

Schedule J – Neighbourhood Plans

Schedule J includes the City’s eight Neighbourhood Plans. The Neighbourhood Plans include area-specific information and policies to guide the development of those plan areas. Land uses and applicable height restrictions in the Neighbourhood Plans are in Schedule B.

J-1 Austin Heights Neighbourhood Plan

J-2 Burquitlam-Lougheed Neighbourhood Plan

J-3 City Centre Neighbourhood Plan

J-4 Hyde Creek Neighbourhood Plan

J-5 Maillardville Neighbourhood Plan

J-6 Partington Creek Neighbourhood Plan

J-7 Smiling Creek Neighbourhood Plan

J-8 Waterfront Village Centre Neighbourhood Plan



Land Acknowledgement

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

Neighbourhood Planning Context

The Neighbourhood Plans in this Schedule have the same plan area boundaries and area-specific information of the area plans and Neighbourhood Plans that were adopted by previous official community plans. By maintaining these area-specific elements, the legacy and intent of these planning documents are upheld. Where possible, the Neighbourhood Plans have been restructured to better align with the Official Community Plan (OCP), to standardize the information in the Neighbourhood Plans and to improve navigation. This means certain Neighbourhood Plan sections no longer include neighbourhood-level policy. In these instances, there is a note indicating that related policies can be found in the broader OCP.

Purpose

Coquitlam's Neighbourhood Plans provide guidance for site- and neighbourhood-specific growth and development. These plans provide detailed guidance on development within their neighbourhood's boundaries by expanding upon or providing further restrictions to the applicable policies contained within the broader OCP.

Policy Framework

The Neighbourhood Plans are intended to supplement OCP policies and do not supersede the policy direction in the OCP. If a conflict exists between policies in the broader OCP (Schedule A) and policies in a Neighbourhood Plan (Schedule J), the policies of the OCP shall take priority.

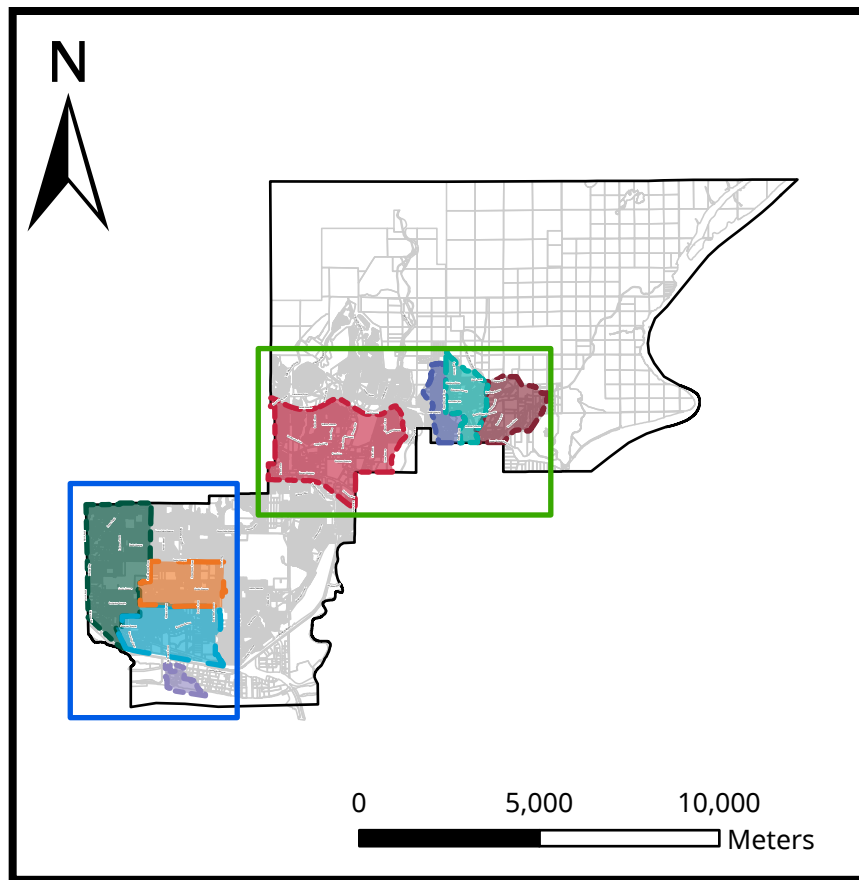
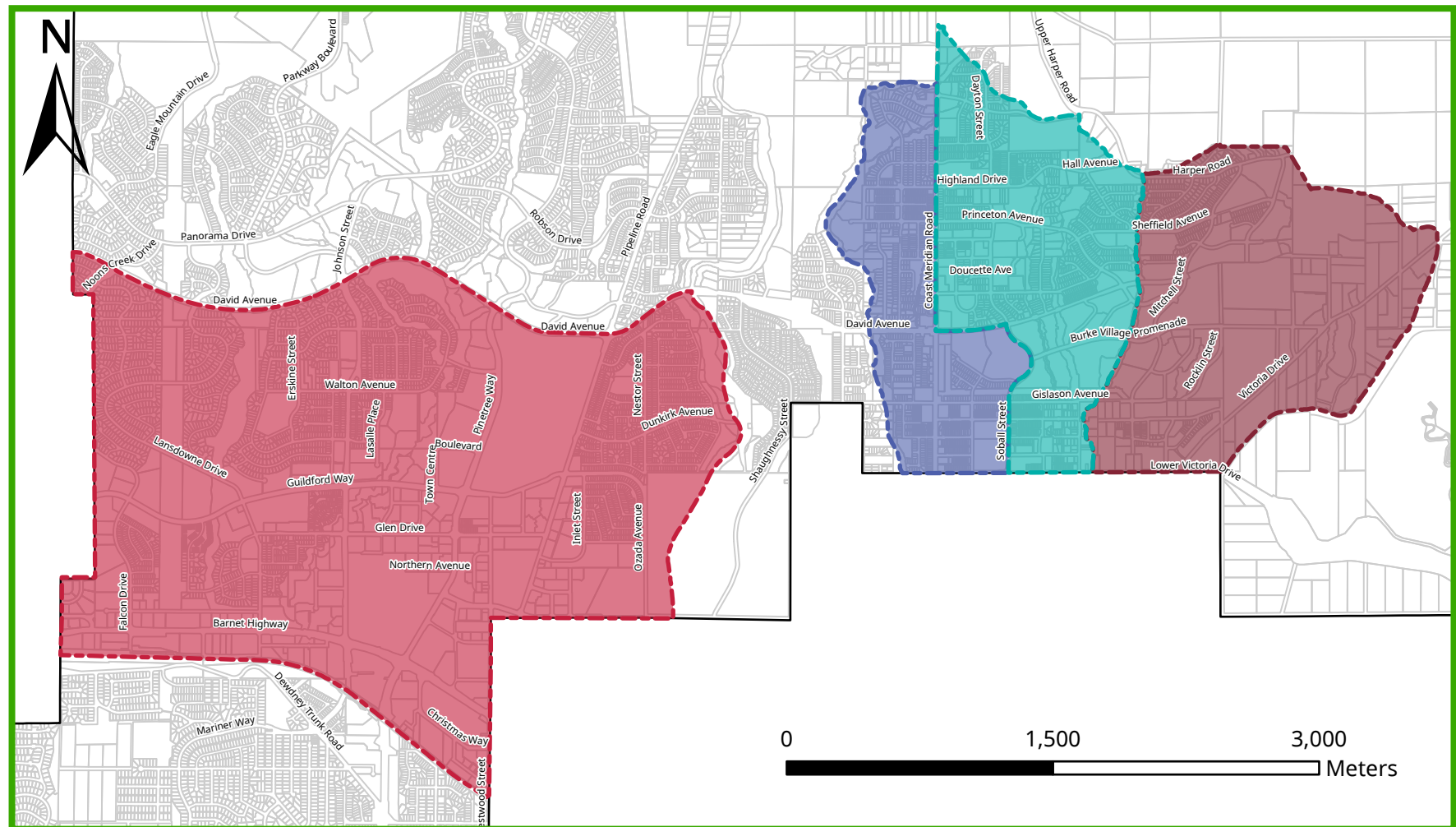
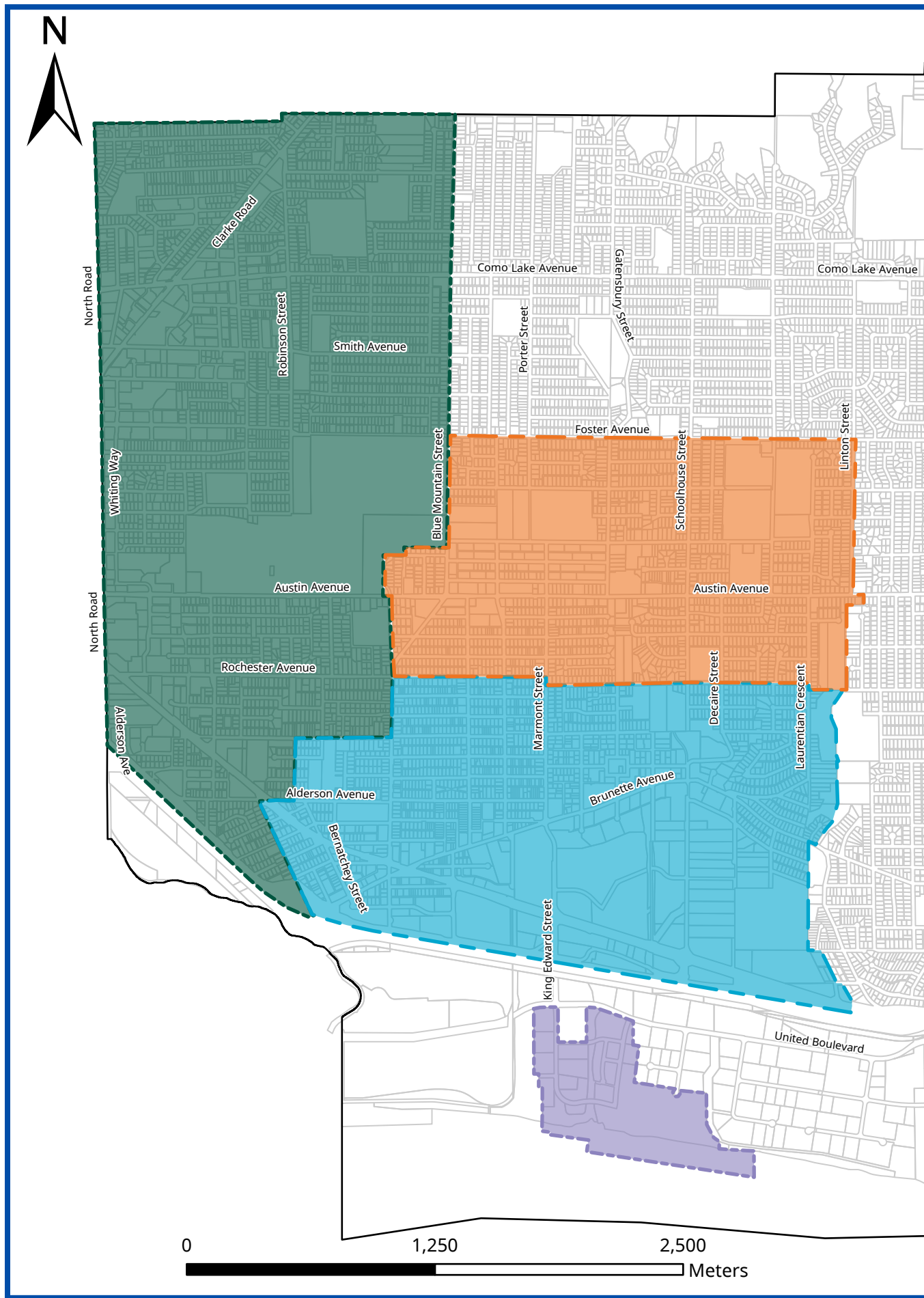
In addition to the policies contained within the OCP, site-specific development may be further defined or regulated by other City plans and strategies, local master development plans, the Coquitlam Zoning Bylaw, and other City bylaws.

Words in **bold, black typeface** are defined in the Schedule A Section 6 Glossary of the OCP.

Legal Framework

As a schedule within the OCP, these Neighbourhood Plans are deemed to be part of the OCP and the policies contained within the Neighbourhood Plans have the same legal effect as other policies within the OCP.

Appendix A: Neighbourhood Context - Boundaries



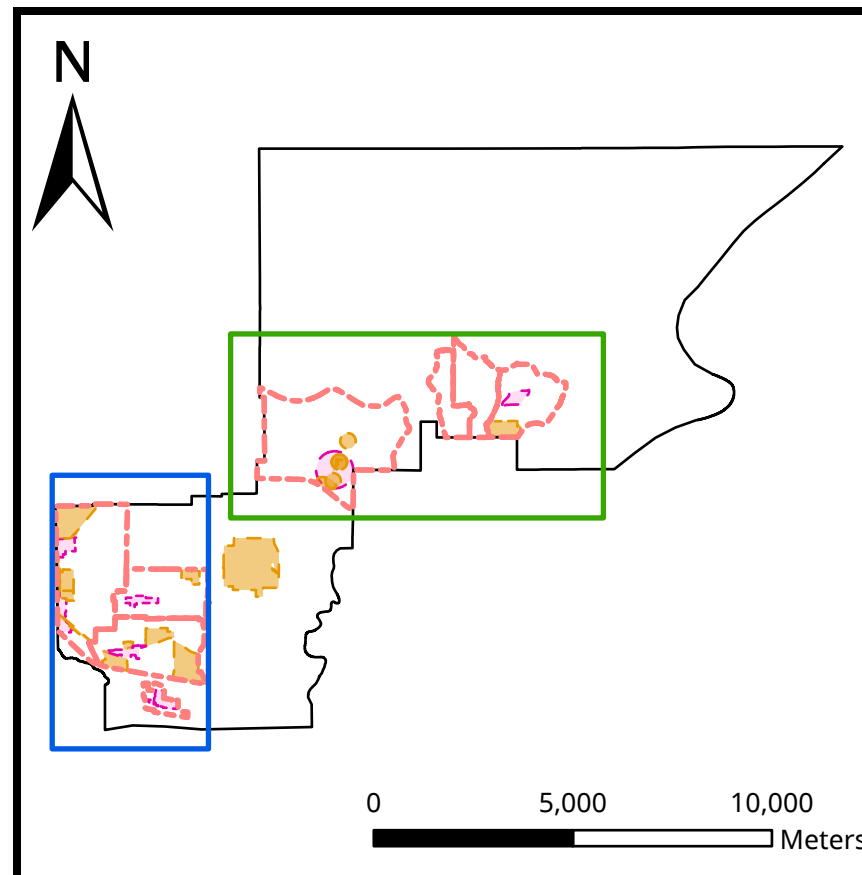
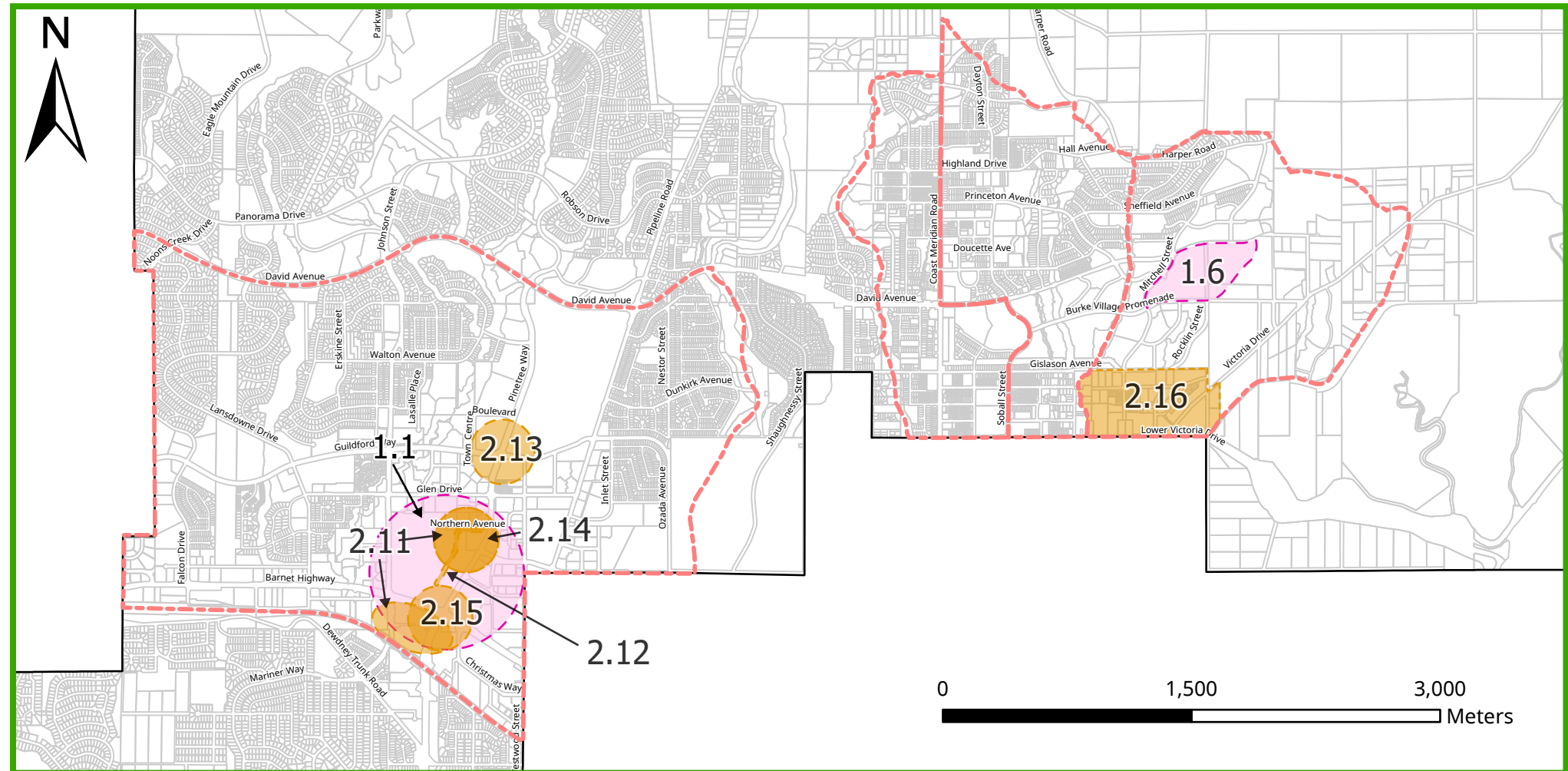
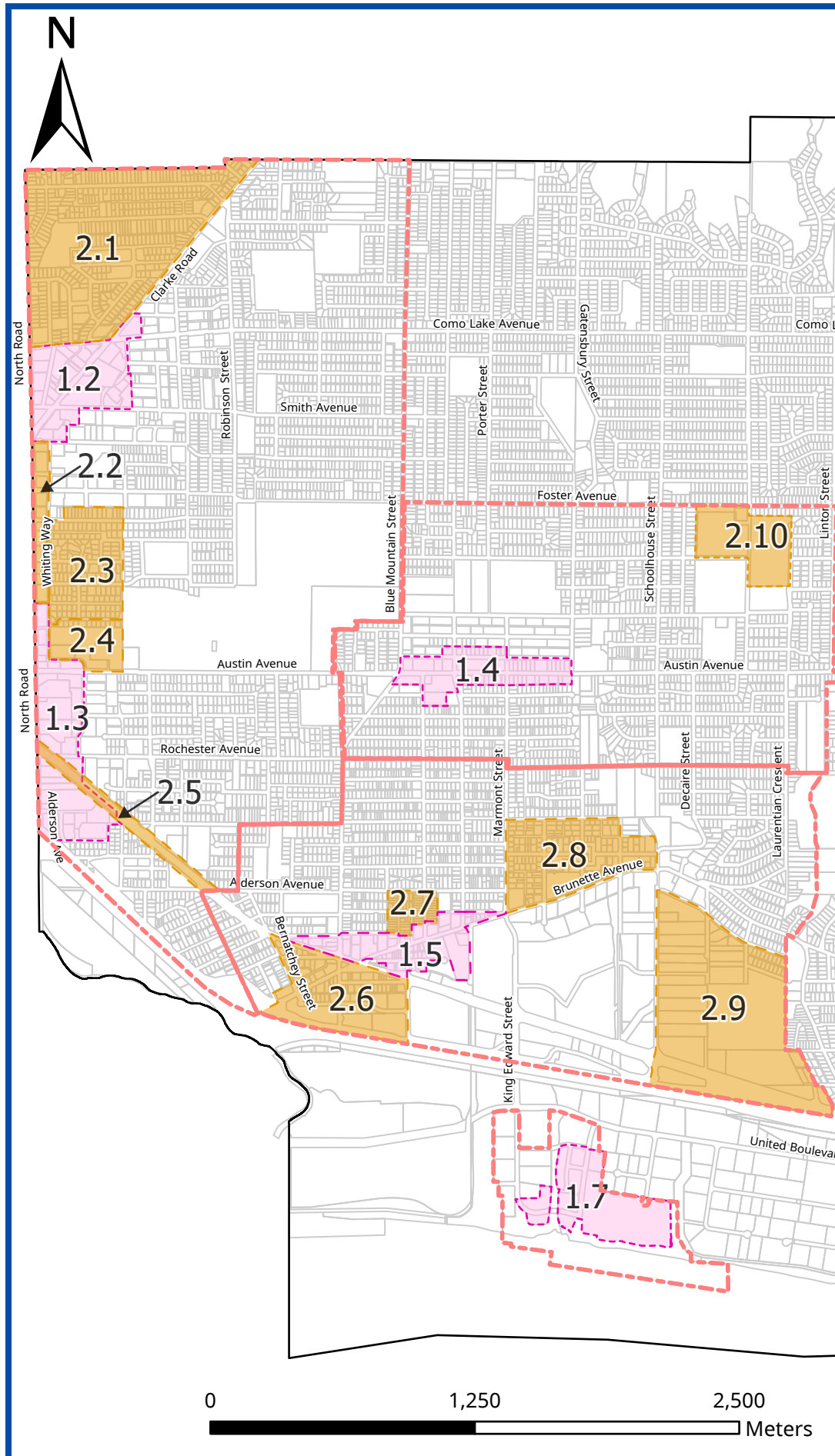
Legend

- City Boundary
- Austin Heights
- Burquitlam-Lougheed
- City Centre
- Hyde Creek
- Maillardville
- Partington Creek
- Smiling Creek
- Waterfront Village

Date Adopted: XXXX
Bylaw No: 5511, 2026

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Appendix B: Neighbourhood Context - Districts



- Neighbourhood Centre Areas**
- 1.1 - Downtown Core
 - 1.2 - Burquitlam
 - 1.3 - Lougheed
 - 1.4 - Austin Heights
 - 1.5 - Maillardville
 - 1.6 - Partington Creek
 - 1.7 - Waterfront Village
- Districts**
- 2.1- Oakdale
 - 2.2 - North Road
 - 2.3 - Whiting-Appian
 - 2.4 - Coquitlam College
 - 2.5 - Lougheed Boulevard
 - 2.6 - Lougheed-Brunette
 - 2.7 - Allard LeBleu
 - 2.8 - Laval Square
 - 2.9 - Schoolhouse East
 - 2.10 - Poirier District
 - 2.11 - Office Business District
 - 2.12 - Entertainment District
 - 2.13 - Four Corners District
 - 2.14- Lincoln Skytrain Station District
 - 2.15 - Pinetree-Lougheed District
 - 2.16 - Baycrest Area

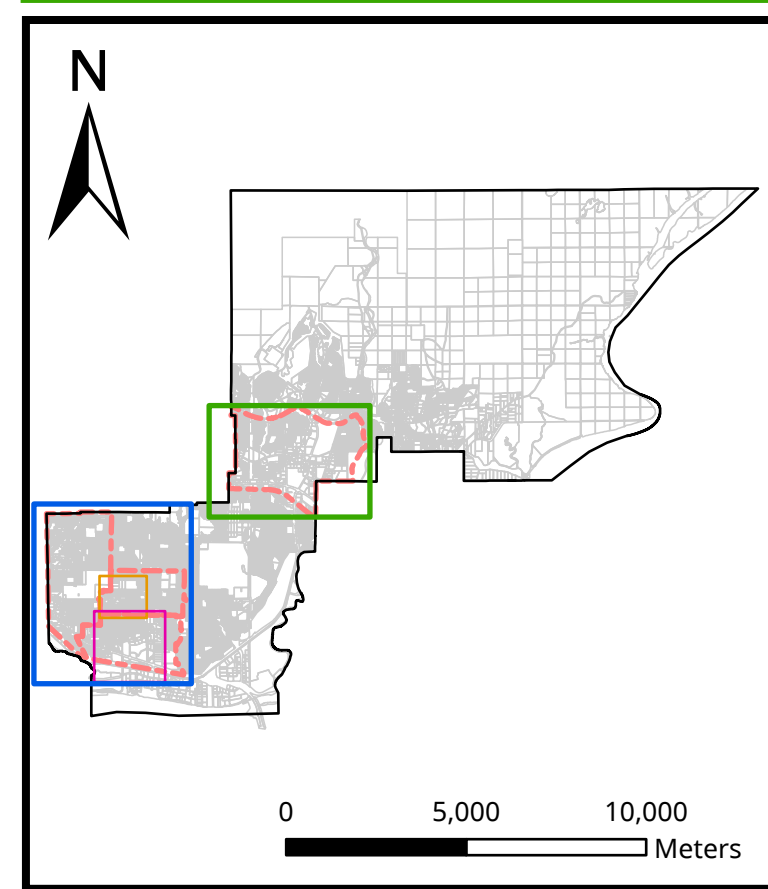
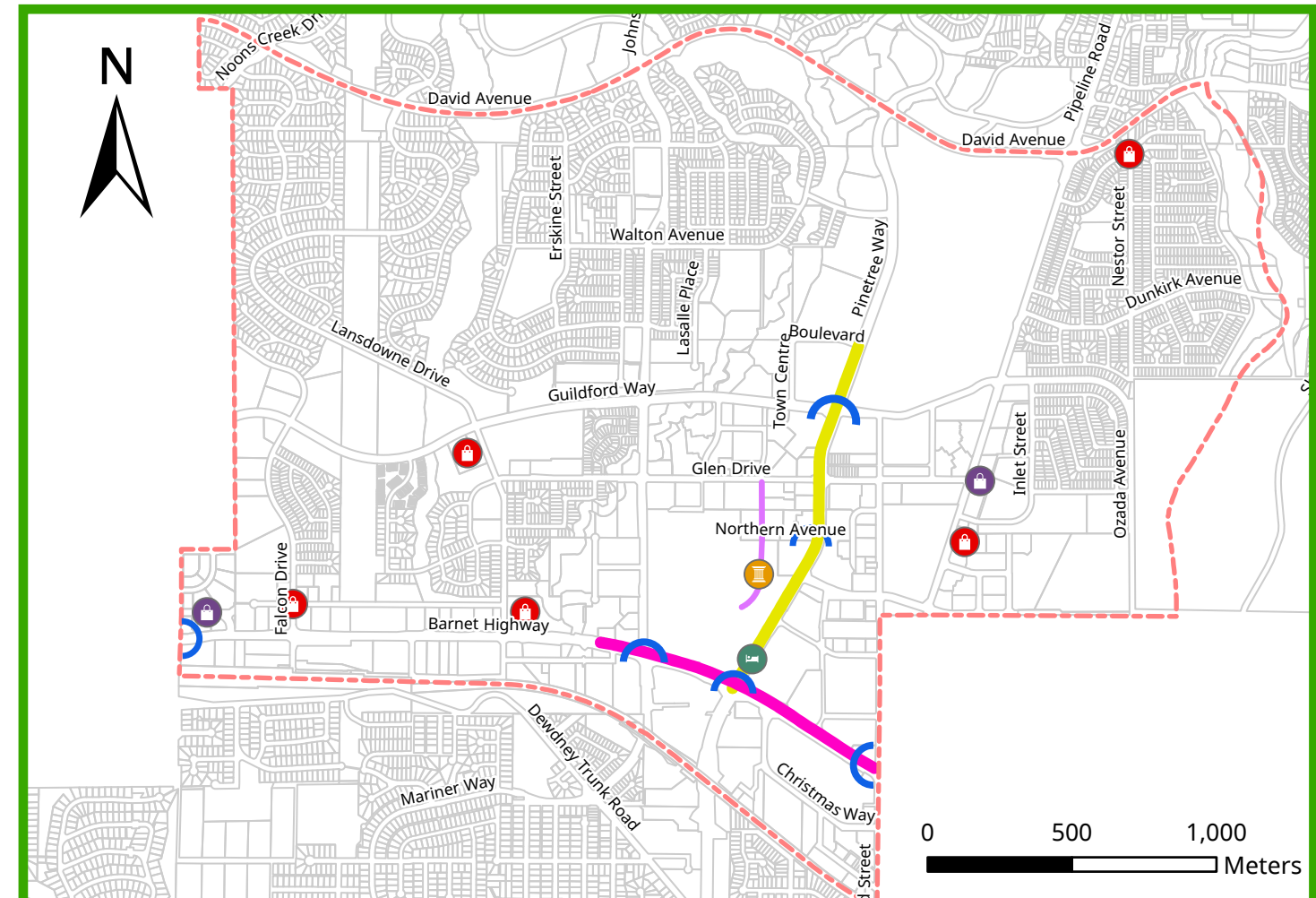
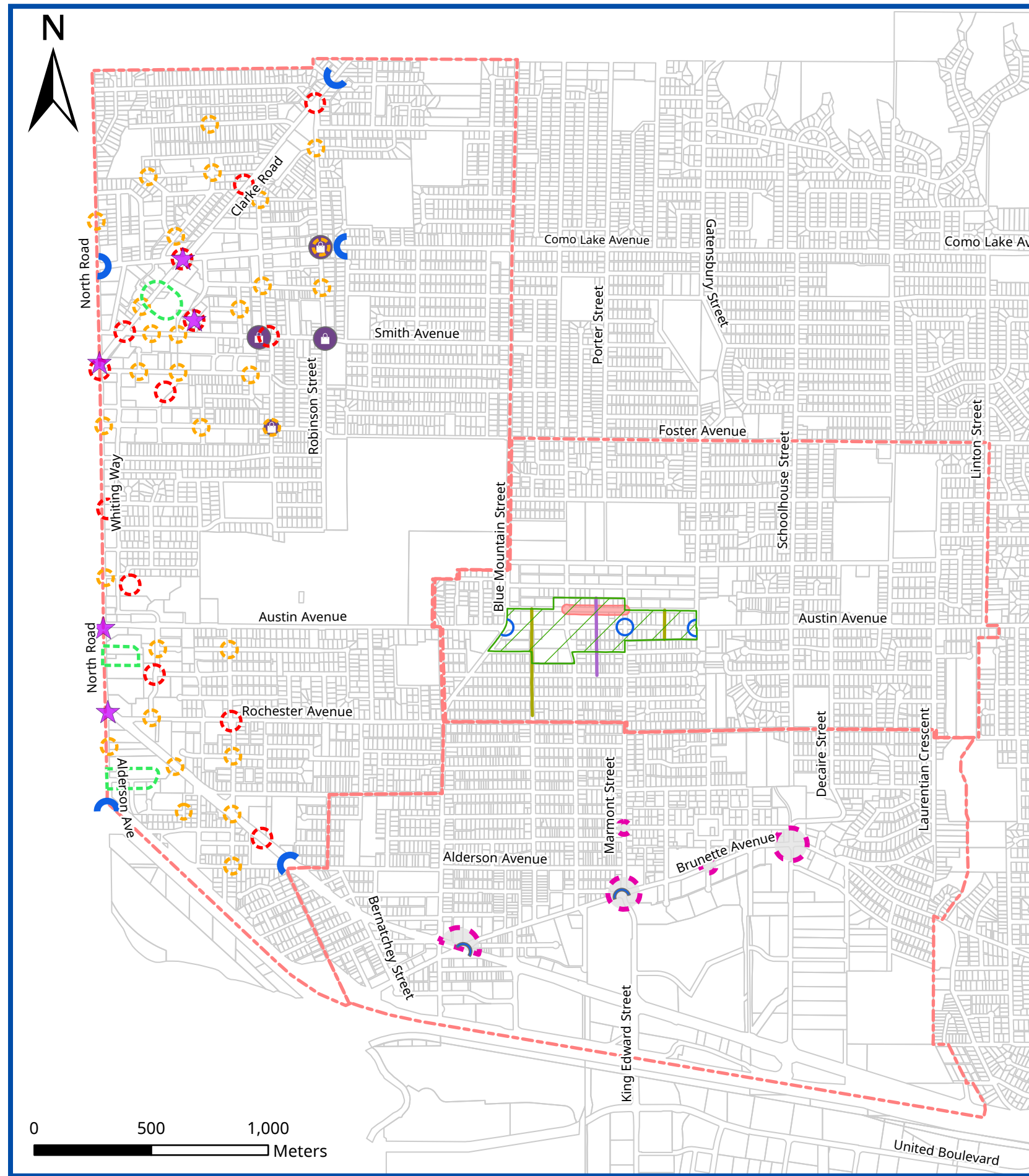
Legend

- City Boundary
- Neighbourhood Centre Area
- Districts

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Appendix C: Neighbourhood Context - Urban Design



