

Transit-Oriented Development Strategy

A Community Building Opportunity

July 30, 2012

Coquitlam
Planning &
Development

Coquitlam Transit-Oriented Development Strategy (TDS)

Approved by Council Resolution July 30, 2012. CARRIED UNANIMOUSLY.

TABLE OF CONTENTS

1. Introduction	1
A Vision for New Growth	1
TDS Purpose	2
TDS Structure	2
How will this strategy be used?	3
TDS Focus Areas.....	4
2. Key Objectives	9
2.1 Objective 1 Create Compact, Complete Communities	10
2.1.1 Transit Supportive Land Use Strategies	10
2.1.2 Employment Strategies	11
2.1.3 Interim Rental Housing Strategies	12
2.2 Objective 2 Develop Transit Supportive Density	13
2.2.1 Land Use Intensity.....	13
2.2.2 Building Transition - Height & Density	14
2.2.3 Servicing	15
2.3 Objective 3 Implement High Quality Urban Design	16
2.3.1 Streets for People	16
2.3.2 Unique Identity.....	17
2.3.3 Guideway Integration	17
2.4 Objective 4 Create Great Places	18
2.4.1 Density Bonusing for Amenities	18
2.4.2 Community Amenity Contributions (CAC).....	18
2.4.3 Localized Amenity Contributions.....	18
2.4.4 Urban Parks & Local Amenities	19
2.5 Objective 5 Promote Sustainable Transportation Choices	20
2.5.1 Multimodal Transportation Network	20
2.5.2 Street Standards.....	21
2.6 Objective 6 Manage Parking	22
2.6.1 Parking Management	22

3. Neighbourhood Specific TOD Planning.....	23
3.1 Lougheed TOD Planning Area	24
3.1.1 Lougheed Background	24
3.1.2 Lougheed TOD Strategies.....	25
3.2 Burquitlam TOD Planning Area	26
3.2.1 Burquitlam Background	26
3.2.2 Burquitlam TOD Strategies.....	27
3.3 City Centre TOD Planning Area	28
3.3.1 City Centre Background.....	28
3.3.2 City Centre TOD Strategies	29
3.4 Transit Corridors.....	30
3.4.1 North Road & Clarke Road Background.....	30
3.4.2 North Road & Clarke Road TOD Strategies	30
3.4.3 Barnet Corridor & IOCO Station Area Background	31
3.4.4 Barnet Corridor & IOCO Station TOD Strategies	31
4. Implementation.....	33
Appendix A	35
Transit-Oriented Development Defined	35



The Evergreen Line is a significant long-term transportation investment that offers a critical opportunity to shape future growth and create vibrant, well-planned neighbourhoods that benefit Coquitlam residents

TDS: A Vision for New Growth Along the Evergreen Line

The Transit-Oriented Development Strategy, or ‘TDS’, is a high-level vision document that will proactively guide new ‘Transit-Oriented Development’ (TOD) around Evergreen Line station areas. TOD is higher density, mixed-use and pedestrian-friendly development, located within walking distance of rapid transit, that has many benefits, including:

- Improved access to transit for those living and working in TOD areas;
- More cost-effective urban development, through focusing new growth in existing urban areas and close to transit investments;
- Increased and more affordable housing choices in close proximity to transit; and
- Healthier lifestyles and less environmental impact, through increased transit use, cycling and walking.

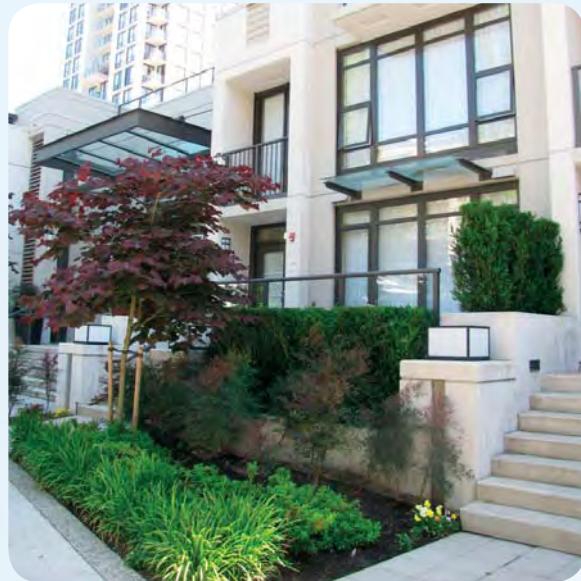
TOD places transit at the centre of neighbourhoods, and reduces reliance on the automobile to get around. While TOD developments still accommodate automobiles, these transit-oriented neighbourhoods are more pedestrian and cycle-friendly, and can significantly influence travel patterns through more walking, cycling and transit trips.

TOD development also focuses a higher intensity mix of land uses and public open space near transit stations to create distinct ‘people places’ that provide retail, employment and community amenities within easy access to transit. TODs are also designed to ‘blend’ into surrounding lower density neighbourhoods, by ensuring there is a transition to lower densities and building heights moving away from transit stations. Appendix A provides further information on Transit-Oriented Development.

TDS Purpose

The TDS aligns with and organizes existing Official Community Plan (OCP) policies guiding new development along the Evergreen Line and, where necessary, introduces new policies to maximize opportunities for high quality development in station areas. This singular vision document will be used to:

- Establish policies to leverage the Evergreen Line as a significant citywide and regional asset that enhances the quality of life for Coquitlam residents;
- Confirm the Evergreen Line as paramount to more sustainable urban and economic development in Coquitlam;
- Create certainty for Coquitlam residents and the development industry, regarding the City's land use objectives for areas around the Evergreen Line;
- Identify potential land use impacts from Evergreen Line-related development, and respond with high-level strategies to mitigate these impacts;
- Guide future updates to Neighbourhood/Area Plans that include Evergreen Line station areas; and,
- In the interim, evaluate and process development applications in advance of Neighbourhood or Area Plan updates.



TDS Structure

The Transit-Oriented Development Strategy structure is divided into four key sections:

- 1. Introduction and Background**
- 2. Key Objectives for Transit Oriented Development** outline the critical elements that the City believes should be applied broadly and consistently in a relatively uniform way in order to support the Evergreen Line corridor. These objectives will include policies and guidelines for issues best addressed from a citywide perspective.
- 3. Neighbourhood Specific TOD Planning** will deal with the unique aspects of each station area or corridor and suggest an appropriate approach to development that considers the local context.
- 4. Implementation of TDS** will address those specific tools and approaches to best apply and monitor the development of the Evergreen Line corridor over time.

How will this Strategy be used?

The TDS serves to communicate the City's expectations and objectives for integrating Transit-Oriented Development along the Evergreen Line and is to be used to:

- Inform the preparation of Council adopted plans, including neighbourhood plans and citywide strategic plans;
- Aid in the evaluation and processing of development applications within the areas identified around or along the rapid transit network.

The TDS guidelines are intended to support and streamline updates to area and neighbourhood plans and guide the evaluation of OCP amendments.

The TDS will inform development applications within the transit corridor but is not intended to encourage "spot rezoning."

All development applications (including any proposed OCP Amendments) processed in advance of Area and Neighbourhood Plan updates within the TDS Corridor must meet objectives of the TDS and satisfy the criteria and procedural requirements set out in Sections 2 and 3.

Importantly, the TDS will work to respect existing stable communities while aiding in the redevelopment of areas under transition as a result of the Evergreen Line.



Image Source: Evergreen Line Station Area Design Consultation Guide, 2010, B.C. Ministry of Transportation and Infrastructure

TDS Focus Areas

The TDS is divided into three primary geographies: CORE, SHOULDER and TRANSIT CORRIDOR. Key elements that help define these areas include:

CORE

1. Typically within 400 metres of a station; a 5 minute walking distance;
2. Areas identified for higher density land uses to generate transit ridership;
3. Easy access to planned or future stations;
4. Areas with existing mixed-use, institutional or commercial activity;
5. Prime areas for transit-oriented employment, particularly City Centre;
6. Prioritized areas to focus high-density and mixed-use development over time;
7. Key focus areas for future public realm enhancements.

