

Burquitlam-Lougheed Neighbourhood Plan

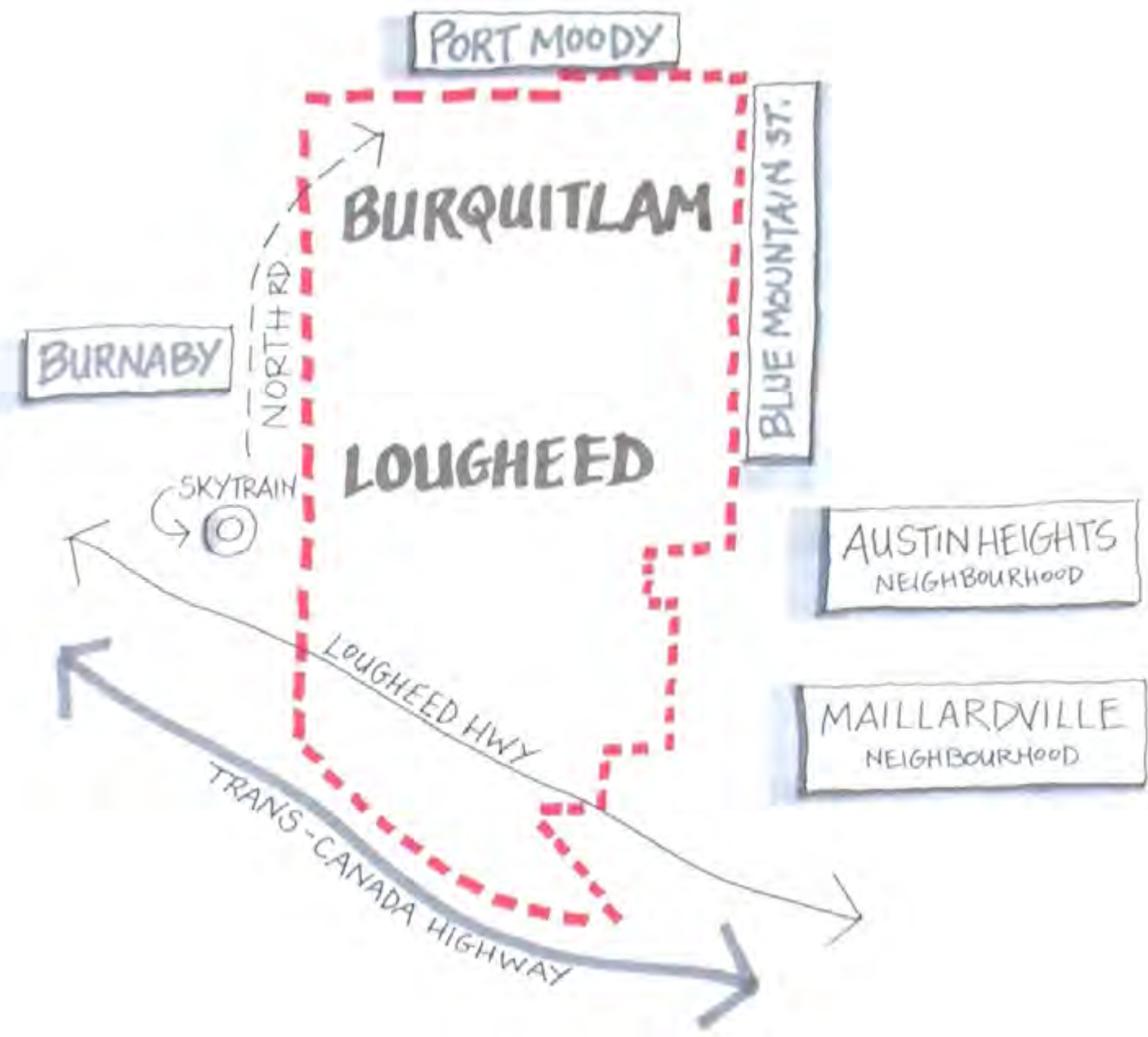
Land Use Concepts
October 2015

Coquitlam

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Plan Update

Introduction

The Evergreen SkyTrain Line is a significant, long-term, transportation investment for Coquitlam that will improve transportation choice for residents and will also stimulate growth and change in the community. The existing Burquitlam and Lougheed Neighbourhood Plans, originally adopted in 2002, currently guide new development in one of the areas of Coquitlam now being influenced by the new transit line.

With the coming arrival of the SkyTrain in 2016 the City is updating and refining the existing Burquitlam and Lougheed Neighbourhood Plans to:

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

Once complete, the updated Burquitlam-Lougheed Neighbourhood Plan will guide growth over the next 25 years and will aim to ensure that new growth integrates with existing neighbourhoods and recognizes the long-term potential of the North Road / Clarke Road corridor while identifying the infrastructure, services and facilities necessary to support this growth.



Plan Update

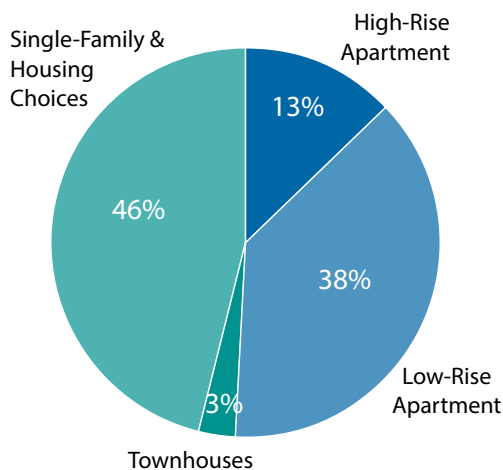
Burquitlam-Lougheed Today

Today the Burquitlam-Lougheed neighbourhood 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 Blue Mountain Street, plus the Austin Heights and Maillardville neighbourhoods to the east.

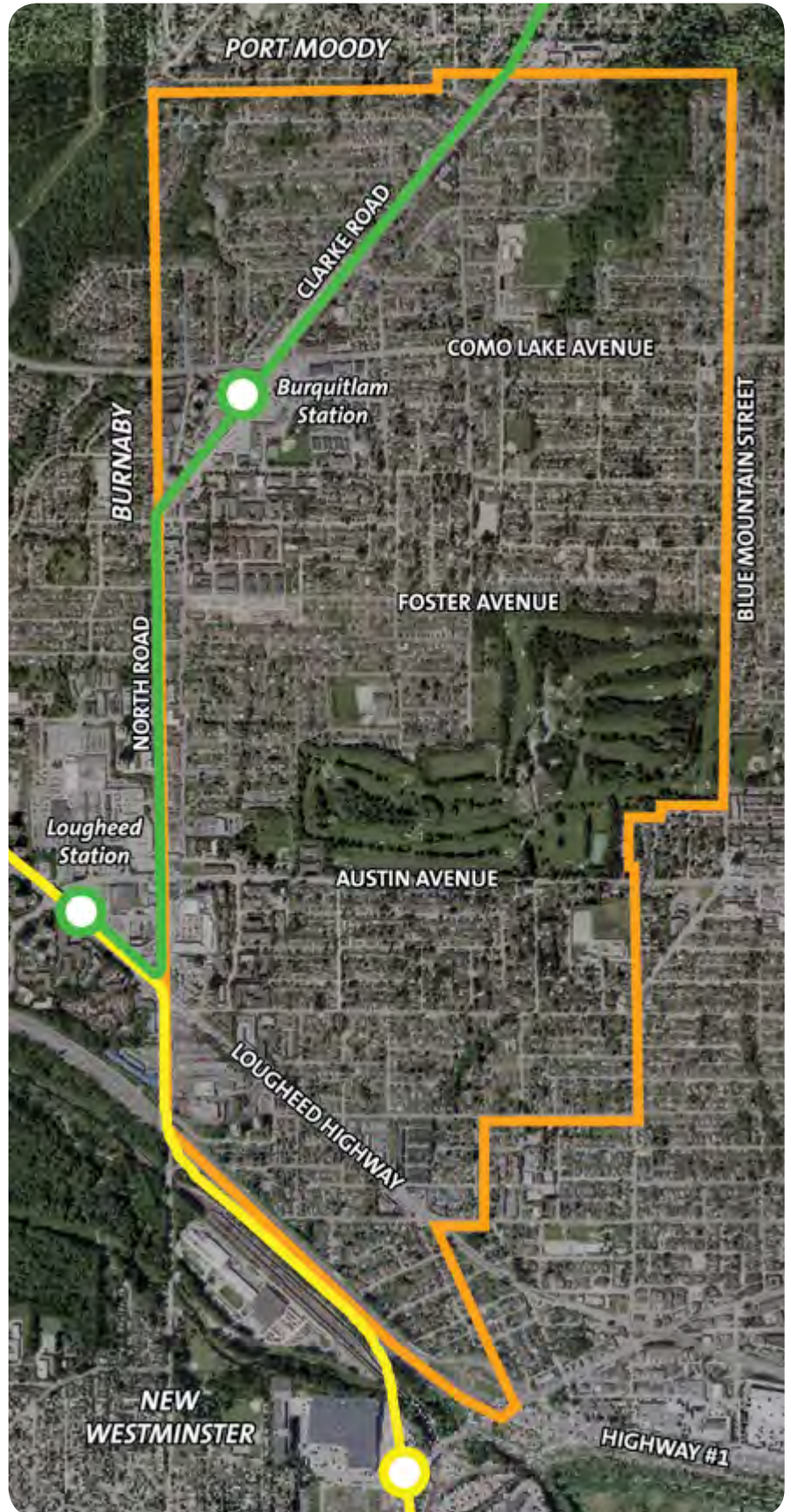
Current Housing Types

7,920 Units



Source: Statistics Canada 2011 Census

The Evergreen SkyTrain Line is a major transportation investment that will improve transportation choice for residents and sets the foundation for shaping neighbourhood growth over the long-term. New development pressures, changing housing market conditions, and the need to refresh neighbourhoods, make the Burquitlam-Lougheed area a planning priority for Coquitlam.



Plan Update

Building on the Transit-oriented Development Strategy (TDS)

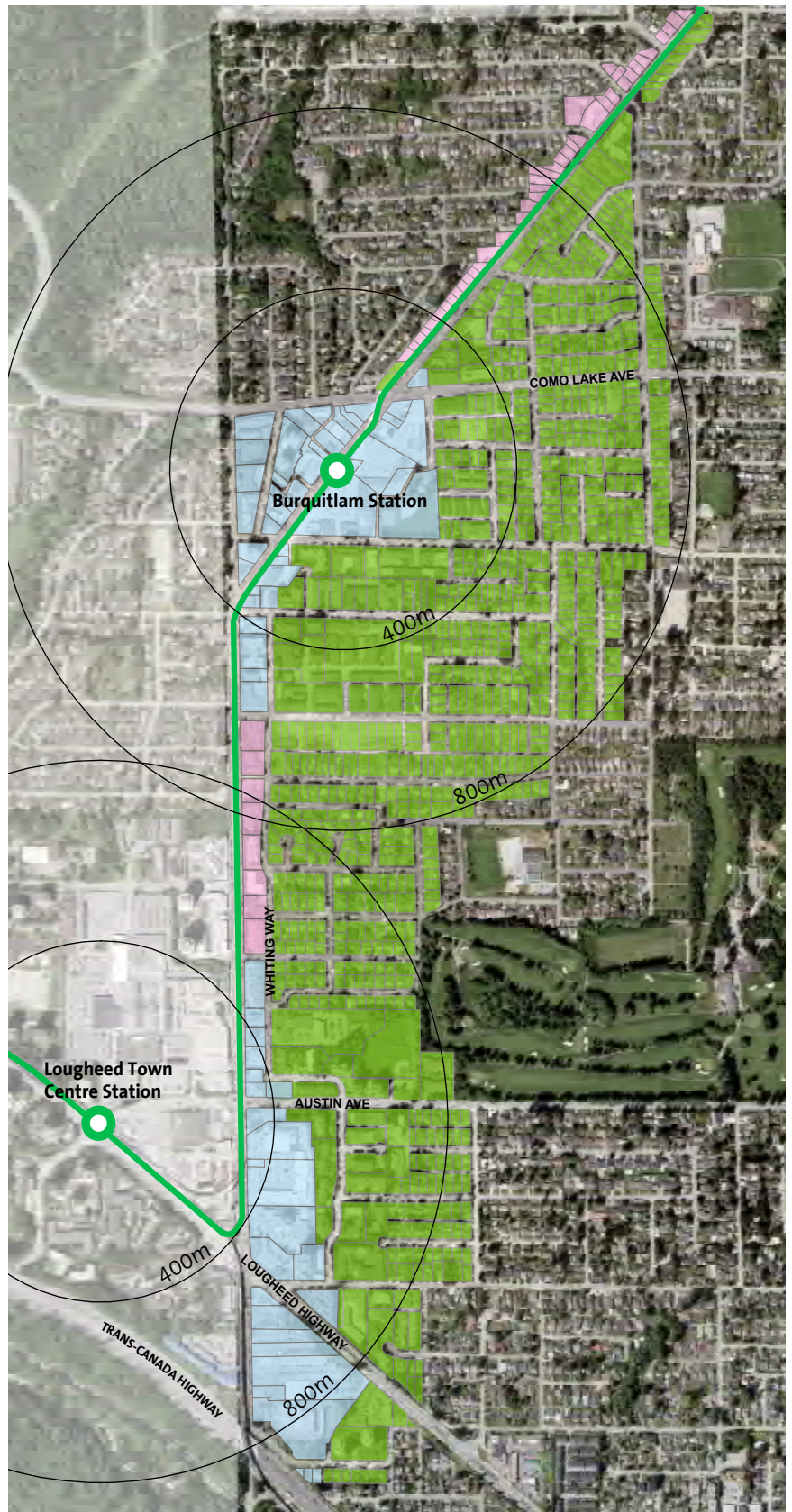
The *Transit-Oriented Development Strategy (TDS)* is a high-level vision that guides new development along the Evergreen Line, involving higher density, mixed-use and pedestrian-friendly development within walking distance of stations. The *TDS* is organized around six key objectives, including:

1. Create Compact, complete Neighbourhoods;
2. Develop Transit Supportive Density;
3. Implement High Quality Urban Design;
4. Create Great Places;
5. Promote Sustainable Transportation Choices; and
6. Manage Parking.






The TDS provides over-arching direction for new transit-oriented development that immediately supports the transition of station areas towards vibrant new places in our community. The TDS sets the stage for the development of the updated BLNP.

The BLNP will build on the goals and objectives of the TDS to incorporate transit-oriented development and deliver a high-quality sense of place within Core areas. However the BLNP will also transcend the TDS as it will:

- employ a more comprehensive and expanded consultation process;
- address specific inquiry areas and resolve issues identified by the TDS for this process;
- provide statutory policy and land use direction for the large portion of the Burquitlam-Lougheed area not addressed in the TDS scope.



Legend

	Distance to SkyTrain Station		Evergreen Line
	Core: 5 min. walk to station (0-400 metres). Focus on commercial and high-rise apartments.		Corridor: along major roads; outside of core; connecting the Burquitlam and Lougheed Cores.
	Shoulder: 10-15 min. walk from station (400-800 metres). Transition from core to single-family areas.		

* **Note:** For more information on the City of Coquitlam's *Transit-Oriented Development Strategy (TDS)*, please visit: <http://www.coquitlam.ca/tds>

Plan Update

Process and Timeline

The Burquitlam-Lougheed Neighbourhood Plan Update began in late 2014 and is anticipated to take roughly two years to complete. The process will include multiple opportunities for the public to have their say in the process during each phase. We are currently in Phase 2.

PHASE 1
Background, Ideas & Opportunities
Fall 2014 / Spring 2015



PHASE 2
Land Use Options
Summer / Fall 2015



PHASE 3
Draft Plan & Servicing Assessment
Winter 2015 / Spring 2016

- Reviewed existing policies and completed background analysis.
- Discussed people's perspectives and considerations on their neighbourhood.
- Developed Plan Vision and Guiding Principles.
- Met with community groups - Fall 2014.
- Conducted on-line Survey.
- Held Public Information Open Houses - January 31 and February 4, 2015.

We Are Here

- Develop land use, transportation, amenity, and servicing concepts.
- Analyze draft options.
- Conduct Commercial Property Owners Workshop - June 3, 2015.
- Meet with community and stakeholder groups - Fall 2015.
- Conduct on-line survey - Fall 2015.
- Hold Public Information Open Houses - Fall 2015.

- Prepare draft plan including land use concept and implementation action plan.
- Prepare servicing assessment.
- Meet with community and stakeholder groups - Spring 2016.
- Hold Public Information Open Houses - Spring 2016.
- Present final draft plan to Council for consideration.

Consultation Approach

Overview

Public consultation is vital to ensuring a successful plan for the Burquitlam-Lougheed area. A robust public consultation program aligns with the three project phases: findings from one phase feed into the outcomes of the next phase.

Complementing the broader public consultation program is a formal Public Advisory Group (PAG) of residents and local stakeholders who provide input at key decision points and project milestones. Formal opportunities for Council input and direction are also provided throughout the process.

Additional consultation with both internal and external stakeholders is integrated on an on-going basis.



Public Input - Phase 1 Findings

The purpose of the Phase 1 Public Consultation was to solicit community input on the future of the Burquitlam-Lougheed neighbourhood and listen to local perspectives. The consultation program also raised awareness about the planning process and provided community members with an opportunity to ask City staff questions.

The Phase 1 public consultation program was conducted in late 2014 / early 2015. This process offered residents a number of ways to provide input including an online survey, Public Information Open Houses, informal discussions, and community meetings. Through this process, residents described what they value about their community and what they want Burquitlam-Lougheed to look like in the future.

These findings were used to develop the vision and guiding principles, strategic objectives and land use options.



Consultation Approach

Dominant Themes

Existing Neighbourhood Features

Residents currently value:

- Location;
- Green community;
- Local shopping / amenities; and
- Quiet and peaceful nature.

Areas for Improvement

- Reduce traffic congestion;
- Increase Community safety;
- More walking / biking opportunities;
- Improve / increase parks and open space;
- Provide more community facilities; and
- Increase housing options.

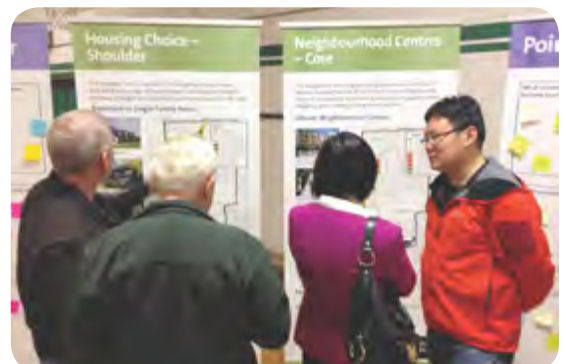
Change, Housing Types, and Increasing Density

A wide range of opinions on neighbourhood change, increasing density, and housing types was heard. Feedback on density was focused on four themes:

- Targeting density to specific locations and/or specific housing types;
- Increasing density for improved local amenities, developing a more urban feel to the area,
- Development directions, and
- Concerns of potential neighbourhood impacts of density or no change desired.

Respondents who generally support increased / targeted housing density, have a strong preference for ground-oriented and lower-rise buildings with new development to be focused in the neighbourhood core.

Approximately 15% of respondents to the Phase 1 public consultation do not support any increase in density and would like the area to stay the same.



Environmental Protection

One goal of the Burquitlam - Lougheed Neighbourhood Plan is to seek to protect water quality, fish and wildlife habitat, as well as reduce human-wildlife conflicts.

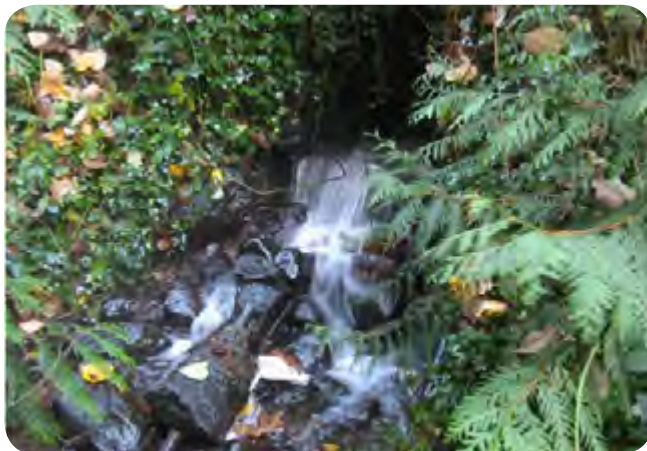
- Improve connections between natural areas, wildlife corridors, creeks, and their tributaries for fish and wildlife.
- Establish protection measures, such as Watercourse Protection Develop Permits, to guide sensitive development adjacent to watercourses.
- Ensure the use of wildlife-resistant garbage and recycling receptacles in and near parks and schools, along trails and greenways, and as part of multi-family, commercial and industrial developments.