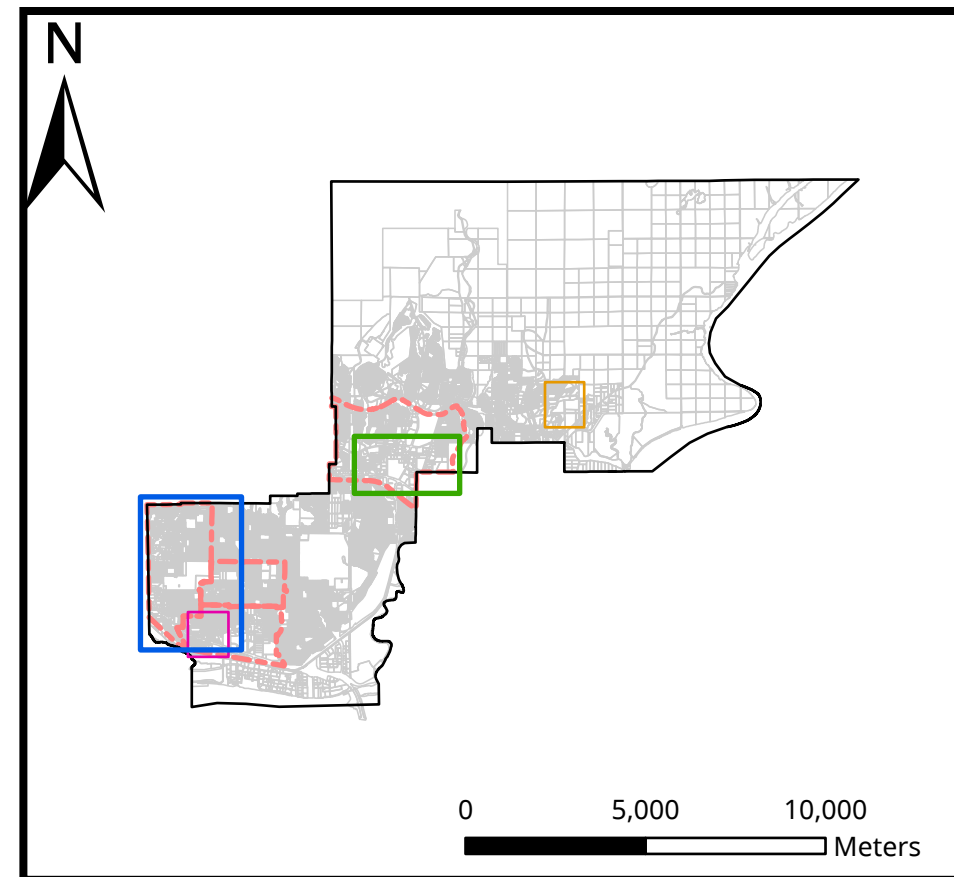
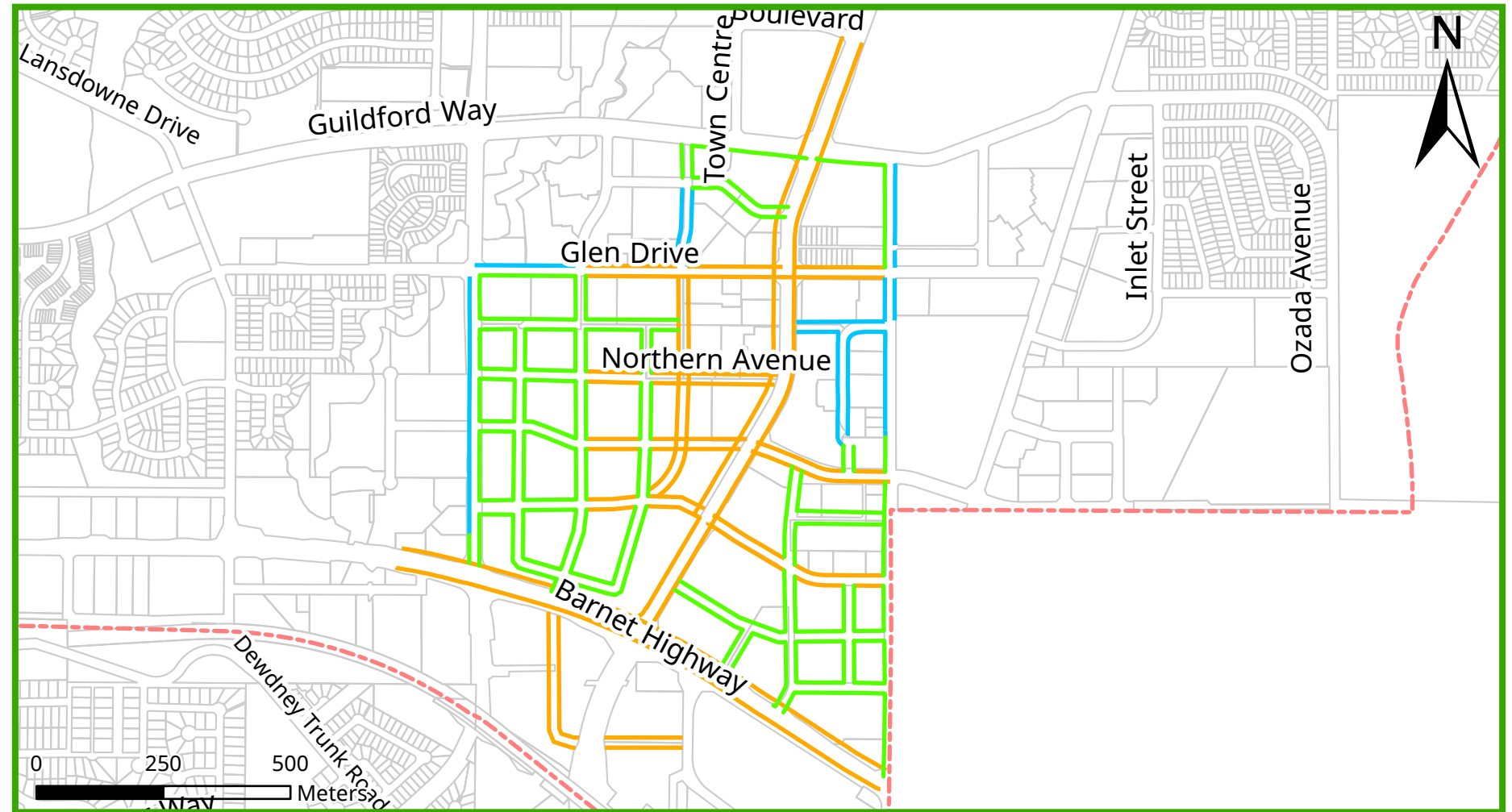
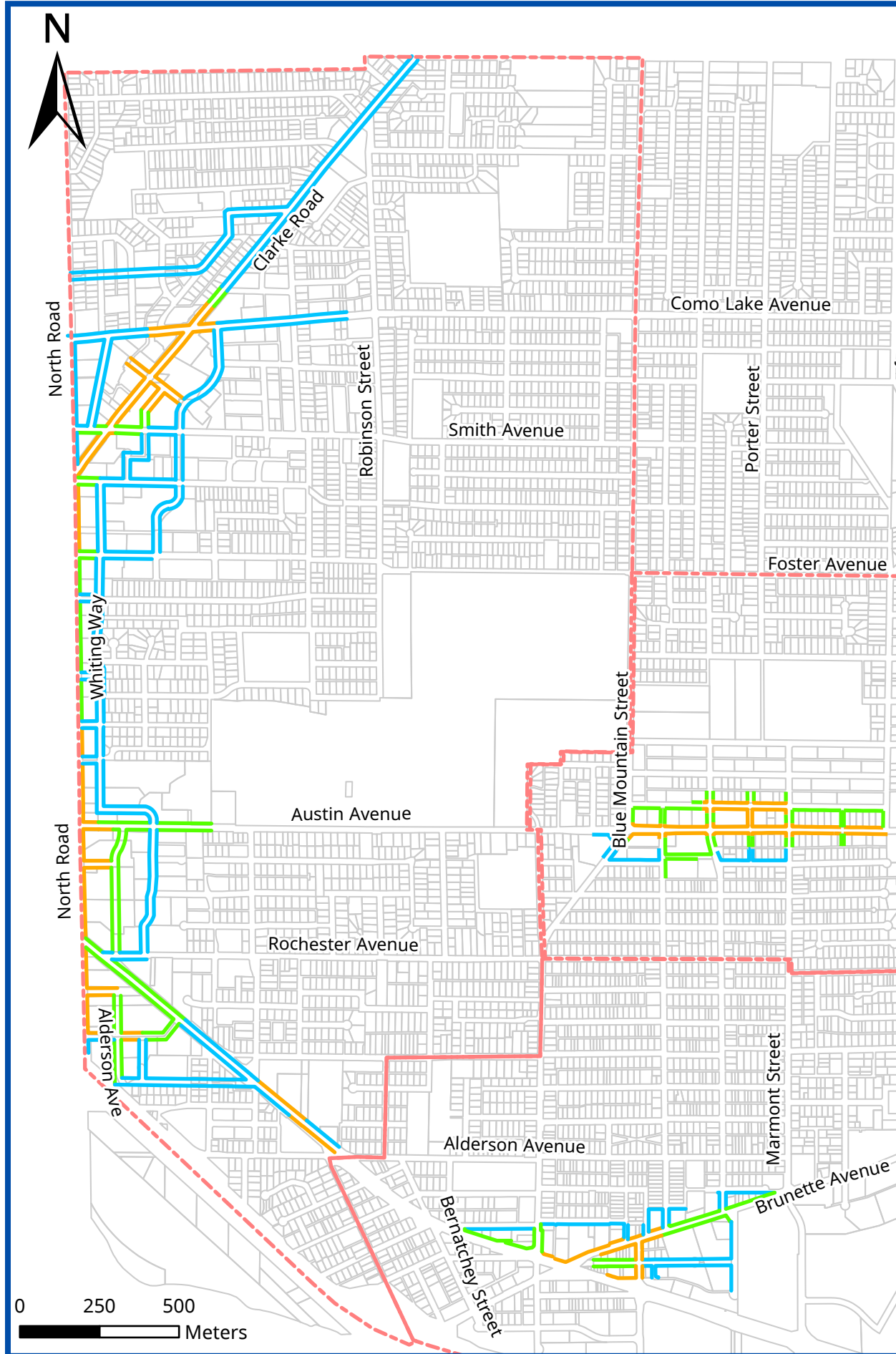
Legend

Gateways	BLNP Landmark
Major Node	CCNP Proposed Hotel
Minor Node	Cultural Heart
Primary Node	Downtown Promenade
Existing Neighbourhood Commercial Node	Pinetree Way
Future Neighbourhood Commercial Node	Urban Boulevard
Pedestrian Network Enhanced Areas	MNP Focal Points
AHNP	
Ridgeway Avenue Walk	
Central Vista Walk	
Pedestrian Walk	

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Appendix D: Neighbourhood Context - Street Frontages



Legend

Frontage Type

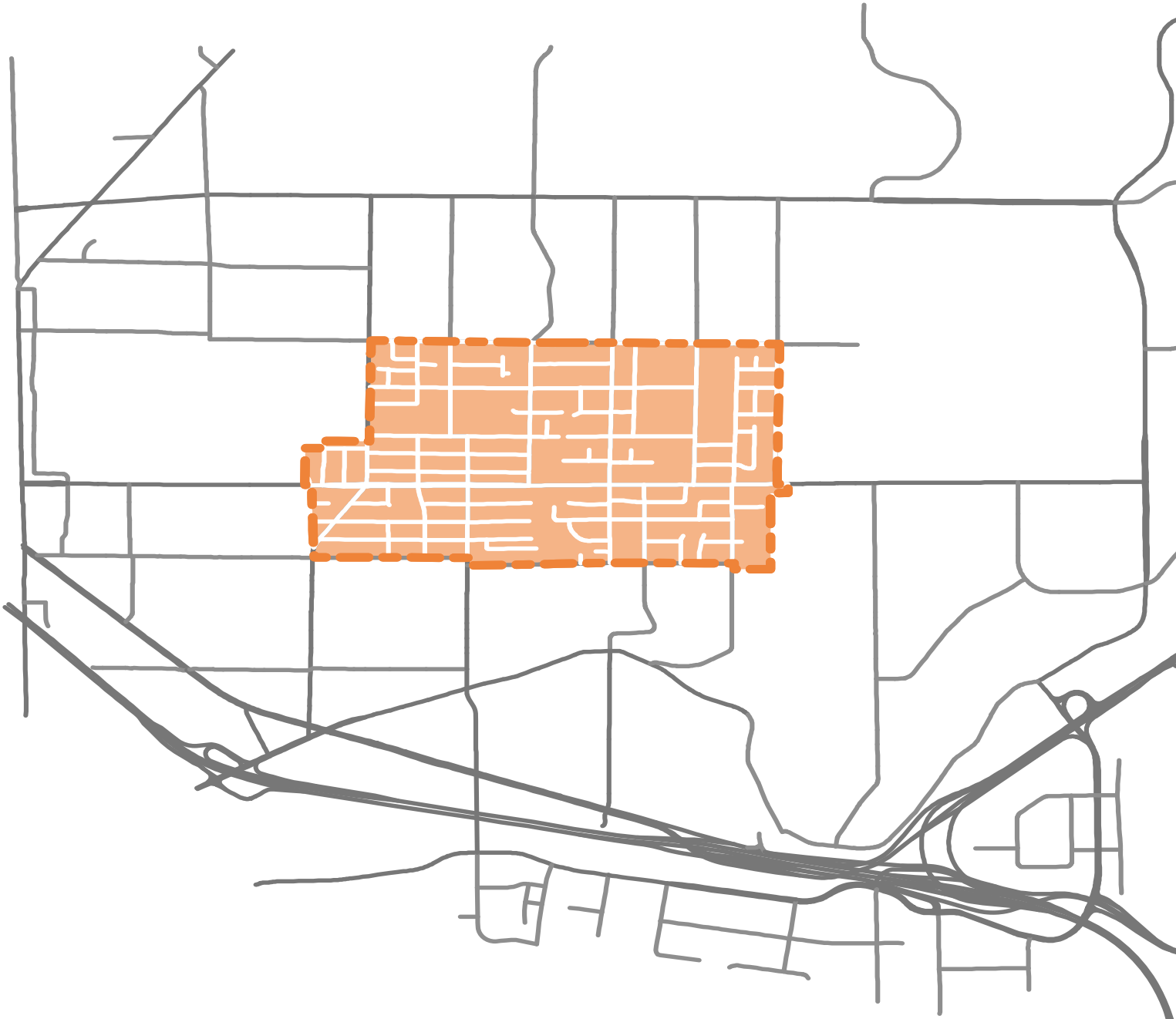
- Mandatory Commercial Street Frontage
- Residential Street Frontage
- Secondary Active Street Frontage

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Coquitlam

Austin Heights Neighbourhood Plan



Bylaw 5511, 2026

Schedule J-1

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1 Neighbourhood Plan Context

The Austin Heights Neighbourhood Plan (AHNP) sets out a general, 20-year land use and servicing framework to support innovative development that builds on the neighbourhood's existing assets while creating a distinctive neighbourhood with a vibrant commercial core that is attractive, livable, walkable and safe. The Plan reinforces the City's dedication to strengthening Coquitlam's neighbourhoods. The development of this Plan in 2011 was the result of an extensive community consultation process. Plan policies seek to re-energize and revitalize this important neighbourhood by building on its many strengths and look to the future through the creation of a walkable, complete community that provides a balance of housing and jobs.

1.1 Plan Boundaries

Austin Heights is the first neighbourhood centre to the east of the Lougheed urban centre, and roughly north of Maillardville Neighbourhood Centre. The Plan area extends on either side of Austin Avenue, roughly from Foster Avenue in the north to Rochester Avenue in the south, and from Blue Mountain Street/Joyce Street in the west to Linton Street in the east, as identified in Appendix A.

1.2 Neighbourhood Vision

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

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

1.3 Plan Principles

The following principles guided the development of the Plan:

- Recognize the importance of Austin Heights within the City's network of centres in addressing growth as a key element of the City's growth management strategy.
- Recognize that Austin Heights as a neighbourhood centre is a "building block" of Coquitlam's larger urban structure.
- Develop Austin Heights as a distinctive neighbourhood **main street** shopping destination for Coquitlam.
- Introduce mixed-use (residential above street level commercial) buildings in the commercial district.
- Provide more housing choices to meet the needs of existing and future residents of differing incomes and at all stages of life.
- Respect the existing small-scale residential areas as the largest land use element of the plan.
- Encourage a variety of residential densities and building heights that take advantage of the sloping topography and views.
- Design the neighbourhood to encourage more walking, cycling and transit use.
- Ensure greater connectivity to all areas within the neighbourhood.
- Support sustainability in building design, transportation choices, supportive densities, public realm design, and green and open space.
- Encourage a reduction in community greenhouse gas emissions through greater transportation choice and improvements in building siting, design and landscaping.

2 Policy Themes

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

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

- The transition of the commercial core to a high-density mixed-use area with a focus on pedestrians, cyclists and transit users. This commercial area is envisioned to meet the needs of the local neighbourhood while serving as a shopping destination and employment centre for the broader community;
- The inclusion of medium-density residential areas close to the Neighbourhood Centre to act as a buffer between the core and adjacent lower-density residential areas;
- An expansion of ground-oriented housing types in either attached or detached forms;
- Maintaining the importance of small-scale residential as part of the housing mix while allowing opportunities for home-based businesses and creative housing solutions where appropriate; and
- Balancing additional growth with the provision of parks and recreation facilities, in accordance with the Parks, Recreation and Culture Master Plan.

2.1 Land Use

2.1.1 Policy: Medium-Density Residential

Ensure that new Medium-Density Residential developments close to the Neighbourhood Centre provide an effective transition, in terms of building massing, to adjacent lower-density areas, respecting slope, privacy and building massing.

2.1.2 Policy: Poirier Leisure Precinct

Recognize the importance of the Poirier Leisure Precinct as an area-wide recreational and cultural resource. To reinforce and enhance this precinct, the City will undertake a comprehensive master planning process that considers, among other components, adjacent land use, future recreation and sport needs, urban design, servicing, transportation, parking and other development elements.

2.2 Urban Design

2.2.1 Policy: Mandatory commercial street frontage

Provide continuous and ground-oriented commercial uses along mandatory commercial frontages as identified in Appendix C. Consider providing continuous and ground-oriented commercial uses along secondary active street frontages as identified in Appendix C.

2.2.2 Policy: Secondary active street frontage

Provide continuous ground-oriented commercial, employment living, residential or high-transparent residential amenity uses in the ground floor of all buildings along frontages identified in Appendix D as secondary active street frontage.

2.2.3 Policy: Residential street frontage

Provide continuous ground-oriented employment living or residential uses in the ground floor of all buildings along frontages identified in Appendix D as residential living street frontage.

2.2.4 Policy: Austin Avenue commercial streetwall podium

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

2.2.5 Policy: Gateways

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

- i. Public art;
- ii. Signage;
- iii. Unique public space and plazas that convey a sense of entry;
- iv. Distinctive lighting;
- v. High-quality building material;
- vi. Sculpted architectural form;
- vii. Distinctive facades;
- viii. High-quality site furnishings;
- ix. Improved street presence; and
- x. Streetscape treatments that signal entry to the neighbourhood.

2.3 Parks and Community Facilities

2.3.1 Policy: Central Vista Walk and urban plaza design

The Central Vista Walk and adjacent urban plaza, as identified in Appendix C, should provide an enhanced pedestrian experience through the introduction of sidewalk cafes, outdoor seating areas with eating surfaces, storefront displays and public art. The Central Vista Walk should provide a strong visual connection to Ridgeway Avenue Walk.

2.4 Transportation

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

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

Key elements of the pedestrian experience include distinctive “people places” proposed for the heart of the neighbourhood centre, as shown in Appendix B and Appendix C, to provide opportunities for people to sit, stroll, shop and linger:

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

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

Supporting the land use densities envisioned in AHNP will require an appropriate and supportable street network with suitable facilities for various modes.

2.4.1 Policy: Ridgeway Avenue Walk

Distinguish the pedestrian experience of the portion of Ridgeway Avenue between Marmont and Nelson streets by introducing intersection improvements at Nelson and Marmont streets to act as gateway features.

2.4.2 Policy: Ridgeway Avenue parking

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

2.4.3 Policy: Ridgeway Avenue shared street

Support a shared street on Ridgeway Avenue between Nelson and Marmont streets utilizing a pedestrian-priority design.

2.4.4 Policy: Austin Avenue lane connection

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

2.4.5 Policy: Austin Avenue crossing enhancements

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

2.4.6 Policy: Central Vista Walk urban plazas

Provide small public urban plazas and access to new developments adjacent to Central Vista Walk and the secondary pedestrian walks to enhance connectivity, and to provide a pleasant pedestrian connection through the commercial area.

2.4.7 Policy: Como Creek pedestrian/cycling bridge

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

2.4.8 Policy: Micromobility network

Require that the neighbourhood be efficiently served by a **micromobility** network, as identified in AHNP Appendix E.

2.5 Infrastructure and Community Safety Services

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

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

2.6 Climate Change and Resilience

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

2.7 Environment and Natural Hazards

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

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

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

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

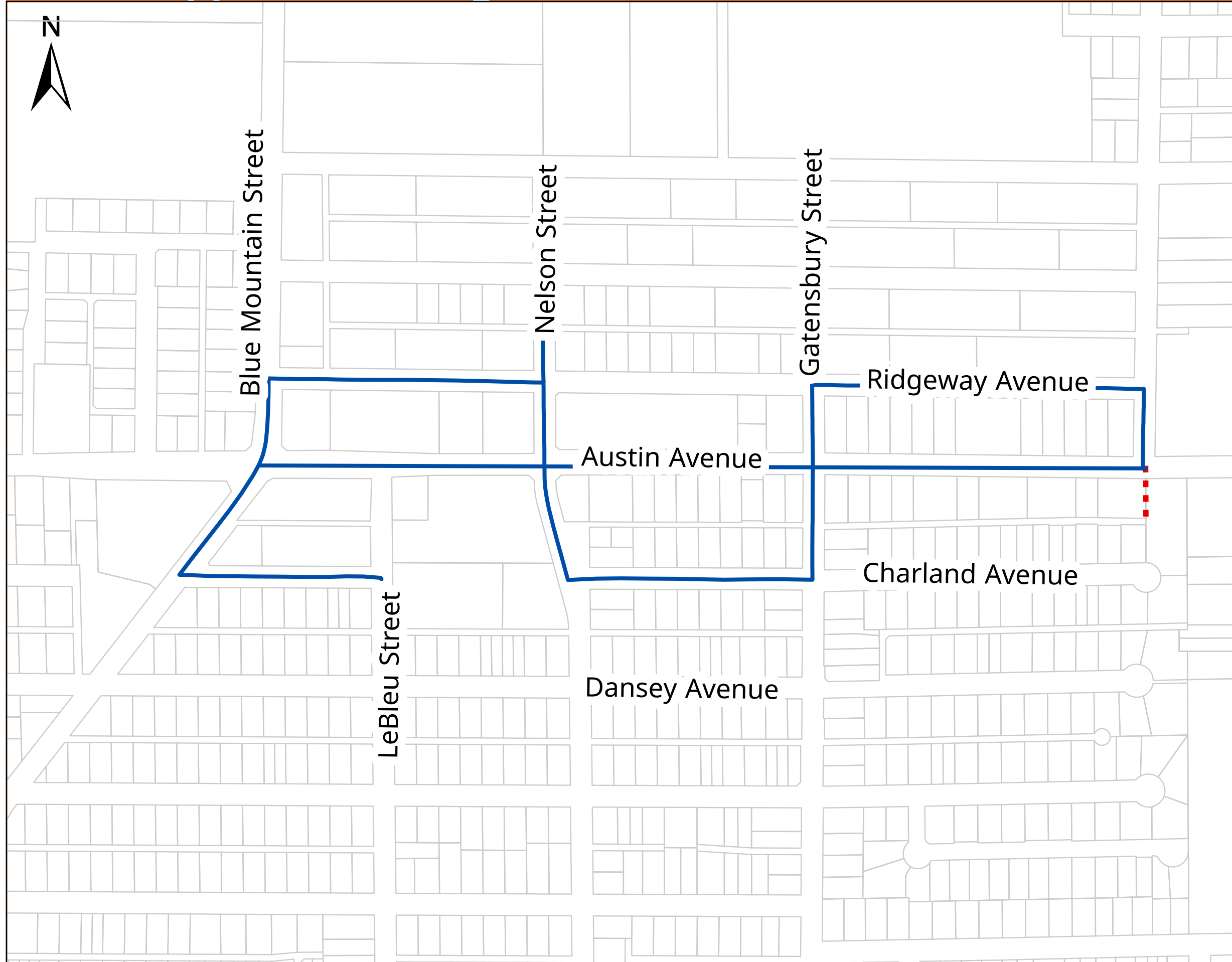
2.8 Economy

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




2.9 Arts, Culture and Heritage

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

AHNP Appendix E: Neighbourhood Context - Roads



Legend

-  Parcels
-  Proposed Lane Connection
-  Pedestrian Focused Streets




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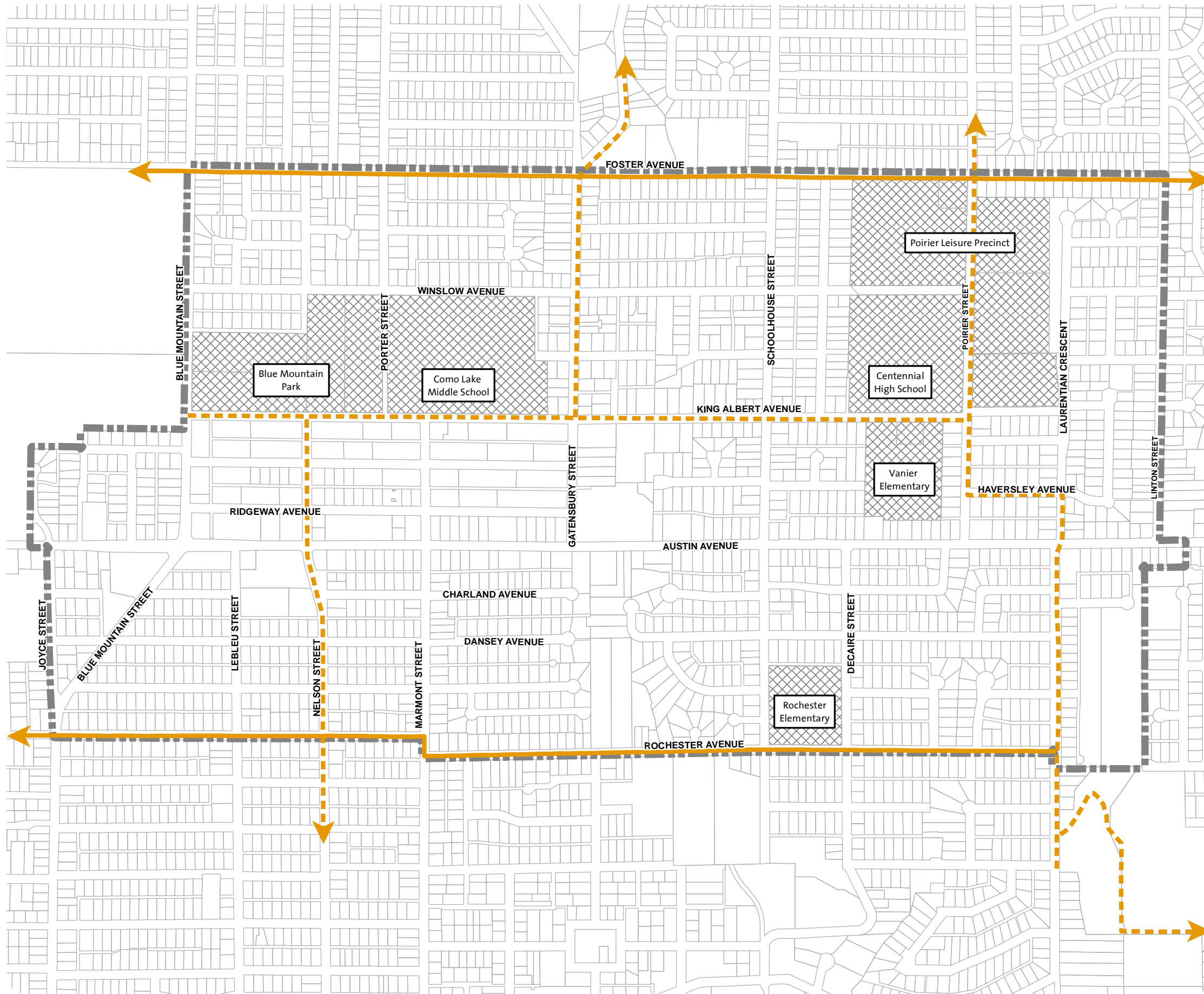
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AHNP Appendix F: Neighbourhood Context - Micromobility



LEGEND

-  Neighbourhood Plan Boundary
-  Planned Bike Route
-  Existing Bike Route

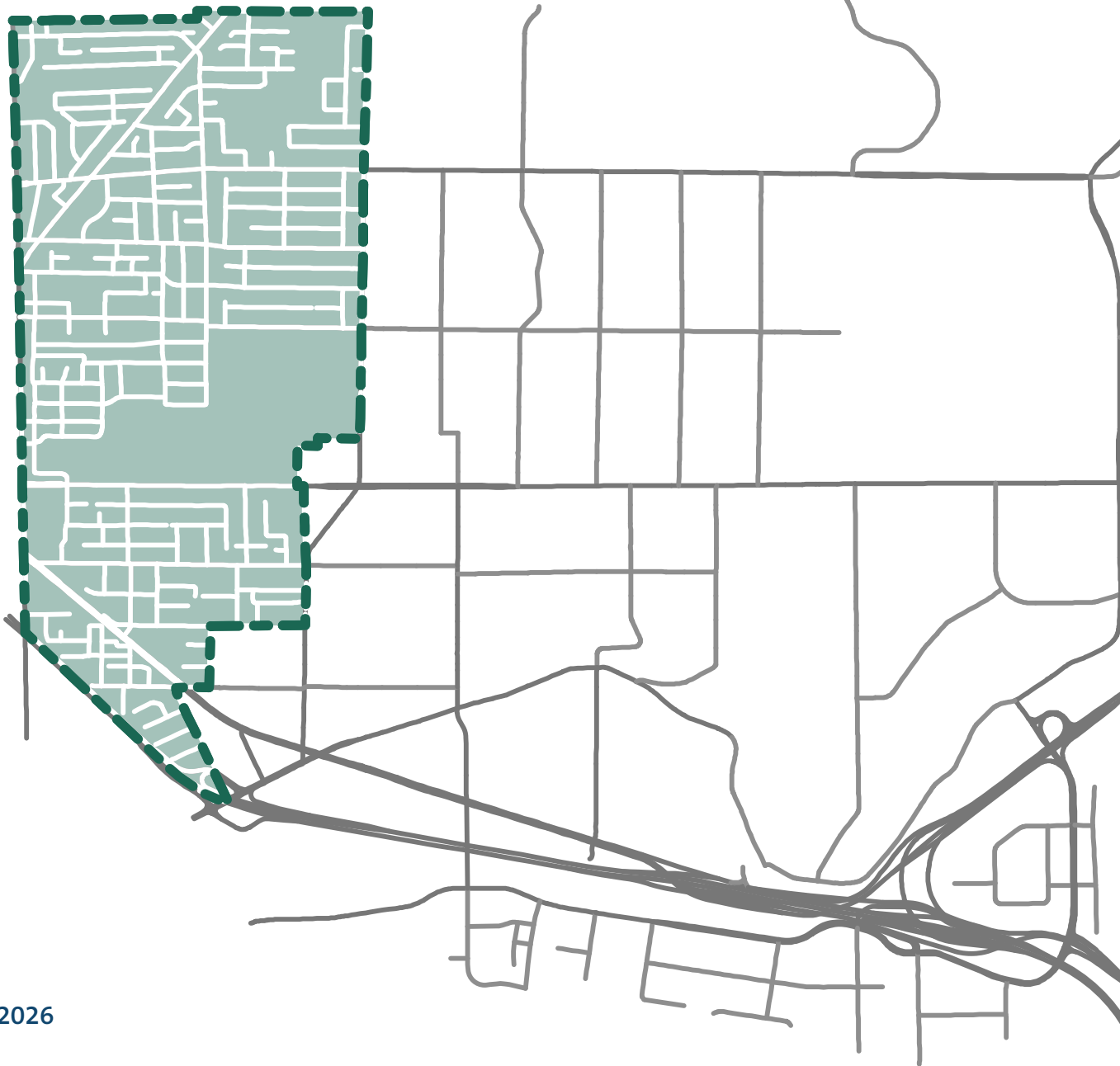


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Coquitlam

Burquitlam- Lougheed Neighbourhood Plan



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1. Neighbourhood Plan Context

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

This plan area is expected to grow in a locally appropriate manner that maximizes housing choice, provides new amenities and recognizes existing neighbourhoods. The Burquitlam-Lougheed Neighbourhood Plan (BLNP) is intended to:

- Respond to change;
- Guide new housing and community growth;
- Plan for expanded, enhanced and new parks plus other civic facilities;
- Provide for housing and transportation choice;
- Build on the regional Municipal Town Centre and Frequent Transit Development Area designations in Metro Vancouver's Regional Growth Strategy to foster transit-supportive communities;
- Integrate new growth into existing neighbourhoods;
- Maintain a high quality of life for existing and new residents; and
- Build great neighbourhoods.

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

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

1.1 Plan Boundaries

The Burquitlam-Lougheed neighbourhood is a collection of existing and upcoming communities located in Coquitlam's southwest area. The neighbourhood is about 560 hectares (1,400 acres) along the key North Road/Clarke Road corridor. The plan area is located between Burnaby to the west, Port Moody to the north, the Trans-Canada Highway to the south, and the neighbourhoods of Austin Heights and Maillardville to the east. Burquitlam, Lougheed Town Centre and Braid SkyTrain stations are within, or in proximity to, the plan.

1.2 Neighbourhood Vision

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

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

1.3 Plan Principles

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

- a) Revitalize neighbourhood centres: Develop the Burquitlam and Lougheed Neighbourhood Centres as vibrant community hubs with activities and services that benefit the local community, and the broader City, by providing employment opportunities, shopping, services, and a variety of residential options in a walkable setting.
- b) Improve **community amenities**: Pursue strategies to improve and expand neighbourhood parks, open spaces and community facilities, and connect these to the Citywide network with walking- and biking-supportive infrastructure.
- c) Increase transportation choice: Integrate transportation with land use decision-making and support transportation accessibility and choice by providing greater connectivity to manage congestion, maximize potential transit ridership and make walking, cycling and transit viable choices for all ages and abilities as the primary modes of travel.
- d) Provide housing options: Promote housing diversity to accommodate different types of households at a variety of life-stages, including **purpose-built rental** and accessible/adaptable units, and foster housing choice balance between the neighbourhood centres and other areas.