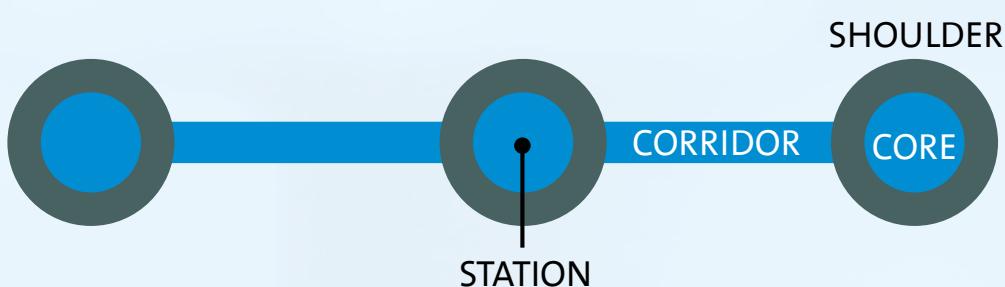
SHOULDER

1. Generally within 400 and 800 metres of a station;
2. Areas that could range in density - transitioning from higher densities closest to the station to lower density at the outer shoulder;
3. Boundaries for the shoulder area consider natural and human-made locational factors;

4. Completes a geographic relationship with the core area - i.e. direct adjacency, shared primary access points or servicing catchment areas.

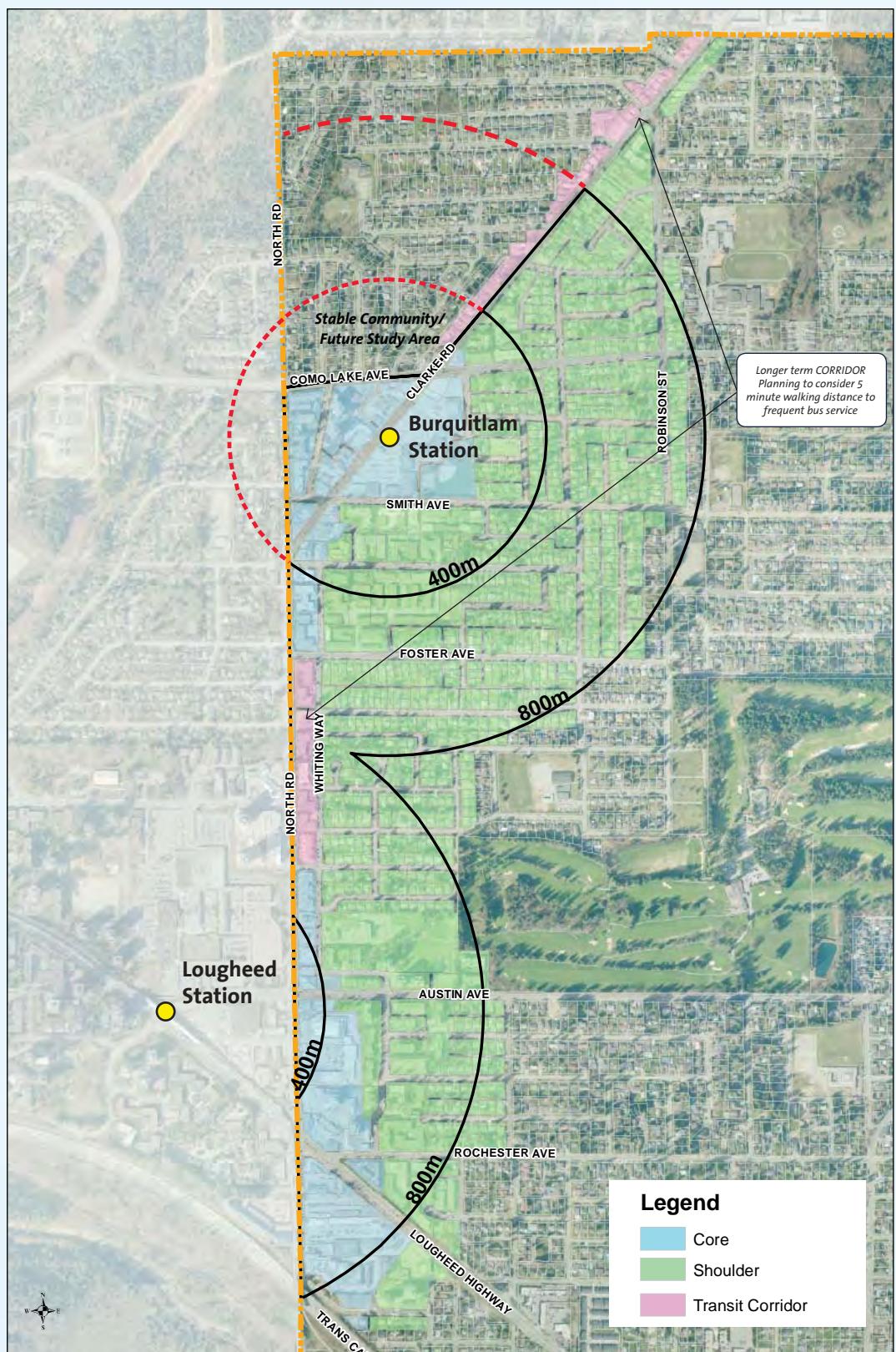
TRANSIT CORRIDOR (BETWEEN STATIONS)

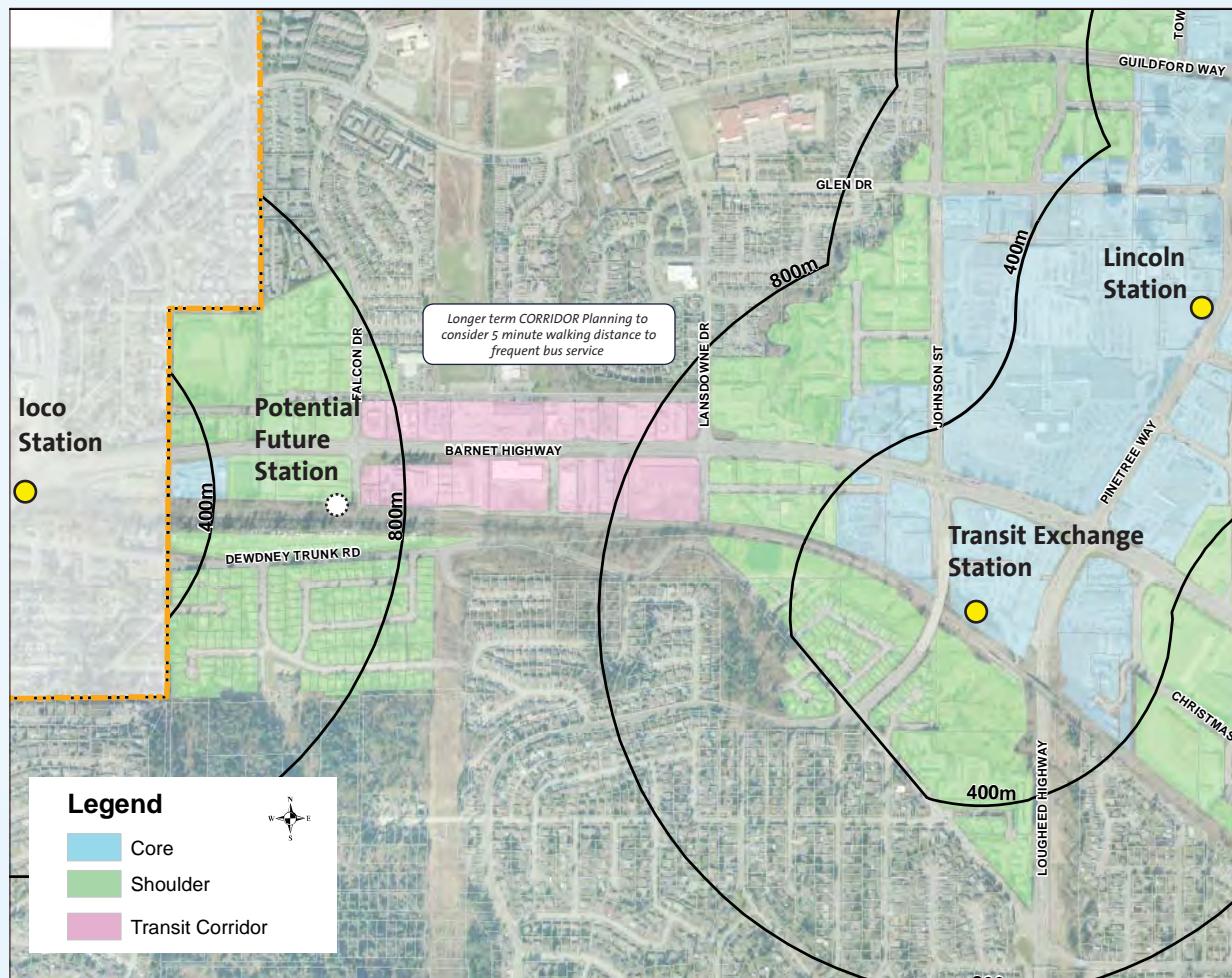
1. Outside the core area, but along corridors expected to be served by higher frequency local transit service with strong connections from/to stations;
2. Strong multi-modal transportation (walking/cycling, transit) connections are an important component for broader connections to transit;
3. Potential frequent transit corridors that serve as links to stations;
4. Higher-density redevelopment opportunities can be considered in limited locations, such as the North Road Corridor, given the close proximity of existing and future rapid transit stations;
5. Longer term planning considerations will be needed for areas within walking distance to these corridors.



