwest Area Plan</p> <ul style="list-style-type: none"> ‣ Appropriate and compatible economic activity including industrial, light industrial, office, retail and work-live uses are located in and adjacent to the centre (Section 2.3) ‣ Maximize employment opportunities on designated sites (Section 2.3, CC40, 5) ‣ Collaboration with business owners in industrial areas to explore sustainable synergies and establish eco-industrial networks (Section 3.3, HE4 12) ‣ Refine the range of commercial/industrial land uses permitted in industrial zones to respond to emerging business needs (Section 6.3, VE5) <p>City Centre Area Plan</p> <ul style="list-style-type: none"> ‣ Retail, office, and civic facilities directed to the centre (Sections 2.2; 6.3 VE1; 7.3 CS4) ‣ Minimum commercial floor space requirement in the City Centre land use designation. (Section 6.3 VE2) <p>Lougheed Neighbourhood Plan</p> <ul style="list-style-type: none"> ‣ Mixed use development and higher density directed to urban centre (Sections 3.1.1; 3.1.3) <p>Burquitlam Neighbourhood Plan</p> <ul style="list-style-type: none"> ‣ Mixed use development and higher density directed to urban centre (Sections 3.1.1; 3.1.3) <p>Zoning Bylaw</p> <ul style="list-style-type: none"> ‣ The City is undertaking a review of all Industrial Zones with the goal of making them more flexible and better able to respond to the changing needs of the business community. Amendments to the <i>Zoning Bylaw</i> are expected to be complete by early 2014.

RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 2.1.4 b</p> <p>Support the development of office space in Urban Centres</p>	<p>Citywide OCP</p> <ul style="list-style-type: none"> ‣ Higher-density, mixed-use development, government agencies and office development is directed to centres (Sections 2.1 obj. 1a; 2.2 obj. 1c; 5.2 obj. 3 a, b) ‣ Higher-density mixed-use land designations are applied to SkyTrain station areas, which are all located within Urban Centres, to facilitate office development (Section 2.3.1, obj. 1, b) <p>City Centre Area Plan</p> <ul style="list-style-type: none"> ‣ Office development directed towards centre (Section 6.3 VE1) ‣ Policy to attract and incorporate a range of office and office building types into the centre and in proximity to transit hubs (Section 6.3 VE1) ‣ Minimum commercial floor space requirement in the City Centre land use designation. (Section 6.3 VE2) <p>Southwest Area Plan</p> <ul style="list-style-type: none"> ‣ A range of incentives to stimulate new office development in centres will be explored through future planning processes. (Section 9.6, 27)
<p>Strategy 2.1.4 c</p> <p>Discourage major commercial and institutional development outside of Urban Centres and FTDAs</p>	<p>Citywide OCP</p> <ul style="list-style-type: none"> ‣ New commercial and entertainment complexes encouraged to locate in established centres (Section 5.3, obj. 1.a) ‣ The majority of growth is directed to centres and commercial designations applied outside of centres are generally of a lower density than those applied within the Urban Centre: <ul style="list-style-type: none"> ‣ Southwest Area Plan (Sections 1.7; 2.2; 2.3 CC3, CC12-13) ‣ Northwest Area Plan (Section 12.4.1) ‣ Northeast Area Plan (Sections 2.0; A-3.1; B-1.6; B-3.3; D-1.0; 2.3) ‣ City Centre Area Plan (Section 2.3) ‣ Policies to locate major development in Urban Centres and areas serviced by transit is found within every Neighbourhood Plan.
<p>Strategy 2.1.4 d</p> <p>Support the economic development of Special Employment Areas, post secondary institutions and hospitals through land use and transportation</p>	<ul style="list-style-type: none"> ‣ Coquitlam does not have any special employment areas. The only post-secondary institution is Douglas Collage which is located in the City Centre. <p>Citywide OCP</p> <ul style="list-style-type: none"> ‣ Land use, transportation, servicing and labour force needs of specific institutional employers will be assessed through the appropriate local area planning process. (Sections 5.4, obj 1, a) ‣ Work with Douglas Collage to enhance linkages between its film related programs and the film industry in Coquitlam (Section 5.6.1 obj. 2 b) ‣ Relationships between the business community and educational institutions promoted: <ul style="list-style-type: none"> ‣ City Centre Area Plan (Section 6.3 VE12) ‣ Southwest Area Plan (Section 6.3 VE13)



RGS Roles for Municipalities	CWOCP Actions
STRATEGY 2.2: PROTECT THE SUPPLY OF INDUSTRIAL LAND	
Strategy 2.2.4 a Identify Industrial areas	<ul style="list-style-type: none"> › The location of industrial areas is shown on “Schedule A - Regional Land Use Designations” › Further to Strategy 1.1.3 a) the City may consider minor Industrial area boundary adjustments through an OCP amendment, without a parallel amendment to the RGS as per Section 6.2.7 of the RGS.
Strategy 2.2.4 b i Support and protect industrial uses	<ul style="list-style-type: none"> › All regionally designated Industrial lands are designated “Industrial” in the OCP. That land use designation has eight associated industrial zones that provide for a wide variety of industrial uses. (Southwest Area Plan 2.3, CC2) › Industrial uses supported and protected (Citywide OCP Sections 5.2 Obj 1 a; obj 2 a, b, c,d) › The City is undertaking a review of all Industrial zones with the goal of making them more flexible and better able to respond to the changing needs of the business community. Amendments to the Zoning Bylaw are expected to be complete by early 2014.
Strategy 2.2.4 b ii Support appropriate accessory uses to industrial	<ul style="list-style-type: none"> › Accessory caretaker residential and accessory commercial uses may be permitted by the <i>Zoning Bylaw</i>.
Strategy 2.2.4 b iii Exclude inappropriate uses from Industrial areas	<p>Citywide OCP</p> <ul style="list-style-type: none"> › Major retail and office uses are directed to centres (Citywide OCP 5.2, 3 a, b) <p>Southwest Area Plan</p> <ul style="list-style-type: none"> › The associated zones for the Industrial land use designation allow for a wide range of industrial uses. › Retail and restaurant uses within industrial areas are restricted to accessory and limited, conditional uses. (Section 2.3, CC20, CC21, CC24)
Strategy 2.2.4 b iv Encourage better utilization of Industrial land	<p>Citywide OCP</p> <ul style="list-style-type: none"> › Intensification and better utilization of Industrial areas encouraged (Section 5.2 obj. 2.a and 2.c) <p>Southwest Area Plan</p> <ul style="list-style-type: none"> › The development of a vision and plan for the Fraser Gateway Employment Corridor to respond to the changes needs of business is supported (Section 9.6, 28) › The Zoning Bylaw was amended in 2011 to permit increased density and building height in industrial zones. › The City is undertaking a review of all Industrial zones with the goal of making them more flexible and better able to respond to the changing needs of the business community. Amendments to the Zoning Bylaw are expected to be complete by early 2014.

RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 2.2.4 c</p> <p>Identify Mixed Employment areas</p>	<ul style="list-style-type: none"> › The location of Mixed Employment areas is shown on “Schedule A - Regional Land Use Designations” › Further to Strategy 1.1.3 a) the City may consider minor Mixed Employment area boundary adjustments through an OCP amendment, without a parallel amendment to the RGS as per Section 6.2.7 of the RGS.
<p>Strategy 2.2.4 d i</p> <p>Support a mix of industrial, commercial, office and other related employment uses, which maintaining support for established industrial areas.</p>	<p>Southwest Area Plan</p> <ul style="list-style-type: none"> › Mixed Employment Areas are designated Industrial, Highway Retail Industrial, and General Commercial. These designations and their associated zones provide for a mix of industrial, large format commercial and similar employment uses. (Section 2.3, CC2)
<p>Strategy 2.2.4 d ii</p> <p>Allow large and medium format retail, where appropriate.</p>	<ul style="list-style-type: none"> › The Highway Retail Industrial designation which applies to a portion of the Mixed Employment area has corresponding zones of “M-6 Retail Industrial” and “M-8 Highway Retail Industrial” (Southwest Area Plan Section 2.3, CC2, CC21 and CC24) › The M-6 zone provides for some limited commercial uses that are compatible with industrial uses. (Zoning Bylaw) › The City is undertaking a review of all Industrial zones with the goal of making them more flexible and better able to respond to the changing needs of the business community. Amendments to the Zoning Bylaw are expected to be complete by early 2014.
<p>Strategy 2.2.4 d iii</p> <p>Concentrate commercial and other major-trip generating uses in Urban Centres and FTDA's.</p>	<ul style="list-style-type: none"> › All major developments, including major-trip generating uses are directed to urban centres and FTDA's (Citywide OCP Sections 2.1, obj. 1 a; 5.2 obj 3 a, b)
<p>Strategy 2.2.4 d iv</p> <p>Where Mixed Employment areas are located in Urban Centres or support higher density commercial development.</p>	<ul style="list-style-type: none"> › The City does not have any Mixed Employment areas located within an Urban Centre or FTDA.
<p>Strategy 2.2.4 d v</p> <p>Allow low density infill based on local plans in Mixed Employment Areas and support increases in density only where the area has transit service.</p>	<ul style="list-style-type: none"> › The Zoning Bylaw was amended in 2011 to permit increased density and building height in industrial zones. › All Mixed Employment areas are supported by transit service. › The City is undertaking a review of all Industrial zones with the goal of making them more flexible and better able to respond to the changing needs of the business community. Amendments to the Zoning Bylaw are expected to be complete by early 2014.
<p>Strategy 2.2.4 d vi</p> <p>Exclude residential uses from Mixed Employment Areas.</p>	<ul style="list-style-type: none"> › The majority of the land use designations and associated zones applied to the mixed Employment areas exclude residential uses. (Southwest Area Plan Section 2.3 CC1, CC2) › The City may consider development of a vision and plan for the Fraser Gateway Employment Corridor. This process will review the provision for limited work-live uses and limited residential uses (on Mixed Employment lands south of the Trans Canada Highway) in parts of this corridor. (Southwest Area Plan Section 9.6, 28)



RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 2.2.4 e</p> <p>Help reduce environmental impacts and promote energy efficiency</p>	<ul style="list-style-type: none"> Coquitlam has developed a Community Greenhouse Gas Reduction Strategy. This initiative builds on the City's existing Corporate Climate Action Plan and looks at opportunities to reduce energy use and greenhouse gas emissions across the broader community. The strategy was adopted on March 26, 2012.
<p>STRATEGY 2.3: PROTECT THE SUPPLY OF AGRICULTURAL LAND AND PROMOTE AGRICULTURAL VIABILITY WITH AN EMPHASIS ON FOOD PRODUCTION</p>	
<p>Strategy 2.3.6 a</p> <p>Identify Agricultural areas</p>	<ul style="list-style-type: none"> The location of Agriculture areas is shown on "Schedule A - Regional Land Use Designations" Further to Strategy 1.1.3 a) the City may consider minor Agriculture area boundary adjustments through an OCP amendment, without a parallel amendment to the RGS as per Section 6.2.7 of the RGS.
<p>Strategy 2.3.6 b i</p> <p>Assign regional land use designations for agricultural</p>	<ul style="list-style-type: none"> All regionally designated Agricultural lands in Northeast Coquitlam are designated Agricultural and have a corresponding zone of "A-3 Agricultural and Resource" (Northeast Area Plan Section A-1.0; A-1.3 Table 1) Regionally designated Agricultural lands in Southwest Coquitlam are the site of the Forensic Psychiatric Hospital and are designated "Civic and Major Institutional" in the CWOCF. The hospital and its lands are under the control of the Provincial Government. All regionally designated agricultural land in Coquitlam is located within the Agricultural Land Reserve (ALR). Continued farming of agricultural lands is promoted (Citywide OCP Section 5.8 obj 2 b) Lands within the ALR shall be preserved for agricultural uses (Northeast Coquitlam Area Plan Section A-8.1)
<p>Strategy 2.3.6 b ii</p> <p>Discourage subdivision of agricultural land</p>	<ul style="list-style-type: none"> Policies ensuring the continued viability of agricultural lands (Citywide OCP Section 5.8 obj. 2) The subdivision of agricultural designated land is discouraged (Northeast Area Plan Sections A-5.4; A-8.4)
<p>Strategy 2.3.6 b iii</p> <p>Maintain and improve infrastructure services to agricultural areas</p>	<ul style="list-style-type: none"> The Partington Creek Integrated Watershed Management Plan includes a project to relocate Cedar Drive and improve the dyke and flood protection for the agricultural lands near the De Boville Slough. This will enhance the largest area of agricultural lands in Coquitlam. The City recognizes the importance of maintaining and upgrading irrigation, drainage and dyking works (Northeast Area Plan Section A-5.4) The City may consider the merits of further improving infrastructure services to agricultural lands through future planning processes in adjacent neighbourhoods.
<p>Strategy 2.3.6 b iv</p> <p>Manage the agricultural-urban interface</p>	<ul style="list-style-type: none"> The majority of agricultural designated lands are adjacent to parkland and environmental sensitive area which buffers them from urban development. Development of properties adjacent to the Agricultural Land Reserve are evaluated for compatibility with agricultural lands (Northeast Area Plan Section A-2.8; A-8.3)
<p>Strategy 2.3.6 b v</p> <p>Support agricultural economic development opportunities</p>	<ul style="list-style-type: none"> The city will work to strengthen the agricultural sector and encourage economic diversification (Northeast Area Plan Section A-5.4) The City may consider developing policies to support agricultural economic development through future planning processes.

RGS Roles for Municipalities	CWOCP Actions
<p>Strategy 2.3.6 b vi</p> <p>Encourage use of agricultural land</p>	<ul style="list-style-type: none"> ‣ Policies to encourage continued farming on existing agricultural lands: <ul style="list-style-type: none"> ‣ Citywide OCP (Section 5.8, 2b) ‣ Southwest Area Plan (Section 2.3) ‣ Northeast Area Plan (Sections A-1.0; A-2.8; A-5.4; A-8.0-8.4)
<p>Strategy 2.3.6 b vii</p> <p>Support information programs on food and local agriculture</p>	<ul style="list-style-type: none"> ‣ Local food-festival or similar events encouraged (City Centre Area Plan, Section 3.3 HE5) ‣ Encourage opportunities for urban agriculture (Southwest Area Plan, Section 3.3, HE4, 16) ‣ The City supports Metro Vancouver’s programs on food, local agriculture and community gardening at Colony Farm Regional Park. ‣ The City provides education and training programs on the environment, conservation, recycling, gardening and sustainability at the Inspiration Garden.



Goal 3: Protect the Environment and Respond to Climate Change Impacts

RGS Roles for Municipalities	CWOCPC Actions
STRATEGY 3.1.1: PROTECT CONSERVATION AND RECREATION LANDS	
<p>Strategy 3.1.4 a</p> <p>Identify Conservation and Recreation areas</p>	<ul style="list-style-type: none"> › The location of Conservation and Recreation designated areas is shown on “Schedule A - Regional Land Use Designations” › Further to Strategy 1.1.3 a) the City may consider minor Conservation and Recreation area boundary adjustments through an OCP amendment, without a parallel amendment to the RGS as per Section 6.2.7 of the RGS.
<p>Strategy 3.1.4 b i</p> <p>Include land use policies for Conservation and Recreation areas generally consistent with supporting public service infrastructure, including the provision of high-quality drinking water</p>	<ul style="list-style-type: none"> › The Coquitlam Lake watershed is given the Coquitlam land use designation of “Protected Resource - Watershed” › The City supports the provision of high-quality drinking water through a combination of City efforts and regional partnerships. (Citywide OCP Section (3.2 obj. 1 a, b, c) › The Coquitlam Lake Watershed is protected (Northwest Area Plan Policy D-2; G-5; Northeast Area Plan Policy A-1.0; A-1.3, Table 1; A-9.9)
<p>Strategy 3.1.4 b ii</p> <p>Include land use policies for Conservation and Recreation areas generally consistent with supporting environmental conservation</p>	<ul style="list-style-type: none"> › Environmentally Sensitive Areas are protected to enhance their ecological features and function. (Citywide OCP Section 3.3.1, Obj 2 a, b, c)
<p>Strategy 3.1.4 b iii</p> <p>Include land use policies for Conservation and Recreation areas generally consistent with supporting recreation, primarily outdoor</p>	<ul style="list-style-type: none"> › The City balances its system of parks, open spaces and pathways to address community needs and ensure both passive and active open space opportunities. (Citywide OCP Section 3.3.2 obj. 1) › The City is developing a inter-connected comprehensive trail system to provide outdoor recreation opportunities. (Citywide OCP Section 3.3.2 obj. 2)
<p>Strategy 3.1.4 b iv</p> <p>Include land use policies for Conservation and Recreation areas generally consistent with supporting education. research and training activities</p>	<ul style="list-style-type: none"> › The City supports educational programs to increase environmental best practices and promote conservation and sustainable choices. (Citywide OCP Sections 3.6 obj. 1 a, b, c) › The City provides education and training programs on the environment, conservation, recycling, gardening and sustainability at the Inspiration Garden.

RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 3.1.4 b v</p> <p>Include land use policies for Conservation and Recreation areas generally consistent with supporting commercial uses, tourism activities and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation.</p>	<ul style="list-style-type: none"> › The City promotes eco-tourism and outdoor recreation. (Citywide OCP Section 5.6.2 obj. 2 a, b) › The city promotes cultural tourism and enhances the role of the Evergreen Centre and Heritage Square. (Citywide OCP Section 5.6.2 obj. 3 a, b)
<p>Strategy 3.1.4 b vi</p> <p>Include land use policies for Conservation and Recreation areas generally consistent with supporting limited agriculture use, primarily soil-based</p>	<ul style="list-style-type: none"> › The City continues to supports Metro Vancouver’s efforts to promote agricultural activities at Colony Farm Regional Park. › The City encourages opportunities for urban agriculture and community gardens. (Southwest Area Plan Section 3.3 HE4)
<p>Strategy 3.1.4 c</p> <p>Where appropriate, buffer Conservation and Recreation areas from adjacent activities</p>	<ul style="list-style-type: none"> › Conservation and Recreation areas within the urban containment boundary are integrated with existing development. Requirements within the Development Permit Guidelines require adequate buffering, where appropriate. (Citywide OCP, Part 4, Section 2.3.1 c; 2.6.2 b) › The Riparian Areas Protection Regulations in the <i>Zoning Bylaw</i> require adequate setbacks and buffering of riparian areas adjacent to watercourses. (Zoning Bylaw Section 523)



RGS Roles for Municipalities	CWOCF Actions
STRATEGY 3.2: PROTECT AND ENHANCE NATURAL FEATURES AND THEIR CONNECTIVITY	
<p>Strategy 3.2.4</p> <p>Manage ecologically important areas</p>	<ul style="list-style-type: none"> › Most ecologically important areas are covered by the ‘Conservation and Recreation’ land use designation. Areas that are not currently covered are evaluated through the local area planning process for inclusion into a protective Coquitlam land use designation. › Policies to manage ecology important areas including: protecting environmentally sensitive areas, preserve watercourses and their associated riparian areas, improving biodiversity and habitat management: <ul style="list-style-type: none"> › Citywide OCP (Section 3.3.1) › Southwest Area Plan (Section 3.3, HE1, HE3) › Northwest Area Plan (Sections G-5; H-1; H-2; H-3) › Northeast Area Plan (Sections A-2.2.8; A-6.0; A-6.10; A-9.7; A-9.8; A-9.14) › City Centre Area Plan (Sections 3.3 HE9, HE18-20; 6.3 VE8) › Maillardville Neighbourhood Plan (Sections 4.5; 9.1; 9.3) › Waterfront Village Neighbourhood Plan (Sections 3.1.2; 3.1.4; 3.1.4.1; 3.7.2; 4.3) › Austin Heights Neighbourhood Plan (Sections 4.3.1; 6.2.1) › Lower Hyde Creek Neighbourhood Plan (Sections 3.1.1; 3.4, 8; 3.5, 8; 4.2.3, 5) › Upper Hyde Creek Neighbourhood Plan (Sections 3.1.1; 3.2.4; 3.2.5; 4.1.1, 1) › Smiling Creek Neighbourhood Plan (Sections 3.1.1; 3.1.2) › Partington Creek Neighbourhood Plan (Section 3.5) › The information contained in the <i>Metro Vancouver Sensitive Ecosystem Inventory</i> is incorporated into the local area planning process and helps inform the use of the “Environmentally Sensitive Area” (ESA) land use designation and its associated policies.
<p>Strategy 3.2.5</p> <p>Develop and manage municipal components of regional greenways and trails</p>	<ul style="list-style-type: none"> › The City is in the process of updating its <i>Master Trail Plan</i>. The draft plan incorporates the Coquitlam portions of the regional trail and greenway network as shown in Metro Vancouver’s <i>Northeast Sector Recreational Greenway Plan</i>, including the Fraser River waterfront trail and Pitt River trail; and also includes policy direction on developing and managing the municipal portions of regional greenways and trails. The update to the <i>Master Trail Plan</i> is expected to be complete by the end of 2013. › Policies to guide the development and management of greenways and trails: <ul style="list-style-type: none"> › Citywide OCP (Section 3.3.2, obj. 2a, b, c, d) › Southwest Area Plan (Sections 7.3 CS18) › Northeast Area Plan (Sections 2.2; 2.5; A-6.0; A-6.7; A-9.15; B-6.0) › City Centre Area Plan (Section 5.3 ST15) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> › Regional greenways and trails to be developed and managed (Section 3.2.2, 1, 3)

RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 3.2.6</p> <p>Identify measures to protect, enhance and restore ecologically important systems</p>	<ul style="list-style-type: none"> ‣ Policies to protect, enhance and restore ecologically important systems: <ul style="list-style-type: none"> ‣ Citywide OCP (Section 3.3.1, obj. 3 a-d) ‣ Southwest Area Plan (Section 3.3; HE3, 1-7) ‣ Northwest Area Plan (Sections G-5; H-1; H-2; H-3) ‣ Northeast Area Plan (Sections A-2.2.8; A-6.0; A-6.10; A-9.7) ‣ City Centre Area Plan (Section 3.3 HE9) ‣ Maillardville Neighbourhood Plan (Sections 3.2.15; 4.5; 8.1; 9.3) ‣ Lougheed Neighbourhood Plan (Section 3.7) ‣ Burquitlam Neighbourhood Plan (Section 3.5) ‣ Waterfront Village Neighbourhood Plan (Sections 3.1.2; 3.1.4; 3.7.2; 4.3) ‣ Austin Heights Neighbourhood Plan (Sections 3.5.1; 4.3.1; 6.2.1) ‣ Lower Hyde Creek Neighbourhood Plan (Sections 2.1; 3.1.1; 3.1.2; 3.1.3; 3.4; 3.5) ‣ Upper Hyde Creek Neighbourhood Plan (Sections 3.1.1; 3.1.2; 3.1.3; 3.2; 3.3) ‣ Smiling Creek Neighbourhood Plan (Sections 3.1.1; 3.1.2; 3.1.3; 4.2.3) ‣ Partington Creek Neighbourhood Plan (Section 3.5)
<p>Strategy 3.2.7</p> <p>Consider watershed, ecosystem and/or integrated stormwater management</p>	<ul style="list-style-type: none"> ‣ Intergrated Watershed and/or Stormwater Management Plans (IWMP/ISMP) have been developed and implemented for the Como, Hyde, Maple, Nelson, Partington, Scott/Hoy, and Stony Creek watersheds. IWMP/ISMPs are in development for the Austin, Chines, Mundy and Rochester creek watersheds. Once these plans are complete the majority of watersheds in the City will be covered by an IWMP/ISMP. ‣ The IWMP/ISMPs inform subsequent planning processes and stormwater utility infrastructure planning and become intergrated with the OCP through these planning processes. ‣ Relevant Policies: <ul style="list-style-type: none"> ‣ Citywide OCP (Sections (3.2 obj. 1, 3; 3.4) ‣ Southwest Area Plan (Section 3.3 HE1) ‣ Northwest Area Plan (Section G-5) ‣ Northeast Area Plan (Sections A-9.1-2; A-9.2-3; D1.0) ‣ City Centre Area Plan (Sections 3.3 HE4; HE7; HE12-17) ‣ Maillardville Neighbourhood Plan (Sections 3.4) ‣ Lougheed Neighbourhood Plan (Sections 3.7.2; 3.10.1) ‣ Burquitlam Neighbourhood Plan (Section 3.5.2) ‣ Waterfront Village Neighbourhood Plan (Section 4.3) ‣ Austin Heights Neighbourhood Plan (Sections 4.2.1; 6.1.3) ‣ Lower Hyde Creek Neighbourhood Plan (Section 4.2.3) ‣ Upper Hyde Creek Neighbourhood Plan (Section 4.2.3) ‣ Smiling Creek Neighbourhood Plan (Section 4.2.3) ‣ Partington Creek Neighbourhood Plan (Sections 3.5, 3.8)



RGS Roles for Municipalities	CWOCF Actions
STRATEGY 3.3: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT REDUCE ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS, AND IMPROVE AIR QUALITY	
<p>Strategy 3.3.4 a</p> <p>Identify land development and transportation strategies to reduce greenhouse gases</p>	<ul style="list-style-type: none"> › Coquitlam has developed a Community Greenhouse Gas Reduction Strategy. This initiative builds on the City’s existing Corporate Climate Action Plan and looks at opportunities to reduce energy use and greenhouse gas emissions across the broader community. The strategy was adopted on March 26, 2012. <p>Citywide OCP</p> <ul style="list-style-type: none"> › Targets to reduce greenhouse gas emissions by 15% below 2007 levels by 2031 and per capita annual greenhouse gas emissions 30% below 2007 levels by 2021 (Section 3.1 obj. 1) › Integrated Community Greenhouse Gas Reduction Strategy to be prepared (Section 3.1 obj.1.a) (This strategy was completed in March 2012) › Plans to outline measures to reduce greenhouse gas emissions in various sectors (Section 3.1 obj.1.a, b, c) › Appropriate lower density areas to be converted into higher density, mixed-use neighbourhoods with transit-oriented land uses and densities encouraged (Section 3.1 obj.1.e, h, g, j, k, l, m) › High quality pedestrian, bicycle and transit facilities provided to promote alternative to the car (Section 3.1 obj.1. n, p) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> › The STP targets that 30% of all trips made by Coquitlam residents in 2031 are made by walking, cycling or transit (Section 2.0)

RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 3.3.4 b</p> <p>Identify land use and transportation infrastructure policies to reduce energy consumption and greenhouse gases, and improve air quality</p>	<p>Citywide OCP</p> <ul style="list-style-type: none"> › Construction and industry best practices to improve air quality (Section 3.1, cc) › Programs and research recognized to improve air quality (Section 3.1, dd) › Benefits of landscaping recognized to improve air quality (Section 3.1, bb) › Network support for alternative energy vehicles to be explored (Section 3.1, 1.r) › TDM measures promoted where possible (Section 3.1, 1.q) › Education and outreach programs to support active transportation (Section 3.1, 1. s) <p>Southwest Area Plan</p> <ul style="list-style-type: none"> › Green building practices promoted (Section 6.3 VE16) › Building retrofit design guidelines to be developed (Section 3.3 HE4, 1) › Policies established to support alternative energy systems (Sections 2.3 CC40.4b; 3.3 HE 4.3; 3.3 HE 4.11; 9.3 18) › Pedestrian, bicycle, and transit infrastructure provided in centres (Section 5.3, ST 3-6, ST10, ST14, ST15, St 19-21) › Air quality considered in land use and transit planning (Sections 3.3 HE4, 7, 17, 18) › Reduce emissions of common air containments and GHGs (Section 3.3 HE4) <p>Northwest Area Plan</p> <ul style="list-style-type: none"> › Proposed pedestrian, bicycle and transit facilities and infrastructure to link neighbourhood centres. › Major growth directed to centres (Section 12.4.1) <p>Northeast Area Plan</p> <ul style="list-style-type: none"> › Green building practices promoted (Section A-2.2.11) › Pedestrian, bicycle, and transit facilities provided to promote alternatives to personal vehicles (Sections A-2.2.8; A-3.1; A-6.0; A-6.10; A-9.7; B-1.2; B-5.1) › Air quality considered in land use and transit planning (Policy B) › District energy systems encouraged (Section A-3.1) <p>City Centre Area Plan</p> <ul style="list-style-type: none"> › Pedestrian, bicycle and transit facilities and infrastructure to link neighbourhood amenities and centres (Sections 5.3 ST 12, ST15, ST18; 8.3.2 e) › Support the development of future rapid transit stations (Section 5.3, ST 6-11) › Energy efficiency promoted for new developments (Section 3.3 HE1, HE2c, HE3) › Green building design guidelines to be developed (Sections 3.3 HE3, Section 9.13) › Alternative/renewable energy sources encouraged (Sections 3.3 HE1 HE2; 9.13 d) <p>Lougheed Neighbourhood Plan</p> <ul style="list-style-type: none"> › High density housing directed to centre (Sections 3.1.1; 3.1.3 c; 3.4; 3.4.3; 3.5.3 b) › Multi-modal transit plans focus on investments to be located in neighbourhood centre (Sections 1.1; 1.2; 2.2) › Mixed use development and higher density situated along transit corridors (Sections 2.0; 2.1; 3.1.1; 3.1.3 b, e; 3.3.2; 3.7.1 b; 3.9.4; 4.1.1) › Green building and site planning concepts encouraged for new development (Section 3.7.1)



RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 3.3.4 b <i>- continued</i></p> <p>Identify land use and transportation infrastructure policies to reduce energy consumption and greenhouse gases, and improve air quality</p>	<p>Burquitlam Neighbourhood Plan</p> <ul style="list-style-type: none"> ‣ Pedestrian, bicycle and transit facilities and infrastructure to link neighbourhood amenities and centres (Sections 1.2; 2.2; 3.1.3 g, i; 3.2.3 d; 3.6.3 c, i; 3.7; 3.7.1 d, f; 3.7.2; 3.7.3; 4.1.1) ‣ Higher density and mixed use development to be situated along transit corridors (Sections 2.0; 2.2; 3.1.1; 3.1.3) ‣ Support the development of a future rapid transit station (Section 3.7.1) ‣ Major neighbourhood gathering places and park directed to centre (Sections 2.2; 3.1.1; 3.1.3; 3.6.3) ‣ Increased parkland to improve air quality (Section 3.5) <p>Waterfront Village Centre Neighbourhood Plan</p> <ul style="list-style-type: none"> ‣ Village centre to be developed as medium to high density mixed use area (Sections 1.1; 3.2, 4; 3.3, 5) ‣ Bicycle and pedestrian trails to be connected to centre (Sections 3.3, 11; 3.7.1, 3.c; 3.7.2, 2; 3.7.3, 1) ‣ Sustainable transportation strategies will be provided (Section 4.1, 9) ‣ Increased parkland to improve air quality (Sections 3.6) <p>Austin Heights Neighbourhood Plan</p> <ul style="list-style-type: none"> ‣ Mixed use development and higher density situated in neighbourhood centre (Sections 2.2; 3.1.1; 3.1.3 a) ‣ Community amenities and commercial spaces directed to centre (Sections 3.1.3 d, f, j) ‣ Multi-modal transportation system directed to centre (Sections 2.1; 4.1; 4.1.1; 4.1.2; 4.1.3; 6.1.2) ‣ Policy to support safe and efficient walking and cycling (Sections 4.1.1; 4.1.2) ‣ Safe and sustainable transit options and infrastructure provided (Sections 4.1.3) <p>Lower Hyde Creek Neighbourhood Plan</p> <ul style="list-style-type: none"> ‣ Pedestrian, bicycle and transit network to link neighbourhood amenities and commercial area (Sections 3.4; 4.1; 4.1.1; 4.1.2; 4.1.3) ‣ Neighbourhood local commercial area to help limit vehicle trips (Sections 3.3) ‣ Low Impact Development measures to reduce greenhouse gases (Sections 3.1.3) <p>Upper Hyde Creek Neighbourhood Plan</p> <ul style="list-style-type: none"> ‣ Pedestrian, bicycle and transit network to link neighbourhood amenities and commercial area (Sections 3.3; 4.1; 4.1.1; 4.1.2; 4.1.3) ‣ Low Impact Development measures to reduce greenhouse gases (Sections 3.1.3) <p>Smiling Creek Neighbourhood Plan</p> <ul style="list-style-type: none"> ‣ Pedestrian, bicycle and transit network and infrastructure provided to link neighbourhood amenities and area centre (Section 3.4; 4.1; 4.1.1; 4.1.2; 4.1.3) ‣ Neighbourhood commercial area to limit residential trips (Section 3.6) ‣ Low Impact Development measures to reduce greenhouse gases (Section 3.1.3)

RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 3.3.4 b <i>- continued</i></p> <p>Identify land use and transportation infrastructure policies to reduce energy consumption and greenhouse gases, and improve air quality</p>	<p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> ‣ Network support to accommodate alternative energy vehicles (Section 3.5.2) ‣ Parking strategies to reduce the use of personal vehicles (Section 3.5.2, 1) ‣ Support the future Evergreen Rapid Transit Line (Section 3.3.2) ‣ Transportation Demand Management strategies implemented where applicable (Section 3.5.2, 1, 2; 3.6) ‣ High quality pedestrian, bicycle and transit facilities and infrastructure provided to promote alternatives to the car (Sections 3.1.2; 3.2.2; 3.3.2)
<p>Strategy 3.3.4 c</p> <p>Focus infrastructure and amenity investments in centres and corridors</p>	<ul style="list-style-type: none"> ‣ Major infrastructure and amenity investments are focused to support urban centres and the corridors between them: <ul style="list-style-type: none"> ‣ Citywide OCP (Sections 2.2, a-c; 2.3, a-c; 2.3.1, a-d) ‣ Southwest Area Plan (Sections 2.3 CC5, CC7) ‣ Northeast Area Plan (Sections A-3.1; A-4.0; A-6.9; A-7.0; B-1.6; B-5.3 ; D-2.0) ‣ City Centre Area Plan (Sections 2.3 CC3; 7.1; 6.3 VE11) ‣ Maillardville Neighbourhood Plan (Section 6.3) ‣ Lougheed Neighbourhood Plan (Sections 3.1.3; 3.2.2; 3.2.3 h; 3.3.3 d; 3.10; 3.10.1) ‣ Burquitlam Neighbourhood Plan (Sections 1.1; 3.2, 4; 3.3, 5; 3.7.5; 4.1.1) ‣ Austin Heights Neighbourhood Plan (Sections 2.2; 3.1.1; 3.1.3 a, d, f, j; 4.1)
<p>Strategy 3.3.4 d</p> <p>Support integrated stormwater management and water conservation</p>	<ul style="list-style-type: none"> ‣ Policies established to implement stormwater management approaches:: <ul style="list-style-type: none"> ‣ Citywide OCP (Section 3.2 obj. 1c; obj. 2 a,b; obj. 3 a, b) ‣ Southwest Area Plan (Sections 2.3 CC40 4.c; 3.3 HE 1.3-5, 8; 8.1.2.p) ‣ Northeast Area Plan (Sections A-2.2.8; A-9.1-3; D-1.0) ‣ City Centre Area Plan (Sections 3.3 HE4, HE7, HE12-17; 1.10; 9.13) ‣ Maillardville Neighbourhood Plan (Section 3.4) ‣ Lougheed Neighbourhood Plan (Sections 3.7.2; 3.10.1) ‣ Burquitlam Neighbourhood Plan (Sections 3.5.1; 3.5.2) ‣ Waterfront village Neighbourhood Plan (Section 4.3) ‣ Austin Heights Neighbourhood Plan (Sections 4.2; 6.1.3) ‣ Lower Hyde Creek Neighbourhood Plan (Section 4.2.3) ‣ Upper Hyde Creek Neighbourhood Plan (Section 4.2.3) ‣ Smiling Creek Neighbourhood Plan (Section 4.2.3) ‣ Water conservation programs implemented, where possible: <ul style="list-style-type: none"> ‣ Citywide OCP (Sections 3.2, obj. 1a; obj. 3 a, e; 3.6, obj. 1 a-c) ‣ Southwest Area Plan (Sections 3.3 HE 1.2 and 1.9; 9.3.13) ‣ Waterfront village Neighbourhood Plan (Section 4.2, 4) ‣ Lower Hyde Creek Neighbourhood Plan (Section 4.2.1, 4) ‣ Upper Hyde Creek Neighbourhood Plan (Section 4.2.1, 4) ‣ Smiling Creek Neighbourhood Plan (Section 4.2.1)



RGS Roles for Municipalities	CWOCF Actions
STRATEGY 3.4: ENCOURAGE LAND USE AND TRANSPORTATION INFRASTRUCTURE THAT IMPROVE THE ABILITY TO WITHSTAND CLIMATE CHANGE IMPACTS AND NATURAL HAZARD RISKS	
<p>Strategy 3.4.4</p> <p>Encourage settlement patterns that minimize climate change and natural hazard risks</p>	<ul style="list-style-type: none"> ‣ Climate change and natural hazards risk is managed through the location and design of new development: <ul style="list-style-type: none"> ‣ Citywide OCP (Sections 3.1 a, c, d, e-m, t-w; 3.4 obj. 1 a-d) ‣ Southwest Area Plan (Section 3.3 HE2, HE2.5) ‣ Northwest Area Plan (Section F-1-1) ‣ Northeast Area Plan (Sections A-9.0; A-9.8; A-9.13) ‣ Maillardville Neighbourhood Plan (Sections 9.1; 9.2) ‣ Lougheed Neighbourhood Plan (Sections 3.7) ‣ Burquitlam Neighbourhood Plan (Sections 3.5) ‣ Waterfront village Neighbourhood Plan (Section 4.3) ‣ Smiling Creek Neighbourhood Plan (Section 3.1.2) ‣ Partington Creek Neighbourhood Plan (Section 3.9) ‣ As noted above, Coquitlam has developed a Community Greenhouse Gas Reduction Strategy. This initiative builds on the City's existing Corporate Climate Action Plan and looks at opportunities to minimize the communities impact on climate change. The strategy was adopted on March 26, 2012.
<p>Strategy 3.4.5</p> <p>Consider climate change and natural hazard risk assessments in planning municipal assets</p>	<p>OCP Overview (Front Section)</p> <ul style="list-style-type: none"> ‣ Natural hazard risk managed in development (Section 3.4 obj 1-3) <p>Waterfront Village Centre Neighbourhood Plan</p> <ul style="list-style-type: none"> ‣ Climate change risks to be assessed to inform infrastructure and land use planning (Sections 3.1.2; 3.1.3; 3.1.4) <p>Austin Heights Neighbourhood Plan</p> <ul style="list-style-type: none"> ‣ Climate change risks to be assessed to inform infrastructure and land use planning (Sections 2.1; 3.1.3 a; 4.1.1; 4.1.2; 4.3)

Goal 4: Develop Complete Communities

RGS Roles for Municipalities	CWOCF Actions
STRATEGY 4.1.1: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES	
<p>Strategy 4.1.7 a</p> <p>Work towards meeting future housing demand estimates</p>	<ul style="list-style-type: none"> › Current area and neighbourhood plans within the OCP identify capacity for an additional 46,100 units, which fully accommodates the 2041 housing demand estimate. › The City is continually working towards addressing its future housing demand needs through area and neighbourhood plan update processes. (Citywide OCP Section 4.1, obj. 2 a) › The <i>Transit-Oriented Development Strategy</i> (TDS) identified a number of areas near rapid transit stations for additional growth. The policies in the TDS help to inform the local area planning processes for those areas.
<p>Strategy 4.1.7 a i</p> <p>Articulate the need for housing diversity</p>	<ul style="list-style-type: none"> › The OCP contains a broad range of land use designations that accommodate a wide variety of housing types from single-family through to high-density apartment residential: <ul style="list-style-type: none"> › Citywide OCP (Section 4.1 obj. 1 b, c) › Southwest Area Plan (Sections 2.3 CC9, 1b) › Northwest Area Plan (Sections 10.3 b, c; 10.4) › Northeast Area Plan (Section A-2.0, A-2.1, 2ciii, biii, ciii) › City Centre Area Plan (Sections 2.3 CC1; 4.3 DN 6, DN8) › Maillardville Neighbourhood Plan (Sections 2.0 c; 3.2 d; 4.2 d; 4.3) › Lougheed Neighbourhood Plan (Sections 3.4.3 b; 3.5.3 a) › Burquitlam Neighbourhood Plan (Sections 2.0; 2.1; 2.2; 3.3.1; 3.3.3. a, b) › Waterfront village Neighbourhood Plan (Section 3.2) › Austin Heights Neighbourhood Plan (Sections 1.3; 2.1; 2.2; 3.2.1; 3.2.2; 3.2.3; 3.3.1) › Lower Hyde Creek Neighbourhood Plan (Sections 2.1; 3.2) › Upper Hyde Creek Neighbourhood Plan (Sections 2.1; 3.2) › Smiling Creek Neighbourhood Plan (Sections 2.1; 3.2) › Partington Creek Neighbourhood Plan (Section 3.1)
<p>Strategy 4.1.7 a ii</p> <p>Increase diverse supply through infill and increased density</p>	<ul style="list-style-type: none"> › The City is continually working towards addressing its future housing demand needs through area and neighbourhood plan update processes. (Citywide OCP Section 4.1, obj. 2 a) › The OCP plans for increased density in all of the City's urban centres and FTDA's with densities of up to 4.5 - 5.0 FAR within the core of each urban centre. › The City's Housing Choices program provides for infill opportunities in traditionally single-family neighbourhoods near urban centres. Under the Housing Choices program up to four units of small-scale, ground-oriented housing can be developed on an individual lot. (Southwest Area Plan Policy 2.3 CC27)
<p>Strategy 4.1.7 a iii</p> <p>Assist senior governments in providing affordable rental</p>	<ul style="list-style-type: none"> › The City's 2007 <i>Affordable Housing Strategy</i>, which is currently being updated, promotes collaboration with other agencies and stakeholders to develop appropriate strategies. › The City collaborates with senior government to ensure a diverse range of affordable and subsidized housing options. (Citywide OCP Section 4.1 obj. 3 e, f)



RGS Roles for Municipalities	CWOCP Actions
<p>Strategy 4.1.7 a iv</p> <p>Facilitate affordable housing through diverse municipal measures</p>	<ul style="list-style-type: none"> › The City is currently preparing an updated <i>Housing Affordability Strategy</i> that will guide the provision of more affordable housing in the City. › Existing City policy limiting the strata conversion of rental housing units and ensuring that tenants displaced through redevelopment are provided relocation assistance from the developer. › A portion of the density bonus funds collected are earmarked for the City's Affordable Housing Reserve Fund. › Non-market housing developments have a reduced parking standard. (Zoning Bylaw Section 706) › Through the <i>Housing Affordability Strategy</i> update process the City may explore policy regarding further parking reductions for purpose built rental and/or affordable housing projects. › The City has recently leveraged land resources for two projects targeting differing housing affordability needs. › Relevant Policies: <ul style="list-style-type: none"> › Citywide OCP (Section 4.1, obj. 3 a-f) › Southwest Area Plan (Sections 4.3 DN2-8, DN12) › Northeast Area Plan (Sections A-2.0; A.2.2.6) › City Centre Area Plan (Sections 4.3 DN1, DN7) › Waterfront Village Neighbourhood Plan (Section 3.2.4, 1-4, 8, 9) › Austin Heights Neighbourhood Plan (Sections 3.1.3g; 5.1e) › Lower Hyde Creek Neighbourhood Plan (Sections 3.2, 7; 3.2.3) › Upper Hyde Creek Neighbourhood Plan (Sections 3.2 vii; 3.2.6, 7) › Smiling Creek Neighbourhood Plan (Section 3.2.5, 8)
<p>Strategy 4.1.8 a to f</p> <p>Prepare and implement Housing Action Plans</p>	<ul style="list-style-type: none"> › The City is preparing an updated <i>Housing Affordability Strategy</i> that will meet the goals and intent of the Housing Actions Plans. This strategy is anticipated to be completed in 2014. › The City recently completed a Housing Affordability discussion paper which will guide the preparation of the <i>Housing Affordability Strategy</i>.