- e) Design on a human scale: Incorporate human-scale building and site design principles with a focus on creating attractive buildings and high-quality public spaces and streetscapes within a safe, accessible and pedestrian-friendly environment.
- f) Foster sustainability: Demonstrate the importance of environmental, social and economic sustainability in building and public realm design, community space, and policies that promote housing affordability, transportation choices, energy efficiency, supportive building densities, green and open space, and watercourse protection.

2 Policy Themes

2.1 Land Use

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

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

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

2.1.1 Policy: Street frontage

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

- a) Mandatory commercial street frontage:

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

Design the public realm for **main street** commercial areas with continuous commercial frontages and weather protection, pedestrian lighting, and a wider frontage zone to provide opportunities for outdoor seating and display, and to encourage walking. Allow for breaks in the facades to encourage a variety of business types and sizes, to accommodate small plazas or squares surrounded by active commercial uses, and to facilitate access to adjacent streets.

b) Optional commercial street frontage:

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

c) Residential street frontage:

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

2.1.2 Policy: Consideration of 12-storey mass timber buildings on medium-density sites

Council may give consideration to applications for 12-storey buildings outside of TOA Tier 2 if buildings are constructed using encapsulated mass timber (EMT) in areas designated as Medium-Density Residential.

2.1.3 Policy: Austin Creek Green Link

In addition to the **density** incentives identified in OCP policy 4.1.2.6 to support the acquisition of lands for the development of the Austin Creek Green Link, applications must meet the following:

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

2.1.4 Policy: SkyTrain guideway enhancements

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

2.1.5 Policy: Continued operation of the Vancouver Golf Club

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

2.1.6 Policy: Coquitlam College redevelopment

The Coquitlam College area, should the property owner initiate redevelopment by applying to the City, is envisioned to transform into a higher-density, mixed-use precinct that integrates education facilities, residential, and supportive commercial opportunities in an open campus setting. Policies:

- a) Require the applicant to prepare a Master Development Plan, as outlined in the CWOCP, that accommodates the redevelopment of the Coquitlam College site.
- b) Encourage a variety of housing types, including student-focused housing and/or “lock-off suites”.
- c) Locate taller buildings at the west end of the site, adjacent to Whiting Way, with a decrease in height as you move east, to a maximum of four storeys adjacent to Brookmere Park to minimize shadow impacts on the park.
- d) Locate a maximum three-storey streetwall with residential or institutional uses for portions of the site directly fronting onto Brookmere Avenue.
- e) Encourage the development of connected squares, plazas, courtyards, parks and other outdoor open spaces throughout the site to contribute to the open campus character; connect with Brookmere Park and the surrounding neighbourhood. These open space(s) should total a minimum of 0.2 hectares and complement Brookmere Park. These open spaces shall be designed to promote public gathering and sitting opportunities, plus an area with weather protection coverage to facilitate year-round use.
- f) Improve and enhance Brookmere Park with added park amenities and improved walking and cycling connections, including improved sightlines from adjacent streets. These connections should be linked to an improved walkway system and the greenway network.
- g) Improve Austin Creek and its tributaries through redevelopment, including daylighting opportunities, following the recommendations in the Austin/Rochester Integrated Watershed Management Plan (IWMP).
- h) Accommodate the development of **community amenities**, such as educational facilities, child care services and commercial that contribute to neighbourhood livability.

2.2 Urban Design

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

Good design encompasses all of the guiding principles and BLNP policies. These aim to improve neighbourhood character and the pedestrian experience along the **main streets** of the area to meet the principle of “design on a human scale”. This involves applying the policies below, the complementary Schedule H: Development Permit Guidelines and Burquitlam-Lougheed Streetscape Guidelines.

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

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

2.2.1 Policy: Greenways

Require development located along greenway and **micromobility** routes within Burquitlam-Lougheed, as identified in BLNP Appendix F, to provide an enhanced walking environment that includes elements such as:

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

2.2.2 Policy: Landmark sites

Require development at landmark sites, as identified in Appendix C, to provide a high degree of design excellence due to their prominence and location within the neighbourhood. Landmark sites will undergo a rigorous design-review process, with an expectation for a high degree of design excellence.

Landmark sites will include elements that signal entry to distinct areas and/or identification of precincts, such as:

- Public art
- Signage
- Unique public space
- Plazas
- Distinctive lighting
- Unique and high-quality building materials
- Distinctive façades
- Site furnishings
- Improved street presence
- Streetscape treatments

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

Landmark sites and urban nodes are identified in Appendix C. Each landmark site includes its own minimum requirements for significant public realm improvements and/or public space contribution.

2.2.3 Policy: Gateways

Require development located at gateways, as identified in Appendix C, to provide a high degree of design excellence and mark entry to the neighbourhood. Gateway sites will be designed to include elements, such as:

- Public art
- Signage
- Unique public space and plazas that convey a sense of entry
- Distinctive lighting
- High-quality building materials, sculpted architectural form, distinctive façades
- High-quality site furnishings
- Improved street presence
- Streetscape treatments that signal entry to distinct areas and/or identification of precincts

2.2.4 Policy: Urban nodes

Local public space, through additional building setbacks, is key to supporting the open space network. The Urban Design Framework in Appendix C contains a series of Major and Minor Nodes to enhance the public realm. Additional sites may be identified in the future. Node location and design considerations include:

- a) Nodes should be located at intersections between streets and walkways, and be designed and situated to take advantage of afternoon sun.
- b) All nodes will be designed to encourage public gathering and shall include elements such as:
 - A hard-surface area of at least 50 per cent;
 - Seating and other appropriate street furniture;
 - Public art, water features and other elements that promote pedestrian interest;
 - Use of trees and other vertical elements to define pedestrian-scale spaces; and
 - Fronting buildings that address the node with **active frontages**, architecturally distinctive façades and high-quality streetscape treatments.
- c) Primary Nodes: Primary nodes shall provide a publicly accessible open space, which is a minimum of 250 square metres (with one dimension between 12 metres and 35 metres). Primary nodes will be designed to encourage a broad range of public gathering activities and shall include elements such as:
 - A portion with weather protection coverage to facilitate year-round use;
 - A mix of hard and soft landscaping that does not impede safety or sightlines to commercial uses and building entrances;
 - Pedestrian-oriented lighting;
 - Three-phase electrical and non-potable water connections; and
 - Wayfinding.
- d) Major Nodes: Major nodes shall provide a publicly accessible open space that is approximately 45 square metres. Major nodes will be designed to encourage public gathering and shall include elements such as:
 - Pedestrian-oriented lighting;
 - Wayfinding; and
 - Fronting buildings that have direct building frontage on at least one side.
- e) Minor Nodes: Minor nodes shall provide a publicly accessible open space that is approximately 16 square metres.

2.2.5 Policy: Neighbourhood commercial nodes in conjunction with residential development

Encourage neighbourhood commercial nodes in conjunction with residential development, as identified in Appendix B, to serve the day-to-day shopping and service needs of residents. These nodes may include a range of smaller-scale commercial and assembly uses such as child care facilities, convenience and grocery stores, coffee shops, restaurants, pharmacies and dry cleaners.

2.2.6 Policy: Open spaces in neighbourhood centre areas

Encourage the development of connected urban squares, plazas, courtyards, walkways and other outdoor open spaces, throughout the Burquitlam and Lougheed neighbourhood centre districts, as identified in Appendix B, and adjacent to Clarke and North roads to contribute to the pedestrian focus of the **main street**:

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

2.2.7 Policy: Station area integration

Ensure the Burquitlam SkyTrain station area is well served, with access for bus movement in a manner that is fully integrated with the urban design vision of the Burquitlam neighbourhood centre district, as identified in Appendix B, for a highly walkable and integrated station area.

2.2.8 Policy: Commercial activation under SkyTrain guideway

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

2.2.9 Policy: Coquitlam College open spaces

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

- Total a minimum of 0.2 hectares in size;
- Complement Brookmere Park; and
- Be designed to promote public gathering and facilitate year-round use with sitting opportunities, weather protection coverage and complementary programs.

2.2.10 Policy: Reduce shadows on the Austin Creek Green Link

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

2.2.11 Policy: Streetwall height

New development will directly address and frame the street within each district as identified in Appendix B, with the following building podium or frontage requirements:

- a) In the Burquitlam Neighbourhood Centre district, a continuous streetwall (building façade) or podium of a minimum of three storeys shall be provided along North Road and Clarke Road;
- b) In the Lougheed Neighbourhood Centre district, a continuous streetwall (building façade) or podium of a minimum of three storeys shall be provided along North Road;
- c) In the North Road district, a minimum streetwall height of three storeys shall be provided;
- d) In the Lougheed Boulevard district, a minimum streetwall height of three-storeys shall be provided;
- e) In the Coquitlam College district, a maximum three-storey streetwall for portions of the site directly fronting onto Brookmere Avenue shall be provided; and
- f) In the Whiting-Appian district, a maximum three-storey streetwall for portions of buildings fronting onto Denton Street shall be provided where Small-Scale Residential is located directly across the street.

2.3 Parks and Community Facilities

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

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

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

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

2.3.1 Policy: Park acquisition

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

2.3.2 Policy: Burquitlam Park

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

2.3.3 Policy: Cottonwood Park

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

2.3.4 Policy: Robinson Memorial Park

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

2.3.5 Policy: Brookmere Park

Support the improvement and enhancement of Brookmere Park with added park amenities, and improved walking and cycling connections with improved sightlines from adjacent streets. Connections link to an improved walkway system and **micromobility** network. Improvements shall be co-ordinated with the open space network within the Coquitlam College site redevelopment.

2.3.6 Policy: SkyTrain guideway open spaces

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

2.3.9 Policy: Austin Creek crossing

Facilitate the construction of a pedestrian, cycling and **micromobility** crossing over Austin Creek.

2.3.8 Policy: Oakdale trails

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

2.4 Transportation

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

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

2.4.1 Policy: New streets and connections

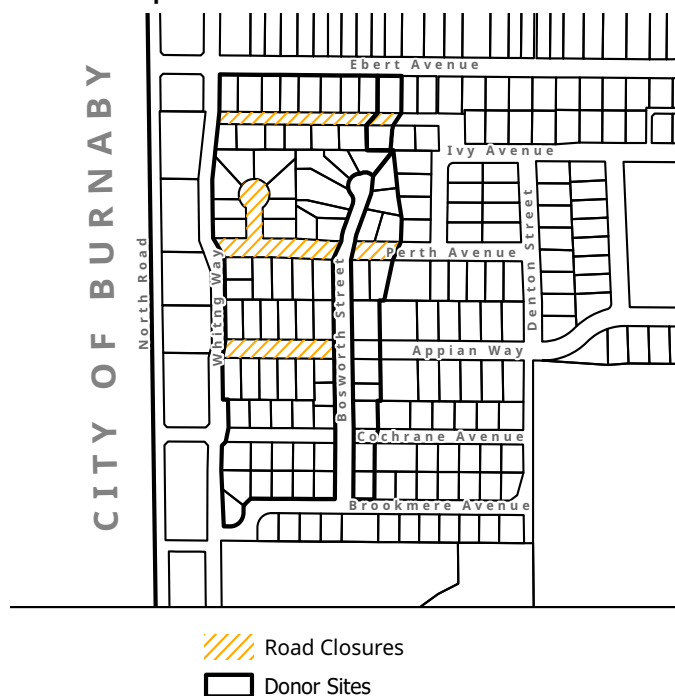
Ensure development facilitates the provision of new streets, street extensions, lanes and **micromobility** routes and connections identified in BLNP Appendix E and F and in conjunction with the Engineering and Public Works Department. These right-of-ways support high-density growth and accommodate multi-modal permeability, circulation and connections. The design of new streets and lanes will be upheld and co-ordinated with the Transportation Plan (STP), Subdivision and Development Servicing Bylaw, Burquitlam-Lougheed Streetscape Guidelines, the Burquitlam-Lougheed Servicing Assessment and other relevant City policies, guidelines and bylaws.

2.4.2 Policy: Road realignments within the Austin Creek area

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

- Road closures within the development area are expected to be co-ordinated with the dedication and construction of new and realigned roads as shown in BLNP Appendix E.
- Road closures within the linear park are expected to be co-ordinated with the development of the park.
- The closure of other roads not identified in Figure 1 may also be considered for the purpose of consolidation with adjacent development sites.

Figure 1: Austin Creek – Proposed road closures



2.4.3 Policy: Widening of North Road

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

2.4.4 Policy: Co-ordination with Burnaby

Ensure co-ordination with the City of Burnaby for development associated with Lougheed Town Centre and the interface across North Road.

2.4.5 Policy: Glenayre-Catherine connection

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

2.4.6 Policy: Access from Thompson

Support that access for redeveloped higher-density properties in the block between Thompson Avenue and Nicola Avenue in the Oakdale area be taken from Thompson Avenue.

2.4.7 Policy: Lougheed crossings and safety

Support new controlled intersections, crosswalks, and speed limit monitoring and adjustments along Lougheed Highway to provide additional safe crossing opportunities that accommodate development and activities along Lougheed Highway.

2.5 Infrastructure and Community Safety Services

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

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

2.6 Climate Change and Resilience

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

2.7 Environment and Natural Hazards

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

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

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

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

2.8 Economy

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

2.9 Arts, Culture and Heritage

To further the guiding principle of “provide housing options”, Burquitlam-Lougheed’s heritage buildings and landscapes should be preserved and celebrated, where possible and feasible, as redevelopment occurs. Thus, BLNP policies aim to assess older buildings, as guided by the City’s heritage inventories, to determine if they are significant reminders of Burquitlam-Lougheed’s social, cultural and architectural history.

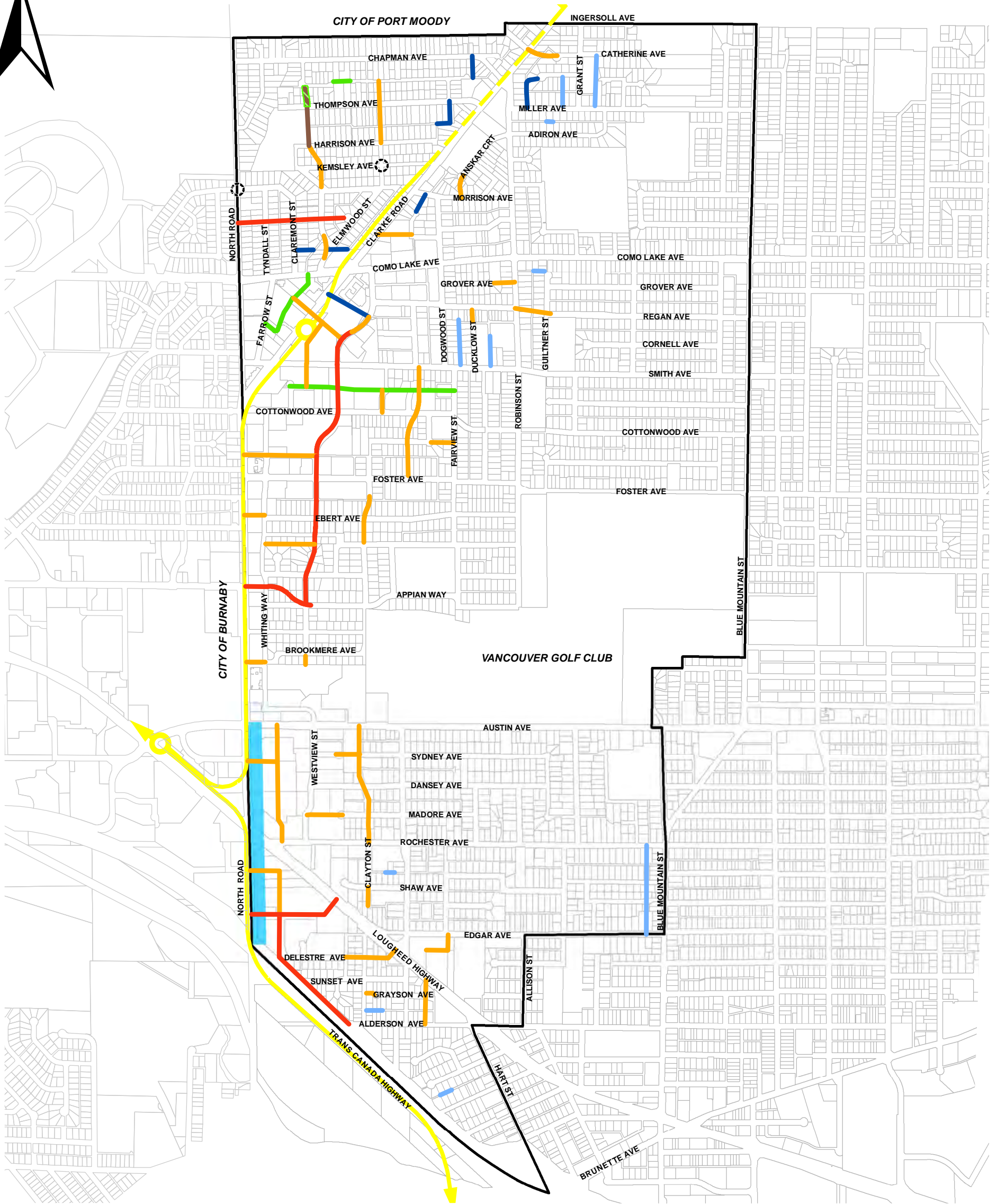
BLNP encourages the use of heritage revitalization agreements (HRAs) that preserve heritage buildings (or elements thereof) located on redevelopment sites, when supported through a heritage assessment, which is a market-driven approach that utilizes incentives for preservation and rehabilitation.

2.9.1 Policy: Heritage assessment

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

2.9.2 Policy: Heritage conservation

Encourage the conservation of heritage buildings, as identified through a heritage assessment, through the use of heritage revitalization agreements (HRA) as part of redevelopment. Require heritage designation of any buildings that utilize heritage conservation incentives.

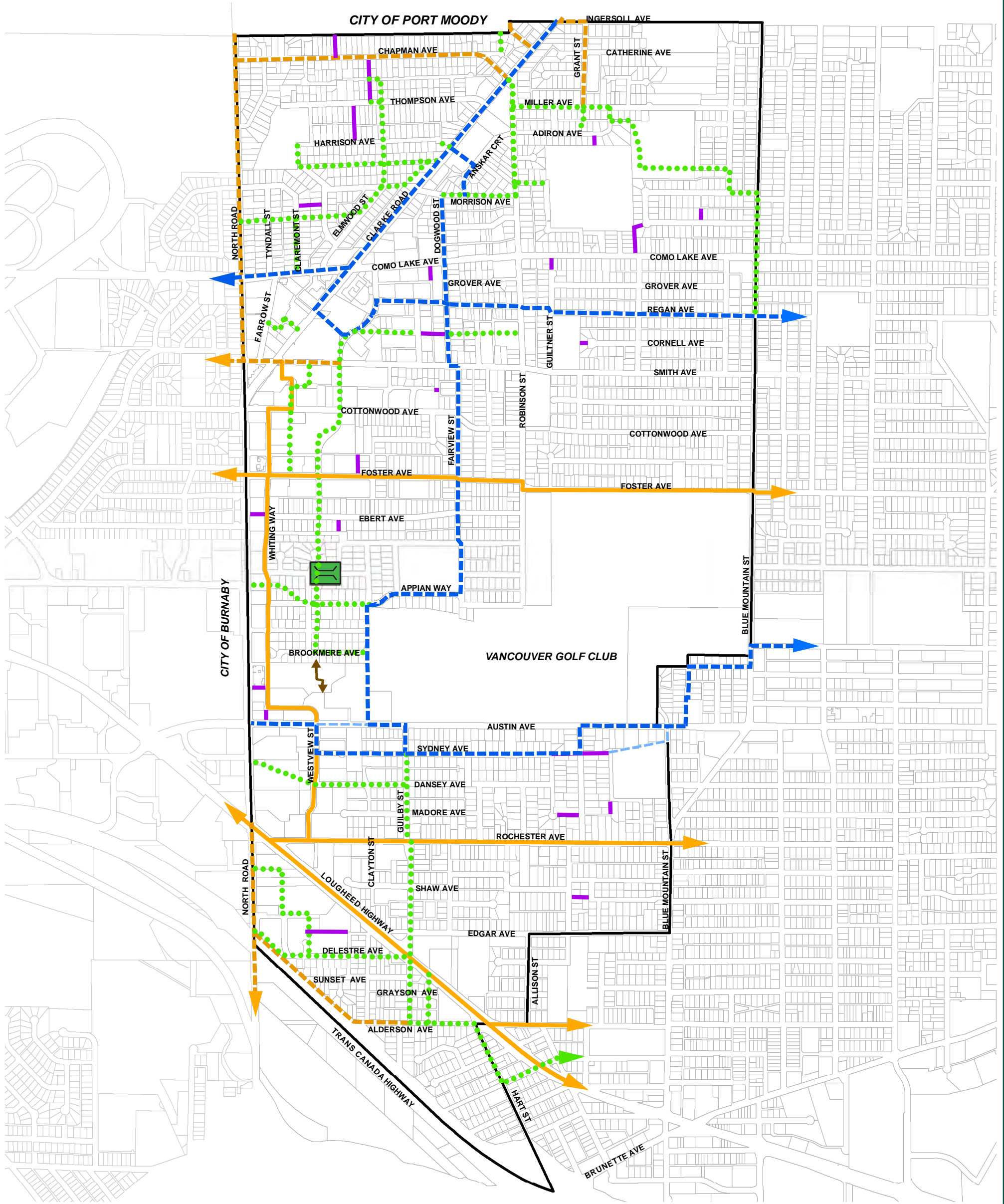


NEW STREETS AND LANES

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

Date Adopted: XXXX
Bylaw No: 5511, 2026

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



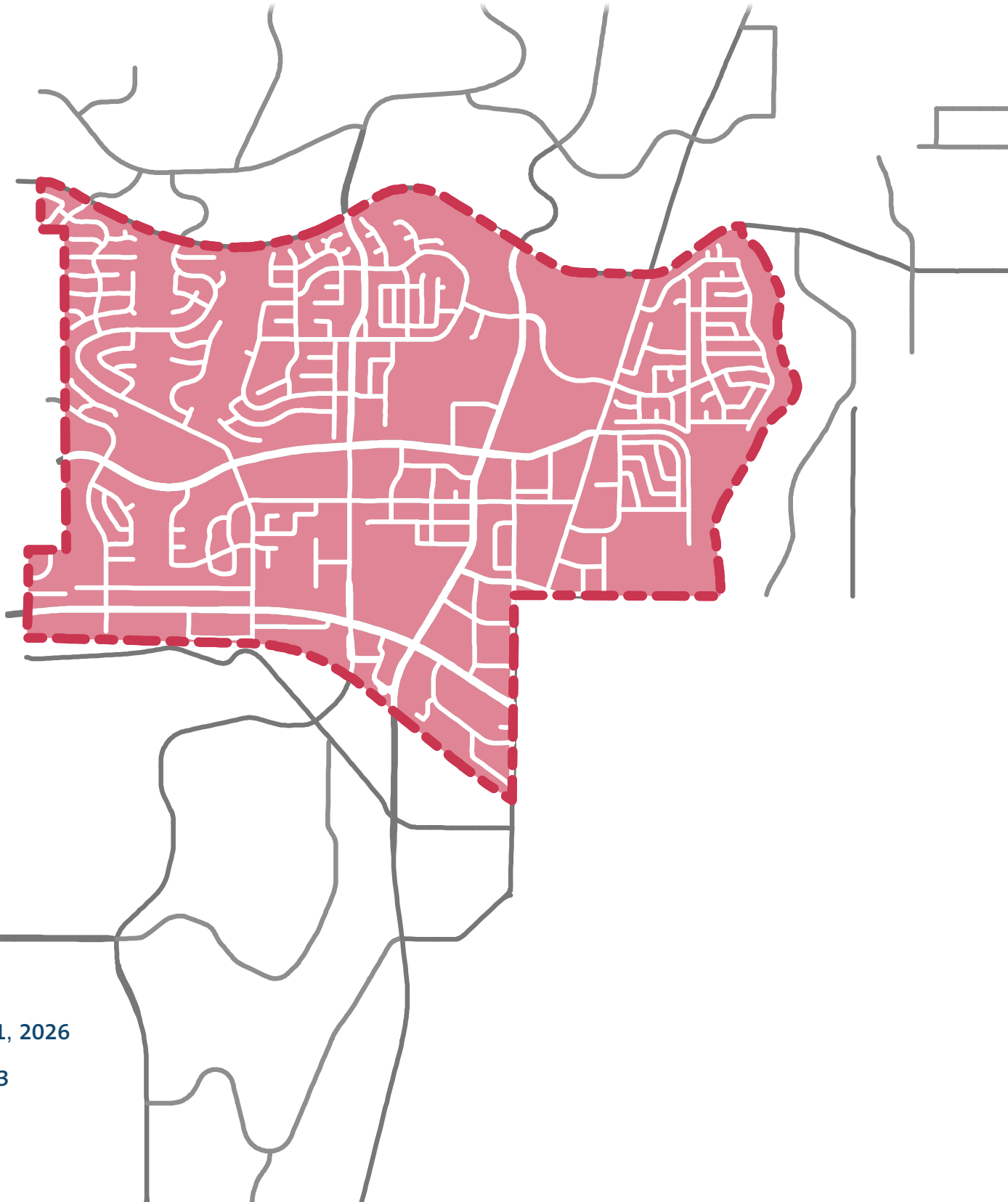
- - - Proposed Citywide Greenway
- - - Proposed Citywide Greenway (Alternative)
- Proposed Neighbourhood Greenway
- Existing Cycle Route
- - - Proposed Cycle Route
- Existing Walkway
- ▭ Future Pedestrian / Bike Crossing
- Channel Linkage
- Burquitlam - Lougheed Neighbourhood Plan Boundary

Date Adopted: XXXX
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Coquitlam

City Centre Neighbourhood Plan



Bylaw 5511, 2026
Schedule J-3

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1 Neighbourhood Plan Context

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

During the 1980s and 1990s, the City opened several major civic and community facilities in the City Centre area, including City Hall, which relocated from Maillardville in 1998. With the arrival of SkyTrain in 2016, City Centre became connected to the rest of the region with high-frequency rapid transit. The City’s initiative to co-fund the Lincoln SkyTrain station a few years earlier ensured that the heart of Coquitlam’s future downtown would be well-served by transit.

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

CCNP provides an opportunity to continue to transform City Centre into a vibrant downtown and community gathering place for residents and businesses of Coquitlam – an inclusive and happy place to live, learn, work and play.

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

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

The Plan was updated and renewed through consultation with Council, advisory committees and boards, the community, property owners and other community stakeholders in 2020. Its implementation will continue to transform Coquitlam City Centre into a vibrant downtown and a complete community characterized by high-density, mixed-use commercial and residential communities, and regional-scale employment connected to and supported by surrounding neighbourhoods.

Updated provincial legislation in 2023/24 identified transit-oriented areas within 800 metres of frequent transit (SkyTrain) stations, allowing for increased development potential beyond the initial concepts of this plan. However, because CCNP’s vision, guiding principles, land uses and policies seek to embed transit-oriented development characteristics throughout City Centre, the Plan maintains its central intent to foster a transit-supportive community.

1.1 Plan Boundaries

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

1.2 Neighbourhood Vision

The City Centre Neighbourhood Plan (CCNP) provides an opportunity to continue to transform Coquitlam City Centre into a vibrant downtown surrounded and supported by family friendly neighbourhoods, guided by the Plan's vision:

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

1.3 Plan Principles

Organized into five broad categories, the guiding principles form the framework that helps to support the vision. The guiding principles are reflected in the policy directions of CCNP and continue to solidify City Centre as a regional city centre and a vibrant downtown.

COMPLETE DOWNTOWN

- Strengthen City Centre as the downtown of Coquitlam and the northeast region of Metro Vancouver, with destinations and services for residents and visitors.
- Design City Centre as a complete community with a mix of land uses (including employment, retail and a variety of housing choices) that are higher in **density** than the surrounding community and focused around rapid transit stations in order to promote **transit-oriented development** and to support viable employment, retail and service uses.
- Strengthen City Centre as a place with a strong, diverse and resilient local economy that supports employment growth and thriving local businesses while also contributing to the regional economy.
- Increase entertainment, dining and shopping options in City Centre to provide opportunities for socializing and gathering.

URBAN MOBILITY

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

EXCELLENCE IN URBAN DESIGN

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

ENVIRONMENT AND SUSTAINABILITY

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

LIVE, LEARN AND PLAY

- Develop City Centre as a family-friendly place with a broad range of housing choices that accommodates households at a variety of life stages, is affordable and in close proximity to family-oriented amenities (e.g., kids' play spaces, child care facilities, and places for youth and seniors).
- Develop City Centre as a hub of diverse activity that supports an active lifestyle through opportunities for sports and recreation.
- Expand public facilities and **community amenities** in City Centre to serve local needs, accommodate growth and create attractive destinations.
- Improve access to nature in City Centre, including mountain views and connections to green places such as parks, open spaces, creeks, the Coquitlam Crunch, Town Centre Park and the Coquitlam River.

Big Moves

These big moves reflect the community's aspirations for the future of City Centre, as expressed by the vision and guiding principles.

1. CREATING A VIBRANT DOWNTOWN CORE

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

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

2. ESTABLISHING A STRONG EMPLOYMENT BASE

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

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

3. BUILDING A FAMILY-FRIENDLY DOWNTOWN

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

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

4. ENHANCING RECREATION AND CULTURAL AMENITIES

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

5. INTEGRATING AND CONNECTING DOWNTOWN

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

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

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

2 Policy Themes

2.1 Land Use

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

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

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

Key elements of the land use concept include:

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

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

Precincts

Three precincts (identified in Appendix B) will serve as welcoming destinations in City Centre and form an interconnected “spine of activity” along Pinetree Way. The three Precincts have been situated at strategic locations around key intersections and SkyTrain stations. Each precinct will have a distinct identity and serve a specific function in contributing to the vibrancy of City Centre. Precinct policies are intended to establish a unique character and sense of place for each precinct, and are a consolidation of the policy direction of CCNP for these strategically important destinations and focal points of activity.

- The Pinetree-Lougheed Precinct will serve as a striking gateway to signify one’s arrival into the Downtown Core, whether by foot, micromobility, SkyTrain, West Coast Express, bus or personal vehicle. This will be achieved by activating the Pinetree Way/Lougheed Highway/Barnet Highway intersection through commercial frontages, and establishing inviting public plazas containing public art and supported by weather protection and noise-mitigation design measures. To capitalize on the location’s transportation connectivity advantages, regionally strategic location and high visibility, this precinct is intended for a vibrant office district and is the ideal site for a hotel and conference centre supported by High-Density Residential development.
- Strategically situated in the “heart” of the Downtown Core, the Lincoln SkyTrain Station Precinct will be a central “focal point of activity”. Supported by plazas and squares for gathering and socializing, this Precinct will be a vibrant, mixed-use destination that is rich with office development, walkable shopping experiences and entertainment options complemented by high-density residential development.
- Located at the major intersection of Pinetree Way and Guildford Way, the Four Corners Precinct is of strategic importance and comprises lands that are mostly City-owned around Lafarge Lake-Douglas SkyTrain station. Today, the Four Corner Precinct encompasses City Hall, the southwest portion of Town Centre Park, City Centre Aquatic Complex, Evergreen Cultural Centre, the temporary Guildford park-and-ride lot and the two surface parking lots on Burlington Drive (between Pinetree Way and The High Street). Building on these existing community assets and through future development of a master plan, the Four Corners Precinct will become a more vibrant, people-focused civic magnet that provides public amenities, facilities and open spaces to support existing and future residents, businesses and institutions.

2.1.1 Policy: City Centre as downtown

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

2.1.2 Policy: City land assets

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

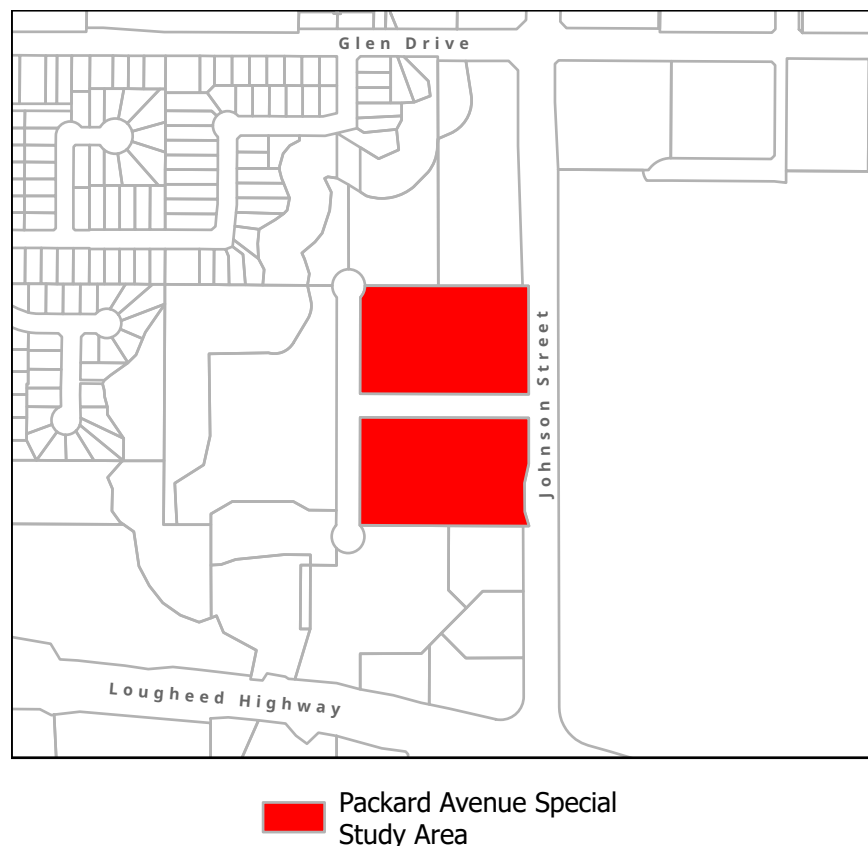
2.1.3 Policy: Packard Avenue special study areas

For the lands identified at the Packard Avenue Special Policy Area in Figure 1, consider additional **density** to support the development of **non-market housing** units. **Density** of up to 3.0 FAR and a minimum allowable height of up to eight storeys are permissible within **TOA Tier 3**.