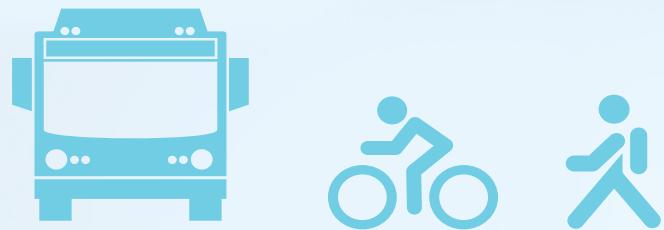
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Burquitlam & Lougheed





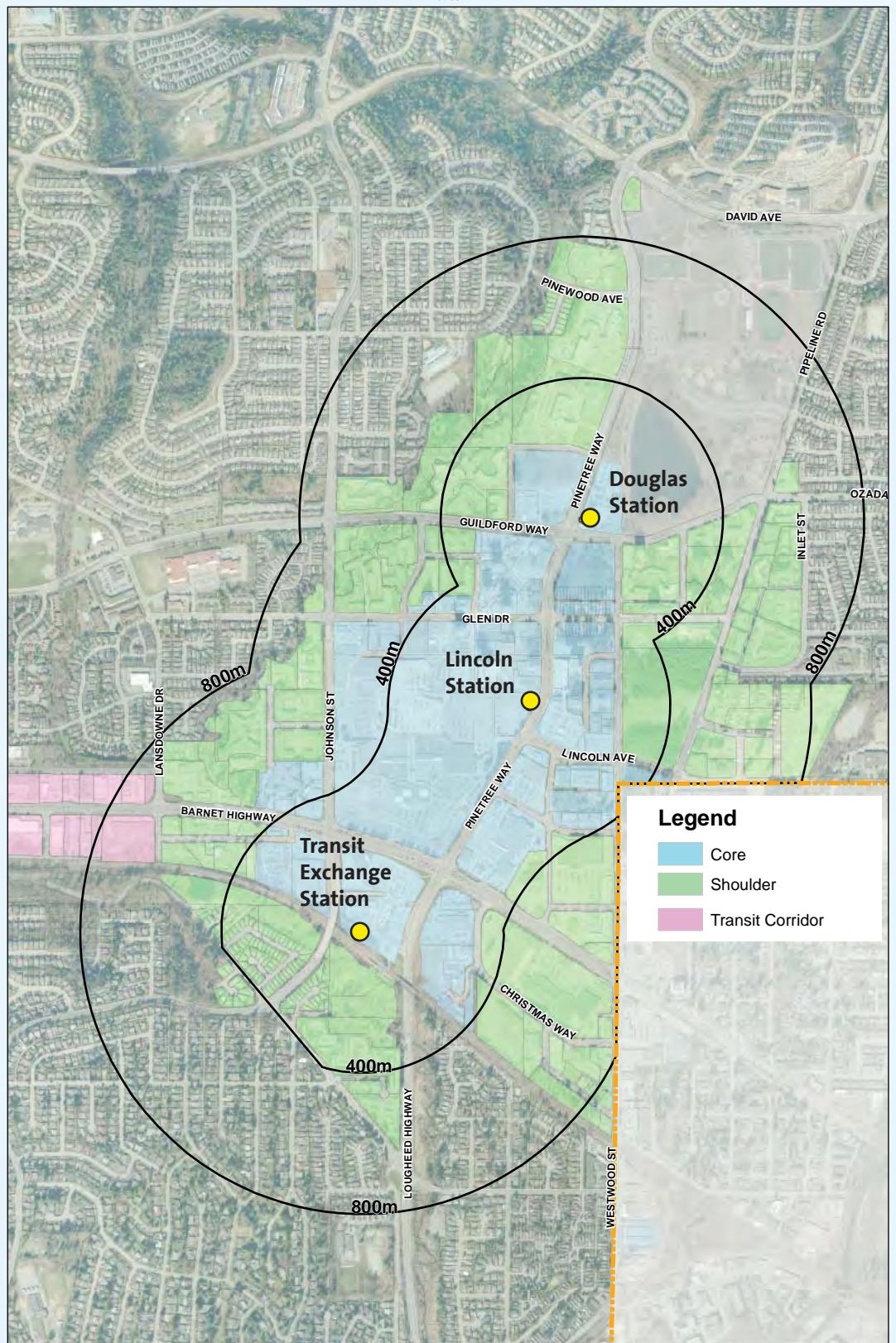
Barnet Corridor



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City Centre



SECTION 2

KEY OBJECTIVES

The Transit-Oriented Development Strategy provides a consistent set of citywide objectives for the Evergreen Line Corridor. The policies of the TDS draw from and reflect the current strategic goals of the City as established in the Citywide Official Community Plan, broad citywide policy such as the Strategic Transportation Plan and the Community Greenhouse Gas Reduction Strategy, as well as Area and Neighbourhood Plans that cover the Evergreen Line corridor.

The TDS structure categorizes existing City directions under six key objectives (below). Where required, the strategy updates policies and guidelines or provides new policies using best practices from other Canadian jurisdictions (including TransLink and Metro Vancouver) and additional local input.

Achieving Key Objectives is paramount to creating successful TODs in Coquitlam and to providing direction for specific elements or approaches to be applied in a consistent manner across the City.

Each Key Objective includes a goal statement outlining the intent of the objective and subsequent policy areas that provide direction on how to potentially achieve the objective. However, it is understood that no two stations or corridors are exactly alike in function, structure or style. The application of specific principles will differ by station area and will be further refined through the Area and Neighbourhood Planning update processes.

PROPOSED KEY OBJECTIVES



OBJECTIVE 1: Create Compact, Complete Neighbourhoods

GOAL: Ensure land around rapid transit stations develops as a focused hub of mixed-use activities and services that benefits the local community by providing employment opportunities, retail needs, and a variety of housing options.

2.1.1 Transit Supportive Land Use Strategies

- a. Require a mix of land uses and housing types in all *Core Station Areas*, focusing the highest trip generating transit supportive land uses closest to the station.
- b. Within *Core Station Areas*, the land use pattern should consist of, but not be limited to, the following types of transit-supportive uses:
 - Higher employment and/or residential densities
 - Uses that encourage off-peak or reverse flow ridership
 - Ground-oriented retail
 - Office space and professional services
 - Fitness facilities
 - Child care centres
 - Hotels
 - Medical facilities
 - Civic and institutional
- c. Auto-oriented development should not be allowed to detract from the urban form and public realm of Core Station Areas.
- d. Auto-oriented development is discouraged in Shoulder Areas.
- e. Development around the station area should be grouped closely together to provide a more focused urban form and allow for easy pedestrian connectivity within and between developments.

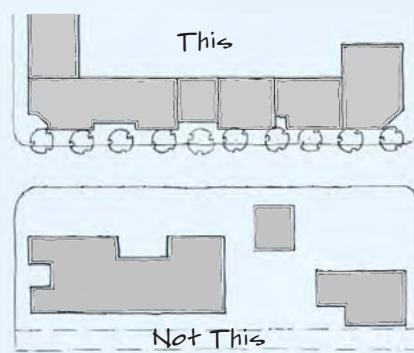
For the purpose of the TDS, the following are examples of “auto-oriented uses” and are discouraged in Core Station Areas:

- Large box format commercial; unless designed as “urban box/hidden box” retail that is wrapped with an active frontage consisting of smaller street-oriented retail units and all parking is concealed within/under the building;
- Single-detached or low density residential



- Low intensity industrial
- Storage facilities
- Bottle depots
- Automotive repair
- Car dealerships
- Car washes
- Drive through establishments
- Gas stations
- Surface parking lots

- d. Auto-oriented development is discouraged in Shoulder Areas.
- e. Development around the station area should be grouped closely together to provide a more focused urban form and allow for easy pedestrian connectivity within and between developments.