Watercourse Protection

Watercourse protection is a goal for the Burquitlam-Lougheed Neighbourhood Plan. *Integrated Watershed Management Plans* (IWMP) have been developed for the following areas:

- Austin and Rochester Creeks
- Stoney Creek
- The Chines

Historically, urban development has degraded stream water quality, reduced water flow, and increased the intensity of runoff, which is eroding stream channels and impacting environmental health. The IWMPs set out policies and guidelines to manage rainwater in a way that protects aquatic habitat and provides flood protection.



Environment - Streams & Watersheds

This map presents a high-level assessment of the watersheds and watercourses in the Burquitlam-Lougheed area.

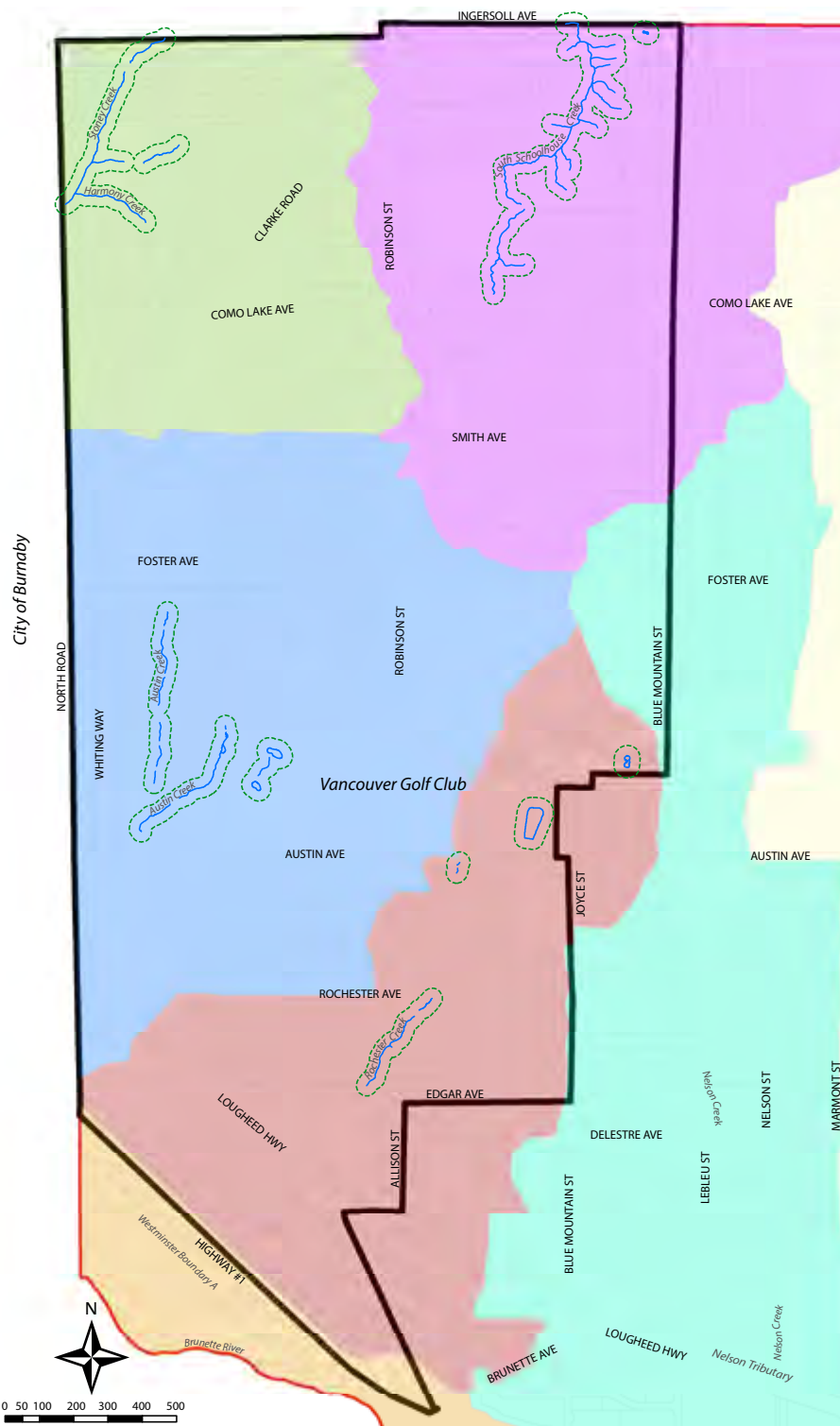
For all urban watersheds, Coquitlam is developing *Integrated Watershed Management Plans* (IWMPs) to preserve watershed health, while also meeting community needs and facilitating growth and development.

Protecting these watersheds and their watercourses is important as they offer valuable services such as providing habitat for many aquatic plants and animals.

The City coordinates a variety of watercourse enhancement initiatives, implements monitoring programs and supports legislation to protect our watercourses.

*** Note:**

1. This map presents a preliminary assessment of known watercourses, but not necessarily their exact locations. Other permanent and intermittent watercourses may be identified over time as development plans are undertaken.
2. Fish habitat values, top-of-bank surveys and biophysical and hydrological characteristics of these watercourses will need to be evaluated by development proponents at the development permit stage.
3. Streamside protection measures will be determined, as appropriate, in consultation with senior government regulatory agencies.
4. In addition, formal authorization under section 35 of the *Federal Fisheries Act* may also be necessary.
5. The City does not guarantee or warrant the reliability, accuracy, quality, currency, validity or completeness of the information presented.
6. This information is provided for information and convenience purposes only.



LEGEND

Watersheds

- Austin
- Brunette
- Chines
- Como
- Nelson
- Rochester
- Stoney

Streams

- Riparian Assessment Area (RAA)
- Fish Bearing

Vision & Guiding Principles

Vision

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



Developing a Vision & Principles

The dominant themes from the Phase 1 public process were linked with community planning best practices to create the draft vision and guiding principles. Members of the Public Advisory Group (PAG) evaluated these drafts and their feedback was incorporated into the final Vision and Guiding Principles. Broader community consultation on the Vision and Guiding Principles will occur as part of the Phase 2 process. The Vision and Guiding Principles will be used to help shape growth and change in the community for the life of the plan.

Vision & Guiding Principles

Guiding Principles

1. Neighbourhood Centres

Develop the Burquitlam and Lougheed Neighbourhood Centres as vibrant community hubs with activities and services that benefit the local community by providing employment opportunities, shopping, and a variety of residential apartment options in a walkable setting.



2. 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.



3. Transportation

Integrate transportation with land use decision-making and support transportation accessibility and choice by providing greater connectivity to manage congestion and make walking, cycling, and transit viable choices as the primary modes of travel.



4. Housing

Promote housing diversity to accommodate different types of households at a variety of life-stages and foster balance between the Neighbourhood Centres and other areas.



5. Sense of Place / Design / Safety

Incorporate human-scale design principles with a focus on creating high-quality streetscapes within a safe, accessible, pedestrian-friendly environment.



6. Sustainability

Demonstrate the importance of sustainability in building and public realm design, community space, transportation choices, supportive building densities, green and open space, and watercourse protection.



Land Use Concept Development

Methodology

The draft land use concepts for the BLNP area were developed through a multi-stage process that involved:

- **Extensive background and technical research** involving a review of the existing 2002 neighbourhood plans, a detailed market analysis, a transportation network review, and an analysis of the park and amenity needs of this area.
- **A review and analysis of the public consultation feedback** received during Phase 1 of the planning process.
- **Workshops with the BLNP Core Review Team (CRT)** which is made up of a cross-departmental City staff team of representatives from multiple disciplines.
- **Testing of land use concepts** to ensure they meet technical specifications.
- **Dialogue and input from the Public Advisory Group (PAG)** which is made up of representatives from a number of stakeholder organizations plus area residents and business owners at-large.

With the following draft land use concepts, City staff are striving for a reasonable blending of public feedback and technical analysis for a holistic and feasible vision for the area.



Land Use Concept Development

Strategic Objectives

The following strategic objectives and considerations were developed to help guide the development of land use concepts for the Burquitlam-Lougheed area.

1. Foster revitalization and renewal in the Burquitlam - Lougheed area.
2. Recognize established communities by retaining the existing land uses where possible.
3. Accommodate the anticipated 9,200 new housing units needed by 2041.
4. Provide more housing choice for a diversity of families.
5. Ensure that the transitions between land uses are more gradual.
6. Develop transit-supportive communities that minimize walking distance to Neighbourhood Centres and SkyTrain stations.
7. Improve the transportation network in areas undergoing change with a grid of well-connected streets to foster walking, cycling and transit use, and reduce congestion.
8. Design streetscapes to be people-friendly, safe, accessible, and comfortable.
9. Provide for higher levels of housing density to accommodate population growth and allow for efficient use of land and City services.
10. Provide expanded and improved parks and amenities.
11. Respect watercourses and environmentally sensitive areas.

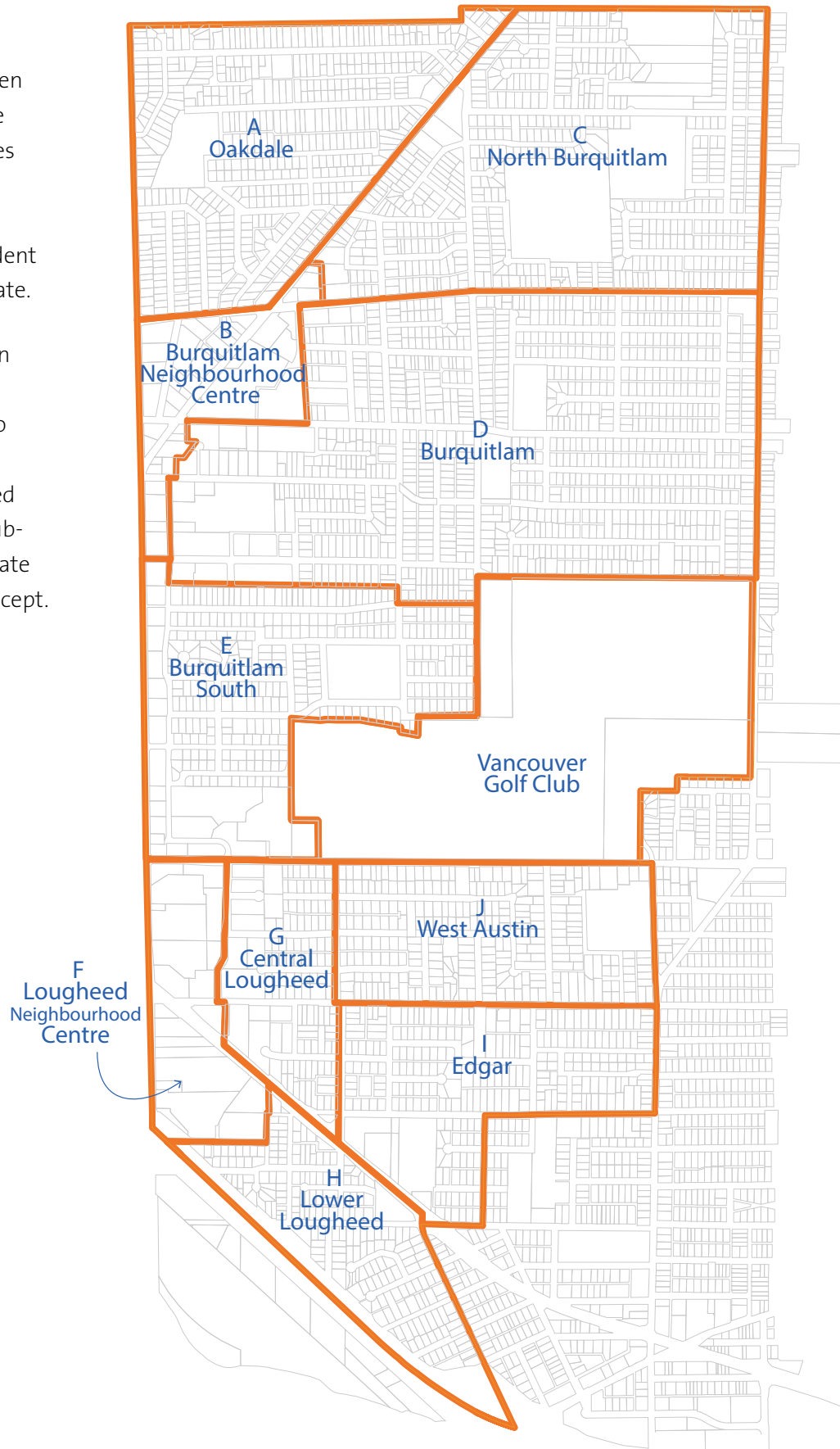


Neighbourhood Based Planning

SUB-AREAS

The Burquitlam-Lougheed area has been divided into ten sub-areas to recognize their unique context, range of land uses and building form, and to provide for easier discussion of different potential land use concepts where the independent neighbourhood characteristics dominate.

This allows for a neighbourhood-driven planning process, with different levels of change in different sub-areas. It also recognizes that the potential land use concepts for each area can be evaluated independently. The options for each sub-area can be mixed and matched to create the final overall preferred land use concept.



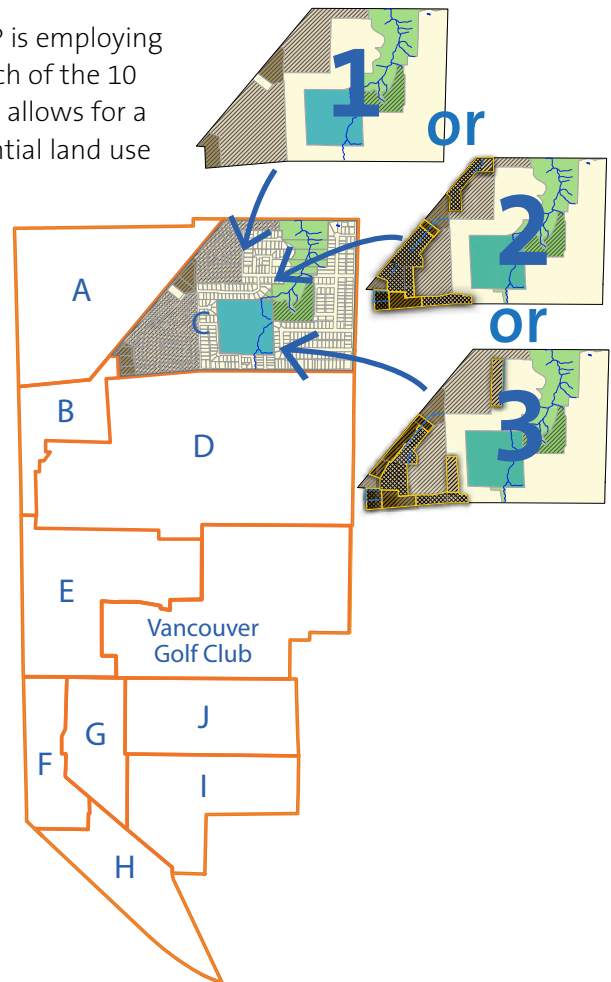
Neighbourhood Based Planning

Land Use Option Development

In order to more uniquely meet the needs of the community the BLNP is employing a more innovative approach to land use concept development. For each of the 10 neighbourhood sub-areas, several Land Use options are provided. This allows for a neighbourhood based planning process and recognizes that the potential land use options for each area can be evaluated independently.

Generally, the first option maintains the current plan direction and focuses the majority of redevelopment into the 'Core' area. Alternatively, options 2 and 3 provide two different, neighbourhood specific, ways to accommodate growth and offer a range of land use choices, amenities and other improvements. Options 2 and 3 follow the direction set by the TDS and direct growth and improvements to both the Core and Shoulder areas.

Overall, the draft land use concepts identify a wide range of ambitious and practical approaches for managing future growth and change in Burquitlam-Lougheed and represent a series of different approaches and design choices for achieving the overall BLNP vision and objectives. With these draft land use concepts, City staff are striving for a reasonable blending of the public feedback and the technical analysis for a holistic and feasible vision for the area.



Land Use Evaluation

It is important to note that the Land Use Concepts presented are not fixed. The neighbourhood based planning approach allows for a range of potential land use options for each area to be evaluated independently and then the individual options for each sub-area can be mixed and matched to create the final preferred Land Use Concept.

Staff note that none of the three land use concepts represents the perfect solution as there are likely to be technical challenges with elements from each of the concepts. These challenges will be identified and addressed as part of the technical analysis and critical evaluation that is the next step in this process. The concepts have been designed to solicit input and feedback which will be used to help craft the final preferred option.

The intent of the land use concepts is to provide a flexible framework to manage growth that is able to respond to changing conditions and minimizes the need to amend the plan. The resulting land use plan can also reduce uncertainty in the neighbourhood over where redevelopment will generally occur and what form it will take.

Sub-Area Descriptions

A - Oakdale

Oakdale is a mature, close-knit neighbourhood at the foot of Burnaby Mountain that is bordered by two major streets: Clarke Road and Como Lake Avenue.

The area is predominantly single-family homes in concert with nature and organized into three separate pockets that are connected by a series of unique nature trails.

Oakdale is also home to the Evergreen Line tunnel portal as the line dives beneath Clarke Road.



B - Burquitlam Neighbourhood Centre

The Burquitlam Neighbourhood Centre is the core for the broader Burquitlam community.

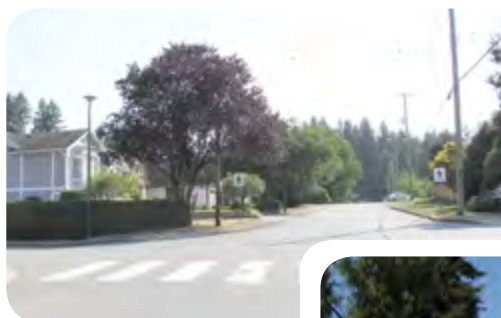
Home to Burquitlam SkyTrain station this area is undergoing rebirth as it redevelops into a community hub with many of the shops and services necessary to meet the daily needs of local residents.



C - North Burquitlam

The North Burquitlam area is a green residential enclave that is focused on the major central greenspace of Miller Park, the Chines ravine, Miller Park Elementary, and Banting Middle School.

The area is defined by two major streets: Como Lake Avenue and Clarke Road.



Sub-Area Descriptions

D - Burquitlam

The Burquitlam area is a diverse area with a wide variety of housing close to the Neighbourhood Centre.

The western side of the neighbourhood is undergoing rapid change and redevelopment with new apartment buildings, townhouses, and infill development providing more housing choice for new families.



E - Burquitlam South

Burquitlam South is made up of both established single-family residential areas near the Vancouver Golf Club and the bustling North Road corridor with its variety of stores and apartments.

Parts of the North Road corridor are undergoing significant change in response to the Evergreen Line running past their front door.



F - Lougheed Neighbourhood Centre

The Lougheed Neighbourhood Centre is a major commercial precinct focused along North Road and home to a significant Korean cultural community.

Split into north and south stretches by the Lougheed Highway, the area has numerous businesses, shops and services to support the broader community.

The area is undergoing redevelopment that mirrors the changes occurring at Lougheed Town Centre across the street in Burnaby.



Sub-Area Descriptions

G - Central Lougheed

Central Lougheed is bounded by Austin Avenue to the north, Lougheed Highway to the south, Westview to the west, and Guilby to the east.

The Cariboo area has a variety of housing to support the adjacent Lougheed Neighbourhood Centre and serves as a transition area to the quiet residential areas to the east. Parts of this area are undergoing transition as new housing is developed.



H - Lower Lougheed

Lower Lougheed is a secluded neighbourhood between the Lougheed and Trans-Canada Highways.

The current street pattern causes some traffic short-cutting concerns for local residents. This area is being renewed as housing is updated and new infill is built.



I - Edgar

The Edgar Neighbourhood is an established residential area that borders Maillardville to the southeast.

The area has a considerable mix of uses including single-family, plus a number of commercial and multi-family properties adjoining or near the Lougheed Highway.



J - West Austin

The West Austin sub-area is a mature single-family residential area with houses of a variety of sizes and ages focused along Austin Avenue that borders the Austin Heights neighbourhood to the east.



Commercial Land Use Designations

The Land Use Designations below describe the general intent, building types, and densities for different elements of the Burquitlam-Lougheed area. The Land Use Concepts on the maps that follow show the general location of various land uses in different areas of the neighbourhood.



Transit Village Commercial

- Vibrant community hub.
- Mix of uses including high-rise residential, retail and commercial uses, and professional services.
- Range of public amenities.
- No height limit.



Urban Quarter

- Similar to Transit Village Commercial.
- Mixed-use commercial and residential.
- High-density, mid-rise building forms.
- Usually 4 to 8 floors.



Neighbourhood Centre

- Mixed-use commercial and residential.
- Medium-density and mid-rise form.
- Up to 6 storeys.



General Commercial

- Mix of small shopping plazas and larger shopping facilities.
- Wide range of commercial uses at lower densities.
- Usually 1 or 2 floors.