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

1. Consider the use of a CD zone as set out in Section 4.1 of the OCP. The use of a CD zone will generally follow the requirements of the RM-3 Multi-Storey Medium-Density Apartment Residential zone;
2. To support additional **density**, consideration may be given to exceeding the **TOA Tier 3** minimum allowable height limit, with taller buildings located on the eastern side of the site along the Johnson Street frontage and transitioning in height downward toward the west side of the site;
3. A non-profit housing provider (e.g., housing society, co-operative, community land trust) operates and manages the **non-market housing** units;
4. Redevelopment of **non-market housing** units shall include, at a minimum, the same number of units as in the original development and the unit mix (e.g., number of bedrooms) of **non-market housing** units should be consistent with the unit mix of the original development;
5. If the redevelopment of **non-market housing** units can be replaced using less than 3.0 FAR, consideration may be given to a portion of the remaining **density** to be developed as additional market rental housing, with a range of unit sizes;
6. A minimum of 50 per cent of the **non-market housing** units shall accommodate seniors; and
7. Existing residents are offered first right of refusal to redeveloped non-market units.

Figure 1: Packard Avenue Special Policy Area



2.1.4 Policy: Indoor amenity space

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

2.1.5 Policy: Outdoor amenity space

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

2.1.6 Policy: Transit-Oriented Mixed-Use commercial

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

- a) Commercial uses (office, retail, grocery, personal services, dining, etc.);
- b) Hotel and conference space;
- c) Child care facilities; and
- d) Civic, institutional, cultural and recreation facilities.

2.1.7 Policy: Entertainment District

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

2.1.8 Policy: Entertainment District – Neighbourhood impacts

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

2.1.9 Policy: Office uses

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

2.1.10 Policy: Lincoln SkyTrain Office District

Develop a mixed-use office district, as identified on Appendix B, with stand alone office buildings in this area to take advantage of the area's excellent transportation connectivity and high visibility.

2.1.11 Policy: Hotel in office districts

Explore the opportunity to locate a hotel and conference space to serve as an anchor for the Office Business Districts, identified on Appendix B.

2.1.12 Policy: Hotels

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

2.1.13 Policy: Pinetree-Lougheed Precinct – Commercial frontage

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

2.1.14 Policy: Lincoln SkyTrain Station Precinct – Downtown Core

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

2.1.15 Policy: Four Corners Precinct – Civic buildings

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

2.1.16 Policy: Neighbourhood commercial nodes in City Centre area

Encourage neighbourhood commercial nodes throughout City Centre, as identified in Appendix C, to serve the day-to-day shopping and service needs of residents. These nodes may include a range of smaller-scale commercial and assembly uses such as child care facilities, convenience and grocery stores, coffee shops, restaurants, pharmacies and drycleaners.

2.1.17 Policy: Neighbourhood commercial nodes in High-Density Residential areas

New commercial nodes as part of high-density residential development should consider the following:

- a) Each node should contain a minimum gross floor area (GFA) of 465 m² (5,000 sq. ft.) of commercial and/or assembly uses;
- b) Explore opportunities to split the development of a node equitably between adjacent properties;
- c) Consider excluding commercial and assembly GFA for the purpose of calculating the financial contribution for **density** (i.e., **density** bonus); and
- d) Consider exempting commercial and assembly GFA from the maximum **density** permitted under the applicable zone.

2.2 Urban Design

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

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

- The establishment of three precincts that will serve as destinations and focal points of activity for the Downtown Core;
- The defining of a series of character streets and podium heights throughout the downtown that support a range of economic and social activities;
- The creation of a system of interconnected but distinct walkways, gateways, plazas, squares, parkettes and gardens that provide visual interest and serve as gathering places into and throughout City Centre and the Downtown Core;
- The establishment of block design guidelines to support the development of a fine-grained street network and the movement and interaction of people throughout the Downtown Core; and
- The establishment of public realm and building design policies to support pedestrian safety and create human-scale development

2.2.1 Policy: Under the guideways

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

2.2.2 Policy: Uses along the guideways

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

2.2.3 Policy: Streetscapes guidelines

Upgrade streetscapes based on the City Centre Streetscape Guidelines.

2.2.4 Policy: Mid-block walkways

Provide mid-block walkways that are barrier-free and clearly identifiable from the street to increase block permeability for active transportation modes. These walkways may be located within lane right-of-way allowances or exclusive vehicle-free corridors, and would bisect blocks to achieve a sub-block active transportation grid that is approximately 80 to 100 metres on each side.

2.2.5 Policy: Character streets

Developments along character streets and mandatory street frontages in Appendix C and Appendix D are subject to the following:

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

2.2.6 Policy: Publicly accessible open space along character streets

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

2.2.7 Policy: Urban Boulevard Character Street

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

2.2.8 Policy: Gateways

Gateways are significant entry points that announce one's arrival into a community. Gateways should:

- Serve as landmarks for the community and connected streetscapes,
- Act as community signatures that contribute to a sense of identity,
- Contribute to wayfinding, and
- Signal that a transition is occurring between neighbourhoods or precincts.

2.2.9 Policy: Gateways on character streets

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

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

2.2.10 Policy: Gateways to provide public open space

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

2.2.11 Policy: Gateways along major streets

Establish striking gateways and landmarks at the locations identified in Appendix C, through public realm improvements, urban design, architecture and building form.

2.2.12 Policy: Developments near gateways

Require developments located at gateways into the Downtown Core to incorporate landmark building design elements and to provide a high degree of design excellence that includes:

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

2.2.13 Policy: Plaza requirements in master plans

A minimum of one plaza will be required as part of each master development plan application and should serve as a focal point and a primary gathering space with a high degree of activity.

2.2.14 Policy: Plaza pedestrian connections

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

2.2.15 Policy: Plaza design

Plazas are animated gathering spaces with a high degree of design excellence. The size of Plazas will vary site-by-site and will provide a variety of public uses to ensure they are continually intriguing and engaging public spaces for gathering, socializing, exploration and special events (e.g., farmers' markets, night markets, special/local events and performances, outdoor exercise classes, patio seating). Plazas will primarily be located in the Downtown Core as part of master planned sites. Plazas should provide:

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

2.2.16 Policy: Squares

Squares will be located on the southwest corner of blocks and oriented to maximize access to midday sunlight. Squares will be a minimum of 45 square metres and consist of hard and soft landscaped open spaces that provide opportunities for gathering and socializing, and are intended to invite residents and visitors from the surrounding neighbourhood. The programming of squares will vary by site and will be influenced by adjacent building uses. Examples of Squares include, but are not limited to, dog run/park, neighbourhood park, playground or patio seating.

2.2.17 Policy: Entranceways into squares

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

2.2.18 Policy: Gardens

Gardens are informal, block-scale public spaces located along active street frontages that provide visitors and residents opportunities for rest and reflection.

- Gardens will be a minimum of 16 square metres and can be of intimate scale.
- Gardens should complement the open space network by providing additional landscaping and public amenities.
- Examples of Gardens include food gardens, rain gardens, bio-swales or a quiet reflection park.

2.2.19 Policy: Natural light on gardens

Locate gardens to provide maximum sunlight and maximum integration with pedestrian movements, including at least one side open to public rights-of-way.

2.2.20 Policy: Parkettes

Located mid-block along the Downtown Promenade Character Street and mandatory commercial street frontages, as identified on Appendices B and C, Parkettes complement the public realm by providing breaks in the streetscape as well as opportunities for rest, interaction and socialization. Parkettes will be a minimum of 45 square metres and provide a variety of uses to meet the needs of adjacent businesses and residential uses, and create a sense of neighbourhood identity throughout the Downtown Core.

2.3 Parks and Community Facilities

The vision for CCAP **community facilities** seeks to celebrate and enhance City Centre’s surrounding natural areas by building a network of park, recreation and cultural public amenities that brings people together, connects them with nature and cultivates culture.

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

PARKS

New and upgraded parks, recreation and cultural public amenities will play a critical role in defining the urban fabric, supporting a growing community and ensuring City Centre is a great place to live, learn, work and play. Integration of public amenities with the public realm through a series of greenways, walkways and a linear park will create a connected recreation experience, and support a vibrant and safe public realm.

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

COMMUNITY AMENITIES

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

SCHOOL DISTRICT

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

2.3.1 Policy: Parks near precincts

Co-locate parks, recreation and cultural public amenities near precincts to help serve as destinations and focal points of activity, based on the following:

1. Establish a linear park near the Pinetree-Lougheed Precinct, as identified in Schedule E, forming a gateway into City Centre while providing connectivity and access to a number of public amenities such as a new Neighbourhood Recreation Centre, parks and natural areas, and the Coquitlam Central station;
2. Centrally locate cultural amenities near the Lincoln SkyTrain Station Precinct, adjacent to a premier urban park, forming a cultural heart to contribute to the vibrancy of the Downtown Core; and
3. Provide destination-scale parks, recreation and cultural public amenities around the Four Corners Precinct to form a vibrant, people-focused civic magnet.

2.3.2 Policy: New parks

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

2.3.3 Policy: Additional linear parks

Through parkland acquisition, establish a linear park to support a connected recreation experience, as identified in Schedule E. Design of the linear park should consider the following elements:

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

2.3.4 Policy: Linear park expansion

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

2.3.5 Policy: Parkland improvements

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

2.3.6 Policy: City Centre Aquatic Complex

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

- Indoor and outdoor aquatics
- Arena and ice services
- Gymnasium and fitness centre
- Multi-purpose rooms
- Other recreational and cultural amenities

2.3.7 Policy: Additional community facilities

New Neighbourhood Recreation Facilities will be sought south of Barnet Highway as well as east of Pinetree Way near Glen Park. Two additional facilities will be located in the cultural heart, as identified in Schedule E.

2.3.8 Policy: Future elementary school

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

2.3.9 Policy: Urban school sites

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

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

2.4 Transportation

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

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

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

To support the development of a strong, diverse and resilient economy, CCNP policies also facilitate regional and local goods movement that is essential to the retail and commercial needs of businesses in City Centre and the region.

2.4.1 Policy: Pedestrian linkage

Pedestrian linkages from development should be provided to the active transportation network, as identified in Appendix F.

2.4.2 Policy: Pedestrian crossways over Barnet and Lougheed highways

Provide universally accessible crossings over Barnet Highway and Lougheed Highway, as identified in Appendix F, in connection with the development of adjoining lands. Crossings should be well integrated into the surrounding public realm and consider connections with adjacent or nearby public uses.

2.4.3 Policy: Development along greenways

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

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

2.4.4 Policy: Four Corners Precinct – Pedestrian crossing

Explore the possibility of a pedestrian crossing as indicated in CCNP Appendix F between:

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

2.4.5 Policy: Micromobility network transportation modes

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

2.4.6 Policy: Micromobility network connection

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

2.4.7 Policy: Micromobility streetscape guidelines

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

2.4.8 Policy: Micromobility crossings

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

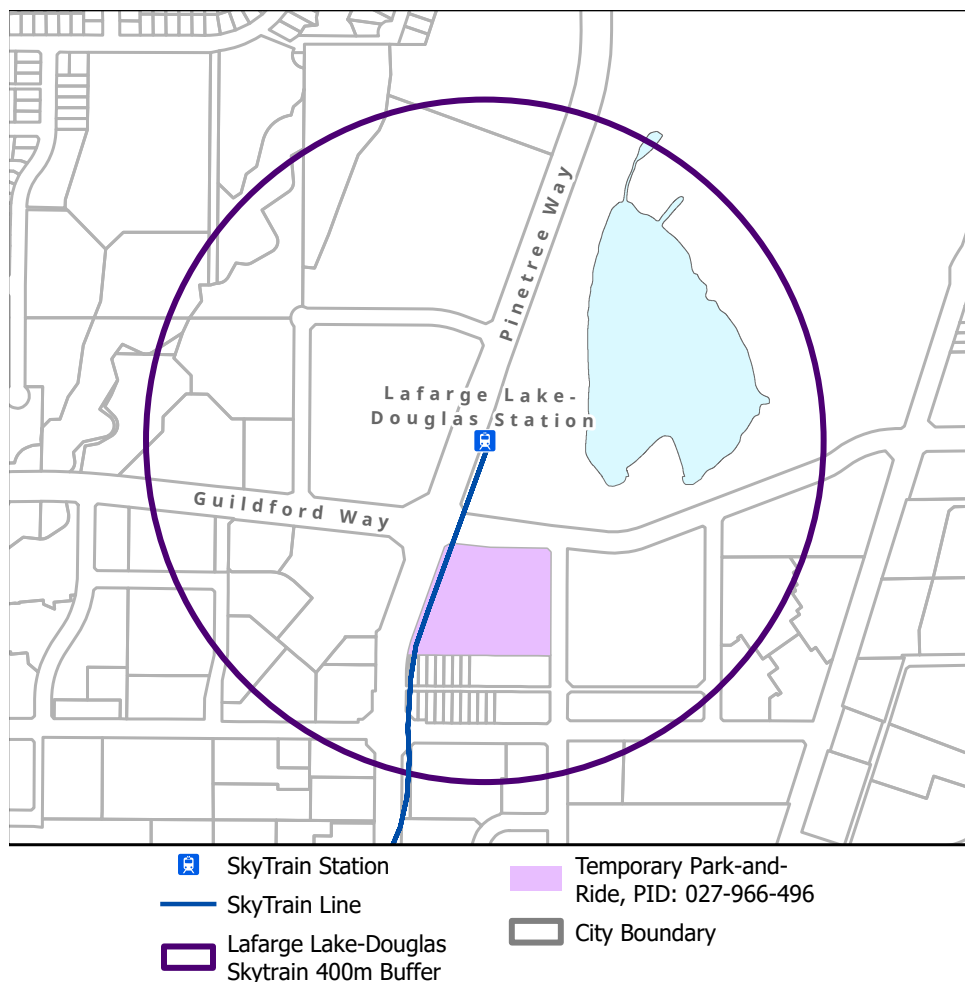
2.4.9 Policy: Mobility hubs

Establish multi-modal mobility hubs at SkyTrain stations within the CCNP Boundary.

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

Relocate the existing temporary park-and-ride lot (PID 027-966-496) to a permanent location within 400 metres of the Lafarge Lake-Douglas SkyTrain station, as identified in Figure 2.

Figure 2: Park-and-ride – Lafarge Lake-Douglas



2.4.11 Policy: Future rapid transit corridor

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

- A rapid transit corridor eastward from Coquitlam Central SkyTrain station; and
- A future SkyTrain station at Falcon Drive in collaboration with TransLink.

2.4.12 Policy: Future streets and extensions

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

2.4.13 Policy: Future crossings

Provide future vehicle and pedestrian crossings in City Centre, as identified in Schedule D and CCNP Appendix E.

2.5 Infrastructure and Community Safety Services

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

2.5.1 Policy: Utility servicing

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

Additional policies associated with Infrastructure and Safety Services Policy Theme are contained within the OCP.

2.6 Climate Change and Resilience

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

2.7 Environment and Natural Hazards

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

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

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

2.8 Economy

2.8.1 Policy: Evergreen Cultural Centre

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

2.9 Arts, Culture and Heritage

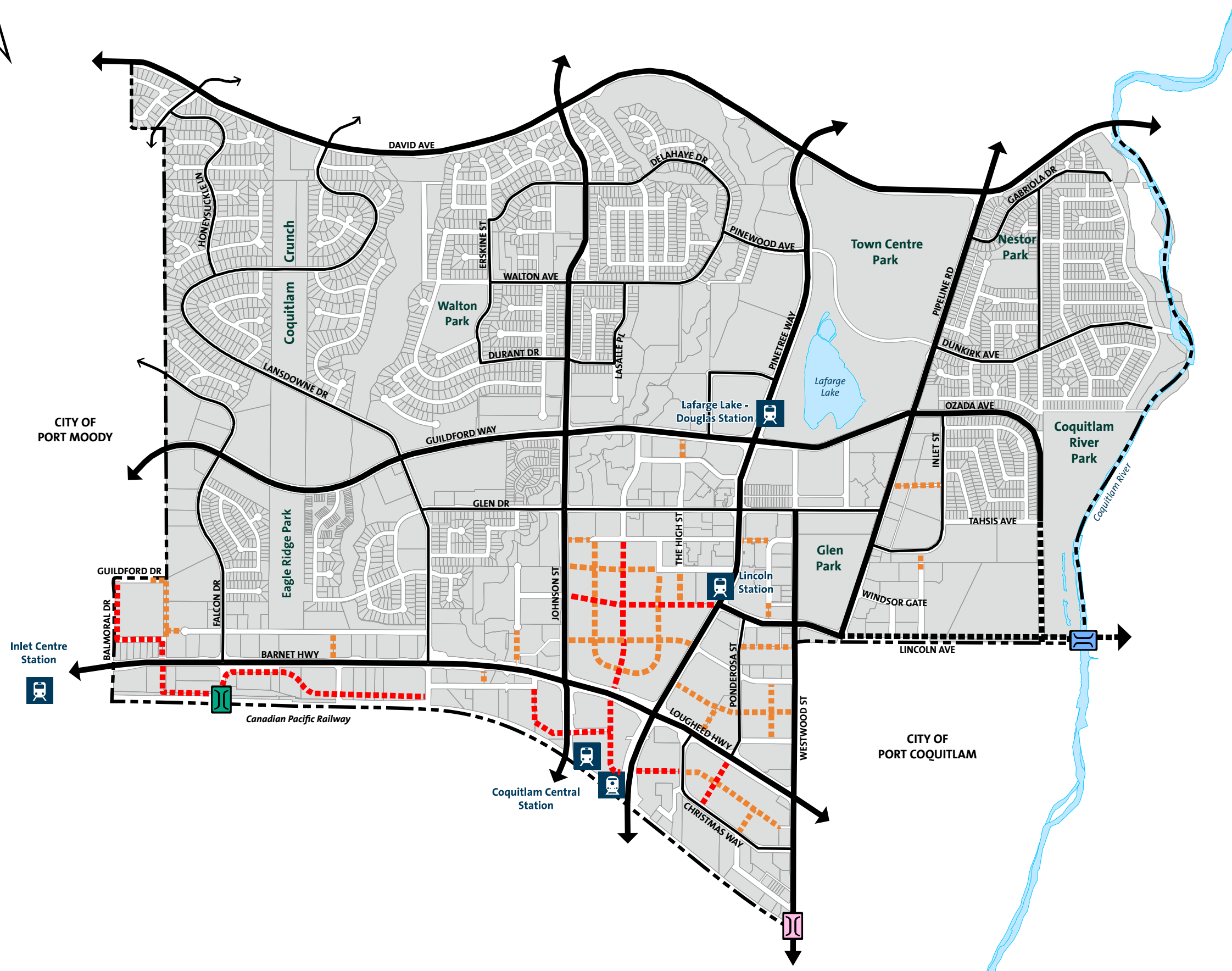
2.9.1 Policy: City Centre Library

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

2.9.2 Policy: Cultural heart

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

CCNP Appendix E: Neighbourhood Context - Streets

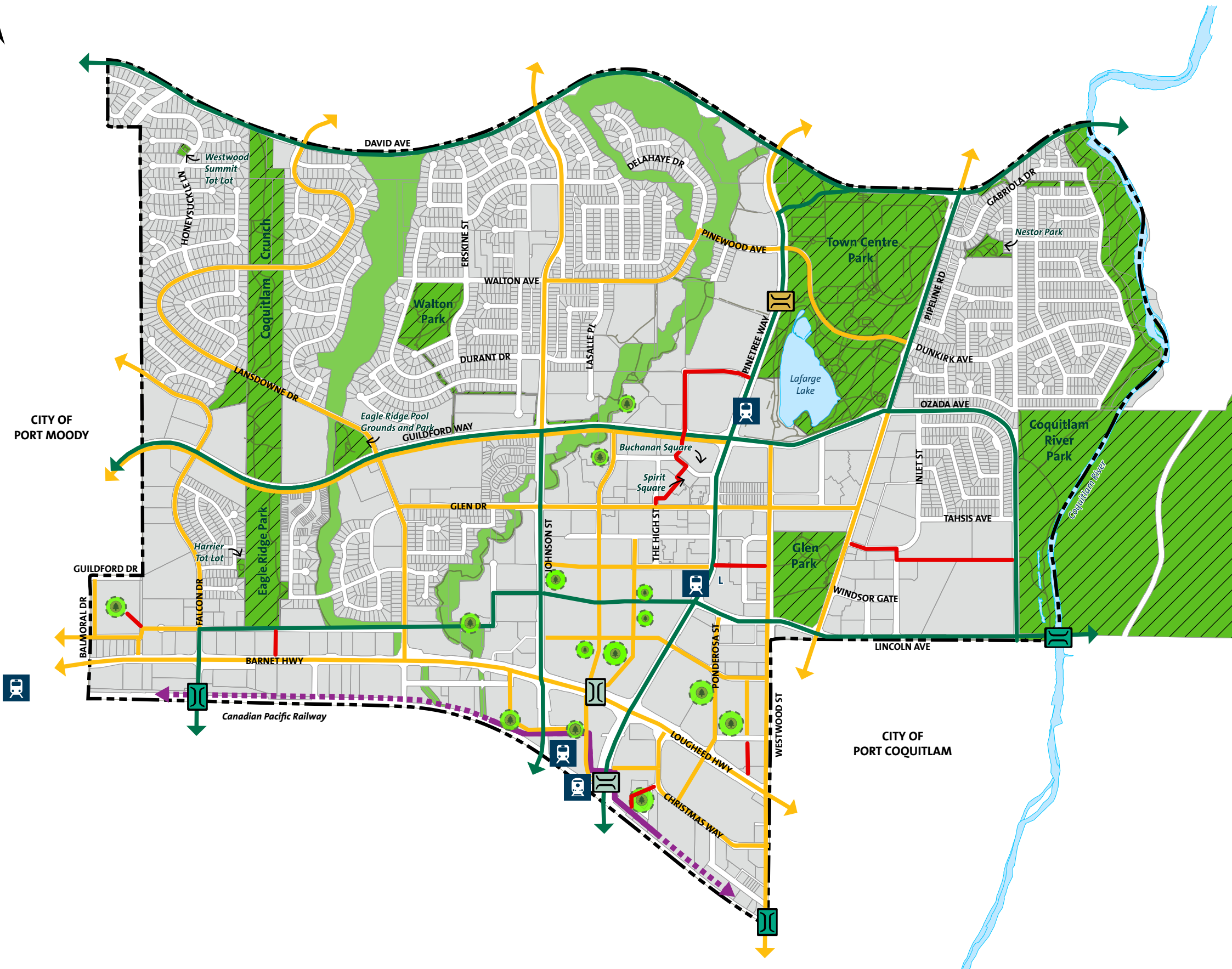



- City Centre Area Plan Boundary
- Evergreen Line Station
- West Coast Express Station
- Future Crossings**
 - Future Lincoln Bridge
 - Future Falcon Overpass
 - Future Westwood Underpass
- Future Streets**
 - Future Arterial Street
 - Future Collector Street
 - Future Local Street
- Existing Street Networks**
 - Municipal Arterial Street
 - Municipal Collector Street

Date Adopted: XXXX
Bylaw No: 5511, 2026

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CCNP Appendix F: Neighbourhood Context - Micromobility



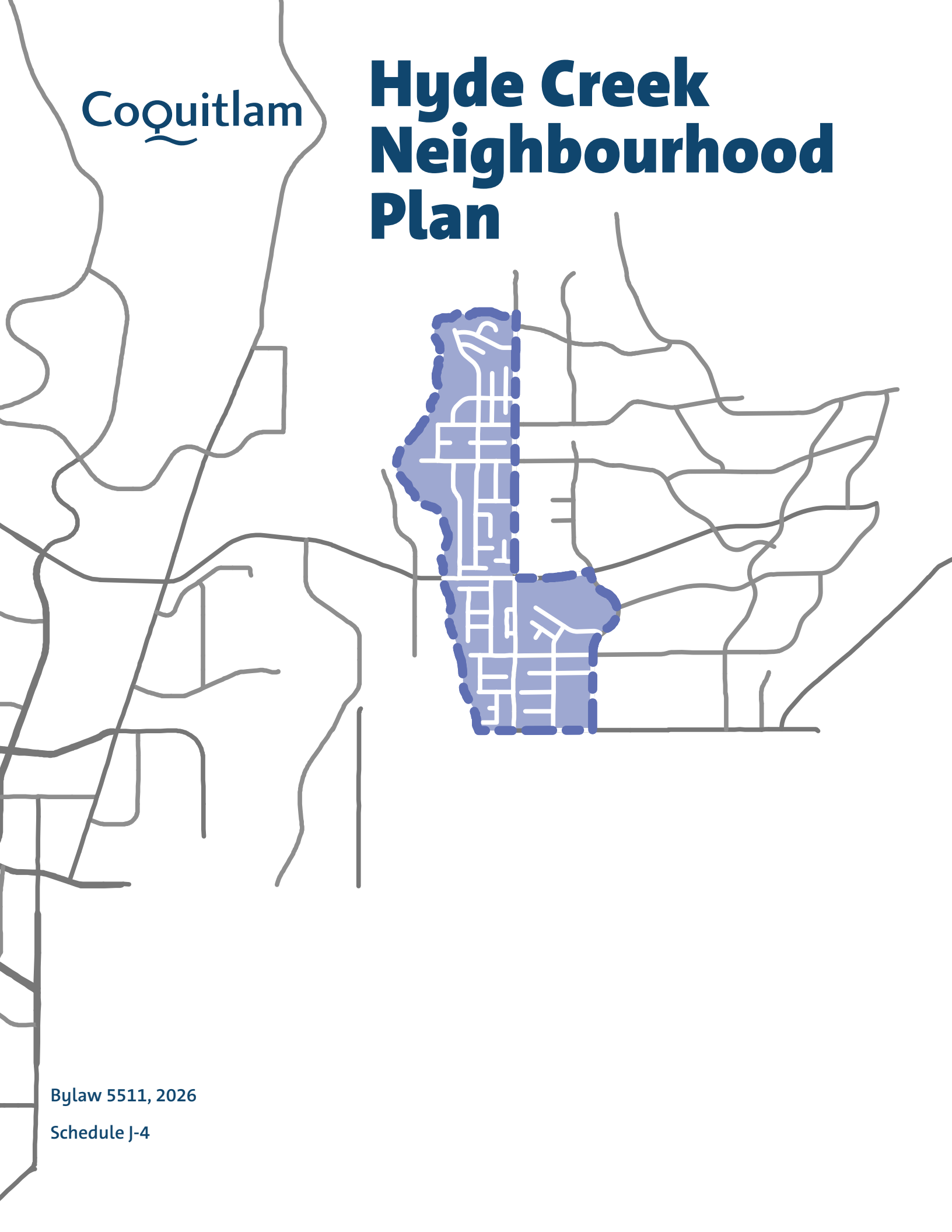
-  City Centre Area Plan Boundary
-  Evergreen Line Station
-  West Coast Express Station
- Pedestrian/Micromobility Crossings**
 -  Existing Pedestrian/Micromobility Crossing
 -  Future Pedestrian/Micromobility Crossing
 -  Future Pedestrian/Vehicle/Micromobility Crossing
- Active Transportation Networks**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

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

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Coquitlam

Hyde Creek Neighbourhood Plan



Bylaw 5511, 2026
Schedule J-4

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1 Neighbourhood Plan Context

The Hyde Creek neighbourhood is a new community located in Coquitlam's northeast area. Planning for servicing and access to this neighbourhood is generally to be from the City's Urban Core. This area is shaped to be aligned with the Hyde Creek Integrated Watershed Management Plan (HCIWMP). As such, the Hyde Creek Neighbourhood Plan (HYCNP) takes advantage of valuable opportunities to promote and incorporate alternative community design strategies so as to set a high standard of urban development on Burke Mountain.

The neighbourhood plan has integrated the HCIWMP study results. **Environmentally sensitive areas** as an overlay in Schedule C in the OCP and development permit areas recognize the importance of watercourses as valuable fish and wildlife habitat, and integral to Coquitlam's drainage and flood control systems. As such, the flows and systems of water in this Neighbourhood Plan are integral to its structure and implementation on Burke Mountain

1.1 Plan Boundaries

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

1.2 Neighbourhood Vision and Principles

The promotion and integration of natural features and systems create a sense of place for this community and inform the policy foundation and vision for the Hyde Creek Neighbourhood Plan.

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

1.3 Plan Principles

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

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

2 Policy Themes

2.1 Land Use

The Hyde Creek neighbourhood establishes a network of neighbourhood parks, open spaces and trails within an average five-minute walk of local residences to provide the community with active and passive recreational opportunities. Six distinct neighbourhood parks and schools are established as focal points in the community. The combined secondary and middle school and park site provides economy of scale and proximity benefits to School District No. 43 and residents. Construction of outdoor recreational facilities and parking can be shared.

Additional open space lands increase outdoor educational values and the larger site creates a stronger neighbourhood focus and presence. The future secondary and middle schools will serve the anticipated needs of secondary and middle school students in the northeast Coquitlam planning area. The joint school and park site is intended to be developed for use as educational facilities while providing active recreational, passive open space and interpretive learning opportunities within the neighbourhood.

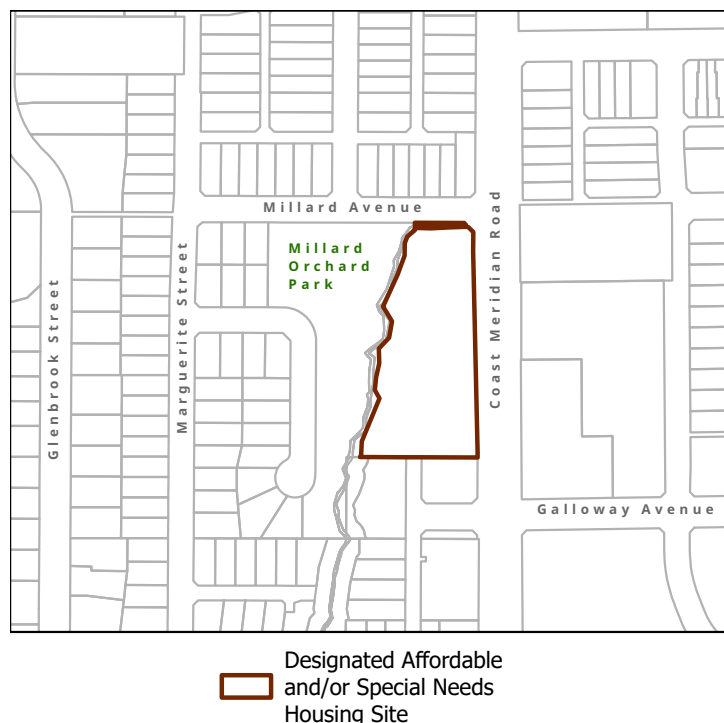
The siting of parklands in close association with neighbourhood watercourses supports connectivity between natural areas and public access and enjoyment.

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

A Commercial land use site is located at the southeast corner of the intersection of David Avenue and Coast Meridian Road. This commercial node is intended to directly serve the residents of the nearby neighbourhoods. In addition, the commercial node will serve students and staff attending the secondary school. Affordable and/or **Special Needs Housing** Site is identified on Figure 1 of the Hyde Creek Plan.

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

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



2.2 Urban Design

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

2.3 Parks and Community Facilities

2.3.1 Policy: Trails and other facility elements

Provide trail network and facilities, including acquisition and development of major and minor trailheads, as outlined on HYCNP Appendix F.

2.3.2 Policy: Heritage trail connection

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

2.3.3 Policy: Park amenities

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

2.3.4 Policy: Park design

Partner with SD43 to develop a **joint-use park**, with a middle and secondary school that will serve as a neighbourhood focal point, south of David Avenue and west of Soball Street. Consider the incorporation of public art elements throughout the **joint-use park** development to contribute to the creation and enjoyment of a vibrant, attractive neighbourhood.

2.3.5 Policy: School park and street interface

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

2.3.6 Policy: Passive surveillance of the joint-use park

Front homes directly onto the **joint-use park**, where possible and practical, to encourage passive surveillance and security for these public spaces.

2.3.7 Policy: Earthworks

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

2.4 Transportation

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

2.4.1 Policy: Access on Coast Meridian Road

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

2.4.2 Policy: Realign Coast Meridian Road

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

2.4.3 Policy: Municipal collector street

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

2.4.4 Policy: Internal neighbourhood network

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

2.4.5 Policy: External network connections

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

2.4.6 Policy: Pedestrian crossings

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

2.4.7 Policy: Pedestrian crossings – major streets

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

2.4.8 Policy: Pedestrian realm on major streets

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

2.4.9 Policy: Transit routes

Ensure the collector streets and other streets designated as bus routes accommodate the needs of transit vehicles, facilitate their movements and provide convenient locations for stops near parks, schools and other destination sites.

2.4.10 Policy: Transit facilities

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

2.4.11 Policy: Reduced parking requirement

Consider reducing off-street parking requirements to a maximum of 30 per cent on multi-family lots if justified through the demonstration of reduced private automobile, shared parking opportunities and other long-term incentives for occupants.

2.5 Infrastructure and Community Safety Services

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

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

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

It will be necessary to upgrade the supply system before development can occur. Upgrading is expected to include installation of a new pump station near the intersection of David Avenue and Shaughnessy Street, and installation of a 600 mm supply main (Zone 3) along David Avenue and Coast Meridian Road that will connect the pump station to the reservoir. The supply main will also be connected to the Zone 3 distribution network at various points along Coast Meridian Road. In addition a 400 mm supply main (Zone 2) will be installed along Mason Avenue connected to an existing 300 mm supply main from Pipeline Road. Ultimately, additional storage capacity will be required.