Compact and connected urban development



2.1.2 Employment Strategies

- a. Development within *Core Station Areas* shall incorporate employment generating floor space appropriate to the role and hierarchy of each station area:
 - i. *City Centre*: Continue to require a minimum of 0.5 times the lot area in employment generating floor space for lands designated City Centre Commercial;
 - ii. *Lougheed and Burquitlam*: Require new development to provide a minimum of 0.25 times the lot area as employment generating floor space for all parcels designated Transit Village Commercial that front North Road, Clarke Road and new east-west connector streets, as identified in the CWOCP.
- b. Through Area and Neighbourhood Planning, explore incentives to:
 - i. Stimulate new office development in rapid transit station areas, appropriate to the location.
 - ii. Support employment uses with child minding services, nursery schools, child care centres and out-of-school child care centres in mixed-use buildings near transit stations.
- c. Explore amendments to the Zoning Bylaw to allow provision of not-for-profit office space in-lieu of density bonus financial contributions for projects constructed under the C-7, RM-6 and RM-5 zones.

2.1.3 Interim Rental Housing Strategies

In advance of preparing more specific rental housing policies, redevelopment proposals in the Burquitlam Station Area involving sites with purpose-built rental housing (non-stratified) will be guided by the following:

- a. Developers will need to submit a *Rental Housing Strategy* detailing:
 - An assessment of existing on-site rental housing (number, bedroom mix, tenancy characteristics);
 - Proposed options for replacing existing rental housing units on-site and/or off-site, and/or relocating existing renters;
 - Proposed process options for housing and/or relocating renters during and after redevelopment;
 - Proposed financial assistance options for tenant relocation; and
 - Strategy for managing communications and relations between developer and existing renters, including the retention of a housing consultant to lead this process.
- b. Housing Agreements will be utilized to protect proposed rental housing units and/or buildings over the long-term.
- c. On larger sites, the City will work with developers to achieve new on-site purpose built rental housing as part of the overall site redevelopment.
- d. The City will also consider incentives for redevelopments that include new on-site purpose built rental housing units, including one, or a combination of, the following¹:
 - Waiving the Community Amenity Contributions (CAC) applying to new rental floor space;
 - Exempting new rental floor space from maximum density allowances, subject to servicing, traffic and design review; and
 - Considering parking reductions for new rental units, based on review of ownership data and best practices.
- e. Developers will be encouraged to pursue partnership opportunities with other developers, senior governments, community organizations and other agencies to maximize the potential range of rental housing solutions.
- f. The City will develop more detailed rental housing policy for the Burquitlam Station Area, that includes (but not limited to) specific policy regarding rental housing unit replacement targets and tailoring new rental housing to neighbourhood needs.



¹This list of potential incentives will be further analyzed through Zoning Bylaw review and rental housing policy development.

OBJECTIVE 2: Develop Transit Supportive Density

GOAL: Development around stations should be notably higher in density than the surrounding community in order to promote transit ridership and support viable retail and service uses.

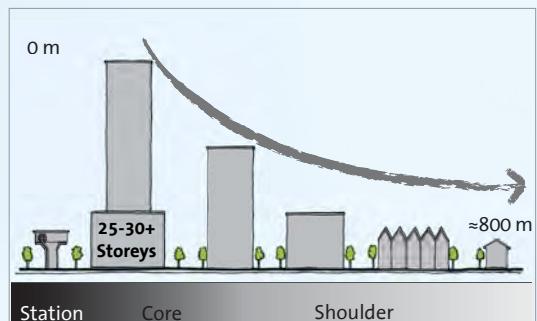
2.2.1 Land Use Intensity

CORE STATION AREAS

- Locate the highest densities and building heights adjacent to stations (e.g., mixed-use, high-rise, and mid-rise forms of development);
- Generally, the density of mixed-use development should be a minimum of 2.5 times the lot area. Where appropriate, higher densities should be encouraged through applicable density bonusing provisions.

SHOULDER STATION AREAS

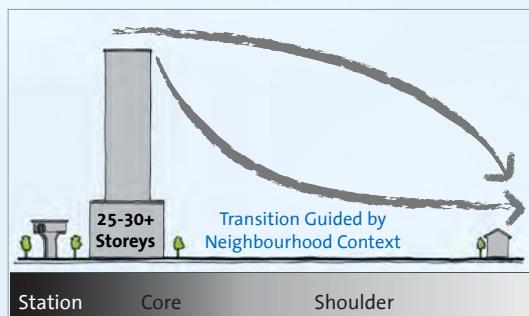
- Development densities and building heights should be highest adjacent to the Core Station Area, transitioning lower with increased distance, in consideration of local context. The rate of transition will not be the same for all transects.
- Area and Neighbourhood Planning processes will be used to more specifically define transition of density in *Shoulder Station Areas*.



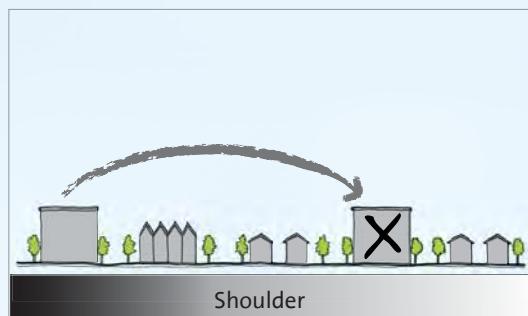
Conceptual Density and Building Transition - Highest to Lowest

SHOULDER STATION AREAS CONT'D

- New housing forms set out in the Housing Choices Program should be considered to support effective transition of the outer *Shoulder Station Areas* with established single-family areas.
- Official Community Plan (OCP) Amendments proposed in Shoulder Station Areas in advance of applicable Area or Neighbourhood Plan updates will be discouraged if the proposal:
 - Results in non-contiguous transition of building forms, as per existing land use designations (i.e., leapfrogging a denser form of development beyond a lower density land use);
 - Involves lands where there is significant uncertainty regarding the appropriate use, density and building form; and/or
 - Is significantly out of character with adjacent existing building form and density.



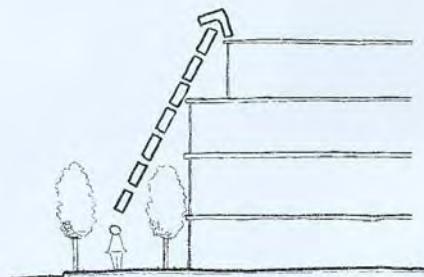
Neighbourhood Context to Guide Transition - Higher to Lower



Leapfrogging land uses and densities will be discouraged

2.2.2 Building Transition - Height & Density

- a. The transition of land use and building types between neighbouring parcels should mitigate interim adjacency issues as best as possible, while not undermining the long term land use vision set out in the Official Community Plan.
- b. At interface areas where building forms change (e.g., apartment to lower density forms), new development should address potentially negative effects and integrate a design response that considers the following:
 - i. The appearance of building height (storeys) from the perspective of a pedestrian at street level;



Consider the Pedestrian Perspective

- ii. Where a transition interface of two distinct building types occurs at a property line, the height of the higher density development should step down to within one (1) storey of the adjacent form envisioned at build-out of the adopted land use plan;
- iii. Where a transition interface occurs across a lane or street, the height of the higher density development should step down to within two (2) storeys of the adjacent buildings envisioned at build-out of the adopted land use plan;



- iv. Building massing, placement of windows, site design and landscaping should mitigate overlook and address privacy implications; and
- v. In the Shoulder Station Area, buildings across from or adjacent to a lower density residential uses should consider roof pitch design options and residential architectural features to improve the transition and continuity of the streetscape.