Service Commercial

- Low-density highway or auto-oriented commercial uses.
- Low-density.
- Usually 1 or 2 floors.



Residential Land Use Designations

The Land Use Designations below describe the general intent, building types, and densities for different elements of the Burquitlam-Lougheed area. The Land Use Concepts on the maps that follow show the general location of various land uses in different areas of the neighbourhood.



Neighbourhood Attached Residential

- Small-scale, low-density, ground-oriented housing types.
- Either attached or detached forms.
- Up to 4 units, depending on lot size.



Townhouse

- Attached, ground-oriented housing types in townhouse or rowhouse form.
- 2 to 3 storeys.



Low Density Apartment Residential

- Low-rise, multi-family housing including townhouse and low-rise apartments.
- Up to 2 storeys.



Medium-Density Apartment Residential

- Variety of multi-family housing types including townhouses, stacked townhouses, and apartment buildings.
- From 4 to 8 storeys.



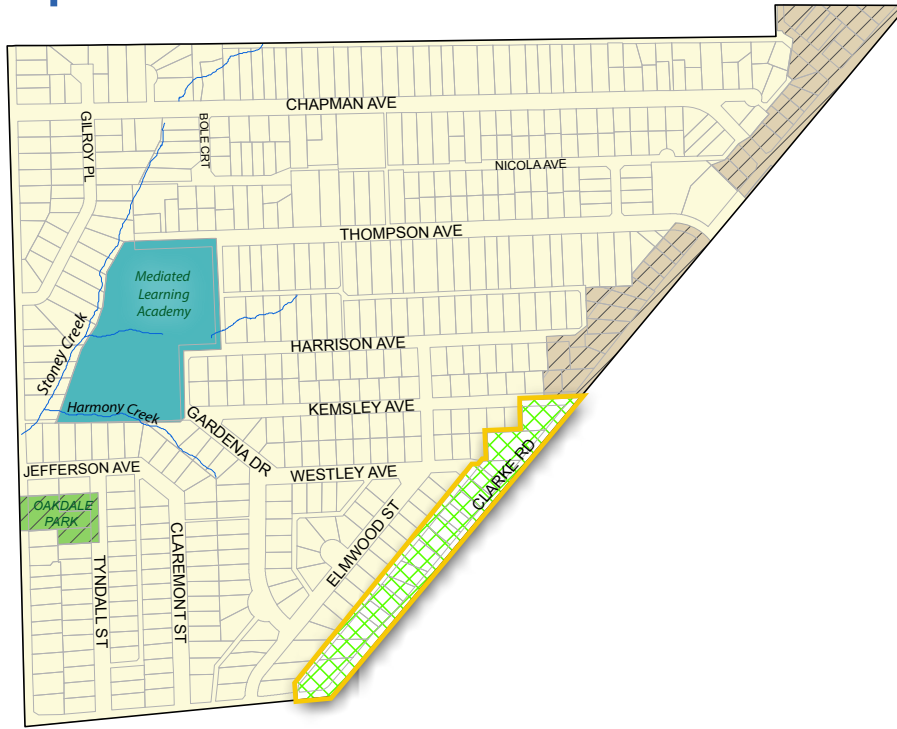
High Density Apartment Residential

- Apartment developments in tower form, generally near neighbourhood centres.
- No height limit.

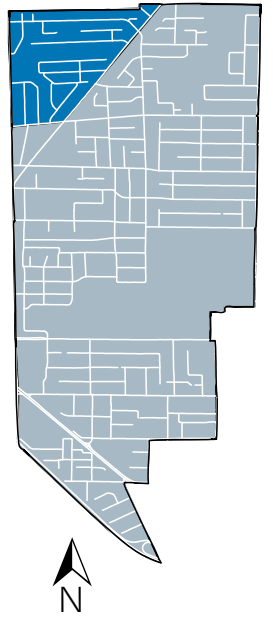




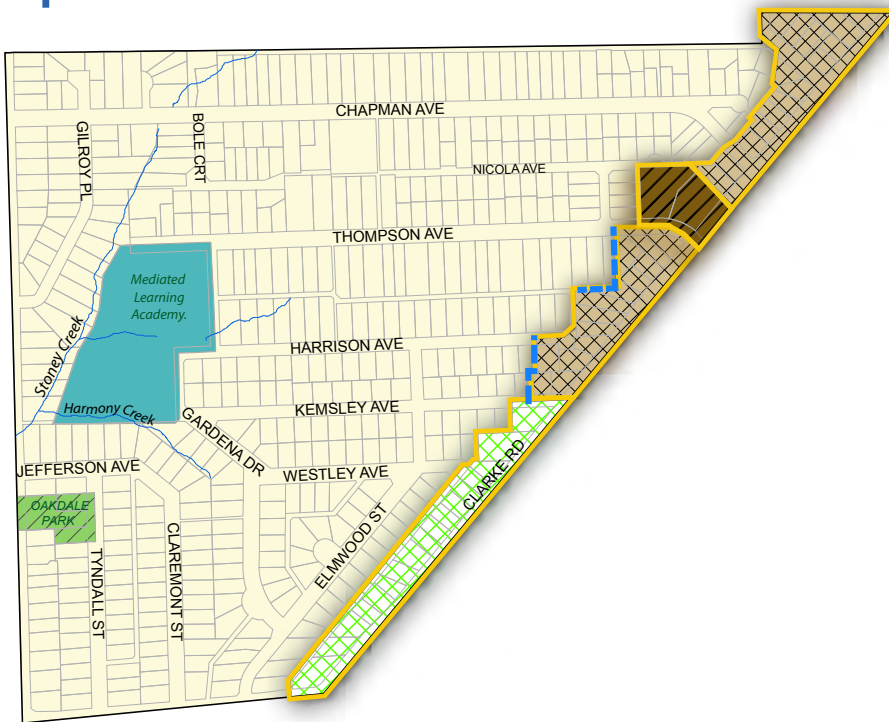
Option 1



- Maintain current neighbourhood continuity
- Focus development into existing 'Core' area
- Minimal streetscape improvements

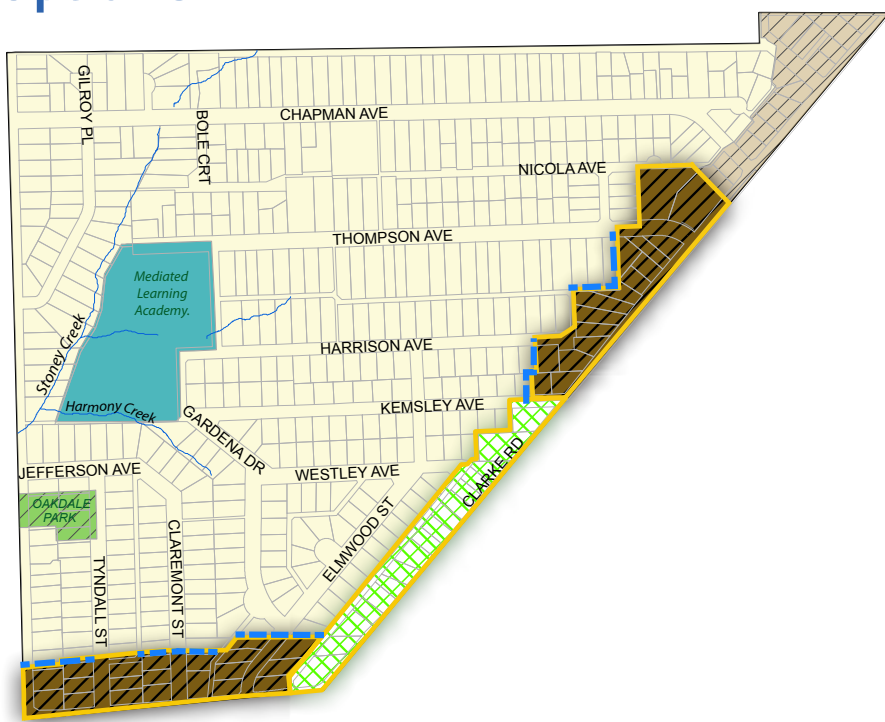


Option 2



- Improve streetscape and pedestrian environment along Clarke Road
- Remove individual driveways to improve the function of Clarke Road and reduce conflicts
- Increase density near transit corridors
- Improve land use transition across Clarke Road
- Provide more opportunities for family-friendly, ground-oriented housing
- Expand Oakdale Park. Explore opportunities to provide a new park near Kemsley Avenue and Clarke Road.

Option 3



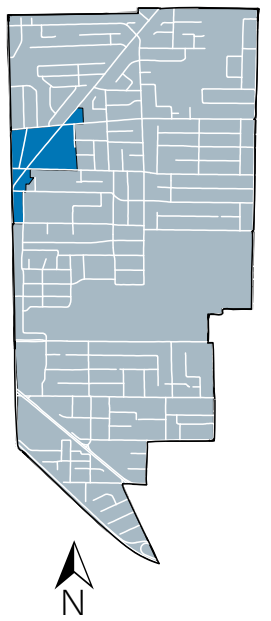
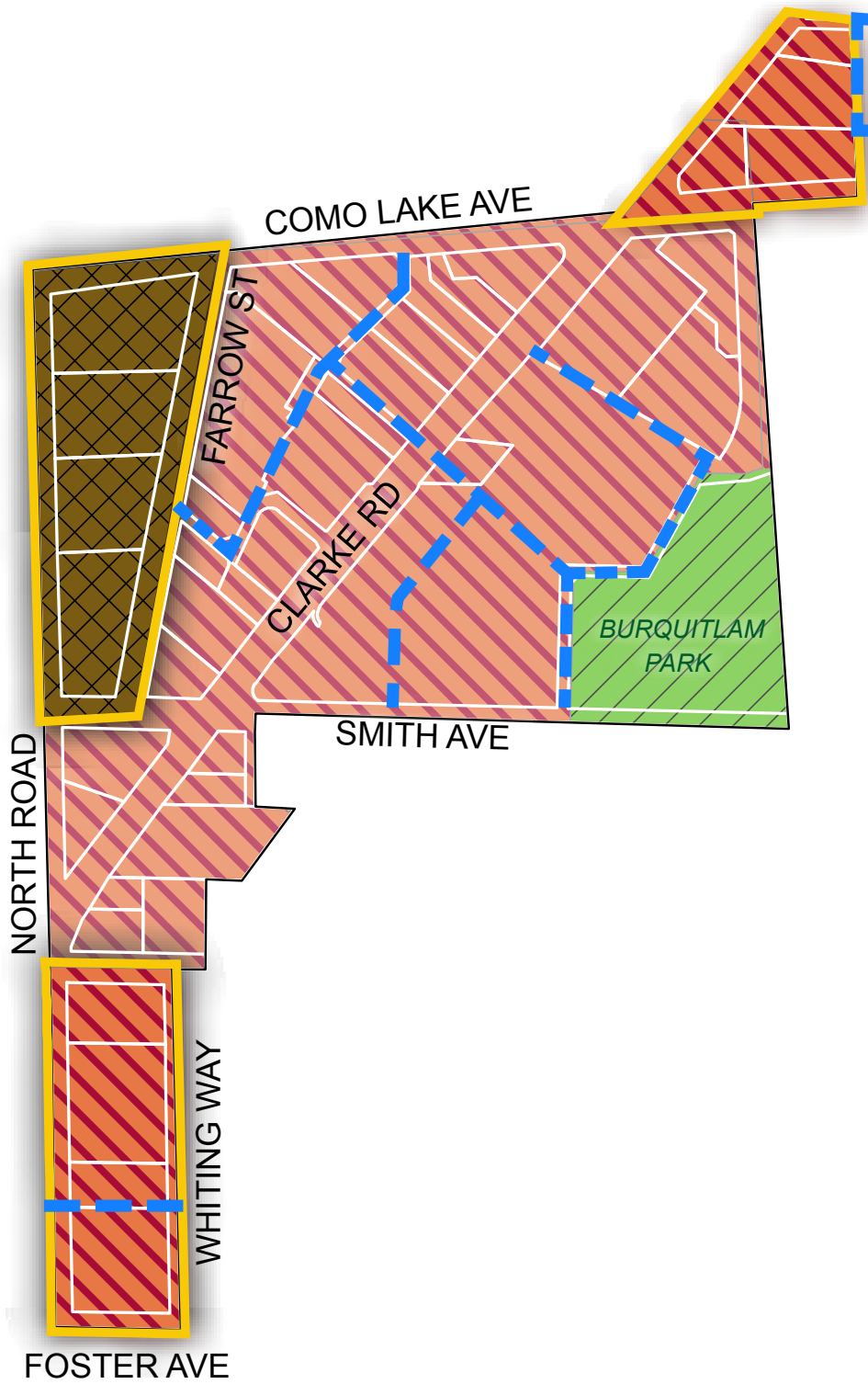
- Improve streetscape and pedestrian environment along Clarke Road and Como Lake Avenue
- Remove individual driveways to improve function of Clarke Road and Como Lake Avenue and reduce conflicts
- Increase density near transit corridors
- Improve land use transition across Clarke Road and Como Lake Avenue
- Expand Oakdale Park. Explore opportunities to provide a new park near Kemsley Avenue and Clarke Road.

Legend

Potential New Street / Lane Connection	Proposed Land Use Change	Transit Village Commercial	Neighbourhood Attached Residential
One Family Residential	Civic and Major Institutional	Urban Quarter	Townhouse
Compact One Family	Extensive Recreation	Neighbourhood Centre	Low Density Apartment Residential
School	Parks and Recreation	General Commercial	Medium Density Apartment Residential
	Natural Areas	Service Commercial	High Density Apartment Residential

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For Sub-Area B, all Options share the same proposed land use concept



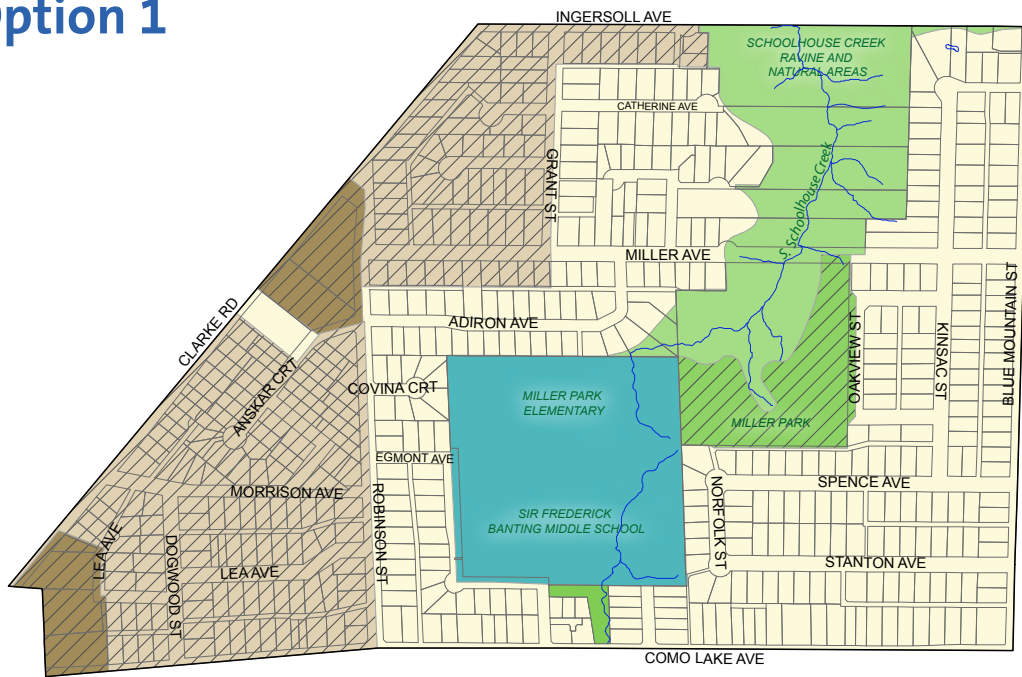
- Improve land use transition
- Increase density near transit corridors
- Reinforce Burquitlam Neighbourhood Centre as community hub
- Improve pedestrian environment
- Increase density near transit corridors
- Explore opportunities to provide public open space as part of redevelopment

Legend

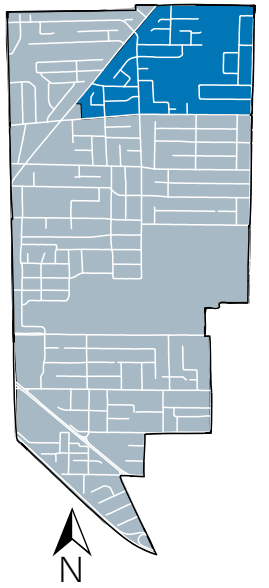
Potential New Street / Lane Connection	Proposed Land Use Change	Transit Village Commercial	Neighbourhood Attached Residential
One Family Residential	Civic and Major Institutional	Urban Quarter	Townhouse
Compact One Family	Extensive Recreation	Neighbourhood Centre	Low Density Apartment Residential
School	Parks and Recreation	General Commercial	Medium Density Apartment Residential
	Natural Areas	Service Commercial	High Density Apartment Residential

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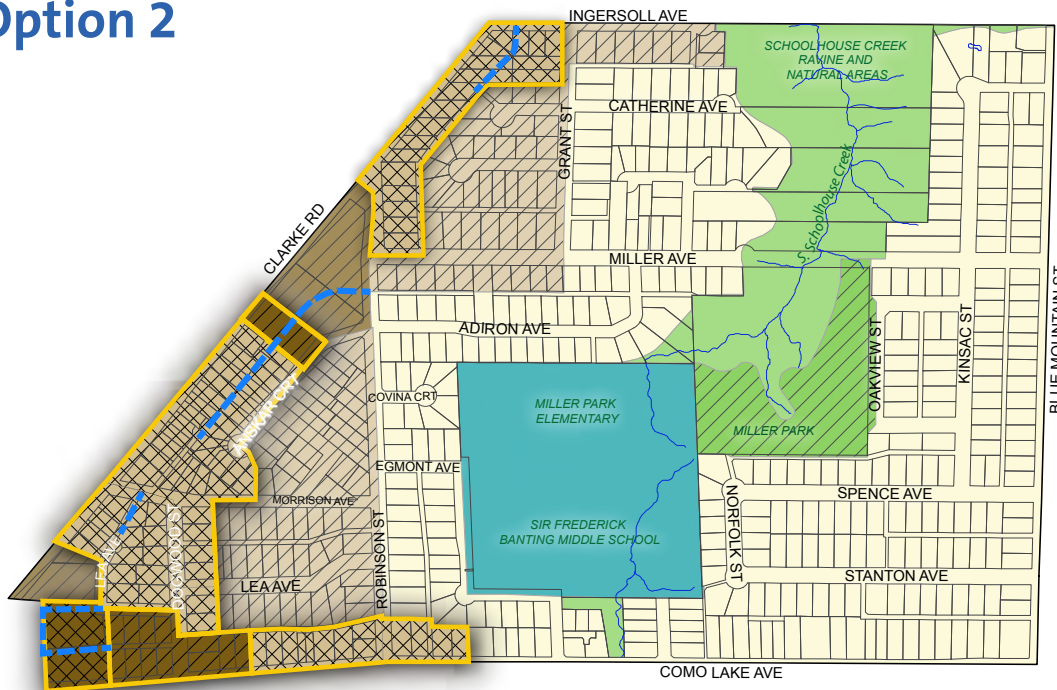
Option 1



- Maintain current neighbourhood continuity
- Focus development into existing 'Core' area
- Minimal streetscape improvements

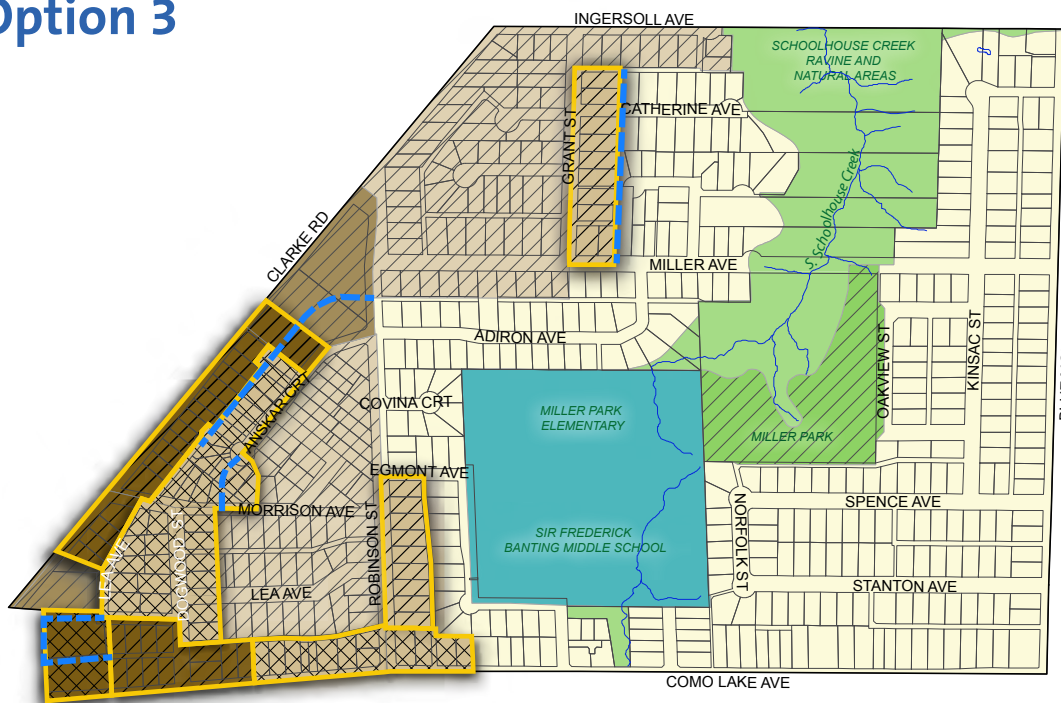


Option 2



- Improve streetscapes and pedestrian environment
- Remove individual driveways to improve Clarke Road and Como Lake Avenue and reduce conflicts
- Improve land use transition
- Increase density near transit corridors
- Provide more opportunities for family-friendly, ground-oriented housing
- Explore opportunities for new park at Kemsley Avenue and Clarke Road.