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

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

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

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

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

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

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

2.6 Climate Change and Resilience

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

2.7 Environment and Natural Hazards

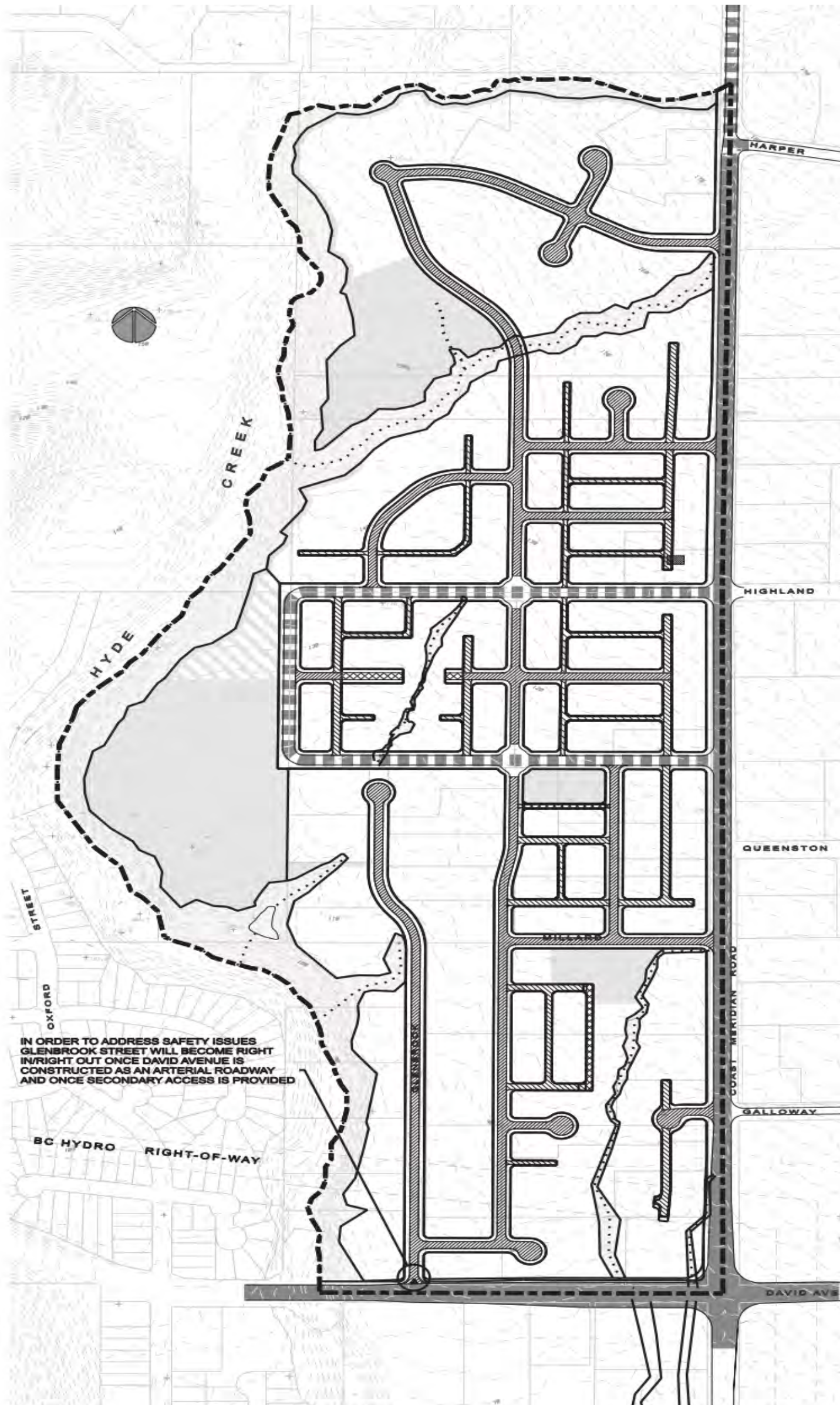
Policies associated with Environment and Natural Hazards Policy Theme are contained within the OCP.

2.8 Economy

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

2.9 Arts, Culture and Heritage

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

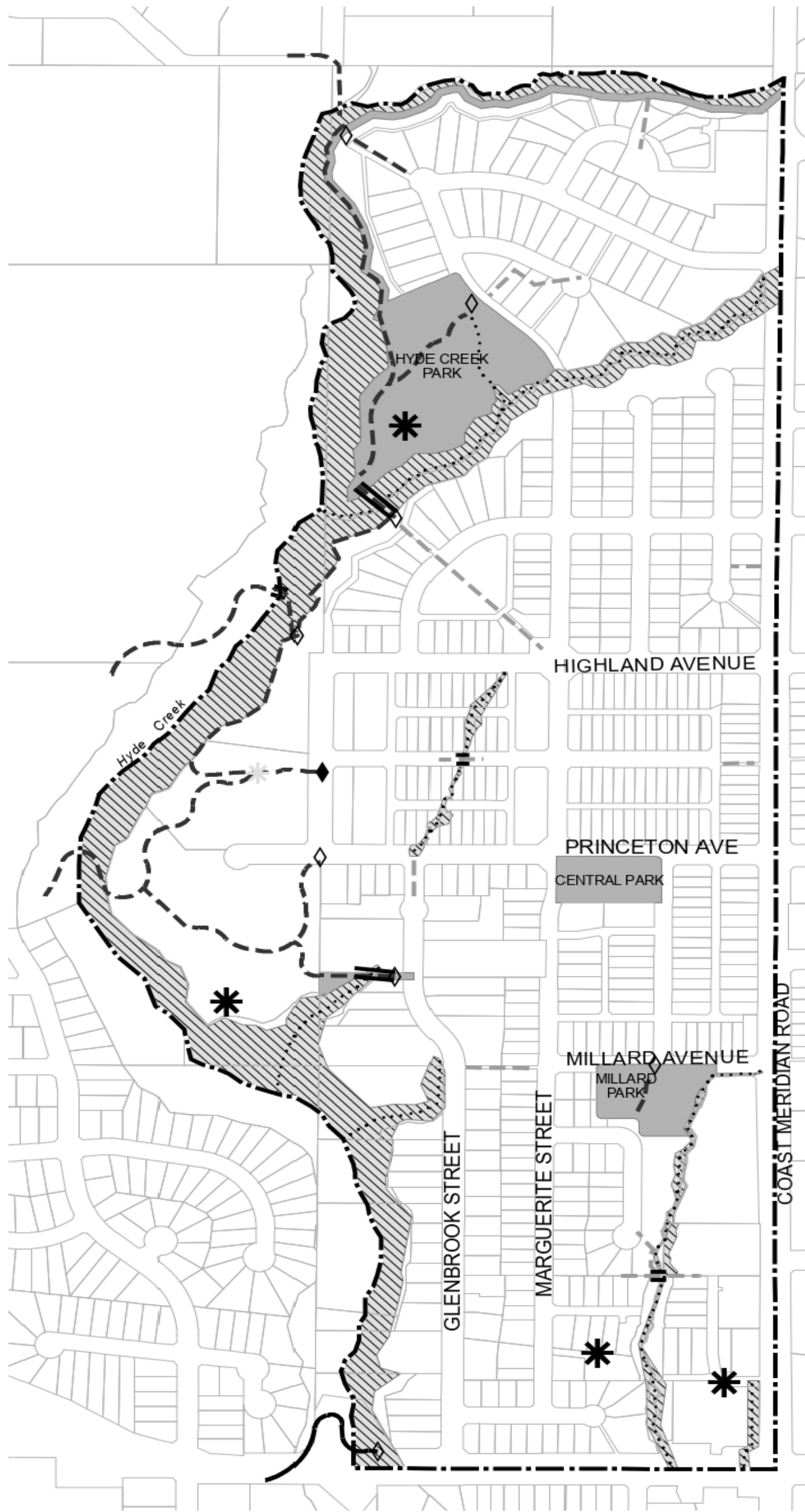


LEGEND

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

Date Adopted: XXXX
Bylaw No: 5511, 2026

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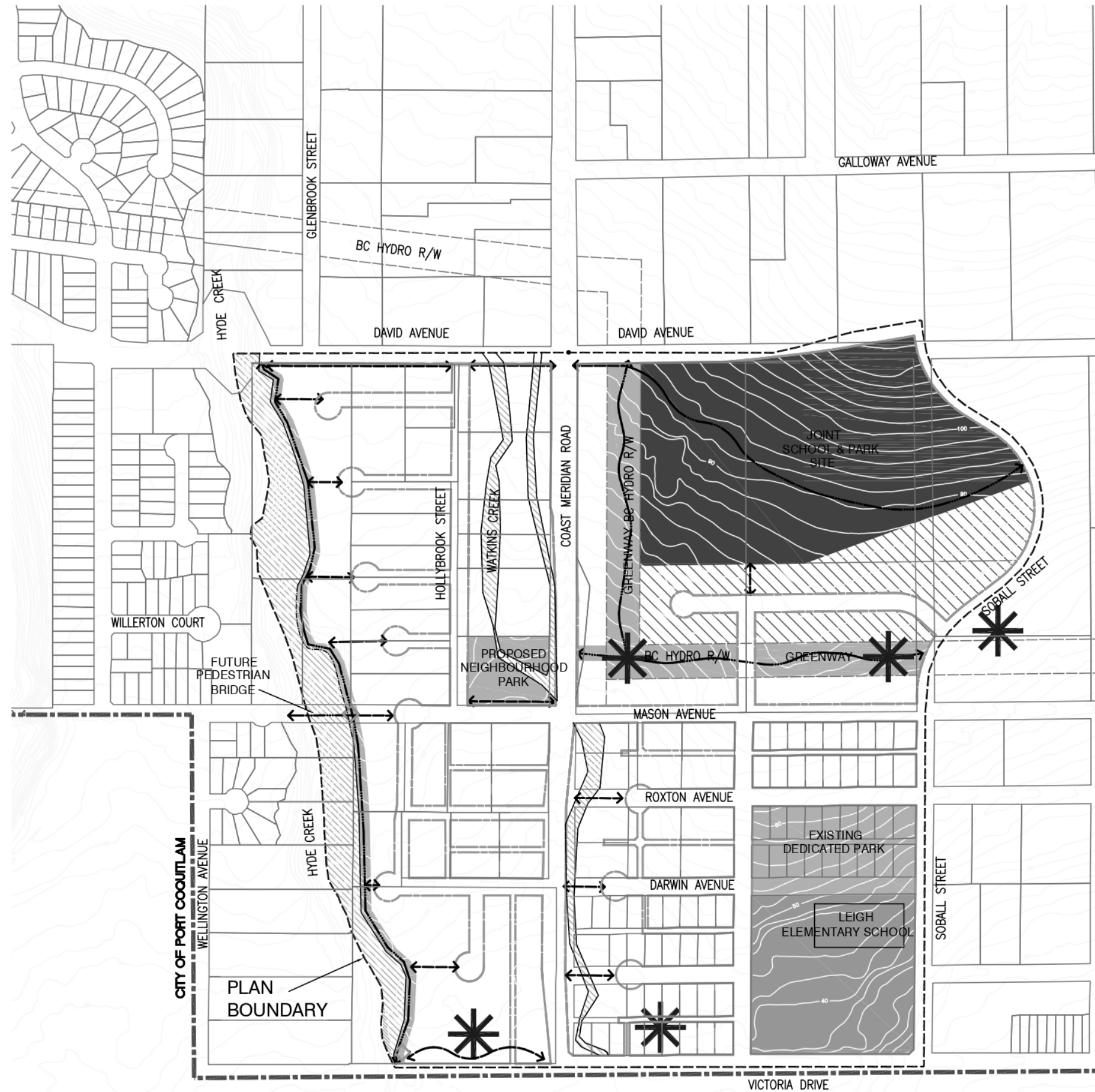
LEGEND

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




Date Adopted: XXXX
Bylaw No: 5511, 2026

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HYCNP Appendix F: Neighbourhood Context - Trails (South)



LEGEND:

-  PROPOSED TRAILS
-  PROPOSED PUBLIC PATHWAYS
-  PROPOSED TRAILHEAD

Date Adopted: XXXX
Bylaw No: 5511, 2026

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Coquitlam

Maillardville Neighbourhood Plan



Bylaw 5511, 2026

Schedule J-5

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1 Neighbourhood Plan Context

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

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

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

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

1.1 Plan Boundaries

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

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

1.2 Neighbourhood Vision

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

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

1.3 Plan Principles

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

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

2 Policy Themes

2.1 Land Use

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

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

Special study areas

The neighbourhood includes three districts and one Neighbourhood Centre Area, as identified in Appendix B.

- Maillardville Neighbourhood Centre – MNP policies that apply to the Neighbourhood Centre focus on implementing the key Plan principles of restoring the Brunette Avenue **main street**, building vibrant public spaces, and promoting the location of specific uses that can help drive renewed economic development in this key commercial node in Maillardville and southwest Coquitlam. The Neighbourhood Centre land use designation will serve as the basis for encouraging new medium- and high-density, mixed-use and pedestrian-friendly redevelopment, complete with signature buildings at key locations. It is envisioned that the Brunette **main street** will continue to evolve with attractive streetscapes and vibrant public spaces (squares and plazas) that help to create memorable shopping experiences, social interaction opportunities and a strengthened sense of place. The Neighbourhood Centre includes an Urban Design Structure aimed to complement and reinforce Maillardville's existing historical identity. They also strive to ensure that new buildings exhibit a consistent and authentic design character that creates a distinct neighbourhood identity and sense of place in Maillardville's Neighbourhood Centre.

- Allard-LeBleu and Laval Square – MNP identifies Allard-LeBleu and Laval as two unique residential areas in Maillardville that contain distinct street, block and lot patterns as well as heritage buildings that define Maillardville’s heritage character. Plan policies directly support preserving heritage resources, and encourage the development of heritage-inspired streetscapes and small-scale detached building forms that respond to the historical identity of these areas. They also work to preserve views, given the hillside context and historic street and block character of these areas. Laval Square and Allard-LeBleu aims to ensure a consistent design approach for all future development that reflects the heritage character and the design of the homes built in the early 1900s in these distinct settlement areas. This is primarily represented in the style, materials, structure, detailing, design and architecture of the homes, some of which were built by French Canadian settlers who worked at Fraser Mills and used lumber from the mill.
- Schoolhouse East – MNP policies and land uses support the retention and intensification of industrial lands located on the east side of Schoolhouse Street, as identified in Figure 8: Schoolhouse East. These industrial properties are important employment-generating lands that are highly visible and easily accessible from regional highways (Lougheed Highway and Trans-Canada Highway #1).
- Lougheed-Brunette – This district may be subject to a major transportation infrastructure review, which requires sponsorship by other agencies and senior levels of government. Thus, MNP policies maintain the established land use designations in the Lougheed-Brunette Area, as shown on Appendix B, until the review can be completed. Following completion of this review and once the Brunette Interchange and Lougheed-Brunette corridor are upgraded, the City will examine local street network improvements and changes to land use designations to account for the new highway infrastructure.

2.1.1 Policy: Small-Scale Residential developments

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

2.1.2 Policy: Additional institutional use areas

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

2.1.3 Policy: Commercial uses along major streets

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

2.1.4 Policy: Access to Wildwood Park

Obtain a secondary access to Wildwood Park, the mobile home park, for emergency services.

2.1.5 Policy: Parking in Neighbourhood Centre

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

2.1.6 Policy: Walkable Neighbourhood Centre

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

2.1.7 Policy: Height limits in Neighbourhood Centre

Incorporate taller buildings over eight storeys in the Neighbourhood Centre, west of LeBleu Street.

2.1.8 Policy: Industrial and Office use in Schoolhouse East District

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

2.1.9 Policy: Retail use in Schoolhouse East District

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

2.1.10 Policy: Development plan in Schoolhouse East District

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

2.1.11 Policy: Lot, block and street pattern retention throughout development in Allard-LeBleu and Laval Square

Uphold the fine-grained heritage character by encouraging development that retains the historic character and distinct block, street and lot patterns of Allard-LeBleu and Laval Square, including the Laval Square Heritage Character Area.

2.1.12 Policy: Building Form in Allard-LeBleu and Laval Square

Encourage developments of detached building forms that reflect the historical built environment in Allard-LeBleu and Laval Square.

2.1.13 Policy: Lot, block and street pattern in Laval Square

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

2.1.14 Policy: Lougheed-Brunette study

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

2.2 Urban Design

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

- Section 6.4 Neighbourhood Centre Area: Maillardville Neighbourhood Centre
- Section 6.5 Districts: Allard-LeBleu and Laval Square

2.2.1 Policy: Streetscape guidelines in Maillardville Residential land uses

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

2.2.2 Policy: Commercial frontage in Maillardville Neighbourhood Centre

Provide continuous and ground-oriented commercial uses along Mandatory Commercial Frontages as identified in Appendix D. Consider providing continuous and ground-oriented commercial uses along Secondary Active Street Frontages as identified in Appendix D.

2.2.3 Policy: Residential frontage in Maillardville Neighbourhood Centre

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

2.2.4 Policy: Streetwall frontage height in Maillardville Neighbourhood Centre

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

- Mandatory Commercial Street Frontage – four storeys
- Optional Commercial Street Frontage – three storeys
- Residential Street Frontage – three storeys

2.2.5 Policy: Neighbourhood Centre transition

Commercial or mixed-use buildings generally four storeys in height will be considered in Neighbourhood Centres where transition is desirable between areas designated for higher and lower building forms in the Neighbourhood Centre.

2.2.6 Policy: Gateways in Maillardville Neighbourhood Centres

Require developments located at gateways, as identified on Appendix C, to include elements such as public art, signage, landscaping, plazas, distinctive façades and streetscape treatments that signal entry to distinct areas and/or identification of distinct areas.

2.2.7 Policy: Flat-iron buildings at gateways

Require distinctive flat-iron buildings (four to eight storeys) at the following gateway entrances to Maillardville's **main street**:

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

2.2.8 Policy: Building setbacks in Laval Square

Ensure that building setback requirements are maintained along frontages abutting Cartier Avenue, Laval Street and Laval Square to preserve views to and from Laval Square. Reductions to building setback requirements may be considered for heritage conservation or the accommodation of public amenities.

2.3 Parks and Community Facilities

2.3.1 Policy: Parkland acquisition

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

2.4 Transportation

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

2.4.1 Policy: Connections in the Neighbourhood Plan

Require cycling, greenway and trail routes and connections as identified in MNP Appendix E to connect the neighbourhood to:

- Braid SkyTrain station
- Maillardville Neighbourhood Centre
- Residential land use areas north of Brunette Avenue
- Other key community destinations

2.4.2: Frontage improvements

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

2.4.3 Policy: Lougheed Highway road dedication

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

- Henderson Avenue
- Blue Mountain Street
- Brunette Avenue
- Woolridge Street

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

2.4.4 Policy: Adair Avenue public right-of-way

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

2.4.5 Policy: Schoolhouse street widening

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

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

to accommodate for future street widening along Schoolhouse Street.

2.4.6 Policy: Sidewalk coverage

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

2.4.7 Policy: Vehicle access points

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

2.5 Infrastructure and Community Safety Services

The provision of adequate utility servicing (water, sewer, stormwater) is necessary to facilitate new residential, commercial and industrial growth in Maillardville, as guided by the Plan's vision and principles. New utility infrastructure in public space will be well integrated into the urban landscape to avoid obstructing pedestrian movement. The rainwater management practices, as outlined in Como, Nelson and Rochester creek integrated watershed management plans, will improve the ecology and hydrology of watercourses. Plans for water supply and distribution, sanitary sewer and stormwater servicing requirements to implement the Neighbourhood Plan are included in the Maillardville Servicing Assessment.

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

2.6 Climate Change and Resilience

2.6.1 Policy: District energy systems

Investigate the feasibility of district energy systems in the Neighbourhood Plan Area.

2.7 Environment and Natural Hazards

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

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

2.8 Economy

2.8.1 Policy: Regional- and local-serving Commercial use

Pursue a comprehensive approach to commercial development that focuses local-serving commercial uses in the Maillardville Neighbourhood Centre and encourages region-serving commercial development in the Lougheed and Schoolhouse corridors that complements rather than competes with the Neighbourhood Centre

2.8.2 Policy: Commercial revitalization of Maillardville Neighbourhood Centre

Contain local commercial development (e.g., the ‘neighbourhood corner store’) in residential areas in order to aid the commercial revitalization of Maillardville’s **main street** along Brunette Avenue.

2.8.3 Policy: Efficient use of industrial lands

Encourage efficient use of industrial lands, including through intensification as they redevelop for a new generation of industry.

2.9 Arts, Culture and Heritage

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

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

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

2.9.1 Policy: Heritage Square

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

2.9.2 Policy: Public art

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

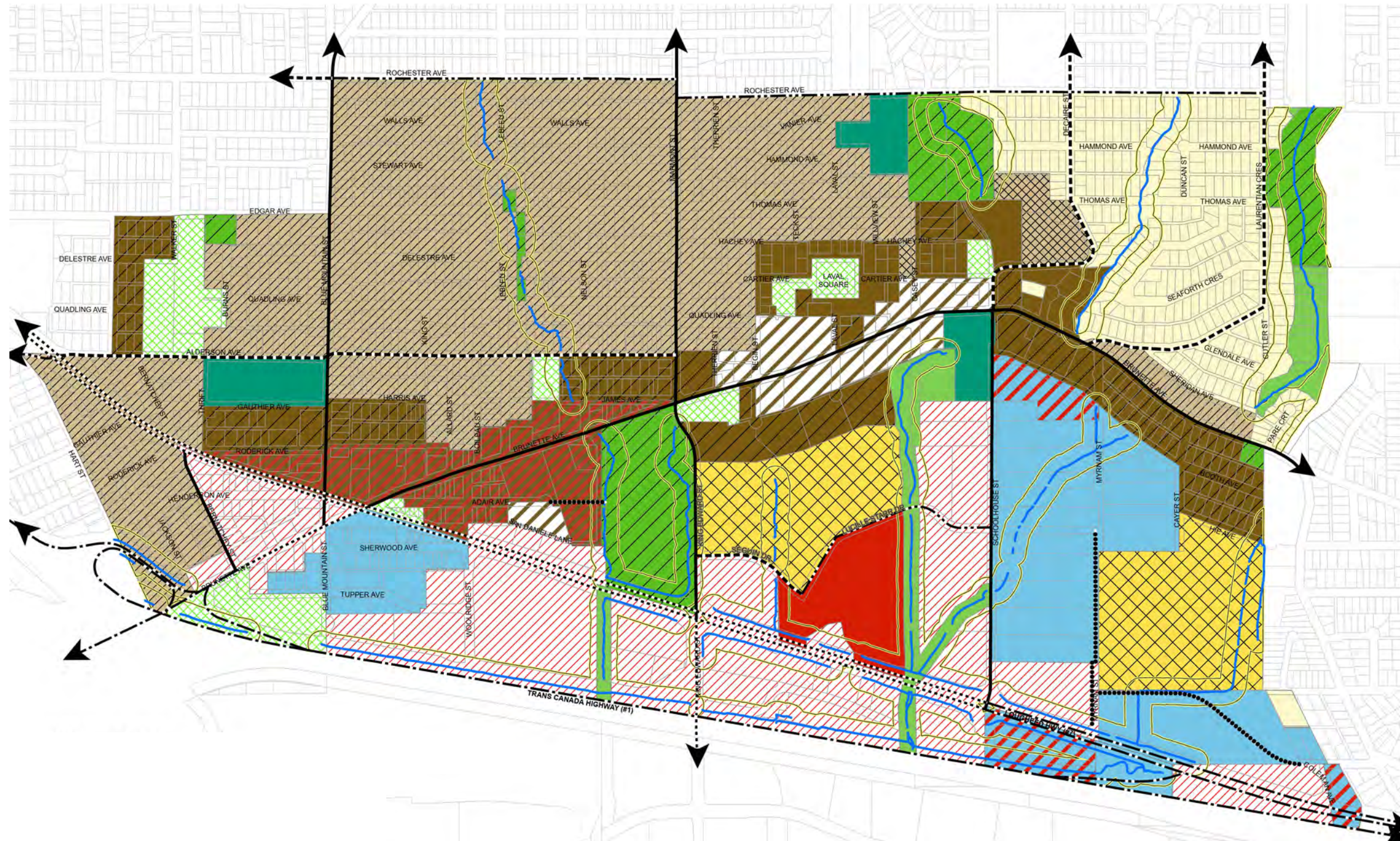
2.9.3 Policy: Booth House

Conserve the Booth Farm house as part of parkland acquisition through a Heritage Revitalization Agreement or other heritage conservation mechanism.

MNP Appendix E: Neighbourhood Context - Streets



Street Network
..... Street Extensions



Date Adopted: XXXX
Bylaw No: 5511, 2026

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

MNP Appendix F: Neighbourhood Context - Micromobility



LEGEND

- Greenway Alignment**
- Citywide Greenway
 - Citywide Greenway (Alternative)
 - Neighbourhood Greenway
 - Neighbourhood Greenway (Alternative)

Bike Route Alignment

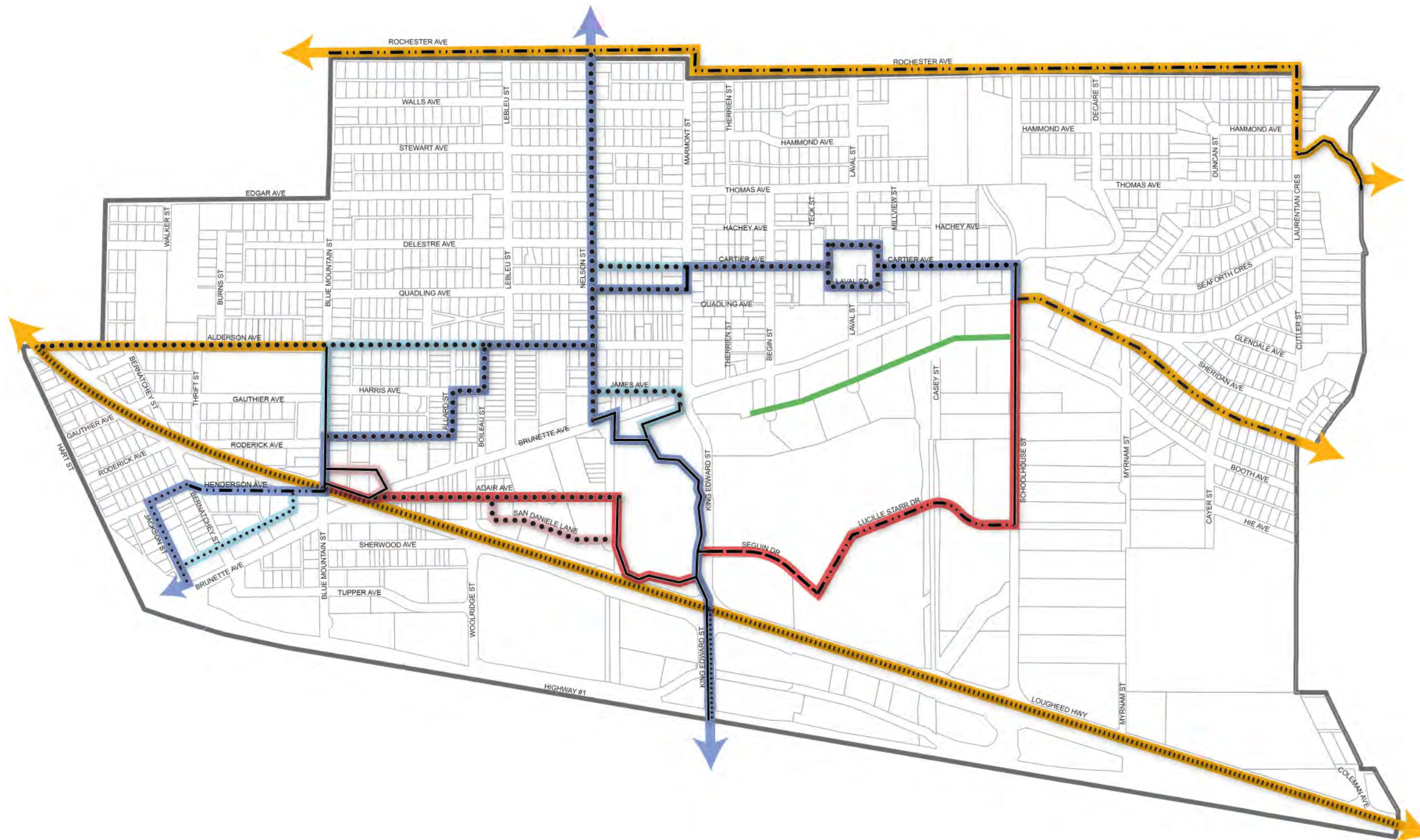
- Bike Route

Bike Facility Class and Finishing Type

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

Trail

- Maillardville Trail

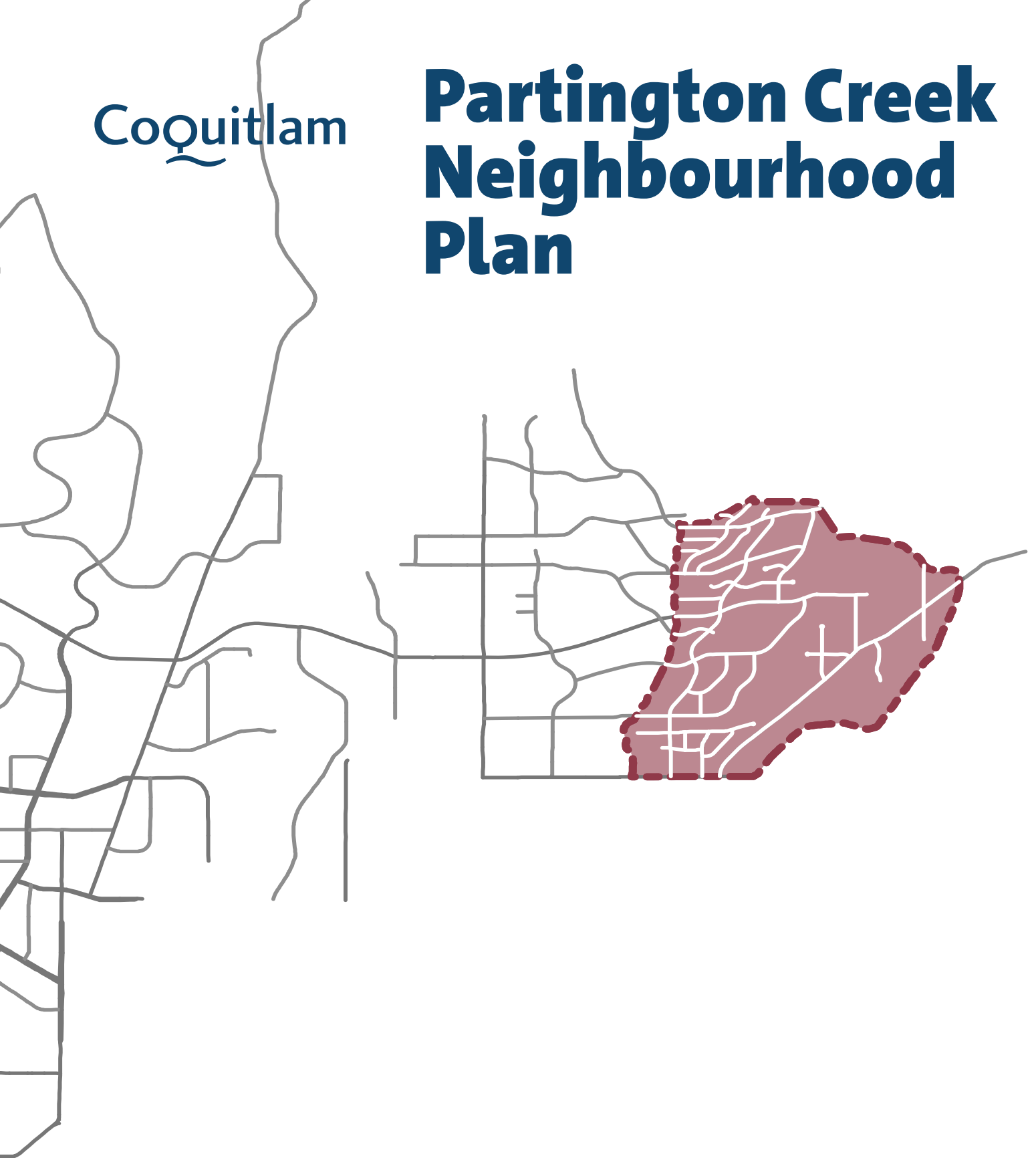


Date Adopted: XXXX
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Coquitlam

Partington Creek Neighbourhood Plan



Bylaw 5511, 2026

Schedule J-6

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1 Neighbourhood Plan Context

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

The Partington Creek neighbourhood is strategically located within walking and **micromobility** distance of a number of major parks and natural areas that offer outstanding recreational opportunities, including the existing Pinecone Burke Provincial Park, Minnehada Regional Park and Fremont Park.

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

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

Nestled within a highly desirable mountainside environment, the Partington Creek neighbourhood is well-positioned to become northeast Coquitlam's commercial and recreational hub, accommodating residents in a variety of housing types.

1.1 Plan Boundaries

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

1.2 Neighbourhood Vision

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

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

1.3 Plan Principles.

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

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

- f) Increase transportation choices through:
- An inter-connected, multi-modal transportation system to reduce private automobile dependence and support non-motorized transportation options.
 - A network of dedicated pedestrian and **micromobility** routes and pathways.
 - A land use concept that supports transit.
- g) Promote an economically viable, mixed-use Neighbourhood Centre that:
- Serves as the area's focal point, with commercial, civic and recreational amenities.
 - Provides daily convenience shopping needs for northeast Coquitlam residents.
 - Encourages the development of local employment opportunities.