2.2.3 Servicing

- a. As part of future Area and Neighbourhood Planning processes, the City will develop servicing strategies to determine the scope, cost and phasing of improvements to water, sanitary and drainage trunk infrastructure that will be required to service new developments along the transit corridor and in station areas.
- b. New development is expected to provide an equitable financial contribution towards any required infrastructure improvements.
- c. Development applications inconsistent with the Official Community Plan, or submitted in advance of a completed Servicing Strategy must demonstrate the potential servicing impacts and capacity implications. The assessment should include evaluation of implications should similar development occur in the broader TDS area.
- d. New development will be expected to place existing overhead utilities underground throughout the transit station areas, as directed by the City.
- e. New development shall incorporate stormwater approaches to implement the intent of the Scott Creek, Stoney Creek and Austin/Rochester Watershed Management Plans, as adopted and amended.
- f. New development shall incorporate stormwater management measures as specified in the City's *Rainwater Management Source Control Design Requirements and Guidelines March 2009*, as amended from time to time.
- g. Investigate opportunities for district energy systems in Coquitlam's fast growing rapid transit station areas.

OBJECTIVE 3:

Implement High Quality Urban Design

GOAL: Create a visually interesting and functional environment that adds to the vitality of a Transit-Oriented Development area.

2.3.1 Streets for People

- a. All buildings in TDS areas must directly front streets and plazas, without off-street parking between the building and sidewalk/pedestrian area.
- b. All streets in *Core Station Areas* should provide continuous building frontage with active uses that enhance the public realm and pedestrian comfort.
- c. Support the pedestrian environment around stations and key neighbourhood gateways with public open spaces, such as plazas and other “outdoor rooms.”
- d. All new development immediately surrounding the station must have the highest level of transit integration and address the following provisions:
 - i. Integrate pedestrian-oriented streetscapes and a public realm that establishes direct and seamless connections to the station entrance;
 - ii. Orient buildings and closely integrate building design to address and create a strong connection with the station and surrounding streets;
 - iii. Activate ground floor uses with retail and employment uses.
- e. For retail streets in the Core Area:
 - i. The ground level should have the architectural proportions of a series of individual storefronts with the feel of a retail street, not large format retail;
 - ii. Large format retail uses can be considered if developed in a pedestrian friendly manner that wraps frontages with small format street-oriented shops;
- iii. A continuous street wall (building facade) or podium, preferably 3-4 storeys above grade, should be developed throughout Core Station Areas. High-rise towers should be stepped back from the street front facade, as appropriate to context; and
- iv. New development in the Core Station Areas should enhance the pedestrian experience with protection from sun, wind and rain with trees, awnings and other architectural elements.
- f. For residential streets in Core and Shoulder Station Areas:
 - i. Building design should support continuity of the streetscape and street wall, where appropriate; and
 - ii. At-grade dwelling units should be oriented to the street and have direct individual pedestrian access.
- g. Design of station areas should strive to create a unique identity that recognizes local context and history.





2.3.2 Unique Identity

- a. Integrate Public Art where feasible to enhance the experience for pedestrians and improve the sense of place.
- b. Develop local way-finding that integrates with station area transit way-finding.
- c. The design of public space, pedestrian corridors and streetscapes should recognize the importance of street trees to shape public space.
- d. Core and Shoulder Station Areas shall follow all applicable *Development Permit Area Guidelines* and *Streetscape Design Guidelines* for the each neighbourhood and building type to achieve tree-lined, safe, pedestrian-friendly streets, with coordinated street furniture, finishes and lighting.

2.3.3 Guideway Integration

- a. Provide opportunities to develop commercial or public space under the rapid transit guideway to enliven this space and improve natural surveillance. This infill development should create a positive pedestrian realm by reducing visual impacts of the guideway.
Opportunities may include space for food vendors, markets and outdoor entertainment uses.
- b. Explore opportunities for development over, under or around the SkyTrain guideway, in consultation with the transit authority.
- c. New commercial uses developed adjacent to guideways (e.g. Pinetree Corridor) should be designed to create active edges that are highly integrated with areas under the guideway. This should be a seamless and complementary connection.

OBJECTIVE 4: Create Great Places

GOAL: Support provision of improved or new community amenities in transit station areas in order to serve local needs and create attractive destinations.

2.4.1 Density Bonusing for Amenities

- a. Update the C-7 Transit Village Commercial zone and the RM-4, RM-5 and RM-6 Apartment Residential zones to include a stepped density bonus system that provides for community amenities.

2.4.2 Community Amenity Contributions (CAC)

- a. Develop a detailed voluntary Community Amenity Contribution (CAC) program applicable to Core and Shoulder Station Areas to help provide needed amenities and community benefit in support of a growing population.
- b. Develop a CAC structure to allow for the funding of amenities where density bonus is not applicable. This should apply to projects proposing more than two units on a single parcel;
- c. Identify needed amenities in each station area through citywide strategic planning and community consultation at the local level.



2.4.3 Localized Amenity Contributions

- a. Community amenity contributions (CAC) and density bonus funds shall be utilized in proportions to be established by City Council. However it is recognized that Community amenity contributions (CAC) and density bonus amenity funds shall be utilized for provision of amenities within the boundaries of the plan area in which they are collected.
- b. At Council's discretion, provision (a) can be waived if reallocation of amenity funds to a location outside the plan area is deemed by Council to benefit the subject neighbourhood.
- c. Density bonus contributions for affordable housing shall not be limited to the neighbourhood of collection.



2.4.4 Urban Parks & Local Amenities

- a. Develop an interconnected series of urban parks and open spaces that promote community interaction.
- b. Create an engaging and functional public realm within *Core Station Areas* through the development of open spaces such as plazas, squares, courtyards, mid-block walkways and other outdoor areas, that are designed for public use and framed by surrounding buildings and/or streets.
- c. Link the station area with leisure and civic facilities through the network of parks and greenways.
- d. Consider opportunities to accommodate special event parking to support destination parks, such as Town Centre Park and Glen Park.



OBJECTIVE 5: Promote Sustainable Transportation Choices

GOAL: *TOD areas will foster greater connectivity locally and regionally through the promotion of sustainable transportation mode choice and well designed streets.*

2.5.1 Multimodal Transportation Network

- a. New development and future local planning for the *Core and Shoulder* will incorporate measures to improve the overall connectivity of the area through:
 - i. Establishing a connected multimodal grid that minimizes travel distance and accommodates emergency vehicles with multiple routes to any block;
 - ii. Exploring opportunities to integrate improved connections for pedestrians and cyclists through parks, linear parks, pathways and urban trails.
 - iii. Seeking opportunities through new development to integrate public mid-block walkways and statutory rights-of-way through or adjacent to developments.
- iv. Supporting pedestrian connectivity and walkability with short block lengths and mid-block pedestrian walkways.
- v. Targeting maximum block lengths of 125 metres.
- vi. Providing pedestrian/cyclist walkways to connect to dead-end streets, where this condition cannot be avoided.
- b. Provide bicycle parking throughout the *Core Station Area*, including bike racks in the public realm near commercial businesses and community amenities.
- c. Provide abundant, safe and secure bicycle parking at all rapid transit stations.
- d. Provide drop-off areas, bike storage and end-of-trip facilities in new office and retail development.



- e. Establish a positive public realm on all streets in the station area through the provision of sidewalks that accommodate higher pedestrian volumes, corner bulges, mid-block walkways and crosswalks, landscaping, street trees, pedestrian level lighting and small open spaces suitable for resting or casual socializing as part of redevelopment.
- f. Minimize vehicle crossings (i.e. driveways) of the pedestrian and bicycle realm through use of rear lanes for access, where feasible.
- g. Incorporate appropriate measures to reduce vehicle speeds, improve intersection safety, shorten pedestrian crossing distances, and reduce vehicle-pedestrian conflicts within TOD station areas (e.g., tighter corner radius, corner bulges, boulevards and on-street parking to buffer pedestrians).

2.5.2 Street Standards

- a. Revise street standards promoting multi-modal street use in station areas. New street standards should include a local street classification serving commercial, mixed use and medium to/high density residential areas.
- b. Encourage multi-modal street use by improving connectivity and providing facilities for pedestrians, bicyclists and transit users in addition to vehicles.
- c. Increase sidewalk pedestrian movement zones to a minimum of 2.0m for local streets in Core Station Areas, where appropriate.
- d. Provide barrier free access to persons with physical disabilities.

OBJECTIVE 6: Manage Parking

GOAL: Support TOD through effective parking management, seeking an appropriate level of supply through private development in areas well served by transit.