Option 3



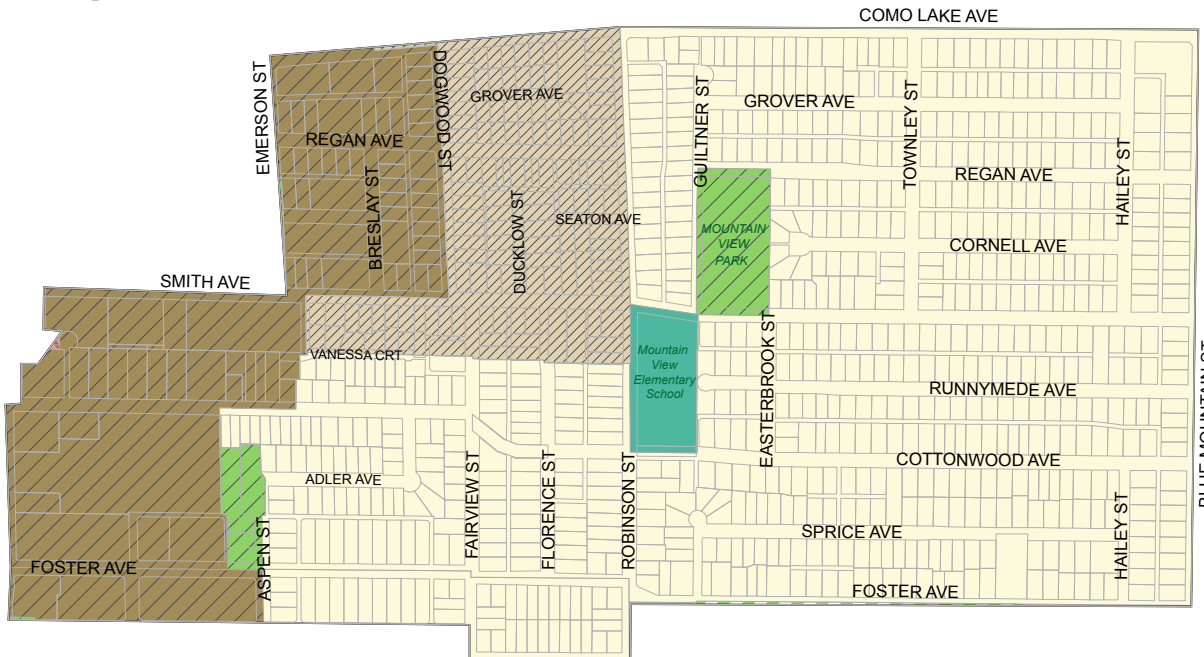
- Improve streetscapes and pedestrian environment
- Remove individual driveways to improve Clarke Road and Como Lake Avenue and reduce conflicts
- Improve land use transition
- Increase density near transit corridors
- Provide more opportunities for family-friendly, ground-oriented housing
- Explore opportunities for new park at Kemsley Avenue and Clarke Road.

Legend

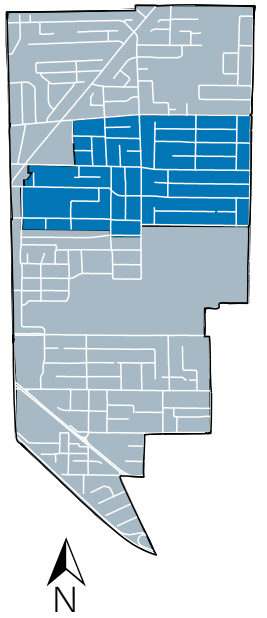
Potential New Street / Lane Connection	Proposed Land Use Change	Transit Village Commercial	Neighbourhood Attached Residential
One Family Residential	Civic and Major Institutional	Urban Quarter	Townhouse
Compact One Family	Extensive Recreation	Neighbourhood Centre	Low Density Apartment Residential
School	Parks and Recreation	General Commercial	Medium Density Apartment Residential
	Natural Areas	Service Commercial	High Density Apartment Residential

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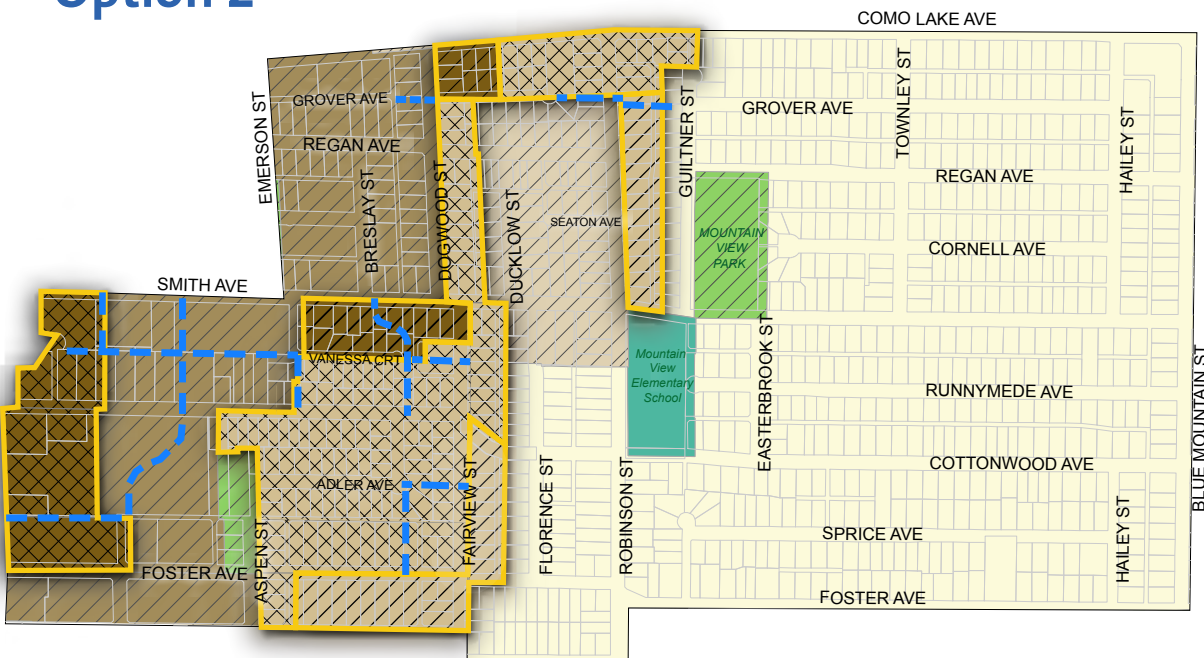
Option 1



- Maintain current neighbourhood continuity
- Focus development into existing 'Core' area
- Minimal streetscape improvements
- No transportation network improvement

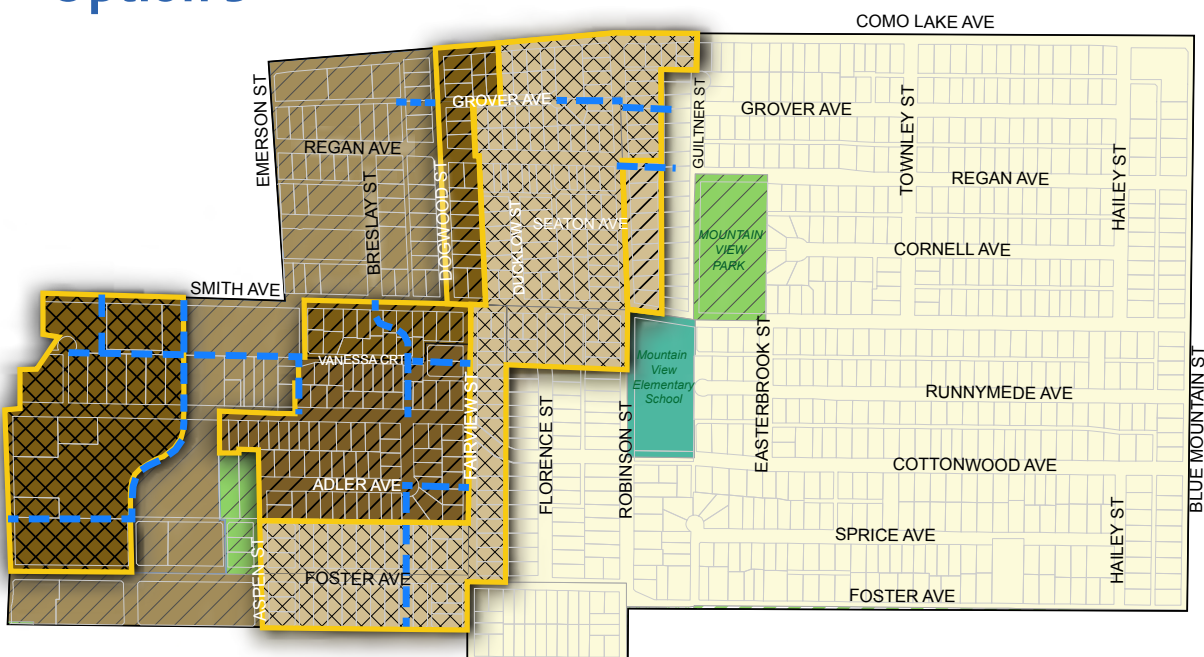


Option 2



- Improve streetscapes and pedestrian environment
- Remove individual driveways to improve function of Como Lake Ave and reduce conflicts
- Improve land use transition
- Increase density to reinforce Burquitlam Neighbourhood Centre and support transit corridors
- Increase transportation connections
- Provide more opportunities for family-friendly, ground-oriented housing
- Expand and revitalize Cottonwood Park

Option 3



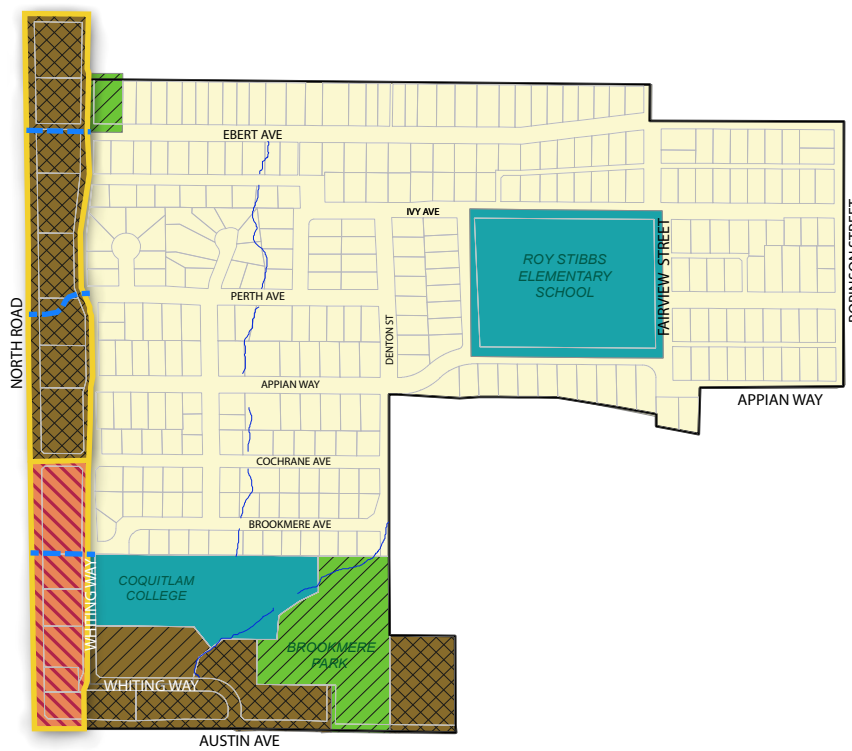
- Improve streetscapes and pedestrian environment
- Remove individual driveways to improve function of Como Lake Ave and reduce conflicts
- Improve land use transition
- Increase density to reinforce Burquitlam Neighbourhood Centre and support transit corridors
- Increase transportation connections
- Provide more opportunities for family-friendly, ground-oriented housing
- Facilitate city-wide East - West greenway
- Expand and revitalize Cottonwood Park

Legend

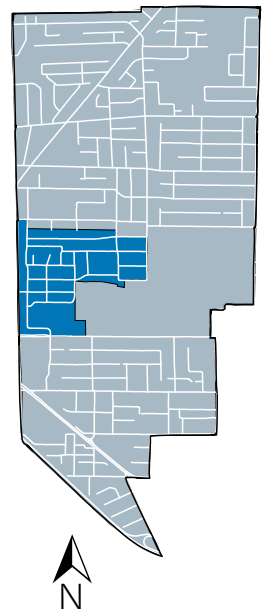
Potential New Street / Lane Connection	Proposed Land Use Change	Transit Village Commercial	Neighbourhood Attached Residential
One Family Residential	Civic and Major Institutional	Urban Quarter	Townhouse
Compact One Family	Extensive Recreation	Neighbourhood Centre	Low Density Apartment Residential
School	Parks and Recreation	General Commercial	Medium Density Apartment Residential
	Natural Areas	Service Commercial	High Density Apartment Residential

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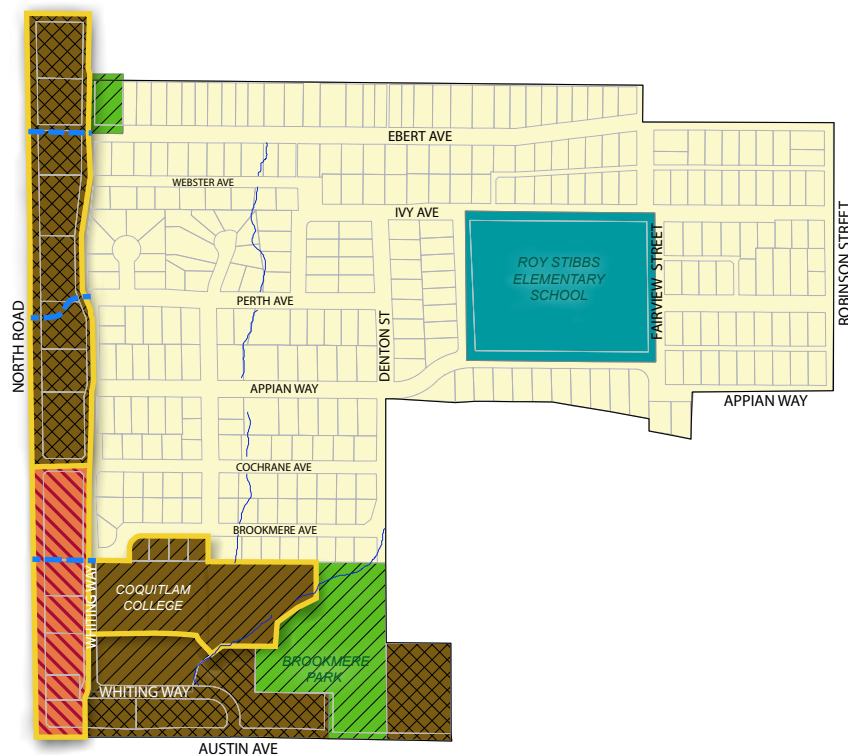
Option 1



- Maintain current neighbourhood continuity
- Focus development into existing 'Core' area
- Minimal streetscape improvements
- No new streets to increase transportation network

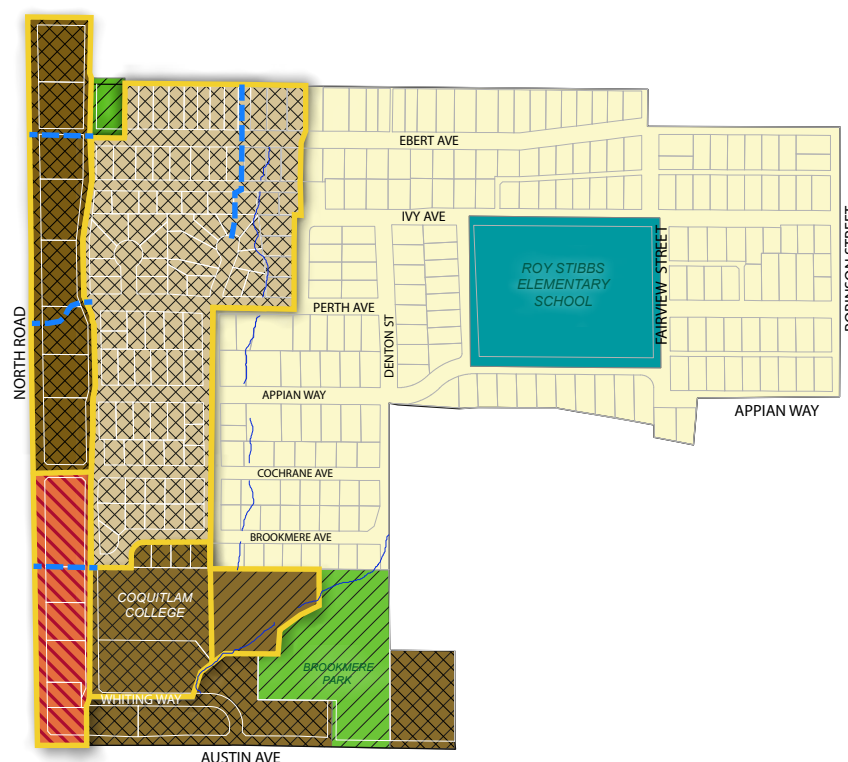


Option 2



- Improve streetscapes to create better pedestrian environment on North Road
- Increase density near transit corridors
- Improve connection between North Road and Whiting Way
- Remove individual driveways to improve function of North Road and reduce conflicts
- Explore opportunities to expand the Community Garden and revitalize Brookmere Park

Option 3



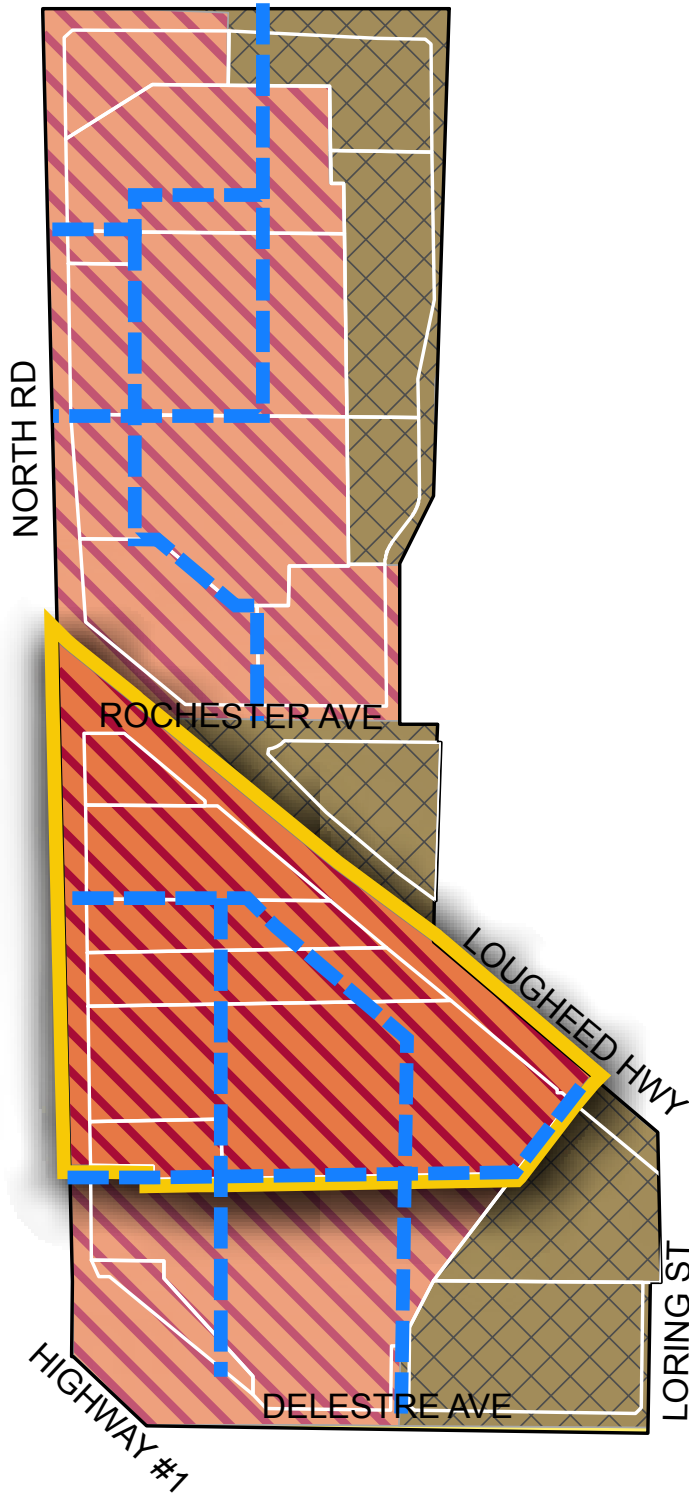
- Improve streetscapes and pedestrian environment
- New north-south collector street to increase transportation connectivity
- Improve connections between North Road and Whiting Way
- Improve land use transition
- Increase density near transit corridors
- Provide more opportunities for family-friendly, ground-oriented housing
- Explore opportunities to expand the Community Garden and revitalize Brookmere Park