2 Policy Themes

2.1 Land Use

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

Key features of the land use concept include:

- A distinct, vibrant mixed-use Neighbourhood Centre that may accommodate commercial, civic and recreational uses, as well as medium-density residential building forms, including townhouses, low-rise apartment buildings up to six storeys and possibly some mid-rise apartment buildings up to 10 storeys if there is a market for this latter housing type;
- Residential areas surrounding the Neighbourhood Centre that include various housing forms set within a walkable street and block pattern;
- A network of parks, trails, greenways and community facilities to provide recreational opportunities for residents and visitors; and
- A number of designated environmentally sensitive areas and corridors that protect important watercourses and aquatic and wildlife habitat, and provide low-impact stormwater and downstream water quality management infrastructure.

See Schedule B of the OCP and Figure 1 for the proposed land use designations in the Partington Creek Neighbourhood Plan.

Figure 1: Partington Creek Neighbourhood Centre Land Use Concept



Legend

- Apartment/Townhouse Residential
- Mixed-Use Continuous Commercial Retail
- Mixed-Use Commercial Recreational Complex
- Mixed-Use Grocery
- Green Spine
- Park
- Princeton Ave - Special Case Streetscape
- Flexible Use at Street Level (Commercial, live/work, residential)

2.1.1 Policy: Locating medium-density

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

2.1.2 Policy: Townhousing on Brownlee Avenue

Require townhousing frontage along Brownlee Avenue within the Medium-Density Residential land use designation.

2.1.3 Policy: Density in Neighbourhood Centre

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

2.1.4 Policy: Locating commercial

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

2.1.5 Policy: Additional commercial

Consider limited local commercial development (e.g., convenience stores) elsewhere in the Plan area, provided these uses do not compete with commercial uses within the Neighbourhood Centre designation.

2.1.6 Policy: Land use concept of the Neighbourhood Centre

The following land use concept, as further illustrated in Schedule B and Figure 1, will guide land use location and type within the Neighbourhood Centre:

- a) Apartment/Townhouse Residential: Accommodates low- and mid-rise apartments and ground-oriented townhouse buildings.
- b) Green Spine: Accommodates a series of linked public spaces connecting from David Avenue to the Neighbourhood Centre park and Burke Village Promenade. The Green Spine is predominantly public dedicated space that accommodates the primary north/south pedestrian and cycling access through the Neighbourhood Centre.
- c) Mixed-Use Commercial Recreation complex: Accommodates civic, institutional, commercial and residential uses up to six storeys.
- d) Mixed-Use Continuous Commercial: Accommodates mixed-use commercial and residential up to six storeys along Princeton Avenue. Flexible uses (i.e., retail/live-work/residential) may be provided on the periphery of the shopping core along Princeton Avenue, and across from the Mixed Use Commercial Recreation complex, but should not be located in a manner that precludes continuity of commercial uses.
- e) Mixed-Use Grocery: Accommodates mixed-use commercial and apartment and stacked townhouse residential up to four storeys with the primary commercial use comprising a retail grocery store outlet.
- f) Park: Accommodates a public park to allow recreational and cultural activities adjacent to the Mixed Use Commercial Recreation complex and in close proximity to Princeton Avenue.

2.1.7 Policy: Residential build-out of the Neighbourhood Centre

Up to 2,000 residential units will be developed in the Centre in medium-density building forms, including townhouses, stacked townhouses, apartments, and mixed residential and commercial buildings.

2.1.8 Policy: Residential building heights in the Neighbourhood Centre

Buildings heights will be in the range of three to six storeys, but apartment buildings up to 10 storeys may be considered adjacent to David Avenue, if there is sufficient market demand for this building form.

2.1.9 Policy: Commercial build-out of the Neighbourhood Centre

Up to 11,150 m² (120,000 sq. ft.) of commercial floorspace may be developed in the Neighbourhood Centre over time as warranted by demand and will include a wide range of potential uses, including retail, food and beverage, health and fitness, personal and professional services, and office space.

2.1.10 Policy: Main Street in the Neighbourhood Centre

Commercial, civic and institutional development will be focused on Princeton Avenue as a **main street** through the Neighbourhood Centre, which has a nearly level grade for most of its length and is highly walkable.

2.1.11 Policy: Grocery store in the Neighbourhood Centre

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

2.1.12 Policy: Community centre in the Neighbourhood Centre

A community centre will be sited adjacent to the public plaza and along Princeton Avenue within the Mixed-Use Commercial Recreation complex, as illustrated in Figure 1.

2.1.13 Policy: Public plaza in the Neighbourhood Centre

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

2.1.14 Policy: Neighbourhood Centre park in the Neighbourhood Centre

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

2.2 Urban Design

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

The following policies support urban design appropriate for a mountainside village community while being respectful of local environmental conditions.

2.2.1 Policy: Building design

Apartment buildings are encouraged to incorporate two-storey units, where possible. Private entries, front gardens, fences or hedges and garden gates are encouraged on all ground-level units.

2.2.2 Policy: Sloped roofs

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

2.2.3 Policy: Underground parking integration

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

2.2.4 Policy: Ground-level entrances

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

2.2.5 Policy: Rooftops

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

2.2.6 Policy: Balconies and decks

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

2.2.7 Policy: Building height

A maximum building height of six storeys is encouraged along the north side of Princeton Avenue. The top floor of six-storey buildings is encouraged to be integrated into the roof form. A maximum building height of four storeys is encouraged on the south side of Princeton Avenue. Variation in the streetwall height is encouraged.

2.2.8 Policy: Commercial frontage

The continuous commercial/retail portion along Princeton Avenue should adhere to the following:

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

2.2.9 Policy: Corners and intersections

Commercial and flexible-use buildings, and the northwestern corner of the civic facility, as identified on Figure 1, are encouraged to not have setbacks for small corner plazas at intersections, with the intention to promote restaurants, cafes and other active uses to concentrate at the central plaza along the green spine.

2.2.10 Policy: Recessed doorways

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

2.2.11 Policy: Upper-storey integration

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

2.2.12 Policy: Anchor frontages

Where a longer frontage is present due to the anchor grocery store, windows providing views into the store from the sidewalk should be available over at least 50 per cent of the Princeton Avenue frontage and be designed to discourage being covered over with posters or displays when the store is in use.

2.2.13 Policy: Street-level retail design

Encourage the following for continuous street-level retail:

- a) To support variety and visual interest along commercial streetscapes and a preference for tall, narrow proportions, a maximum shopfront width of 10 m is recommended.
- b) Integrated overhead garage doors to increase access to sidewalks, patios and plazas are strongly encouraged for retail and commercial units facing the central plaza.

2.2.14 Policy: Residential development above street-level uses

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

2.2.15 Policy: Active commercial edges

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

2.2.16 Policy: Princeton Avenue Street Wall

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

2.2.17 Policy: Plaza design

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

2.2.18 Policy: Building materials

Selection of building colours and materials should consider the following:

- a) In commercial and industrial areas, wood or cementitious lapped siding, board and batten, and/or shingles are recommended for siding materials above the street level.
- b) The design of private and shared residential entrances should incorporate wood elements, including heavy timbers.
- c) Stained and naturally finished wood products are encouraged, where building regulations permit.
- d) All building materials, including soffits, door and window trim, railings and guardrails, should be durable and consistent with the overall design intent and sustainability objectives.
- e) Perforated aluminum or plastic soffit material are not permitted on residential buildings.
- f) Benjamin Moore’s “Historical True Colours” is recommended for building material colours.
- g) Fences should be of high-quality materials that complement the design of the streetscape. Appropriate fence materials include metal with a contemporary design expression (anodized steel, stainless steel, aluminum), treated wood and cast-in-place concrete and stone for posts.
- h) Seating elements are an opportunity to use locally sourced wood, including wood milled from lumber from the site.

2.2.19 Policy: Natural materials

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

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

2.2.20 Policy: Colour palette

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

2.2.21 Policy: Furnishings

Furnishings in the public realm include: trash and recycling receptacles, water fountains, bicycle racks and bollards.

2.2.22 Policy: Roof design

Encourage roof forms that:

- a) Clearly express “shelter”;
- b) Protect the building envelope through minimum overhangs of 2 ft/0.6 m for townhouses, 4 ft/1.2 m for all other residential developments and 5 ft/1.52 m for residential developments on Princeton Avenue;
- c) Consider reducing overhangs on north-facing elevations;
- d) Consider views from above and from below through integrating wood and exposed structural supports into the soffit design;
- e) Provide solar shading on the south and west elevations, incorporating wood where possible;
- f) Along Princeton Avenue, gabled roofs are required to be the dominant roof form, with a recommended 6:12 roof pitch, contributing to a unique identity of roof forms for the commercial “heart” (refer to Roof illustrations 2-4); and
- g) Outdoor amenity spaces at grade and on podium roofs should be designed to optimize views from above.

2.2.23 Policy: Planting and plant materials

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

2.2.24 Policy: Building envelope

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

2.2.25 Policy: Knoll Park view corridors

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

2.2.26 Policy: Stepped and terraced forms near views

Building design should consider the following:

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

2.2.27 Policy: Surface treatment

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

2.2.28 Policy: Directional and wayfinding signage

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

2.2.29 Policy: Seating

Seating in the public realm should be of three types:

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

2.2.30 Policy: Bicycle circulation

In addition to on- and off-street bicycle routes and paths as seen on Figure 2, all pedestrian links should include a bike channel in any stairs to facilitate movement of people walking bicycles on routes that connect up and down the slopes of the Neighbourhood Centre.

2.2.31 Policy: Maximizing daylight

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

2.2.32 Policy: Considerate lighting

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

2.2.33 Policy: Signage

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

2.2.34 Policy: Weather-protection coverage

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

2.3 Community Facilities

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

2.3.1 Policy: Parks highlighting natural setting

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

2.3.2 Policy: Community recreation facility

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

2.3.3 Policy: Development of recreation complex

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

2.3.4 Policy: East Elementary School

The future elementary school, as indicated on OCP Schedule E-3, will be a minimum size of 2.4 hectares (six acres) and the remainder of the site that is designated school will be developed with a residential use that is consistent with the adjacent land use. A land use OCP amendment will be required and any proposed land use changes will:

- Be subject to technical review, including the assessment of servicing and infrastructure requirements;
- Public consultation; and
- Must consider the character of the neighbourhood and adjacent land uses.

2.3.5 Policy: Operations and maintenance yard

Consider opportunities to develop a new City operations and maintenance yard, including a recycling depot, within the Plan area.

2.3.6 Policy: New library branch

Work with the Coquitlam Public Library Board to establish a library branch near other civic amenities, such as a community facility, to create a civic services hub in the neighbourhood.

2.3.7 Policy: Cemeteries

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

2.4 Transportation

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

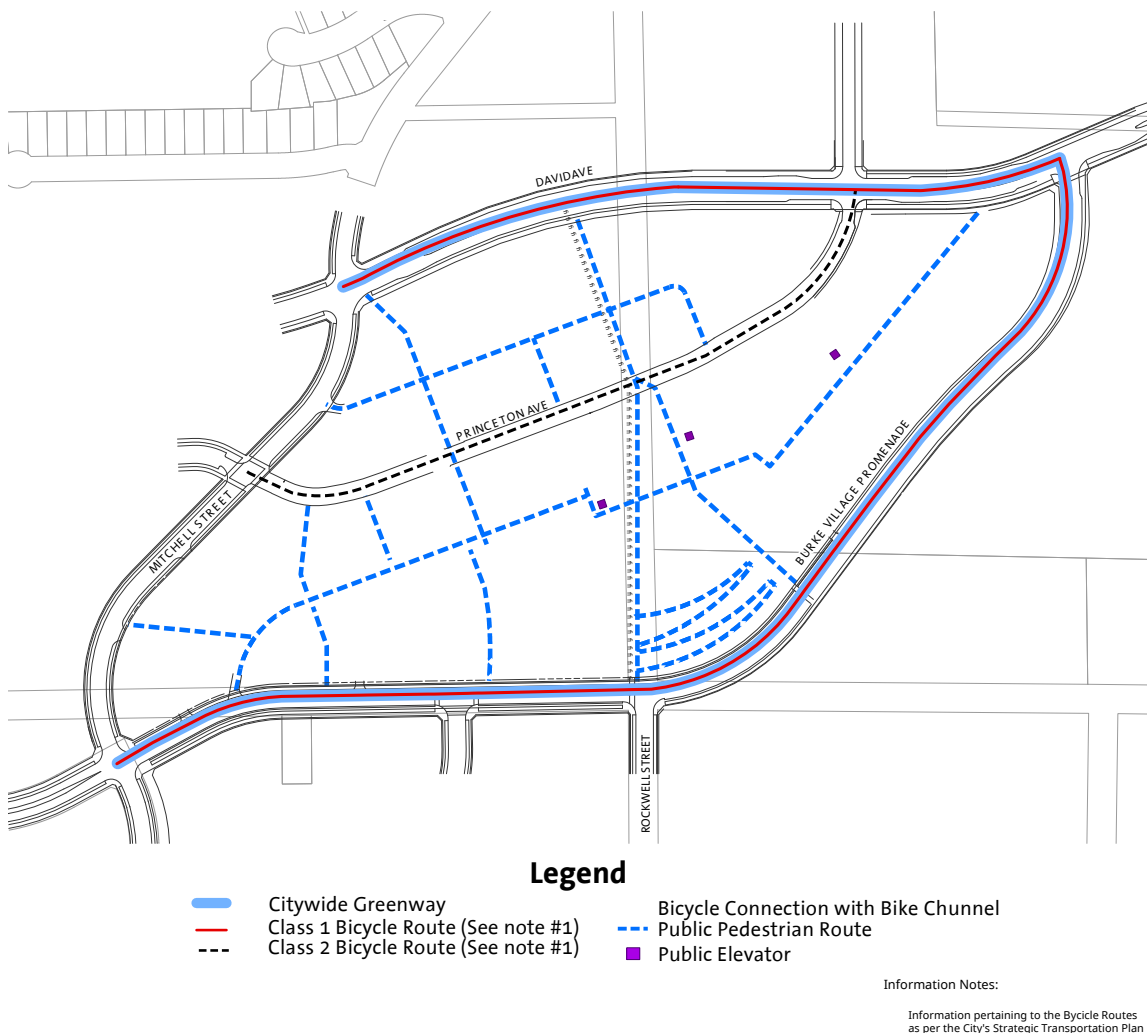
The street network has been planned to increase mobility, accessibility, safety and pedestrian comfort while minimizing the social, environmental and financial costs of transportation infrastructure. The transportation network has also been planned to enable the extension of transit service and integrate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

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

2.4.1 Policy: Active Transportation Network

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

Figure 2: Partington Creek Neighbourhood Centre Pedestrian, Greenway and Bicycle Network



2.4.2 Policy: Pedestrian connections

Maximize pedestrian connections to and through the neighbourhood and significant pedestrian generators, and work with developers to provide public mid-block walkways and statutory rights-of-way when necessary through or adjacent to developments.

2.4.3 Policy: Street alignments

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

2.4.4 Policy: Victoria Drive intersections

Realign Upper Victoria Drive and improve the intersection function of Upper Victoria Drive with Victoria Drive, and the intersection geometry with Mars Street in Port Coquitlam.

2.4.5 Policy: Interim options for transit

Explore alternative interim options to support transit service and coverage in the neighbourhood in the event there is a significant gap in transit service and/or coverage by TransLink.

2.4.6 Policy: Streetscape standards

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

2.4.7 Policy: Princeton Avenue streetscape

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

2.5 Infrastructure and Community Safety Services

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

2.5.1 Policy: District energy

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

2.5.2 Policy: Electrical sub-station

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

2.6 Climate Change and Resilience

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

2.7 Environment and Natural Hazards

The **environmentally sensitive area** seeks to protect important fish, wildlife and plant habitat in the Neighbourhood, including key watercourses and riparian areas. The location of **environmentally sensitive areas** is an overlay shown approximately on Schedule C. Watercourse classifications are presented on Schedule G.

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

2.7.1 Policy: Fire mitigation

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

2.7.2 Policy: Avoiding flammable vegetation

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

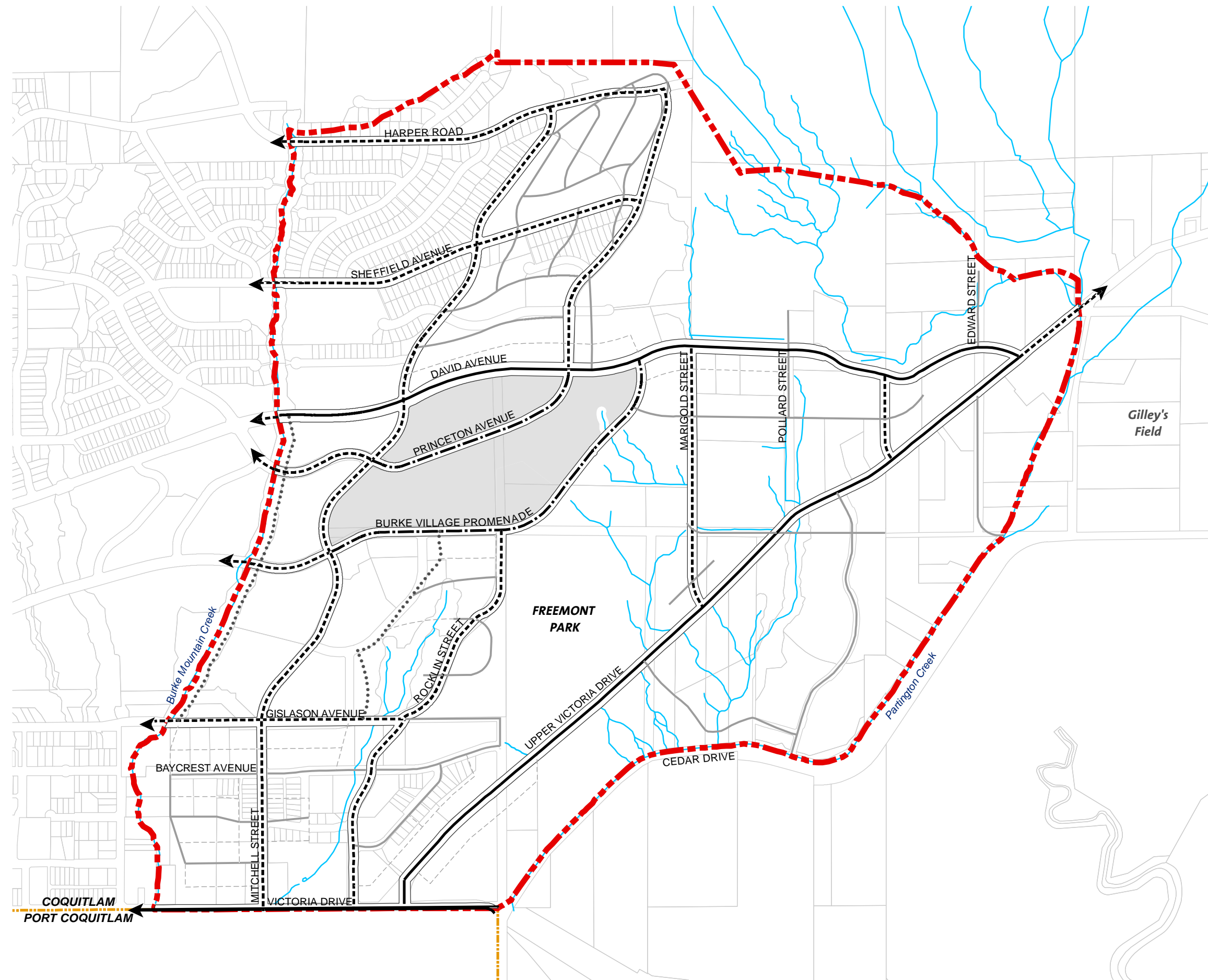
2.8 Economy

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

2.9 Arts, Culture and Heritage

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

PCNP Appendix E: Neighbourhood Context - Streets



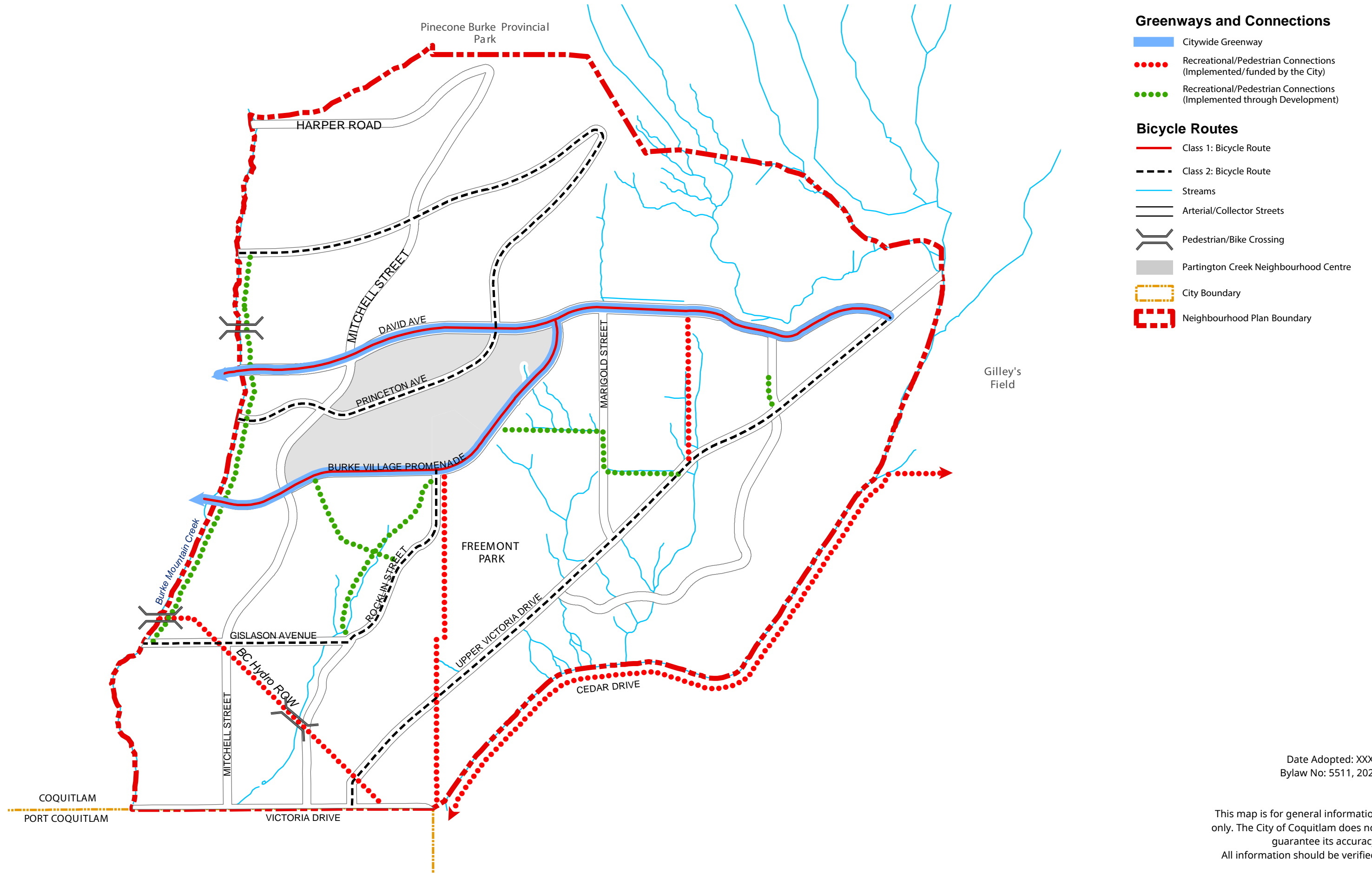
LEGEND

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

Date Adopted: XXXX
Bylaw No: 5511, 2026

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

PCNP Appendix F: Neighbourhood Context - Micromobility

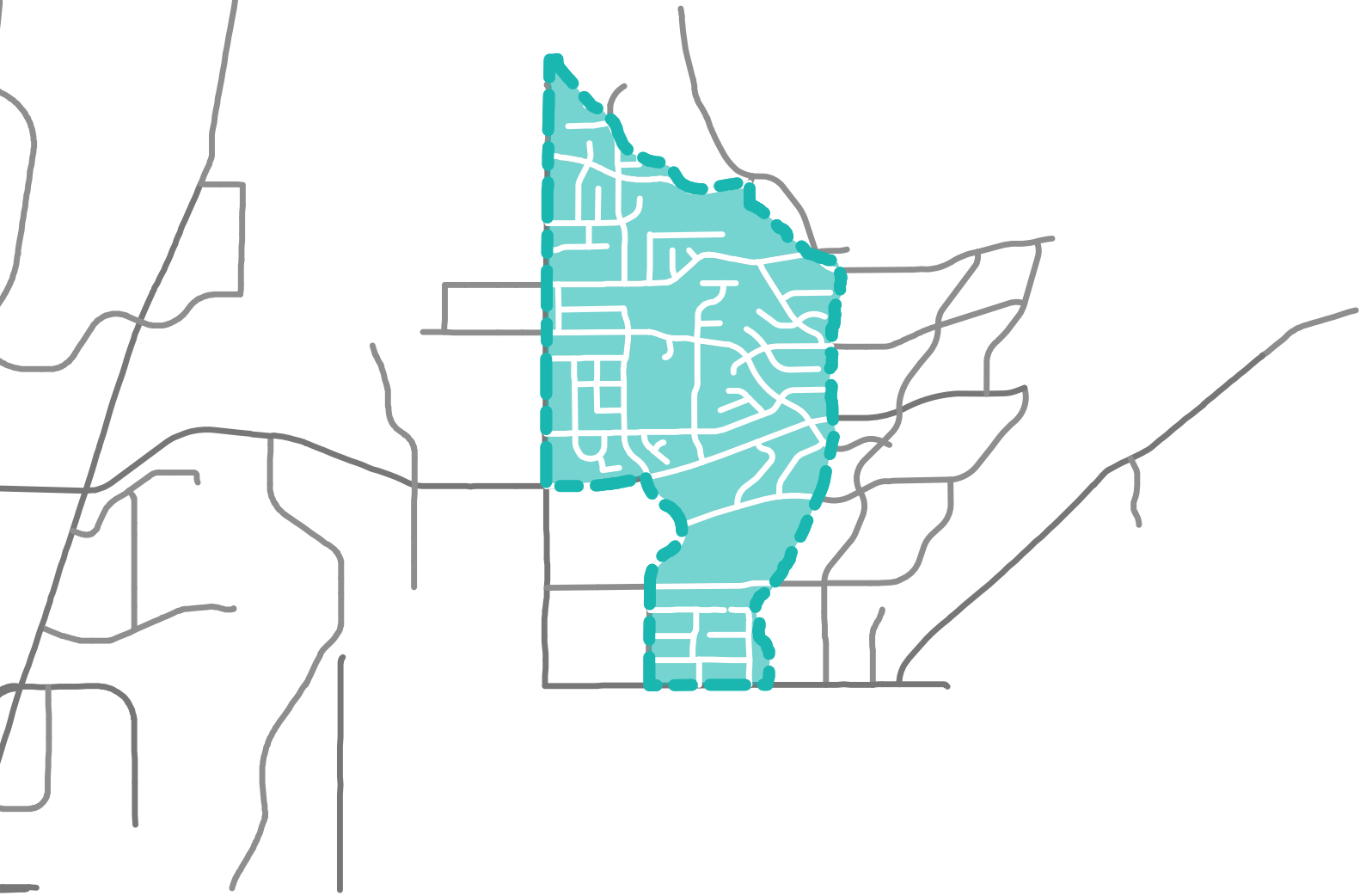


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Coquitlam

Smiling Creek Neighbourhood Plan



Bylaw 5511, 2026

Schedule J-7

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1 Neighbourhood Plan Context

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

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

1.1 Plan Boundaries

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

1.2 Neighbourhood Vision

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

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

1.3 Plan Principles

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

1. To design complete, pedestrian-oriented neighbourhoods, providing:
 - a) A coherent neighbourhood pattern of streets and uses with a variety of lot sizes;
 - b) Improved accessibility, safety and pedestrian comfort;
 - c) Residences that address the public realm with “eyes on the street”;
 - d) Pedestrian-oriented streets and walking paths; and
 - e) Traffic-control measures.
2. To foster vibrant and diverse age-mixed communities, by providing for:
 - a) A variety of housing choices to meet diverse needs, including age, mobility and income; and
 - b) A diversity of life stages, thereby enabling a maturing population to age in place.
3. To protect environmental health, through:
 - a) Protection of **environmentally sensitive areas**;
 - b) Restoration and enhancement of sensitive habitats and ecosystems;
 - c) Stewardship of natural and cultural resources; and
 - d) Utilization of innovative low-impact stormwater management solutions.
4. To integrate parks and the natural environment, by:
 - a) Designing the neighbourhood around primary natural features; and
 - b) Providing for public enjoyment of the West and East Smiling Creek corridors in a manner that respects private property.

5. To establish integrated neighbourhood parks and recreation systems, by:
 - a) Programming parks spaces for community gathering and recreation;
 - b) Locating parks and public open space within an average five-minute walking distance of each residence;
 - c) Connecting neighbourhoods, parks, natural areas and civic spaces with a pedestrian network while respecting private property; and
 - d) Recognizing and celebrating northeast Coquitlam's people, pioneers, families and events as well as its natural and cultural heritage.
6. To situate combined school and park sites so that they provide:
 - a) Access to households within a five-minute walking distance;
 - b) Opportunities for passive surveillance and for increased safety; and
 - c) Opportunities for active and passive play, and interpretive activities.
7. To increase transportation choices, by providing:
 - a) An inter-connected, multi-modal transportation system to reduce auto dependence and support non-motorized transportation options;
 - b) A network of dedicated cycling and pedestrian routes and pathways; and
 - c) A transit-friendly street network, including arterial and collector routes.

2 Policy Themes

2.1 Land Use

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

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

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

2.2 Urban Design

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

2.3 Parks and Community Facilities

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

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

There is a combined elementary school/park site near the centre of the neighbourhood. This joint site is intended to serve the anticipated elementary school catchment area extending north from David Avenue and Harper Road, and west from Burke Mountain Creek to Coast Meridian Road. Developing a joint school/park site provides economy of scale and proximity benefits to School District No. 43 and city residents. For example,

construction of outdoor recreational facilities and parking can be shared; additional open-space lands increase outdoor education values; and larger sites create stronger neighbourhood focus and presence. The school's proximity to the Smiling Creek corridor also offers substantial environmental learning opportunities.

2.3.1 Policy: Trails and other facility elements

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

2.3.2 Policy: Heritage trail connection

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

2.3.3 Policy: Park amenities

Provide neighbourhood park amenities, including playground equipment and "tot lot" facilities, as development proceeds, in co-ordination with other plans and policies.

2.3.4 Policy: Joint elementary school and park site design

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

2.3.5 Policy: Pedestrian-only zone

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

2.4 Transportation

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

2.4.1 Policy: Access on Coast Meridian Road

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

2.4.2 Policy: Goods movement

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

2.4.3 Policy: Street network

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

2.4.4 Policy: Bicycle network

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

2.4.5 Policy: Pedestrian network

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

2.4.6 Policy: Mid-block crossings

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

2.4.7 Policy: Traffic control

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

2.4.8 Policy: Transit routes

Plan for future transit service in co-ordination with City and TransLink staff, and identify transit stop locations convenient for pedestrian access at school/park sites and other key locations.

2.4.9 Policy: Transit facilities

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

2.4.10 Policy: Reduced parking requirements

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

2.4.11 Policy: Parking plan

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

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

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

2.5 Infrastructure and Community Safety Services

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

2.5.1 Policy: Water infrastructure

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

2.5.2 Policy: Zone 4 water reservoir

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

2.5.3 Policy: Sanitary infrastructure

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

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

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

2.6 Climate Change and Resilience

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

2.7 Environment and Natural Hazards

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

A 1995 environmental assessment provided an initial examination of the **environmentally sensitive areas** in northeast Coquitlam and provided key information for the preparation of the overall land use plan and the identification of **environmentally sensitive area** lands. A more detailed 2005 environmental study for the plan area noted that sensitive fish and wildlife habitat, potentially supporting red- and blue-listed species, exists along sections of both Smiling and Burke Mountain creeks.

