

Coquitlam

Schedule 1 to Bylaw No. 5037, 2020

Draft - October 19, 2020



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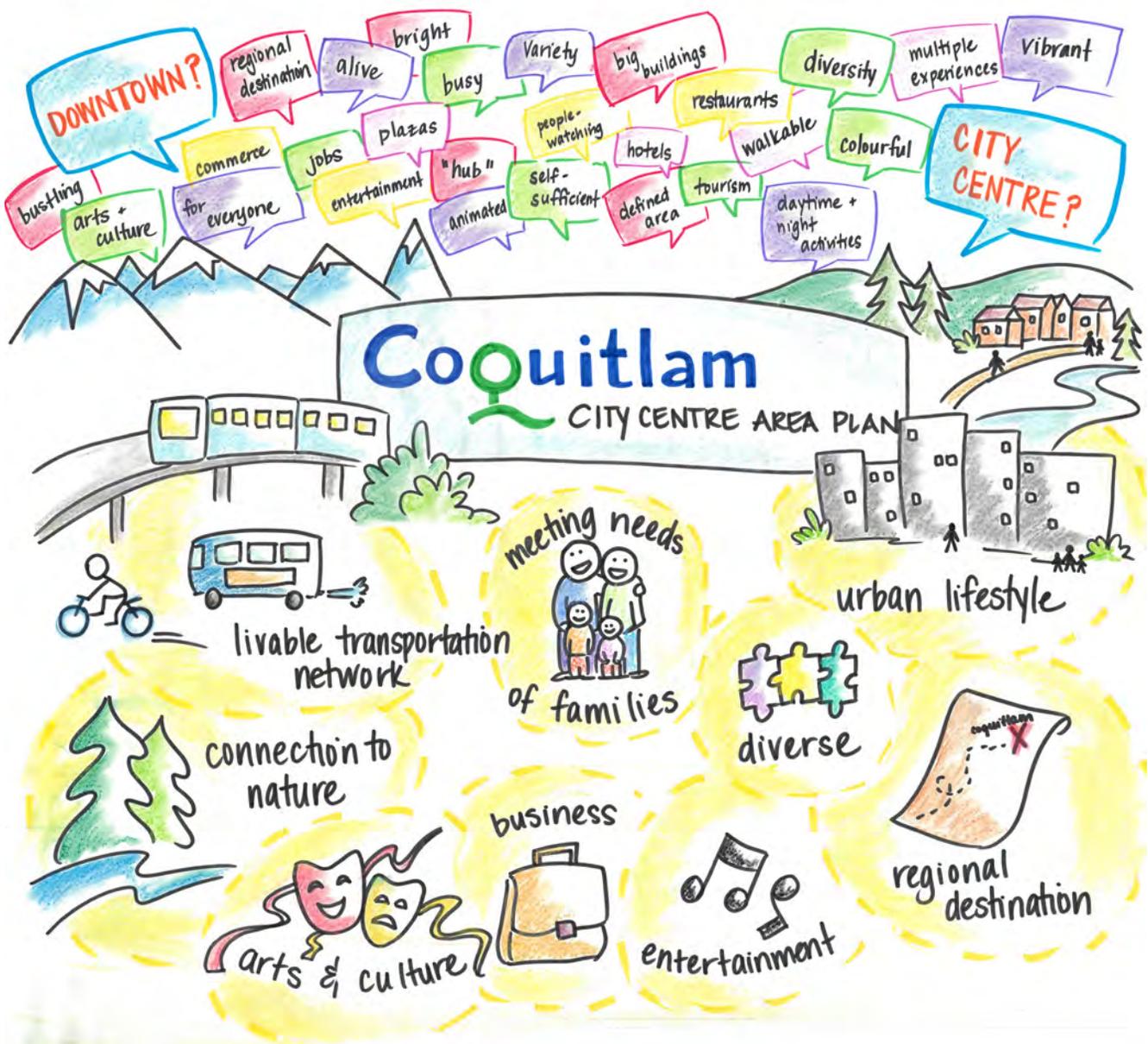


CITY CENTRE AREA PLAN

CITYWIDE OFFICIAL COMMUNITY PLAN
CHAPTER 12

Adopted:
Bylaw No.:





Visual recording during Phase 1, Rediscovering City Centre, to initiate discussions about City Centre's identity and to gain insights on the community's aspirations.

ACKNOWLEDGMENT

The *City Centre Area Plan* update was prepared through a collaborative process that involved a broad representation of individuals and organizations. Discussions with Council, community groups, external partners and the general public were instrumental in the formulation of the Plan and we are very grateful for the time, effort, experiences, expertise and knowledge they contributed throughout the process. As well, an internal Core Review Team representing cross-departmental interests has been integral to the development of the Plan. We would also like to express our appreciation to Urban Strategies Inc. for their valuable input provided during the peer review. Thank you!

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Executive Summary



Visual recording during Phase 1, Rediscovering City Centre, to initiate discussions about City Centre's identity and to gain insights into the community's aspirations.

PLAN PURPOSE

A renewed *City Centre Area Plan* (the Plan) provides an opportunity to continue to transform Coquitlam City Centre into a vibrant downtown surrounded and supported by family-friendly neighbourhoods.

Over the last four decades, a series of strategic decisions, or “Big Moves”, has transformed City Centre into a major commercial hub and centre for community activities, recreation and celebration. City Centre's population grew steadily during that time and is expected to continue to grow, with an estimated 24,000 new residents expected within the next 25 years. The updated Plan accommodates this growth by building on the success of past Big Moves and renewing the Vision for City Centre.

PLAN VISION

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

MOVING FORWARD

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

BIG MOVES

A dynamic downtown is a key component of a great city. The updated Plan provides a policy framework to guide development and investment in City Centre. Articulated through the Vision, Guiding Principles and policies, the outcomes of this effort are five new Big Moves that enhance community and economic vitality:

1. Creating a Vibrant Downtown Core

- A Downtown Core with a mix of residential towers, offices, shops, dining and entertainment, and public amenities. The Downtown Core directs growth to previously-developed lands, helping to reduce development pressures in established neighbourhoods.
- A new Entertainment District to serve as a destination for socializing and gathering.
- New hotel and conference space to support tourism and the business community.

2. Establishing a Strong Employment Base

- The amount of employment-generating floor space will be increased in the Downtown Core to achieve employment growth.
- Office Business Districts strategically situated around Lincoln and Coquitlam Central SkyTrain stations to attract new employers to City Centre.
- Business Enterprise uses accommodated along Barnet Highway and in the Christmas Way area to meet the evolving needs of businesses.

3. Building a Family-friendly Downtown

- A range of housing options to meet the diverse needs of residents while respecting established neighbourhoods and directing the majority of growth into high density residential development in the Core.
- Services and amenities to meet the needs of families and seniors, including a new centrally located elementary school site, child care facilities and seniors' housing.

4. Enhancing Recreation and Cultural Services

- New and renewed recreation and cultural amenities located near SkyTrain stations to serve as key destinations and focal points of activity.
- A network of new parks and publicly-accessible open spaces to encourage social interaction and enhance physical and mental well-being.

5. Integrating and Connecting Downtown

- Strengthening City Centre's role as the northeast region's key transportation hub.
- Transit-oriented Precincts will function as destinations and activity hubs in and around SkyTrain stations.
- A finer street grid improves ease of movement for pedestrians, cyclists, transit and automobiles.
- Transit-oriented development and active transportation improvements will encourage fewer and shorter automobile trips, lowering greenhouse gas emissions.

1.0 INTRODUCTION

Photo: Coquitlam Celebrates Canada Day at Town Centre Park



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1.1. The Story of City Centre

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

During the 1980s and 1990s, the City opened several major civic and community facilities, including the relocation of City Hall from Maillardville in 1998.

With the arrival of SkyTrain in 2016, City Centre became connected to the rest of the region with high frequency rapid transit. The City’s initiative to co-fund Lincoln SkyTrain station a few years earlier ensured that the heart of Coquitlam’s future downtown would be well-served by this new service.



First *Town Centre Plan* is adopted by City Council

Coquitlam Centre Mall opens

City Centre Aquatic Complex opens

Pinetree Community Centre opens

1976

1979

1993

1997

1978

1988

1996

Lafarge donates land to the City to build Lafarge Lake

Town Centre Official Community Plan is adopted by Council

Evergreen Cultural Centre opens

Douglas College Coquitlam Campus opens



Figure 1 - City Centre Timeline

Residential and mixed-use development has also gradually transformed City Centre into an urban community, growing from approximately 5,000 residents in 1981, to approximately 31,000 residents in 2016. Within the next 25 years, the number of residents who call City Centre home is projected to increase to 55,000.

City Centre is well-positioned to build on these successes with an updated *City Centre Area Plan* (the Plan) that renews the Vision for a compact and complete downtown.



Glen Pine Pavilion opens and *City Centre Area Plan* is updated and adopted



Decision to co-fund Lincoln SkyTrain station from development through private-public partnership



Town Centre Park Plaza opens on Canada Day and Millennium Line Evergreen Extension opens in December

2008

2012

2016

1998

2010

2013

2020

City Hall moves from Maillardville to City Centre



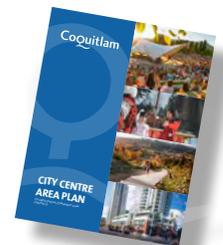
Spirit Square opens



Coquitlam Public Library re-opens City Centre branch on Pinetree Way



Updated *City Centre Area Plan*



1.2. Planning for the Future



Coquitlam Celebrates Canada Day at Town Centre Park

The Plan provides an opportunity to continue to transform City Centre into a vibrant downtown and community gathering place for both residents and businesses of Coquitlam and the northeast; an inclusive and happy place to live, learn, work and play.

The Plan also provides a policy framework to guide and influence the physical, social, environmental and economic conditions in City Centre, and to ensure a sustainable and measured approach to growth for the next 25 years.

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

The updated Plan replaces the previous Plan for City Centre (adopted in 2008), and further implements the vision of the *Transit-Oriented Development Strategy (TDS)*, which calls for compact and complete communities concentrated around rapid transit.

1.3. Transit-Oriented Development



Transit-oriented development near Lincoln SkyTrain station

Transit-oriented development (TOD) is a key concept that informs the Vision and policy direction of the Plan. TOD is a pedestrian-friendly, compact mixed-use form of development centered around rapid transit. This type of planning aims to provide a variety of uses, housing types and transportation alternatives to the automobile within walking distance of rapid transit stations.

By encouraging transportation alternatives, TOD promotes environmental and economic sustainability by helping to reduce greenhouse gas emissions from automobile usage and making more efficient use of existing transportation infrastructure.

In City Centre, TOD is achieved by concentrating high density, mixed-use development around existing SkyTrain stations, and through the design of a finer street grid and improved ease of movement.

The following TOD characteristics are integrated throughout the Plan in order to foster a transit-supportive downtown and to create vibrant urban spaces:

-  Major **destinations** and centres are located along direct corridors making them easy to be served efficiently by rapid transit;
-  Walking **distance** to rapid transit is minimized by a finer-grained street network;
-  Pedestrian-friendly urban **design** including safe, comfortable and direct walking and cycling connections;
-  Higher residential and employment **density**;
-  Rich **diversity** of land uses and housing types; and
-  Transportation **Demand Management (TDM)** measures that encourage walking, cycling and public transit use.

1.4. Planning Process

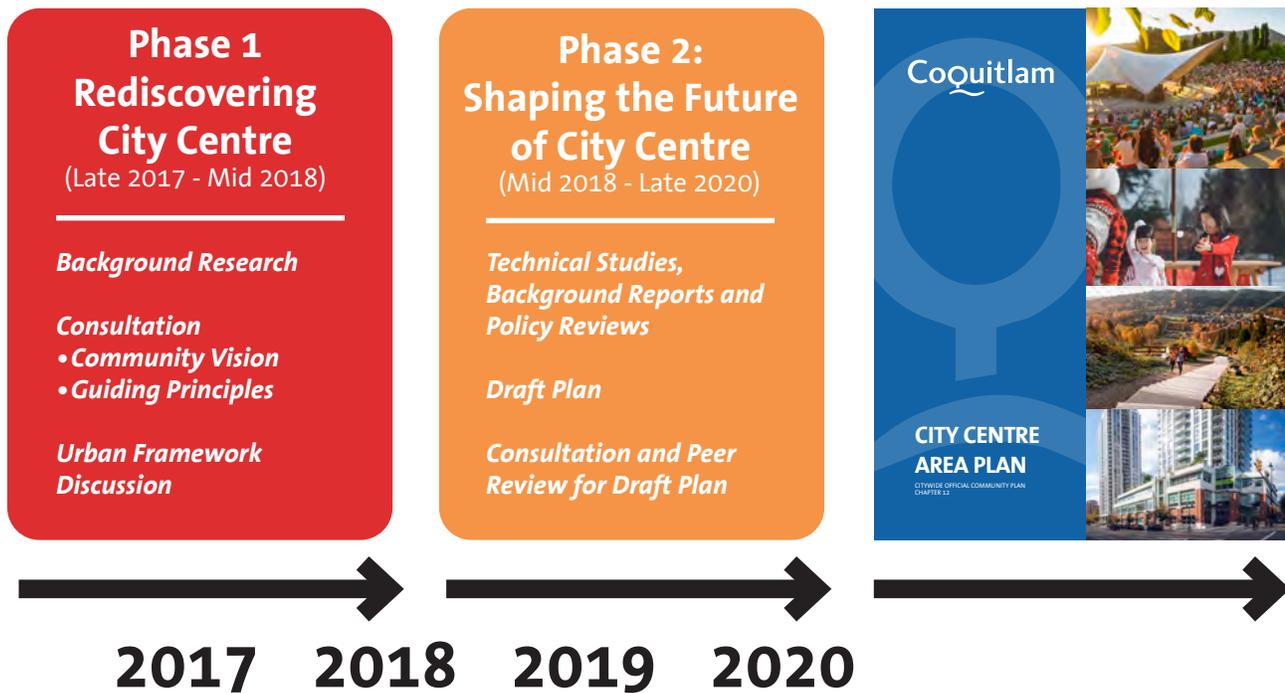


Figure 2 - City Centre Area Plan Planning Process Timeline

The Plan was developed following a two-phase planning process (Figure 2). Phase 1 analyzed the existing City Centre context and initiated discussions about its identity and character. Building off the foundation of Phase 1, during Phase 2 a draft Plan was subsequently developed that charts a renewed course for the future of City Centre.

The planning process included a series of successive building steps involving research and analysis work, a professional peer review, and engagement with a wide range of stakeholder groups, property owners and residents. This layered, iterative approach created opportunities for Council and the community to provide input and direction at key milestones throughout the planning process. The outcomes of these analyses, combined with community input, culminated in the development of the Plan which would form the “blueprint” to guide development and investment in City Centre over the next 25 years.

1.4.1. Building the Plan

A number of background research reports, technical studies and policy reviews provided direction and guidance to the Plan update.

In Phase 1, key pieces of work included a community demographic profile for City Centre, an assessment of key learnings from the 2008 *City Centre Area Plan* and the development of the *Urban Framework Booklet* that outlined the proposed street and active transportation network, publicly-accessible open spaces, gateways and character streets.

Technical reports and studies during Phase 2 included population growth projections, discussion on future commercial and office uses in City Centre, a residential density and land use transition approach, a policy framework for precincts in City Centre, the development of a parks and civic amenities vision for City Centre and transportation modelling.

A national planning firm also undertook an objective, third-party professional peer review of the Plan which provided a fresh perspective with an understanding of global best practices. The results of the peer review helped to reinforce the Plan as a forward-thinking document that follows best practices in planning, urban design and TOD.

1.4.2. Community Engagement

Extensive engagement with the public, property owners and key stakeholders was undertaken throughout the planning process to understand the needs, priorities and aspirations of the community. The feedback provided through community engagement led to policy refinements throughout the planning process and helped to form the building blocks of the Vision, Guiding Principles and Big Moves of the Plan.

Three rounds of consultation were conducted to establish the community's collective Vision for City Centre, to seek feedback on the draft Guiding Principles and to gather input on the draft Plan.

A wide variety of engagement opportunities were provided during consultation, including:

- Public surveys;
- Community information sessions;
- 'Pop up' kiosks at SkyTrain stations and Douglas College;
- Information booths at City and industry events (Canada Day, Welcome to Coquitlam, Tri-Cities Chamber of Commerce Business Showcase);
- Virtual reality (VR) walking simulation of the proposed Entertainment District; and
- Meetings with Advisory Committees and Boards, residential strata groups, property owners, external partners and stakeholders.

We engaged with:



3,000+ people at 17 public events and pop-up kiosks



13,400+ unique project website visitors



1,800+ Let's Talk Coquitlam participants



Advisory Committees and Boards at 12 meetings



2,500+ survey respondents



External partners and stakeholders at 13 meetings

“When someone thinks about City Centre in the future, what special qualities do you hope will come to mind?”

Community feedback emphasized a keen desire for City Centre to be a vibrant, family-friendly place with a strong, diverse and resilient economy, inviting for pedestrians, providing easy access to nature, and offering a wide range of socializing, entertainment, dining and shopping opportunities. The need for more job opportunities in the City Centre was also expressed, particularly by young adults. The Plan seeks to achieve these objectives by continuing to transform City Centre into a compact, complete, vibrant and transit-oriented downtown that is surrounded by family-friendly neighbourhoods and serves as the economic, civic and cultural hub of Coquitlam and the northeast region.

How community engagement input has helped shape the Vision and policy directions of the Plan

-  **3.0 LAND USE CONCEPT & POLICIES**
-  **4.0 ENVIRONMENT & UTILITY SERVICING POLICIES**
-  **5.0 TRANSPORTATION POLICIES**
-  **6.0 PLACEMAKING & URBAN DESIGN POLICIES**

“To be part of a community that has heart and soul and its unique identity would make Coquitlam in its own league.”

“If an area is family and senior-friendly, it will be vibrant with lots of different special qualities that appeal to many different subsections of the population and draw each of them out into the street. All of the above qualities will do that, and once people are out in the streets day and night, it will be safe.”

“Encourage biking and walking paths close to commercial shopping and restaurants. Keep in mind the aging demographic that will allow accessibility and encourage an active, social lifestyle.”

“Very excited about Coquitlam finally seriously thinking of a true downtown core for business and living. The back drop of the mountains, the SkyTrain and the Town Center Park/Lafarge Lake makes this area unique for both.”

“Creating many more jobs in residential areas is essential to reducing reliance on fossil fuels and creating walkable neighbourhoods.”

“While density and affordable housing is important, I hope that neighbourhood can maintain a good balance and mix of housing.”

“Very supportive of creating more spaces to encourage employers to move in, to encourage people to work, live and play in the same city.”

“I would love to see more venues in our Coquitlam downtown so that we can attend events here, instead of always going to Vancouver.”

“Ensure adequate weather sheltering in City Centre for walking around!”

“With more affordable housing and more variety in housing types, the community will see an increase in the standard of living for all its members. When people aren’t struggling to pay the rent they spend more time enjoying the amenities the area has to offer.”

“It would be wonderful to be a part of an area that fosters community, socializing, exchanging ideas and having fun.”

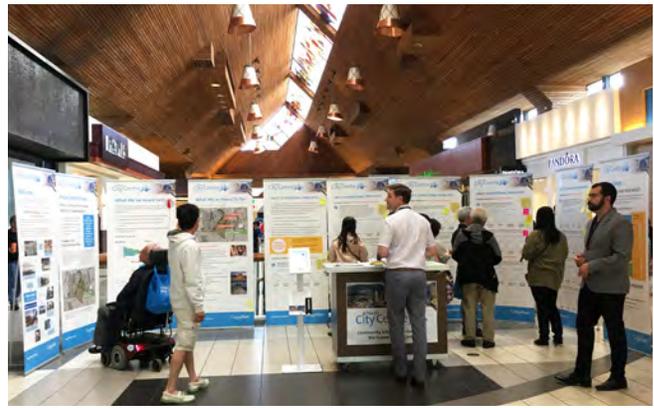
“A network of places large and small that bring people together and cultivate a rich and dynamic community where people of all ages, races, cultural, ethnic and socio-economic backgrounds come together to live, work and play.”

“Need more employment opportunities (offices in City Centre core area, and retain light industrial along Barnet/Lougheed) to reduce regional travel; Coquitlam should be the employment node for Tri-Cities.”

“Keep green spaces accessible and add more urban-green spaces connected between each other.”

“Major creeks/ravines and a river meander through this area. These must be protected and managed in a manner that ensures that they continue to provide wildlife habitat that is safe and sustaining for the creatures that depend on them.”

“Part of the impact architecture can make on City Centre is the uniqueness of the design of its buildings. Make the buildings beautiful and memorable in order to build an attractive area.”