2.6.1 Parking Management

- a. In general, multi-family residential development is expected to meet parking needs on site, while opportunities will be encouraged for non-residential parking to be shared in a manner to serve multiple users and destinations.
- b. On-site parking stalls in the Core Station Areas shall be in the form of structured parking, and in the Shoulder areas use of surface parking is to be minimized and/or screened.
- c. To be considered for reductions to the on-site parking requirements with the Core and Shoulder Stations Areas, a Transportation Demand Management (TDM) plan and implementation strategy with such measures as car-share programs, transit passes, end-of-trip facilities for cyclists and other long-term incentives is required.
- d. Consider use of the City's voluntary Cash-in-Lieu Parking Program as a way to address parking supply needs in new development.
- e. Maximize utilization of private on-site parking resources through consideration of shared parking strategies, car-share programs and turnover of unsold parking stalls to strata within reasonable time frames.
- f. Encourage parking turnover and efficient use of street parking in the station areas, though parking time limits, pricing and other parking management strategies. These types of parking management



measures are also supported for non-residential private development as an alternative to exclusive use parking management measures such as reserved parking.

- g. Support bicycle use by providing bicycle parking and other end-of-trip facilities in private developments and on-street as appropriate.
- h. Consider potential future electric vehicle charging infrastructure needs in the design of new buildings (i.e. parking areas).
- i. Introduce contemporary, clear way-finding and parking information systems on both private and public parking to achieve more efficient usage and reduce greenhouse gas emissions.
- j. The City will consider reduced parking requirements for rental housing through a review of vehicle ownership data and best practices.

SECTION 3

NEIGHBOURHOOD SPECIFIC TOD PLANNING

Coquitlam's Evergreen Line offers the opportunity to improve the linkages between multiple unique neighbourhoods. While the TDS provides an over-arching consistency along the corridor based on both existing Coquitlam policies and best practices from other jurisdictions, it is recognized that each community is unique and presents different opportunities.

Section 3 is not intended to replace Neighbourhood Plans, but rather highlights key unique considerations of each station area and supplements existing plan direction.

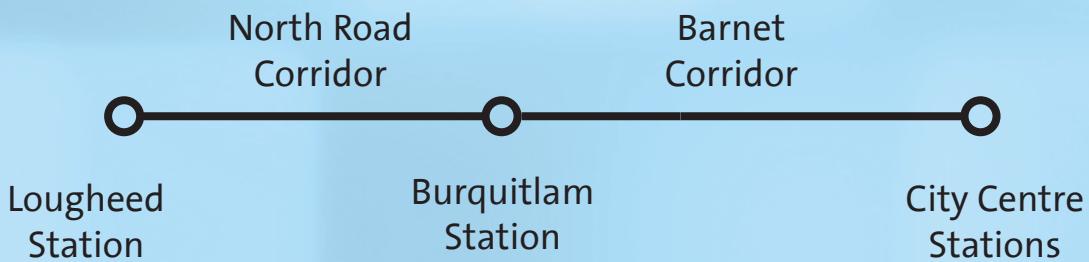
Note that the Citywide policies set out in Section 2 will apply to all TOD station areas; however, the scale and specific application will need to recognize the unique functions, history and conditions of each distinct neighbourhood.

The policies in this section of the TDS build on the specific conditions in each neighbourhood to:

- Strengthen transit-supportive land use opportunities near stations, supported by a high-quality public realm that builds on the neighbourhood's unique character; and
- Improve street-grid connections and establish better access to stations for pedestrians and cyclists, taking into account local conditions.

Detailed strategies for each TOD area are presented in this section in order to recognize the significant value and variation of local context.

SPECIFIC PLANNING AREAS



3.1 Lougheed TOD Planning Area

3.1.1 Lougheed Background

The Lougheed station area presents a unique set of conditions to address. The area has an existing rapid transit station and a well established range of commercial and service uses on large land holdings.

The Lougheed station area has started to transition in alignment with TOD principles, as exhibited through pockets of recent high density residential and mixed-use development. The area also hosts a range of desirable uses such as a hotel, restaurants and considerable retail that serves a broad demographic.

However, several areas of Lougheed remain largely auto-oriented with significant grade changes that impede key pedestrian-supportive linkages and design elements needed for a successful transit-oriented community.

The 2002 Neighbourhood Plan recognized the close proximity to the Lougheed SkyTrain Station and set a vision for future development that is transit supportive and at a greater land use intensity.

The TDS reiterates and emphasizes existing Lougheed Neighbourhood Plan policies that aim to:

- › Strengthen transit-supportive land use opportunities near stations;
- › Reinforce the need for improvements to the public realm and the overall pedestrian experience in the Core Area;
- › Improve east-west street-grid connections and establish better access to stations for pedestrians and cyclists; and
- › Recognize the need for improved linkages up the escarpment south of Lougheed Highway.



Lougheed Station Area - Looking northeast (2012)



Lougheed in Transformation - Cora Towers



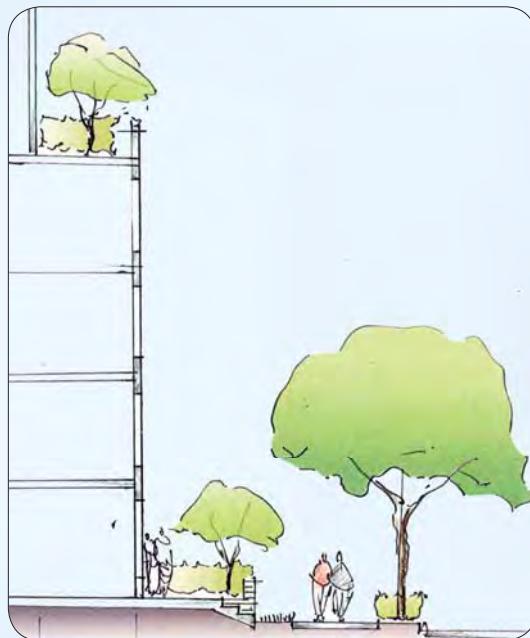
Significant existing auto-oriented land use along North Road

3.1.2 Lougheed TOD Strategies

Goal: To promote the transition of the current area toward a more compact and mixed-use form of development that is supportive of transit users and includes improved amenities for local users.

The following are key policy areas to be considered in addition to the overarching directions set out in Section 2.0. Neighbourhood Plan updates will further define additional local needs.

- a. Create a more positive pedestrian realm along North Road and Lougheed Highway through the provision of wider sidewalks, landscaping, special paving treatments and coordinated street furniture. These improvements are to facilitate easy access to and through the Core Station Area and to the Lougheed SkyTrain Station. Improvements to be considered include optimized pedestrian travel through the intersection.
- b. Implement a new east-west connector street from North Road to Lougheed Highway as identified in the Lougheed Neighborhood Plan to facilitate improved connectivity in the *Core Station Area*.
- c. Seek opportunities through larger scale redevelopments to integrate central gathering spaces or plazas in the *Core Station Areas*, with strong visual connections to North Road. These gathering places should be explored in the future high density redevelopment areas north and south of Lougheed Highway
- d. 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/cycling network.
- e. Follow the *Lougheed and Burquitlam Design Guidelines* for all streetscape improvements within the Lougheed Station Area.



Implement high quality pedestrian environments. Image from the Lougheed and Burquitlam Design Guidelines



Improved connections up the escarpment south of Lougheed Highway. Image from the Lougheed and Burquitlam Design Guidelines

3.2 Burquitlam TOD Planning Area

3.2.1 Burquitlam Background

The vision for the Burquitlam neighbourhood as set out in the 2002 Burquitlam Neighbourhood Plan (BNP) is for a transit-oriented village in alignment with key TOD principles.

Since adoption of the BNP, there has been sporadic development in the area; however, increased certainty surrounding the Evergreen Line has renewed development activity and interest in Burquitlam.

The BNP established a strong foundation of transit supportive densities and mixed-use, yet specific challenges have emerged under current conditions:

- The need to identify and provide additional road, bike and pedestrian infrastructure
- The need to replace and/or upgrade aging and near capacity servicing infrastructure
- The need to provide public amenities and services in Burquitlam
- The need to accommodate a localized transit and bus hub until more integrated on-street solutions can occur
- The need for increased densities to further support the station

Many of these challenges will require further more detailed work through an update to the Burquitlam Neighbourhood Plan. However, the TDS aims to:

- Reinforce the need to strengthen the pedestrian environment along key streets in the Core and Shoulder Areas;
- Recognize the need for improved street connections through the Core and Shoulder Areas, including effective bus integration; and
- Recognize the need to integrate public gathering places and improved amenities within the Core and Shoulder Station Areas.



