



City of Coquitlam

*Citywide Official Community Plan - Chapter 9.2*

# Burquitlam-Lougheed Neighbourhood Plan

*Shaping growth in  
a neighbourhood of  
neighbourhoods*

Amended May 30, 2022 - Bylaw 5162, 2022  
Amended May 10, 2021 - Bylaw 5107, 2021  
Amended Nov 16, 2020 - Bylaw No. 5037, 2020  
Amended July 6, 2020 - Bylaw No. 5046, 2020  
Amended Feb 24, 2020 - Bylaw No. 5028, 2020  
Amended July 8, 2019 - Bylaw No. 4972, 2019  
Adopted June 27, 2017 - Bylaw No. 4754, 2017

**Coquitlam**  
Planning &  
Development



Through the use of community consultation, feedback from Coquitlam Council, and the application of transit oriented planning principles, this Neighbourhood Plan was developed by a multidisciplinary team of Coquitlam staff, led by Community Planning and including Development Planning, Engineering and Public Works, Parks, Recreation and Culture, Strategic Initiatives and Economic Development staff.

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## City of Coquitlam

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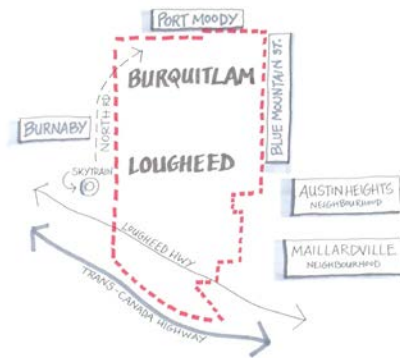
Figure 1: Burquitlam-Lougheed Neighbourhood Location

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## 1.0 INTRODUCTION

### 1.1 Planning for the Future

The Burquitlam-Lougheed area, which is composed of a number of unique and established neighbourhoods, has a population of just over 20,000 people and approximately 370 businesses. Covering almost 560 hectares (1,400 acres) along the key North Road/Clarke Road corridor, the Burquitlam-Lougheed area connects with Burnaby to the west, Port Moody to the north, the Trans-Canada Highway to the south, and borders on the Austin Heights and Maillardville neighbourhoods to the east.



The arrival of the Evergreen SkyTrain extension into the Burquitlam-Lougheed area represents a major, regional transportation investment that will improve transportation access for residents and businesses. This new rapid transit service will also undoubtedly stimulate significant new growth along the SkyTrain corridor in the coming decades, which presents an opportunity to shape and focus this growth in a 'locally-appropriate' manner that maximizes housing choice, provides new amenities and recognizes existing neighbourhoods. Based on this, the City has updated and combined the existing Burquitlam and Lougheed Neighbourhood Plans to:

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









This updated Burquitlam-Lougheed Neighbourhood Plan (BLNP) provides a vision for the future, as a plan that will guide growth for the next 20 to 25 years and accommodate at least 15,000-16,000 new dwelling units and over 28,000 new residents. Its primary aim 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. The BLNP is a living document that provides a flexible framework to guide growth and development over the next 25 years.

#### 1.1.1 Transit-Oriented Development

Transit-Oriented Development (TOD) is a pedestrian friendly, compact mixed-use form of development centered on frequent transit. This type of planning aims to provide a more complete variety of uses, housing types and transportation alternatives to the automobile. Communities that are transit supportive are also more pedestrian and bicycle friendly; TODs can significantly influence overall travel patterns.



Transit-oriented neighbourhoods are often achieved through high-density, mixed-use developments with abundant ground-level retail, employment uses and a high-quality pedestrian-focused public realm and well-connected street and sidewalk networks. There are several TOD characteristics that are integrated into the Plan in order to foster a transit-supportive community:

-  Major **DESTINATIONS** and centres located along direct corridors making them easy to be served efficiently by frequent transit;
-  Walking **DISTANCE** to frequent transit is minimized by a fine-grained urban structure of well-connected streets;
-  People-friendly urban **DESIGN** including safe, comfortable, and direct pedestrian and cycling routes;
-  Higher residential and employment **DENSITY**;
-  Rich **DIVERSITY** of land uses and housing types;
-  Transportation **DEMAND** management measures that encourage walking, cycling and transit trips.

The Plan's vision, guiding principles, land uses, and policies seek to embed these characteristics throughout the plan.

## 1.2 Relationship to Other Plans

The Plan complements and further implements the policies of the *Citywide Official Community Plan (CWOCP)* as well as the *Southwest Coquitlam Area Plan (SWCAP)*. The updated BLNP replaces the previous Burquitlam and Lougheed Neighbourhood Plans, originally adopted in 2002.

The BLNP builds on the City's *Transit-Oriented Development Strategy (TDS)* and further implements the TDS vision. The BLNP vision, principles, land use concept and policies replace the TDS policies for this area.

For ease of use, this Neighbourhood Plan includes some cross-references in Table 1 to specific policies in the SWCAP. Other policies in both the CWOCP and SWCAP also still apply. However, if there is a conflict between a policy in the SWCAP or CWOCP and this Neighbourhood Plan, the Neighbourhood Plan policy takes precedence.

There are other key City plans, strategies, and bylaws that contributed to the policies contained in this Plan and build on one another to guide development in the BLNP area. These documents include the following, as amended from time to time:

- *Austin and Rochester Creeks Integrated Watershed Management Plan*
- *Burquitlam-Lougheed Servicing Assessment*
- *Burquitlam-Lougheed Streetscape Guidelines*
- *Burquitlam Station Area Transportation and Transit Integration Concept Plan*
- *Chines Integrated Watershed Management Plan*
- *Community Greenhouse Gas Reduction Strategy*
- *Housing Affordability Strategy*

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- *Parks, Recreation, and Culture Master Plan*
- *Strategic Transportation Plan*
- *Pedestrian Wayfinding Plan*
- *Solid Waste Management Bylaw*
- *Stoney Creek Integrated Watershed Management Plan*
- *Subdivision and Development Servicing Bylaw*
- *Wildlife and Vector Control Bylaw*
- *Zoning Bylaw*

All of these plans, strategies and bylaws work in concert and support one another in order to guide growth and development in the Burquitlam-Lougheed area and throughout Coquitlam.

## 1.3 Plan Purpose and Structure

The purpose of this Plan is to chart a renewed course for the future of the Burquitlam-Lougheed area. This Plan is Council's 'blueprint' for guiding growth and investment in the neighbourhood. The Plan's vision, policies and implementation measures will help achieve the revitalization of the Burquitlam-Lougheed area.

The Plan was developed through a community planning process, involving more than 4000 participant interactions including consultation with Council, neighbourhood residents, property and business owners, the development community and City staff. Some readers will be seeking only a general understanding of what is planned for the Burquitlam-Lougheed neighbourhood while others will be looking for guidance and information on specific areas and aspects of the neighbourhood. With this in mind, the Plan is organized into seven key components:



- **Vision and Principles:** provides high-level direction that guide Plan policies;
- **Land Use Concept and Designations:** includes an 'at-a-glance' Burquitlam-Lougheed land use concept and associated land use designations (see Schedule A for detail);
- **General Policies:** contains land use, servicing and other policies that apply across the Neighbourhood;
- **Urban Design Framework:** provides policy direction to achieve a high quality public realm;
- **District Policies:** contains detailed policies for unique, specific locations within the Plan area, such as the Neighbourhood Centres;
- **Development Permit Guidelines:** directs readers to policies contained in Part 4 of the CWOCP that guide the form and character of commercial, multi-family residential, Housing Choices, and industrial developments; and that also guide the management of environmental areas; and
- **Implementation and Monitoring:** identifies 'next step' tasks that need to be completed to fully implement and monitor the Plan.



## 2.0 VISION, PRINCIPLES AND LAND USES

### 2.1 Plan Vision

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

*Burquitlam-Lougheed is a complete community made up of a collection of distinctive neighbourhoods. These range from active neighbourhood centres and streets in the core, to quieter, outlying, lower-density residential areas.*

*Burquitlam-Lougheed offers a range of housing options, local employment, and social interaction opportunities, with high quality parks, streetscapes, and community amenities in a safe environment. Connected locally and regionally, people move efficiently by walking, cycling, transit, and driving.*

### 2.2 Guiding Principles

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



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



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## 2.3 BLPN Land Use Concept

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

The plan seeks to accommodate at least 15,000-16,000 new dwelling units and an additional 80,000-85,000 m<sup>2</sup> (850,000 - 900,000 sq. ft.) of commercial floorspace that will be required to meet demand over the next 20-25 years. Key features of the Plan's land use concept include:

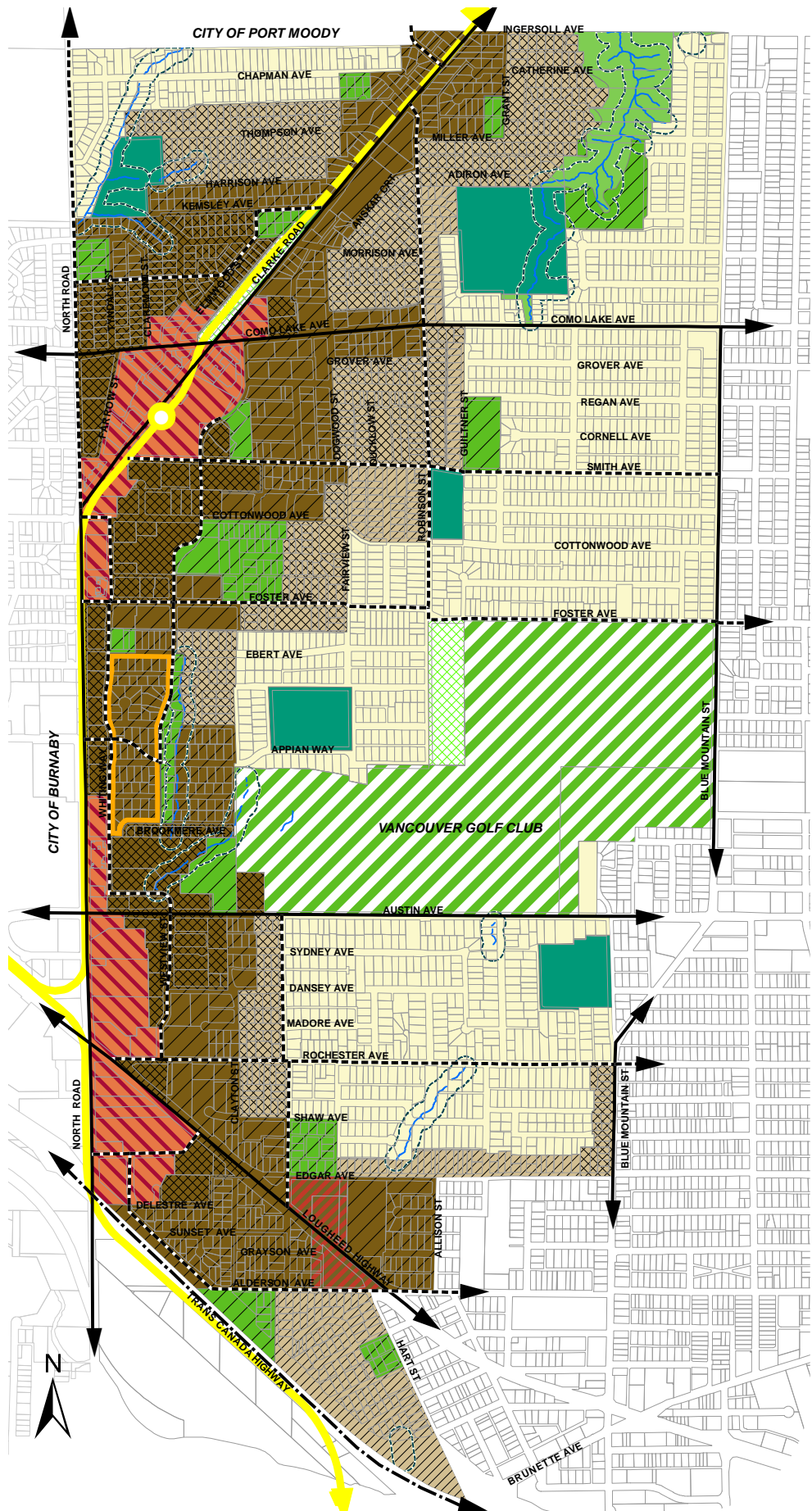


*A community comprised of clean, safe, green and inclusive neighbourhoods that are connected to a convenient and affordable transportation network and vibrant commercial centres where residents can pursue education, recreation, sport and cultural interests that enhance their social well-being and strengthen their connection to each other and the community. Neighbourhoods that celebrate their uniqueness, history, heritage and character.*

2016-2019 Strategic Plan

- Neighbourhood Centres and commercial areas near SkyTrain stations and along North and Clarke Roads. These areas will contain a variety of shops, services, offices, and amenities plus high-rise residential with top-quality urban design.
- A variety of residential neighbourhoods that contain a range of housing types to help meet the needs of different family types at different stages of life including high-rise apartments, low-rise apartments, townhouses, infill and single-family.
- The highest building densities are generally in the neighbourhood centres, and along North Road, and a transition to lower height and density as you move further away from the centre.
- 36% of single-family housing has been reclassified to other uses, with approximately 34% of the area remaining as established single-family neighbourhoods where little change is expected in the short to medium term.
- 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.





## Land Use Designations

-  Transit Village Commercial
-  Neighbourhood Centre
-  High Density Apartment Residential
-  Medium Density Apartment Residential
-  Low Density Apartment Residential
-  Townhousing
-  Neighbourhood Attached Residential
-  One Family Residential
-  Civic and Major Institutional
-  School
-  Parks and Recreation
-  Natural Areas
-  Extensive Recreation
-  Mixed Density Area

Adopted June 27, 2017 - Bylaw No. 4754, 2017

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## 2.3.1 Land Use Designations

Land Use Designations are a classification that determines the type of existing or intended future use a property can have and describes the general intent, building types, and densities for different locations. Land Uses are essentially layered over the zoning that applies to properties, as described in the following section. The following Land Use Designations apply within the Burquitlam-Lougheed area and are illustrated on the land use concept (Schedule A).

These designations help to implement the Plan's policies and are based on the Land Use Designations in the *Southwest Coquitlam Area Plan* (SWCAP).

For further detail on Land Use Designations see SWCAP, Section 2.3, Policy CC1.



**Transit Village Commercial** - provides for the development of medium-and high-density Transit-Oriented Developments that accommodate residential uses, retail, commercial, professional services and a range of public amenities.



**Neighbourhood Centre** - provides for medium-density Mixed-use Development that accommodates residential, retail and commercial uses.



**High Density Apartment Residential** - accommodates apartment developments in tower forms in areas of high activity.



**Medium Density Apartment Residential** - accommodates townhouse and apartment developments at medium densities from three to eight storeys.



**Low Density Apartment Residential** - allows for multi-family residential use at lower densities up to two storeys.



**Townhousing** - provides a lower rise form of townhouse/rowhouse residential development, encouraging larger dwelling units suitable for family accommodation.



**Neighbourhood Attached Residential** - provides for innovative, small scale housing types that can be accommodated through a variety of building arrangements.



**One-Family Residential** - accommodates single-family residential homes on separate lots. Local commercial development is also accommodated, under specific circumstances, in this designation.



**School** - accommodates public and private educational institutions.



**Civic and Major Institutional** - accommodates civic and institutional buildings, sites and utilities.



**Parks and Recreation** - delineates those lands being used or intended to be used as public parks, oriented to formal and informal leisure activities, and active recreation.



**Extensive Recreation** - accommodates large outdoor recreational uses and limited associated facilities such as golf courses, marinas and sports clubs.



**Natural Areas** - delineates lands intended for protection and to remain in a natural state. "Natural Areas" provide habitat for wildlife and fisheries values and may include lands that have high environmental value and sensitivity, or are hazardous to development due to potential for land slippage, erosion, debris flows, or flooding. These lands may be used for passive recreation uses such as wildlife viewing, trails, and complementary minor structures.



### 2.3.2 Corresponding Zones

All land in the City is assigned a zone under the City's *Zoning Bylaw* (as updated from time to time). The zone on a property specifies the owner's development rights, including permitted uses, the dimensional requirements for lots, the height of buildings, setbacks from property boundaries. The zone also sets out the maximum floor area permitted on a property.

- a) The zones that may be applied to the Land Use Designations described in section 2.3.1 are specified in Table 1 below. For further detail on corresponding zones see the *Southwest Area Plan (SWCAP)*, Section 2.3, Policy CC2.

Table 1 – Corresponding Zones

Land Use	Corresponding Zone
Transit-Village Commercial	C-7 High Density Commercial RM-6 Multi-storey High Density Apartment Residential RM-5 Multi-storey High Density Apartment Residential P-1 Civic Institutional P-5 Special Park
Neighbourhood Centre	C-3 Low-Rise Commercial C-5 Community Commercial RM-4 Multi-storey High Density Apartment Residential P-1 Civic Institutional P-5 Special Park
High Density Apartment Residential	RM-6 Multi-storey High Density Apartment Residential RM-5 Multi-storey High Density Apartment Residential RM-4 Multi-storey High Density Apartment Residential P-1 Civic Institutional P-5 Special Park
Medium Density Apartment Residential	RM-2 Three-Storey Medium-Density Apartment Residential RM-3 Multi-Storey Medium-Density Apartment Residential RM-4 Multi-Storey High Density Apartment Residential (in accordance with Policy 5.7 d) C-1 Local Commercial (in accordance with SWCAP Policy CC14) P-5 Special Park
Low Density Apartment Residential	RT-2 Townhouse Residential RM-1 Two-Storey Low-Density Apartment Residential C-1 Local Commercial (in accordance with SWCAP Policy CC14) P-5 Special Park
Townhousing	RT-2 Townhouse Residential RTM-1 Street-Oriented Village Home Residential RM-2 Three-Storey Medium-Density Apartment Residential (in accordance with Policy 3.2 i) C-1 Local Commercial (in accordance with SWCAP Policy CC14) P-2 Special Institutional (in accordance with SWCAP Policy CC29) P-4 Special Care Institutional (in accordance with SWCAP Policy CC30) P-5 Special Park

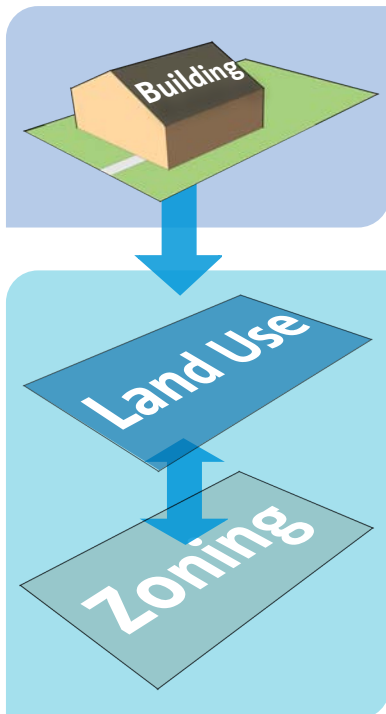


Figure 2: Land Use and Zoning work together to guide building form

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Land Use	Corresponding Zone
Neighbourhood Attached Residential	RT-1 Infill Residential RT-3 Multiplex Residential C-1 Local Commercial (in accordance with SWCAP Policy CC14) P-2 Special Institutional (in accordance with SWCAP Policy CC29) P-4 Special Care Institutional (in accordance with SWCAP Policy CC30) P-5 Special Park
One-Family Residential	RS-1 One-Family Residential RS-3 One Family Residential C-1 Local Commercial (in accordance with SWCAP Policy CC14) P-2 Special Institutional (in accordance with SWCAP Policy CC29) P-4 Special Care Institutional (in accordance with SWCAP Policy CC30) P-5 Special Park
School	P-1 Civic Institutional
Civic and Major Institutional	P-1 Civic Institutional P-2 Special Institutional (in accordance with SWCAP Policy CC29) P-5 Special Park
Parks and Recreation	P-1 Civic Institutional P-5 Special Park
Extensive Recreation	P-3 Special Recreational P-5 Special Park
Natural Areas	P-1 Civic Institutional P-5 Special Park

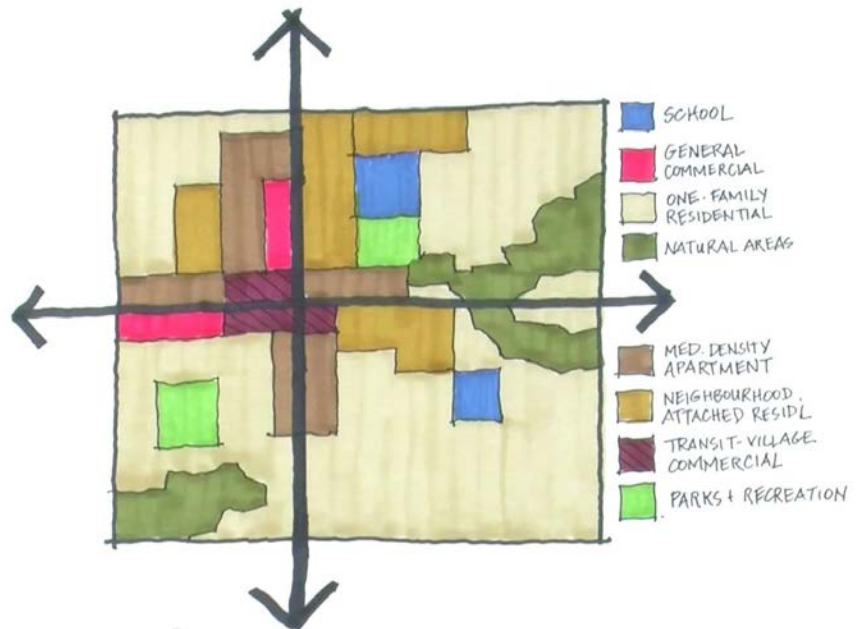




Figure 3: Floor Area Ratio (FAR) is used to measure density.