Community information session at Coquitlam Centre Mall



'Kidz Plan' activity at Coquitlam Celebrates Canada Day



Community information session including a Virtual Reality component at Coquitlam Centre Mall

1.5. Plan Area

The CCAP boundary encompasses an area of approximately 724 hectares (1,789 acres), roughly at the geographic centre of Coquitlam. City Centre is bound by David Avenue to the north, the Coquitlam-Port Moody municipal boundary to the west, the Coquitlam River and Port Coquitlam to the east, and the Canadian Pacific Railway (CPR) tracks to the south (Figure 3).

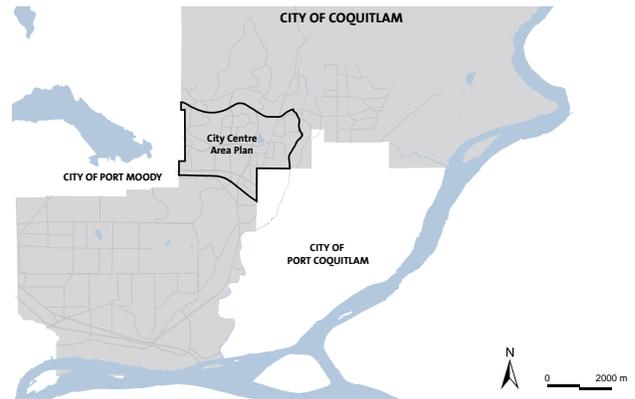


Figure 3 - City Centre Area Plan Boundary

1.6. Plan Structure

The updated Plan charts a renewed course for the future of City Centre and will influence the way the community grows by guiding decisions on land use, environment, transportation and urban design.

The Plan is organized into seven sections:

1.0 INTRODUCTION

Provides an overview of the Plan update and the planning process undertaken.

2.0 VISION, GUIDING PRINCIPLES & BIG MOVES

Forms the foundation of the Plan, provides a Vision to establish City Centre as Coquitlam's downtown, and outlines the major policy directions to achieve the Vision.

3.0 LAND USE CONCEPT & POLICIES

Includes a comprehensive set of policies related to land use and conceptual land use overlays to help establish City Centre as a complete community that includes a range of housing and employment options, recreation and cultural amenities, a network of parks, open spaces and greenways, and a vibrant mixed-use downtown.

4.0 ENVIRONMENT & UTILITY SERVICING POLICIES

Includes policies to protect and enhance natural areas, encourage environmentally sensitive design, and support growth in City Centre through the provision of new utility infrastructure.

5.0 TRANSPORTATION POLICIES

Outlines the future street and active transportation networks and includes policies to help establish City Centre as a walkable downtown with a multi-modal and accessible street network, and a range of transportation.

6.0 PLACEMAKING & URBAN DESIGN POLICIES

Provides policy direction to achieve a high quality public realm and establish a community identity in the downtown that focuses on creating vibrant streets, functional public spaces and human scale building designs.

7.0 IMPLEMENTATION & MONITORING

Outlines specific actions to facilitate and coordinate the orderly development of the Plan along with a broad financial strategy for future City infrastructure and amenities in the companion *City Centre Servicing Assessment*, to achieve the Guiding Principles.

1.7. Interpretation of the Plan



Coquitlam City Centre looking northwest (2015)

In order to be responsive to evolving lifestyles and community needs, the Plan should be viewed as a living document. Therefore, to adapt to demographic changes, technological advances, market preferences, societal values and development initiatives, flexibility will be required in the implementation of the Plan. The implementation mechanisms outlined in Section 7.0 (e.g., Development Applications) will give further definition to the specifics of development in City Centre. This, for example, includes the specific location of new streets and the provision and location of park space.

1.8. Relationship to Other Plans

The Plan complements and further implements the policies of the CWOCP as well as other key City documents that help to provide direction and support the policy directions.

To ensure the broader vision of the Plan is achieved, the preparation and updating of supporting plans, strategies and bylaws will be carried out to support the implementation of the Plan, as outlined in Section 7.0.



Figure 4 - The City Centre Area Plan's Interlocking Relationship with Other City Documents



RELEVANT CITY DOCUMENTS

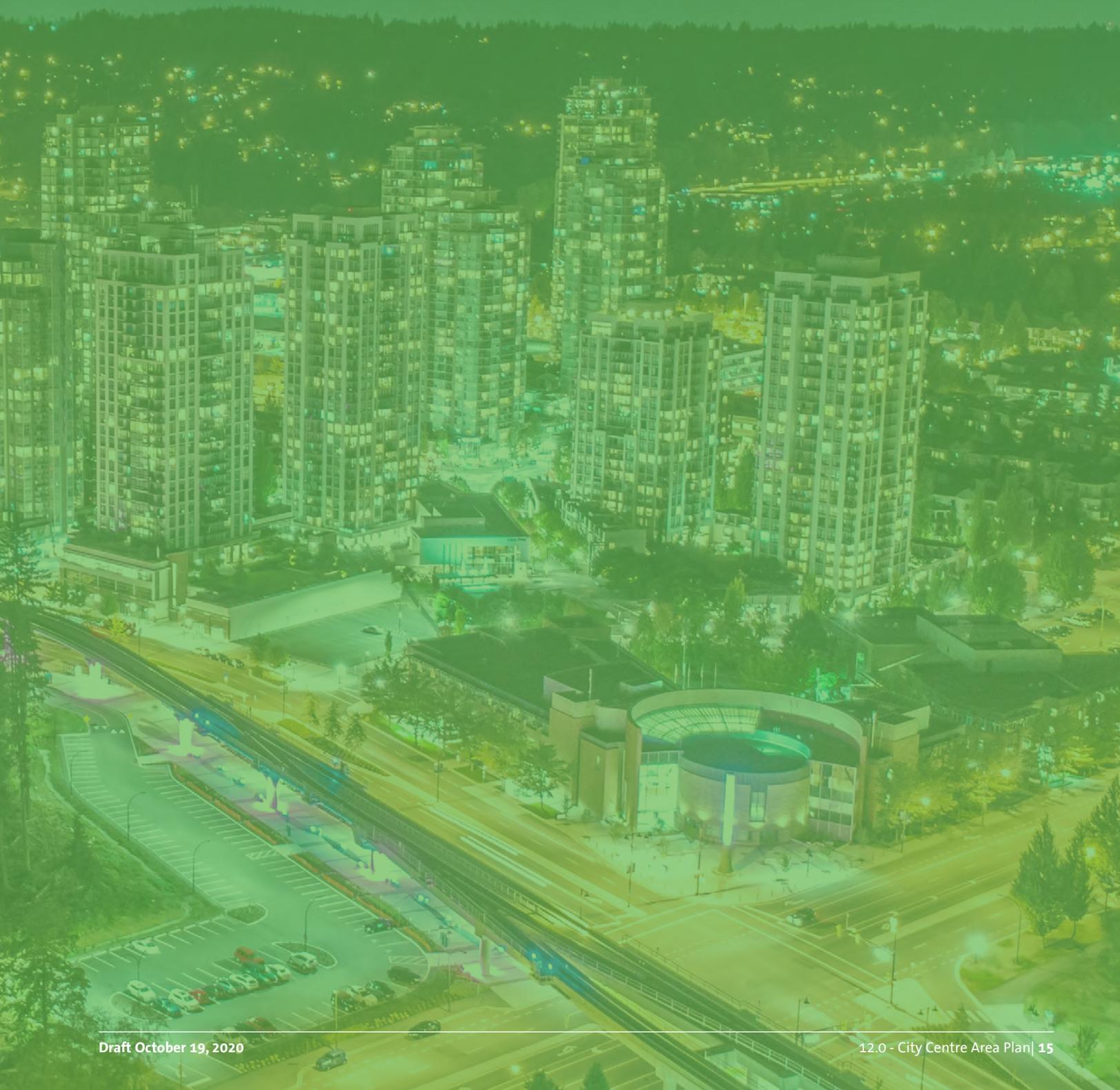
The following plans, strategies and bylaws, as amended from time-to-time, help to provide a framework for guiding growth and development in City Centre:

- *Building Better Program*
- *City Centre Servicing Assessment*
- *City Centre Streetscape Guidelines*
- *City Wayfinding Plan*
- *Citywide Official Community Plan*
- *Community Greenhouse Gas Reduction Strategy*
- *Coquitlam Green Development Guide*
- *Development Procedures Bylaw*
- *Economic Development Strategy*
- *Film Strategy*
- *Housing Affordability Strategy*
- *Invasive Plant Management Strategy*
- *Multiculturalism Strategic Plan*
- *Office Market Development Strategy (Underway)*
- *Parks, Recreation and Culture Master Plan*
- *Public Art Policy and Project Plan*
- *Rainwater Management - Source Controls Design Requirements and Guidelines*
- *Rental Housing Redevelopment – Tenant Assistance Policy Guide*
- *Scott Creek Integrated Watershed Management Plan*
- *Solid Waste Management Bylaw*
- *Strategic Energy Management Plan*
- *Strategic Environmental Sustainability Plan (Underway)*
- *Strategic Transportation Plan*
- *Stream and Drainage System Protection Bylaw*
- *Street and Traffic Bylaw*
- *Subdivision and Development Servicing Bylaw*
- *Transportation Demand Management Plan Guidelines*
- *Technology Strategy*
- *Tourism Strategy*
- *Tree Management Bylaw*
- *Wildlife and Vector Control Bylaw*
- *Zoning Bylaw*

2.0 VISION, GUIDING PRINCIPLES & BIG MOVES

Photo: Coquitlam's vibrant downtown looking southwest

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2.2. Guiding Principles	18
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2.1. Vision

The Plan’s Vision and Guiding Principles represent the community’s aspirations for the future of City Centre and the Big Moves summarize the major policy directions of the Plan.

Together, the Vision, Guiding Principles and Big Moves are a result of insights gained through consultation with Council, Advisory Committees and Boards, residents, property owners and other community stakeholders.

The Vision for City Centre is an overarching aspirational statement that builds on the concept of transit-oriented development, recognizes the importance of economic and cultural vibrancy, and affirms City Centre’s history as a family-friendly community.

The Guiding Principles and Big Moves establish a framework to guide and inform the development of the Plan’s policies, which represent the specific actions to implement Vision.

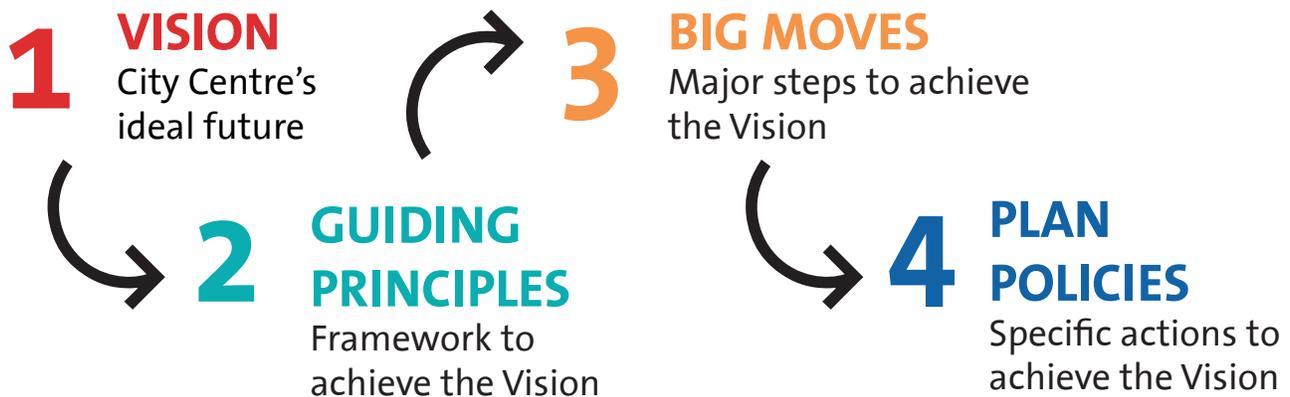


Figure 5 - Policy Development Structure

An aerial night view of a city center, likely Coquitlam, showing a dense cluster of high-rise residential and commercial buildings. In the foreground, a transit station with a curved, illuminated structure is visible, along with a parking lot and a road. The background shows a dark forested hillside under a night sky.

The Vision for City Centre:

City Centre is a compact, complete, vibrant and transit-oriented downtown surrounded and supported by family-friendly neighbourhoods.

It serves as the economic, civic and cultural hub of Coquitlam and the northeast region.

2.2. Guiding Principles

Organized into five broad categories, the Guiding Principles form the framework which helps to support the Vision. The Guiding Principles are reflected in the policy directions of the Plan and serve to continue to solidify City Centre as a Regional City Centre and a vibrant downtown.



COMPACT & COMPLETE DOWNTOWN

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



URBAN MOBILITY

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



EXCELLENCE IN URBAN DESIGN

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



ENVIRONMENT & SUSTAINABILITY

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



LIVE, LEARN & PLAY

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

2.3. Big Moves

As discussed in Section 1.0, present-day City Centre is the result of a series of strategic Big Moves. Building off the successes of the past, the Plan identifies five new Big Moves. These Big Moves reflect the community's aspirations for the future of City Centre, as expressed by the Vision and Guiding Principles. They articulate the major policy directions of the Plan, acting as a summary of highlights for the policies contained in Sections 3.0 to 6.0.

BIG MOVES:

- 1. Creating a Vibrant Downtown Core**
- 2. Establishing a Strong Employment Base**
- 3. Building a Family-Friendly Downtown**
- 4. Enhancing Recreation & Cultural Amenities**
- 5. Integrating & Connecting Downtown**



1 CREATING A VIBRANT DOWNTOWN CORE

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

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



2 ESTABLISHING A STRONG EMPLOYMENT BASE

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

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



3

BUILDING A FAMILY- FRIENDLY DOWNTOWN

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

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





4 ENHANCING RECREATION & CULTURAL AMENITIES

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





5 INTEGRATING & CONNECTING DOWNTOWN

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

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

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

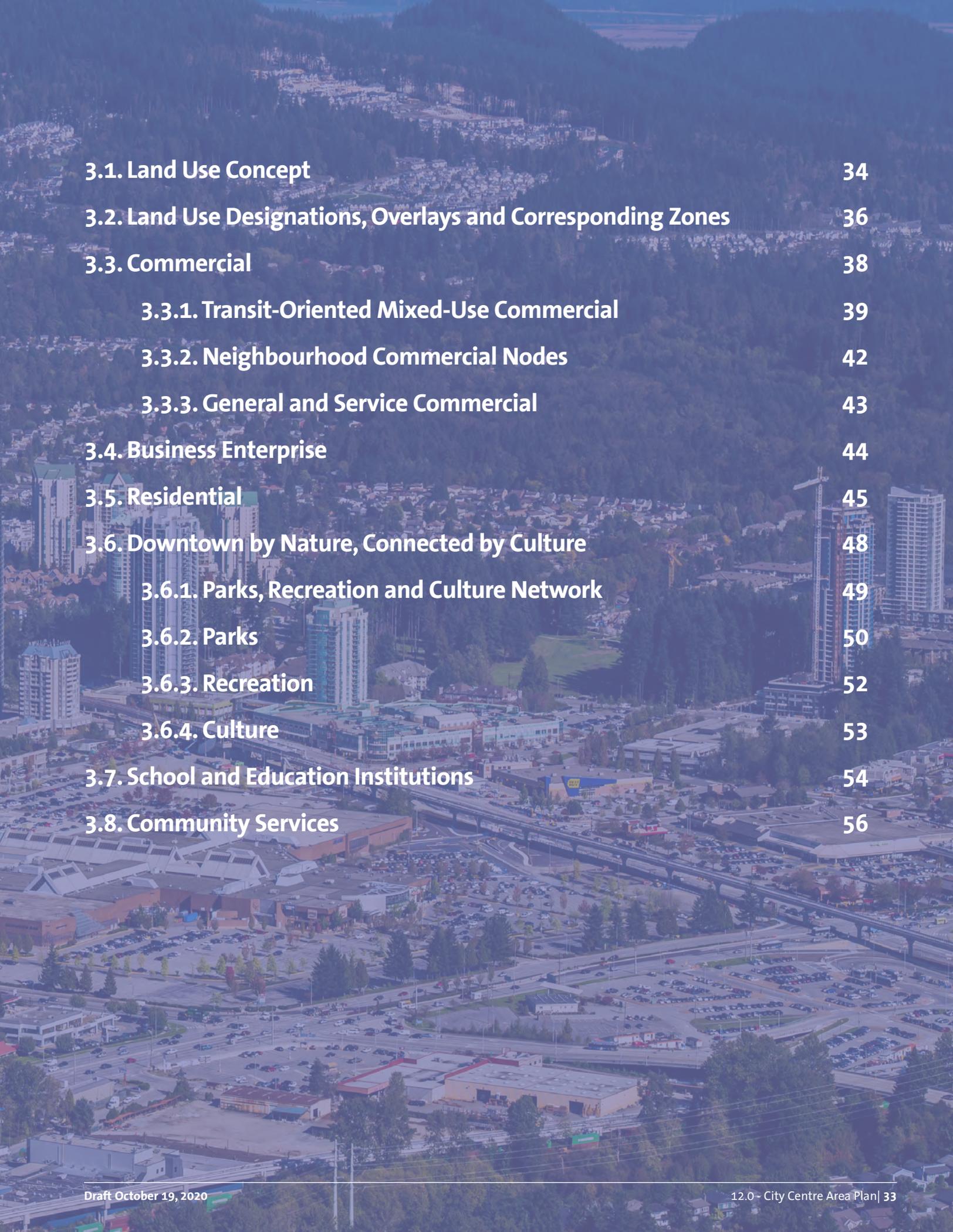




An aerial photograph of a city center, showing a mix of high-rise apartment buildings, commercial structures, and residential areas. The city is surrounded by green spaces and a forested hillside in the background. The text '3.0 LAND USE CONCEPTS & POLICIES' is overlaid in large white letters on the top left.

3.0 LAND USE CONCEPTS & POLICIES

Photo: City Centre's diverse neighbourhoods and mixed-use downtown



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3.1. Land Use Concept

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

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

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



TD Community Plaza at Town Centre Park



City Centre's mixed-use downtown



Commercial frontages contributing to a vibrant urban realm

Key elements of the Land Use Concept include:

- A centrally located **Downtown Core** that comprises a mix of high density commercial, office and residential uses. This mixing of uses coupled with the establishment of several “Districts” strategically situated in the Core will ensure a vibrant and active downtown day and night. The clustering of specific land uses into Districts within the downtown will establish a land use pattern in which related activities, whether entertainment, office, cultural or recreational are located close together to create a “critical mass”. Grouping these types of activities will help to establish destinations within the Core and to foster economic development. The defining elements of the Downtown Core include:
 - Two **Office Business Districts** will contribute to the economic vibrancy of City Centre by concentrating office space around the Lincoln and Coquitlam Central SkyTrain stations. To further support business development and to meet the varying needs of a range of office users, office space will also be provided as part of development outside of the two Office Business Districts;
 - A pedestrian-friendly **Entertainment District** will provide opportunities for socializing and will create gathering places that contribute to the vibrancy of the Core;
 - **Civic amenities** located near SkyTrain stations will provide centrally located and easily accessible destinations for civic, cultural and recreational activities;
 - To support tourism and economic development, **hotel accommodations and conference space** will be located in a highly visible and easily accessible location, and will benefit from proximity to offices, entertainment, and parks, recreation and culture public amenities; and
 - **A variety of high density residential options** will be located throughout the Core to accommodate families of all types and sizes. Residents will have direct access to shopping, services, rapid transit and a variety of employment opportunities, all within walking distance. Increased residential development will be supported by the provision of a new elementary school site, augmented by parks and publicly-accessible open spaces that will serve as “backyards” for the area’s residents.



Mixed-use building with office in the podium and ground floor commercial units

- **Business Enterprise** uses will be located along the Barnet Highway corridor and in the Christmas Way area. The designation will accommodate a variety of employment-generating land uses that require access to major roads and are needed to support a vibrant downtown (e.g., industrial, research and development, production, distribution and repair uses augmented by office and commercial uses, including restaurants and microbreweries).
- To meet the local and regional retail needs of residents, **General Commercial** uses will primarily be situated along Lougheed Highway as this area is easily accessible by vehicle.
- Small scale **Neighbourhood Commercial** uses on the periphery of the Core will support the day-to-day shopping needs of residents in areas experiencing residential growth.
- Anchored by Town Centre Park and the Coquitlam River Park, the **parks system** will comprise a network of parks, greenways and natural areas that will connect established neighbourhoods to the Core and provide both passive and active recreational opportunities. Improved pedestrian and cycling access to the Coquitlam River will further enhance recreational opportunities for residents.

3.2. Land Use Designations, Overlays and Corresponding Zones

The Land Use Concept is spatially represented through Land Use Designations, as identified on Schedule A. Land Use Designations define a future land use pattern by providing direction on the use and density for all properties in City Centre.