RGS Roles for Municipalities	CWOCF Actions
STRATEGY 4.2: DEVELOP HEALTHY AND COMPLETE COMMUNITIES WITH ACCESS TO A RANGE OF SERVICES AND AMENITIES	
<p>Strategy 4.2.4 a</p> <p>Support compact Commercial Residential Mixed Use communities</p>	<p>Citywide OCP</p> <ul style="list-style-type: none"> › Residential and commercial growth primarily directed to a network of transit oriented centres (Section 2.1 obj. 1 a, b; 2.3.1 a, d) › Support and attract current and future business activities and direct them to future growth areas shown in Figure 2.1 (Section 2.1; 2.2) <p>Southwest Area Plan</p> <ul style="list-style-type: none"> › Residential growth and enhancement directed to neighbourhood centres (Section 2.3 CC3) › Multi-modal transit plans and investments in infrastructure directed towards centres (Section 2.3 CC5, CC7) › Mixed intensity of land uses, and transit oriented infrastructure and design, facilitated to support frequent transit (Section 2.3 CC8) › Higher densities and mixed-use encouraged (Section 2.3 CC8, CC9) › Land use and urban design considerations are made to ensure neighbourhood centres have transit, bicycle and pedestrian infrastructure, community amenities and service opportunities (Sections 9.2 6-7, 9-11; 5.3 ST1) › Sustainable transit plans and services for neighbourhood centres (Sections 2.3 CC4.2.a, CC8; 3.3 AE4.10; 5.3 ST1, ST3) <p>NW Area Plan</p> <ul style="list-style-type: none"> › Community amenities, public facilities and commercial spaces located in centres proposed (Section 11.1) › Proposed pedestrian, bicycle and transit facilities and infrastructure to link neighbourhood centres (Section 11.1) › Larger growth directed to centres (Section 12.4.1) › Higher density housing units directed to centre (Section 2.0; 11.1) › Transit between major centres (Section 5.0) <p>Northeast Area Plan</p> <ul style="list-style-type: none"> › Land use and urban design considerations are made to ensure neighbourhood centres have transit, bicycle and pedestrian infrastructure, community amenities and service opportunities (Sections A-3.1; A-4.0; A-6.9; A-7.0; B-1.6; B-5.3; D-2.0) › Higher densities directed to Village centre (Sections A-1.0; A-3.1) <p>City Centre Area Plan</p> <ul style="list-style-type: none"> › High density development located in the centre (Sections 2.3 CC1; 4.3 DN 6, DN9) › Transit located in dense and highly accessible areas (Sections 9.1 c, 9.2, 9.5) › High level of city services and infrastructure investments to support densities and local businesses (Sections 6.3 VE11; 7.3 CS1) › Commercial uses directed to the centre (Sections 6.3 VE1; 7.3 CS4) › Higher density uses directed to transit station areas (Sections 5.3 ST10, ST12)



RGS Roles for Municipalities	CWOCP Actions
<p>Strategy 4.2.4 a</p> <p>Support compact Commercial Residential Mixed Use communities</p> <p><i>-continued</i></p>	<p>Maillardville Neighbourhood Plan</p> <ul style="list-style-type: none"> › Mixed use and higher density development situated in centre (3.2.9; 4.0) › Community facilities and amenities encouraged to locate in centre (3.5 b, d) › Network of high quality streetscapes for pedestrians, cyclist and transit users to be developed (4.2 c) <p>Lougheed Neighbourhood Plan</p> <ul style="list-style-type: none"> › Land use and urban design considerations are made to ensure that the neighbourhood centre is comprised of mixed-use transit-oriented developments (Sections 1.2; 2.0; 2.2; 3.1.3 e; 3.2.3 e; 4.1.1 a) › Community amenities, public facilities and commercial spaces located in centre (Sections 2.0; 2.1; 3.1.3; 3.2.2; 3.2.3 h; 3.3.3 d) <p>Burquitlam Neighbourhood Plan</p> <ul style="list-style-type: none"> › Land use and urban design considerations are made to ensure that the neighbourhood centre is comprised of mixed-use transit-oriented developments (Sections 1.2; 2.0; 2.2; 3.5.1 a; 3.7; 4.1.1 a; 4.1.2 b) › Community amenities, public facilities and commercial spaces located in centre (Sections 2.1; 3.1.2; 3.1.3 i; 3.2.3 d; 3.3.3 e; 3.6.3 c, f) <p>Waterfront Village Centre Neighbourhood Plan</p> <ul style="list-style-type: none"> › Land use and urban design considerations are made to ensure that the neighbourhood centre is comprised of mixed-use transit-oriented developments (Sections 1.1; 3.2, 4; 3.2.7; 3.3, 5; 4.0) › Community amenities and infrastructure to be located adjacent to neighbourhood (Sections 3.7.5; 4.1.1) <p>Austin Heights Neighbourhood Plan</p> <ul style="list-style-type: none"> › Land use and urban design considerations are made to ensure that the neighbourhood centre is comprised of mixed-use transit-oriented developments (Sections 2.1; 2.2; 3.1.1; 3.1.3; 6.1; 6.1.2) › Community amenities, public facilities and commercial spaces located in centre (Sections 2.2; 3.1.3 f, g, l; 3.5.3 a; 4.1.2 d; 4.1.3 d) <p>Partington Creek Neighbourhood Plan</p> <ul style="list-style-type: none"> › Future Neighbourhood Centre will be developed as a compact, mixed use area (Section 4.1) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> › Land use and transportation planning integrated through the development of compact, mixed-use communities (Section 1.0)

RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 4.2.4 b</p> <p>Locate community hubs and affordable housing in transit accessible areas</p>	<ul style="list-style-type: none"> ‣ Community infrastructure investment is directed to a network of centres. The network of urban centres is proposed to be linked by higher-capacity transit: <ul style="list-style-type: none"> ‣ Citywide OCP (Section 2.3 a, b; 2.3.1 a, d) ‣ Southwest Area Plan (Sections 2.3 CC5, CC8; 3.3 HE4.10; 5.3 ST1, ST3) ‣ Northwest Area Plan (Sections 2.0; 11.1; 12.4.1) ‣ Northeast Area Plan (Sections A-1.0; A-2.2.6; A-3.1) ‣ City Centre Area Plan (Sections 9.1 c, 9.2, 9.5) ‣ Maillardville Neighbourhood Plan (Sections 3.2.9; 4.0) ‣ Lougheed Neighbourhood Plan (Sections 1.2; 4.1.1a) ‣ Burquitlam Neighbourhood Plan (Sections 2.2; 3.1.3b) ‣ Waterfront Village Neighbourhood Plan (Sections 1.1; 3.2, 4; 3.2.7; 3.3, 5; 4.0) ‣ Austin Heights Neighbourhood Plan (Sections 2.2; 4.1.3) ‣ The City works with a range of groups to ensure more affordable housing is located in appropriate locations (Citywide OCP 4.1 obj. 3 f)
<p>Strategy 4.2.4 c</p> <p>Provide public spaces</p>	<ul style="list-style-type: none"> ‣ All parks and open spaces are designated as Conservation and Recreation, refer to “Schedule A - Regional Land Use Designations”. ‣ Policies to provide public park, open spaces and community amenities provided in all neighbourhoods: <ul style="list-style-type: none"> ‣ Citywide OCP (Section 3.3.2, obj. 1-3) ‣ Southwest Area Plan (Sections 2.3 CC9, 2; CC18) ‣ Northwest Area Plan (Sections 6.0; 11.1; 11.9.3) ‣ Northeast Area Plan (Sections A-6.0; A-6.11) ‣ City Centre Area Plan (Sections 5.3 ST8; 7.3 CS2) ‣ Maillardville Neighbourhood Plan (Sections 3.5 b, d; 4.2 b; 4.4 d, e; 5.3; 4.1 G1, G2) ‣ Lougheed Neighbourhood Plan (Sections 3.7.1 b; 3.8.3) ‣ Burquitlam Neighbourhood Plan (Sections 3.1.3 i; 3.2.3 d; 3.3.3 e; 3.6.3 c, f; 3.7.2 a) ‣ Waterfront Village Neighbourhood Plan (Sections 3.6; 3.7; 3.7.1) ‣ Austin Heights Neighbourhood Plan (Sections 3.1.2; 3.2.2) ‣ Lower Hyde Creek Neighbourhood Plan (Section 3.4) ‣ Upper Hyde Creek Neighbourhood Plan (Section 3.3) ‣ Smiling Creek Neighbourhood Plan (Section 3.3) ‣ Partington Creek Neighbourhood Plan (Section 3.4) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> ‣ City wide bicycle and pedestrian systems to be integrated with parks and open spaces (Sections 3.1.2; 3.2.2)



RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 4.2.4 d Support active living</p>	<ul style="list-style-type: none"> ‣ A range of policies to promote active living and recreational activities and provide extensive park and trail networks with integrated pedestrian and cycling routes: <ul style="list-style-type: none"> ‣ Citywide OCP (Section 3.3.2 obj. 1-3; 6.4, obj. 1,2) ‣ Southwest Area Plan (Sections 2.3 CC40.2.d; 5.3, ST17-ST23; 7.1; 7.3 CS18, 1-7) ‣ Northwest Area Plan (Sections 6.0; 11.1; 11.9.3) ‣ Northeast Area Plan (Sections A-3.1; A-6.0; A-6.5; A-6.7 d, f; A-6.9 a, c) ‣ City Centre Area Plan (Sections 4.3 DN14; 5.3 ST4, ST14; 9.4) ‣ Maillardville Neighbourhood Plan (Section 9.2) ‣ Lougheed Neighbourhood Plan (Sections 1.2; 3.7.1 b; 3.8.3; 3.9.2) ‣ Burquitlam Neighbourhood Plan (Sections 3.1.3 l; 3.2.3 d; 3.3.3 e; 3.5.2 b; 3.6.3, d, e, f; 3.7.2 a; 3.7.3) ‣ Waterfront Village Neighbourhood Plan (Section 3.6; 3.7; 3.7.1; 3.7.2 ,2, 10; 3.7.3) ‣ Austin Heights Neighbourhood Plan (Sections 2.2; 3.1.3 f; 3.5.3; 4.1.2 aii) ‣ Lower Hyde Creek Neighbourhood Plan (Section 3.2, 8; 3.4; 3.5) ‣ Upper Hyde Creek Neighbourhood Plan (Section 3.2 viii; 3.3; 3.4, 3) ‣ Smiling Creek Neighbourhood Plan (Section 3.2.4; 3.3; 3.4; 4.1.2; 4.1.3) ‣ Partington Creek Neighbourhood Plan (Sections 3.4 f; 3.7 a-g) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> ‣ Support facilities, policies and programs to be developed to make cycling more convenient and attractive (Section 3.2.2, 3) ‣ Promote active living and activities and provide extensive park and trail networks (Sections 3.1.2; 3.2.2)
<p>Strategy 4.2.4 e Support food production and distribution</p>	<ul style="list-style-type: none"> ‣ Local food production and distribution is supported through urban agriculture, community gardens, farmers markets, edible landscaping, and active living roofs: <ul style="list-style-type: none"> ‣ Southwest Area Plan (Sections 3.3.16; 7.3 CS21) ‣ Northeast Area Plan (Sections A-8.0; A-8.5) ‣ City Centre Area Plan (Section 3.3 HE5) ‣ Lougheed Neighbourhood Plan (Section 3.7.1 b)

RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 4.2.4 f</p> <p>Assess health implications in planning</p>	<ul style="list-style-type: none"> ‣ The OCP neighbourhood structure based on pedestrian, bicycle and transit networks in an urban setting with integrated parks and open spaces has positive health benefits and improved quality of life. ‣ Additional OCP policies focus on providing air and water quality improvements through community designs encouraging sustainable modes of travel, improved site treatments, and expanded parkland. ‣ Relevant Policies: <ul style="list-style-type: none"> ‣ Citywide OCP (Sections 3.3.2 obj. 1-3; 6.4 obj. 1-2) ‣ Southwest Area Plan (Sections 3.3 HE3, 7, 17, 18; 9.3 19-20; 5.3 ST17, ST23) ‣ Northwest Area Plan (Section 11.9.3) ‣ Northeast Area Plan (Sections A-2.0; A-6.0; A-6.2; A-6.3) ‣ City Centre Area Plan (Sections 2.3 CC1; 3.3 HE1; 7.3 CS2, CS5; 9.4 a-c) ‣ Maillardville Neighbourhood Plan (Sections 3.5.2 b; 3.6.3 d, e; 3.7.2 ; 3.7.3; 8.1; 9.2) ‣ Lougheed Neighbourhood Plan (Sections 1.2; 3.7; 3.7.1 b; 3.8.3; 3.9.2) ‣ Burquitlam Neighbourhood Plan (Sections 1.2; 2.2; 3.1.1; 3.1.3 g, i; 3.2.3 d; 3.5.2b; 3.6.3 c, d, e; 3.7; 3.7.1 d, f; 3.7.2; 3.7.3; 4.1.1) ‣ Waterfront Village Neighbourhood Plan (Sections 3.6; 3.7.1, 3.c; 3.7.2, 2, 10; 3.7.3) ‣ Austin Heights Neighbourhood Plan (Sections 2.1; 2.2; 3.1.1; 3.1.3 f, g; 3.5.3; 4.1.2a; 6.1; 6.1.2) ‣ Lower Hyde Creek Neighbourhood Plan (Sections 3.1.3; 3.2, 8; 3.4; 3.5; 4.1.2; 4.1.2; 4.1.3) ‣ Upper Hyde Creek Neighbourhood Plan (Sections 3.1.3; 3.3; 3.4; 4.1.2; 4.1.2; 4.1.3) ‣ Smiling Creek Neighbourhood Plan (Sections 3.1.3; 3.2.4; 3.3; 3.4; 4.1.2; 4.1.3; 4.1.4) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> ‣ Air quality improvements through transportation planning and the promotion of alternate fuel vehicles (Sections 3.5.2; 3.6.2, 3.b)
<p>Strategy 4.2.4 g</p> <p>Support universally accessible community design</p>	<p>Citywide OCP</p> <ul style="list-style-type: none"> ‣ Interconnected street network to facilitate ease of walking and cycling through the use of appropriate strategies and infrastructure (Sections 2.3.1 a-d; 6.2 a-i) ‣ Universally accessible design to improve access to local transit (Section 6.3 a-f) ‣ Policies to ensure the accessibility of community facilities, services and procedures (Section 7.1, obj. 5) ‣ Citywide Development Permit Guidelines require accessibility best practices. (Section 2.3.2 a) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> ‣ Attractive and accessible pedestrian facilities to be provided (Sections 3.1.1; 3.1.2) ‣ Transit accessibility to be improved (Section 3.3.2, 3)
<p>Strategy 4.2.4 h</p> <p>Identify small scale local centres</p>	<ul style="list-style-type: none"> ‣ The location of Local Centres areas is shown on “Schedule B - Urban and Local Centres”



RGS Roles for Municipalities	CWOCP Actions
<p>Strategy 4.2.4 i</p> <p>Recognize Special Employment Areas</p>	<ul style="list-style-type: none">› There are no Special Employment Areas of regional significance in the City.› Douglas College is located within Coquitlam Regional City Centre and is integrated into the centres focused policies for that area.› Riverview Hospital is currently being decommissioned; all patients and staff have been transferred off-site. While the City continues to promote the development of a mental health centre with accompanying employment stimulus, the future use(s) of the site are unknown at this time and will be the subject of a future Provincial planning process.

Goal 5: Support Sustainable Transportation Choices

RGS Roles for Municipalities	CWOCF Actions
STRATEGY 5.1: COORDINATE LAND USE AND TRANSPORTATION TO ENCOURAGE TRANSIT, MULTIPLE-OCCUPANCY VEHICLES, CYCLING AND WALKING.	
<p>Strategy 5.1.6 a</p> <p>Encourage a greater share of transit, cycling and walking trips and support Translink's Frequent Transit Network</p>	<ul style="list-style-type: none"> ‣ The OCP contains a number of policies to support an attractive, affordable and safe multi-modal transportation system. ‣ An urban structure of a compact, complete communities with bicycle and pedestrian networks integrated into neighbourhoods, parks and open spaces will facilitate walking and cycling. ‣ Relevant Policies: <ul style="list-style-type: none"> ‣ Citywide OCP (Sections 2.3 a-e; 2.3.1 a, b, d; 6.4, obj. 1 a-c, obj. 2 a-d) ‣ Southwest Area Plan (Sections 5.3 ST2, ST18) ‣ Northwest Area Plan (Section 2.2) ‣ Northeast Area Plan (Sections A-3.1; B-3.1; B-3.3; B-4.3) ‣ City Centre Area Plan (Sections 2.3 CC3, CC13, CC14; 5.3 ST1-11, ST14) ‣ Maillardville Neighbourhood Plan (Sections 4.0; 4.2 c; 6.2; 7.3; 9.2) ‣ Lougheed Neighbourhood Plan (Sections 2.2; 3.8.3; 3.9.1; 3.9.2; 3.9.3; 4.1.1) ‣ Burquitlam Neighbourhood Plan (Sections 3.5.2 b; 3.6.3 d; 3.7.1; 3.7.2; 3.7.3) ‣ Waterfront Village Neighbourhood Plan (Sections 4.1; 4.1.1; 4.1.2, 2) ‣ Austin Heights Neighbourhood Plan (Sections 2.1; 3.5.3; 4.1; 4.1.1; 4.1.2; 4.1.3; 6.1.2) ‣ Lower Hyde Creek Neighbourhood Plan (Sections 2.1; 3.1.3; 3.4; 3.5. 9-12; 4.1.1; 4.1.3; 4.1.4) ‣ Upper Hyde Creek Neighbourhood Plan (Sections 2.1; 3.1.3; 3.4; 3.5. 9-12; 4.1.1; 4.1.3; 4.1.4) ‣ Smiling Creek Neighbourhood Plan (Sections 2.1; 3.2; 3.3; 4.1.1; 4.1.2; 4.1.3) ‣ Partington Creek Neighbourhood Plan (Sections 3.1; 3.7) Strategic Transportation Plan (STP) <ul style="list-style-type: none"> ‣ City-wide polices including establishing parking maximums and flexible or reduced parking standards to be considered (Section 3.5.2, 1) ‣ Shared parking, preferential parking areas, minimizing principal use facilities and unbundling parking in the City Centre considered (Section 3.5.2, 2.a) ‣ On-street parking time limits, parking pricing, and related support strategies considered in City Centre (Section 3.5.2, 2.b, c) ‣ Intelligent Transportation Systems, including transit priority measures, to be implemented (Sections 3.2.2, 13.4.2, 2.c; 4.2, 2, 3) ‣ Land use integrated with transportation planning (Sections 3.6.2, 1) ‣ City to encourage external agencies and private sector businesses to implement TDM measures (Sections 3.6.2, 2) ‣ Local programs, education and awareness strategies and information distribution supported to encourage a greater use of sustainable modes of transportation (Sections 3.6.2, 3)



RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 5.1.6 b</p> <p>Support transportation system demand management and supply measures</p>	<ul style="list-style-type: none"> ‣ The OCP contains policies encouraging Transportation Demand Management (TDM) measures, including parking supply management, workplace TDM programs and increased investment in pedestrian, cyclist and transit infrastructure. ‣ Relevant Policies: <ul style="list-style-type: none"> ‣ Citywide OCP (Sections 6.2 c, d, h; 6.3 a-d) ‣ Southwest Area Plan (Sections 3.3.9; 5.3, ST1, ST10-13, ST15, ST29) ‣ Northwest Area Plan (Sections 6.0; 11.9.3) ‣ Northeast Area Plan (Sections A-3.1; B-1.3; B-1.11; B-4.3) ‣ City Centre Area Plan (Sections 5.3, ST1-5, ST20-23) ‣ Maillardville Neighbourhood Plan (Sections 4.0; 6.2; 7.3) ‣ Lougheed Neighbourhood Plan (Sections 3.1.3 j; 3.2.3 l; 3.3.3 e; 3.4.3 f; 3.5.3 f; 3.7.1; 3.9.1; 3.9.2; 3.9.4d) ‣ Burquitlam Neighbourhood Plan (Sections 3.1.3 j; 3.2.3 e; 3.3.3 f; 3.6.3 j; 3.7.1 f; 3.7.2; 3.7.3 b; 3.7.4 b.i, b.ii) ‣ Waterfront Village Neighbourhood Plan (Sections 2.3, 9; 3.3, 17; 4.1; 4.1.1, 7; 4.1.2, 4; 4.1.4, 2; 4.1.5, 1) ‣ Austin Heights Neighbourhood Plan (Sections 4.1.1; 4.1.2; 4.1.3) ‣ Lower Hyde Creek Neighbourhood Plan (Sections 4.1.2; 4.1.3; 4.1.4) ‣ Upper Hyde Creek Neighbourhood Plan (Sections 4.1.2; 4.1.3; 4.1.4) ‣ Smiling Creek Neighbourhood Plan (Sections 4.1.2; 4.1.3; 4.1.4) ‣ Partington Creek Neighbourhood Plan (Section 3.7) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> ‣ Intelligent Transportation Systems, including transit priority measures, to be implemented (Sections 3.2.2, Policy 13.4.2, 2.c; 4.2, Policies 2 and 3) ‣ City-wide polices including establishing over the long-term, parking maximums and flexible or reduced parking standards to be considered (Section 3.5.2, Policy 1) ‣ Shared parking, preferential parking areas, minimizing principal use facilities and unbundling parking in the City Centre to be considered (Section 3.5.2, Policy 2.a) ‣ On-street parking time limits, parking pricing, and related support strategies considered in City Centre, rapid transit station areas and local centres. (Section 3.5.2, Policies 2 b and c) ‣ City to encourage external agencies and private sector businesses to implement TDM measures (Section 3.6.2, Policy 2) ‣ Local programs, education and awareness strategies and information distribution supported to encourage a greater use of sustainable modes of transportation (Section 3.6.2, Policy 3) <p>Zoning Bylaw</p> <ul style="list-style-type: none"> ‣ Parking reductions in SkyTrain Core and Shoulder areas, as defined by the <i>Transit-Oriented Development Strategy</i> (TDS) where TDM measures are employed are described in the <i>Zoning Bylaw</i>. (Section 713)

RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 5.1.6 c</p> <p>Manage and enhance municipal infrastructure to support transit, cycling and walking</p>	<ul style="list-style-type: none"> ‣ The OCP contains multiple policies that support improved infrastructure for walking cycling and transit, relevant policies include: <ul style="list-style-type: none"> ‣ Citywide OCP (Sections 6.2 a, g, h, i; 6.4 obj. 1 a-c, obj. 2 a-d) ‣ Southwest Area Plan (Sections 5.3 St3, ST17, ST21, ST23; 7.3 CS18.5) ‣ Northwest Area Plan (Sections 6.0; 11.9.3; Policy I-5) ‣ Northeast Area Plan (Sections A-3.1; B-1.6; B-3.3; B-4.3; B-6.1-6.4) ‣ City Centre Area Plan (Sections 5.3 ST1-5, ST13, ST15, ST19, ST21; 9.4) ‣ Maillardville Neighbourhood Plan (Sections 4.0; 6.2; 7.3) ‣ Lougheed Neighbourhood Plan (Sections 3.7.1; 3.9.1; 3.9.2; 3.9.4) ‣ Burquitlam Neighbourhood Plan (Sections 1.2; 2.2; 3.1.3 g, i; 3.2.3 d; 3.6.3 c, i; 3.7; 3.7.1 d, f; 3.7.2; 3.7.3; 3.7.4 b.i, b.ii; 4.1.1i) ‣ Waterfront Village Neighbourhood Plan (Sections 3.7.3; 4.1; 4.1.1) ‣ Austin Heights Neighbourhood Plan (Sections 3.5.3; 4.1.2 a.ii; 4.1.3) ‣ Lower Hyde Creek Neighbourhood Plan (Sections 4.1.2; 4.1.3; 4.1.4) ‣ Upper Hyde Creek Neighbourhood Plan (Sections 4.1.2; 4.1.3; 4.1.4) ‣ Smiling Creek Neighbourhood Plan (Sections 4.1.2; 4.1.3; 4.1.4) ‣ Partington Creek Neighbourhood Plan (Section 3.7) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> ‣ Intelligent Transportation Systems (ITS) to support transportation infrastructure (Section 3.4.2, 2.c) ‣ Pedestrian and bicycle infrastructure to be enhanced (Sections 3.1.2; 3.2.1) ‣ Pedestrian and bicycle networks integrated with trail systems (Sections 3.1.1; 3.2.2)
<p>Strategy 5.2.3 a</p> <p>Map goods and service vehicle movement routes</p>	<ul style="list-style-type: none"> ‣ The location of Goods Movement Routes is shown on “Schedule C - Goods Movement Routes” ‣ Schedule C is based on the City’s <i>Official Community Plan (OCP)</i>, the <i>Strategic Transportation Plan (STP)</i> and <i>Street and Traffic Bylaw</i>. ‣ The City intends to establish United Boulevard, between King Edward Street and the Brunette River, as a key goods movement route within the City and region, upon completing road and bridge infrastructure improvements that facilitate safe and efficient goods movement through this corridor, and will be working with New Westminster, TransLink, and the Province to achieve these improvements.



RGS Roles for Municipalities	CWOCF Actions
<p>Strategy 5.2.3 b</p> <p>Support efficient movement of goods, services and passengers</p>	<ul style="list-style-type: none"> ‣ The OCP contains multiple policies that support efficient movement of goods, services and people. ‣ Relevant Policies: <ul style="list-style-type: none"> ‣ Citywide OCP (Section 6.1, c; 6.2 a-i) ‣ Southwest Area Plan (Sections 5.3 ST24-27) ‣ Northwest Area Plan (Section 11.9.1) ‣ Northeast Area Plan (Sections B-1.0; B-1.2 a; B-1.5; B-1.6; B-1.8; B-1.13; B-2.0; B-3.3) ‣ City Centre Area Plan (Sections 5.3 ST26, ST27) ‣ Maillardville Neighbourhood Plan (Section 9.1) ‣ Loughheed Neighbourhood Plan (Sections 3.9.3) ‣ Burquitlam Neighbourhood Plan (Sections 3.7.4) ‣ Waterfront Village Neighbourhood Plan (Section 4.1) ‣ Austin Heights Neighbourhood Plan (Sections 4.1.5) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> ‣ Movement of goods, services and passengers facilitated (Sections 3.4.1; 3.4.2) ‣ Future regional transportation improvements supported (Section 3.4.2, 1a, 3)
<p>Strategy 5.2.3 c</p> <p>Support development of transportation system management strategies</p>	<ul style="list-style-type: none"> ‣ Support for Transportation System Management strategies, including transit priority measures, parking management, workplace TDM programs, and intelligent transportation systems can be found in the following policies: <ul style="list-style-type: none"> ‣ Citywide OCP (Section 6.1 a, b, c; 6.2 f; 6.3 d) ‣ Southwest Area Plan (Sections 3.3.9; 5.3 ST3, ST5; 9.5.25) ‣ Northeast Area Plan (Sections B-1.0; B-1.6; B-1.13; B-2.0; B-3.3) ‣ City Centre Area Plan (Sections 5.3 ST12, ST20-23; 9.6) ‣ Loughheed Neighbourhood Plan (Sections 3.9.4d) ‣ Waterfront Village Neighbourhood Plan (Sections 2.3, 9; 3.3, 17; 4.1; 4.1.2, 4; 4.1.4, 2; 4.1.5, 1) ‣ Austin Heights Neighbourhood Plan (Section 4.1.4 d) ‣ Lower Hyde Creek Neighbourhood Plan (Section 4.1.4, 4) ‣ Upper Hyde Creek Neighbourhood Plan (Section 4.1.4, 4) ‣ Smiling Creek Neighbourhood Plan (Section 4.1.4, 6) <p>Strategic Transportation Plan (STP)</p> <ul style="list-style-type: none"> ‣ Transportation Demand Management Strategy supported (Sections 3.6; 3.6.1; 3.6.2)
<p>Strategy 5.2.3 d</p> <p>Support protection of rail rights-of-way and waterway access</p>	<ul style="list-style-type: none"> ‣ Continued operation of rail lines promoted (Southwest Area Plan Section 5.3 ST27) ‣ Rail corridors are recognized as significantly important for the transportation of goods (Strategic Transportation Plan Section 3.4.1) ‣ The City will explore developing policy to balance public access to waterways with commercial/industrial access to waterways through a future planning process.

Table 2 - Population and Employment Projections¹

POPULATION		Target		Target		Target		Projected Growth		
	2011		2021		2031		2041		2011-2041	
	#	%	#	%	#	%	#	%	#	%
Coquitlam Total	131,500	100%	176,000	100%	213,000	100%	224,000	100%	92,500	100%
Coquitlam Regional City Centre	8,000	6%	19,400	11%	32,200	15%	35,100	16%	27,200	29%
Lougheed Municipal Town Centre	6,700	5%	9,700	6%	11,500	5%	13,300	6%	8,600	9%
Burquitlam FTDA	9,700	7%	14,100	8%	16,300	8%	18,600	8%	11,800	13%
Urban Centres and FTDA's Total	24,400	19%	43,200	25%	60,000	28%	67,000	30%	47,600	51%
All Other Areas	107,100	81%	132,800	75%	153,000	72%	157,000	70%	44,900	49%

DWELLING UNITS		Target		Target		Target		Projected Growth		
	2011		2021		2031		2041		2011-2041	
	#	%	#	%	#	%	#	%	#	%
Coquitlam Total	48,000	100	67,700	100%	86,700	100%	94,100	100%	46,100	100%
Coquitlam Regional City Centre	3,300	7%	9,000	13%	15,400	18%	16,800	18%	13,600	28%
Lougheed Municipal Town Centre	2,600	6%	3,900	6%	4,800	6%	5,800	6%	4,000	9%
Burquitlam FTDA	3,600	8%	5,500	8%	6,600	8%	7,900	8%	5,200	11%
Urban Centres and FTDA's Total	9,500	20%	18,400	27%	26,800	31%	30,500	32%	22,800	49%
All Other Areas	38,500	80%	49,300	73%	59,900	69%	63,600	68%	23,300	51%

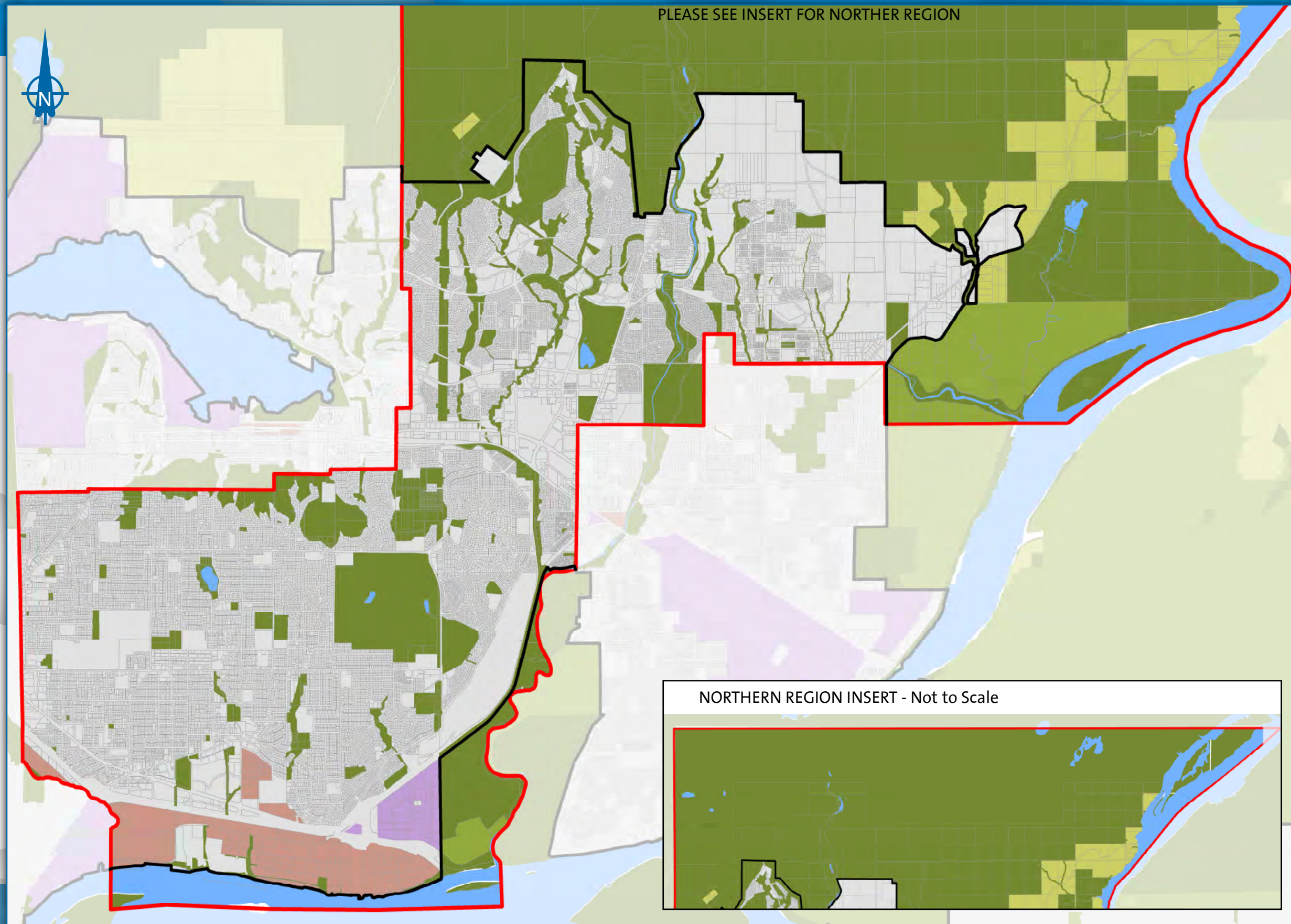
EMPLOYMENT		Target		Target		Target		Projected Growth		
	2011		2021		2031		2041		2011-2041	
	#	%	#	%	#	%	#	%	#	%
Coquitlam Total	51,200	100	70,000	100%	86,000	100%	94,000	100%	42,800	100%
Coquitlam Regional City Centre	9,000	18%	14,900	21%	19,100	22%	21,900	23%	12,900	30%
Lougheed Municipal Town Centre	2,400	5%	3,700	5%	5,000	6%	5,300	6%	2,900	7%
Burquitlam FTDA	1,700	3%	2,800	4%	3,700	4%	4,100	4%	2,400	6%
Urban Centres and FTDA's Total	13,200	26%	21,300	30%	27,800	32%	31,200	33%	18,100	42%
All Other Areas	38,000	74%	48,700	70%	58,200	68%	62,800	67%	24,700	58%

NOTES:

1. These projections are to assist in long range planning and are guidelines only.
2. Figures for 2011 are based on Census 2011 numbers and include the census undercount of 3.9%.
3. All figures are rounded and may include minor inconsistencies for summary totals.
4. Growth distribution based on existing land uses in the CWOCP except in City Centre where future land use changes are contemplated under Policy CC14.