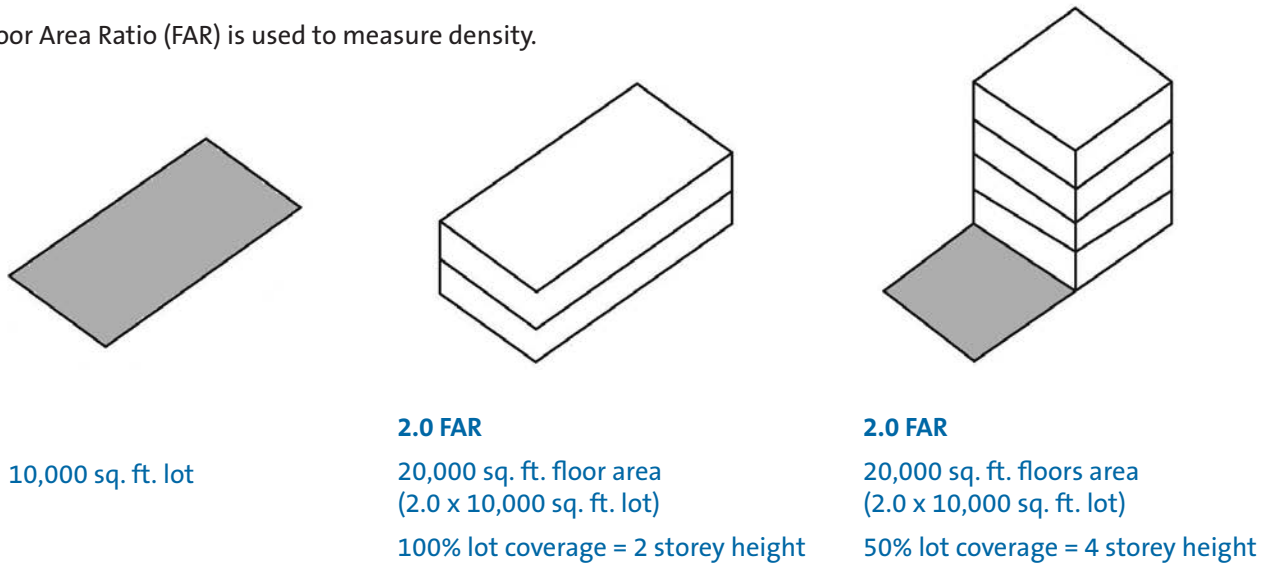
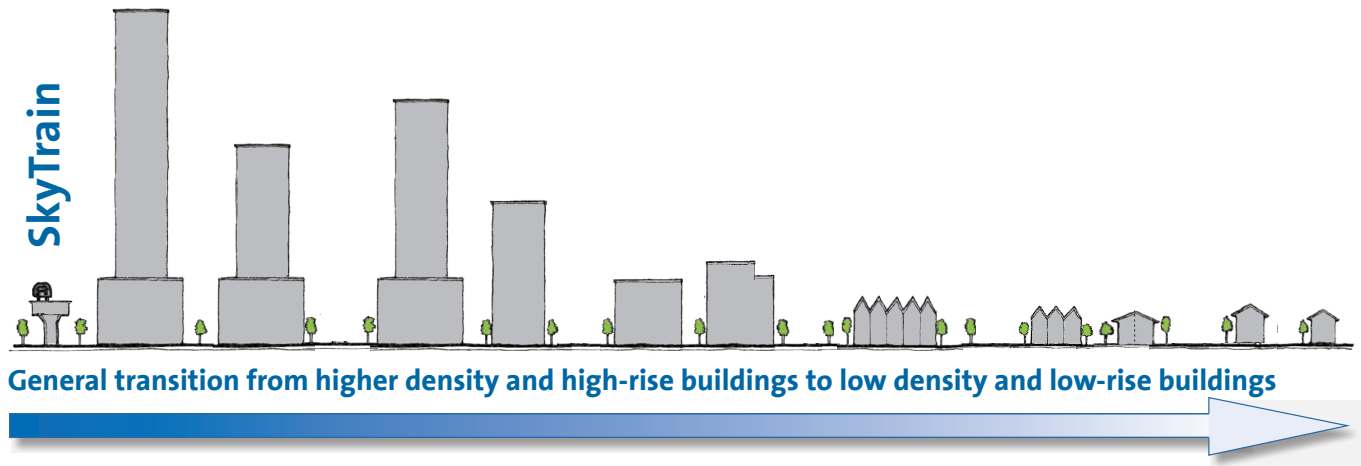


Figure 4: Land Use & Density Transition



Land Use Designation	Transit Village Commercial	High Density Apartment	Medium Density Apartment	Townhouse	Neighbourhood Attached Residential (Housing Choices)	One Family Residential
Building Heights*	20 storeys and higher (no maximum)	12 storeys and higher (no maximum)	3 to 12 storeys	2 to 3 storeys	11 metres (2 to 3 storeys)	11 metres (2 to 3 storeys)

\* Density and building height ranges provided for general guidance. Refer to Table 1 – Corresponding Zones, associated Plan policies and the Zoning Bylaw for specific density and height information.

\*\* One family Residential density is defined by 'units or houses per hectare.'

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## 2.3.3 Land Use Designation Areas

The estimated amount of land allocated to each land use is shown in Table 2. It is subject to change based on detailed site planning, minor plan refinements, legal survey and other factors as development proceeds.

Table 2 – Land Use Allocation

Land Use	Area (ha)	% of GA
One Family Residential	173.0	30.8%
Neighbourhood Attached Residential	26.7	4.7%
Townhousing	58.8	10.5%
Medium Density Apartment Residential	86.5	15.4%
High Density Apartment Residential	45.5	8.1%
Transit Village Commercial	33.4	5.9%
Neighbourhood Centre	4.3	0.8%
Natural Areas	9.2	1.6%
Civic and Major Institutional	5.8	1.0%
Extensive Recreation	72.2	12.8%
Parks and Recreation	24.9	4.4%
School	21.4	3.8%
<b>TOTAL Area</b>	<b>561.6</b>	<b>100.0%</b>



## 3.0 GENERAL POLICIES

Based on the Plan vision, principles and land use concept, the following general policies apply throughout the Burquitlam-Lougheed neighbourhood.

### 3.1 Commercial

A key guiding principle of the Burquitlam-Lougheed Neighbourhood Plan is to **Revitalize Neighbourhood Centres** into vibrant, well-designed community hubs. The following policies, in conjunction with other plans, policies and strategies, aim to redevelop the Burquitlam and Lougheed Neighbourhood centres and the North/Clarke Road corridor with activities, shops, and services that benefit the local community by providing employment opportunities, shopping, and a variety of apartment options in a walkable setting.



*Public Realm refers to all those parts of the built environment which allow public access. It encompasses: all streets, squares and other rights of way, open spaces and parks; and semi-public spaces.*



#### Policies:

- a) Require all new commercial development to front buildings onto streets, with active and transparent ground-floor frontages, and include high-quality, pedestrian-friendly and accessible site and building design. Blank walls and spandrel/opaque building walls facing streets, plazas and other public realm areas are strongly discouraged.
- b) Design the public-realm in a 'Main Street' format with continuous commercial frontages and weather protection to encourage walking. Allow for breaks in the facades to encourage a variety of business types and sizes and to accommodate small plazas or squares surrounded by active commercial uses and facilitate access to adjacent streets.
- c) Design frontages with smaller width storefronts to encourage variety and interest.
- d) Parking is to be concealed with no impacts to the space between the street and the business front.
- e) Pursue economic development opportunities, through advocacy and a supportive business climate, that promote new commercial uses including a mix of local-serving retail shops, anchor stores (e.g., grocery store, pharmacy), restaurants, hotels, and local and regional professional and business offices that diversify employment opportunities in the community.
- f) Strongly encourage the development of commercial and mixed-use projects that provide office space and associated uses that serve both the local neighbourhood and the wider region.
- g) Encourage local commercial development along arterial or collector streets in residential areas to provide additional amenities within walking distance.
- h) Encourage new daycare facilities as part of new development to help meet the needs of young families and provide local employment opportunities.
- i) Commercial or mixed-use buildings generally four storeys in height may be considered where transition is desirable between areas designated for higher and lower building forms in the Neighbourhood Centre.



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## 3.2 Residential

Another key guiding principle of the Plan is to **Provide Housing Options**. The Plan aims to provide a range of housing options in different forms, locations and densities, to offer choice for a variety of family types at all life stages; while respecting established areas where minimal change is anticipated.