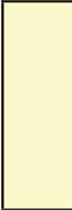
The Land Use Concept and accompanying Land Use Designations are further supported by Conceptual Overlays. The purpose of the Overlays is to provide specific direction to land use and development for defined geographical areas in City Centre, including:

- The establishment of land use Districts to coordinate and enhance entertainment and office uses in the Downtown Core (Schedule B);
- The conceptual siting of specific land uses, such as civic amenities, a hotel and a school site in the Downtown Core (Schedule B);
- The establishment of future Neighbourhood Commercial Nodes to serve the day-to-day needs of residents for areas outside of the Downtown Core that will experience residential growth over time (Schedule C); and
- The establishment of building height transitions, where appropriate, to ensure land use compatibility between high density development and adjacent established neighbourhoods (Schedule D).

The City's *Zoning Bylaw* further shapes land use by defining the specifics of development for individual properties. In order to ensure that the policy directions of the Plan are achieved, Table 1 specifies the Corresponding Zones of the *Zoning Bylaw* that may be applied to the Land Use Designations and associated Conceptual Overlays as part of rezoning.

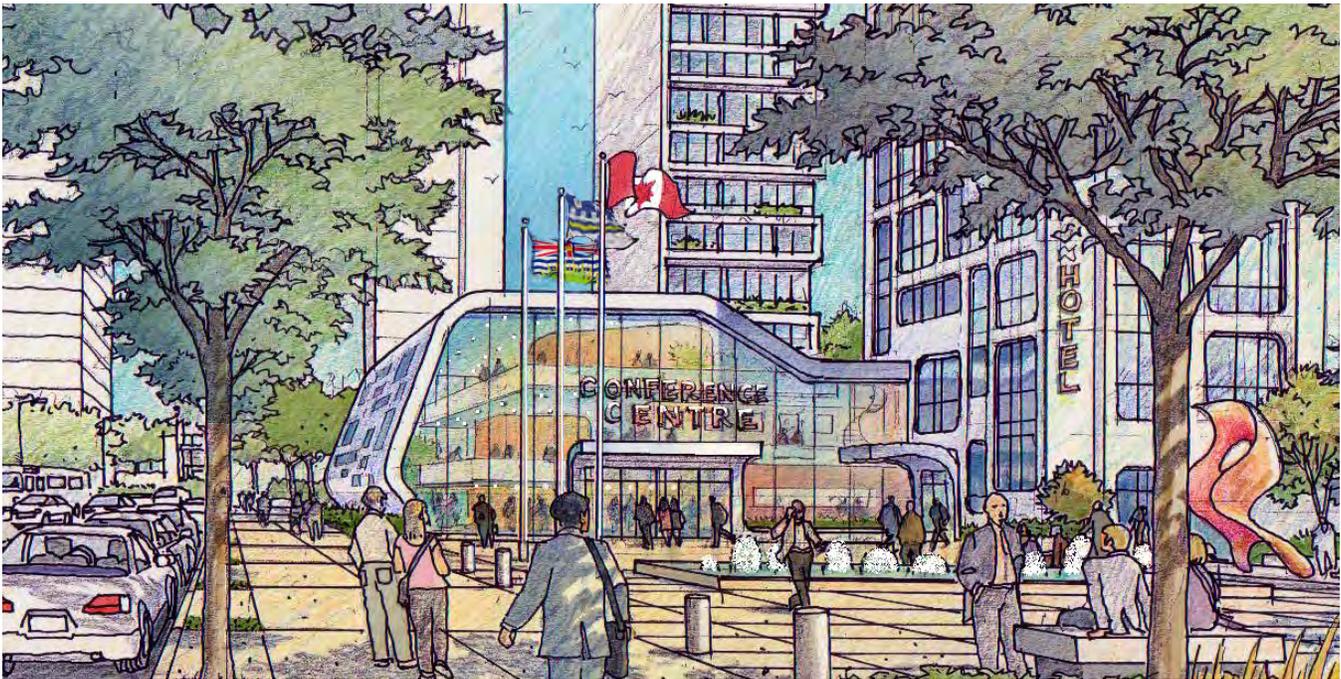
Table 1 - Land Use Designations and Corresponding Zones

	LAND USE	LAND USE DESCRIPTION	CORRESPONDING ZONE
	<i>Downtown Core</i>	High density, mixed-use development that includes a higher concentration of employment-generating commercial uses, as well as civic, institutional and residential land uses.	CD Comprehensive Development* P-1 Civic Institutional P-5 Special Park
	<i>City Centre Commercial</i>	High density, mixed-use development that includes employment-generating, civic, institutional and residential land uses.	C-7 High Density Commercial P-5 Special Park
	<i>Business Enterprise</i>	A mix of production, distribution and repair uses augmented by commercial and office uses.	B-2 Urban Business Enterprise CS-1 Service Commercial P-5 Special Park
	<i>General Commercial</i>	Low density commercial uses, including shopping plazas.	C-2 General Commercial P-5 Special Park
	<i>Service Commercial</i>	Low density highway or auto-oriented commercial uses.	CS-1 Service Commercial SS-1 Service Station Commercial P-5 Special Park

	LAND USE	LAND USE DESCRIPTION	CORRESPONDING ZONE
	High Density Apartment Residential	Apartment development in tower form in areas of high activity with opportunities for small-scale neighbourhood commercial.	RM-4 Multi-Storey High Density Apartment Residential RM-5 Multi-Storey High Density Apartment Residential RM-6 Multi-Storey High Density Apartment Residential P-5 Special Park
	Medium Density Apartment Residential	Townhouse and apartment developments at medium densities from three to eight storeys.	RM-2 Three Storey Medium Density Apartment Residential RM-3 Multi-Storey Medium Density Apartment Residential RT-2 Townhouse Residential C-1 Local Commercial P-2 Special Institutional P-5 Special Park
	Low Density Apartment Residential	Townhouse and apartment developments at lower densities up to two storeys.	RT-2 Townhouse Residential RM-1 Two Storey Low Density Apartment Residential C-1 Local Commercial P-5 Special Park
	Townhousing	Townhouse residential development, encouraging larger dwelling units suitable for family accommodation.	RT-2 Townhouse Residential C-1 Local Commercial P-2 Special Institutional P-5 Special Park
	Compact One Family Residential	Single-family residential homes on smaller separate lots.	RS-4 One-Family Compact Residential RS-5 One-Family Compact (Strata Lot) Residential C-1 Local Commercial P-2 Special Institutional P-4 Special Care Institutional P-5 Special Park
	One Family Residential	Single-family residential homes on separate lots.	RS-1 One-Family Residential RS-3 One-Family Residential C-1 Local Commercial P-2 Special Institutional P-4 Special Care Institutional P-5 Special Park
	Civic and Major Institutional	Civic and institutional buildings, sites and utilities.	P-1 Civic Institutional P-2 Special Institutional P-5 Special Park
	School	Public and private educational institutions.	P-1 Civic Institutional P-5 Special Park
	Parks and Recreation	Lands being used, or intended to be used as public parks, oriented to active recreation and leisure uses.	P-1 Civic Institutional P-5 Special Park
	Natural Areas	Lands intended to remain in a natural state and provide habitat for wildlife and fisheries values and may include lands that are hazardous to develop. These lands may be used for passive recreation uses such as wildlife viewing and trails.	P-1 Civic Institutional P-3 Special Recreation P-5 Special Park

***Note on Comprehensive Development (CD) zones:** CD zoning is expressly identified for the Downtown Core as the majority of development within this Land Use Designation is expected to use CD zoning, in accordance with policies outlined in the Plan. CD zones may also be used in any other Land Use Designation, in accordance with Part 2 of the CWOC.

3.3.1. Transit-Oriented Mixed-Use Commercial



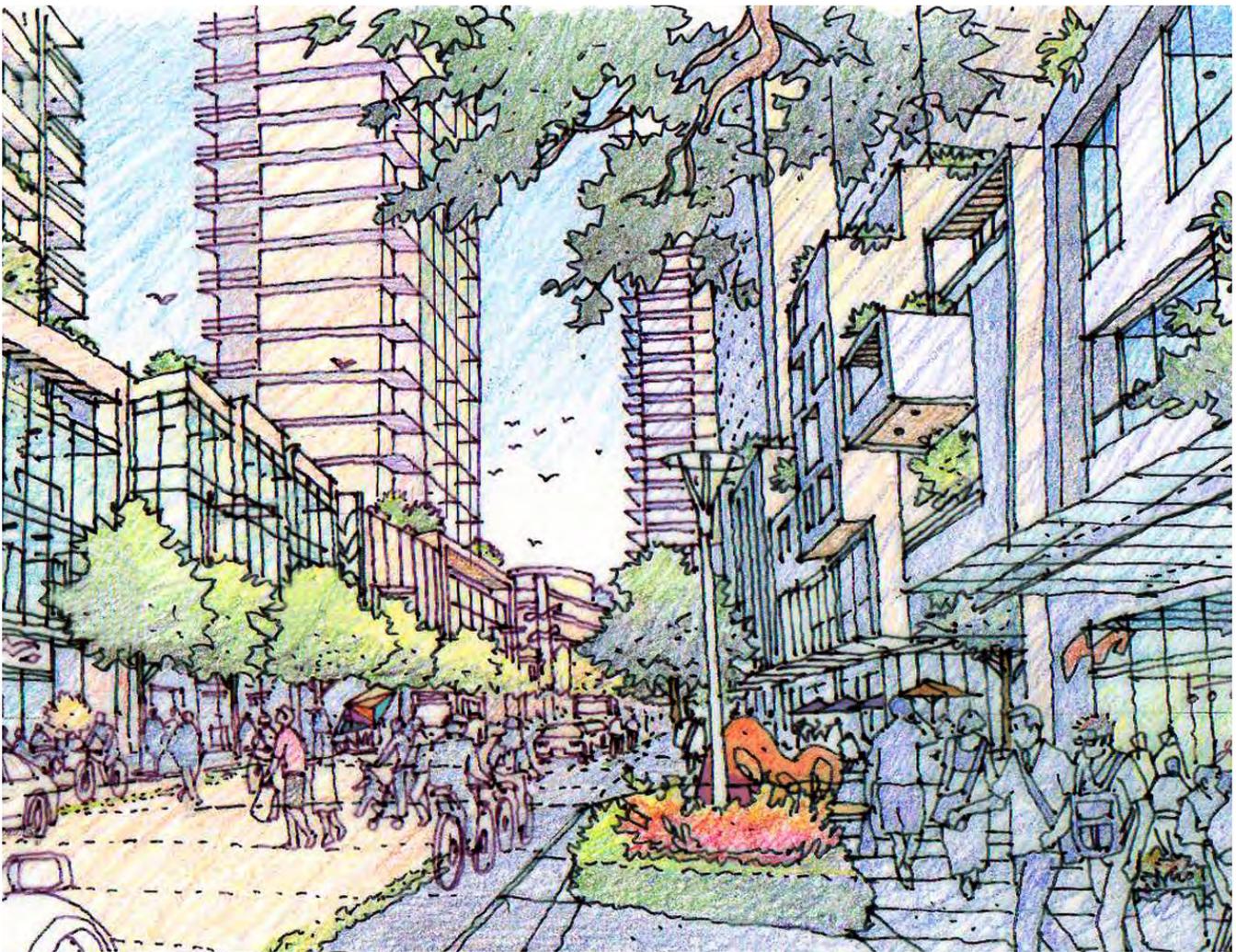
Conceptual sketch of a hotel and conference centre to support tourism and the business community
(Artist's concept - It will not be built exactly as shown)

POLICIES:

- a. Concentrate high density transit-oriented development with a vibrant mix of offices, shops, restaurants, public houses, entertainment establishments, visitor accommodations and civic facilities, along with high density residential, in areas designated Downtown Core and City Centre Commercial, as identified on Schedule A.
- b. Pursue diverse economic development opportunities through advocacy and a supportive business climate that promotes a mix of commercial uses. A variety of uses may be considered as employment-generating space for the purposes of calculating density, including but not limited to:
 - i. Commercial uses (office, retail, grocery, personal services, dining, etc.);
 - ii. Hotel and conference space;
 - iii. Child care facilities; and
 - iv. Civic, institutional, cultural and recreation facilities.
- c. Require development in areas designated Downtown Core and City Centre Commercial to generally follow the regulations of the C-7 High Density Commercial zone, with specific directions for zoning and density as follows:
 - i. Development under the City Centre Commercial land use may use either the C-7 zone or a Comprehensive Development (CD) zone for purposes described in Part 2 of the CWOCP;
 - ii. Development under the Downtown Core land use will use CD zones in all circumstances; and
 - iii. The base density, including minimum employment-generating use density, for each Land Use Designation is identified in Table 2 below. The base density may be increased for additional employment-generating density above the minimum requirement, in accordance with Part 2 of the CWOCP.

Table 2 - Base Density Provisions by Land Use Designation

Land Use Designations	Base Density	Min. Employment-Generating Density
Downtown Core	3.0 times the lot area	1.0 times the lot area
City Centre Commercial	2.5 times the lot area	0.5 times the lot area



Conceptual sketch of a vibrant Entertainment District (Artist's concept - It will not be built exactly as shown)

- d. Require the logical and timely phasing of employment-generating floor space. Phasing will be identified through a master planning process, in consideration of a number of contextual factors, including but not limited to:
 - i. The location of each phase in relation to elements of the Plan which regulate or guide commercial land uses;
 - ii. The phasing of demolishing existing commercial space and the availability of space for existing businesses to relocate; and
 - iii. Fulfilling any outstanding commitments by the applicant to provide employment-generating floor space in City Centre in conjunction with or prior to proceeding with new development applications.
- e. Establish a centrally-located Entertainment District as a destination for socializing and gathering, as identified on Schedule B. Support and allow entertainment uses such as restaurants, cafes, pubs, nightclubs, theatres, microbreweries and other entertainment venues that will add vibrancy to the mixed-use Core.
- f. Consider locations that are highly visible for hotel development, easily accessible by all travel modes and in close proximity to amenities. Locations in proximity to the Office Business Districts and the Entertainment District would further contribute to the vibrancy of the Downtown Core. A potential location is shown on Schedule B. Other locations, such as in proximity to Lincoln SkyTrain station, could also be considered.



Conceptual sketch of a stand-alone office building (Artist's concept - It will not be built exactly as shown)

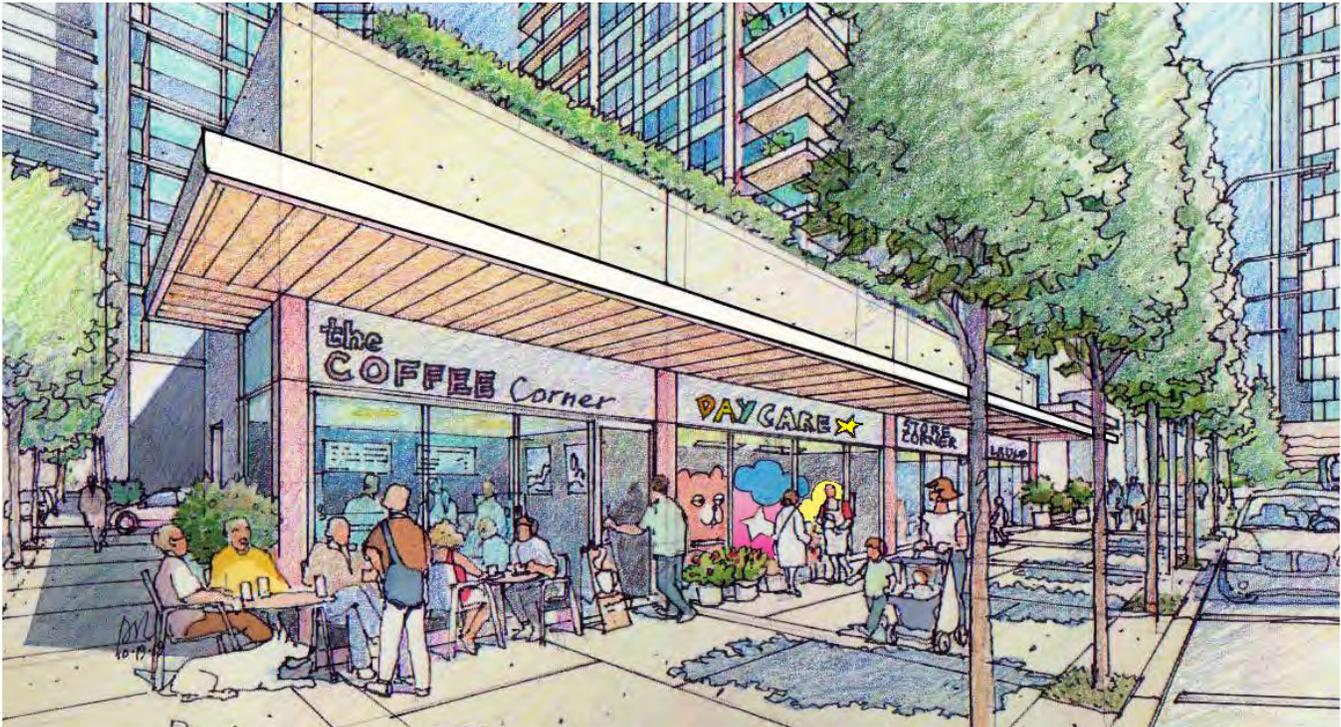
- g. Encourage hotels to be built either as stand-alone buildings or as part of mixed-use buildings. Hotels should integrate into the surrounding area through thoughtful site and building design and layout.
- h. Encourage the inclusion of conference space in conjunction with hotels to support the community and growing businesses in Coquitlam. Incentives will be considered, on a case-by-case basis, to facilitate the development of conference space capable of hosting a variety of events, in conjunction with a hotel. Proposals requesting incentives will be evaluated based on factors such as community needs, anticipated community economic benefits and overall project merits.
- i. Create a program of incentives to encourage the development of office buildings.
- j. Require office space throughout the Downtown Core and City Centre Commercial areas. The Office Business Districts, identified on Schedule B, are priority locations for clusters of stand-alone office buildings with efficient floor plates to meet the diverse and evolving needs for business growth and expansion. Outside the Office Business Districts, office space should be located in areas which are highly visible and accessible.
- k. Require pedestrian-friendly, ground-oriented uses, such as restaurants, cafes, bakeries and retail stores at the base of stand-alone office buildings, to support a vibrant public realm.



RELEVANT CITY DOCUMENTS

- *Citywide Official Community Plan*

3.3.2. Neighbourhood Commercial Nodes



*Conceptual sketch of a Neighbourhood Commercial Node serving residents' day-to-day needs
(Artist's concept - It will not be built exactly as shown)*

POLICIES:

- a. Encourage Neighbourhood Commercial Nodes throughout City Centre, as identified on Schedule G, to serve the day-to-day shopping and service needs of residents. These nodes may include a range of smaller scale commercial and assembly uses such as child care facilities, convenience and grocery stores, coffee shops, restaurants, pharmacies and dry cleaners.
- b. New Neighbourhood Commercial Nodes as part of high density residential development should consider the following:
 - i. Each node should contain a minimum Gross Floor Area (GFA) of 465 m² (5,000 sq. ft.) of commercial and/or assembly uses;
 - ii. Explore opportunities to split the development of a node equitably between adjacent properties;
 - iii. Consider excluding commercial and assembly GFA for the purpose of calculating the financial contribution for density (i.e., density bonus); and
 - iv. Consider exempting commercial and assembly GFA from the maximum density permitted under the applicable zone.
- c. Maximize visibility by placing commercial and assembly space in prominent locations, with front entrances to businesses facing the public street or right-of-way.
- d. Require building and site design that prioritizes pedestrian access and contributes to neighbourhood walkability.
- e. Encourage neighbourhood commercial development along arterial or collector streets in residential areas. Rezoning to the C-1 Local Commercial zone may be considered where identified as a corresponding zone within the Land Use Designation, for the purpose of permitting small-scale, local-serving commercial nodes.

3.3.3. General and Service Commercial

POLICIES:

- a. Allow for a range of commercial uses to meet the regional shopping and service needs of residents. In general, retail and personal service uses should be located in areas designated General Commercial, while auto service and complementary uses should be located in areas designated Service Commercial, as identified on Schedule A.
- b. Require all General Commercial or Service Commercial development, including alterations or additions to existing development, be designed and oriented in a manner which demonstrates high quality architecture and urban design, such as:
 - i. Providing a pedestrian-friendly streetscape as guided by the *City Centre Streetscape Guidelines*, and the Character Streets and street frontage types policies outlined in the Plan;
 - ii. Orienting entrances to commercial units toward the public street or right-of-way to maximize visibility and improve public safety;
 - iii. Providing safe and convenient walking, cycling and vehicular access to the site; and
 - iv. Including outdoor seating areas, public gathering spaces, and public art where appropriate.



RELEVANT CITY DOCUMENTS

- *City Centre Streetscape Guidelines*

3.4. Business Enterprise

The purpose of the Business Enterprise designation is to meet the evolving needs of businesses and to support economic development by designating areas for employment uses which support and rely on the downtown and require larger tracts of land and highway access. The Business Enterprise designation includes a range of industrial, research and development, production, distribution and repair uses augmented by office and commercial uses, including restaurants and microbreweries.