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

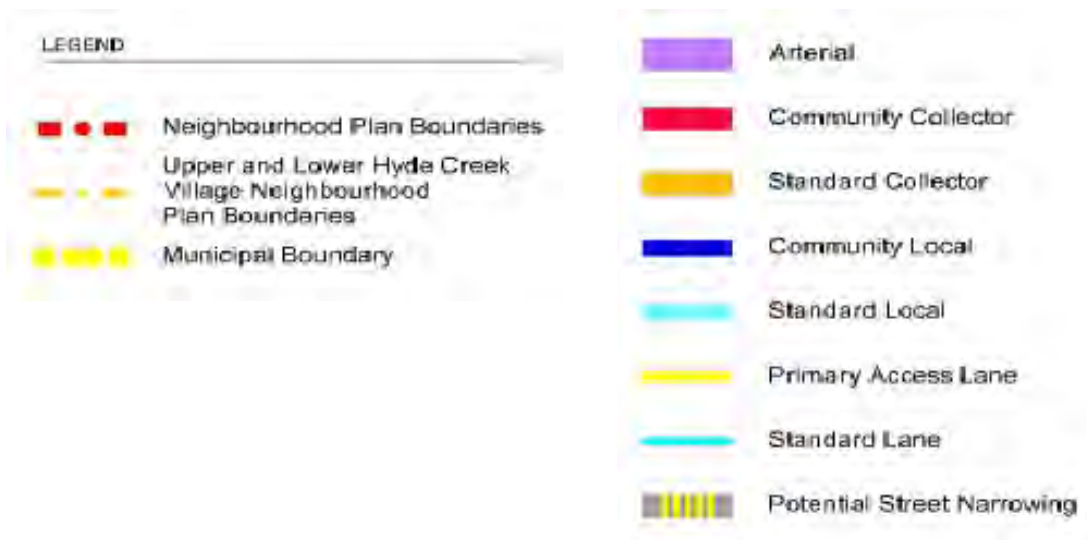
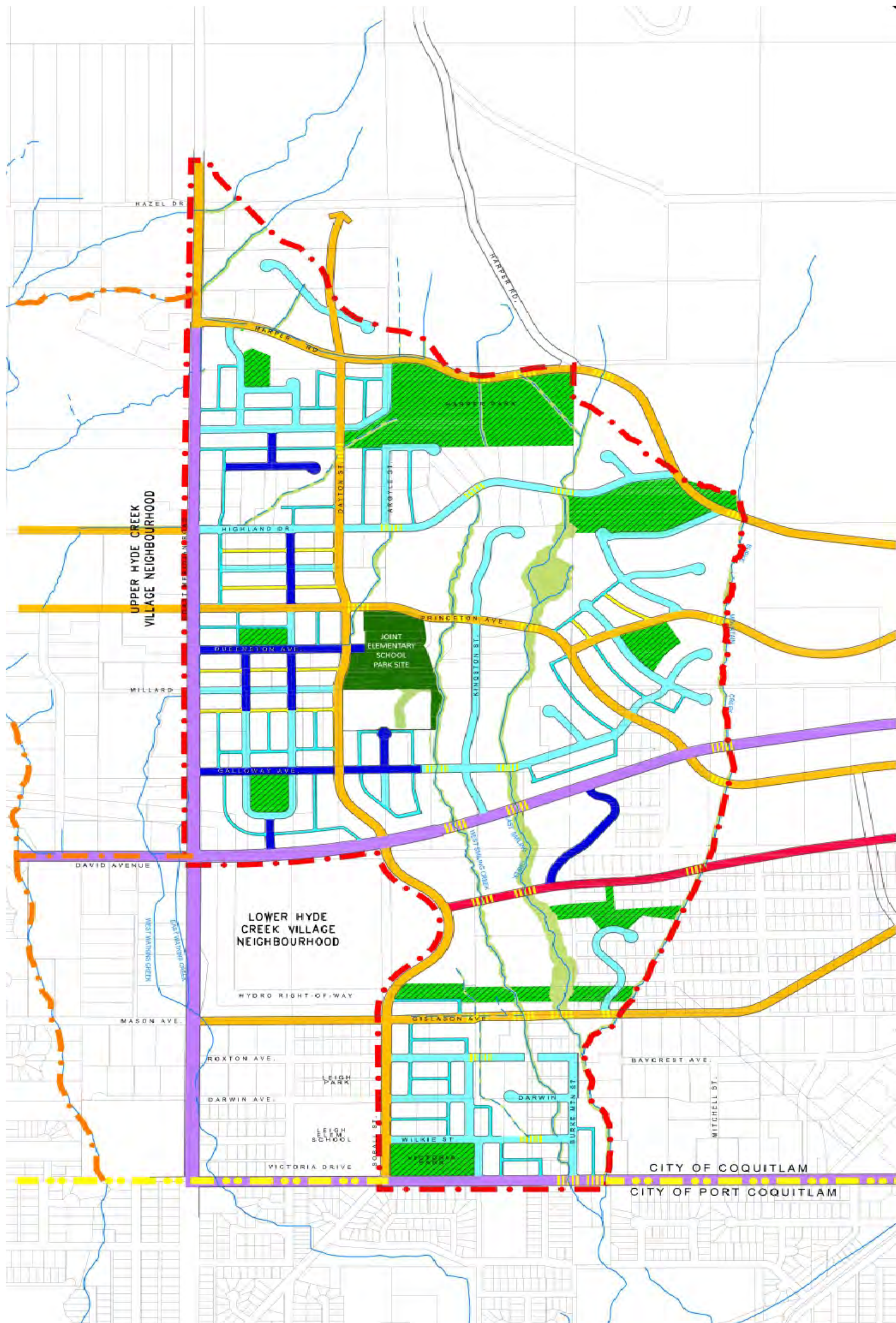
Policies associated with Environment and Natural Hazards Policy Theme are contained within the OCP.

2.8 Economy

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

2.9 Arts, Culture and Heritage

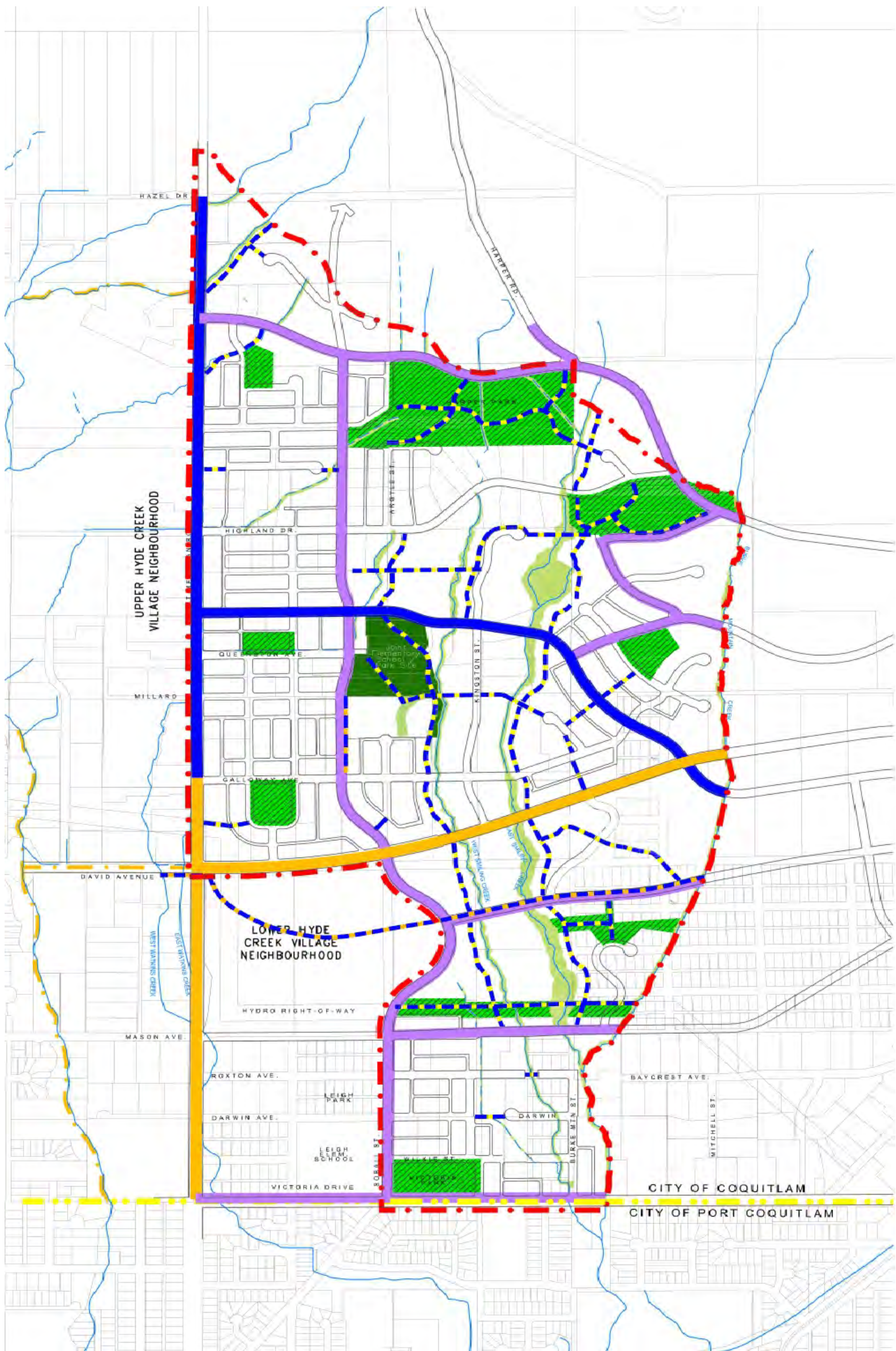
Policies associated with Arts, Culture and Heritage Policy Theme are contained within the OCP.



Date Adopted: XXXX
Bylaw No: 5511, 2026

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

SCNP Appendix F: Neighbourhood Context - Micromobility (Cycling) Coquitlam



LEGEND

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

Bicycle Network:

On-Street

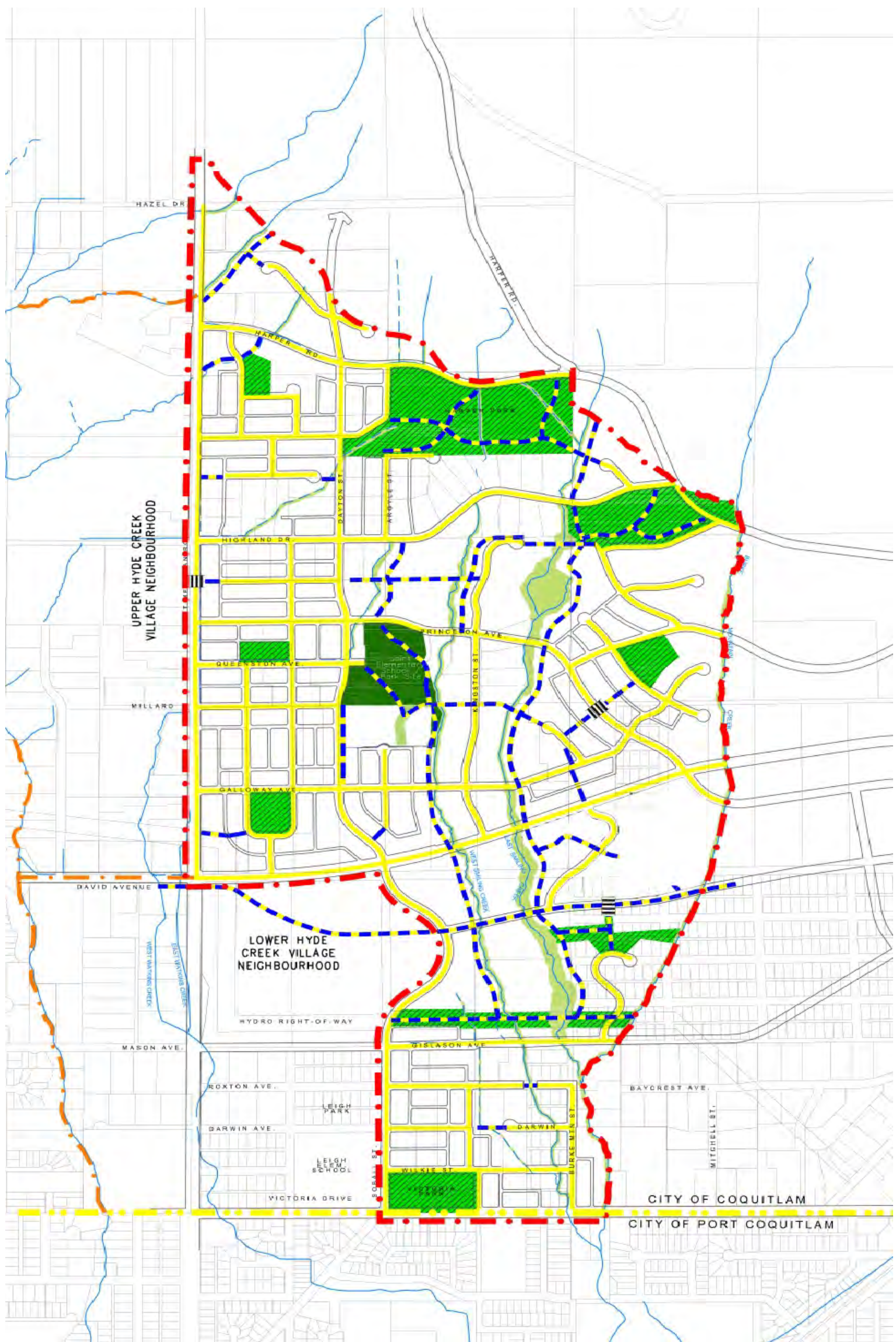
- Wide Curb Lanes Shared With Vehicular Traffic (4.3m)
- Bike Lanes 1.5m-1.8m
- Signed Bicycle Route

Off-Street

- - - Urban Multi-use Trail
- - - Trails

Date Adopted: XXXX
Bylaw No: 5511, 2026

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LEGEND

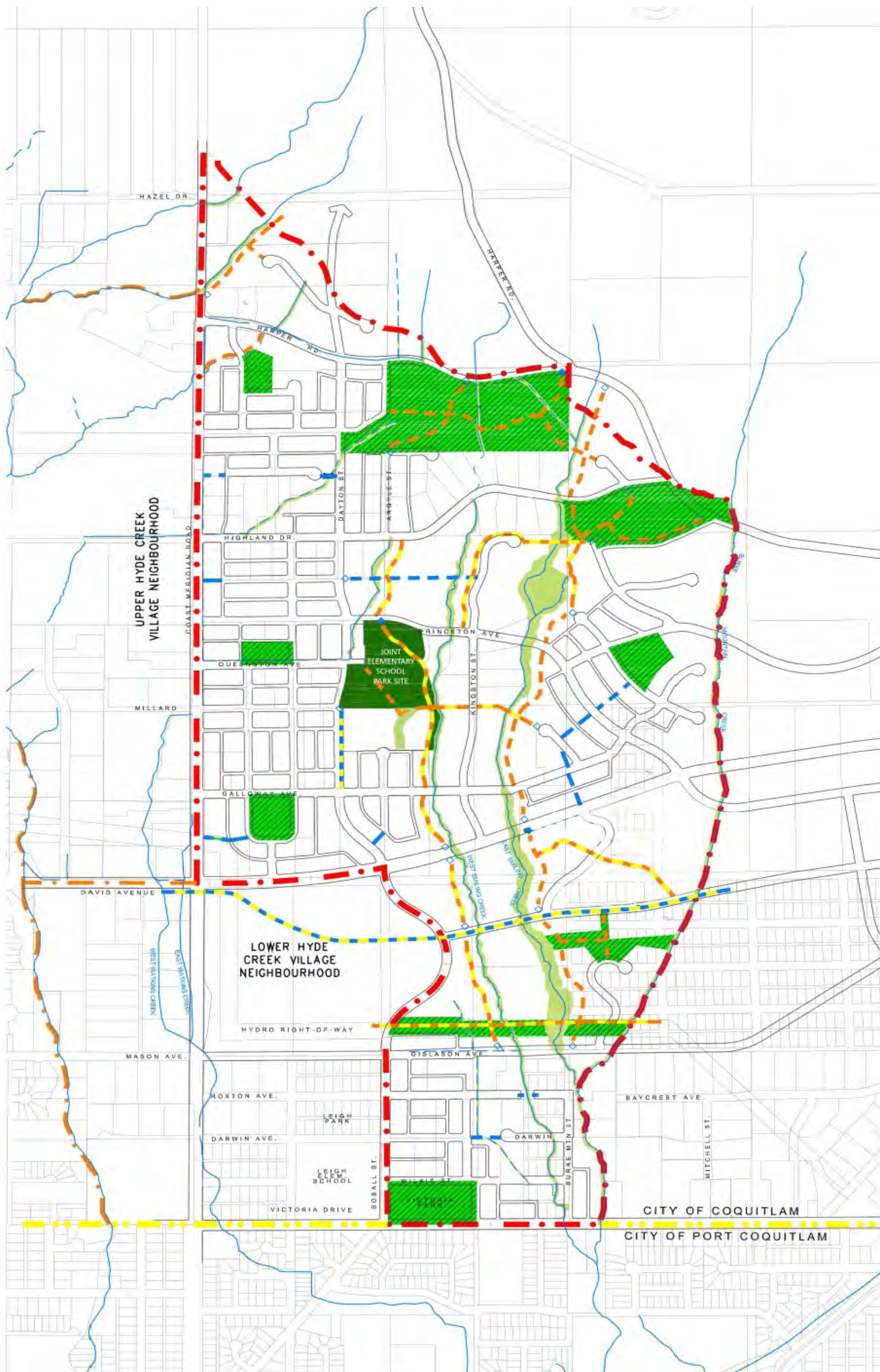
- Neighbourhood Plan Boundaries
- Upper and Lower Hyde Creek Village Neighbourhood Plan Boundaries
- Municipal Boundary

Pedestrian Network:

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

Date Adopted: XXXX
Bylaw No: 5511, 2026

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



LEGEND

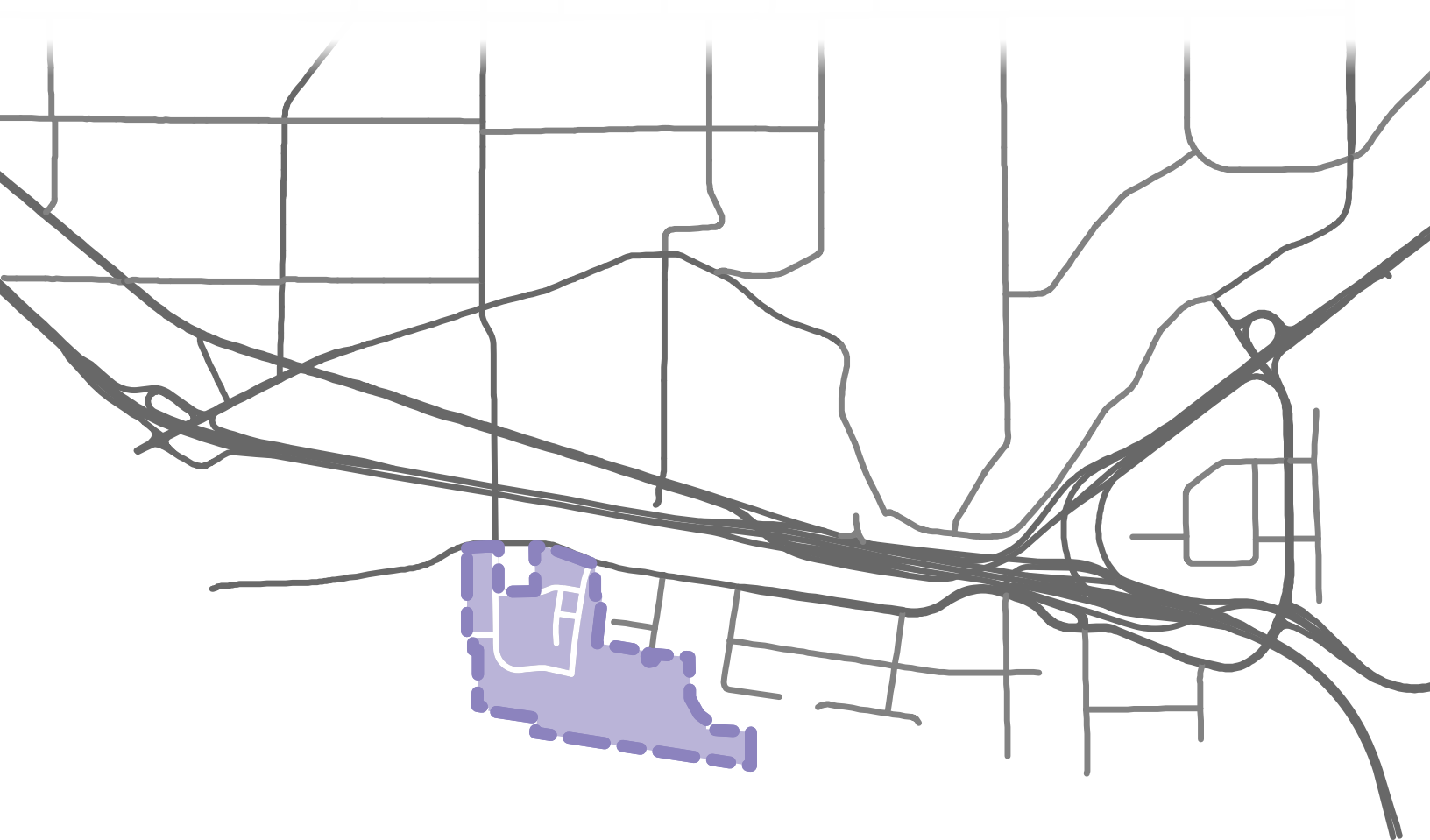
- - - Neighbourhood Plan Boundaries
- - - Upper and Lower Hyde Creek Village Neighbourhood Plan Boundaries
- - - Municipal Boundary
- - - Urban Multi-use Trail 1087 m
- - - Urban Nature Trail 2926 m
- - - Nature Trail 3556 m
- - - Public Pathway 1283 m
- ◆ Proposed Major Trailhead
- ◇ Proposed Minor Trailhead

Date Adopted: XXXX
Bylaw No: 5511, 2026

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

Waterfront Village Centre Neighbourhood Plan

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



9.4

Waterfront Village Centre Neighbourhood Plan

An evolving, livable and vibrant place

SECTION 1 – BACKGROUND

1.1 Purpose of the Plan

This Waterfront Village Centre Neighbourhood Plan (the “Plan”) establishes the land uses and planning policies for the approximately 37.0 hectare (91.5 acre) site commonly referred to as Fraser Mills in Southwest Coquitlam. The Plan will guide the zoning and development of the neighbourhood, which is estimated to take 20 to 25 years to complete.

Fraser Mills is envisioned as a neighbourhood where people can live, work, shop and play in a mixed-use village setting adjacent to the Fraser River. At full build-out, the neighbourhood will have approximately 5,500 residential units, with an estimated 11,000 residents. Commercial, industrial and civic uses on the site are projected to support over 1,700 jobs.

Among the objectives of the Plan are to reconnect Coquitlam residents and visitors with the Fraser River through a publicly accessible waterfront parks and open space system, create a strong connection between the Fraser Mills and Maillardville neighbourhoods via King Edward Street, and celebrate the rich history of the site.



1.2 Adjacent Land Uses

Much of the area surrounding Fraser Mills was historically a mix of residential (known to locals of the time as Mill Town) and heavy industrial uses. The area has gradually transformed into a broader mix of highway retail, light industrial, service commercial, and entertainment (e.g., a casino) uses, although some of the heavy industrial uses in the area remain.

Fraser Mills is also bounded by a major transportation network, including road, rail, and water (Figure 1).



1.3 Relationship to Other Plans

This Plan complements and further implements the goals, objectives and policies of the Citywide Official Community Plan (CWOCP) and the Southwest Coquitlam Area Plan (SWCAP). This updated Plan replaces the previous neighbourhood plan for Fraser Mills that was adopted by Council in November 2008. This current Plan includes a number of significant changes to the 2008 plan intended to create an even stronger and more vibrant neighbourhood with a broader range of public amenities.

There are other key City plans, strategies and bylaws that help to provide direction and support the policy directions in the Plan and build on one another to guide development at Fraser Mills. These documents include the following, as amended from time to time:

- › City Wayfinding Plan
- › Como Creek Integrated Watershed Management Plan
- › Environmental Sustainability Plan
- › Housing Affordability Strategy
- › Maillardville Neighbourhood Plan
- › Master Trail Plan
- › Multiculturalism Strategic Plan
- › Parks, Recreation & Culture Master Plan
- › Strategic Transportation Plan
- › Subdivision and Development Servicing Bylaw
- › Tourism Strategy
- › Waterfront Village Centre Neighbourhood Design Guidelines
- › Zoning Bylaw

1.4 Neighbourhood Plan Preparation Process

The original Plan and Zoning for Fraser Mills were adopted by Council in 2008. The process for updating the Plan formally began when the land owner submitted applications to amend the CWOCP and zoning for the site in December 2016. The process included seeking input from the public, adjacent business and land owners, internal and external stakeholders and other levels of government. This input was received by Council and taken into account by Council in its consideration of the proposed amendments to the Plan.

9.4



Figure 1: Location and Adjacent Uses



2.0 VISION

The Waterfront Village Centre is envisioned as a vibrant, urban neighbourhood that integrates residential, light industrial, commercial, civic and recreational land uses. It will be a compact, complete neighbourhood for people to live, work, shop and play. The neighbourhood will celebrate the rich history of the Fraser Mills site and reconnect this part of the Fraser River waterfront with the broader community, including Maillardville.

Fraser Mills will accommodate an estimated 11,000 residents in a range of multi-family dwelling types, including townhouses and apartments in low and high-rise residential buildings, some of which will also include commercial uses.

Fraser Mills will provide for the daily needs of its residents and draw people from elsewhere in Coquitlam and throughout the region for work, shopping and recreation. As shown in Appendix A - Illustrative Concept Plan, a main street (Street A) extends from United Boulevard south to a commercial and civic hub at the waterfront. A smaller hub at the foot of King Edward Street near the waterfront will include office and retail uses. If required by School District No. 43, the neighbourhood will also accommodate a school.

A number of public amenities will draw people of all ages to Fraser Mills. Residents and visitors will walk and bike the riverside trail, play in the riverfront parks, enjoy the views of the Fraser River from the pier and wharf, visit the urban plaza and community centre, and learn about the history of the site from interpretative signage. Public art will also be dispersed throughout the neighbourhood.

Fraser Mills will have employment generating land uses to provide a broad range of job opportunities within a high amenity, well connected, waterfront mixed-use neighbourhood. This will maintain the historic role of the mill site as an important source of employment for Coquitlam, meeting current and emerging business needs in the region.

Development will transform the former heavy industrial site into a place where natural and recreational open spaces co-exist with residential, commercial, light industrial, civic and other uses. The Waterfront Village Centre Neighbourhood will be a legacy project for Coquitlam. Riverfront lands have a special place in their communities and the neighbourhood will create a unique experience within Metro Vancouver.



9.4

3.0 LAND USE ELEMENTS

The Waterfront Village Centre is a comprehensively planned compact neighbourhood. The plan structure provides an interconnected network of streets and trails. Site planning and building locations consider land use compatibility and adjacency issues to ensure appropriate and effective buffering between land uses planned for the neighbourhood and those that surround the site.

Employment generating land uses have been concentrated in the western portion of Fraser Mills, with the main commercial and civic hub located at the south end of Street A near the waterfront. Residential uses are distributed over much of the neighbourhood, with the majority on the eastern portion of the site.

Residential, commercial, light industrial and civic uses are all connected to the open space system. The open space and trail networks intersect at key points along the waterfront, such as the pier, wharf, community centre, urban plaza, viewing decks, the riverfront parks, Como Creek, and Historic Como Creek Greenway. Where appropriate, the open space will encourage leisure and recreational activities for residents, workers and visitors.

Appendix A - Illustrative Concept Plan identifies the approximate placement of buildings and other features on the site. All elements are conceptual only and subject to change in siting and shape at the Development Permit stage.

Schedule B-1 and WVCNP Appendix E provide a framework for the coordinated long-term development of the Fraser Mills site.

Policies

1. Land uses shall be consistent with Schedule B-1 and WVCNP Appendix E.
2. The City will consider rezoning applications for the Waterfront Village Centre Neighbourhood in accordance with this Plan and any subsequent amendments to the Plan.
3. The policies in this Plan shall be interpreted in conjunction with the Development Permit Area guidelines for the Waterfront Village Centre Neighbourhood (within the CWOCP), the supplementary Waterfront Village Centre Neighbourhood Design Guidelines (outside the CWOCP) and the Development Agreement for the site.



3.1 Environment

Until 2001, the Fraser Mills sawmill and associated facilities occupied the property, leaving behind a brownfield site. Between 2004 and 2006, most of the Fraser Mills property was remediated to meet industrial/commercial standards and park standards along the waterfront under provincial contaminated sites legislation. Further remediation work in 2010 and 2017 upgraded portions of the site to meet residential standards. Some areas will require additional remediation to meet provincial standards.

The area is located in the Fraser River floodplain and flood mitigation planning strategies for the neighbourhood will raise it to the flood construction level (FCL) based on Provincial flood mitigation guidelines that account for future sea level rise. Fraser River conditions are monitored by the Province of British Columbia, however floodplain mitigation is a municipal responsibility in consultation with the Provincial Ministry of Environment.

Improvements in the neighbourhood will enhance and create fish and wildlife habitats complementary to other habitats sustained within both Como Creek and the Fraser River. Appropriate agency approvals will be sought when required (i.e., Vancouver Fraser Port Authority and Fisheries and Oceans Canada). These improvements will also create natural areas for use by residents and visitors to the neighbourhood.

Policies

1. The environmental quality and performance of the Fraser Mills neighbourhood shall be enhanced by creating a variety of habitat enhancement projects both within the neighbourhood and on adjacent Port land.
2. Naturalized areas will be recognized as an appropriate locale for green infrastructure.
3. Environmental assets will be preserved by increasing community awareness, participation and stewardship. This will include interpretive signage adjacent to key environmental features.
4. The developer will monitor and report on constructed habitats to assess their efficacy in fulfilling the performance objectives defined in external agency (e.g., Fisheries and Oceans Canada) approval processes.

9.4

3.1.1 Site Remediation

Fraser Mills has received three Certificates of Compliance (CoC) from the Province of British Columbia that confirm the majority of the lands have been successfully investigated and remediated to an appropriate standard. Some areas of the site will require further remediation, and no further development will occur in those areas until CoCs are obtained.

Policies

1. The landowner will be responsible for obtaining a CoC for areas of the site that have not yet been remediated to the appropriate standard.
2. Required investigation and remediation will be conducted in a phased approach and prior to a specific parcel being developed.



3.1.2 Flood Proofing and Shoreline Protection

The Ministry of Environment’s Guidelines for Management of Flood Protection Works in British Columbia refers to the last “flood of record” as the designated flood risk for this portion of the Fraser River. The flood of record (design/designated flood) occurred in 1894 and was adjusted based on 1948 flood levels. For the Waterfront Village Centre Neighbourhood, the designated flood has been considered to determine the appropriate flood mitigation and shoreline protection measures. In addition, modelling was conducted to examine the effects of a potential increase in sea level resulting from climate change.

Site and bank protection will be integrated into the design of the foreshore to mitigate the effects of flow along the bank of the river, waves generated by marine traffic and the movement of water adjacent to the site.

Policies

1. The neighbourhood will be designed to ensure that the minimum elevation of the habitable portion of residences and commercial spaces are designed to the FCL of approximately 5.1 metres (16.7 feet) with an additional safety factor of 1.0 metre (3.3 feet) to result in a minimum elevation of 6.1 metres (20.0 feet) geodetic.
2. The ground level of the site will generally be raised to an elevation equal to the FCL or higher.
3. Fraser River erosion protection along the neighbourhood’s river frontage will be designed to extend to the FCL and could include elevation changes and benches to ensure buildings and infrastructure are adequately protected.
4. If any of the existing concrete shoreline structures are retained for visual interest, the structures will be properly protected to function as the shoreline protection.



5. A right-of-way will be designated within the riverfront parks to accommodate service and emergency vehicle access. This area could allow the construction of a dyke if needed in the future due to sea level rise.
6. Underground parking and other built areas not requiring construction to the minimum FCL, but potentially subject to inundation during flood events, will employ construction methods to limit loss of property.
7. Signage will be required to indicate areas that are not protected against flooding.
8. Infrastructure services will be protected from potential flooding using methods such as special valves for sewer and water services and designing any buried lines to resist damage.
9. Any new exposed fill material and existing protection requiring remediation along the bank of the Fraser River will be upgraded for bank stability with a variety of treatment materials. Final bank treatments will be determined with the City and/or other regulatory agencies and prior to parks being constructed.
10. To protect the development from potential erosion at the entrance to Como Creek, a buried rip rap bank will be constructed upland of the existing top of bank to minimize damage to the existing riparian area.
11. Any exposed portions of fill material along the east and west boundaries of the neighbourhood will be protected against erosion to ensure buildings and infrastructure are adequately protected.

3.1.3 Geotechnical Provisions

The general soil profile in the development is made up of fill over layers of silt and sand. The silt layers silt has varying thickness throughout the site and the sand layers are loose and liquefiable. The site also contains local areas of peat. A number of geotechnical issues that may require design resolutions include, but are not limited to:

- › potential for strain softening of the silt and liquefaction of the loose sand which underlies the silt could lead to ground settlement and displacement towards the river during a design earthquake;
- › extent of peat that requires excavation from under building footprints;
- › long term settlement of at-grade buildings;
- › height and duration of preloading for at-grade buildings;
- › design of pile foundations for high rise buildings; and
- › differential settlement between pile-supported buildings and surrounding grade.

9.4

In addition to BC Building Code requirements, areas adjacent to the Fraser River will be stabilized to mitigate geotechnical challenges that may arise during a seismic event. After this foreshore stabilization plan is implemented, the land area upland of the stabilization area will have increased seismic protection.

Policies

1. The neighbourhood will be protected against possible geotechnical or seismic conditions with appropriate geotechnical engineering solutions. A geotechnical report will be submitted as part of each Building Permit application.
2. Upland development will be protected by constructing below grade seismic protection measures within the riverfront parks prior to or in conjunction with park construction. Geotechnical mitigation may include a variety of measures, such as a seismic dyke or the use of stone columns or seismic drains in order to stabilize the upland development during a seismic event.
3. All buildings will be designed to mitigate extensive long-term settlement.

3.1.4 Watercourse Enhancement

Existing watercourses adjacent to the Waterfront Village Centre Neighbourhood will be improved. Habitat areas will be created as an enhancement to the existing natural environment and ecosystem function. The environmental design for habitat areas at Fraser Mills is focused in three corridors, each named for its association with a specific watercourse: Como Creek (east side of the property), Fraser River (south side of the property) and the planned Historic Como Creek Greenway (interior to the property).

Enhancement of the Fraser River foreshore and Como Creek will create environmental areas that significantly increase fish and wildlife habitat value.

The Historic Como Creek Greenway provides a special opportunity to re-create the original alignment of Como Creek through the site. The greenway will be a high quality urban water feature and will enhance the neighbourhood's sense of place. The greenway will also provide key stormwater functions.

Policies

1. The neighbourhood will be developed in a manner that respects and enhances the site's watercourse features, wildlife habitat and environmental areas.
2. Watercourse habitat areas both on and off site will be created or enhanced, and monitored to ensure adequate performance.
3. Invasive plant species will be removed and native plant species will be planted by the developer in existing and new habitat areas to re-establish wildlife and aquatic habitat.