### Policies:

- a) Provide for a range of housing types, unit sizes, and tenures to appeal to a broad mix of households and different stages of life. This can include student housing, seniors housing, family housing, lock-off suites, and purpose-built rental, building on the policies in the *Housing Affordability Strategy (HAS)*.
- b) Focus higher density housing in the Burquitlam and Lougheed Neighbourhood centres and within 400 m of the Frequent Transit Network (FTN) as defined by TransLink.
- c) Encourage purpose-built rental and other more affordable forms, in transit-oriented locations and other areas, utilizing the incentives in the *HAS* and explore partnerships with other levels of government for below market rental and housing ownership options.
- d) Ensure that any tenants displaced by redevelopment are provided with relocation assistance from the developer as required by the *HAS*.
- e) Promote the design of residential buildings, sites, and units to be adaptive and accessible for persons at different stages of life and degrees of mobility.
- f) Design all dwelling units at or near grade to face toward the street, lane, or walkway with direct access from an individual entrance. To ensure a degree of privacy, while maintaining natural surveillance of the street, design ground floor residential units to be slightly elevated above the sidewalk (except for designated accessible suites that require direct access to the street). Clearly delineate the separation between public and private space along streets and pedestrian corridors while allowing for natural surveillance of the public realm.
- g) Require multi-family and Housing Choices residential, commercial, and mixed-use development to manage solid waste by providing secure space and facilities for bear/wildlife-resistant garbage, organics and recycling collection as guided by the *Solid Waste Bylaw*.
- h) Retain the single-detached character of lands currently designated *One-Family Residential*, while continuing to provide opportunity for secondary suites and home-based businesses, in accordance with the City's existing policies and regulations.
- i) Council may give consideration to applications for RM-2 Three-Storey, Medium-Density Apartment Residential Zoning under the *Townhousing* land use designation where:
  - i. The proposal is for *Townhouse* use and does not contain *Apartment* uses;
  - ii. The site is not located next to an area designated *One-Family Residential*



## 3.3 Parks, Community and Civic Facilities

### 3.3.1 Parks, Recreation, and Culture

The open space network includes a series of publicly accessible spaces including parks, plazas, walkways, trails, streets, natural areas that together forms a linked network.

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.

Approximately 11.2 hectares (27.68 acres) of new parkland is proposed for the area over the next 20 to 25 years. All new parks and recreational amenities are guided by the *Parks, Recreation & Culture Master Plan* and associated park prioritization framework.

Table 3 – Existing and Proposed Parks

Park	Existing Area (ha)	Potential Increase (ha)	Potential Total Area (ha)
Oakdale Park	0.4	0.4	0.8
Nicola-Bowron Park	-	0.5	0.5
Kemsley-Clarke Park	-	0.7	0.7
Miller Park	4.95	1.7	6.65
Miller-Grant Park	-	0.5	0.5
Cottonwood Park	0.9	3.8	4.7
Burquitlam Community Garden	0.4	0.2	0.6
Guilby Park	0.2	1.4	1.6
Lower Lougheed Park	0.2	0.4	0.6
Hart-Gauthier Park	-	0.8	0.8
Burquitlam Park <sup>1</sup>	1.55	-0.9	0.65
Mountainview Park	1.8	-	1.8
Brookmere Park	2.2	-	2.2
Austin Creek Green Link	-	1.4	1.4
Future parkland (Burquitlam)	-	0.3	0.3
<b>Total:</b>	<b>12.(31.14 ac)</b>	<b>11.2 (27.68 ac)</b>	<b>23.8 (58.81 ac)</b>

\* Reduction in Burquitlam Park size is due to the Community Recreation Facility being placed there. Cottonwood Park is being expanded to make up for this reduction.



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## Policies:

- a) Acquire additional parkland, over time, to meet community needs as identified in Table 3 and on Schedule A.
- b) Work towards the equitable provision of parkland that is accessible within a 10 minute walking distance for the majority of residents.
- c) Plan and design a system of parks, recreation and culture facilities, as guided by the *Parks, Recreation and Culture Master Plan*, that:
  - i. Aligns with the changing needs of a growing community and is inviting to newcomers;
  - ii. Contributes to a sense of community and is accessible for people of all ages, abilities, incomes, and cultural backgrounds;
  - iii. Includes amenities and programming for people of different age groups and abilities;
  - iv. Encourages social interaction and active use throughout the day;
  - v. Allows for a variety of formal and informal uses, local events, and celebrations, where appropriate;
  - vi. Assesses parking demand and loading functionality at the time of new Citywide and community park development or park expansion.
- d) Integrate and promote public art as part of all new development in accordance with the *Public Art Policy*.
- e) Encourage and foster public and private partnerships and other mechanisms that contribute to the expansion and provision of additional parks, recreation and culture amenities, services, and facilities.
- f) Redevelop and transform Burquitlam Park to better complement the new and revitalized Neighbourhood Centre by shifting the program focus from active recreation to an urban community gathering place for social interaction, leisure activities, and city beautification.
- g) Expand and revitalize Cottonwood Park to provide a more comprehensive program of amenities and facilities to better serve residents and visitors, including elements for families, youth, children, adults, seniors, formal and informal community gatherings, and active recreation.
- h) All new development shall design any privately owned publicly-accessible outdoor spaces to contribute positively to the pedestrian experience and improve the overall public realm. These spaces shall connect, complement and enhance the publicly owned parkland, greenways, trails, and facilities in the neighbourhood.
- i) Support the continued operation of the Vancouver Golf Club including expansion of the recreational services offered.



*Green infrastructure is the natural vegetation, soils, water and bioengineering solutions that collectively provide society with a broad array of products and services for healthy living. Natural areas such as forests, wetlands, and floodplains, and engineered systems like bioswales and rain gardens conserve natural resources and mitigate negative environmental effects, benefiting both people and wildlife. When green infrastructure is connected as part of a larger framework, a green infrastructure network is created.*

-Connecting the Dots,  
Metro Vancouver



### 3.3.2 Schools, and Civic and Major Institutional

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

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

#### Policies:

- a) Facilitate the development of a community recreation facility, in partnership with the YMCA of Greater Vancouver, at Burquitlam Park. The facility should provide a broad range of indoor and outdoor community recreation, activity, social service, and meeting spaces, that may be combined with other compatible uses (residential, commercial, institutional).
- b) Provide a new location for the Burquitlam Community Police Station that may be in conjunction with the development of the community recreation facility.
- c) Partner with School District 43 to expand, enhance and improve school facilities which benefit both the school and the community, and ensure the viability of school sites in the future.
- d) Work with School District 43 to ensure the retention of School District 43 land holdings to provide adequate space for future enrollment increases.
- e) Provide pedestrian and cyclist linkages that connect school sites with parks, open spaces and residential areas in the Neighbourhood to create greater opportunities for children to safely walk or cycle to/from schools and parks.
- f) Continue to provide interment and memorial services at the Robinson Memorial Park Cemetery.
- g) Develop public open space under and adjacent to the SkyTrain guideway along Clarke Road from Como Lake Avenue to Kemsley Avenue. 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.
- h) Encourage new day care facilities as part of new development to help meet the needs of young families and effectively addresses the transition between new and existing adjacent development.



# 9.2

## 3.4 Heritage Conservation

*Heritage buildings are those with either **Architectural** interest due to style, materials, structure, detailing, design, or architect; **Historical** interest due to events, trends, or people of interest associated with the building; or **Contextual** interest in conjunction with other historic resources or settings.*

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, Plan 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.

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

### **Policies:**

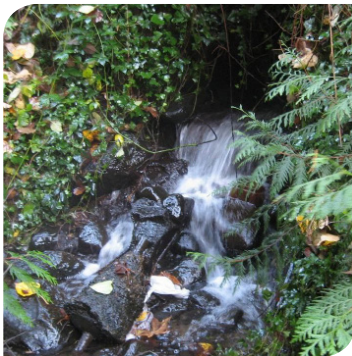
- a) Prepare a heritage assessment for buildings listed on a Heritage Inventory at the time of redevelopment to assess the building's potential architectural, historical or contextual merit.
- b) Encourage the conservation of heritage buildings, as identified through a heritage assessment, through the use of Heritage Revitalization Agreements (HRA) as a part of redevelopment. Require Heritage Designation of any buildings that utilize heritage conservation incentives.

## 3.5 Environment

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

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

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





### Policies:

- a) Require a Watercourse Development Permit for all development of land within a Riparian Assessment Area (RAA) as shown on Schedule G.
- b) For development of land adjacent to the Nooksack Dace Critical Habitat area, as shown on Schedule G, ensure that the features and attributes under the federal SARA Critical Habitat Order are protected, (i.e., protect the integrity of aquatic features and maintain a minimum riparian setback, as determined under the Riparian Areas Protection Regulation (RAPR) of the *Zoning Bylaw*).
- c) Implement recommended watercourse improvements as identified through Integrated Watershed Management Plans (IWMPs), including potential daylighting opportunities, improvements such as: bank stabilization at erosion sites, instream enhancements, riparian replanting, removal of invasive plant species, gravel recruitment, barrier removal and instream complexing, and channel linkage.
- d) Improve natural areas and wildlife corridors through new development, infrastructure projects, and other capital funding opportunities for areas in and around creeks and tributaries in the Stoney, Chines, Austin and Rochester Creek watersheds.
- e) Improve the riparian area, channel and banks of Stoney, Austin and Rochester Creeks to reduce the risk of flooding and improve water quality, fish habitat and stream health.
- f) Pursue through new development, infrastructure projects, partnerships and other funding sources, opportunities to rehabilitate natural areas for improved environmental function and quality.
- g) Require the use of native plant species in landscape plans for new development where appropriate to strengthen and restore riparian/wildlife habitat. Native plant material is more appropriately located in the interface with natural areas.
- h) Incorporate building designs that reduce energy use, increase energy efficiency, invest in renewable on-site energy and lower greenhouse gas emissions as guided by the *Community Greenhouse Gas Reduction Strategy*.
- i) Require the use of bear/wildlife-resistant garbage and recycling receptacles near and in parks, schools, urban trails, greenways and other areas of high pedestrian activity, as appropriate as guided by the *Solid Waste Management Bylaw* and in support of the *City's Bear Smart Certification*.
- j) Require multi-family and Housing Choices residential, commercial, and mixed-use development to manage solid waste by providing secure space and facilities for bear/wildlife-resistant garbage, organics and recycling collection as guided by the *Solid Waste Bylaw*.
- k) To preserve watershed health and allow for the free movement of wildlife, subject to engineering, geotechnical and environmental review and recommendations, and where warranted, the design of new or replacement crossings over watercourses shall consider:
  - i. Clear-span bridges instead of culverts in strategic locations; or
  - ii. Large culverts, with adequate space for bear/wildlife passage.