Significant existing auto-oriented land uses surrounding the future Burquitlam Evergreen Line station (2012)



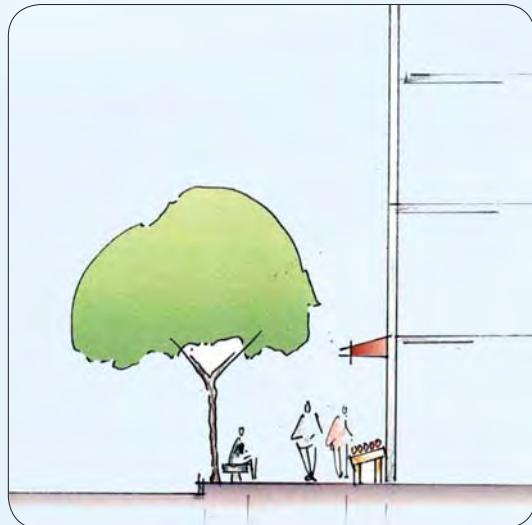
Burquitlam Park, existing conditions

3.2.2 Burquitlam TOD Strategies

GOAL: To promote the transition of the current Burquitlam area toward a more compact and mixed form of development that is more supportive of transit users and contains improved amenities for local users.

The following are key policy areas to be considered in addition to the overarching directions set out in Section 2.0. Neighbourhood Plan updates will further define additional local needs.

- a. Create a high quality pedestrian realm along Como Lake Avenue and Clarke Road through the provision of wider sidewalks, landscaping, special paving treatments, and coordinated street furniture. These improvements are to facilitate easy access to and through the *Core Station Area* and to the Burquitlam rapid transit station. Improvements to be considered include optimized pedestrian travel through the intersections.
- b. Implement a new east-west connector street from Clarke Road to Emerson Street, as identified in the Burquitlam Neighbourhood Plan, to facilitate improved connectivity in the *Core Station Area* and further east into the *Shoulder*.
- c. Ensure the rapid transit station is served with access for bus movements in a manner that is fully integrated with the urban design vision of the Burquitlam neighbourhood for a highly walkable and integrated station area.
- d. Seek opportunities through redevelopment to integrate a public plaza in the *Core Station Area*. This open space should be visible from Clarke Road with clear sight lines into it and an inviting landscape treatment.
- e. Explore opportunities related to Burquitlam Park to produce a more optimal configuration to address local needs.
- f. Consider the potential development of a community recreation centre on or near Burquitlam Park and locate the centre such that it would front on Burquitlam Park but retain a physical and visual connection to the *Core Station Area*.
- g. Follow the *Lougheed and Burquitlam Design Guidelines* for all streetscape improvements within the Burquitlam station area.
- h. Implement new local street network bounded by Clarke Road, Farrow Street, Smith Avenue and Como Lake Avenue to support high density growth and accommodate multi-modal connections.
- i. Implement new north-south local road east of Whiting Way between Smith Avenue and Ebert Avenue to provide multi-modal permeability and circulation within the neighbourhood.



Implement a high quality pedestrian environment. Image from the Lougheed and Burquitlam Urban Design Guidelines.

3.3 City Centre

3.3.1 City Centre Background

As currently planned, Coquitlam's City Centre will continue to develop into one of Metro Vancouver's key Regional City Centres, setting the foundation for an attractive downtown with a great environment to live, work, play and learn.

An interim City Centre Area Plan update was completed in 2008, with the understanding that confirmation of rapid transit stations and the guideway alignment will provide the certainty to further define key plan elements and a strengthened transit supportive land use response.

As evident in the photos to the right, development in the last decade has transformed the City Centre with a wide range of urban qualities and compact mixed-use residential and commercial buildings. Confirmation of the Evergreen Line is a significant opportunity to continue the evolution from a suburb to a true downtown with great public spaces, high quality pedestrian streets, employment opportunities and a range of housing choices.

The TDS will build on the City Centre Area Plan and work to:

- › Improve connections and create transit supportive densities around the new City Centre Stations;
- › Strengthen direction for transit-supportive land uses south of the existing City Centre mixed-use core;
- › Improve street-grid connections for pedestrians and cyclists; and
- › Strengthen new employment opportunities suited to a Regional City Centre



Significant opportunities to strengthen City Centre land use to better support rapid transit in areas south of the existing mixed-use core. (2012)



Spirit Square and Westwood Village - The City Centre has significant positive momentum resulting from recent development projects..



City Centre Transformation - Looking east from Coquitlam Centre Mall

3.3.2 City Centre TOD Strategies

Goal: To continue to develop a complete urban core of high quality design, mixed-use, and regional facilities that will act as the “heart” of the northeast sector of the region.

The following are key policy areas to be considered in addition to the overarching directions set out in Section 2.0. Neighbourhood Plan updates will further define additional local needs.

- a. Recognize Coquitlam City Centre's role as a Regional City Centre by continuing to develop this neighbourhood with the City's highest intensity of development.
- b. Continue to integrate key attractors for transit ridership that increase the City Centre's profile as a regional destination for living, working, playing, shopping and learning.
- c. Encourage the comprehensive planning and phasing of the Coquitlam Centre mall site and other large commercial properties as a key to maximizing the opportunities for sustainable redevelopment, improved connectivity and improved public realm.
- d. Provide opportunities to develop semi-private open space on roofs of building podiums to supplement outdoor space for residents. This can complement public at-grade parks and plazas.
- e. Increase local street connections throughout the City Centre station areas. These could also include additional pedestrian/cyclist connections to complete the grid network of streets.
- f. Seek opportunities through redevelopment to integrate a public plaza in each *Core Station Area* of the City Centre.
- g. Plan and implement additional north-south pedestrian/cyclist connections across the Canadian Pacific Railway ROW as opportunities arise, to improve access from neighbourhoods south of the railway to rapid transit service and the amenities of the City Centre.
- h. Plan and implement a pedestrian/cyclist connection across the Lougheed Highway between the West Coast Express Station and the Christmas Way area.
- i. Follow the *Town Centre Concept Plan and Urban Design Guidelines* to guide the design of development applications within the City Centre station areas, as amended.
- j. Follow the general intent of the *High Street and Glen Drive Design Guidelines* and the *Streetscape Enhancements (when complete)* for all streetscape improvements within the City Centre station areas, as amended.



Through continued transit-oriented development, the City Centre will experience an expanded mix of employment and residential uses. This example shows the combination office, residential and retail as part of a comprehensive single-phase development in the Core Station Area.

3.4 Transit Corridors

Transit Corridors between stations, while beyond Core-level walking distances to stations, serve as important links in the Evergreen Line network and are within short transit or bike trips to the station.

These corridors provide connectivity between TOD hubs as part of one overall network and present opportunities to develop attractive urban corridors for residential, retail and employment uses. High frequency transit corridors will have higher density, pedestrian friendly uses compared to the surrounding communities and should be designed to support strong pedestrian, transit, and cycling connections.

3.4.1 North & Clarke Road Background

The character of North Road is influenced by its topography and uses. The area transitions from an auto-oriented commercial area in the south to a residential low-rise apartment neighbourhood further north.

The segment of Clarke Road north of Como Lake Avenue is characterized by apartment residential close to the commercial core on the east side, with a combination of single family and duplex development along the west.

In order to serve as urban corridors that are well connected to the station and well integrated with the future overhead guideway, a key challenge for both Clarke and North Road will be the creation of improved and high quality pedestrian and cycling networks.

3.4.2 North & Clarke Road TOD Strategies

Goal: To enhance local neighbourhoods and develop an attractive high functioning corridor that joins higher intensity Station areas to the surrounding communities.

General (North & Clarke Road)

- Require all ground floor residential uses resulting from redevelopment along the corridor to have direct pedestrian access from each unit to the street.
- Require wider sidewalks, separated by a treed boulevard, where possible, to foster convenient connections and transit ridership.
- Provide key cycling linkages along and across the corridor to tie into existing and planned bicycle networks.

- Develop greater policy direction for other important east-west transit corridors through future neighbourhood planning processes, recognizing these important connections to stations (i.e. Austin Avenue).

North Road

- Consider higher density redevelopment opportunities for properties fronting North Road.
- All parking must be concealed within the building.
- Require new development to underground the existing overhead utility lines to improve the North Road streetscape.

Clarke Road (North of Como Lake Avenue)

- Through further study, develop greater policy direction regarding an appropriate transition of uses along the west side of Clarke Road.