Legend

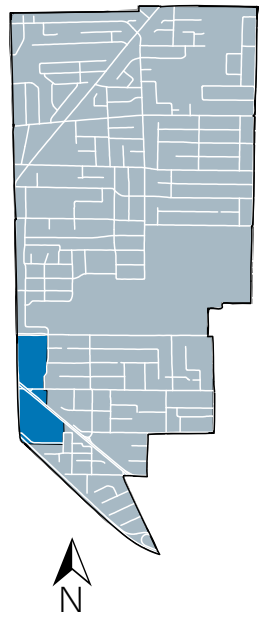
Potential New Street / Lane Connection	Proposed Land Use Change	Transit Village Commercial	Neighbourhood Attached Residential
One Family Residential	Civic and Major Institutional	Urban Quarter	Townhouse
Compact One Family	Extensive Recreation	Neighbourhood Centre	Low Density Apartment Residential
School	Parks and Recreation	General Commercial	Medium Density Apartment Residential
	Natural Areas	Service Commercial	High Density Apartment Residential

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For Sub-Area F, all Options share the same proposed land use concept



- Land use designation consistency
- No increase in density
- Remove individual driveways to improve function of North Road and reduce conflicts
- Improve streetscapes and pedestrian environment
- Explore opportunities to provide public open space as part of redevelopment

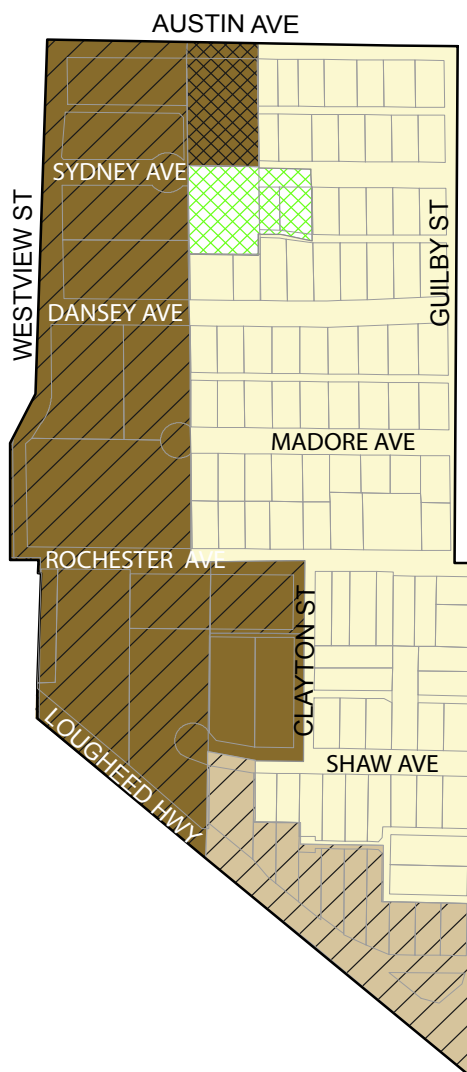


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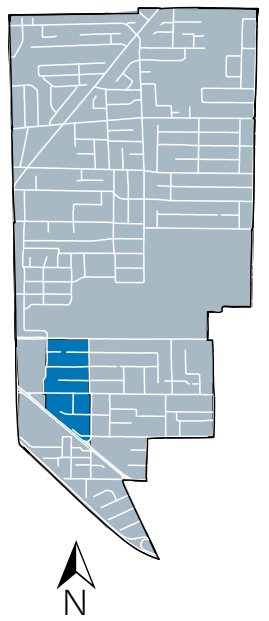
Potential New Street / Lane Connection	Proposed Land Use Change	Transit Village Commercial	Neighbourhood Attached Residential
One Family Residential	Civic and Major Institutional	Urban Quarter	Townhouse
Compact One Family	Extensive Recreation	Neighbourhood Centre	Low Density Apartment Residential
School	Parks and Recreation	General Commercial	Medium Density Apartment Residential
	Natural Areas	Service Commercial	High Density Apartment Residential

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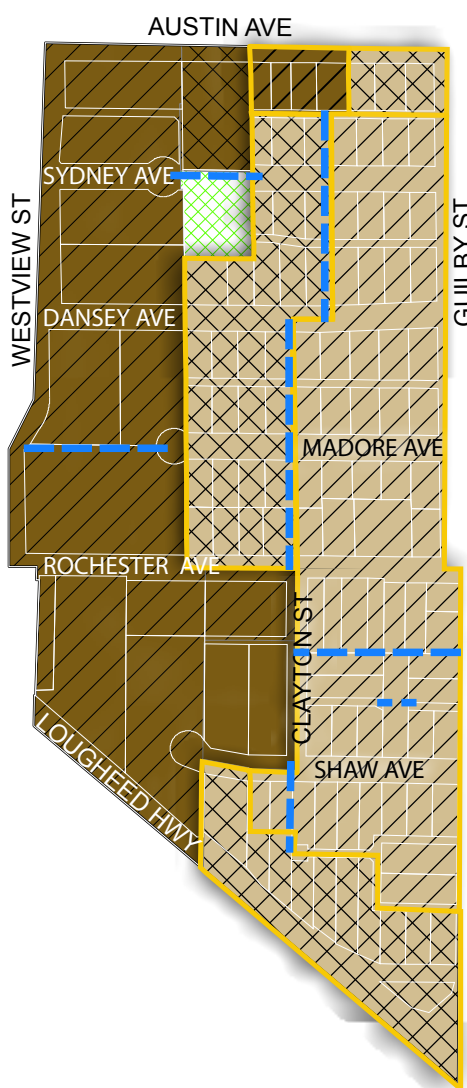
Option 1



- Maintain current neighbourhood continuity
- Focus development into existing 'Core' area
- Minimal streetscape improvements
- No transportation network improvement

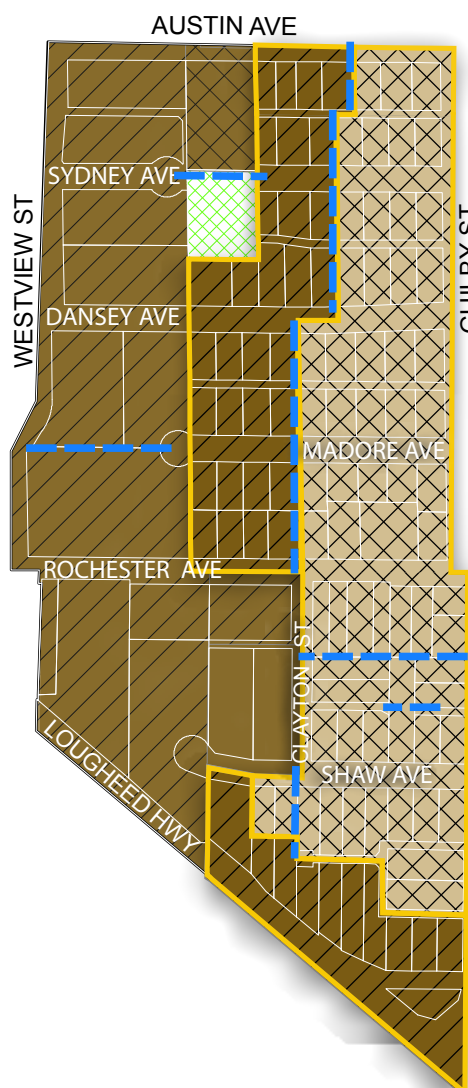


Option 2



- Improve streetscapes and pedestrian environment
- Remove individual driveways to improve function of Austin Ave and reduce conflicts
- Improve land use transition
- Increase density to reinforce Lougheed Core and support transit corridors
- Increase east-west transportation connections
- Provide more opportunities for family-friendly, ground-oriented housing
- Supports an expanded Guilby Park

Option 3



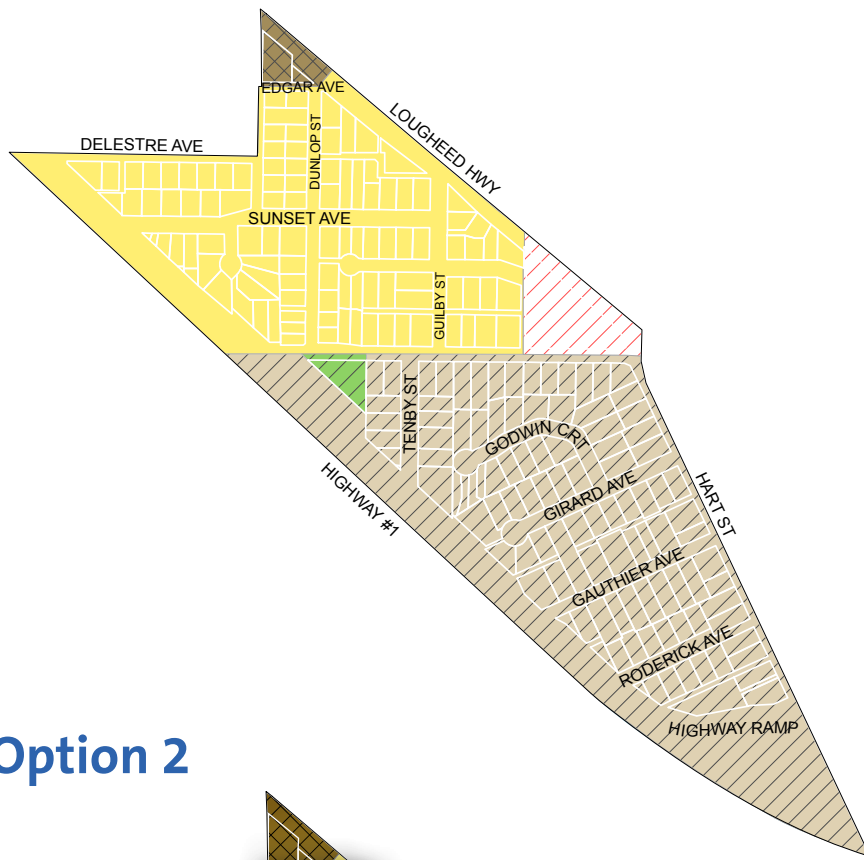
- Improve streetscapes and pedestrian environment
- Remove individual driveways to improve function of Austin Ave and reduce conflicts
- Improve land use transition
- Increase density to reinforce Lougheed Core and support transit corridors
- Increase east-west transportation connections
- Provide more opportunities for family-friendly, ground-oriented housing
- Supports an expanded Guilby Park

Legend

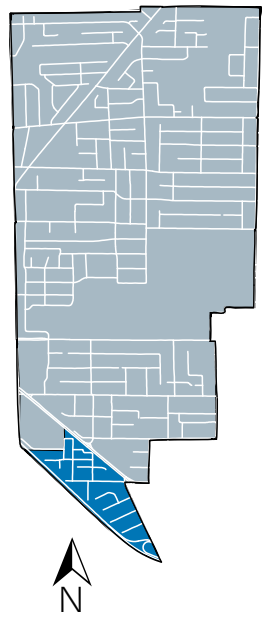
Potential New Street / Lane Connection	Proposed Land Use Change	Transit Village Commercial	Neighbourhood Attached Residential
One Family Residential	Civic and Major Institutional	Urban Quarter	Townhouse
Compact One Family	Extensive Recreation	Neighbourhood Centre	Low Density Apartment Residential
School	Parks and Recreation	General Commercial	Medium Density Apartment Residential
	Natural Areas	Service Commercial	High Density Apartment Residential

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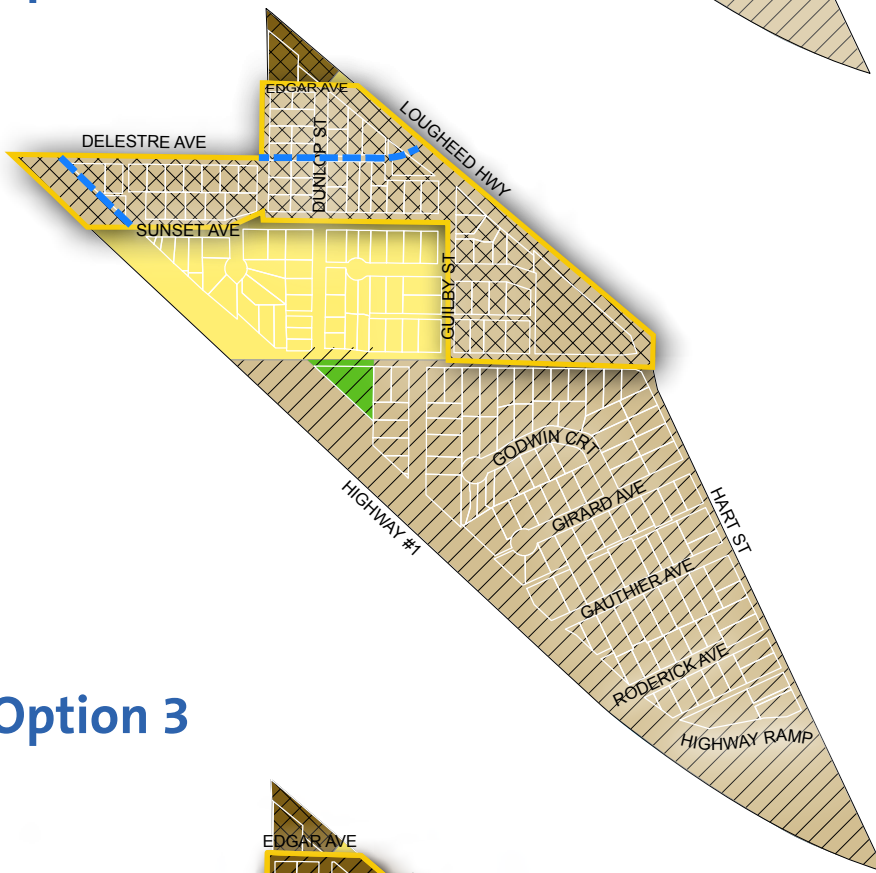
Option 1



- Maintain current neighbourhood continuity
- Focus development into existing 'Core' area
- Minimal streetscape improvements
- No transportation network improvement

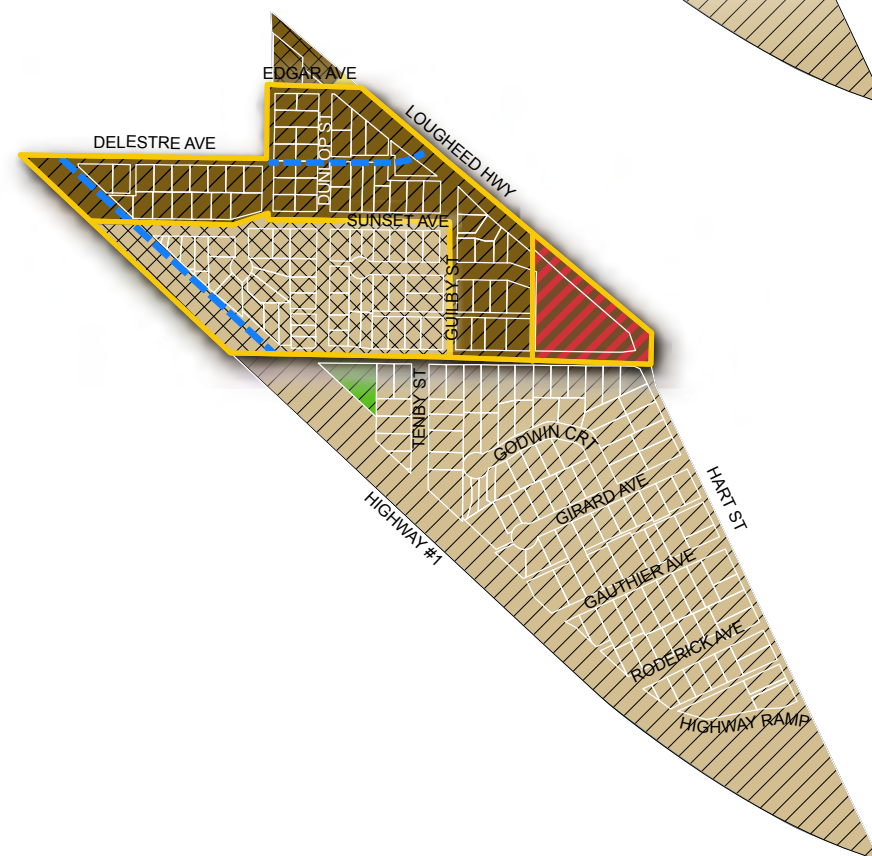


Option 2



- Connect Delestre to Lougheed / Guilby intersection to reduce shortcutting and improve transportation connections
- Remove individual driveways to improve function of Lougheed Highway and reduce conflicts
- Improve land use transition
- Provide more opportunities for family-friendly, ground-oriented housing
- Improve streetscapes and pedestrian environment
- Explore opportunities to expand Lower Lougheed park and provide a new park near Gauthier Avenue and Hart Street

Option 3



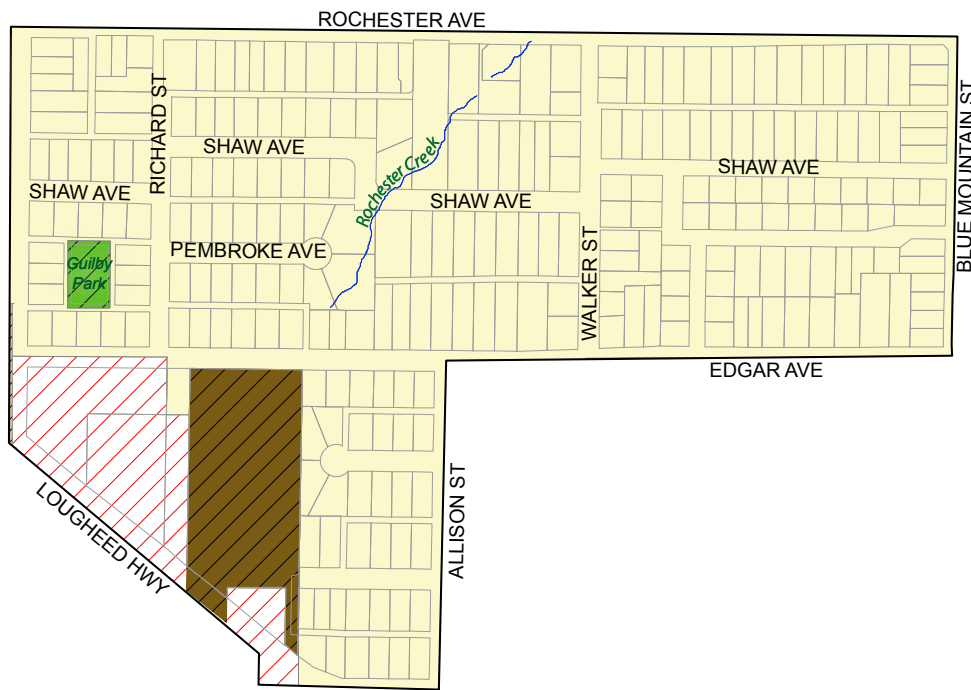
- Connect Delestre to Lougheed / Guilby intersection and connect Alderson Avenue to Delestre Avenue to reduce shortcutting and improve transportation connections
- Remove individual driveways to improve function of Lougheed Highway and reduce conflicts
- Improve land use transition
- Develop new commercial node on Lougheed Highway
- Improve streetscapes and pedestrian environment
- Amendments to the C-5 zone
- Explore opportunities to expand Lower Lougheed park and provide a new park near Gauthier Avenue and Hart Street