# 9.2

## 3.6 Transportation

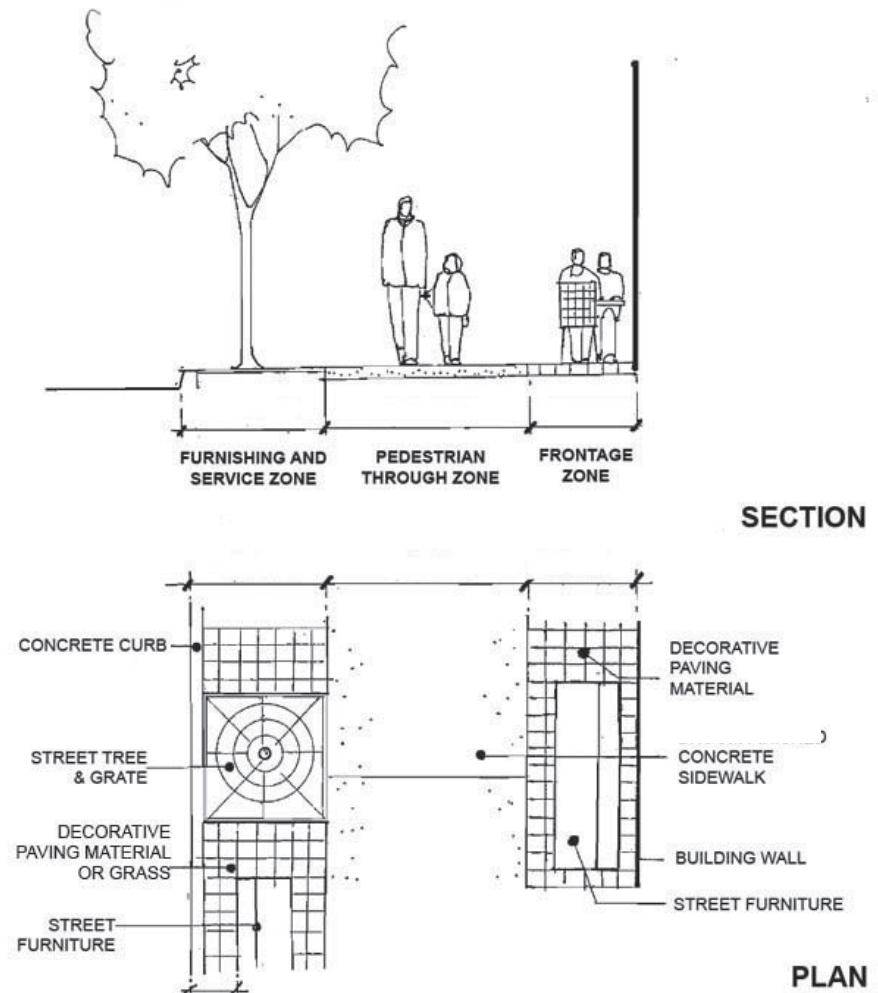
*“In lively, safe, sustainable and healthy cities, the prerequisite for city life is good walking opportunities ... a multitude of valuable social and recreational opportunities naturally emerge when you reinforce life on foot.”*

– Jan Gehl, *Cities for People*

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

Plan policies work in conjunction with the City’s *Strategic Transportation Plan* (STP) 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.

Figure 5: Typical sidewalk cross-section and plan





### 3.6.1 Walking Policies:

- a) Provide publicly-accessible, mid-block walkways and statutory rights-of-way through, or adjacent to new development for all blocks longer than 125 metres, in order to improve pedestrian connectivity and accessibility.
- b) Establish a pedestrian-friendly public realm through streetscape improvements and redevelopment along designated greenways (as shown on Schedule C), commercial frontages (as shown on Schedule D), and throughout the Neighbourhood Centres (as shown on Schedule F). These streetscape improvements will include features such as wide sidewalks, corner bulges, mid-block walkways and crossings, street furniture, pedestrian-oriented lighting, and weather protection.
- c) Upgrade walkways to provide universal accessibility, improve the pedestrian experience, and enhance safety.
- d) Design any walkway over 75 metres in length to have a minimum 4.0 metre right-of-way, additionally walkways in high-density areas shall have a minimum 6.0 metre right-of-way.
- e) Implement universally accessible design features on sidewalks and at intersections to accommodate those with visual, mobility, and/or cognitive impairments.
- f) Locate all above-ground infrastructure, (e.g. utility kiosks, traffic-signal boxes, fire hydrants, street lights), in the furnishing and service zone between the curb and the sidewalk, ect. In no case shall this infrastructure intrude into the through-movement zone or create barriers for accessibility.
- g) Provide additional pedestrian crossings of arterial and collector streets and include, where feasible, measures that reduce crossing distance, and improve safety and visibility for pedestrians.
- h) Implement the *Pedestrian Wayfinding Plan* through additional signs and kiosks as new development occurs.

### 3.6.2 Cycling Policies:

- a) Improve intersection crossings for cyclists along identified bicycle routes, along Citywide Greenways and Neighbourhood Greenways in accordance with Schedule C.
- b) Provide public bicycle parking at strategic destinations in the plan area, including Neighbourhood Centres, schools, civic facilities, and parks.
- c) Work with the City of Burnaby and TransLink to improve pedestrian and cycling linkages to Lougheed Town Centre and the Central Valley Greenway.
- d) Work with the Ministry of Transportation and Infrastructure, the City of New Westminster and TransLink to improve pedestrian and cycling linkages across Highway 1, at the Brunette Interchange, to improve access to Braid SkyTrain Station.
- e) Work with the City of Port Moody and TransLink to improve pedestrian and cycling linkages between Coquitlam and Port Moody.
- f) Work with TransLink to explore secure bike parkades at SkyTrain stations.
- g) Implement the City's Cyclist Wayfinding Plan through additional signs and markings as new development occurs.





# 9.2

## 3.6.3 Greenway Policies:

- a) Develop a network of Citywide and Neighbourhood Greenways to connect pedestrians and cyclists with key destinations, neighbourhood centres, public parks, and amenities as shown on Schedule C.
- b) Require development located along Greenways, as identified on Schedule C, to provide an enhanced walking environment that includes elements such as:
  - i. Wider sidewalks as identified in the *Burquitlam-Lougheed Streetscape Guidelines*;
  - ii. Cycling facilities for all ages and abilities;
  - iii. Where the Greenway is located outside of a street right-of-way it shall have a minimum right-of-way of 6.0 metres;
  - iv. Row of street trees on both sides of the sidewalk/pathway;
  - v. Seating and other appropriate street furniture;
  - vi. Public art;
  - vii. Pedestrian oriented lighting;
  - viii. Wayfinding; and
  - ix. Buildings shall address the greenway with active frontages, architecturally distinctive façades, and high-quality streetscape treatments.



*TransLink's Frequent Transit Network (FTN) is a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week.*

## 3.6.4 Transit Policies:

- a) Continue to work with TransLink to review opportunities to improve both coverage and frequency along *Frequent Transit Network (FTN)* corridors, and achieve optimal transit service coverage in order to meet user demand as population and employment densities increase over time. This includes new routes, increased frequencies on existing routes and more direct services to connect the neighbourhood to rapid transit stations.
- b) Enhance transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters or awnings as part of the frontage improvements required by new development.
- c) Facilitate the transition of the Burquitlam Station bus exchange as shown in the *Burquitlam Station Area Transportation and Transit Integration Concept Plan* in conjunction with the redevelopment of the adjacent property.





### 3.6.5 Street Policies:

- a) Require development to provide new streets, lanes and street extensions, as shown on Schedule B, to support high-density growth and accommodate multi-modal permeability, circulation, and connections. The design of new streets and lanes will be guided by the *Strategic Transportation Plan (STP)*, *Subdivision and Development Servicing Bylaw*, *Burquitlam-Lougheed Streetscape Guidelines*, the *Burquitlam-Lougheed Servicing Assessment* and other relevant City policies, guidelines, and Bylaws.
- b) Upgrade streetscapes based on the *Burquitlam-Lougheed Streetscape Guidelines*.
- c) Upgrade intersections and incorporate appropriate measures to improve safety, reduce vehicle speeds, improve intersection safety, shorten pedestrian crossing distances and reduce pedestrian-vehicle conflicts.
- d) Require the creation of rear lanes, as part of redevelopment, for interior or “land-locked” parcels, particularly along arterials that do not have secondary access (e.g., North Road, Clarke Road, Como Lake Avenue, and Lougheed Highway).
- e) Work towards the provision for rear lanes to have two access connections to adjacent streets, and avoid creating dead-end lanes, where feasible.
- f) Establish a connected multi-modal transportation grid that supports increased connectivity and walkability with short block lengths, mid-block walkways, and new streets, lanes and pathways to target a maximum block length of 125 metres.
- g) Facilitate the transition of Lougheed Highway streetscape to an urban boulevard to improve walking and cycling facilities, including wider sidewalks, double rows of street trees, landscaped median, improved crosswalks, and new development fronting the street with active frontages as guided by the *Burquitlam-Lougheed Streetscape Guidelines*.
- h) Seek the provision of additional public right-of-way on all arterial streets, in accordance with the *Zoning Bylaw* and *Subdivision and Development Servicing Bylaw*, as part of redevelopment for sidewalk widening, cycling facilities, transit passenger facilities, street widening, and on-street parking provision, as guided by the *Burquitlam-Lougheed Streetscape Guidelines*.
- i) Seek the provision of additional public right-of-way on North Road from Delestre to Austin Avenue to provide for a third northbound travel lane.
- j) Goods movement policy for North Road and Lougheed Highway is to be developed as per the City of Coquitlam *Strategic Transportation Plan*.
- k) Through future redevelopment of parcels on the east side of Clarke Road near Glenayre Drive, explore the potential for a westward extension of Catherine Avenue to create a new four-way intersection with Clarke Road and Glenayre Drive.<sup>1</sup>



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## 3.6.6 Parking Policies:

- a) Encourage shared, common off-street non-residential parking to serve multiple users and destinations in the Neighbourhood Centre, as well as civic and institutional uses.
- b) Implement the *Public Parking Strategy in Rapid Transit Station Areas* to effectively manage on-street parking resources.
- c) Encourage parking turnover and efficient use of on-street and off-street parking in the Neighbourhood Centres, including areas in and around SkyTrain stations, through the implementation of a variety of parking management strategies (e.g., time limits and pricing).
- d) Provide reductions in the number of required parking spaces as guided by the Transportation Demand Management (TDM) measures in the *Zoning Bylaw*.
- e) Provide additional public parking as part of the development of the community recreation facility in conjunction with the YMCA of Greater Vancouver.
- f) Provide signage to direct motorists to off-street parking facilities in order to ensure their optimal use and reduce unnecessary circling.
- g) Locate all off-street parking for commercial, high-density residential and medium-density residential development underground or concealed within a building.
- h) Facilitate sufficient on-site loading space to minimize impacts to on-street parking.