POLICIES:

- a. The predominant uses for areas designated Business Enterprise, as identified on Schedule A, should be industrial, research and development, production, distribution and repair uses.
- b. Office and commercial uses should augment the principal industrial, research and development, production, distribution and repair uses.
- c. Encourage building forms that mix and intensify Businesses Enterprise uses.
- d. Development should provide a compatible interface with adjacent residential areas through buffering and landscaping.
- e. To encourage and support employment-generating uses, residential uses shall be directed to other Land Use Designations.
- f. Pedestrian linkages should be provided to the Active Transportation Network, as identified on Schedule G.

GUIDING PRINCIPLES

- Design City Centre as a compact and complete community
- Strengthen City Centre as a place with a strong, diverse and resilient local economy



*Conceptual sketch of Business Enterprise development with a mix of employment uses
(Artist's concept - It will not be built exactly as shown)*

3.5. Residential

Residential development in City Centre is a key component to creating a successful and sustainable downtown. Residential growth will help stimulate a diverse economy by supporting commercial businesses with foot traffic at all times of the day.

New high density residential development will primarily be focused in the Downtown Core. Density and height will transition lower with increased distance from the Core and area-specific height limits have been established to provide an appropriate transition towards established lower density neighbourhoods.

To create an attractive downtown that welcomes residents in different stages of life and values families, Plan policies include the provision of larger units with family-friendly building design elements and usable common amenity areas to encourage social interaction and allow for a variety of activities.

The residential policies will help to implement Coquitlam's *Housing Affordability Strategy* (HAS) by providing a range of housing types and tenures that will contribute to the creation of a healthy and dynamic City Centre.

GUIDING PRINCIPLES

- **Strengthen City Centre as the downtown of Coquitlam and the northeast region of Metro Vancouver**
- **Design City Centre as a compact and complete community**
- **Develop City Centre as a family-friendly place**



A residential community for individuals in different stages of life

POLICIES:

- a. Provide for a range of housing types, unit sizes and tenures to appeal to a broad mix of households at different stages of life. This can include student-oriented housing, seniors housing, family housing, lock-off suites, purpose-built rental, and below-market and non-market housing units.
- b. Allow for the provision of services and amenities to meet the needs of a variety of residents in established lower density neighbourhoods, such as secondary suites and home-based businesses, in accordance with the City’s policies and regulations.
- c. Utilizing the incentives in the HAS and Part 2 of the CWOCP, encourage purpose-built rental and other forms of affordable housing, including priority unit types (e.g., below-market rental, non-market rental, accessible rental and three-plus bedroom rental).
- d. Seek partnerships with other levels of government for below-market and non-market rental, and home ownership options.
- e. Ensure that tenants affected by redevelopment are provided with relocation assistance from the developer as required by the HAS.
- f. Permit redevelopment or intensification of aging non-market housing units or housing co-operative (co-op) sites subject to the following:
 - i. Ensure that there is no net loss of non-market housing units;
 - ii. Seek opportunities to expand non-market housing stock through senior government initiatives; and
 - iii. Ensure existing residents are accommodated according to Coquitlam’s *Rental Housing Redevelopment – Tenant Assistance Policy*.

- g. For the lands identified as Packard Avenue Special Policy Area on Schedule D, consider additional density to support the development of non-market housing units. The overall maximum density allowance of 2.4 times the lot area in accordance with the *Zoning Bylaw* may be increased, as identified in Table 3.

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

- i. Consider the use of a CD zone as set out in Part 2 of the CWOCP. The use of a CD zone will generally follow the requirements of the RM-3 Multi-Storey Medium Density Apartment Residential zone;
- ii. To support additional density, exceeding the height limits of the RM-3 Multi-Storey Medium Density Apartment Residential zone may be considered with taller buildings located on the eastern side of the site along the Johnson Street frontage and transitioning in height downward towards the west side of the site;
- iii. A non-profit housing provider (e.g., housing society, co-op, community land trust) operates and manages the non-market housing units;
- iv. Redevelopment of non-market housing units shall include, at a minimum, the same number of units as in the original development and the unit mix (e.g., number of bedrooms) of non-market housing units should be consistent with the unit mix of the original development;
- v. If the redevelopment of non-market housing units can be replaced with less than a 1.0 FAR, consideration may be given to a portion of the remaining density from the 1.0 FAR to be developed as additional market rental housing, with a range of unit sizes;
- vi. A minimum of 50% of the non-market housing units shall accommodate seniors; and,
- vii. Existing residents are offered first right of refusal to redeveloped non-market units.

Table 3 - Density Provisions for Packard Avenue Special Policy Area

RM-3 Density Allowance	Additional GFA Ratio	Maximum Total GFA Ratio
Up to 2.4 times the lot area for buildings that are a minimum of seven storeys	Up to 1.0 times the lot area	3.4 times the lot area

- h. To support transit-oriented development, building heights will be highest within the Downtown Core and will transition lower towards the periphery of the Core. The manner and style of transition will not be the same in all areas and should take into account land use compatibility with the surrounding neighbourhood.
- i. The portions of the High Density Land Use Designation, as identified on Schedule D, are permitted to a maximum building height of 25 storeys.
- j. The portions of the Medium Density Land Use Designation, as identified on Schedule D, are permitted to a maximum building height of six storeys.
- k. Pursue the development of student-oriented housing in close proximity to City Centre’s educational institutions.
- l. Promote the design of residential buildings, sites and units to be adaptive and accessible for persons at different stages of life and degrees of mobility.
- m. Design ground floor residential units to front onto and have direct access from a public street or right-of-way. To ensure a degree of privacy, while maintaining visual surveillance, ground floor units should be slightly elevated above the sidewalk (except for designated accessible units that require direct access to a public street or right-of-way) and clearly delineate the separation between public and private space along streets and pedestrian corridors.
- n. Multi-family residential developments are required to provide three bedroom units with layouts that consider the needs of families, such as generous entryways, spacious living spaces for family activities, and balconies/patios as an extension of living spaces.
- o. Require new high density and mixed-use residential development to incorporate lifestyle support features and necessities, such as secure storage space for oversize sports equipment, secure parking for bicycles and scooters, and enclosed underground parking stalls.
- p. Indoor common amenity areas shall support interaction among residents and offer spaces for a variety of activities, needs and age groups. These spaces can include artist and creative spaces, workshop and tool-sharing spaces, playrooms, music rooms, flexible workspaces and homework rooms.



Family-friendly neighbourhoods



Diversity of housing types and options in City Centre

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



RELEVANT CITY DOCUMENTS

- *Housing Affordability Strategy*
- *Citywide Official Community Plan*
- *Rental Housing Redevelopment – Tenant Assistance Policy Guide*
- *Zoning Bylaw*

3.6. Downtown by Nature, Connected by Culture

The vision for Downtown by Nature, Connected by Culture seeks to celebrate and enhance City Centre’s surrounding natural areas by building a network of park, recreation and cultural public amenities that brings people together, connects them with nature and cultivates culture. The vision aims to provide a connected framework of collocated public amenities in City Centre that promotes synergies for indoor and outdoor programming and enhances public open spaces.

New and upgraded parks, recreation and cultural public amenities will play a critical role in defining the urban fabric, supporting a growing community and ensuring City Centre is a great place to live, learn, work and play. These public amenities will be located near Precincts to serve as key destinations and focal points of activity. Integration of public amenities into the public realm through a series of greenways, walkways and a Linear Park will create a connected recreation experience, support a vibrant and safe public realm, and improve access to public amenities in City Centre.

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

To accommodate ongoing recreation needs and maintain service levels, new and replacement recreation facilities will be required. Recreation amenities will include both indoor and outdoor facilities and will be designed to support a variety of needs to ensure access and inclusion for people of all ages and abilities.

Cultural amenities are proposed to be centrally located near a new urban park forming a “Cultural Heart” to support the Entertainment District. The “Cultural Heart” will provide space for formal and informal gathering and civic programming in City Centre.

The vision for Downtown by Nature, Connected by Culture is articulated in the following policy sections and associated Schedules. All new parks, recreation and cultural amenities are guided by the *Parks, Recreation and Culture Master Plan*, related strategies and associated park prioritization framework.

GUIDING PRINCIPLES

- Design City Centre as a compact and complete community
- Strengthen City Centre as a place with a strong, diverse and resilient local economy
- Design City Centre as a pedestrian-friendly and accessible place
- Create distinct entryways, neighbourhoods and districts
- Celebrate local art, culture and creativity
- Respect natural areas by incorporating environmentally sensitive design
- Provide a safe, healthy and natural living environment
- Develop City Centre as a family-friendly place
- Develop City Centre as a hub of diverse activity
- Expand public facilities and community amenities
- Improve access to nature in City Centre



3.6.1. Parks, Recreation and Culture Network

POLICIES:

- a. Plan and design a connected network of parks, recreation and cultural public amenities, as guided by the *Parks, Recreation and Culture Master Plan*, that:
 - i. Aligns with the changing needs of a growing community and is inviting to newcomers;
 - ii. Establishes links that provide access to nature for residents, workers and visitors;
 - iii. Encourages socialization and community cohesiveness;
 - iv. Ensures public safety and ease of movement through the site and connections with adjacent or nearby areas;
 - v. Ensures access and inclusion for all people;
 - vi. Allows for a variety of formal and informal uses, local events and celebrations where appropriate; and
 - vii. Provides a diversity of uses to support a vibrant and active downtown day and night through collocation and connectivity of public amenities, and synergies for indoor and outdoor programming.

- b. Collocate parks, recreation and cultural public amenities near Precincts to help serve as destinations and focal points of activity, based on the following:
 - i. Establish a Linear Park near the Pinetree-Lougheed Precinct, as identified on Schedule E, forming a gateway into City Centre while providing connectivity and access to a number of public amenities such as a new Neighbourhood Recreation Centre, parks and natural areas, and the Coquitlam Central station;
 - ii. Centrally locate cultural amenities near the Lincoln SkyTrain station Precinct, adjacent to a premier urban park, forming a “Cultural Heart” to contribute to the vibrancy of the Downtown Core; and
 - iii. Provide destination scale parks, recreation and cultural public amenities around the Four Corners Precinct to form a vibrant, people-focused “Civic Magnet”.

- c. Where possible, parks, recreation and cultural public amenities should be located adjacent to greenways to support active transportation and have at least one road frontage. Where it is not feasible to provide a site adjacent to a greenway, a direct active transportation route to the nearest greenway should be considered.



Conceptual sketch of the parks, recreation and culture network (Artist's concept - It will not be built exactly as shown)

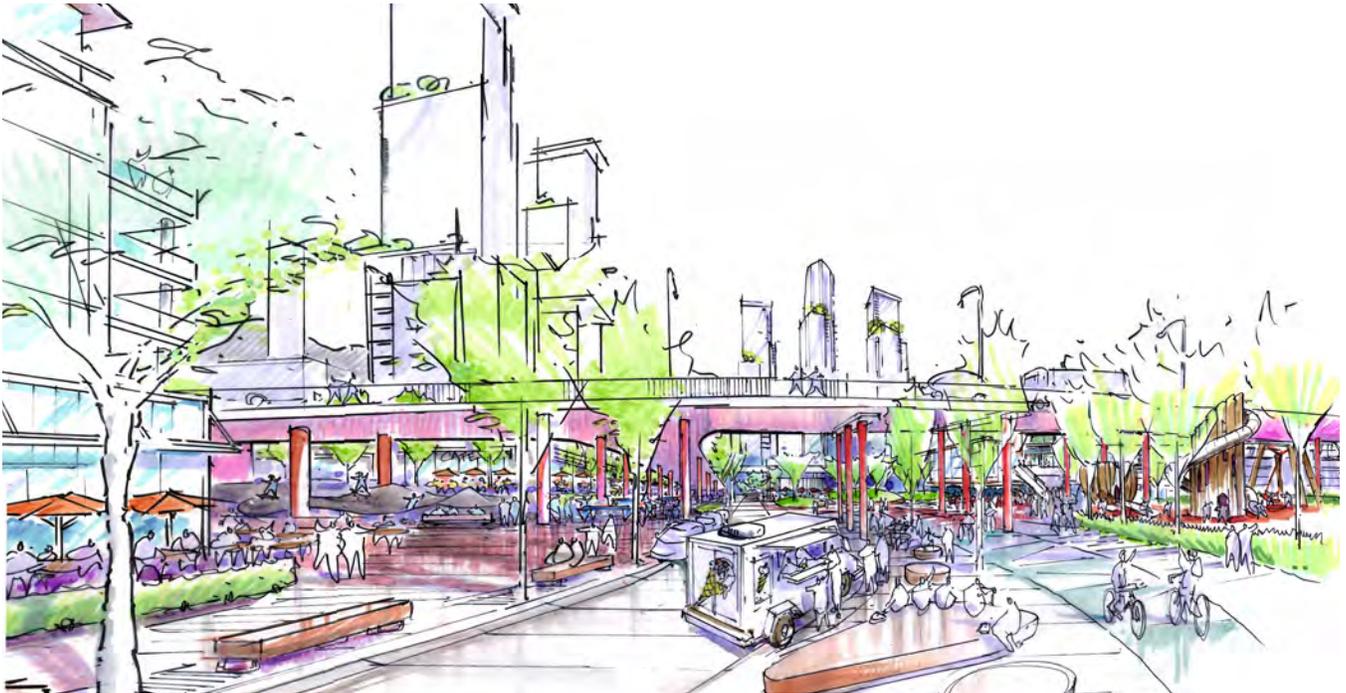
- d. Locate and design parks, recreation and cultural facilities to support energy efficiency and encourage the use of sustainable building approaches.
- e. Ensure that the timing and location for securing park, recreation and cultural facilities optimizes and provides certainty for the use of public resources, considers projected needs and appropriately balances benefit for the public good.
- f. Foster public and private partnerships and other mechanisms that contribute to the expansion and provision of additional parks, recreation and cultural amenities, services and facilities.
- g. Privately-owned publicly-accessible open spaces should be designed to contribute positively to the pedestrian experience and to improve the overall public realm. These spaces shall connect, complement, and enhance publicly-owned parkland, greenways, trails and facilities.



RELEVANT CITY DOCUMENTS

- *Parks, Recreation and Culture Master Plan*

3.6.2. Parks



Conceptual sketch of Linear Park looking east towards Mariner Way overpass (Artist's concept - It will not be built exactly as shown)

POLICIES:

- a. Acquire an additional 7.2 hectares (17.8 acres) of parkland in City Centre, over time, to meet community needs based on population growth, as identified on Schedule E.
- b. Acquire parkland at the appropriate time, to balance overall community needs with consideration given to land use and population growth, and maximizing public benefit. Acquisition of parkland should consider the following objectives:
 - i. Solar access should be considered in the location of parks and public open spaces. Parks and open spaces are encouraged to be located along the north side of public streets to maximize access to mid-day sunlight and minimize shadow impacts from adjacent buildings;
 - ii. Parkland should be contiguous and in unencumbered areas with ideal configurations and topography whenever possible;
 - iii. Where possible, collocate parks near publicly-owned and -operated facilities, natural areas and along active transportation corridors (i.e., greenways, cycling routes and trails); and
 - iv. Work towards a parkland distribution that provides park access to all residents within a five-minute walking distance.
- c. Through parkland acquisition, establish a Linear Park to support a connected recreation experience, as identified on Schedule E. Design of the Linear Park should consider the following elements:
 - i. Integrate landscaping, lighting and amenities for pedestrians and cyclists and allow opportunities for rest, socialization and recreation;
 - ii. A 10-metre average width;
 - iii. Future parks and recreation sites located along the Linear Park should be integrated to maximize visual openness, create focal points of activity, and provide enhanced park improvements and amenities; and
 - iv. Where possible, buildings should address the Linear Park with active and architecturally distinctive façades, high-quality streetscape treatments and provide opportunities for active public areas.

- d. Seek to achieve a seamless and safe experience for pedestrians and cyclists. Seek to create a network of parks, greenways and trails to connect established and new neighbourhoods with parks, recreation and cultural public amenities while providing for both passive and active recreational opportunities.
- e. Improve pedestrian and cycling access to natural areas including the Coquitlam River through enhanced recreational opportunities such as greenways, walkways, trails and cycling routes.
- f. Continue to invest in the expansion and/or improvements of existing parks including Town Centre Park, Glen Park, Hoy Creek Linear Park, Coquitlam River Park and the Coquitlam Crunch.
- g. Design park edges to be welcoming with well-defined entry points with consideration for public safety.
- h. Design park and open spaces adjacent to publicly-owned and -operated facilities to promote synergies for indoor and outdoor programming and support placemaking opportunities.



Conceptual sketch of Linear Park looking south west towards Hoy Creek (Artist's concept - It will not be built exactly as shown)



The Coquitlam Crunch Trail offering access to nature and recreational opportunities



Playground with well-defined entry points and open sightlines for safety

3.6.3. Recreation

POLICIES:

- a. Provide a sufficient, balanced and accessible supply of indoor and outdoor recreation facilities to meet service levels and community needs.
- b. Design and build recreation centres as part of facility clusters and consider collocating recreation with cultural amenities and/or related community services.
- c. Support a variety of needs for children, youth, seniors and families through the provision of recreation and leisure programs and other services and recognize traditional and innovative opportunities in services and facility delivery.
- d. Recognize that employment growth could trigger increased recreation needs for workers.
- e. Give full consideration to neighbourhood, community and destination facility needs to serve a growing population and secure land in early development phases to meet the needs of long-term growth.
- f. To accommodate ongoing recreation needs and service levels, explore the opportunity for a major renovation, expansion or replacement of City Centre Aquatic Complex (CCAC). Renovation, expansion or replacement can be designed to accommodate both destination and neighbourhood scale amenities, and could include the following:
 - i. Indoor and outdoor aquatics;
 - ii. Arena and ice services;
 - iii. Gymnasium and fitness centre;
 - iv. Multi-purpose rooms; and
 - v. Other recreational and cultural amenities.
- g. New Neighbourhood Recreation Facilities will be sought south of Barnet Highway and east of Pinetree Way near Glen Park, as identified on Schedule E.



Community yoga at Town Centre Park



Outdoor recreation activity at Town Centre Park



Fitness class at the Glen Pine Pavilion

3.6.4. Culture



Conceptual sketch of the “Cultural Heart” located near Lincoln SkyTrain station (Artist’s concept - It will not be built exactly as shown)

POLICIES:

- a. Locate cultural amenities adjacent to a new urban park near the Lincoln SkyTrain station forming a “Cultural Heart”, as identified on Schedule E, to support the Entertainment District. Cultural amenities could include a library to replace the existing City Centre Library, a new theatre, rehearsal and performance space, multi-purpose meeting and creative-making spaces.
- b. Build community and embrace culture through social inclusion, heritage, experience and innovation in public and private places and programs.
- c. Integrate and promote public art and public enhancements as part of all new development in accordance with the *Public Art Policy and Project Plan*.
- d. Provide, enhance and support arts, cultural, and entertainment centres such as the Evergreen Cultural Centre and City Centre Library.
- e. Support the development of a critical mass of daytime and evening cultural activities.
- f. Explore opportunities to incorporate Arts and Culture components into all recreation and culture facilities.
- g. Explore the potential to allow for shared administrative space for lease to smaller cultural non-profit community organizations in public or private spaces.
- h. Improve access to visual arts display space in civic facilities such as community centres and other public spaces.
- i. Explore opportunities to include festival infrastructure such as event electrical power and potable water supply needs in new public open spaces.
- j. Explore opportunities to expand the City Archives as part of a new City Centre Library to accommodate a growing collection that includes both City and community records, and consider collocation with other civic amenities.
- k. Promote and encourage opportunities for cultural activity to occur in non-conventional spaces (i.e., restaurants, cafes or retail store fronts) in partnership with the development community.



RELEVANT CITY DOCUMENTS

- *Public Art Policy and Project Plan*

3.7. School and Education Institutions

City Centre is well-positioned as a focal point in Coquitlam’s expanding knowledge-based economy, making it a dynamic centre of creativity and ingenuity. A concentration of educational institutions in City Centre will bring an influx of young people, new ideas and energy to Coquitlam. Through the support of existing and future post-secondary institutions and training facilities, the Plan will connect people, organizations and businesses as part of a dynamic knowledge-based community.

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

GUIDING PRINCIPLES

- **Strengthen City Centre as the downtown of Coquitlam and the northeast region of Metro Vancouver**
- **Design City Centre as a compact and complete community**
- **Develop City Centre as a family-friendly place**
- **Expand public facilities and community amenities**



“It would be nice to see public infrastructure such as local schools be built before or in line with high density housing; in order to have enough capacity to continue to promote strong education.”