¹Amended June 27, 2017

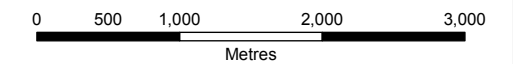
CITY OF COQUITLAM - REGIONAL LAND USE DESIGNATIONS



SCHEDULE A Regional Land Use Designations

LEGEND

-  City of Coquitlam Boundary
-  Urban Containment Boundary
-  Water Bodies
- RGS Land Use Designations**
-  General Urban
-  Industrial
-  Mixed Employment
-  Conservation Recreation
-  Rural
-  Agriculture



*Disclaimer

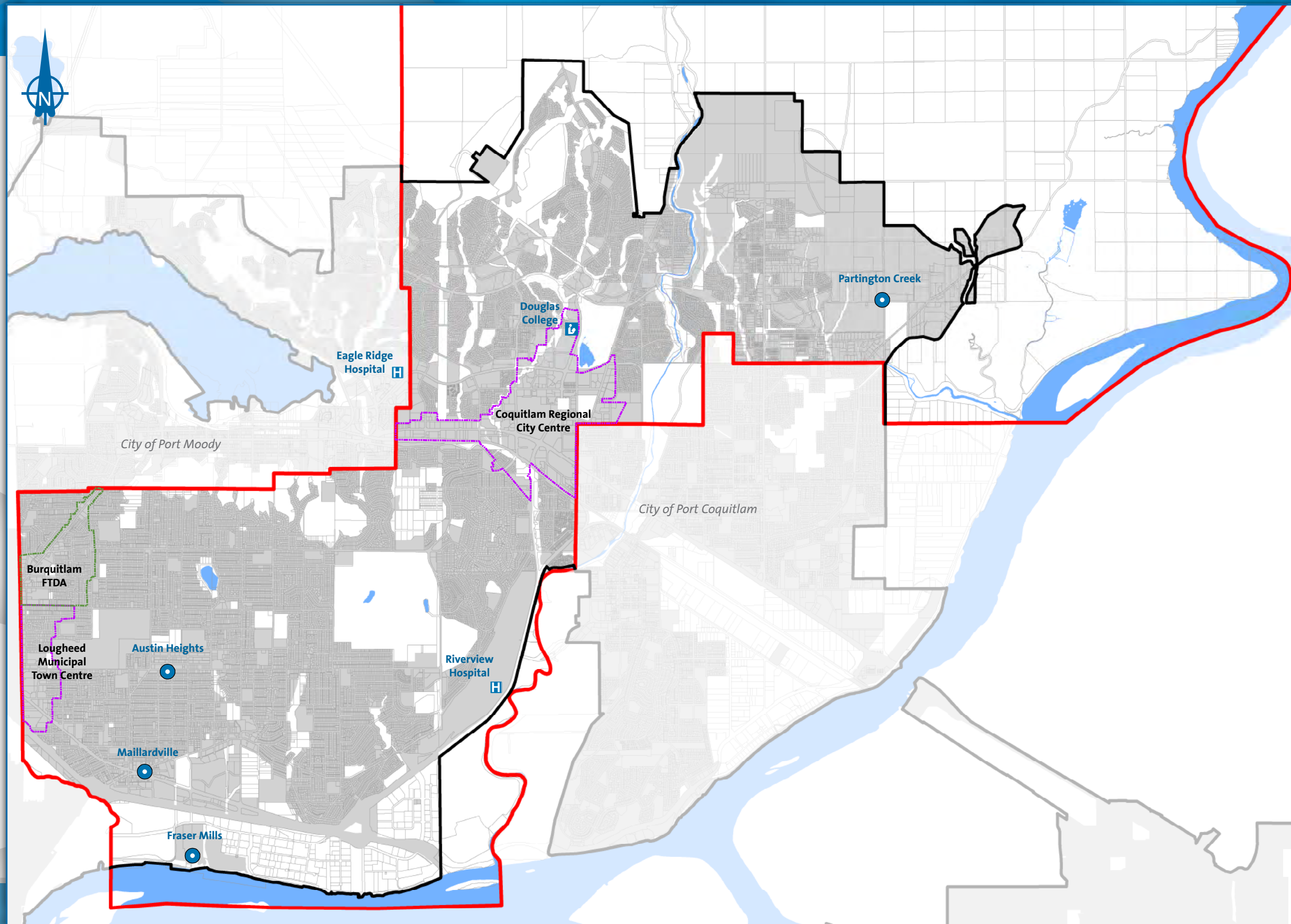
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Adopted: March 4, 2002

Last Amended: December 2, 2013










Prepared by: Coquitlam Community Planning Division
Source: Regional Growth Strategy - Bylaw No. 1136, 2010
Greater Vancouver Regional District
(Metro Vancouver)

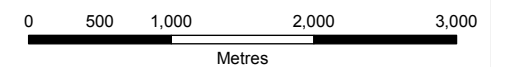
CITY OF COQUITLAM - URBAN AND LOCAL CENTRES



SCHEDULE B Urban and Local Centres

LEGEND

-  City of Coquitlam Boundary
-  Urban Containment Boundary
-  Water Bodies
-  General Urban
-  Urban Centres
-  Frequent Transit Development Area
-  Local Centres
-  Post Secondary
-  Hospital



*Disclaimer

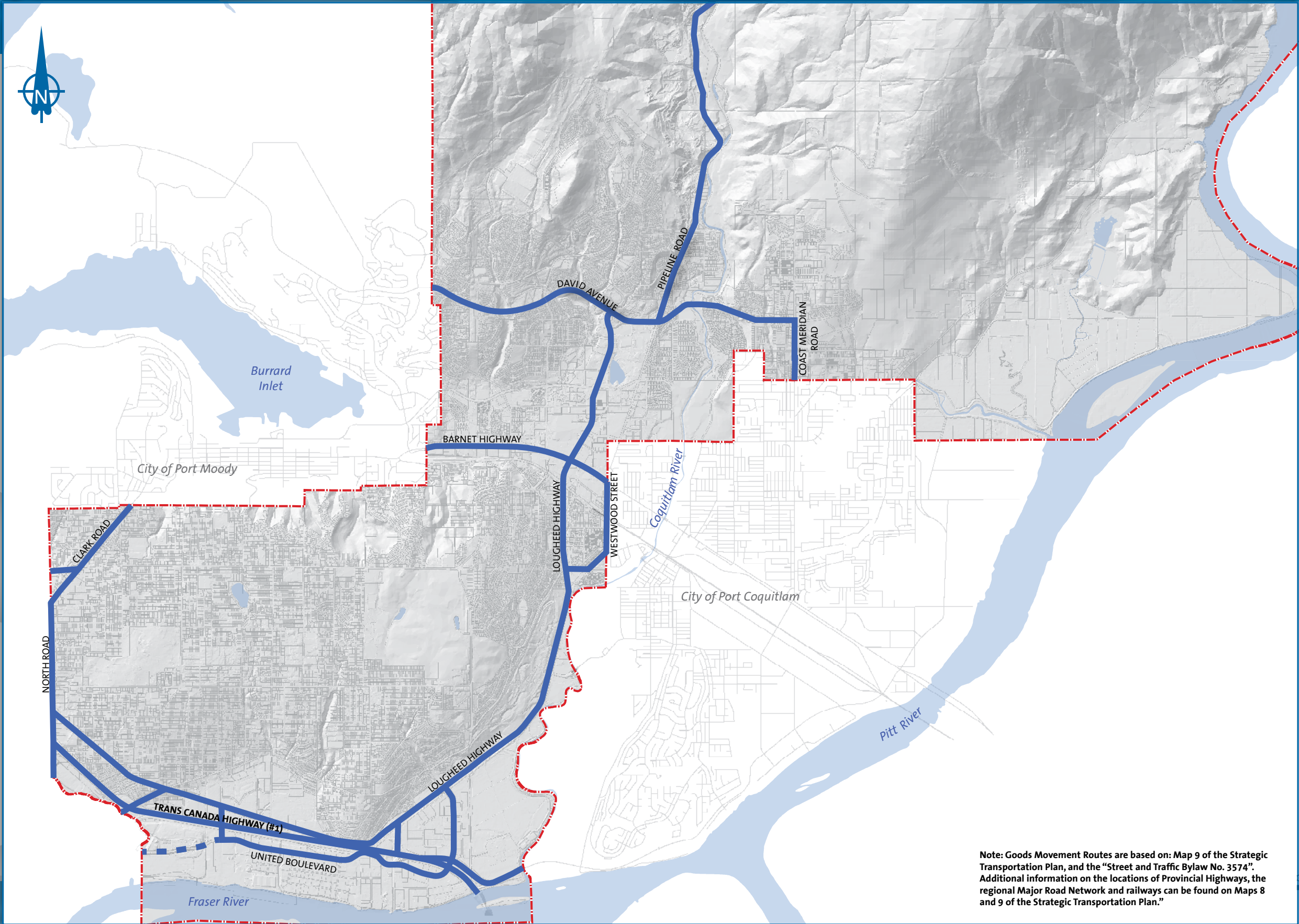
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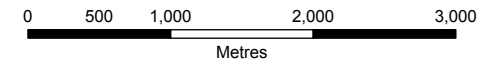
CITY OF COQUITLAM - GOODS MOVEMENT ROUTES



SCHEDULE C Goods Movement Routes

LEGEND

- City of Coquitlam Boundary
- Goods Movement Routes
- Future Goods Movement Routes
- Water Bodies



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 (Metro Vancouver)

Note: Goods Movement Routes are based on: Map 9 of the Strategic Transportation Plan, and the "Street and Traffic Bylaw No. 3574". Additional information on the locations of Provincial Highways, the regional Major Road Network and railways can be found on Maps 8 and 9 of the Strategic Transportation Plan."