## 3.6.7 Transportation Demand Management:

- a) Require new development to provide Transportation Demand Management (TDM) measures in order to obtain reductions in minimum parking requirements in accordance with the *Zoning Bylaw*.
- b) Require short-term and long-term bicycle parking for new development in accordance with the *Zoning Bylaw*.
- c) Facilitate an expansion in the number of publicly available car-sharing vehicles.
- d) Ensure there is well-designed and clear wayfinding signage to serve people who take transit, cycle and walk.
- e) Seek the provision of end-of-trip facilities for cyclists in all major developments.
- f) Encourage carpooling to reduce peak period road use and make more efficient use of road space.



### 3.7 Utility Servicing

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



#### Policies:

- a) Ensure that stormwater management facilities conform with the respective IWMPs for Stoney Creek, the Chines, and Austin Creek and Rochester Creek.
- b) Apply the City's Rainwater Management Guidelines to all subdivision and building permit applications in the Neighbourhood Plan area, including those not covered by an adopted IWMP.
- a) Plan and coordinate the location of utility boxes (e.g. telephone hubs and electrical transformers), ventilation equipment or other at-grade mechanical equipment to minimize their impact on the public realm, including placing them underground or inside buildings wherever possible.
- b) Place overhead utilities underground as part of new development and infrastructure upgrade projects in all commercial, high-density and medium-density residential areas.
- c) Improve the riparian area, channel and banks of Stoney, Austin and Rochester Creeks to improve stormwater management and reduce the risk of flooding.

# 9.2

## 4.0 URBAN DESIGN POLICIES

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.

*Human-scaled design refers to urban design that promotes people friendly places, building designs, and urban patterns focusing on a pedestrian-oriented public realm based on human dimensions and experiences.*

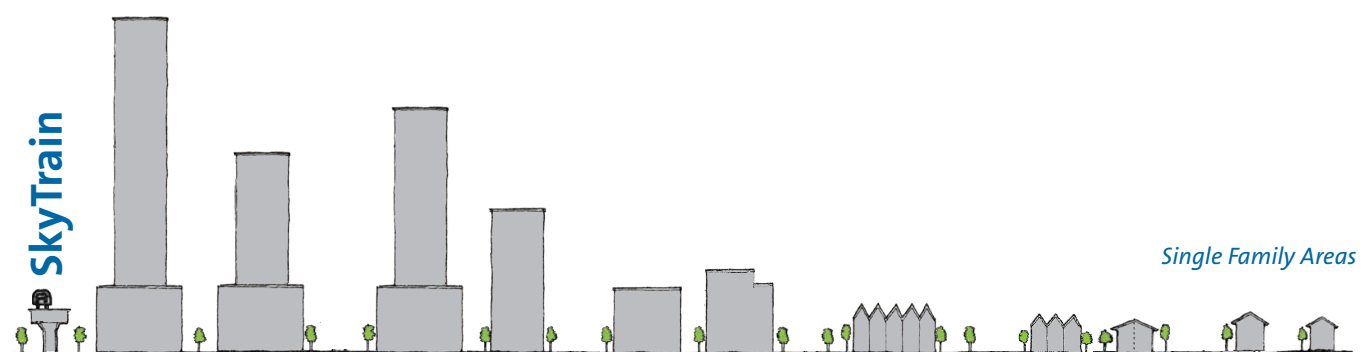
Good design encompasses all of the guiding principles and Plan policies. These aim to improve neighbourhood character and the pedestrian experience along the main streets of the area, to meet the principle of **Design on a Human Scale**. This involves applying the policies below, the complementary Development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

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

Also, based on the importance of the new 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.

### 4.1 General Policies

- a) Require all commercial, mixed-use, multi-family residential, and Housing Choices (with two or more principal dwelling units on a lot) developments to obtain a Development Permit to provide for higher-quality project design.
- b) A density bonus above the maximum base gross floor area, as specified in the *Zoning Bylaw*, may be offered in exchange for the provision of amenities or a specified financial share of the land value of the additional density to be applied towards the provision of amenities deemed by the City to have public benefit. Examples of these amenities include: community facilities, park improvements, plazas, streetscape improvements, transit infrastructure, daycares, walkways, greenways, affordable housing, and public art. Density bonus contributions will be allocated towards specific amenities as determined by Council.



General transition from higher density and high-rise buildings to low density and low-rise buildings



- c) Development densities and building heights will be highest in and adjacent to the Burquitlam and Lougheed Neighbourhood Centres, along major arterial streets and adjacent to TransLink's *Frequent Transit Network* (FTN). Buildings will generally transition to lower height with increased distance from the Neighbourhood Centres, in consideration of local context. The manner and style of transition will not be the same in all areas.
- d) Land assemblies and consolidations must follow a logical pattern to achieve future transportation connections as shown on Schedule B to leave no remnant (orphan) parcels that are undevelopable under their designated land use.
- e) Integrate soft landscaping, surface texture and other enhancements to the design of retaining walls where they are located along any public right-of-way, in a public space or are visible to the public.
- f) Encourage the use of Green Streets that convert portions of local streets into public open green spaces to provide additional space for gathering, leisure and relief from the built environment. Green Streets may have a mix of hard and soft landscaping and adjoining buildings shall actively front Green Streets. The location and design of Green Streets will be guided by the following:
  - i. Comprehensive development occurring along the subject street frontage to minimize disruption to local residents;
  - ii. A transportation network analysis demonstrating that the street can be closed to vehicles;
  - iii. Sufficient rear lane access;
  - iv. Sufficient space for parking and loading;
  - v. Sufficient fire access; and
  - vi. Site appropriate landscaping.
- g) New developments shall locate buildings and site towers in a manner that respects the opportunities for future redevelopment of adjacent parcels.

## 4.2 Street Frontage Type Policies

- a) Provide continuous ground-oriented, at-grade, pedestrian-focused, retail, commercial, or civic/assembly uses in the ground floor of all buildings along frontages identified on Schedule D as *Mandatory Commercial Street Frontage*.
- b) All development along *Mandatory Commercial Street Frontage* should include the following:
  - i. Additional sidewalk width, as determined in the *Burquitlam-Lougheed Streetscape Guidelines*, with a wider frontage zone to provide opportunities for outdoor seating and display.
  - ii. All entrances that are slightly recessed at the grade of the adjoining sidewalk should prevent door swing from impeding the through-movement zone of the sidewalk.



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- iii. Integrate pedestrian-oriented streetscapes and an enhanced public realm to establish direct and seamless connections that direct pedestrians to the Burquitlam and Lougheed Neighbourhood Centres.
  - iv. Orient buildings and closely integrate building design to address and create a strong connection with the street.
  - v. Require continuous weather protection (canopies, awnings) for pedestrians on building facades with no gaps wherever possible, as well as outdoor seating adjacent to buildings.
  - vi. Incorporate pedestrian-oriented lighting.
  - vii. Encourage options for pedestrian seating along and adjacent to buildings, separate from buildings or sidewalks.
- c) Provide continuous, ground-oriented, at-grade, commercial, civic/assembly, employment living, institutional, or residential uses on the ground floor of all buildings along frontages identified on Schedule D as *Optional Commercial Street Frontage*.
  - d) Provide continuous ground-oriented (or slightly elevated) residential, civic/assembly, employment living, institutional, or highly-transparent residential amenity uses on the ground floor of all buildings along frontages identified on Schedule D as *Residential Street Frontage*.
  - e) Discourage on-site loading and solid waste collection along *Mandatory Commercial Street Frontage*.

## 4.3 Urban Design Framework - Building Design Policies

### Design Excellence:

An exemplary building for its time and place, which has perceived lasting value that shows a connection to its place and offers a sense of delight.



The Urban Design Framework elements discussed below are not limited to locations identified on Schedule E. Through the development process additional locations for these elements may be identified.

- a) Require development that is identified as:
  - **Landmark Sites**, as identified on Schedule E; and/or
  - **Landmark Buildings**, that have a proposed height of 30 storeys or greater;

to provide a high degree of design excellence due to their prominence and location within the neighbourhood. **Landmark Sites** and **Landmark Buildings** will be designed through a rigorous design-review process that includes:

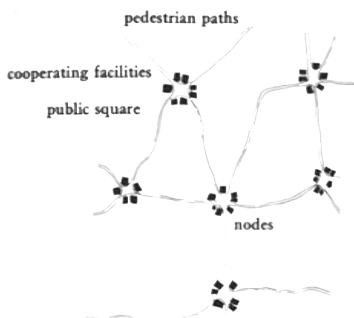
- i. Following the 'Landmark Buildings' Development Permit Guidelines located in Part 4 of the CWOCP;
- ii. Elements that provide a high degree of design excellence such as public art, signage, unique public space, plazas, distinctive lighting, unique and high-quality building materials, sculpted architectural form, unique building floorplates, distinctive façades, site furnishing, improved street presence, and streetscape treatments that signal entry to distinct areas and/or identification of precincts.
- iii. Design input by City staff at key intervals;
- iv. Outside professional design review;
- v. Requirement for significant public realm improvements and/or public space contribution as detailed in 4.4



- vi. Professional studies to ensure all potential community impacts (e.g., transportation, shadow, wind, environmental) are considered and addressed in the building and site design;
- vii. Robust community consultation conducted by the applicant that is in addition to any statutory consultation process required for their 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.

- b) Require development located at **Gateways**, as identified on Schedule E, to include elements that provide a high degree of design excellence and mark entry to the neighbourhood, such as:
  - › public art,
  - › signage,
  - › unique public space and plazas that convey a sense of entry,
  - › distinctive lighting,
  - › high-quality building materials,
  - › sculpted architectural form,
  - › distinctive façades,
  - › high-quality site furnishing,
  - › improved street presence, and
  - › streetscape treatments that signal entry to distinct areas and/or identification of precincts.

#### 4.4 Urban Design Framework - Public Space Policies



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

- a) Further to the Node locations identified on Schedule E, Nodes should be particularly located on the northeast corner of intersections, and at public walkway connections that intersect with streets, to take advantage of the southwest aspect.