Community engagement input

POLICIES:

- a. Partner with SD43 to expand, enhance and improve school facilities which benefit both the school and the community, and ensure the viability of school sites in the future.
- b. Work with SD43 and the property owner to secure a viable site for an elementary school at the approximate location indicated on Schedule E. Ensure the school site is secured in an early phase of development and that the parcel is transferred to SD43 in an agreed-upon timeframe.
- c. Support the use of a compact urban form for the new elementary school, as identified on Schedule E, and any other future school facilities, to reduce land costs and ensure compatibility with the surrounding transit-oriented Downtown Core. Elements of an urban school site include:
 - i. A compact site occupying an area of approximately 1.2 hectares (3.0 acres);
 - ii. Building size, design and orientation to make efficient use of space, with multiple floors, structured parking and thoughtfully located and secure outdoor play areas with open sight lines;
 - iii. A location in proximity to a public park to allow for optimal joint use of school and community facilities; and
 - iv. Streetscape design to accommodate vehicular pick-up/drop-off space within the right-of-way, while also prioritizing safe and comfortable pedestrian and cycling access.
- d. Explore opportunities to attract new educational institutions, such as private vocational and trade schools, and satellite campuses/classroom space for colleges and universities.
- e. Support the long-term expansion of Douglas College and other local post-secondary educational and training facilities.
- f. Promote partnerships between educational institutions, City Centre employers and others.



Douglas College Coquitlam campus



Glen Elementary School



A new elementary school in City Centre will support growth

3.8. Community Services

There are a number of community services in City Centre that provide important community benefit, increase public safety and well-being for residents and visitors, and provide a supportive community for vulnerable persons. The Plan policies seek to support the delivery of community services including emergency shelter and transitional housing, public safety, child care facilities, seniors housing and care facilities, and places of worship. To support a growing community, it is important to ensure these services continue to meet the needs of neighbourhoods as they grow and evolve over time to enhance healthy living and wellness in City Centre.

POLICIES:

- a. Consider application for an affordable housing use in conjunction with places of worship.
- b. Council may give consideration to applications for P-2 Special Institutional zoning within the Plan area for the development of places of worship provided that such consideration takes into account the following:
 - i. The site shall have convenient access to a collector or arterial street;
 - ii. The development shall comply with the subdivision, servicing and design requirements set out in the *Subdivision and Development Servicing Bylaw*;
 - iii. Preference will be given to sites that form a buffer between residential and non-residential uses or which buffer residential uses from the intersection of two arterial and/or collector streets;
 - iv. To ensure attractive and activated street frontages with natural surveillance, building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping and pedestrian-friendly lighting; and
 - v. Where appropriate, the design and location of main building entrances should address surrounding streets to improve the relationship between the building and public realm.

GUIDING PRINCIPLES

- **Strengthen City Centre as the downtown of Coquitlam and the northeast region of Metro Vancouver**
- **Design City Centre as a compact and complete community**
- **Develop City Centre as a family-friendly place**
- **Expand public facilities and community amenities**



- c. Continue to work with community partners to support the 3030 Gordon Emergency Shelter in providing housing, shelter and support services.
- d. Continue to work with the residential and business community in the area around 3030 Gordon Avenue to address community impacts.
- e. Support the delivery of emergency shelter, and transitional and supportive housing services.
- f. Pursue supportive or transitional housing for people with varying needs and abilities.
- g. Support the needs of families through the encouragement of licensed child care facilities as part of new development.
- h. Support the continued operation and delivery of new seniors housing and care facilities.
- i. Support the needs of families and the development of complete neighbourhoods with a variety of services and amenities, consider applications for child care facilities in established lower density residential areas provided that the proposed development is sensitive to the immediate site context in terms of building size, form and exterior appearance.
- j. Encourage the development of affordable housing and/or child care facilities in conjunction with the redevelopment of places of worship.



Senior rental housing in Coquitlam City Centre



3030 Gordon Emergency Shelter provides housing, shelter and support services

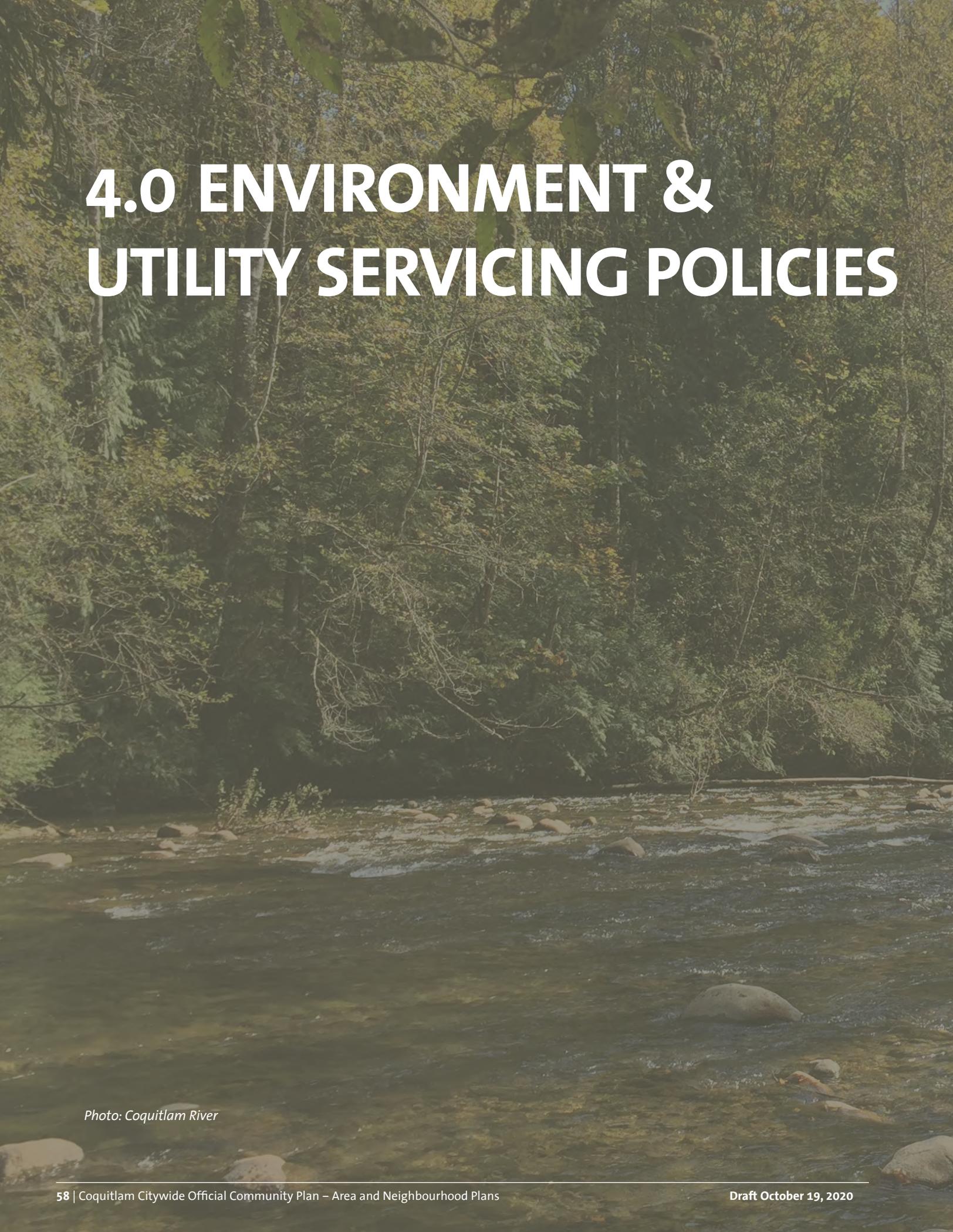


Child care facility



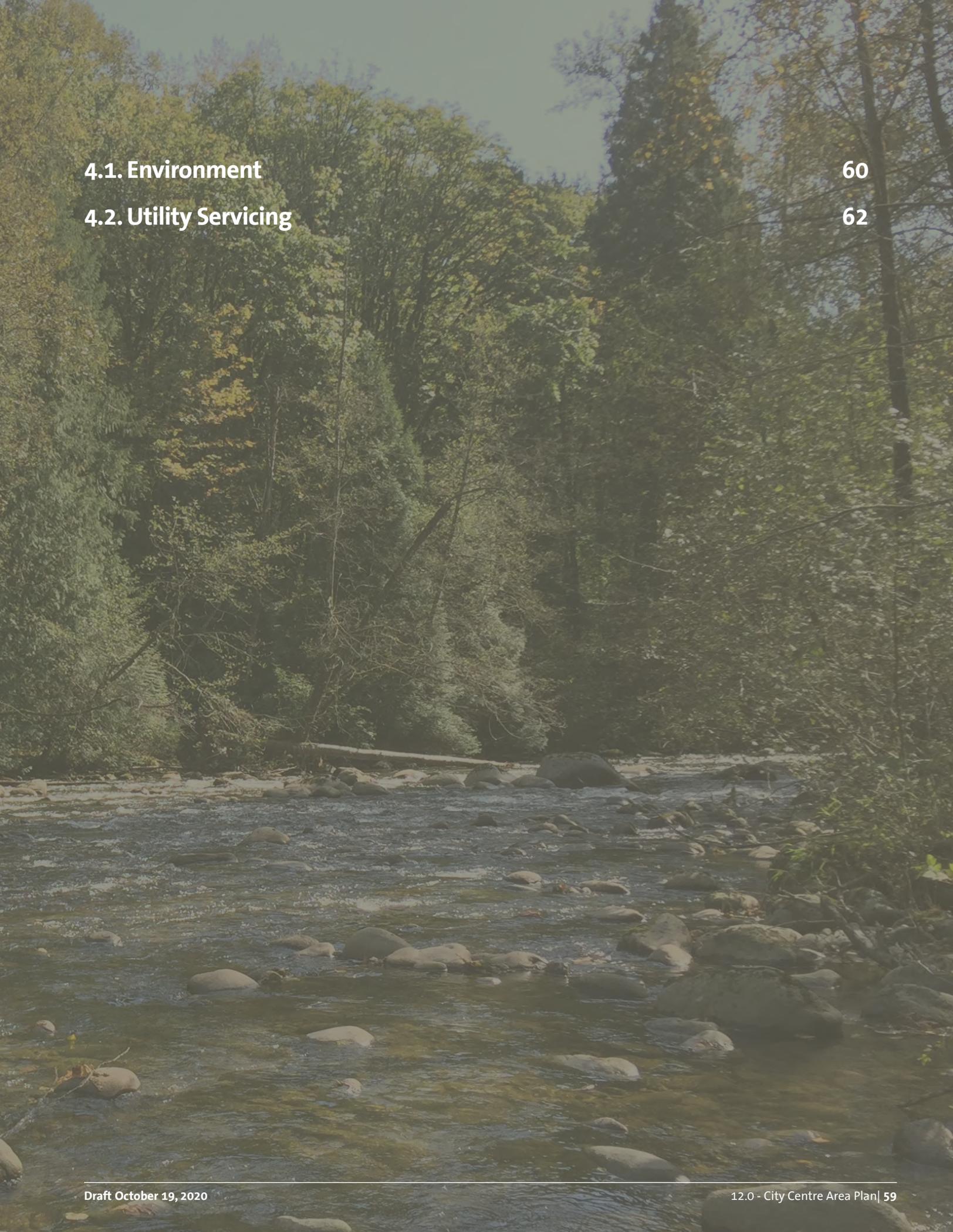
RELEVANT CITY DOCUMENTS

- *Subdivision and Development Servicing Bylaw*



4.0 ENVIRONMENT & UTILITY SERVICING POLICIES

Photo: Coquitlam River



4.1. Environment

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4.2. Utility Servicing

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4.1. Environment

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

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

POLICIES:

- a. Require a Watercourse Development Permit for all development of land within a Riparian Assessment Area (RAA), as identified on Schedule F.
- b. For development of land adjacent to the Pacific Water Shrew Critical Habitat area, as identified on Schedule F, ensure that the features and biophysical attributes for these species under the Federal Species at Risk Act (SARA) is assessed and mitigated as necessary in conjunction with development plan approvals.
- c. Implement recommended watercourse improvements as identified through the *Scott Creek IWMP*, including bank stabilization, erosion control, instream enhancements, riparian replanting, sediment control, removal of invasive plant species, barrier removal and instream complexing.
- d. Improve natural areas and wildlife corridors through new development, infrastructure projects and other capital funding opportunities for areas in and around Hoy Creek, Scott Creek, Maple Creek and other tributaries in the Coquitlam River Watershed.
- e. Improve the riparian areas, channels and banks of Hoy Creek, Scott Creek, Maple Creek and other tributaries in the Coquitlam River Watershed to reduce the risk of flooding and improve water quality, fish habitat and stream health.
- f. Pursue through new development, infrastructure projects, partnerships and other funding sources, opportunities to rehabilitate natural areas for improved environmental function and quality.
- g. Incorporate building designs that reduce energy use, increase energy efficiency, invest in renewable on-site energy and lower greenhouse gas emissions as guided by the *Community Greenhouse Gas Reduction Strategy*.
- h. Require the use of bear/wildlife-proof garbage and recycling receptacles near and in parks, schools, urban trails, greenways and other areas of high pedestrian activity, as guided by the *Solid Waste Management Bylaw* and the *Wildlife and Vector Control Bylaw*, and as guided by the City's Bear Smart Certification status (2017).

GUIDING PRINCIPLES

- **Respect natural areas by incorporating environmentally sensitive design**
- **Support climate resilience, energy management and greenhouse gas (GHG) reduction**
- **Provide a safe, healthy and natural living environment**
- **Improve access to nature in City Centre**



- i. Require multi-family residential, commercial, business enterprise and mixed-use development to manage solid waste by providing secure space and facilities for bear/wildlife-proof garbage, organics and recycling collection as guided by the *Solid Waste Management Bylaw*.
- j. To preserve watershed health and allow for the free movement of wildlife, subject to engineering, geotechnical, environmental review, and recommendations, and where warranted, the design of new or replacement crossings over watercourses shall consider:
 - i. Clear-span bridges instead of culverts in strategic locations; or
 - ii. Large culverts, with adequate space for bear/wildlife passage.
- k. Encourage and recognize the use of sustainable building approaches and purpose-built features which mimic nature or promote a healthy environment through the City's *Building Better Program*.
- l. Explore opportunities to incorporate alternate energy management systems that have the potential to improve energy efficiency, such as geo-thermal, solar thermal or photo-voltaic energy sources as part of new development. Energy systems have the potential to improve community energy efficiency and enable more cost-effective implementation of alternative/renewable energy sources that can reduce greenhouse gas emissions.
- m. Support the retrofit, maintenance and operation of infrastructure, parks and all building sectors to achieve energy efficiency consistent with the City's *Strategic Energy Management Plan* and the *Community Greenhouse Gas Reduction Strategy*.
- n. In accordance with the *Invasive Plant Management Strategy*, manage invasive species on public lands where they threaten the proper functioning of ecosystems.
- o. Ensure that all private properties conform to the requirements of the *Tree Management Bylaw* in order to regulate the conservation, cutting, removal and replacement of trees.



Landscaping feature to mimic nature



Green roof feature

RELEVANT CITY DOCUMENTS

- *Scott Creek Integrated Watershed Management Plan*
- *Solid Waste Management Bylaw*
- *Wildlife and Vector Control Bylaw*
- *Community Greenhouse Gas Reduction Strategy*
- *Building Better Program*
- *Strategic Energy Management Plan*
- *Community Greenhouse Gas Reduction Strategy*
- *Invasive Plant Management Strategy*
- *Tree Management Bylaw*

4.2. Utility Servicing

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

GUIDING PRINCIPLES

- **Respect natural areas by incorporating environmentally sensitive design**
- **Support climate resilience, energy management and greenhouse gas (GHG) reduction**



Scott Creek

POLICIES:

- a. Explore the use of innovative infrastructure practices to achieve the stormwater management goals and objectives in the *Scott Creek IWMP*.
- b. Apply the City's *Rainwater Management - Source Controls Design Requirements and Guidelines* to all subdivision and building permit applications, including those areas not covered by an adopted IWMP.
- c. Plan and coordinate the location of utility boxes (e.g., telephone hubs and electrical transformers), ventilation equipment or other at-grade mechanical equipment to minimize their impact on the public realm, including placing them underground or inside buildings wherever possible.
- d. Place overhead utilities underground as part of new development.
- e. Provide servicing for all subdivisions that meets the standards of the City's *Subdivision and Development Servicing Bylaw*.
- f. Consider applications for rezoning of land once the utility servicing and development of the subject land is feasible.
- g. Work with external utility agencies to ensure that service capacity can accommodate population and employment growth in City Centre.
- h. Encourage the use of green development for both private development and public infrastructure improvements as identified in the *Coquitlam Green Development Guide* related to the following:
 - i. Green building;
 - ii. Green infrastructure;
 - iii. Natural infrastructure;
 - iv. Sustainable transportation; and
 - v. Sustainable neighbourhoods.



Underground infrastructure installation



Stormwater feature contributing to a sustainable neighbourhood design



RELEVANT CITY DOCUMENTS

- *Scott Creek Integrated Watershed Management Plan*
- *City Centre Servicing Assessment*
- *Rainwater Management - Source Controls Design Requirements and Guidelines*
- *Subdivision and Development Servicing Bylaw*
- *Coquitlam Green Development Guide*

5.0 TRANSPORTATION POLICIES

Photo: Multi-modal infrastructure and movement



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5.1. Transportation

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

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

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

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

GUIDING PRINCIPLES

- **Strengthen City Centre as the downtown of Coquitlam and the northeast region of Metro Vancouver**
- **Design City Centre as a compact and complete community**
- **Design City Centre as a pedestrian-friendly and accessible place**
- **Provide safe, comfortable and convenient travel**
- **Manage parking in City Centre to balance supply and demand**
- **Develop City Centre as a hub of diverse activity**
- **Improve access to nature in City Centre**



"I like having a major hub for services, recreation, and transit a few minutes from my home."

Community engagement input

5.1.1. Walking

POLICIES:

- a. Provide publicly-accessible, mid-block walkways and statutory right-of-way through or adjacent to new development to improve pedestrian connectivity and accessibility. These walkways must be safe, barrier-free and clearly identifiable from the street, and located in a manner to achieve the block pattern guidelines outlined in the Plan.
- b. Establish a pedestrian-friendly public realm through streetscape improvements and redevelopment along designated greenways, as identified on Schedule G, and throughout the Downtown Core. These streetscape improvements will include features such as wide sidewalks, corner bulges, mid-block walkways and crossings, street furniture, pedestrian-oriented lighting and continuous weather protection.
- c. Provide a universally accessible, safe and barrier-free pedestrian environment on public streets, including during periods of construction.
- d. Provide pedestrian linkages that connect school sites with parks, open spaces, recreation facilities and residential areas to create greater opportunities for children and youth to safely walk in City Centre.
- e. Locate all above-ground infrastructure, (e.g., utility kiosks, traffic-signal boxes, fire hydrants, street lights), in the furnishing and service zone between the curb and the sidewalk, etc. In no case shall this infrastructure intrude into the through movement zone or create barriers for accessibility.
- f. Provide additional pedestrian crossings of arterial and collector streets and include, where feasible, measures that reduce crossing distance, and improve safety and visibility for pedestrians.
- g. Implement the *City Wayfinding Plan* through additional signs and kiosks as new development occurs.
- h. Provide universally accessible crossings over Barnet highway and Lougheed Highway, as identified on Schedule G, in connection with the development of adjoining lands. Crossing should be well integrated into the surrounding public realm and consider connections with adjacent or nearby public uses.



Distinct pedestrian and cycling crossing for all ages and abilities along Pinetree Way



Universal design for an accessible public realm

- i. Explore opportunities to elevate walking priority at signalized intersections with high pedestrian activity, such as implementing leading pedestrian intervals.
- j. Implement measures, where appropriate, to improve pedestrian safety and visibility at existing intersections, such as providing curb extensions and re-designing right-turn slip lanes to reduce vehicle turning speeds. Where warranted, existing right-turn vehicle lanes may be eliminated to accommodate pedestrian safety improvements.



RELEVANT CITY DOCUMENTS

- *City Wayfinding Plan*

5.1.2. Cycling

POLICIES:

- a. Improve intersection crossings for cyclists along identified bicycle routes, Citywide Greenways and Neighbourhood Greenways, as identified on Schedule G.
- b. Provide additional cycling routes, as identified on Schedule G.
- c. Provide public bicycle parking and bike share facilities at strategic destinations, including the Downtown Core, schools, civic facilities and parks.
- d. Encourage end-of-trip cycling facilities such as showers, lockers and change areas as part of commercial developments.
- e. Collaborate with the City of Port Moody, City of Port Coquitlam and TransLink to improve pedestrian and cycling linkages in the Tri-Cities region.
- f. Collaborate with TransLink to implement secure bike parkades at SkyTrain stations.
- g. Implement the *City Wayfinding Plan* through additional signs and kiosks as new development occurs.
- h. Provide cyclist linkages that connect school sites with parks, open spaces, recreation facilities and residential areas to create greater opportunities for children and youth to safely cycle in City Centre.
- i. Provide physically separated cycling facilities for all ages, genders and abilities.