Legend

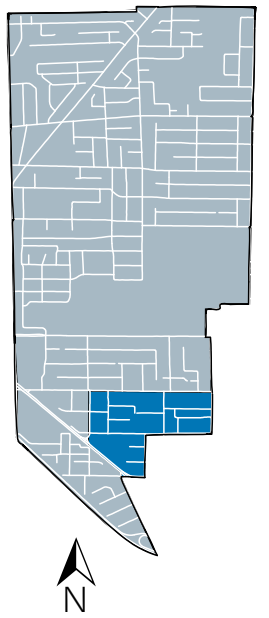
Potential New Street / Lane Connection	Proposed Land Use Change	Transit Village Commercial	Neighbourhood Attached Residential
One Family Residential	Civic and Major Institutional	Urban Quarter	Townhouse
Compact One Family	Extensive Recreation	Neighbourhood Centre	Low Density Apartment Residential
School	Parks and Recreation	General Commercial	Medium Density Apartment Residential
	Natural Areas	Service Commercial	High Density Apartment Residential

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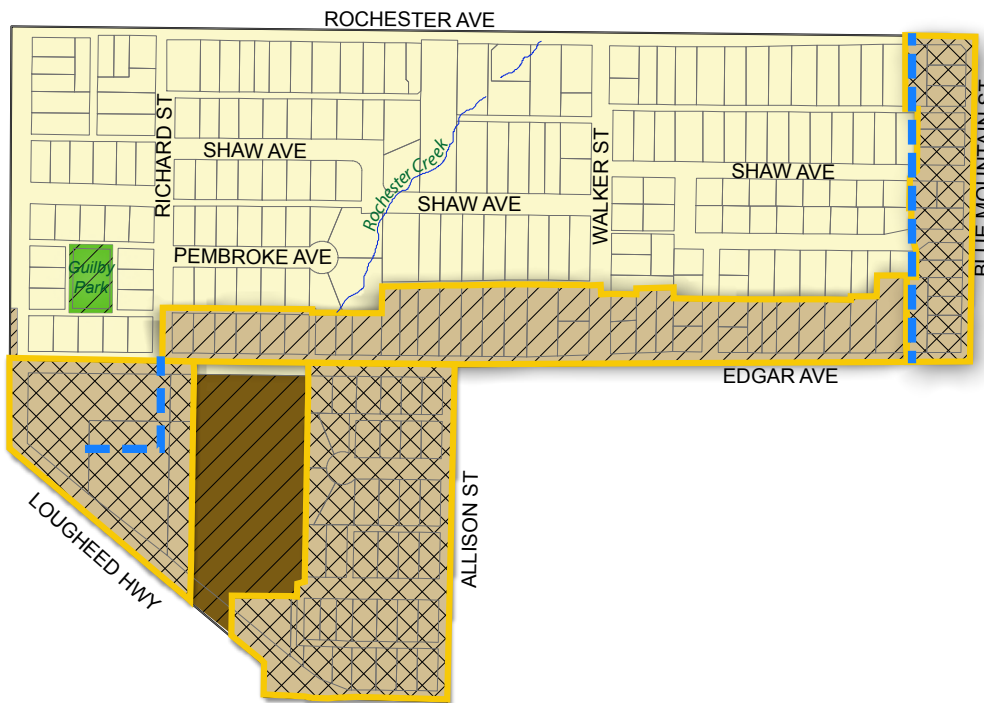
Option 1



- Maintain current neighbourhood continuity
- Focus development into existing 'Core' area
- Minimal streetscape improvements
- No transportation network improvement

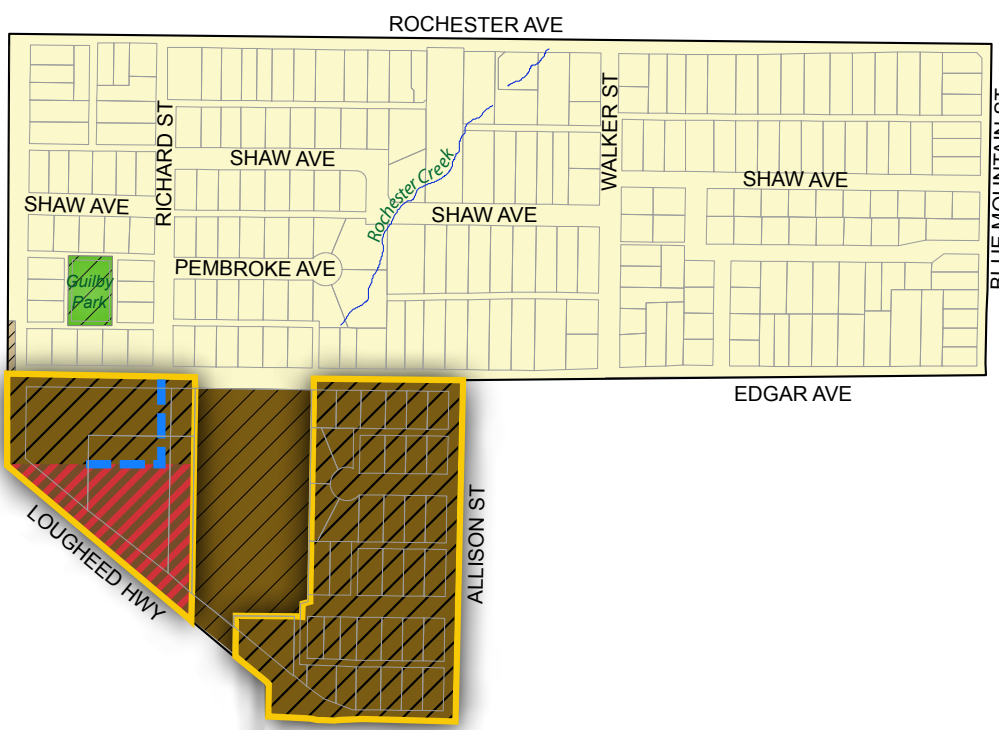


Option 2



- Improve streetscapes and pedestrian environment
- Remove individual driveways to improve function of Loughheed Highway and reduce conflicts
- Improve land use transition
- Increase transportation connections
- Provide more opportunities for family-friendly, ground-oriented housing
- Explore opportunities to expand Guilby Park

Option 3



- Improve streetscapes and pedestrian environment
- Remove individual driveways to improve function of Loughheed Highway and reduce conflicts
- Improve land use transition
- Increase transportation connections
- Develop new commercial node on Loughheed Highway
- Amendments to the C-5 zone
- Explore opportunities to expand Guilby Park

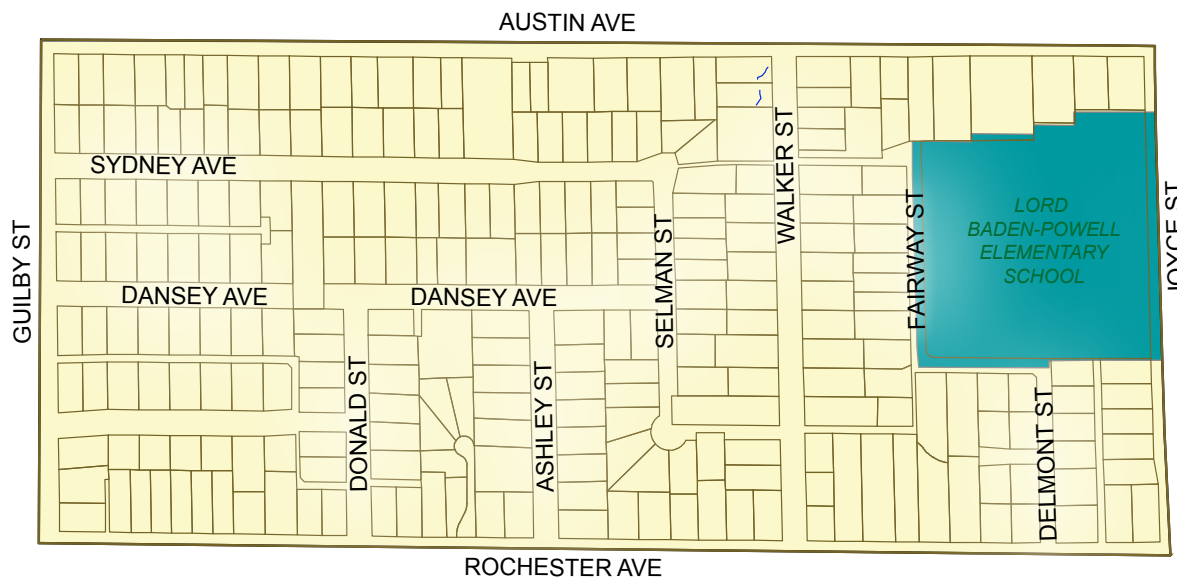
Legend

Potential New Street / Lane Connection	Proposed Land Use Change	Transit Village Commercial	Neighbourhood Attached Residential
One Family Residential	Civic and Major Institutional	Urban Quarter	Townhouse
Compact One Family	Extensive Recreation	Neighbourhood Centre	Low Density Apartment Residential
School	Parks and Recreation	General Commercial	Medium Density Apartment Residential
	Natural Areas	Service Commercial	High Density Apartment Residential

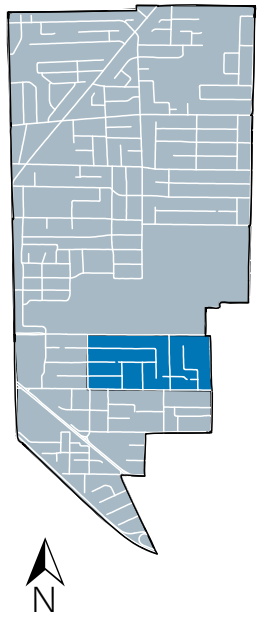
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Option 1

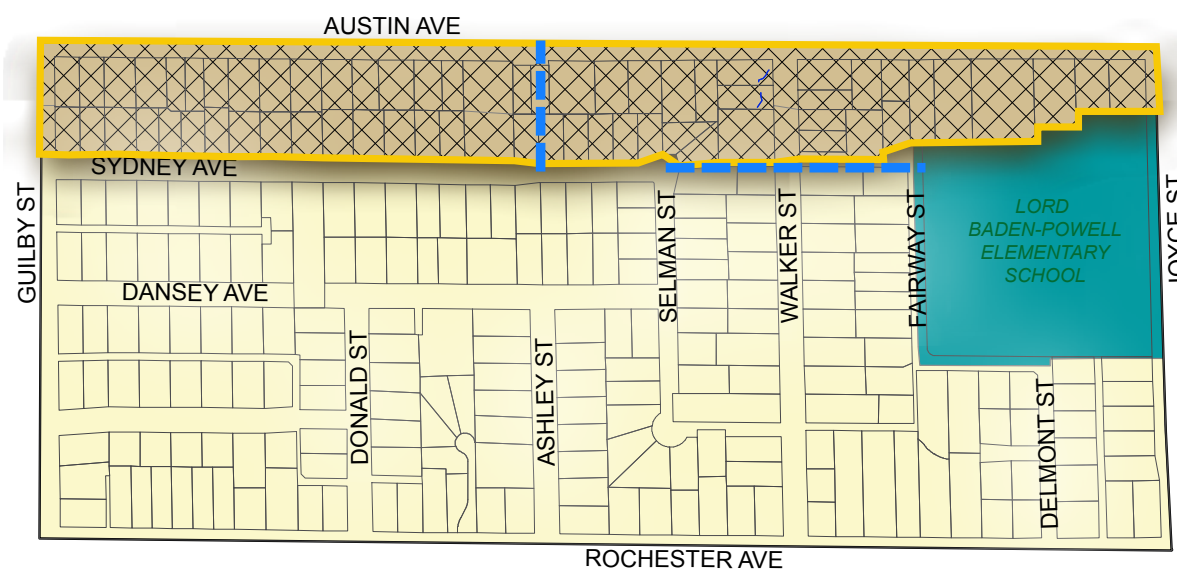
* Note: For Sub-Area J, Options 1 and 3 share the same proposed land use changes.



- Maintain current neighbourhood continuity
- Focus development into existing 'Core' area
- Minimal streetscape improvements
- No transportation network improvement



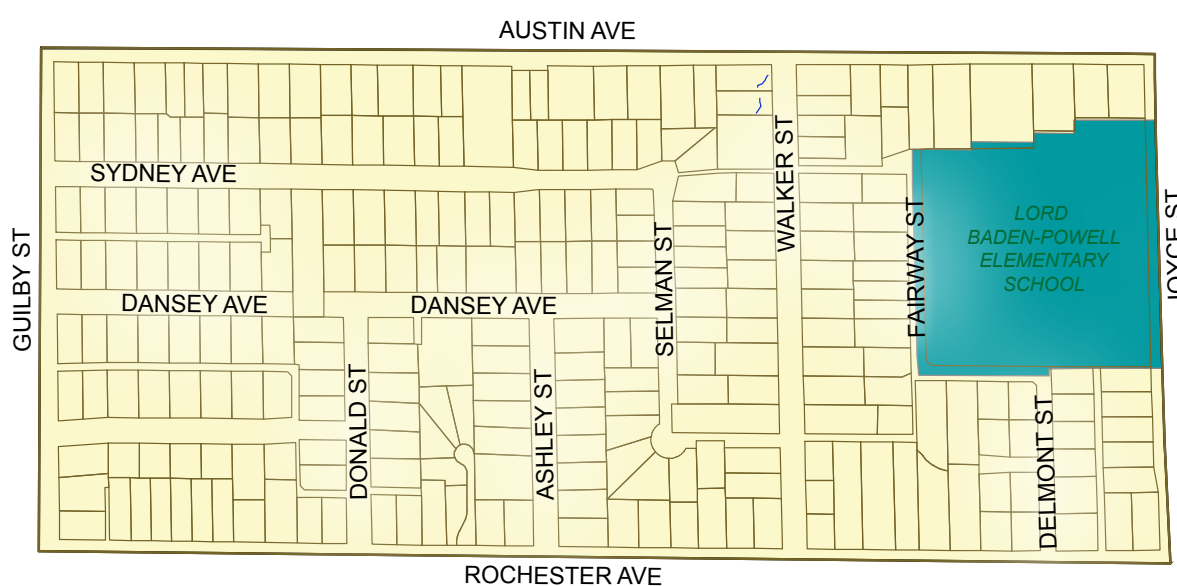
Option 2



- Develop a new greenway on Austin Avenue
- Improve streetscapes and pedestrian environment on Austin Avenue
- Remove individual driveways to improve function of Austin Avenue and reduce conflicts
- Increase density to support transit corridors and contribute to ridership
- Provide more opportunities for family-friendly, ground-oriented housing
- Improve transportation connections

Option 3

* Note: For Sub-Area J, Options 1 and 3 share the same proposed land use changes.



- Maintain current neighbourhood continuity
- Focus development into existing 'Core' area
- Minimal streetscape improvements
- No transportation network improvement

Legend			
	Potential New Street / Lane Connection		Proposed Land Use Change
	One Family Residential		Transit Village Commercial
	Compact One Family		Urban Quarter
	School		Neighbourhood Centre
	Civic and Major Institutional		General Commercial
	Extensive Recreation		Service Commercial
	Parks and Recreation		Neighbourhood Attached Residential
	Natural Areas		Townhouse
			Low Density Apartment Residential
			Medium Density Apartment Residential
			High Density Apartment Residential

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Land Use Concepts

Preliminary Land Use Concept Evaluation

For illustrative purposes, each option was evaluated to determine how well the Land Uses concepts met the strategic objectives.



FAIR



GOOD



VERY GOOD

Evaluation Criteria	Option 1	Option 2	Option 3
Foster neighbourhood revitalization and renewal			
Recognize established communities by retaining existing land uses, where possible			
Accommodate projected housing unit demand by 2041			
Provide more housing choice			
Ensure that the transition between different land use types is more gradual			
Reduce uncertainty regarding future development			
Develop transit-supportive density			
Connectivity of street network			
Design streetscapes of major streets to be people-friendly, safe, accessible and comfortable.			
Design streetscapes of local streets to be people-friendly, safe, accessible and comfortable			
Provide new citywide and neighbourhood Greenways			
Establish a distinctive community hub			
Provide expanded parks and amenities			
Respect watercourses and environmentally sensitive areas			

Transportation

Promoting Sustainable Transportation Choices

In order for a neighbourhood to be successful, it is essential that people can conveniently access the places they live, work, shop and play.

The City also wants to make it easier to walk or cycle to the SkyTrain stations and transit stops so more people can choose to leave their cars at home. A well-connected street network shortens travel distances, making it possible for people to quickly and conveniently walk or cycle to where they want to go, and shortens the journey by providing more direct routes.



Design Principles

- Build on the regional *Municipal Town Centre* and *Frequent Transit Development Area* designations to foster transit-supportive communities.
- Accompany land use changes with new street connections.
- Establish a connected grid that minimizes travel distances.
- Integrate improved connections for walking and cycling through development.
- Support connectivity and walkability with short blocks.
- Effectively manage parking.



How New Streets Are Acquired

New streets and lanes in the Burquitlam-Lougheed area will be acquired and built through the development process by private developers. When a development application comes forward they will be required to construct all portions of new streets and lanes that border their property. Over time, as new development occurs, new street and lane connections will be created and the overall transportation network will improve.



Sustainable Transportation

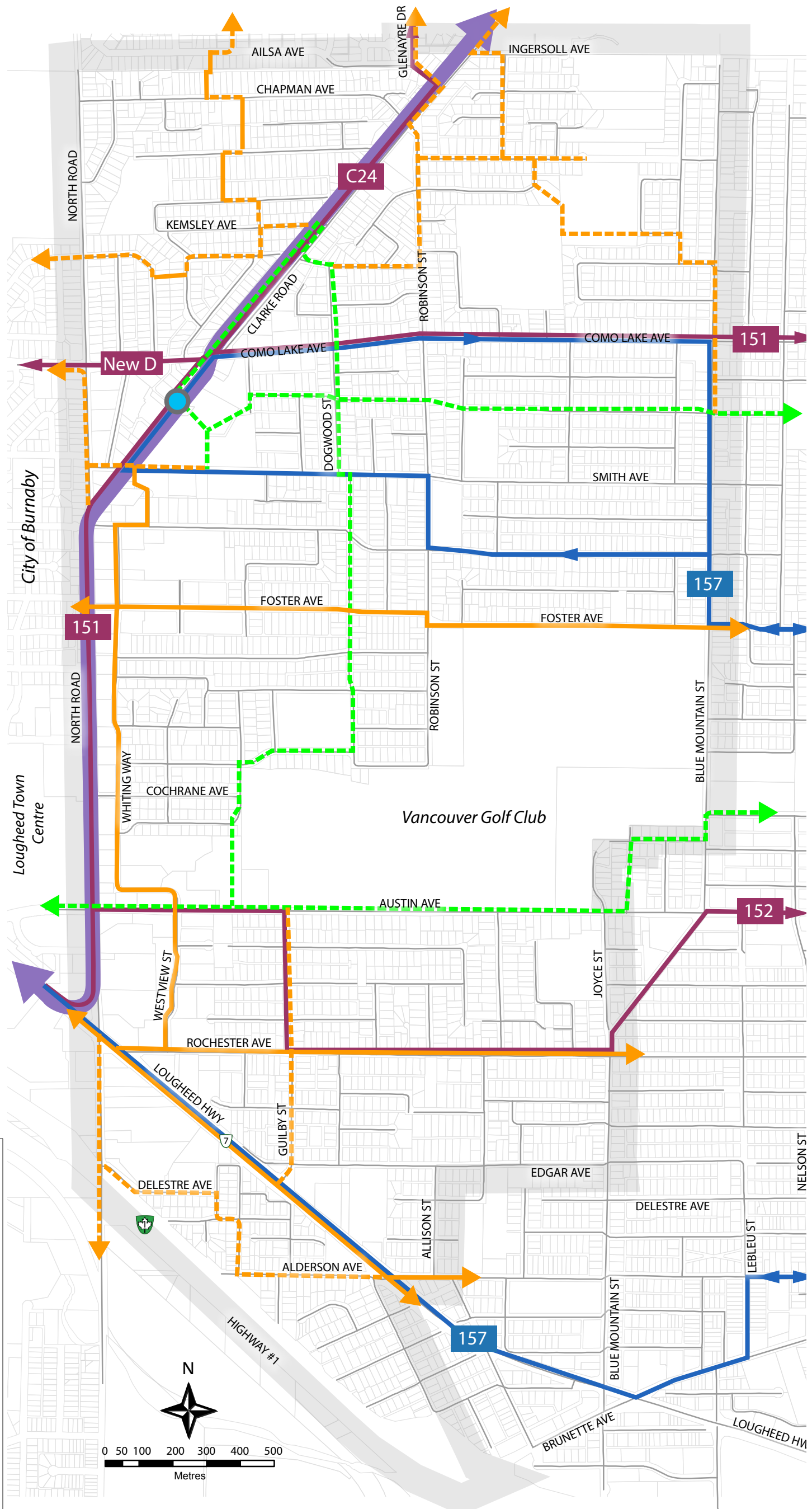
Part of what makes a neighbourhood successful is the ease with which people can travel between the places they live, work, shop, and play.