*“Studies of pedestrian behaviour make it clear that people seek out concentrations of other people, whenever they are available.”*

*- A Pattern Language: Towns, Buildings, Construction by C. Alexander, et al.*



# 9.2



*"A town needs public squares; they are the largest, most public rooms, that the town has."*

- C. Alexander,  
*A Pattern Language*



*"Nodes are natural centres of activity in the urban environment."*

- C. Alexander,  
*A Pattern Language*

- b) All Nodes will be designed to encourage public gathering and shall include elements such as:
  - i. A hard-surface area of at least 50%;
  - ii. Seating and other appropriate street furniture;
  - iii. Public art, water features and other elements that promote pedestrian interest;
  - iv. Use of trees and other vertical elements to define pedestrian-scale spaces;
  - v. Fronting buildings shall address the node with active frontages, architecturally distinctive façades, and high-quality streetscape treatments.
- c) Further to the requirements in 4.4 b) development located at **Primary Nodes**, as identified on Schedule E, shall provide a publicly-accessible open space which is a minimum of 250 square metres (with one dimension between 12 metres to 35 metres). Primary nodes will be designed to encourage a broad range of public gathering activities and shall include elements such as:
  - i. A portion with weather protection coverage to facilitate year-round use;
  - ii. A mix of hard and soft landscaping that does not impede safety nor sightlines to commercial uses and building entrances;
  - iii. Pedestrian oriented lighting;
  - iv. Three-phase electrical and non-potable water connections;
  - v. Wayfinding;
- d) Further to the requirements in 4.4 b) development located at **Major Nodes**, as identified on Schedule E, 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:
  - i. Pedestrian oriented lighting; and
  - ii. Wayfinding.
  - iii. Fronting buildings shall have direct building frontage on at-least one side.
- e) Further to the requirements in 4.4 b) development located at **Minor Nodes**, as identified on Schedule E, shall provide a publicly-accessible open space that is approximately 16 square metres.



## 5.0 DISTRICT POLICIES

Based on the Plan vision, principles and land use concept, this section contains several detailed policies for specific districts within the Plan area as shown on Schedule F.

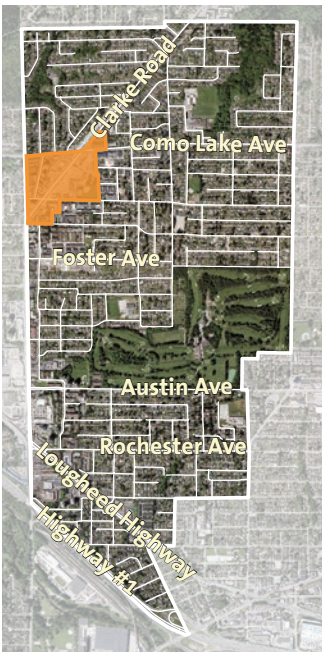
### 5.1 Burquitlam Neighbourhood Centre



The Burquitlam Neighbourhood Centre is the heart of the Burquitlam Neighbourhood, focused on Clarke Road. Building on its designation as a *Frequent Transit Development Area (FTDA)* in the City's *Regional Context Statement (RCS)* the neighbourhood centre is evolving into a walkable, high-density, mixed-use area with a high degree of design excellence. The Neighbourhood Centre is an area where there are local shops and services that provide the goods of daily life, where there are public spaces and places for people to meet and engage in community life, and where people can move easily and without a car to access places to work, play, and shop.

#### Policies:

- a) All streets in the Neighbourhood Centre shall provide continuous building frontage with active uses along the ground floor in accordance with Schedule D.
- b) A continuous streetwall (building façade) or podium of a minimum of three storeys shall be provided along North Road and Clarke Road. High-rise buildings should be stepped back from the street façade, as appropriate. Well-integrated breaks are appropriate for nodes, small plazas and ground level lobby entrances to residential uses located on upper storeys, provided they are carefully designed to respect the continuous storefront character and retail viability of the street.
- c) Accommodate the development of community facilities, such as childcare services, that respond to residential and employment growth and contribute to neighbourhood livability.
- d) Encourage the development of a variety of commercial spaces including local and regional serving office space.
- e) Encourage the development of connected urban squares, plazas, courtyards, walkways, and other outdoor open spaces, throughout the Neighbourhood Centre and adjacent to Clarke Road and North Road to contribute to the pedestrian focus of the shopping streets:
  - i. Require commercial uses along ground floor building areas that front onto squares/plazas, with allowance for entrances leading to other uses in buildings.
  - ii. Design interfaces between streets, squares/plazas, walkways, and buildings to include seating areas, patios and landscaping that support 'active' commercial uses (e.g. restaurants, cafes and outdoor display).
- f) Create a high quality pedestrian realm that encourages walking along Como Lake Avenue and Clarke Road through the provision of wide sidewalks, landscaping, special paving treatments, coordinated street furniture, and optimized pedestrian travel through the intersections. These improvements will be guided by the *Burquitlam-Lougheed Streetscape Guidelines*.



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- g) Through the redevelopment of the property surrounding Burquitlam SkyTrain station, ensure the station area is well served with access for bus movement (as shown in the *Burquitlam Station Area Transit Integration Concept Plan*), in a manner that is fully integrated with the urban design vision of the Burquitlam Neighbourhood Centre for a highly walkable and integrated station area.

## 5.2 Lougheed Neighbourhood Centre

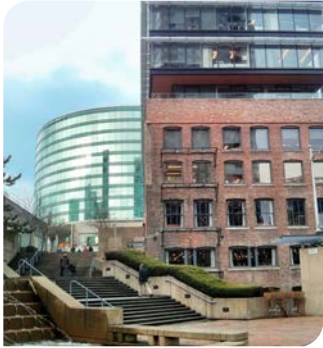
The Lougheed Neighbourhood Centre is an important commercial corridor along North Road that interfaces with the Lougheed Town Centre across the street in Burnaby. Designated as a *Municipal Town Centre* in the *City's Regional Context Statement (RCS)* the Neighbourhood Centre is evolving into a walkable, high-density, mixed-use area with a high-degree of design excellence. The Neighbourhood centre will continue to provide a range of local and regional serving retail and office opportunities complemented by high-rise residential.

Active ground floors are those that contain many small units that are highly transparent and have a large variety in function and façade relief. Articulation is primary vertical with good details and materials.



### Policies:

- a) All streets in the Neighbourhood Centre shall provide continuous building frontage with active uses along the ground floor in accordance with Schedule D.
- b) A continuous streetwall (building façade) or podium of a minimum of three storeys shall be provided along North Road. High-rise buildings should be stepped back from the street façade, as appropriate.
- c) Accommodate the development of community facilities, such as childcare services that respond to residential and employment growth and contribute to neighbourhood livability.
- d) Encourage the development of a variety of commercial spaces including local and regional serving office space.
- e) Encourage the development of connected urban squares, plazas, courtyards, walkways, and other outdoor open spaces throughout the Neighbourhood Centre and adjacent to North Road to contribute to the pedestrian focus of the shopping street:
  - i. Require commercial uses along ground floor building areas that front onto squares/plazas, allowing entrances to lead to other uses in the building.
  - ii. Design interfaces between streets, squares/plazas, walkways, and buildings to include seating areas, patios and landscaping that support active commercial uses (e.g., restaurants, cafes and outdoor display).
- f) Create a high-quality pedestrian realm that encourages walking along North Road and Lougheed Highway through the provision of wider sidewalks, landscaping, special paving treatments, coordinated street furniture, and optimized pedestrian travel through the intersection. These improvements will be guided by the *Burquitlam-Lougheed Streetscape Guidelines*.



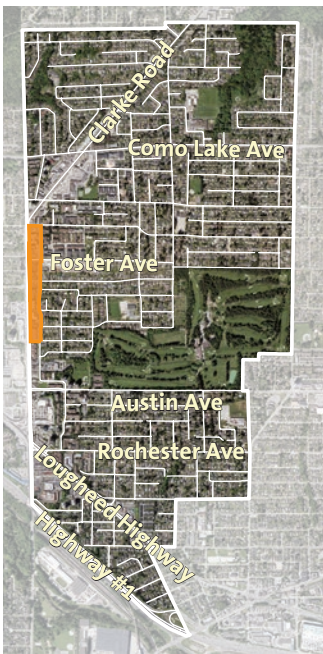
- g) Integrate high-quality connections for pedestrians and cyclists to negotiate up and down the escarpment. These should be linked to an improved walkway system and the greenway network.
- h) Develop new streets as part of new development to break up the commercial superblocks and provide improved local street access from North Road.
- i) 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*.
- j) Relocate the existing signalized intersection at North Road/Delestre Avenue to North Road and the new east-west street through the Neighbourhood Centre as shown on Schedule B.

### 5.3 North Road

North Road is a key 'Main' street in Coquitlam that connects the Burquitlam and Lougheed Neighbourhood Centres and interfaces with the Lougheed Town Centre in Burnaby on the west side of the street. As the area grows, North Road will transform into a walking, cycling, and transit-friendly urban boulevard. As an urban boulevard, North Road will have active uses that address the street, street trees to frame the sidewalk and the street.

#### Policies:

- a) Foster strong multi-modal transportation connections to provide easy access to the Burquitlam and Lougheed Neighbourhood Centres.
- b) New development will directly address and frame the street with active ground-floor frontages and a minimum streetwall height of three-storays.
- c) As with the portion of North Road south of Austin Avenue, acquire additional street right-of-way dedication along this section to provide for three northbound travel lanes in addition to any dedication required to provide wider sidewalks and landscaped boulevards as guided by the *Subdivision and Development Servicing Bylaw* and the *Burquitlam-Lougheed Streetscape Guidelines*.
- d) Introduce new, controlled intersections and crosswalks to provide additional, safe, crossing opportunities for walking and cycling.
- e) Coordinate with the City of Burnaby on this plan for the development of Lougheed Town Centre and the interface across North Road.



# 9.2

## 5.4 Oakdale

Oakdale consists of primarily single-family dwellings that blend into the Glenayre area in Port Moody to the north. The lower third of Oakdale is within a 5 to 7 minute walk (400 metres to 600 metres) of the high-density Burquitlam Station area. In the area beyond, a 7 to 10 minute walk from the station, Oakdale exhibits a change to a larger single-family lot and longer block pattern, complete with well known ‘nature trail’ walkways, the Stoney Creek natural area, an adjacent school site and Burnaby Mountain Park to the west.



### Policies:

- a) Retain and enhance the existing ‘nature trail’ walkways, Northern Red Oak Footpath, Pin Oak Footpath, Garry Oak Footpath, and White Oak Footpath as landscaped walking and cycling routes and connect these walkways into the greenway network.
- b) Provide a new plaza/public space under the Skytrain guideway at Clarke Road and Como Lake Avenue, and seek to provide a pedestrian connection to Elmwood Street and/or Gardena Drive as part of future planning.
- c) Access for redeveloped higher density properties in the block between Thompson Avenue and Nicola Avenue shall be taken from Thompson Avenue.
- d) Acquire additional parkland over time, to expand Oakdale Park and provide two new parks as shown in Schedule A. The design of these parks will be guided by the *Parks, Recreation and Culture Master Plan*.