TransLink bike parkade at Lafarge Lake-Douglas SkyTrain station



Multi-use pathway under the Evergreen SkyTrain guideway in City Centre



RELEVANT CITY DOCUMENTS

- *City Wayfinding Plan*

5.1.3. Greenways

POLICIES:

- a. Continue to develop a network of greenways, as identified on Schedule G, that function as enhanced corridors for pedestrians and cyclists with landscaping/furnishing treatments:
 - i. Citywide Greenways are long, continuous routes that connect major destinations (e.g., Downtown Core, public parks, amenities) throughout the City.
 - ii. Neighbourhood Greenways are shorter routes that provide connections to local destinations.
- b. Require development located along greenways, as identified on Schedule G, to provide an enhanced walking and cycling environment that includes the following elements:
 - i. Wider sidewalks as identified in the *City Centre Streetscape Guidelines*;
 - ii. Physically separated cycling facilities for all ages, genders and abilities;
 - iii. Where the greenway is located outside of a street right-of-way, it shall have a minimum right-of-way of six metres;
 - iv. Street trees and low maintenance landscaping that also serve as green infrastructure;
 - v. Seating and other appropriate street furniture;
 - vi. Public art;
 - vii. Pedestrian oriented lighting;
 - viii. Wayfinding; and
 - ix. Buildings should address the greenway with active frontages, architecturally distinctive façades and high-quality streetscape treatments.



Citywide Greenway under the Evergreen SkyTrain guideway in City Centre linking key destinations



Neighbourhood Greenway looking north towards City Hall



RELEVANT CITY DOCUMENTS

- *City Centre Streetscape Guidelines*
- *City Wayfinding Plan*

5.1.4. Transit

POLICIES:

- a. Continue to work with TransLink to review opportunities to improve both coverage and frequency along Frequent Transit Network (FTN) corridors, and achieve optimal transit service coverage in order to meet user demand as population and employment densities increase over time. This includes new routes, increased frequencies on existing routes and more direct services to connect the neighbourhood to rapid transit stations.
- b. Collaborate with TransLink to improve transit system reliability through its Bus Speed and Reliability Program.
- c. Enhance transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters or awnings as part of the frontage improvements required by new development.
- d. Retain and reserve additional right-of-way through development to protect for the potential construction of a future SkyTrain station at Falcon Drive.
- e. Retain and reserve additional right-of-way through development in the Christmas Way area to protect for the potential construction of a rapid transit corridor eastwards from Coquitlam Central SkyTrain station.



SkyTrain entering Lafarge Lake-Douglas station



Improved bus service reliability will help buses move quickly and efficiently through congested areas



Transit stop with bench and shelter

5.1.5. Mobility Hubs

POLICIES:

- a. Establish mobility hubs within the immediate vicinity (100m) of SkyTrain stations to seamlessly facilitate transfers between multiple transportation modes to improve first-to-last kilometre connectivity.
 - i. Each mobility hub should be designed to accommodate an extensive range of supportive shared mobility elements including:
 - Pick-up and drop-off areas for public transit, taxi and ride-hailing services;
 - Secure parking for bikes and other emerging new mobility modes;
 - Bike repair/maintenance;
 - Bike/scooter share;
 - Car share; and
 - Electric vehicle charging stations.
 - ii. Mobility hubs will include attractive and supportive pedestrian-friendly placemaking features such as continuous weather protection, shops, services and amenities.
 - iii. Statutory right-of-way should be secured where mobility hubs cross onto the private realm.



Car share station at Guildford Way and Pinetree Way



Electric vehicle charging station

5.1.6. Streets and Lanes

POLICIES:

- a. Provide new streets and street extensions, as identified on Schedule H, to support high density development on a no net loss density basis and accommodate multi-modal permeability, circulation and connections. The design of new streets and lanes will be guided by the STP, *Subdivision and Development Servicing Bylaw*, *City Centre Streetscape Guidelines*, *City Centre Servicing Assessment* and other relevant City policies, guidelines and bylaws.
- b. Provide future crossings in City Centre, as identified on Schedule H.
- c. Upgrade streetscapes based on the *City Centre Streetscape Guidelines*.
- d. Upgrade intersections and incorporate appropriate measures to improve intersection safety, reduce vehicle speeds, shorten pedestrian crossing distances and reduce pedestrian vehicle conflicts.
- e. Require the creation of rear lanes, as part of redevelopment, for interior or “land-locked” parcels, particularly along arterial streets that do not have secondary access.
- f. Establish a connected multi-modal transportation grid that supports increased connectivity and walkability with smaller blocks, mid-block walkways, new streets and street extensions, lanes (for parking, loading and servicing access) and pathways to achieve the targeted maximum block length outlined in the Plan.
- g. Facilitate the transition of Barnet Highway and Lougheed Highway streetscape to an “Urban Boulevard” to improve walking and cycling facilities, including wider sidewalks, cycle tracks, street trees, street furniture and landscaping treatment. New development shall front the street with active frontages as guided by the *City Centre Streetscape Guidelines* and the “Urban Boulevard” Character Street policies outlined in the Plan.
- h. Seek the provision of additional public rights-of-way on all arterial streets, in accordance with the *Zoning Bylaw* and *Subdivision and Development Servicing Bylaw*, as part of redevelopment for sidewalk widening, cycling facilities, transit passenger facilities, street widening and on-street parking provision, as guided by the *City Centre Streetscape Guidelines*.
- i. Require trucks to use designated routes as set out in the *Street and Traffic Bylaw*, except where necessary to access their destinations.



Pedestrian-friendly environment, wide sidewalks and streetscape enhancements



Multi-modal Pinetree Way corridor with enhanced public realm looking south



RELEVANT CITY DOCUMENTS

- *Strategic Transportation Plan*
- *Subdivision and Development Servicing Bylaw*
- *City Centre Streetscape Guidelines*
- *City Centre Servicing Assessment*
- *Zoning Bylaw*
- *Street and Traffic Bylaw*

5.1.7. Parking and Loading

POLICIES:

- a. Encourage shared, common off-street non-residential (including civic and institutional) parking to serve multiple users and destinations in the Downtown Core.
- b. Encourage parking turnover and efficient use of on-street and off-street parking in the Downtown Core and areas around SkyTrain stations, through the implementation of a variety of parking management strategies (e.g., time limits and pricing).
- c. Provide signage to direct motorists to off-street parking facilities in order to ensure their optimal use and to reduce unnecessary traffic circulation.
- d. Locate all off-street parking for high density and medium density developments underground or concealed within a building.
- e. Implement flexible curbside management practices in high density and medium density areas to facilitate a variety of street uses (e.g., short-term home delivery services, food trucks).
- f. Facilitate sufficient vehicular drop-off/pick-up facilities as part of the site design for schools and child care facility uses.
- g. Locations of loading access points and loading spaces should minimize impacts on the pedestrian and cycling environment (e.g., through use of lanes and off-street loading spaces).
- h. Encourage truck deliveries to occur during off-peak periods.



Rear loading access point to minimize impacts on pedestrians and cyclists



Signage directing motorists to an off-street parking facility



Flexible curbside management to facilitate food trucks

5.1.8. Transportation Demand Management

POLICIES:

- a. Require new development to provide Transportation Demand Management (TDM) measures in order to obtain reductions in minimum parking requirements in accordance with the *Zoning Bylaw* and the *TDM Plan Guidelines* for new developments.
- b. Ensure there is well-designed and clear wayfinding signage to serve people who take transit, cycle and walk.
- c. Encourage carpooling to reduce peak period road use and make more efficient use of road space.
- d. Collaborate with TransLink to advance regional initiatives to incentivise TDM for major developments, employment centres and institutions.



Wayfinding signage to serve people who take transit, cycle and walk



RELEVANT CITY DOCUMENTS

- *Zoning Bylaw*
- *Transportation Demand Management Plan Guidelines*

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6.0 PLACEMAKING & URBAN DESIGN POLICIES

Photo: Multi-use pathway with seating, colourful lighting, and rain garden features



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6.0. Placemaking and Urban Design Policies

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

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

- The establishment of three Precincts that will serve as destinations and focal points of activity for the Downtown Core;
- Defining a series of Character Streets and podium heights throughout the downtown that support a range of economic and social activities;
- The creation of a system of interconnected but distinct Walkways, Gateways, Plazas, Squares, Parkettes and Gardens that provide visual interest and serve as gathering places into and throughout City Centre and the Downtown Core;
- The establishment of block design guidelines to support the development of a fine-grained street network and the movement and interaction of people throughout the Downtown Core; and
- The establishment of public realm and building design policies to support pedestrian safety and create human scale development.



A pedestrian-friendly and walkable public realm



Unique and inviting seating structure creating visual interest



Pedestrian safety on walkway is maximized through visibility

6.1. Precincts

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

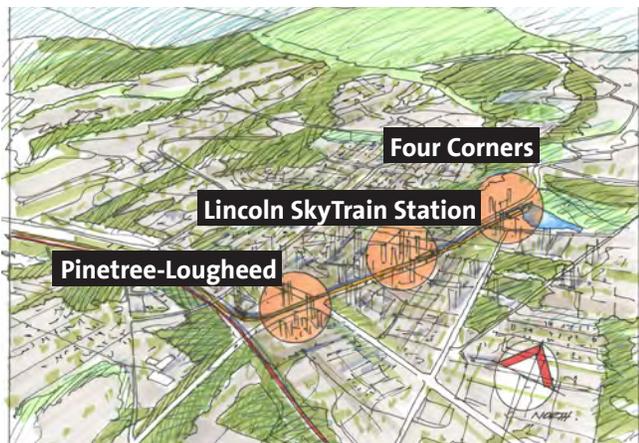


Figure 6 - Conceptual Sketch of the Precinct Locations

GUIDING PRINCIPLES

- Strengthen City Centre as the downtown of Coquitlam and the northeast region of Metro Vancouver
- Design City Centre as a compact and complete community
- Strengthen City Centre as a place with a strong, diverse and resilient local economy
- Promote high quality urban design
- Create distinct entryways, neighbourhoods and districts
- Celebrate local art, culture and creativity
- Develop City Centre as a hub of diverse activity



“Part of the impact architecture can make on City Centre is the uniqueness of the design of its buildings. Make the buildings beautiful and memorable in order to build an attractive area.”

Community engagement input

6.1.1. Pinetree-Lougheed Precinct

The Pinetree-Lougheed Precinct will serve as a striking gateway to signify one's arrival into the Downtown Core, whether by foot, biking, SkyTrain, West Coast Express, bus or vehicle. This will be achieved by activating the Pinetree Way/Lougheed Highway/Barnet Highway intersection through commercial frontages, and establishing inviting public Plazas containing public art and supported by weather protection and noise mitigation design measures.

To capitalize on the location's transportation connectivity advantages, regionally strategic location, and high visibility, this Precinct is intended for a vibrant Office Business District and is the ideal site for a hotel/conference centre supported by high density residential development.

POLICIES:

- a. Develop a mixed-use Office Business District with stand-alone office buildings in the Precinct to take advantage of the area's excellent transportation connectivity and high visibility.
- b. Explore the opportunity to locate a hotel and conference space to serve as an anchor for the Office Business Districts.
- c. Plan and implement seamless, barrier-free pedestrian/bike crossings across Barnet Highway (linking the TransLink site to the Coquitlam Centre Mall site) and across Lougheed Highway (linking the West Coast Express station to the Christmas Way area), as identified on Schedule G. Crossing should be well integrated into the surrounding public realm and consider connections with adjacent or nearby public uses.
- d. Establish a multi-modal mobility hub at Coquitlam Central SkyTrain station.
- e. Establish a striking gateway and landmark, as identified on Schedule J, at the Pinetree Way/Lougheed Highway/Barnet Highway intersection through public realm improvements, urban design, architecture and building form.
- f. Activate all corners of this intersection with commercial frontages and the establishment of inviting public Plazas with public art, adequate weather protection and noise mitigation measures.

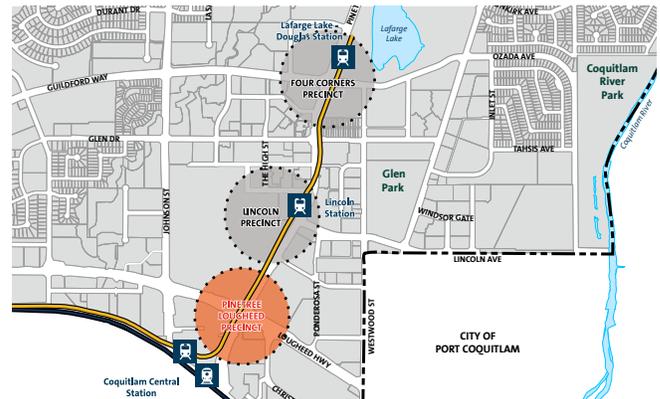
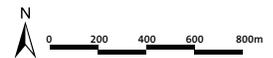


Figure 7 - Pinetree-Lougheed Precinct Location



Conceptual sketch of the Pinetree-Lougheed Precinct
(Artist's concept - It will not be built exactly as shown)

- g. Integrate Plazas with the Pinetree Way and "Urban Boulevard" Character Street to enhance the public realm experience.
- h. Integrate and promote public art and public enhancements as part of all new development in accordance with the *Public Art Policy and Project Plan*.

RELEVANT CITY DOCUMENTS

- *Public Art Policy and Project Plan*

6.1.2. Lincoln SkyTrain Station Precinct

Strategically situated in the “heart” of the Downtown Core, the Lincoln SkyTrain station Precinct will be a central “focal point of activity”. Supported by plazas and squares for gathering and socializing, this Precinct will be a vibrant, mixed-use destination that is rich with office development, walkable shopping experiences and entertainment options complemented by high density residential development.

POLICIES:

- Initiate the development of a mixed-use/Office Business District in proximity to Lincoln SkyTrain station supported by the realization of previously committed banked office space.
- Create an Entertainment District to cluster restaurants, public houses, nightclubs, theatres and other entertainment venues along Northern Avenue and a southern extension of The High Street, as identified on Schedule B.
- Locate cultural amenities near the Lincoln SkyTrain station forming a “Cultural Heart”, as identified on Schedule B. Cultural amenities could include a library to replace the existing City Centre Library, a new theatre, rehearsal and performance space, multi-purpose meeting and creative making spaces.
- Provide a gateway adjacent to Northern Avenue that serves as a defining entry point into the “heart” of the Downtown Core for people arriving at Lincoln SkyTrain station, as identified on Schedule J.
- Establish a multi-modal mobility hub at Lincoln SkyTrain station.
- Leverage synergies of higher density commercial, office and entertainment uses to encourage vibrant, day and night activity in the Downtown Core.
- Minimize undesirable social impacts (e.g., noise) of the Entertainment District on neighbouring residential developments through a Master Development Plan and building design.
- Integrate and promote public art and public enhancements as part of all new development in accordance with the *Public Art Policy and Project Plan*.

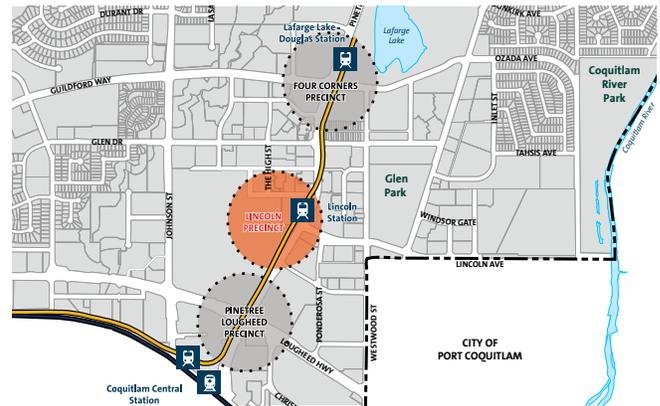
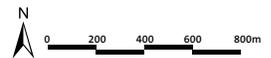


Figure 8 - Lincoln SkyTrain Station Precinct Location



Conceptual sketch of the Lincoln SkyTrain station Precinct
(Artist's concept - It will not be built exactly as shown)



RELEVANT CITY DOCUMENTS

- *Public Art Policy and Project Plan*

6.1.3. Four Corners Precinct

Located at the major intersection of Pinetree Way and Guildford Way, the Four Corners Precinct is of strategic importance and comprises lands that are mostly City-owned around Lafarge Lake-Douglas SkyTrain station. Today, the Four Corner Precinct encompasses City Hall, the southwest portion of Town Centre Park, CCAC, Evergreen Cultural Centre, the temporary Guildford Park-and-Ride lot, and the two surface parking lots on Burlington Drive (between Pinetree Way and The High Street).

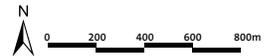
Building on these existing community assets and through future development of a master plan, the Four Corners Precinct will become a more vibrant, people-focused “Civic Magnet” that provides public amenities, facilities and open spaces to support existing and future residents, businesses and institutions.

POLICIES:

- a. Develop a master plan to be approved by Council that will guide development of the Four Corners Precinct.
- b. Undertake an examination of the future of existing civic buildings in the Four Corners Precinct.
- c. Explore opportunities to leverage City land assets to provide civic amenities.
- d. Establish a gateway and landmark, as identified on Schedule J, at the Pinetree Way and Guildford Way intersection through public realm improvements, urban design, architecture and building form.
- e. Foster a collaborative and creative community through interaction among community members and different types of organizations in the community, including those engaged in arts and culture, social services and education, local businesses and others.
- f. Provide public art that reflects the identity of the Four Corners Precinct.
- g. Promote vibrancy and activity in public spaces through the provision of a Plaza for festivals and events, as well as other elements such as public markets and patios.
- h. Establish a multi-modal mobility hub at the Lafarge Lake-Douglas SkyTrain station.
- i. As part of the master plan, explore opportunities for an improved pedestrian linkage through a Neighbourhood Greenway to connect Douglas College to The High Street, as identified on Schedule G.
- j. Relocate the existing temporary Park-and-Ride lot (southeast corner of the Precinct) to a permanent location within 400 metres of the Lafarge Lake-Douglas SkyTrain station.
- k. Explore the possibility of a pedestrian crossing between the northwest and northeast corners of the Precinct.
- l. Establish a significant public open space to provide public gathering opportunities and serve as a gateway into Town Centre Park from the Lafarge-Lake Douglas SkyTrain station and City Centre. The public open space should serve as a focal point, integrating Town Centre Park with the larger network of connected public and natural spaces, be highly visible and include design elements such as public art, enhanced lighting and high-quality surface treatment. Explore opportunities for a wide variety of programming including potentially, indoor and outdoor dining and music or other cultural offerings to animate the space throughout the day.



Figure 9 - Four Corners Precinct Location



Conceptual sketch of the Four Corners Precinct
(Artist's concept - It will not be built exactly as shown)

- j. Relocate the existing temporary Park-and-Ride lot (southeast corner of the Precinct) to a permanent location within 400 metres of the Lafarge Lake-Douglas SkyTrain station.
- k. Explore the possibility of a pedestrian crossing between the northwest and northeast corners of the Precinct.
- l. Establish a significant public open space to provide public gathering opportunities and serve as a gateway into Town Centre Park from the Lafarge-Lake Douglas SkyTrain station and City Centre. The public open space should serve as a focal point, integrating Town Centre Park with the larger network of connected public and natural spaces, be highly visible and include design elements such as public art, enhanced lighting and high-quality surface treatment. Explore opportunities for a wide variety of programming including potentially, indoor and outdoor dining and music or other cultural offerings to animate the space throughout the day.

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6.2. Character Streets and Street Frontage Types

To support vibrancy and a range of economic, social and recreational activities, a series of Character Streets and accompanying street frontage types has been established within the Downtown Core, as identified on Schedule I. The Character Streets and street frontage types identify the role and function of key streets with the goal of creating an animated and vibrant urban realm.

Character Streets possess key placemaking features that provide each with a unique and distinguishable identity as compared to other street frontage types within the Downtown Core. They function not only as a link for mobility and accessibility, but also as an attractive place for people-oriented activities. To complement Character Streets, ground level frontage types have also been designated on other streets.