A well-connected street network shortens travel distances by providing more direct routes, making it possible for people to quickly and conveniently walk or cycle to where they want to go, and giving people the option to leave their car at home.

Many residents will continue to rely on the bus network to meet their daily travel needs. The Plan envisions safe, barrier-free and direct access to bus stops.

Bike routes and greenways provide multiple benefits such as linking parks, open spaces and other activity centres within the City. In addition to recreation, they serve an important transportation function, promote active lifestyles, and add to the vibrancy of the community.

Later in the BLNP process, the preferred land use concept for each sub area of the plan will help determine the pedestrian facilities (sidewalks and walkways) and cycling routes most adequate to support the adjacent land uses.



*** Note:**

1. This map shows Translink's planned Evergreen Line Opening Day transit service conditions.
2. Transit routes as shown are preliminary and for illustrative purposes only.
3. TransLink provides transit services which are subject to change along with land use and ridership.

Legend

- Existing Street
- BLNP Border
- Burquitlam Station
- Proposed Citywide Greenways
- Existing Cycling Routes
- Proposed Cycling Routes

Transit Route Frequency

- All Day Frequent Service (15 mins or less)
- Peak Hour Frequent Bus Service (15 mins or less during AM and PM peak hours; less frequent off-peak)
- Coverage Bus Service (30 minutes or more)

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Network Performance

Even with people switching to walking, cycling and/or transit for some of their regular trips, the neighbourhood still needs to accommodate a significant amount of vehicular traffic given its proximity to major roads and highways.

The City is taking a balanced, multi-modal approach to planning the neighbourhood transportation network. While the Plan prioritizes walking, cycling, and transit, it has also assessed the traffic conditions along key arterial and collector roads.

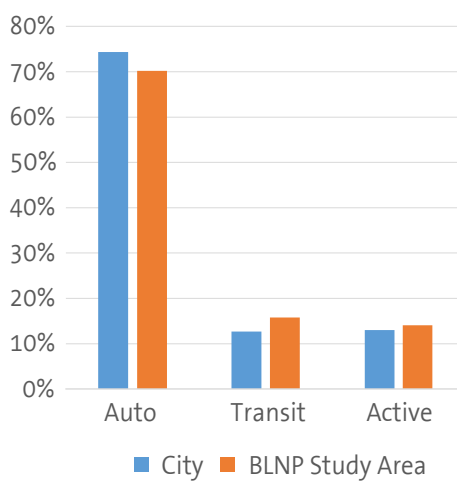
Traffic congestion - and related noise impacts, poor air quality, etc. - is detrimental to active modes and overall neighbourhood livability.

For opening day of the Evergreen Line, major corridors within the road network generally operate well. However there is some delay at:

- Como Lake Avenue / Clarke Road, which experiences heavy traffic volumes as people access SFU during the AM peak
- Lougheed Highway / North Road, where heavy traffic volumes between SFU and Highway 1 contribute to delays during both AM and PM peaks.

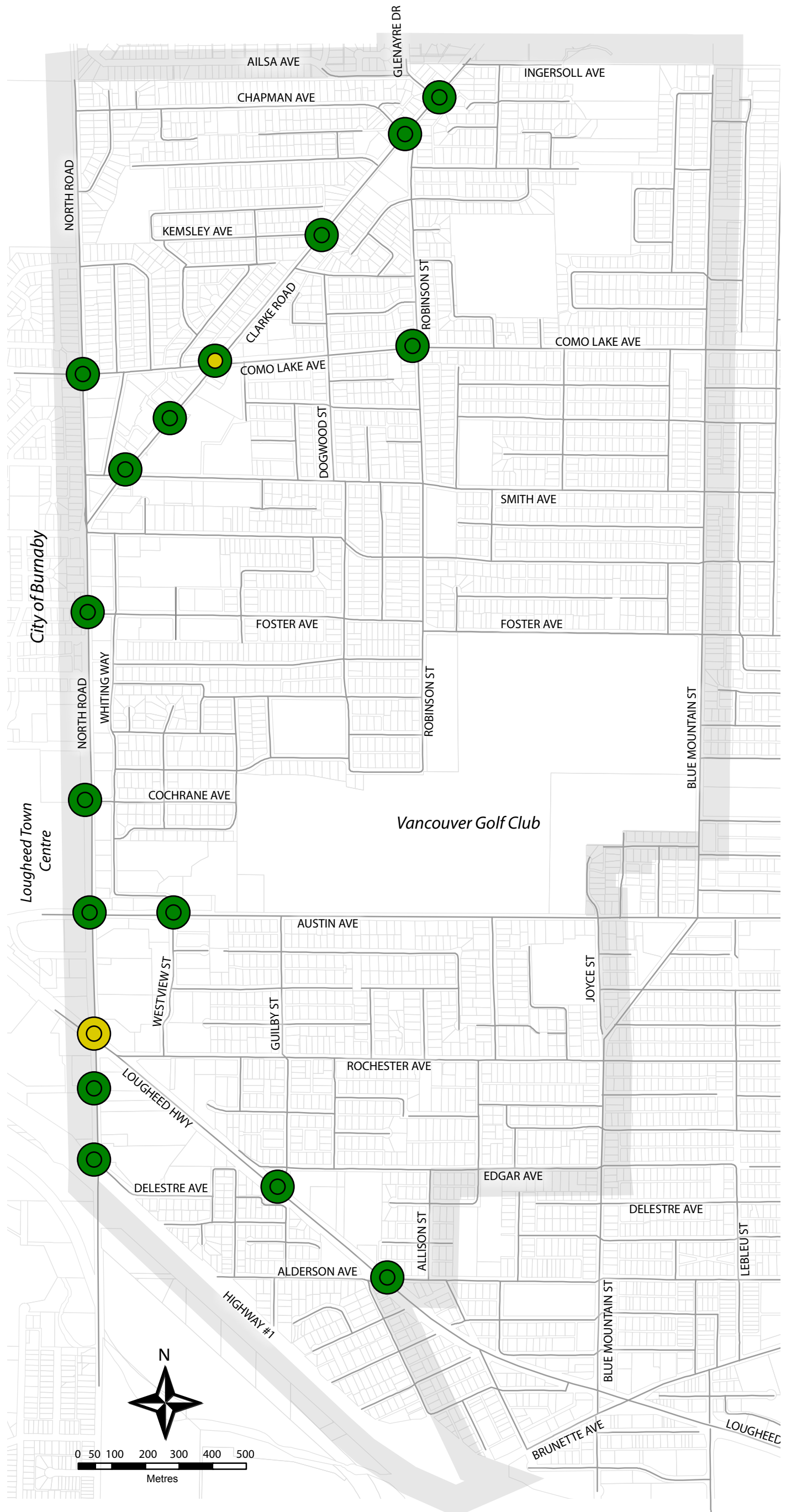
Opening day mode share for the BLNP Study Area is projected to be 70% Auto and 30% Sustainable (Transit and Active). In comparison, the City wide mode share is 74% Auto and 26% Sustainable (Transit and Active).

Evergreen Line Opening Day Mode Share



*** Note:**

Intersection timing, phasing, and configuration have been optimized based on projected future demand.



Legend

- Existing Street
- BLNP Border

Traffic Operations Performance

- No Delay
- Minimal Delay
- Some Delay
- Significant Delay
- Signalized intersections (PM, AM)

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Network Performance

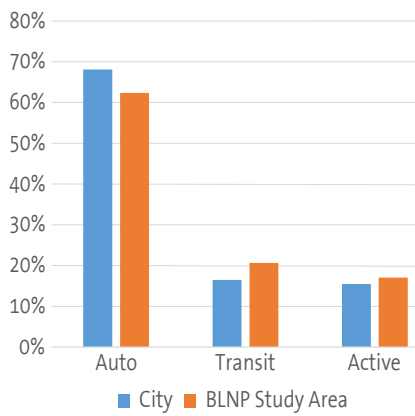
Compared to Opening Day of the Evergreen Line (2016), traffic patterns change as a result of the influx of new residents and businesses.

In certain areas, this leads to increased volumes on the transportation network:

- During the evening (PM) peak, North Road experiences increased delay at Lougheed Highway and Austin Avenue, especially close to Highway 1 as commuters converge on these busy intersections.
- North of Austin Avenue, a finer-grained future street network provides more route choice to/from the neighbourhood. The alternative routes result in fewer delays.
- At Como Lake Avenue / Clarke Road, delays are expected to extend into the PM peak as population and employment grow around the station. Travel to / from SFU may be impacted.

In the future, auto mode share will be lower for both the BLNP Study Area and the City, and sustainable modes (transit and active) will be higher.

Future Mode Share



* Note:

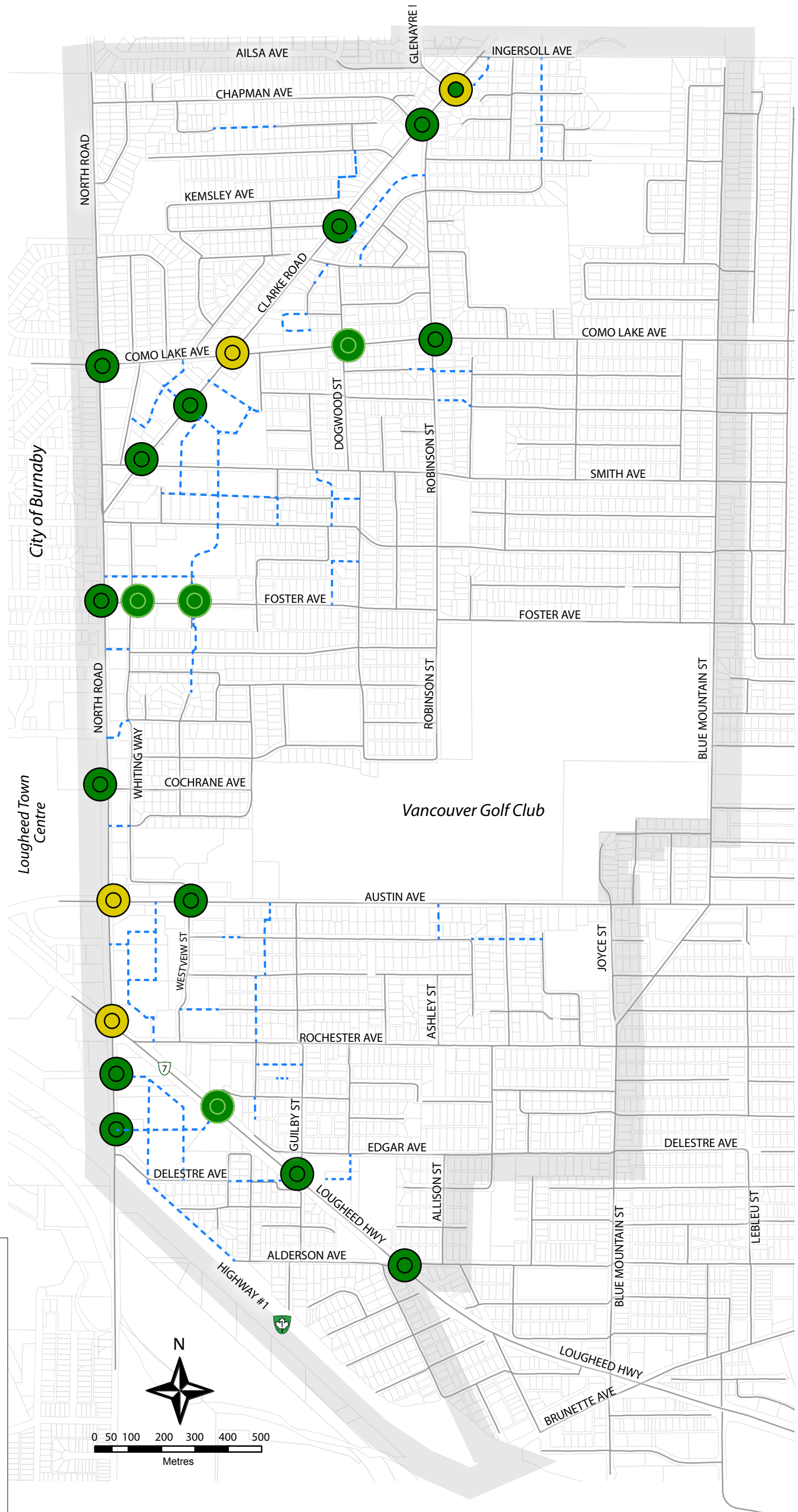
1. Intersection timing, phasing, and configuration have been optimized based on projected future demand.
2. Network performance based on Land Use Concept "Option 3".
3. Additional road dedication to accommodate potential third northbound lane along North Road.
4. The potential new streets and lanes as shown are conceptual and the ultimate location will be determined through the final plan and future development applications. The final subdivision layout is subject to review by the City's Approving Officer.

Legend

- Existing Street
- Potential new street / lane
- BLNP Border

Traffic Operations Performance

- No Delay
- Minimal Delay
- Some Delay
- Significant Delay
- Existing signalized intersections (PM AM)
- Potential signalized intersections (PM AM)



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Transportation - Parking Management

Managing the parking supply is a key component for the success of the area as it supports residential, commercial, and institutional / recreational uses.

On-street parking also supports a more pedestrian-friendly urban environment by buffering sidewalks from moving traffic, and supporting activation of the streets.

Context

- The Evergreen Line, starting in late 2016, is anticipated to affect the parking patterns near stations. Unmanaged commuter parking can compete with other users for on-street parking if not managed properly.
- Research has indicated that commuters prefer to park within 400m (5 minutes) walking distance from rapid transit stations. However, some commuter parking demand can occur up to 800 m (10-15 minute) walking distance from the station, although this occurs less frequently.
- **Lougheed SkyTrain Station:** this station has been in place for the last 15 years. Most of the 750 spaces of on-street public parking in Coquitlam are located within the 400 m to 800 m (Shoulder) area and are currently unrestricted.
- **Burquitlam SkyTrain Station:** there are 370 street parking spaces within 400 metres and an additional 2,500 spaces between 400 and 800 m from this new station. Most of these street parking spaces do not currently have parking restrictions.

Objectives

With the opening of the Evergreen Line, one of the City's objectives is to:

- Support growth around the Lougheed and Burquitlam stations, through managing both public street parking and private development parking requirements.

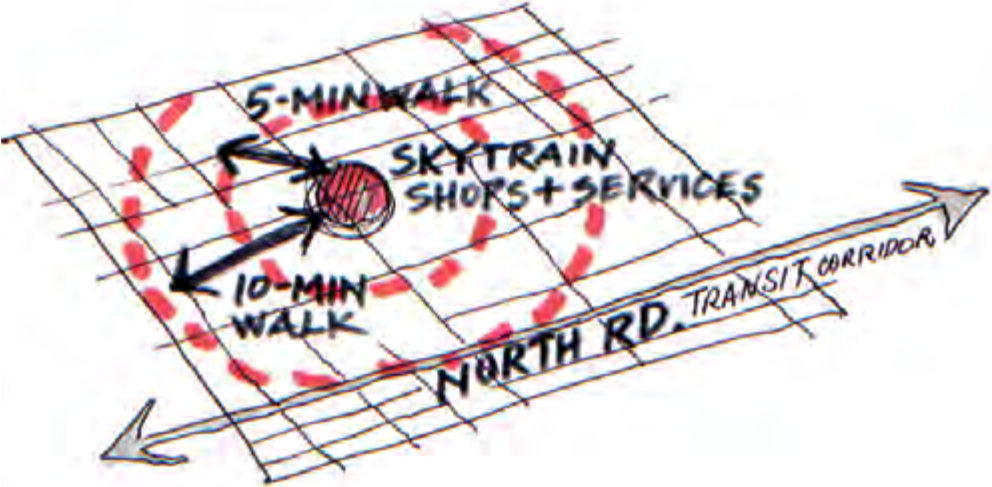
This objective can be achieved through key policies outlined in the City's *Strategic Transportation Management Plan* such as:

- Managing on-street public parking through the use of parking time limits, pricing, and other strategies to accommodate various users.
- Improving technological resources for better, more convenient public parking management.
- Supporting use of enforcement programs, user information, and marketing in the context of public parking.
- Requiring new residential developments to provide for their parking needs on-site and for new non-residential developments to provide shared parking facilities that are managed and accessible to the public.



Source: British Columbia Ministry of Transportation, 2010





Existing Parking Management

Parking

In conjunction with the opening of the Evergreen Line:

- Manage on-street public parking within 400 metres walking distance of rapid transit station locations.
- Expand the use of time limits and/or pay parking and enforcement to limit the impacts of commuter parking (benefits both businesses and residents) within 400 metres walking distance of the stations.
- Support the provision of pick up and drop off spaces in close proximity to the station (benefits commuters).

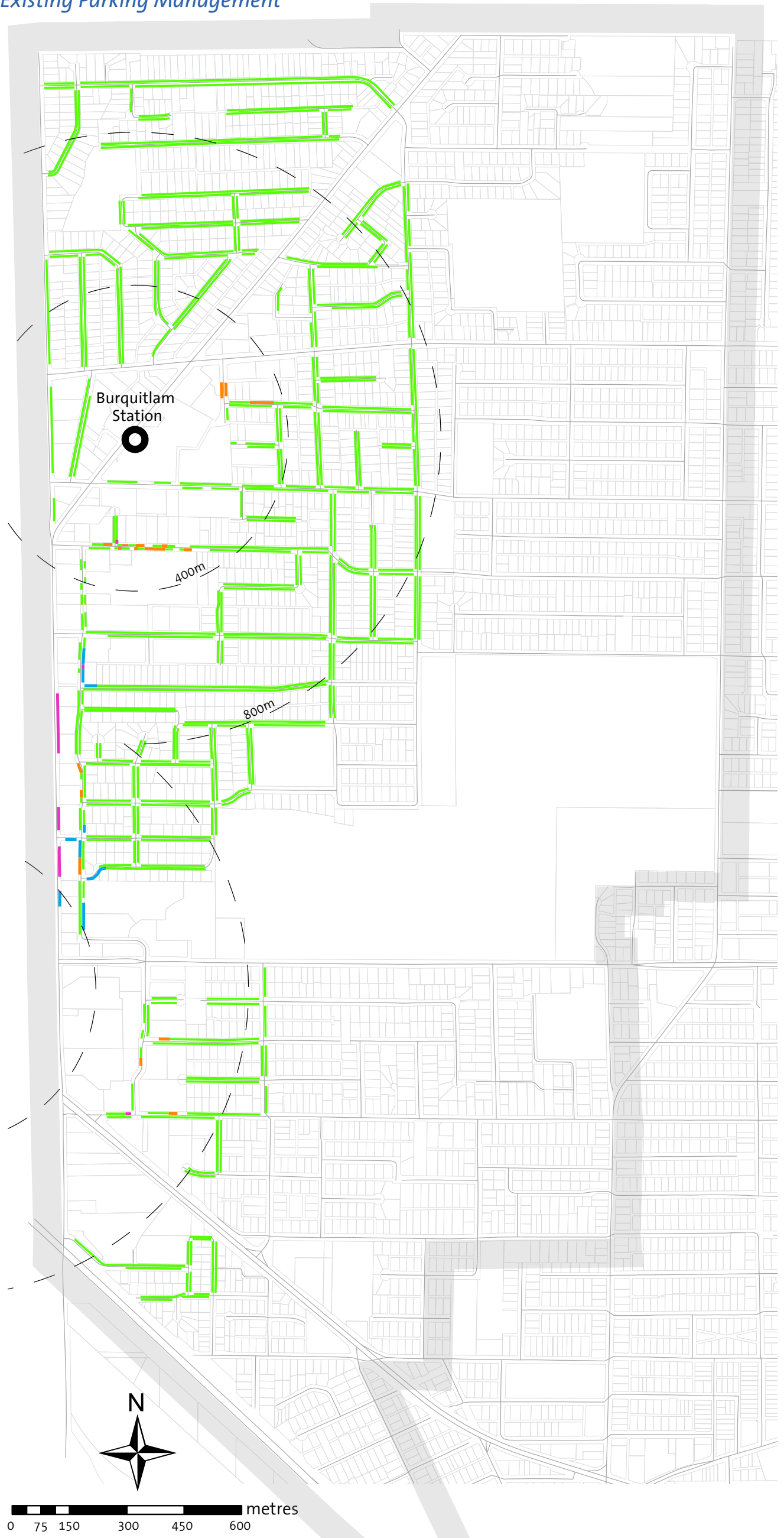
After the Evergreen Line opens:

- In shoulder areas, utilize time limits to mitigate commuter parking impacts in response to resident concerns and where on-street parking turnover is low and occupancy is assessed to be high.