## 5.5 Lougheed Boulevard

Lougheed Highway is a key arterial street in Coquitlam and part of TransLink’s *Major Road Network (MRN)* connecting the City to the wider region. As the Lougheed Neighbourhood grows, the Lougheed Highway public realm will transform into a walking, cycling, and transit friendly boulevard. The urban boulevard will have new buildings fronting the street, street trees to frame the street, bike lanes and wide sidewalks.



### Policies:

- a) New development will directly address and frame the street with active ground-floor frontages and a minimum streetwall height of three-stories.
- b) Facilitate an improved public realm through additional setbacks or street dedication to provide wider sidewalks and landscaped boulevards.
- c) Introduce new controlled intersections and crosswalks to provide additional, safe, crossing opportunities for walking and cycling.
- d) Monitor and adjust speed limits along Lougheed Highway as required to suit the level of redevelopment within the district.



## 5.6 Coquitlam College

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 CWOCPP which accommodates the redevelopment of the Coquitlam College.
- 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 stories 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 in size 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, childcare services, and local commercial that contribute to neighbourhood livability.



# 9.2

## 5.7 Whiting-Appian



Whiting-Appian is a residential neighbourhood located east of North Road between the Burquitlam and Lougheed Neighbourhood Centres. It will serve as a transitional area between the high-density North Road urban boulevard and Lougheed Neighbourhood Centre to the southwest, and the single-family neighbourhoods to the east. As the neighbourhood evolves it will include a mix of high-density and medium-density apartments, and townhomes, organized around the Austin Creek Green Link linear park.

The Austin Creek Green Link is envisioned as a north-south linear park, with active and passive park uses, and will include an enhanced and protected riparian area along the Austin Creek tributary. The Green Link will form part of a continuous recreational, pedestrian and cycling corridor, connecting Brookmere Park to the south, through to Cottonwood Park, Burquitlam Park and the Coquitlam Family YMCA to the north.

The Green Link is anticipated to be delivered in part through the use of transfers of development rights (density transfers). Developers will be encouraged and incentivized to acquire property within the future Green Link, transfer the residential density to development sites west of Bosworth Street, and in turn dedicate the Green Link land to the City for park use. This innovative approach will help to deliver this major community amenity in a cost-efficient manner.

Transportation connectivity will be improved to support population growth both within the Whiting-Appian neighbourhood and the wider community. This will be achieved through new street connections, and the realignment and closure of some streets. Similar to other local and collector roads in the City, the construction of these new roads is anticipated to be delivered through development. As part of the larger transportation improvements in this area and to create a larger contiguous park space, some road crossings over Austin Creek tributary will be closed, and a new pedestrian and cycling crossing will maintain neighbourhood connectivity and access to the park.

### Policies:

- a) Facilitate the acquisition and creation of the Austin Creek Green Link identified in section 3.3 and shown on Schedule A. Acquisition of land within the Green Link is expected to occur primarily through transfers of development rights, as described in Policy c); however, land may also be acquired by the City directly, as needed.
- b) As part of the development of the Green Link park, facilitate the construction of a pedestrian and cycling crossing, as shown on Schedule B.
- c) Close segments of road right-of-way, as identified on Schedule H, 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.
  - i. Road closures within the Mixed-Density Area are expected to be coordinated with the dedication and construction of new and realigned roads as shown on Schedule B.
  - ii. Road closures within the Green Link are expected to be coordinated with the development of the park.



- iii. The closure of other roads not identified on Schedule H may also be considered for the purpose of consolidation with adjacent development sites.
- d) Council may give consideration to applications for RM-4 Multi-Storey High Density Apartment Residential, or for CD Comprehensive Development (for high density development), under the *Medium Density Apartment Residential* land use designation, under the following conditions:
  - i. The proposed development must be located within the area labelled “Mixed-Density Area” on Schedule H.
  - ii. For the RM-4 zone, buildings must be constructed using encapsulated mass timber (EMT).
  - iii. For high density development, regulated through a CD zone, the development must include a transfer of development rights as described in Policy e).
- e) Facilitate the use of transfers of development rights for the purpose of securing land for the Austin Creek Green Link park identified in section 3.3 and shown on Schedule A. Development rights would be reallocated from donor sites, which would be transferred or dedicated to the City for park use, to receiver sites where high-density development would occur. To enable Council consideration of rezoning applications for a CD zone (for high density development) in the Mixed-Density Area, transfers of development rights must occur under the following conditions:
  - i. Donor sites must be located within the “Austin Creek Green Link”, and receiver sites must be located within the “Mixed-Density Area”, as shown on Schedule H.
  - ii. The density available to both donor and receiver sites is based on the RM-5 Multi-Storey High Density Apartment Residential zone.
  - iii. The donor site (i.e., Green Link parcels) must have a land area that is a minimum of 5% of the total area of all assembled parcels, excluding parcels created by a road closure.
  - iv. The transfer of the donor site to the City shall be considered an additional in-kind contribution of a community amenity above any minimum requirements, as set out in other City bylaws and policies (e.g., development cost charges, density bonus, Community Amenity Contributions, parkland dedication).
- f) Encourage larger land assemblies within the Mixed-Density Area capable of delivering new and realigned roads and utility servicing in a logical and efficient manner.
- g) Towers in the Mixed-Density area should be spaced to reduce shadowing impacts, with particular consideration for minimizing shadowing of the Austin Creek Green Link and other public open spaces. Where possible, towers should be spaced diagonally to each other.
- h) Allow a maximum streetwall height of 3 storeys for portions of buildings fronting onto Denton Street, where lots designated One Family Residential are located directly across the street.



# 9.2

## 6.0 DEVELOPMENT PERMIT AREAS

### 6.1 Development Permit Areas

Innovative design solutions, that achieve high quality urban environments that are walkable and liveable are encouraged in the Plan area.

- a) In addition to the specific guidelines in this Plan, Development Permit Guidelines that apply within the Burquitlam-Lougheed Neighbourhood Plan area are located in Part 4, Chapter 13.0 of the CWOC.





## 7.0 IMPLEMENTATION AND MONITORING

### 7.1 Implementation

The Plan will guide growth and reinvestment in the Burquitlam-Lougheed Neighbourhood to help create complete communities over the next 20 to 25 years. Realization of this long-term vision will occur incrementally, as development proceeds, as amenity and infrastructure investments are made to encourage and accommodate growth in Burquitlam-Lougheed. It will also require the application of coordinated policies, inter-departmental plans and periodic updates to City bylaws and regulations.

The following tasks will help implement the Plan and facilitate future growth and change in the Neighbourhood.

- a) Prepare amendments to the *Zoning Bylaw* to:
  - i. All townhouse, apartment and mixed-use zones to:
    - Encourage purpose-built rental housing, as guided by the *Housing Affordability Strategy* (HAS), including a review of density, parking, amenity space and other requirements.
    - Accommodate secondary or “lock-off” suites (self-contained dwelling units within apartment or townhouse units) as a permitted use.
    - Encourage a wider range of housing options to accommodate a broad mix of household types, including 3-bedroom units.
  - ii. RT-2 Townhouse Residential zone to increase the allowable height to 3-storeys in transit-oriented development areas.
  - iii. RT-1 Two-Family Residential and RT-3 Triplex and Quadruplex Residential zones to promote sensitive in-fill that helps to refresh neighbourhoods and fosters expanded housing options to meet the needs of a diverse range of household types.
  - iv. C-5 Community Commercial zone to provide density and height guidance for locations outside of the Austin Heights and Maillardville Neighbourhood Centres.
  - v. All commercial zones to promote economic development, facilitate local employment opportunities and encourage office development. Explore amendments to the C-7 Transit Village Commercial Zone to increase the minimum employment generating floorspace requirement to increase local employment opportunities and promote economic development.
- b) Develop an inter-departmental Servicing Assessment that describes the phasing of improvements to utilities, transportation and parks facilities relative to development as it occurs. It should also outline the timing and departmental responsibility to effectively implement the Plan.
- c) Develop Streetscape Standards to direct the development of frontage improvements to the streets and public rights-of-way and the provision of street furniture.

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- d) As part of a broader work program item, prepare a *Heritage Management Plan* that includes Heritage Revitalization Agreement (HRA) guidelines and procedures that provide direction for the conservation of heritage buildings and use of these agreements. These guidelines will provide criteria for determining appropriate density, form of development, siting, character, access, parking and loading functionality, and incentives.
- e) Explore developing a Heritage Character Area for the 500 and 600 block of Rochester Avenue in conjunction with the preparation of the *Heritage Management Plan*.
- f) Prepare amendments to the *Zoning Bylaw, Urban Design + Development Permit Areas, Solid Waste Management Bylaw* and/or *Wildlife and Vector Control Bylaw* to:
  - i. Require the use of native plant species in landscape plans for new developments, and for the improvement and restoration of riparian and wildlife habitat, and to apply the use of native plant material in the interface with natural areas.
  - ii. Require multi-family and Housing Choices residential, commercial, and mixed-use development to manage solid waste by providing secure space and facilities for bear/wildlife-resistant garbage, organics and recycling collection as guided by the *Solid Waste Management Bylaw*.
- g) Develop a Transportation Demand Management (TDM) policy with a suite of potential TDM measures that may be utilized to justify parking relaxations as guided by the *Zoning Bylaw*.
- h) Prepare a daycare policy to foster the development of new daycares that includes guidelines on location, design and open space.
- i) Prepare a Corridor Development Strategy for major arterial streets in Southwest Coquitlam that takes into consideration land use, housing types, form of development, land use transition, urban design, public space, amenities, transportation improvements and utility servicing as appropriate for these corridors.



## 7.2 Monitoring

In order to ensure that the Burquitlam-Lougheed neighbourhood is developed in a manner consistent with the vision, principles and policies of this Plan, City staff will monitor and report back to Council on an annual basis:

- a) Development of housing, by number and type of units;
- b) Development of commercial floor space, by amount and type;
- c) Provision of public amenities;
- d) Transportation mode share, the amount of sidewalk and cycling facilities constructed, transit service coverage and parking provisions;
- e) Implementation and effectiveness of the stormwater management system in relation to the *Austin/Rochester Creeks and Stoney Creek IWMPs*;
- f) Implementation, effectiveness and appropriateness of provincial and municipal best management practices for urban wildlife;
- g) Implementation of strategies to improve natural areas and wildlife corridors through new development infrastructure projects;
- h) Improvements and frequency of new development that adopts the use of native plant species; and
- i) Incorporate designs that will lower greenhouse gas emissions.