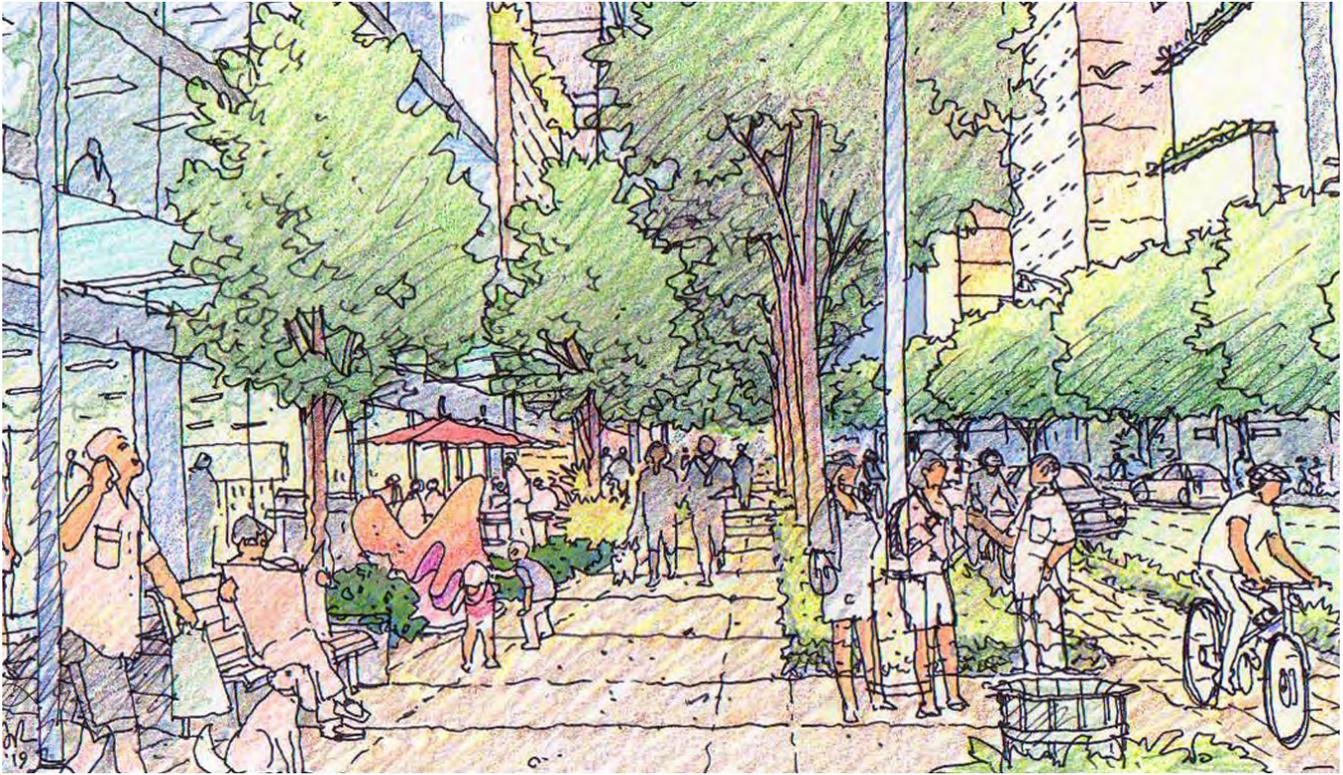
GUIDING PRINCIPLES

- **Strengthen City Centre as the downtown of Coquitlam and the northeast region of Metro Vancouver**
- **Design City Centre as a pedestrian-friendly and accessible place**
- **Promote high quality urban design**
- **Create distinct entryways, neighbourhoods and districts**
- **Celebrate local art, culture and creativity**
- **Respect natural areas by incorporating environmentally sensitive design**



“The ideal outcome would be an intimate, friendly community with people out and about and using local services. The European concept of eating on the sidewalks, having tables spill out of restaurants and people walking in the streets should be strived for”

Community engagement input



Conceptual sketch of the “Downtown Promenade” Character Street (Artist’s concept - It will not be built exactly as shown)

Character Streets

Pinetree Way - is a key north-south transportation and commercial corridor in City Centre that connects the Pinetree-Lougheed, Lincoln SkyTrain station and Four Corners Precincts. Pinetree Way features an attractive streetscape designed with pedestrian-friendly lighting, street furniture, Plazas, public art, and improved signage and wayfinding elements to encourage people to walk, cycle, use transit and gather in the Downtown Core. Gateway features will mark the north-south entry into the Downtown Core as well as the entry to the Entertainment District at Lincoln SkyTrain station.

“Urban Boulevard” - located along Lougheed Highway from west of Johnson Street to Westwood Street, the “Urban Boulevard” is the key east-west arterial corridor that forms part of TransLink’s Major Road Network (MRN) connecting the City to the region. Through redevelopment, this arterial corridor will transform into a walking, cycling and transit friendly boulevard with wide sidewalks, lighting, landscaping, and new development fronting the street with active frontages as guided by the *City Centre Streetscape Guidelines*. Gateway features will be incorporated to create distinctive east-west entry points into the Downtown Core.

“Downtown Promenade” - located in the heart of Coquitlam’s downtown, The High Street will extend southwards through the Coquitlam Centre Mall and function as a “Downtown Promenade”. The “Downtown Promenade” will be vibrant, pedestrian-friendly and have uses that support the Entertainment District, Office Business District and civic amenities. In order to support vibrancy and activity, wide sidewalks will be provided along the “Downtown Promenade”.

Street Frontage Types

Mandatory Commercial Street Frontage - street frontage along which development must provide continuous commercial storefront units and/or civic uses.

Secondary Active Street Frontage - street frontage along which development must provide active, ground-oriented commercial, residential, civic and/or employment living uses (e.g., home-based businesses, live/work units).

Residential Street Frontage - street frontage along which development must provide continuous, ground-oriented, residential, civic and/or employment living uses.

POLICIES:

- a. Provide continuous ground-oriented, pedestrian focused, retail, commercial or civic/assembly uses on the ground floor of all buildings along frontages identified on Schedule I as Character Streets and Mandatory Commercial Street Frontage.
- b. Provide continuous ground-oriented residential, retail, commercial, civic or employment living uses along frontages identified on Schedule I as Secondary Active Street Frontage.
- c. Provide continuous ground-oriented residential, civic, employment living or highly-transparent residential amenity uses along frontages identified on Schedule I as Residential Street Frontage.
- d. Podium and street wall heights are required for different Character Streets and street frontage types, as outlined in Part 4 of the CWOCP, to create a unique public realm, design human scale buildings and streetscapes, and increase the penetration of natural light on the public realm.
- e. Development along Character Streets and street frontages designated as Mandatory Commercial Street Frontage and Secondary Active Street Frontage are subject to the following:
 - i. Along the “Downtown Promenade” Character Street, prioritize uses that support the Entertainment District and Office Business District. Locate commercial and/or civic uses with limited contributions to street vibrancy (e.g., personal services, offices) on or above the second storey.
 - ii. Explore the potential for the new portion of the “Downtown Promenade” Character Street south of Northern Avenue to be a vehicle-free street with an emphasis on placemaking activities.
 - iii. The “Downtown Promenade” Character Street should be designed to allow for the closure of the street to vehicle traffic for events and celebrations.
 - iv. Except along the “Urban Boulevard” Character Street, large format commercial and civic use must be wrapped by small format commercial uses for a minimum depth of six metres to create active streets and transparent street frontages.



Pedestrian-friendly podium and distinct façade treatment

- v. Entrances to high-rise apartments or above ground townhousing may be located along Character Streets, Mandatory Commercial Street Frontage and Secondary Active Street Frontage, but should be small and carefully designed to avoid dominating the character of the street.
- vi. Ground-oriented townhousing and employment living uses are permitted along Secondary Active Street Frontages, but not on Character Streets and Mandatory Commercial Street Frontages.
- vii. Within the Downtown Core, schools and other educational institutions are only permitted to front onto Mandatory Commercial Street Frontages and Secondary Active Street Frontages.
- viii. Incorporate gateway features to create a sense of arrival:
 - into the Downtown Core along the Pinetree Way Character Street; and
 - into Coquitlam and the Downtown Core along the “Urban Boulevard” Character Street.
- ix. Incorporate privately-owned publicly-accessible open spaces through private development along all Character Streets and street frontage types.

- x. Provide enhanced pedestrian movement zone widths, pedestrian-friendly lighting, street trees, street furniture and landscaping treatment to facilitate an improved and safe public realm, as determined in the *City Centre Streetscape Guidelines*. Additional road dedication and/or building setbacks may be required to facilitate these public realm improvements.
- xi. Provide continuous weather protection (canopies, awnings) for pedestrians on building façades with no gaps wherever possible as outlined in Part 4 of the CWOCP.
- xii. Promote the provision of green infrastructure features on all Character Streets in accordance with *Coquitlam Green Development Guide*.
- xiii. Integrate and promote public enhancements or public art as part of all new development in accordance with the *Public Art Policy and Project Plan*.
- xiv. Building orientation and closely integrated building design should address and create a strong connection with the street.
- xv. Entrances that are slightly recessed at grade of the adjoining sidewalk should prevent door swing from impeding the through-movement zone of the sidewalk.



Enhanced pedestrian movement zone and infrastructure



“Return of the Sockeye” public art unique to Coquitlam’s history



RELEVANT CITY DOCUMENTS

- *City Centre Streetscape Guidelines*
- *Citywide Official Community Plan*
- *Coquitlam Green Development Guide*
- *Public Art Policy and Project Plan*

6.3. Privately-Owned Publicly-Accessible Open Space Network

Privately-Owned Publicly-Accessible Open Spaces (POPS) are privately-developed and maintained publicly-accessible spaces that extend and enhance the open space network in City Centre. The POPS framework creates a hierarchy of publicly-accessible open spaces throughout City Centre based on location, size, activities and scale that will include a series of Gateways, Plazas, Squares, Parkettes, Gardens and Walkways.

GUIDING PRINCIPLES

- Increase entertainment, dining and shopping options in City Centre
- Design City Centre as a pedestrian-friendly and accessible place
- Provide safe, comfortable and convenient travel
- Promote high quality urban design
- Create distinct entryways, neighbourhoods and districts
- Celebrate local art, culture and creativity
- Develop City Centre as a family-friendly place
- Develop City Centre as a hub of diverse activity
- Expand public facilities and community amenities



“A network of places large and small that bring people together and cultivate a rich and dynamic community where people of all ages, races, cultural, ethnic and socio-economic backgrounds come together to live, work, and play.”

Community engagement input

POLICIES:

- a. Require at least one POPS to be achieved within each block along Character Streets and street frontage types, as identified on Schedule I, to create a variety of public open spaces.
- b. Consider public safety and pedestrian movement through the site and connections with adjacent or nearby public uses such as school sites, recreation and cultural facilities, and other open spaces, parks, trails, and pedestrian and cycling connections.
- c. Master Development Plan applications must demonstrate how a variety of POPS will be integrated throughout the site.
- d. Each POPS should be unique, offering a different experience and filling a different public need. Programming of POPS should be informed by an analysis of the immediate site and adjacent development sites within the broader neighbourhood context to avoid repetition of one type of POPS.
- e. Siting of POPS should consider the micro climate created by surrounding buildings and be located in areas of maximum sunlight.
- f. POPS should be located at grade and invite people to explore the space and enjoy the amenities.
- g. Clear and direct access from the public sidewalk must be accommodated to ensure universal accessibility, and to create an increased sense of safety and security for residents and visitors.
- h. Ensure POPS are programmable, usable spaces and not simply remainders or slivers of land adjacent to frontages.
- i. Building massing and location should be arranged on the site to provide the best possible environment for POPS.



Thoughtful building massing and design adjacent to public space

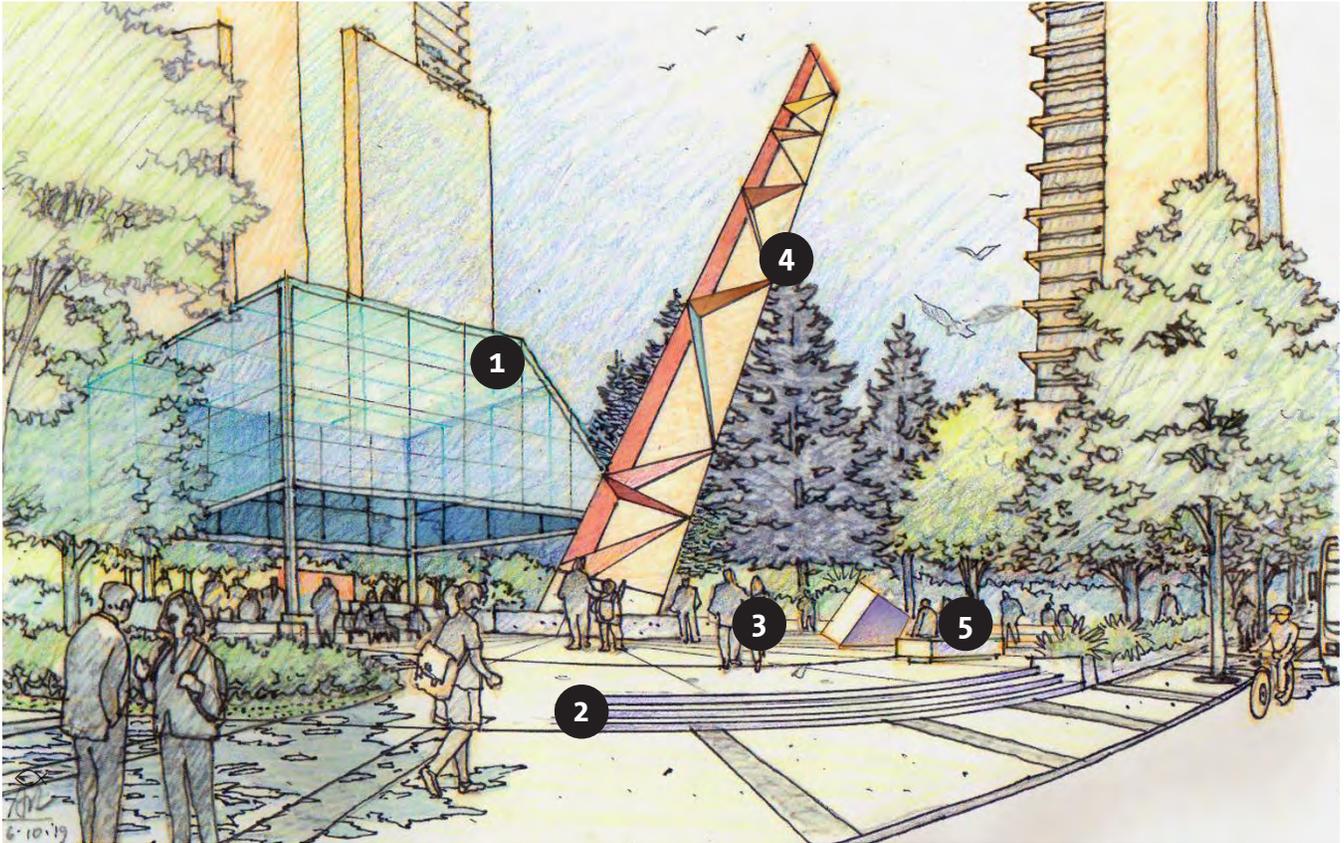
- j. Building edges of all POPS must be lined with active uses at grade to provide clear and direct sight lines and animate and support the open space.
- k. Where appropriate, include wayfinding elements to help guide pedestrians and cyclists through the site.
- l. Provide pedestrian scale lighting throughout all POPS as well as along walkway connections.
- m. Incorporate high quality paving, furnishings, lighting and landscape features.
- n. Integrate public art, water features and other elements that promote pedestrian interest throughout the site.
- o. Landscape features should complement the organization of the space and be integrated with streetscape elements while providing clear physical and visual access to building entrances.
- p. Incorporate interactive design elements and provide opportunities for children to learn through different types of activities, spontaneous play and exploration.
- q. Encourage the integration of rainwater management features where possible.



RELEVANT CITY DOCUMENTS

- *City Wayfinding Plan*

6.3.1. Gateways



Conceptual sketch of a Gateway as an entry point (Artist's concept - It will not be built exactly as shown)

- | | |
|--|--|
| <ul style="list-style-type: none"> ❶ Unique architectural form ❷ Clear visibility and openness ❸ Large and welcoming open plaza | <ul style="list-style-type: none"> ❹ Distinct Gateway feature as a defining entry point ❺ Public art feature |
|--|--|

Gateways are significant entry points that announce one's arrival into a community. They serve as landmarks for the community and connected streetscapes, and act as community signatures that contribute to a sense of identity. In addition, Gateways contribute to wayfinding and signal that a transition is occurring between neighbourhoods or Precincts.

Two types of Gateways have been established, as identified on Schedule J:

GATEWAYS INTO COQUITLAM:

- Barnet Highway east of the City of Port Moody border; and
- Lougheed Highway west of the City of Port Coquitlam border.

GATEWAYS INTO THE DOWNTOWN CORE:

- Barnet Highway and Johnson Street intersection;
- Lougheed Highway, Barnet Highway, and Pinetree Way intersection;
- West of Lincoln SkyTrain station at Northern Avenue; and
- Pinetree Way and Guildford Way intersection.

POLICIES:

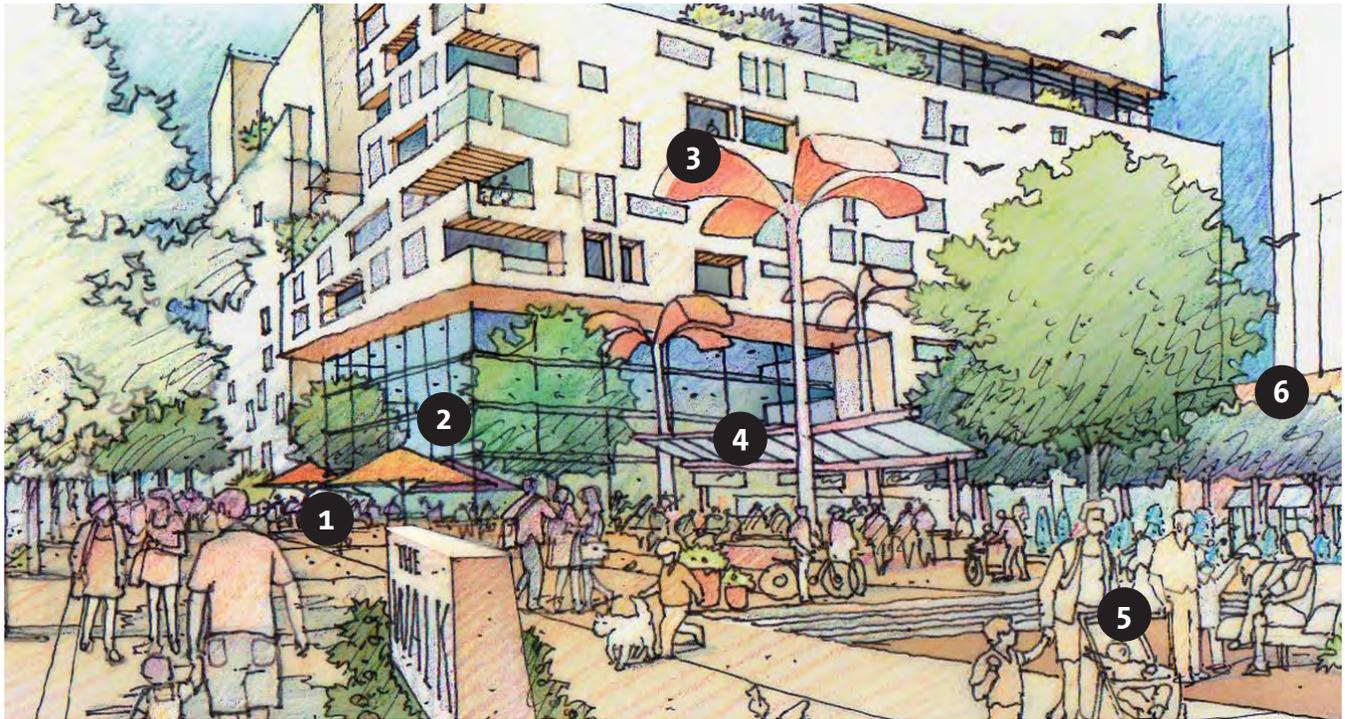
- a. Locate strategically placed taller buildings with varying heights at Gateways into the Downtown Core to mark the entry into the downtown.
- b. For the Gateway into the Downtown Core located adjacent to Lincoln SkyTrain station, provide a Plaza adjacent to Northern Avenue that serves as a defining entry point into the “heart” of the Core for people arriving by transit.
- c. For the Gateway into Coquitlam located on Barnet Highway east of the Port Moody border, design the site and buildings on the north side of the highway to respond to the natural topography and reflect arrival into the city.
- d. Require development located at the Gateways into Coquitlam and the Downtown Core to include elements that provide a high degree of design excellence and mark entry to the community, such as:
 - i. Public art;
 - ii. Signage;
 - iii. Unique public space and Plazas that convey a sense of entry;
 - iv. Distinctive lighting;
 - v. High-quality building materials;
 - vi. Sculpted architectural form;
 - vii. Distinctive façades;
 - viii. High-quality site furnishing;
 - ix. Improved street presence; and
 - x. Streetscape treatments that signal entry to distinct areas and/or identification of Precincts.
- e. Require developments located at Gateways into the Downtown Core to incorporate Landmark Building design elements and to provide a high degree of design excellence that includes:
 - i. Following the “Landmark Buildings” Development Permit Guidelines, as outlined in Part 4 of the CWOCP;
 - ii. Design input by City staff at key intervals;
 - iii. Require significant public realm improvements and/or public space contribution;
 - iv. Professional studies to ensure all potential community impacts (e.g., transportation, shadow, wind, environmental) are considered and addressed in the building and site design; and
 - v. Community consultation conducted by the applicant that is in addition to any statutory consultation process required for a development application. This will include an early presentation of the concept to Council at the pre-application stage. The consultation process will receive public input to ensure all potential community impacts from the Landmark Building and site are considered, including the proposed design of the building and site. The results of the consultation process, including how the proponent addressed community impacts, will be submitted to the City for consideration by Council.