In the longer term:

- Explore the provision of some public pay parking in combination with new public recreation facilities or other new development, or on-street where it does not impact adjacent land uses (benefits commuters).
- Monitor the use of on-street public parking in shoulder areas.
- Explore selective implementation of time restrictions and/or pay parking at time of redevelopment for commercial and multi-family blocks.
- Work with developers to explore the provision of on-site pay public parking in locations close to transit stations.

What do you think about our approach for Opening Day and in the longer term?



*** Note:**

If no line is indicated, no parking is permitted on blockface, or the parking location is outside study area.

Legend

- No Restrictions
- 1-2 hour Parking
- Vehicle Type Restriction
- Temporary Restriction
- - Distance from SkyTrain
- Existing Street
- BLNP border

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Parks - Introduction

Background

Park amenities and a diverse park system are needed to support the development and growth within Burquitlam-Lougheed. All new parks and recreational amenities are guided by the draft *Parks, Recreation & Culture Master Plan (PRC)*.

The City is exploring ways to provide new and improved parks to serve the growing community and create more attractive neighbourhoods. New and upgraded local parks and amenities are essential to ensure the Burquitlam-Lougheed neighbourhood is a great place to live.

Based on population projections the appropriate amount of parkland to serve future growth is being established which can support an expected range of densities and potential land use types. The City aims first to build on the existing park system, and optimize existing and underutilized park sites to ensure these provide the maximum potential for public use.

Parks Approach

A detailed evaluation of the existing park system and future needs has been undertaken. The evaluation acknowledges the need for new and upgraded parks in the BLNP area and addresses concerns previously expressed by the community.

Approximately 10 hectares (25 acres) of new parkland is proposed for the BLNP area over the next 30 years. The specific locations where expanded parks will occur is still under analysis and has not yet been determined.

The City will consult with stakeholders and bring a recommended park approach forward for Council direction. The parkland acquisition approach, in conjunction with the *PRC Master Plan*, will be determined prior to Phase 3 of the BLNP process.

Once approved, the proposed park system will be incorporated into municipal planning and funding mechanisms such as the OCP, the neighbourhood plan, park prioritization model, DCC Bylaw, and the *Parks 5-year Financial Plan* to ensure that planning, land acquisition, and development of parks is formalized and takes place at the right time in relation to growth.



Highlights

- Approximately 25 acres of new park is to be acquired in the Burquitlam-Lougheed area over the next 30 years.
- The exact amount, distribution, type and location of parkland that will be achieved will vary, and is dependent on many factors related to property acquisition, land development, funding availability, and public consultation.
- The specific amenities in each park will be established at a later point based on standards and guidelines outlined in the *Parks, Recreation & Culture Master Plan*, in consultation with the community.
- In order to best align new growth with established neighbourhoods, the City will be looking for opportunities to negotiate other park benefits through development, in order to supplement the publicly-delivered park system, including:
 - public amenities on private lands,
 - discretionary financial contributions towards park amenities, or
 - development of City parks by private developers.
- The park system will constantly be monitored and re-assessed to ensure that:
 - new opportunities that may arise are evaluated,
 - the parks system is being optimized and maximized,
 - explore all funding approaches to support the long-term sustainability and replacement of park assets and infrastructure.
- Community Recreation Services will be provided primarily through the development of a new community recreation facility developed in partnership with the YMCA and in schools, through partnerships such as the Neighbourhood Learning Centre being planned at Banting Middle School.
- Other community services, such as library and cultural programming, will continue to be evaluated over time to ensure that they meet the needs of the growing community.



Potential New Parks

The Burquitlam-Lougheed Neighbourhood Plan is exploring ways to provide new and improved parks to serve the growing community and create more attractive neighbourhoods.

New and upgraded local parks and amenities are essential to ensure the Burquitlam-Lougheed neighbourhoods are great places to live.

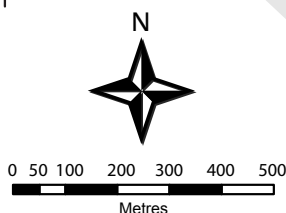
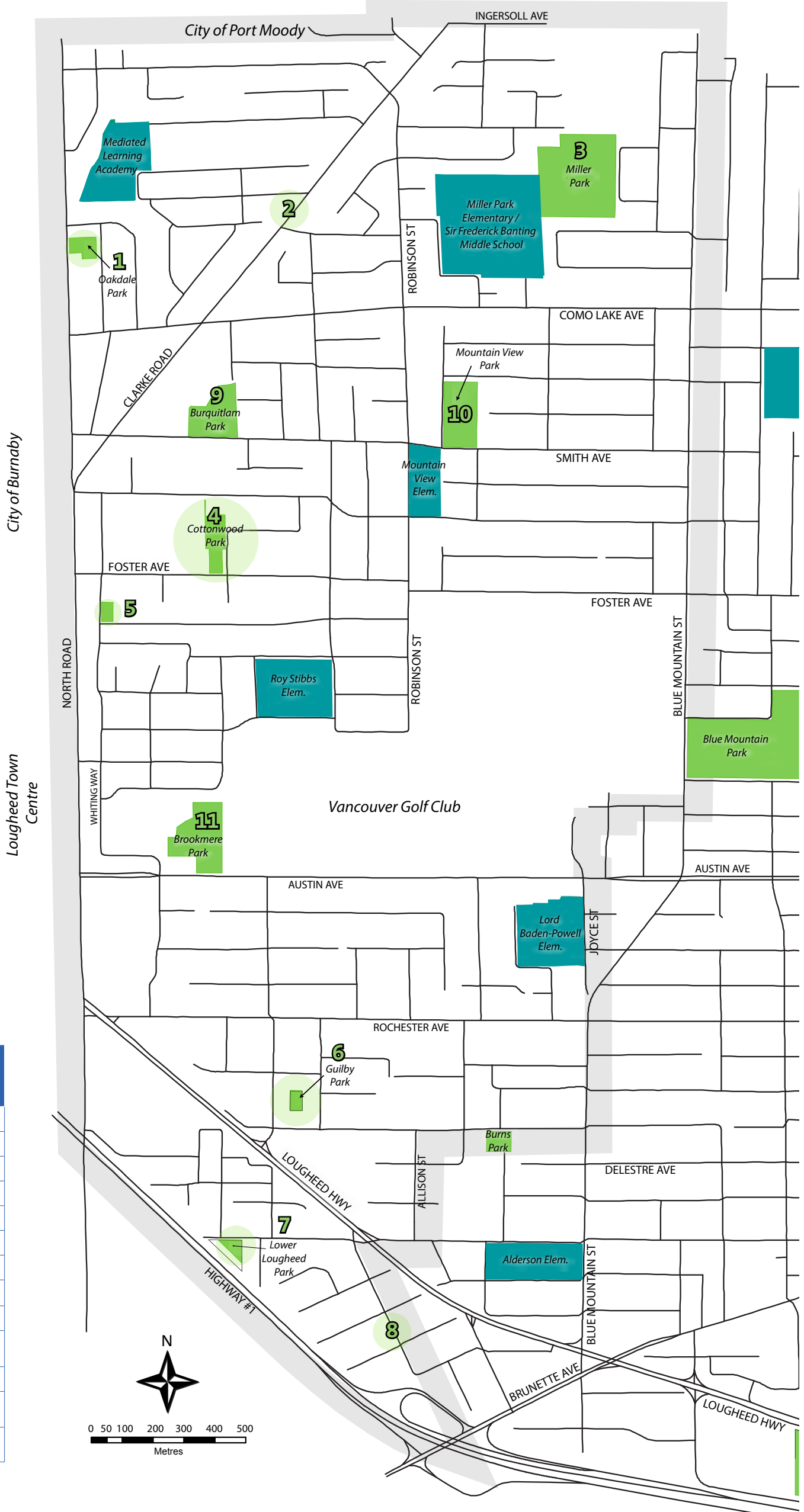
The specific locations where expanded parks will occur is still under analysis and have not yet been determined. Specific locations will be confirmed in Phase 3. This map shows representative sizes **only** of potential new parks in the general location where they might occur.

An additional two acres of potential new park space [12] is still to be allocated.

Park Acquisition



#	Park Name	Current Size (acres)	Potential Increase (acres)	Potential Total (acres)
1	Oakdale	1.0	1.0	2.0
2	Kemsley-Clarke	0	2.0	2.0
3	Miller	12.0	4.0	16.0
4	Cottonwood	1.3	9.0	10.3
5	Community Garden	0.5	0.5	1.0
6	Guilby	0.5	3.5	4.0
7	Lower Lougheed	0.5	1.0	1.5
8	Gauthier-Hart	0	2.0	2.0
9	Burquitlam	3.8	0	3.8
10	Mountainview	4.4	0	4.4
11	Brookmere	5.4	0	5.4
12	Burquitlam Area - Future	0	2.0	2.0
Totals		29.3	25	54.3



Legend

- Existing Park Space
- Park Space Showing Potential Area Increase
- Watercourse
- BLPN border

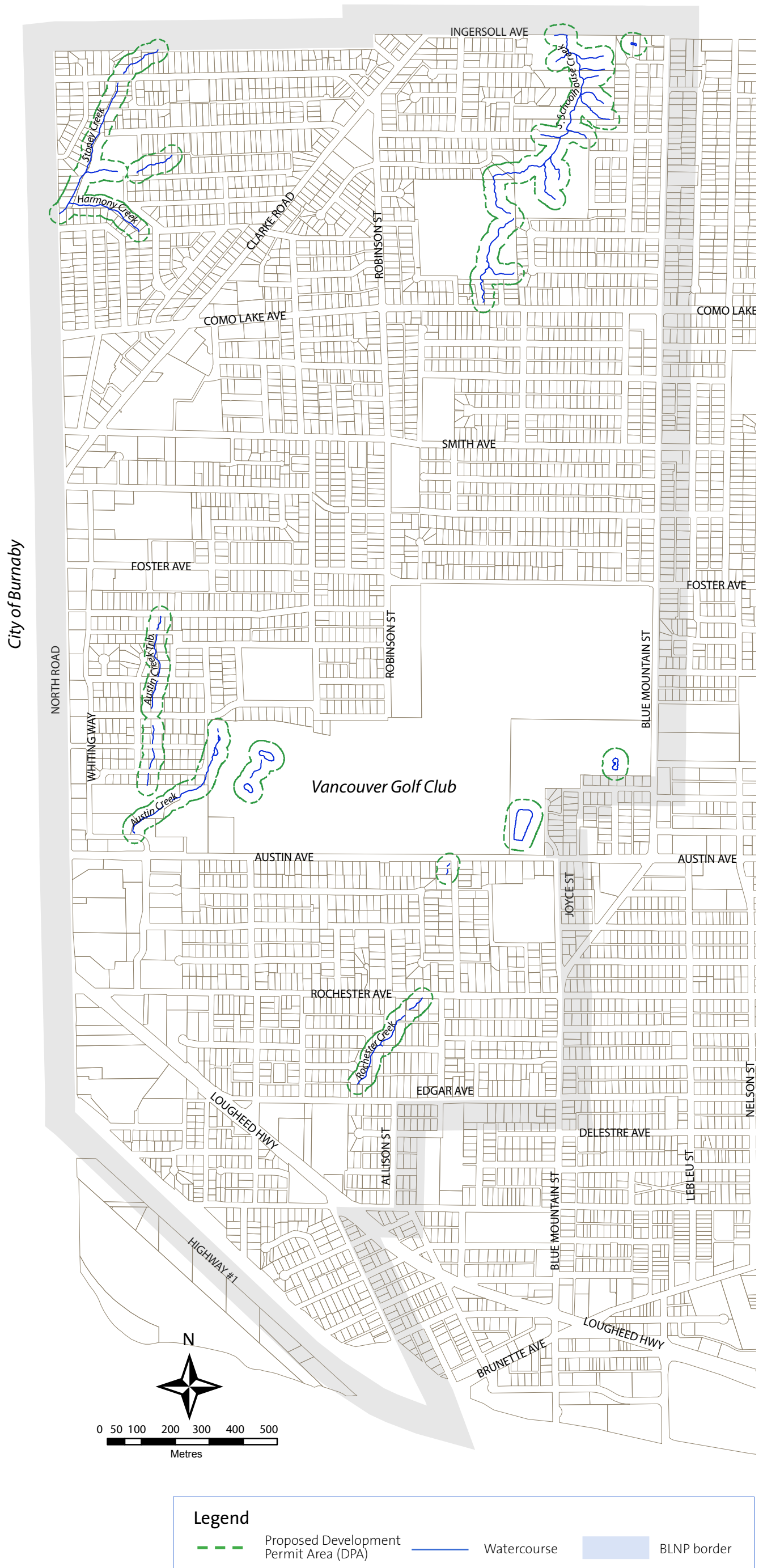
** Note:* The potential new and expanded parks as shown are conceptual and the ultimate location will be determined through future planning. The final location is subject to review by the City's Parks, Recreation & Culture Department.

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Watercourse Protection Development Permit Area

The BLNP recognizes that this landscape contains a number of important stream corridors and their associated riparian areas which provide the opportunity to improve water quality and fish habitat, while providing an important stormwater control function for the neighbourhood.

The proposed *Watercourse Protection Development Permit Area* provides for the review of proposed development activities within 30 metres of watercourses, in accordance with the *Official Community Plan's (OCP) Watercourse Protection Development Permit Area Guidelines* and the *Coquitlam Zoning Bylaw's Riparian Area Regulations (RAR)*.



Note:

Watercourse Protection Development Permit Area policies may apply. This map presents a preliminary assessment of known watercourses, but not necessarily their exact localities.

Other permanent and intermittent watercourses may be identified over time as development plans are undertaken.

Fish habitat values, top-of-bank surveys and biophysical and hydrological characteristics of these watercourses will need to be evaluated by development proponents at the development permit stage.

Streamside protection measures will be determined, as appropriate, in consultation with senior government regulatory agencies. In addition, formal authorization under section 35 of the Federal Fisheries Act may also be necessary.

The City does not guarantee or warrant the reliability, accuracy, quality, currency, validity or completeness of the information presented. This information is provided for information and convenience purposes only.

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Market Demand & Population Modelling Results

Anticipated future market demand for different types of housing was identified for the Burquitlam-Lougheed area by Colliers International and Urban Analytics as shown in Table 1. Overall, this modelling showed an increased demand for approximately 9,200 units by 2041, over earlier predictions which anticipated demand at 7,200 units.

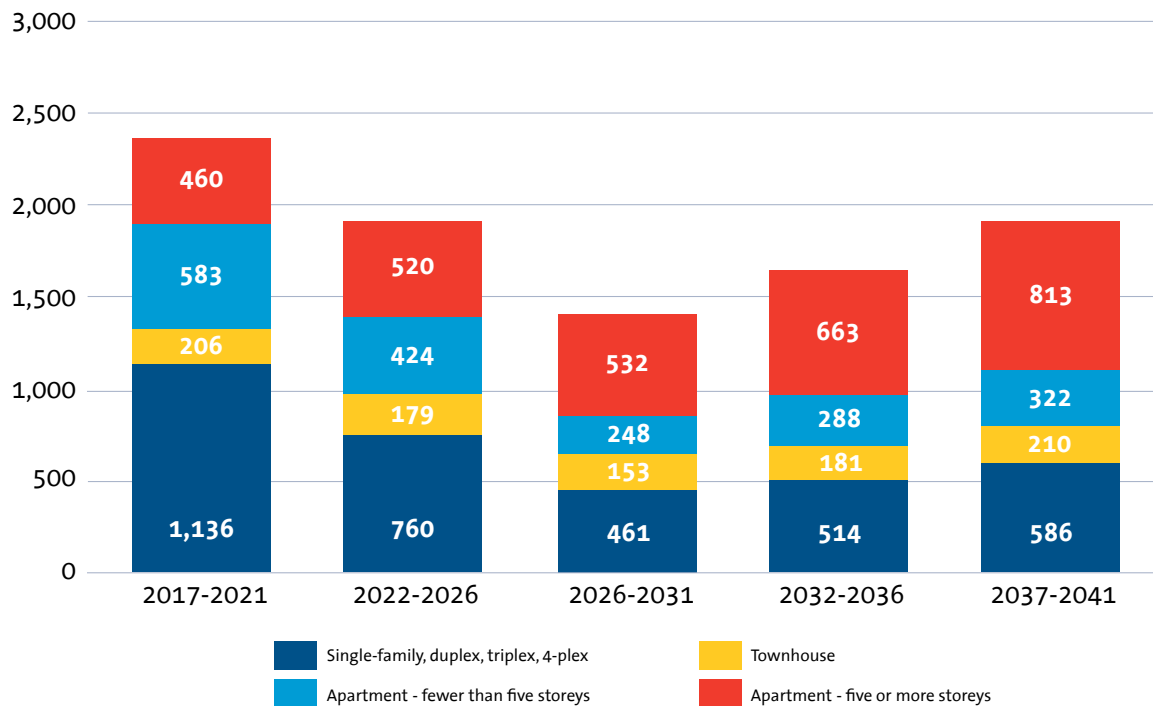
All of the land use concepts provide sufficient capacity to accommodate this growth, while providing a range of housing options to meet the needs of diverse families and respond to shifting market preferences. In addition, unit and population modelling was completed for all three land use concepts based on growth being evenly distributed to all Sub-Areas and all properties maximizing their full development potential. While the total unit and population numbers are comparable, their allocation by Sub-Area changes by land use concept.

Increasing the theoretical land use capacity does not increase the market demand but rather improves our ability to better manage growth by:

- Improving the housing mix;
- Increasing amenities;
- Improving the relationship between housing types.

This analysis will be refined in Phase 3 of the process.

Table 1 - Projected Market Demand for Dwelling Units in Burquitlam - Lougheed 2017-2041



Total Market Housing Demand = 9,200 Units by 2041

Source: Colliers International Consulting, 2015



Financial Analysis

Coquitlam is a fast-growing city in a rapidly developing and changing region. It is important to guide growth in a way that new development is livable, attractive, and contributes positively to the community while making sure that infrastructure and amenities, like parks, are provided to keep pace with growth.

The City's main method to ensure new development contributes to providing necessary infrastructure is through Development Cost Charges (DCC) which are fees paid on all new development. The City has two additional programs to raise funds from new development that can go towards various amenities that DCCs cannot be spent on. Community Amenity Contributions (CAC) and Density bonus revenues are optional contributions made by a developer when City Council approves additional density at the time of rezoning. These three funding sources are used to support renewing infrastructure and building communities amenities, such as parks and community centres.

Based on the development projections for the BLNP area, an estimated \$57 - 84 million in DCC revenue, \$17 - 25 million in CAC revenue, and \$47 - 57 million in Density Bonus revenue may be collected depending on the amount of development that occurs over the next 25 years.

The financial analysis will be revised as part of the Servicing Assessment to be undertaken in Phase 3.



Moving Forward

Conclusions

Building on the TDS, the draft land use concepts represent a series of different approaches and design choices for achieving the overall plan vision and objectives. It is important to note that the concepts are not fixed. The individual concepts for each sub-area can be mixed and matched to create the final preferred land use concept. Staff note that none of the three land use concepts represents the perfect solution as there are likely to be technical challenges with elements from each of the concepts. These challenges will be identified and addressed as part of the technical analysis and critical evaluation that is the next step in this process.

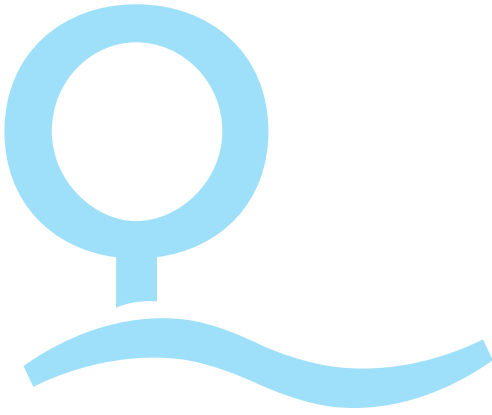
Overall the land use concepts identify a wide range of ambitious, creative and practical approaches for managing future growth and change in Burquitlam-Lougheed and build the foundation for further collaboration moving forward to a preferred land use concept and supporting set of policies and guidelines. Analysis and evaluation of the three options by City staff, the public, stakeholder groups, and Council will identify preferred elements from each of the concepts to incorporate into a preferred land use plan which will carry forward with more detailed planning and design.



Next Steps & Phase 2 Public Consultation

A comprehensive public consultation process will be held in late 2015 / early 2016. City staff will report to Council on the results of the public feedback and the evaluation process after Phase 2 consultation is complete.

Public feedback and staff analysis will be utilized to develop one preferred land use concept which incorporates the most desirable elements from each of the concepts. This will form the foundation for developing the updated Burquitlam-Lougheed Neighbourhood Plan and associated Servicing Assessment. The final updated BLNP is anticipated to be presented to Council by mid-2016.



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Coquitlam