Existing pedestrian conditions along North Road are not highly pedestrian-oriented

3.4.3 Barnet Corridor & loco Station Area Background

Distinct from North Road, the Barnet Corridor has far greater emphasis on low intensity industrial/commercial uses. This is an important employment and service corridor for the City; however, pressure from the Evergreen Line will likely transition this area to more intensive land uses over the long term. The City of Coquitlam will continue to evaluate the role of this corridor as a long term employment destination.

West of the Barnet Corridor, the loco Station area and associated Core Station Area are almost entirely within the City of Port Moody. However, the locational influence of the station will directly affect the residential communities of Eagle Ridge (Falcon Drive area), as well as portions of the Barnet Corridor.

3.4.4 Barnet Corridor and loco TOD Strategies

Goal: To enhance the local neighbourhood and develop an attractive high functioning corridor that joins higher intensity Station areas to the surrounding communities and provides a key employment node for the City.

- a. Postpone land use changes in the following areas until more specific planning has explored the role of these areas for employment and overall phasing within the City Centre Area Plan:
 - i. Shoulder and Corridor lands west of Hoy Creek and south of Barnet Highway; and
 - ii. Corridor Lands north of Barnet Highway.
- b. When opportunities arise through redevelopment, improve east-west connections through the Barnet Corridor by improving and extending Aberdeen Avenue and Runnel Drive. Ensure these streets include facilities for pedestrians and cyclists.
- c. Ensure any future development south of Barnet Highway and adjacent to Falcon Drive considers the design implications of a future Falcon Drive overpass to Dewdney Trunk Road and related east-west road network improvements.
- d. Require all developments to provide an attractive and urban frontage to Barnet Highway and Aberdeen Avenue.
- e. Incorporate an improved public realm with enhanced connectivity for pedestrians, cyclists and transit users along Barnet Highway and Aberdeen Avenue.
- f. Redevelopment in the loco Station area (Core/Shoulder) will require inter-municipal coordination and more detailed local area planning to fully determine access implications, transportation infrastructure improvement needs, opportunities and timing for multi-modal connections to the loco station and development servicing implications.
- g. Through future planning processes, analyze appropriate timing for further land use transition in support of an additional rapid transit station in the vicinity of Falcon Drive.



Barnet Corridor currently includes a mix of industrial and retail industrial uses

SECTION 4

IMPLEMENTATION

The TDS communicates to all stakeholders the expectations for the future of Coquitlam's rapid transit hubs. To this end, the TDS consolidates and augments key components of the existing citywide plan and associated strategic plans.

The TDS is aligned with the principles of Metro Vancouver's Regional Growth Strategy, Coquitlam's Official Community Plan and numerous City strategic plans. However, it is recognized that in some cases, the Zoning Bylaw, applicable Design Guidelines and Servicing Strategies will need to be refined as

planning for the Evergreen Line progresses. Clearly there are many tools and policies that will require further development as station areas transition over time.

Until these plans are updated, the TDS serves as an interim guide for the preparation of new/updated neighbourhood plans, OCP amendments and development applications.

The chart below details "stretch goals" for the implementation activities that will affect the TDS Key Objectives and area specific strategies.

Implementation Activity	Primary Responsibility	Timing
Identify and estimate potential Density Bonus and Community Amenity Contribution (CAC) revenue to assist in providing public amenities through new and modified Zoning Bylaws.	Community and Development Planning	2012/2013
Update corresponding zones (C-7 Transit Village Commercial; RM-4, RM-5 and RM-6 High Density Apartment Residential) to support transit-oriented development in the Burquitlam and Lougheed neighborhoods.	Development Planning	2012
Develop a rental housing strategy to appropriately address the potential impacts on rental housing within the TOD neighbourhoods.	Community Planning in consultation with key stakeholders	2012/2013
Implement Transportation Demand Management (TDM) and Cash-in-lieu Parking Program through Zoning Bylaw Amendments.	Transportation Planning/Development Services	2012/2013
Update the Burquitlam Neighbourhood Plan.	Community Planning	2012/2013
Update the City Centre Area Plan.	Community Planning	2013/2014
Update the Lougheed Neighbourhood Plan.	Community Planning	2013/ 2014
Develop a Parks, Recreation and Culture Strategic Plan which will outline a citywide approach to parks and amenity development.	Parks, Recreation and Culture	2013

Implementation Activity	Primary Responsibility	Timing
Consult with local communities in the development of neighbourhood amenity plans.	Parks, Recreation and Culture - through the Neighbourhood Planning Process	On-going
Integrate <i>Streetscape Enhancement</i> initiatives for key corridors with the TDS principles.	Strategic Projects Evergreen Line office	Ongoing
As part of each Neighbourhood Plan, develop servicing strategies to outline standard requirements as well as cost and revenue estimates.	Finance/Community Planning	Ongoing
Develop a new DCC bylaw that includes the implications of the TDS.	Finance	Cyclical
Target station areas for outreach to leverage opportunities related to the Evergreen Line.	Economic Development	Ongoing
Monitor and adjust development of Transit-Oriented Development around stations.	Council; Community and Development Planning	Ongoing
Monitor and report on modal shift, traffic and parking management.	Transportation Planning	Cyclical
Monitor and report on the sustainability improvements resulting from TODs.	Environment	Semi-annually
Develop updated Multi-Modal Street Design Guidelines and Standards for incorporation into the Subdivision and Development Servicing Control Bylaw that consider adjacent use, greenways and Transit-Oriented Development principles for use in the TDS areas.	Transportation Planning	2013
Investigate opportunities to implement District Energy systems in rapid transit station areas.	Engineering	On-going
Prepare a way-finding plan for Station Areas.	Transportation Planning/ Parks, Recreation and Culture	TBD

APPENDIX A

TRANSIT-ORIENTED DEVELOPMENT DEFINED

What is Transit-Oriented Development?

Transit Oriented Development (TOD) is a pedestrian friendly, compact mixed-use form of development centered around rapid transit. This type of growth management aims to provide a more complete variety of uses, housing types and transportation alternatives to the automobile.

Ideal TOD places public transit at the heart or center of a neighbourhood, providing local residents and commuters with the option of walking to a public transit station without the intermediate step of driving or traveling as a passenger in a car. A transit-oriented neighbourhood still accommodates the automobile but is not dominated by it – the pedestrian is given prime consideration when setting down the fundamentals of ‘community’. Communities that are transit supportive are also more pedestrian and bicycle friendly; TODs can significantly influence overall travel patterns.

Transit-oriented design is often achieved through high-density, mixed-use developments with abundant ground-level retail, employment uses and a high-quality pedestrian-focused public realm. The intensity and mix of uses is far greater than that of the surrounding community and concentrated closest to the station.

To be successful, though, TODs must create a ‘sense of place’ through a convenient mix of accessible uses inside a high quality urban environment. Typically, a TOD reflects both the areas around the stations themselves as well as the transit corridors that connect to the system.



What are the benefits of TOD?

Transit-oriented developments across North America have shown considerable benefits. These include:

A more cost effective and sustainable approach to urban development:

Coquitlam's *Community GHG Reduction Strategy*, the *Strategic Transportation Plan* and other city documents recognize the integral importance of transit supportive land uses around station areas to make better use of existing infrastructure, optimize the transit system, and support sustainable transportation options for users, all of which reduce greenhouse gas emissions.

Increased Mobility Choices: TOD helps to create more compact and complete neighbourhoods within walking distance of transit stations. Creation of more complete and accessible communities will support a greater number of trips by walking, cycling and transit, diversifying the modal split. It also fosters viable employment destinations that are close to transit stations or even integrated with attractive residential development.

Increased lifestyle options and housing types: As demographics change in Coquitlam, TODs become important to provide smaller units near improved transportation choices to support empty-nesters, students and less traditional family structures. By developing more compact urban forms with a strong mix of uses, access to services and employment, Coquitlam will be in a position to provide a greater range of housing for a diversity of residents.



Increased affordability: TOD can broaden the types of housing stock by providing smaller, lower cost and accessible housing. Importantly, the ability to access more goods and services locally and commute to key destinations by transit can greatly reduce transportation expenditures of households.

Increased land values: Experience in other parts of Canada indicates that proximity to rapid transit can significantly increase land values (Metrolinx Toronto, June 2009).

Promotes Compact Growth: TOD development prioritizes growth in existing developed well-serviced areas and fosters a more balanced approach to growth that reduces long-term infrastructure costs.

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