4. New habitat areas will be created along the Fraser River, such as an alluvial fan where the Historic Como Creek Greenway meets the river and other intertidal marsh habitat opportunities.
5. Shoreline enhancement along the Fraser River will provide diverse habitat for a range of plant, aquatic and animal species (e.g., use of riprap to create marsh benches).
6. The Historic Como Creek Greenway drainage channel will be re-established to an appropriate standard and will integrate naturalized plantings and habitat areas in the southern area.
7. Pedestrian connectivity among greenways and adjacent to watercourses (where appropriate) will be encouraged throughout the site.
8. All site works will be carried out while considering sensitivity periods for all fish, wildlife and their habitats in accordance with established provincial regulatory guidelines.
9. Signs and other interpretive elements that describe the ecosystems, habitat areas and range of plant and animal species that may be found in the neighbourhood will be installed.
10. Appropriate outside agency coordination and approvals will be required for the design and construction of habitat enhancement on lands outside of the neighbourhood boundary.

3.1.4.1 Como Habitat Area

The environmental design of the Como Creek corridor emphasizes the enhancement and creation of habitat features for fish and wildlife.

This watercourse corridor is dominated by invasive species that hinder the functional attributes of the corridor's habitat value. Creation of the Como Habitat Area through previous and ongoing remedial work on the portion of Como Creek adjacent to the Fraser Mills neighbourhood will increase the capacity of this corridor to support fish and wildlife habitat.

The following policies have been established for the Como Habitat Area, in addition to policies stated in Section 3.1.4 of this Plan.

Policies

1. The Como Habitat Area shall be protected and enhanced.
2. Upland habitat established for the Como Habitat Area discourages creek access by residents and visitors to the environmental area and intertidal habitat at the edge of the creek.
3. Invasive non-native vegetation are replaced with a natural assemblage of native plant species capable of supporting important habitat functions.

9.4

4. Habitats are created for amphibians, birds, and small mammal by placing woody debris within the plant assemblage. Habitat for small perching birds is increased by installing nesting boxes.
5. Aquatic habitat for both fish and wildlife is enhanced by re-creating environmental habitat structures along the shoreline of Como Creek.
6. Notwithstanding Section 523 Riparian Areas Protection Regulation set out in the City's Zoning Bylaw, a 30 metre (98.4 foot) building setback from the high water mark along Como Creek will be maintained.

3.1.4.2 Fraser River

The environmental design of the Fraser River corridor, as defined in this Plan, will provide a gentle transition from areas supporting relatively intensive people-related uses to areas supporting relatively intensive fish and wildlife habitat-related uses. Features within the Fraser River corridor that support people-related uses will include a pier, wharf, urban plaza, community centre, multi-use trail and several viewing decks. The riverside trail will meander back and forth from the shoreline, allowing for the incorporation of habitat elements throughout the corridor.

The following policies have been established for the Fraser River corridor, in addition to policies stated in Section 3.1.4 of this Plan.

Policies

1. The Fraser River corridor that abuts the neighbourhood shall be protected and enhanced.
2. Habitat areas will be both within the neighbourhood and on Port land.
3. River shoreline protection works will be incorporated into the neighbourhood, with native species plantings upslope of the shoreline protection works and directly within the protection works.
4. Plantings in the intertidal area and along the edge of the Fraser River will be established to provide habitat functions for fish and wildlife and as a natural element to the shoreline.

3.1.4.3 Historic Como Creek Greenway

The Historic Como Creek Greenway will have three main functions: stormwater management, pedestrian connectivity through the public realm and habitat enhancements.

The primary habitat enhancements will be placed at the confluence of the Historic Como Creek Greenway and the Fraser River. This habitat creation will complement the Fraser River corridor improvements in Section 3.1.4.2. An intertidal feature resembling an alluvial fan, typically associated with the mouth of small creeks throughout coastal British Columbia, will be constructed at the meeting of Historic Como Creek



Greenway and the Fraser River. The alluvial fan will encompass the lower reach of the Historic Como Creek Greenway, providing important habitat functions for fish and wildlife, including juvenile salmon during their annual downstream migration within the Fraser River.

The following specific policies have been established for the Historic Como Creek Greenway, in addition to policies stated in Section 3.1.4 of this Plan.

Policies

1. The Historic Como Creek Greenway corridor shall be protected and enhanced.
2. A portion of the development's stormwater will discharge to the Historic Como Creek Greenway as outlined in Section 4.3.2.
3. The neighbourhood will incorporate plantings and subsurface treatment into the middle and upper reaches of the corridor to filter surface flows originating from adjacent developed areas and remove contaminants.
4. Pedestrian trails in the Historic Como Creek Greenway will be linked with the Fraser River shoreline and to the overall development.
5. The alluvial fan at the lower reach of the Historic Como Creek Greenway will be comprised of braided channels and bars constructed of gravel, cobble and boulder to encourage the establishment of intertidal marsh habitat upon the bars.

3.2 Residential

Fraser Mills will provide a variety of medium- to high-density multi-family housing types. At full build-out, the neighbourhood will accommodate approximately 5,500 dwelling units, with an estimated population of between 11,000 and 12,000.

Residential uses are focused on the parcels east of King Edward Street. Residential building forms will range from low- to high-rise apartments, with townhouses wrapping the above grade parking structures facing the public realm. Some of the parcels will be mixed-use, with residential above commercial uses.

High-rise buildings will be sited to be mindful of shadowing, privacy and view lines within the development. Variation in the height of residential buildings will create a skyline with visual interest.

Affordable housing in the form of market and non-market rental units will be integrated into the neighbourhood to help ensure housing choice.

Policies

1. Provide a range of unit sizes and tenures to appeal to a broad mix of households at different stages of life.
2. Market- and non-market rental housing will be provided in the neighbourhood and secured through a Housing Agreement.

9.4

3. Tower heights will vary taking into consideration views, privacy and shadow impacts.
4. A maximum of 16 residential and mixed-use high-rise buildings shall be permitted, with the maximum height not to exceed 49 storeys and an overall average height of 36 storeys.
5. High-rise buildings will have slender floorplates that minimize view and shadow impacts as defined in the Development Permit Area guidelines.
6. Universal design and accessibility will be integrated into the design of residential buildings and units as defined by the Development Permit Area guidelines.
7. Residential buildings will be designed to ensure that individual units, their entries and private outdoor spaces maximize privacy and clearly delineate private and public spaces.

3.3 Commercial

Fraser Mills will accommodate a variety of commercial uses to support the needs of residents, workers and visitors to the neighbourhood. Commercial uses will be concentrated in a hub near the waterfront, adjacent to the community centre and urban plaza. Opportunities will be provided to allow commercial uses to expand east and west along Street B as necessary. A secondary hub, comprised of retail and office uses, will be located at the foot of King Edward Street.

Policies

1. Neighbourhood serving uses are encouraged, including a grocery store and pharmacy.
2. Commercial loading and other service activities shall be concealed entirely within a building.
3. Continuous, street-oriented, at-grade commercial or civic uses shall be provided for all ground level frontages identified on Appendix C - Commercial Street Frontage Hierarchy as Mandatory Commercial Street Frontage.
4. Access for loading and parking shall not be permitted along frontages identified on Appendix C - Commercial Street Frontage Hierarchy as Mandatory Commercial Street Frontage, unless no other options are available.
5. Ground-oriented commercial uses shall be permitted along frontages identified on Appendix C - Commercial Street Frontage Hierarchy as Potential Commercial Street Frontage, and these



spaces should generally create a continuous, connected commercial frontage.

6. Non-residential uses in commercial buildings will be oriented to the street and/or public realm (e.g., the Fraser River, Historic Como Creek Greenway).

3.4 Industrial

The neighbourhood will accommodate a variety of industrial uses that are compatible with adjacent residential, commercial and park uses. These industrial uses will be concentrated along King Edward Street and United Boulevard, and will be a significant source of employment at Fraser Mills.



Policies

1. All industrial activity will be enclosed, with no outside storage of materials or equipment.
2. Industrial uses will provide a buffer between residential uses in the neighbourhood and United Boulevard to the north and existing heavier industrial land uses to the west.
3. Buildings and landscape elements of industrial uses will be consistent with the Development Permit Area guidelines
4. Accessory retail will be limited to the sale of products or goods produced on the same property.

3.5 School

School District No. 43 has indicated that a school may be required at Fraser Mills if there is a sufficient student population in the neighbourhood.

Lots 20A and 20B have been identified as an appropriate location for a school, including the building, play space and parking. If a school is not required, these lots may be used for residential use, potentially with commercial uses at grade.

The potential school would differ from conventional school models in Coquitlam because the neighbourhood will be developed as a high-density, urban neighbourhood. In order to accommodate a school, the site will require an innovative urban form that requires less land area and an efficient approach to building design and layout, similar to other elementary schools in high-density urban settings (e.g., downtown Vancouver).

Policies

1. Lots 20A and 20B shall be used for a public school if one is required in the neighbourhood by School District No. 43.

9.4

2. If Lots 20A and 20B are not required for a public school, they will be developed for residential use and potentially commercial use at grade along Street B.
3. Opportunities for off-site learning, such as interpretive walks, signage and historic artifacts, will be encouraged in close proximity to the school if the school is built.

3.6 Community Centre

A public community centre with aquatics is planned for the waterfront, adjacent to the urban plaza, pier and riverfront parks. In addition to civic uses, this centre will have commercial uses or additional civic uses fronting the urban plaza and possibly the flanking street.

Policies

1. A public community centre that may include aquatics shall be located on Lot 12.
2. Commercial and additional civic uses, integrated with the community centre, will also be permitted on Lot 12.

3.7 Parks and Open Space

The Waterfront Village Centre Neighbourhood will have a variety of recreation and leisure opportunities for residents, workers and visitors. Parks and open spaces will be programmed to be multi-purpose and will include a variety of experiences ranging from active play space and trails to passive opportunities, such as riverfront seating areas. Parks and greenways, habitat areas, plazas and viewing decks will be woven together with the trails, streets and sidewalks to form a connected open space network. Some areas will also support environmental functions, as discussed in Section 3.1.4 of this Plan.

Maillardville and the broader Coquitlam community have a strong connection to the Fraser River. One of the key elements of the open space planning will be the creation of a publicly accessible riverfront. This accessibility will be accomplished through multi-functional riverfront parks, a riverside trail and linear park, an urban plaza, Fraser River viewing decks, a pier and a wharf. Compelling heritage and cultural themes will be integrated into the open space programming to reflect the important role this area played in the early history of Coquitlam.

Policies

1. A variety of multi-purpose parks and open space opportunities will be developed in accordance with Appendix A - Illustrative Concept Plan and Appendix C - Parks and Open Space, and as defined in the Development Agreement.



2. The developer of the lands shall work with the Vancouver Fraser Port Authority to have any park features on Port land landscaped similar to adjacent park land.
3. The Heritage Interpretation Plan, which is part of the Waterfront Village Centre Neighbourhood Design Guidelines, conceptually identifies nodes where industrial artifacts, heritage displays and other forms of public art are to be incorporated into the parks and open space network.

3.7.1 Parks and Greenways

A hierarchy of parks, greenways and gathering places will encourage opportunities for active and passive recreational activities. The variety in spaces will enhance the livability of the neighbourhood and all park amenities will be publicly accessible unless otherwise indicated.

Policies

1. The neighbourhood will include park and open space features as generally identified on Appendix A - Illustrative Concept Plan.
2. Park landscape plans will integrate with the built environment as defined and interpreted in the Development Permit Area guidelines.
3. Interpretive educational signs describing elements such as historic uses and features associated with the site, ecosystem function and native species of flora and fauna will be installed, in association with park spaces, as defined by the Heritage Interpretation Plan.
4. Unique play spaces and structures designed to reflect the natural surroundings and industrial heritage of the site will be encouraged.
5. Opportunities for private amenity areas will be integrated into the podium levels of high density residential parcels as outlined by the Development Permit Area guidelines and the Waterfront Village Centre Neighbourhood Design Guidelines.



9.4

3.7.2 Public Amenities

The neighbourhood will maintain a strong relationship to the Fraser River through the creation of a waterfront urban plaza and pier at the south end of Street A. The riverfront parks will provide viewing decks and spaces to access the water's edge, as well as the refurbished wharf.

Policies

1. A civic heart for the neighbourhood will be provided at the south end of Street A, in the form of a public community centre and urban plaza, as generally identified on Appendix A - Illustrative Concept Plan.
2. The urban plaza, pier, wharf and viewing decks will be linked with the pedestrian and cycling trail network as indicated on Appendix D - Transportation Network.
3. The pier shall provide a walking loop over the water's edge.
4. Commercial opportunities on the pier and wharf, such as kiosks and food trucks, may be permitted.
5. The pier, wharf, viewing decks and urban plaza will integrate community heritage and interpretive programming elements into their design. Interpretive nodes will also be created at street ends that terminate at the riverfront. These nodes will be integrated into the neighbourhood recreation amenities and along the multi-use trail as identified in the Heritage Interpretation Plan.
6. Built structures along the riverfront, including the urban plaza, pier, wharf and viewing decks, will be designed to establish a strong visual and physical relationship to the Fraser River.



3.7.3 Trails and Sidewalks

Fraser Mills will have a variety of pedestrian and cyclist connections that create internal loops. These trails and sidewalks will not only be recreational but also provide the infrastructure for alternate modes of transportation connecting Fraser Mills to municipal and regional trail systems, other neighbourhoods and adjacent employment areas.

Policies

1. A network of trails and sidewalks will be developed, as generally identified in the Appendix D – Transportation Network. Privately owned sections of the trail network will be publicly accessible.
2. Appropriate trailhead signage, signs for wayfinding and interpretive educational signs will be provided, as defined by the Heritage Interpretation Plan and in the Development Agreement.
3. The trail system will provide cycling facilities for all ages and abilities.
4. Trails and sidewalks will be universally accessible, safe and barrier-free.
5. The pedestrian network will connect with adjacent neighbourhoods, employment areas and municipal and regional trail networks.
6. A multi-use bridge that crosses near the mouth of Como Creek adjacent to the Fraser River will be provided. This bridge will accommodate pedestrians and cyclists.
7. A bridge for pedestrians, cyclists, and motor vehicles will be provided across Como Creek to connect Fraser Mills with Brigantine Drive.
8. The trail system will provide lookout points and seating areas along the riverfront parks to create passive recreation and enjoyment as identified in Appendix A - Illustrative Concept Plan.

9.4

3.7.4 Landscape Elements

Landscape elements provide the opportunity to link the built environment to public open space. Additional details on the landscape components, including surface materials, lighting, street furniture, and other public realm elements, are contained within the Waterfront Village Centre Neighbourhood Design Guidelines.

Policies

1. Tree species that commemorate the industrial history of Fraser Mills will be explored as set out in the Waterfront Village Centre Neighbourhood Design Guidelines.
2. The program for hard landscape elements, such as street furniture and lighting, will be as set out in the Waterfront Village Centre Neighbourhood Design Guidelines.
3. Landscape details for paving, walls and utilities must accommodate the long-term growth of tree roots and crown, trunk flare and trunk enlargement. Soil cells will be required rather than structural soil where appropriate soil volumes cannot otherwise be provided.



4.0 SERVICING COMPONENTS

4.1 Transportation

Transportation sustainability is a fundamental aspect of the Plan. It focuses on physical and proactive measures to enhance and prioritize the environment for pedestrians, cyclists and transit users.

A comprehensive evaluation has been completed for the neighbourhood to ensure appropriate levels of transportation infrastructure are in place to manage the projected future demand of various transportation modes.

In addition, a Transportation Demand Management (TDM) Plan has been created that identifies key strategies to encourage future residents to choose more sustainable modes of travel over single-occupant vehicles. Key strategies have been integrated into this Plan and the Development Agreement. The developer will be required to provide periodic TDM monitoring reports as additional residents move in, and amend the TDM Plan to ensure appropriate measures are in place to reduce motor vehicle traffic and parking demand.

The King Edward Street alignment is an important connection between Maillardville and Fraser Mills. Three street access points (Clipper Street, King Edward Street and the new Street A) are identified at the northern edge of the neighbourhood. There will also be a connection to Brigantine Drive on the eastern side of the site crossing Como Creek, and a road connection on the western side of the site from King Edward Street to the lands to the west.

The transportation network has a street typology unique to the neighbourhood in order to accommodate the function of the streets. Clipper Street, King Edward Streets and Street A will connect with an east-west street that parallels the Fraser River (Street B). They will form the collector road system, feeding the local streets and mews.

A network of pathways and pedestrian and cycle-friendly streets complements the street network and will connect the neighbourhood internally.

The Waterfront Village Centre Neighbourhood Design Guidelines provide greater detail on the street classifications, cross sections and widths, locations and types of street lighting and street furniture, surface materials, and other elements.

9.4

Policies

1. The internal transportation system will be designed using an approach that reflects the priorities placed on different modes of transportation as identified in Appendix D – Transportation Network.
2. The design objectives for the streets are intended to minimize travel lane widths, reduce street crossing distances and vehicle speeds, provide sidewalks and/or multi-use paths on both sides of the street and accommodate the shared use of streets, including on street parking, street trees, furniture and utilities.
3. Street typologies, cross sections, and widths are included in the Waterfront Village Centre Neighbourhood Design Guidelines.
4. Design details for the neighbourhood circulation network, as it relates to surface materials, location of street furniture and other elements are included in the Waterfront Village Centre Neighbourhood Design Guidelines.
5. Universal accessible design will be an integral part of the street, sidewalk and trail development with particular focus on gradients, surface materials and lighting to follow best design practice.
6. Statutory rights of ways may be provided to accommodate additional street width if required.
7. Clipper Street, King Edward Street and Street A will provide safe and direct access points to the neighbourhood from United Boulevard, with intersection improvements as defined in the Development Agreement to accommodate the build-out of the neighbourhood over time. All intersections on United Boulevard must accommodate regional traffic, including goods movement.
8. A crossing will be provided to accommodate transit service from the neighbourhood across Como Creek to Brigantine Drive. This crossing will also accommodate pedestrians, cyclists, and motor vehicles.
9. A road will be provided in the neighbourhood that connects King Edward Street with lands to the west.
10. The neighbourhood will support the development of a continuous riverfront pathway for pedestrians and cyclists that is linked to the City's approved Master Trail Plan and Metro Vancouver's Regional Parks Plan.
11. Traffic calming devices, such as elevated intersections and curb extensions, will be encouraged in the design of street intersections.
12. TDM measures for the neighbourhood will be monitored and reported when identified trigger points are reached in the neighbourhood's development as defined in the Development Agreement.





4.1.1 Pedestrian and Cycling

A key consideration for the design of the neighbourhood is the provision of a fine-grained street, sidewalk and trail network. Walking is expected to be the primary form of travel for short journeys within Fraser Mills and cyclists of all ages and experience levels will be accommodated through various strategies as outlined in the policies below.

Policies

1. The neighbourhood will include an interconnected pedestrian and cycling network to allow for a variety of route choices as identified in Appendix D – Transportation Network.
2. The pedestrian and cycle network will connect with the municipal and regional transportation network as identified in Appendix D – Transportation Network.
3. Multi-purpose off-street pathways within the neighbourhood will be encouraged to link to:
 - › the Fraser River Greenway Trail Network to the east of Como Creek;
 - › United Boulevard along King Edward Street to the future Brunette River Trails and Central Valley Greenway;
 - › Maillardville along a direct route within the King Edward Street corridor; and
 - › community amenities internal to the neighbourhood, such as functional linkages between the employment generating land uses, the riverfront parks, the pier, the wharf, the public community centre, the urban plaza and the residential areas.
4. An attractive and human scaled walking and cycling environment will be provided on all sidewalks, trails and streets in the neighbourhood.
5. Surface treatments should reflect a pathway's intended function (e.g., off street trail vs. sidewalk) and in particular emphasize the pedestrian-orientation of the neighbourhood.
6. Crosswalks will be designed to calm traffic and improve the safety of the pedestrian realm.
7. Bike-friendly facilities (such as bike racks, bike storage lockers, and end of trip facilities) will be provided in public use areas, commercial buildings, residential buildings, and parking areas.

9.4

4.1.2 Transit

Transit access will balance the operating requirements of TransLink while maintaining the design objectives of the neighbourhood. Design objectives include discouraging through vehicular traffic while retaining the connectivity of the circulation network and choice of routes, creating a shared street environment that is lively, and achieving more compact street design that is still functional to bus operational requirements.

Policies

1. The neighbourhood will be designed to accommodate accessible transit shelters and vehicle access along King Edward Street and Street A joined by the road adjacent to the Fraser River, while a connection to the east of the neighbourhood across Como Creek, as identified in Appendix D – Transportation Network, will be provided to accommodate transit service between Fraser Mills and the industrial uses to the east. All bus stops and shelters will conform with TransLink’s design guidance.
2. The density and mix of land uses planned are expected to support TransLink’s Frequent Transit Network (FTN) service levels along United Boulevard and through Fraser Mills.
3. Well designed, accessible and comfortable transit facilities will be integrated into the neighbourhood to facilitate public transit use, including shelters, benches, appropriate lighting, signage and transit information.
4. Opportunities for additional public transit use will be encouraged in consultation between the developer of the lands and TransLink as outlined in the TDM Plan.

4.1.3 Automobiles

The circulation network is planned to create a flexible and efficient network for automobile use, provide ease of access to parking and avoid the overdesign of streets and intersections. Automobile speed will be moderated by the variety in street design, the use of on street parking, and stop sign control at major intersections.

Policies

1. The neighbourhood’s high density mix of land uses and interconnected circulation network will support the development of a variety of transportation options and will encourage residents to reduce their reliance on the private automobile to undertake day-to-day activities.
2. A comprehensive set of TDM strategies will be required as set out in the Transportation Demand Management Plan.



4.1.4 Parking

The amount of parking provided at Fraser Mills has been planned to meet the basic operational needs of various land uses without generating or encouraging unnecessary automobile use. Shared parking opportunities are encouraged to take advantage of the different parking demands associated with various land uses (e.g., daytime employment vs. evening restaurant use). Parking demand may also be managed through time restrictions and pay parking in the future.

Policies

1. The provision of parking will be consistent with the neighbourhood's overarching goals of increased walking, cycling and transit rates and reduced automobile use.
2. Public parking will be accommodated on-street and in shared parking areas in close proximity to the amenities to encourage a more efficient use of parking infrastructure.
3. Parking will be accommodated in parking structures that will generally be one level of below grade parking with above grade parking screened by dwelling units and other design elements, as defined in the Development Permit Area guidelines and Waterfront Village Centre Neighbourhood Design Guidelines.
4. The design of all parking structures will integrate Crime Prevention Through Environmental Design (CPTED) principles to ensure adequate lighting and other safety measures are in place.
5. Bicycle storage will be provided to accommodate residential, employment, and visitor needs.
6. End of trip facilities will be provided to accommodate employment needs.
7. The neighbourhood parking demand and trip generation will be monitored in accordance with the requirements outlined in the TDM Plan. Results of the monitoring will be used to determine the need to mitigate or revise both on street and on-site parking policies and programs to meet parking demand and other operational needs.

4.2 Water and Sanitary Sewer Servicing

The neighbourhood will be served by public water and sanitary sewer systems. Sanitary sewer service will be pumped into Metro Vancouver's sanitary lines north of United Boulevard, and water service will be connected to the existing municipal water main that runs along United Boulevard.

Policies

1. Water will be conserved where possible using landscape and irrigation strategies as outlined in the Development Permit Area guidelines.

9.4

4.3 Stormwater Management

The Waterfront Village Centre Integrated Stormwater Management Plan (ISMP) identifies the Fraser Mills site as an independent watershed, receiving no runoff contribution from upstream flows. The ISMP focuses on the quality of stormwater released from the site rather than the quantity, as on site detention and infiltration are not required due to the proximity of the Fraser River and Como Creek.

Biofiltration measures will be implemented within the Historic Como Creek Greenway to improve the quality of stormwater runoff.

Policies

1. Stormwater runoff will be controlled in a manner that provides flood protection for the site, while ensuring that all stormwater released is of higher quality than baseline conditions.
2. The City may re-route some of the off-site King Edward and Clipper Street catchment areas drainage through the neighbourhood.
3. Best Management Practices (BMPs) for road and parking areas will be implemented to collect and direct 'first flush' runoff through hydrodynamic separators, prior to discharging into proposed biofiltration areas.
4. The stormwater biofiltration areas will be integrated into the overall landscape design of the site, providing opportunities for interpretive elements to be incorporated.
5. Impervious areas will be minimized and pervious areas maximized by integrating key landscape design features around buildings and parkade decks.



5.0 IMPLEMENTATION

5.1 Development Permit Areas

The City encourages innovative design solutions to achieve high quality urban environments that are walkable and livable. All Development Permit Area guidelines that apply to the Waterfront Village Centre Neighbourhood Plan are located in Part 4 of the CWOCP. In addition, the Waterfront Village Centre Neighbourhood Design Guidelines will apply for all development.

5.2 Phasing of Development

Development of the neighbourhood is estimated to take up to 25 years to full build-out. The neighbourhood will integrate key transportation and infrastructure upgrades and public amenities over the course of the development phasing.

Policies

1. Development of private development parcels, infrastructure and utility requirements and the public realm improvements will be phased to service the development and as outlined in the Development Agreement.
2. Park land will be turned over to the City at the time of occupancy of any residential development that occurs adjacent to the park land.
3. Temporary or interim treatments, such as façades or hoarding, will be required on undeveloped parcels to ensure a safe and attractive development environment.

5.3 Regulatory and Approvals

A Comprehensive Development zone will be created for the development. Development approvals, such as subdivision, development permit, building permit and other regulatory approvals will be in accordance with current municipal processes.

Policies

1. The Comprehensive Development zone will be in accordance with this Plan.
2. The timing of park and other public amenity contributions will be provided as articulated in the Development Agreement.
3. Variances to the Subdivision Bylaw as it relates to the publicly dedicated street network may be required in certain cases.

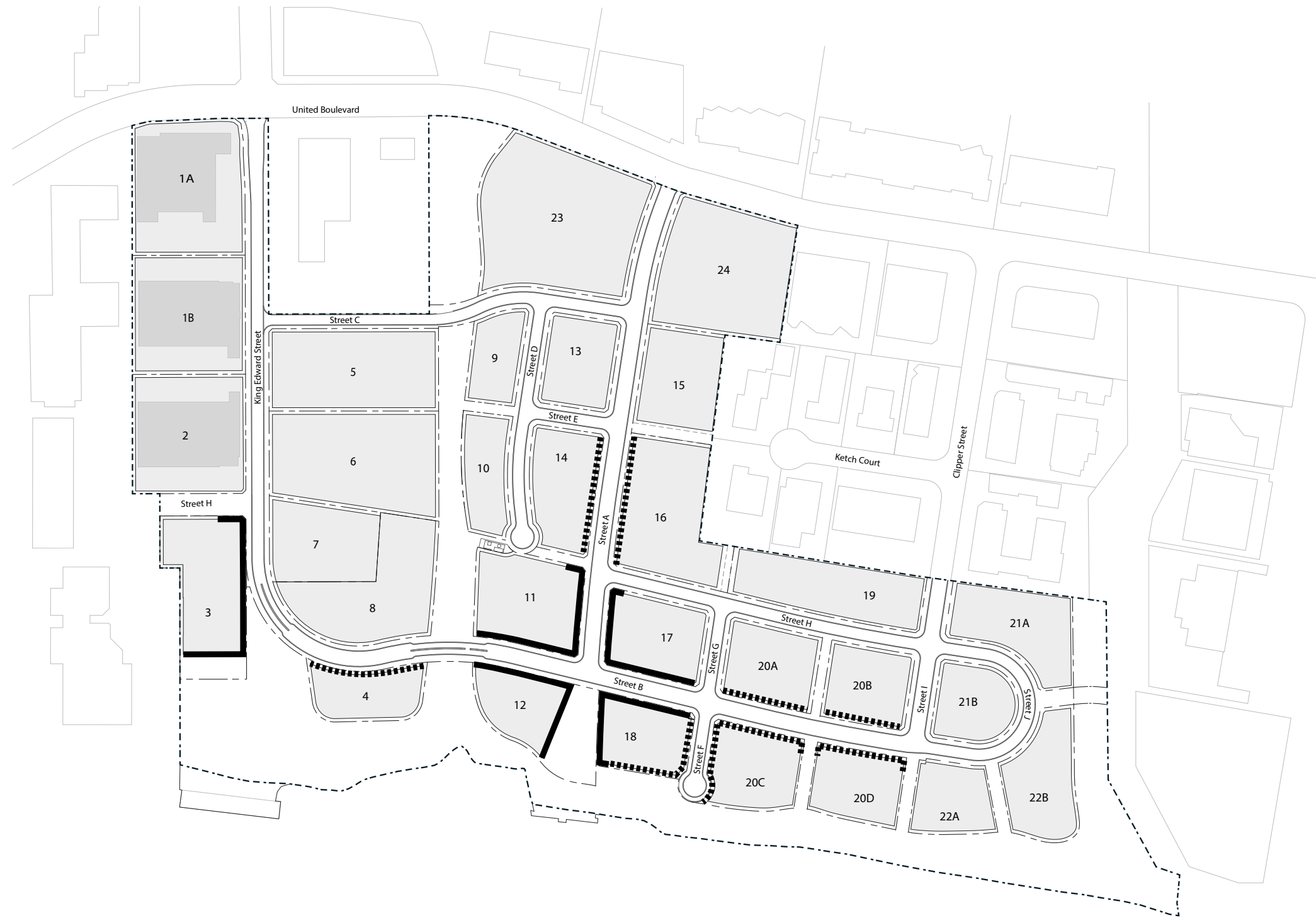
WVCNP Appendix A: Illustrative Concept Plan





Date Adopted: April 27, 2026
Bylaw No: 5511, 2026

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

WVCNP Appendix B: Commercial Street Frontage Heirarchy



LEGEND

-  Mandatory Commercial Street Frontage
-  Potential Commercial Street Frontage









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WVCNP Appendix C: Parks and Open Space



LEGEND

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



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WVCNP Appendix D: Transportation Network

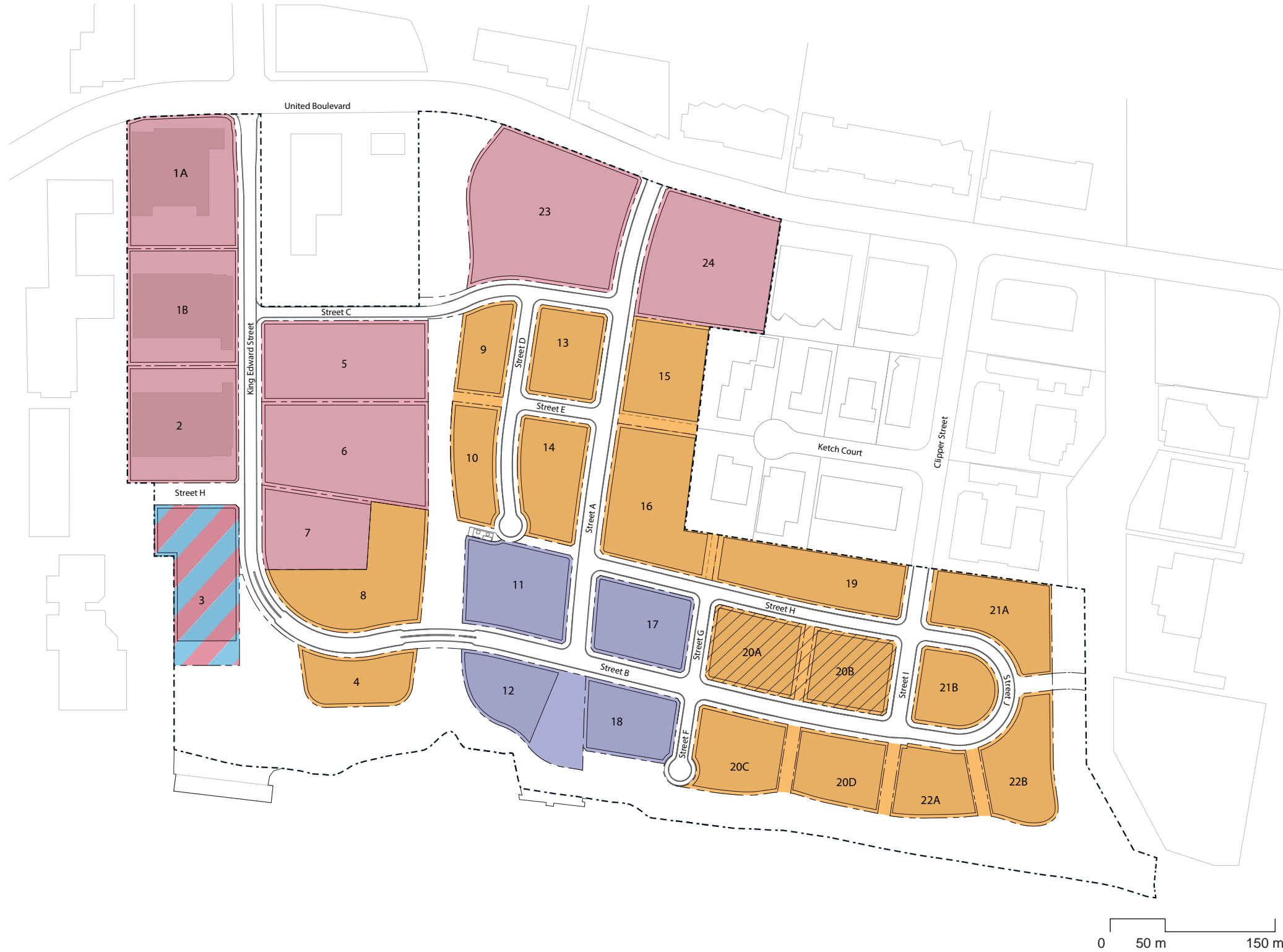


LEGEND

-  Active transportation
-  Future active transportation

Date Adopted: April 27, 2026
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LEGEND

-  Commercial/Residential/Civic
-  Industrial
-  Apartment & Townhouse
-  Office & Retail
-  Potential School Site

Note: These are not formal land use designations

Date Adopted: xxxx
Bylaw No: 5511, 2026

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