RELEVANT CITY DOCUMENTS

- *Citywide Official Community Plan*

6.3.2. Plazas



Conceptual sketch of a vibrant Plaza with open space for events and gathering (Artist's concept - It will not be built exactly as shown)

- 1 Spill-out space for cafes and restaurants
- 2 Edge defined by building façade
- 3 Public art feature
- 4 Weather and shade protection for year round use
- 5 Accessible to all ages and abilities
- 6 Appropriate building massing for a pedestrian-friendly experience

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

POLICIES:

- a. A minimum of one Plaza will be required as part of each Master Development Plan application and should serve as a focal point and a primary gathering space with a high degree of activity.
- b. "Spill out" spaces are encouraged such as patios and sidewalk displays to complement the Plaza as well as benefit from the Plaza's vibrancy and increased traffic through the area.
- c. Allow concession and food vending as appropriate.
- d. Edges will primarily be defined by adjacent building façades with at least one or two sides completely open to the public sidewalk with additional pedestrian connections throughout the area.
- e. Plazas should predominantly consist of hard landscaping and include a combination of fixed and movable furniture.
- f. Architectural and landscape elements should be used to create a human scale and define smaller sub-areas within the Plaza.
- g. Integrate bike parking and explore opportunities for bike/scooter sharing along the edges (placement should not compromise the flexibility of the space).
- h. Require a portion of the plaza to include weather and shade protection to facilitate year-round use.
- i. Provide electrical and potable water connections.

6.3.3. Squares



Conceptual sketch of a Square as a gathering space for residents and visitors (Artist's concept - It will not be built exactly as shown)

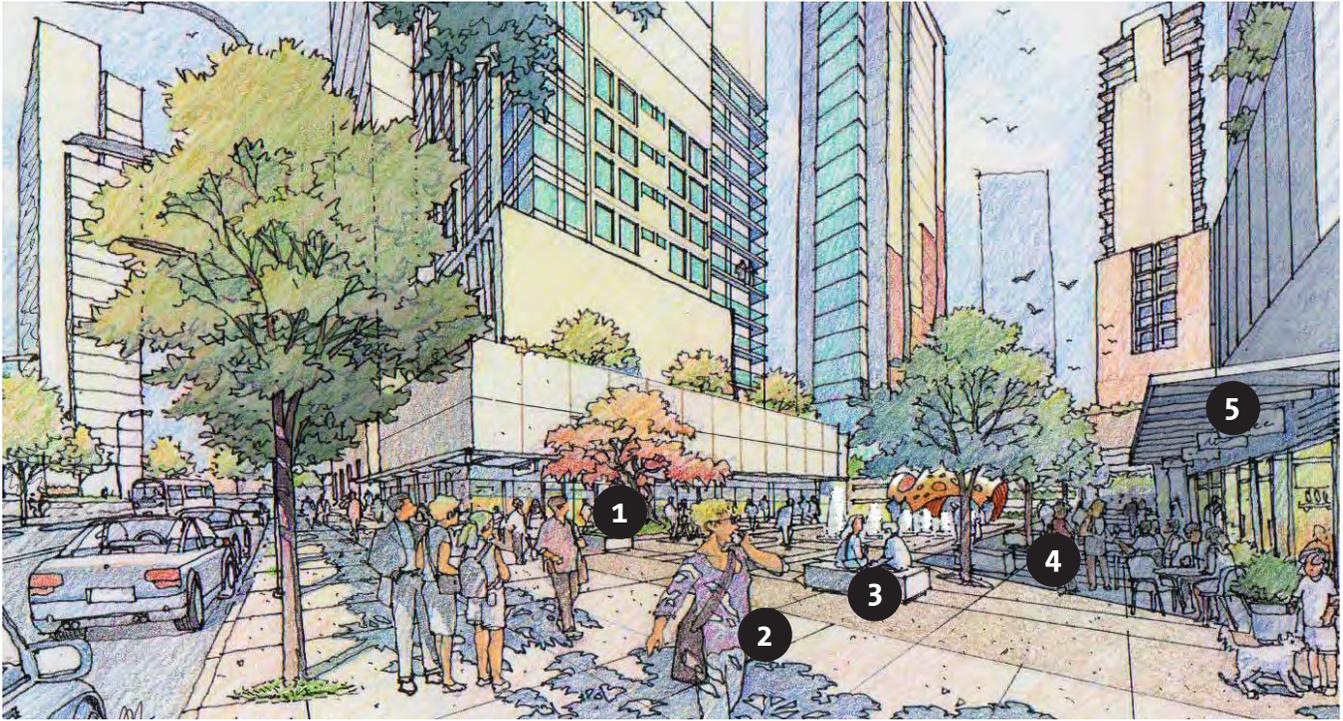
- 1 Space to socialize and gather with friends and family
- 2 Playful and interactive public art feature
- 3 Continuous weather and shade protection awning
- 4 Water feature and rain feature
- 5 Clear visibility and openness from the sidewalk

Squares will be located on the southwest corner of blocks, and oriented to maximize access to midday sunlight. Squares will be a minimum of 45m² and consist of hard and soft landscaped open spaces that provide opportunities for gathering and socializing, and are intended to invite residents and visitors from the surrounding neighbourhood. The programming of Squares will vary site-by-site and will be influenced by adjacent building uses. Examples of Squares include, but are not limited to, dog run/park, neighbourhood park, playground or patio seating.

POLICIES:

- a. Associated with both residential and commercial developments, Squares should encourage public gathering, allow for casual use and have flexible programming opportunities based on the surrounding land use.
- b. Allow for visual and physical openness to the public realm with at least two sides open to the public sidewalk allowing for unobstructed flow into the Square.
- c. Squares should include a balance of soft and hard landscaping and incorporate a combination of benches, seat walls and other informal seating arrangements.
- d. Provide continuous weather and shade protection along adjacent building façade edges.
- e. Bike parking should be located along edges (placement should not compromise the flexibility of the space).

6.3.4. Parkettes



Conceptual sketch of a Parkette providing a break in the built environment (Artist's concept - It will not be built exactly as shown)

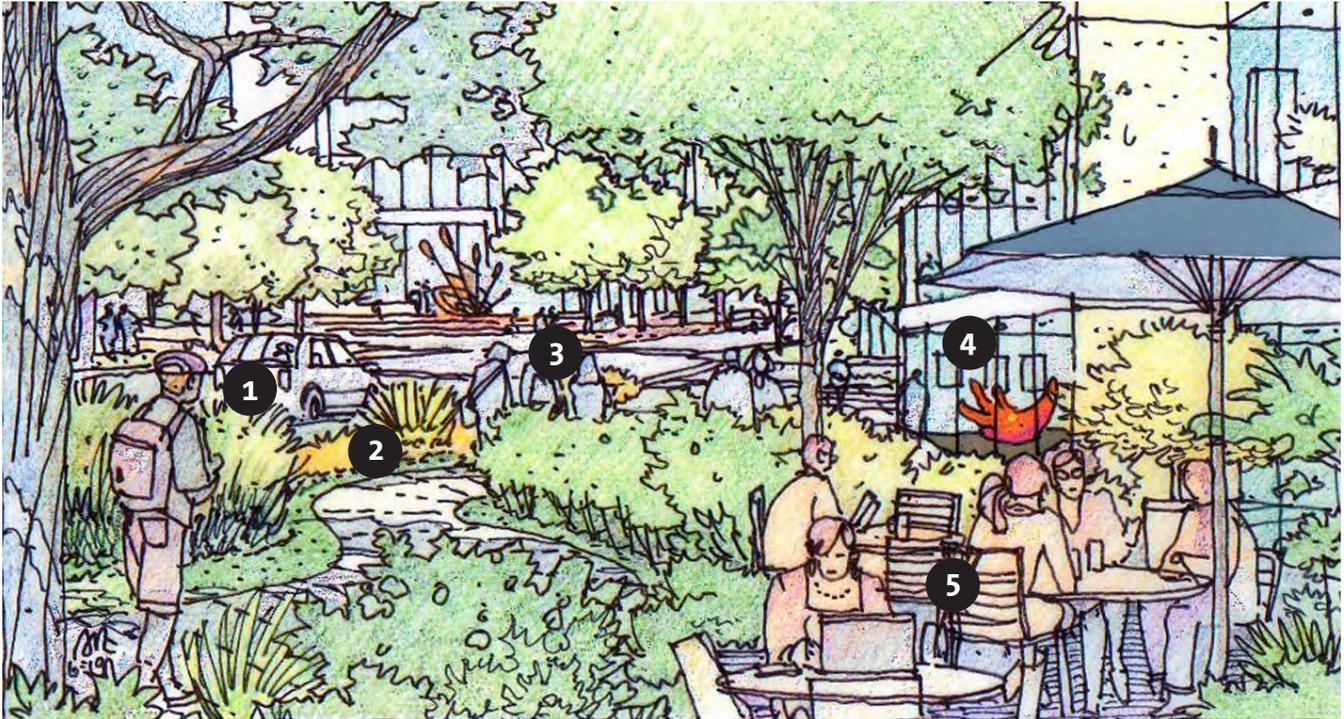
- 1 Balance of soft and hard landscaping
- 2 Parkette as extension of the sidewalk
- 3 Space to sit
- 4 Spill out space for cafes and restaurants
- 5 Continuous weather and shade protection awning

Located mid-block along the “Downtown Promenade” Character Street and Mandatory Commercial Street Frontages, as identified on Schedule I, Parkettes complement the public realm by providing breaks in the streetscape as well as opportunities for rest, interaction and socialization. Parkettes will be a minimum of 45m² and provide a variety of uses to meet the needs of adjacent businesses and residential uses, and create a sense of neighbourhood identity throughout the Downtown Core.

POLICIES:

- a. Spaces should be designed as an extension of the adjacent building uses and encourage spill out spaces such as retail displays and patio seating for a portion of the Parkette to improve the vibrancy of the street.
- b. Parkettes should be considered an extension of the sidewalk or pedestrian right-of-way and have visual and physical openness to the street along one complete edge.
- c. Parkettes should include a balance of soft and hard landscape features and incorporate benches, seat walls and other informal seating arrangements.
- d. Require continuous weather and shade protection along adjacent building façade edges.

6.3.5. Gardens



Conceptual sketch of a Garden with space and seating to relax and reflect (Artist's concept - It will not be built exactly as shown)

- 1 Lush rain garden
- 2 Integration with pedestrian walkway
- 3 Enhanced landscaping design
- 4 Public art feature
- 5 Space to sit, relax and reflect

Located along Secondary Active Street Frontages, as identified on Schedule I, these informal block scale public spaces provide visitors and residents opportunities for rest and reflection. Gardens will be a minimum of 16m² and can be of intimate scale, and should complement the open space network by providing additional landscaping and public amenities. Examples of Gardens include food gardens, rain gardens, bio-swales or a quiet reflection park.

POLICIES:

- a. At least one edge will be open to the public street and located to provide maximum sunlight with seamless integration with the sidewalk and pedestrian walkways.
- b. Gardens should consist of predominantly soft landscaping and incorporate benches, seat walls and other informal seating arrangements.
- c. Use architectural and landscape elements such as canopies, pergolas, trees and plantings to create definition throughout the site.

6.3.6. Walkways

Mid-block Walkways will provide pedestrians and cyclists access and movement throughout City Centre. Walkways should be clearly identifiable from the street and provide opportunities for pedestrians and cyclists to move through the space as well as provide opportunities to rest and socialize. These active connections will break up larger blocks to achieve an active transportation grid pattern of approximately 80 to 100 metre intervals.

POLICIES:

- a. Walkways should be lined with active edges (residential and commercial) and provide clear sight lines from the street at all access points.
- b. Provide direct access to public destinations, including sidewalks, buildings, parks, open space and natural areas.
- c. Include landscaping, lighting and amenities that guide people through the space and allow for opportunities to rest and socialize.
- d. Encourage the integration of rainwater management features where possible.



Walkway with spaces to relax and socialize



Spirit Square Walkway

6.4. Block Pattern

A pedestrian-friendly block pattern promotes transportation accessibility and choice by providing greater connectivity. With a fine-grained street network, travel distances are shortened and walking, cycling and transit options become more viable as they are convenient and easily accessible. As new street or lane connections are provided to create walkable blocks, the variety and flexibility of route options will increase and improve circulation for all transportation modes. The following guidelines aim to achieve a finer-grained block pattern in the Downtown Core. Finer-grained blocks support neighbourhood livability and contribute to business vitality, along with creating attractive, desirable development frontages.

POLICIES:

- a. Create pedestrian-friendly blocks (defined to be between two cross streets) with a targeted length of 200 metres (measured between the curb faces of two cross streets), where feasible, as part of redevelopment.
- b. Provide mid-block lanes for parking, loading, and servicing access. Where feasible, these lanes should bisect blocks in one or two directions and achieve a finer grid pattern with lane corridors set at approximately 80 to 100 metre intervals (i.e., this is intended to achieve a sub-block vehicular access grid that is up to 200 metres on any one side and 80 to 100 metres on adjoining sides).
- c. Provide mid-block walkways that are barrier-free and clearly identifiable from the street to increase block permeability for active transportation modes. These walkways may be located within lane right-of-way allowances or exclusive vehicle-free corridors, and would bisect blocks to achieve a sub-block active transportation grid that is approximately 80 to 100 metres on each side.
- d. Lane and walkway orientation should consider connections to adjacent properties and will be defined through development applications.

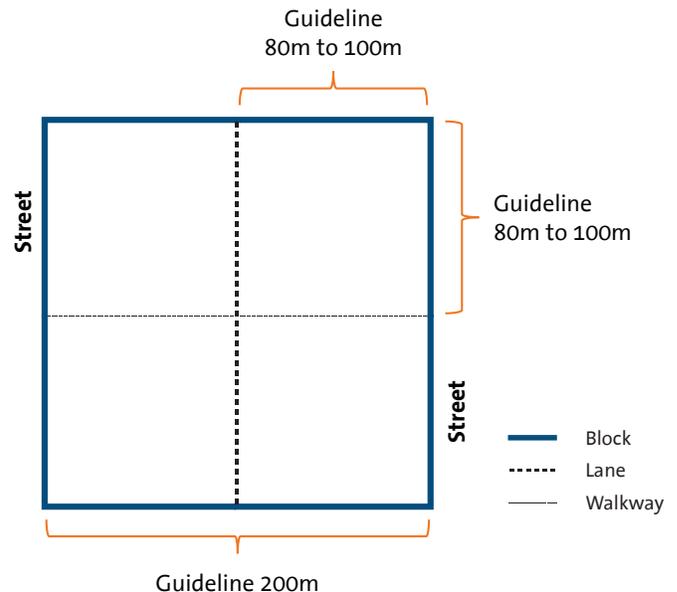


Figure 10 - Illustrative Block Pattern Guideline
(Lane and walkway orientation is not fixed)

6.5. Public Realm and Building Design

Public realm and building design play an important role in ensuring new development is pedestrian-friendly, safe, transit-supportive and fits appropriately into existing neighbourhood context. Plan policies seek to enhance the public realm through innovative design solutions, logical development patterns, and enhanced building and public open space design. The following policies apply to all new development in City Centre and complement the Urban Design and Development Permit Guidelines outlined in Part 4 of the CWOC.

POLICIES:

- a. Innovative design solutions that achieve high quality urban environments that are walkable and livable are encouraged in the Plan area.
- b. Land assemblies and consolidations must follow a logical pattern to achieve future transportation connections, as identified on Schedule H, to leave no remnant (orphan) parcels that are undevelopable under their Land Use Designation.
- c. New developments should locate buildings and site towers in a manner that respects the opportunities for future redevelopment of adjacent parcels.
- d. A density bonus above the maximum base GFA, as specified in the *Zoning Bylaw*, may be offered in exchange for the provision of amenities or a specified financial share of the land value of the additional density to be applied towards the provision of amenities deemed by the City to have public benefit. Examples of these amenities include: community facilities, park improvements, plazas, streetscape improvements, transit infrastructure, child care facilities, walkways, greenways, affordable housing and public art. Density bonus contributions will be allocated towards specific amenities as determined by Council.
- e. Across all of City Centre, a maximum podium height of six storeys will define the public realm, if a podium is provided. Exceptions may apply to the Downtown Core, along Character Streets and street frontage types, as outlined in Part 4 of the CWOC.

GUIDING PRINCIPLES

- Design City Centre as a compact and complete community
- Promote high quality urban design
- Celebrate local art, culture and creativity



"Cafes and places to eat and drink wine, beer and ice cream where you can sit outside and enjoy people walking about."

Community engagement input

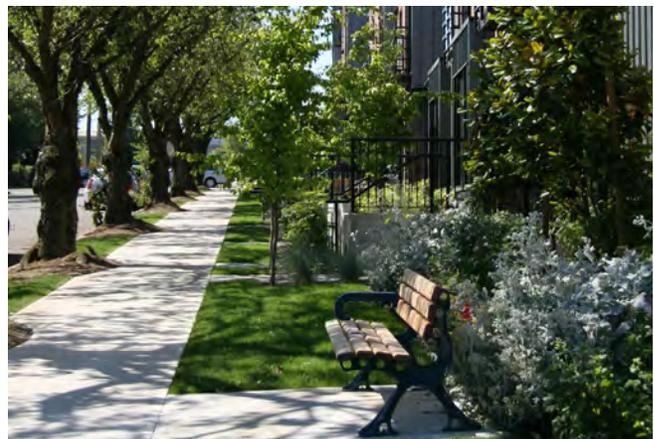
- f. Encourage the use of Green Streets that convert portions of local streets into public open green spaces to provide additional space for gathering, leisure and relief from the built environment. Green Streets may have a mix of hard and soft landscaping and adjoining buildings shall actively front Green Streets. The location and design of Green Streets will be guided by the following:
 - i. A transportation network analysis demonstrating that the street can be closed to vehicles;
 - ii. Sufficient rear lane access;
 - iii. Sufficient space for parking and loading;
 - iv. Sufficient fire access; and
 - v. Site appropriate landscaping.
- g. Integrate soft landscaping, surface texture, and other enhancements to the design of retaining walls where they are located along any public right-of-way, in a public space or are visible to the public.
- h. Encourage opportunities for urban agriculture to permit the growing of food such as edible landscaping, community garden space and active living roofs.
- i. Increase public safety and ease of movement for residents and visitors, especially women, children and seniors, through improved urban design of public and private spaces, lighting and access to transit.



Human scale podium for a pedestrian-friendly environment



Public realm with active street frontages and wide sidewalks



Seating space to relax and reflect enhanced by greenery

RELEVANT CITY DOCUMENTS

- *Citywide Official Community Plan*
- *Zoning Bylaw*

7.0 IMPLEMENTATION & MONITORING



Photo: Coquitlam City Hall

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7.1. Realizing the Plan

The policy directions of the Plan, along with the CWOCP and other City plans and strategies, provide a framework for guiding growth and development in City Centre over the next 25 years. The Plan will be realized through both public and private sector initiatives and actions, including:

- The redevelopment of properties in City Centre;
- The cost-effective delivery and phasing of infrastructure and capital improvements; and
- The updating of City regulations and standards along with the preparation of supporting strategies.

7.2. The Development Process

The redevelopment of properties is fundamental to continuing to establish City Centre as a vibrant downtown and regional employment centre. To ensure a comprehensive and staged approach to redevelopment for large consolidated properties, the policy direction of the Plan will be implemented through Master Development Plans. The rezoning of properties, the issuing of development permits, and the subdivision of properties will also be fundamental in achieving the policy direction of the Plan.

MASTER DEVELOPMENT PLANS: As outlined in Part 2 of the CWOC, the preparation of a Master Development Plan is required for multi-phased developments on sites of at least 2.5 hectares in size. In City Centre, this includes the redevelopment of mall sites. Master Development Plans will implement the policy direction of the Plan by providing a finer-grain of detail in terms of the street and block layout, land use and density, location of parks and open spaces, servicing and utilities, and provision of public and civic amenities.

REZONING: The *Zoning Bylaw* is the primary mechanism for implementing the land use policy direction of the Plan. The *Zoning Bylaw* establishes a system of land use zones, related development regulations and standards for all land in the City. Successive stages of development within the Plan's boundaries will be rezoned to correspond with the Land Use Designation for individual properties throughout City Centre (Table 1).

DEVELOPMENT PERMITS: Development Permit Areas and guidelines will play a key role in implementing the Plan policies by providing direction on urban design and public realm enhancements for the form and character of new development, promoting energy and water conservation and the reduction of greenhouse gas emissions, and protecting the natural environment. Part 4 of the CWOC establishes Development Permit Areas and associated guidelines for City Centre which will be used in reviewing development applications in addition to the specific policies of the Plan.

SUBDIVISION APPROVAL: The review and consideration of proposed subdivisions in the City is governed by the *Subdivision and Development Servicing Bylaw* and the *Zoning Bylaw*. These bylaws set out subdivision requirements such as minimum lot dimensions, lot area, and lot width along with the establishment of airspace parcels and development servicing requirements, such as sidewalks, street lighting, and sewer and water connections. The redevelopment of properties in City Centre will be in compliance with these bylaws.

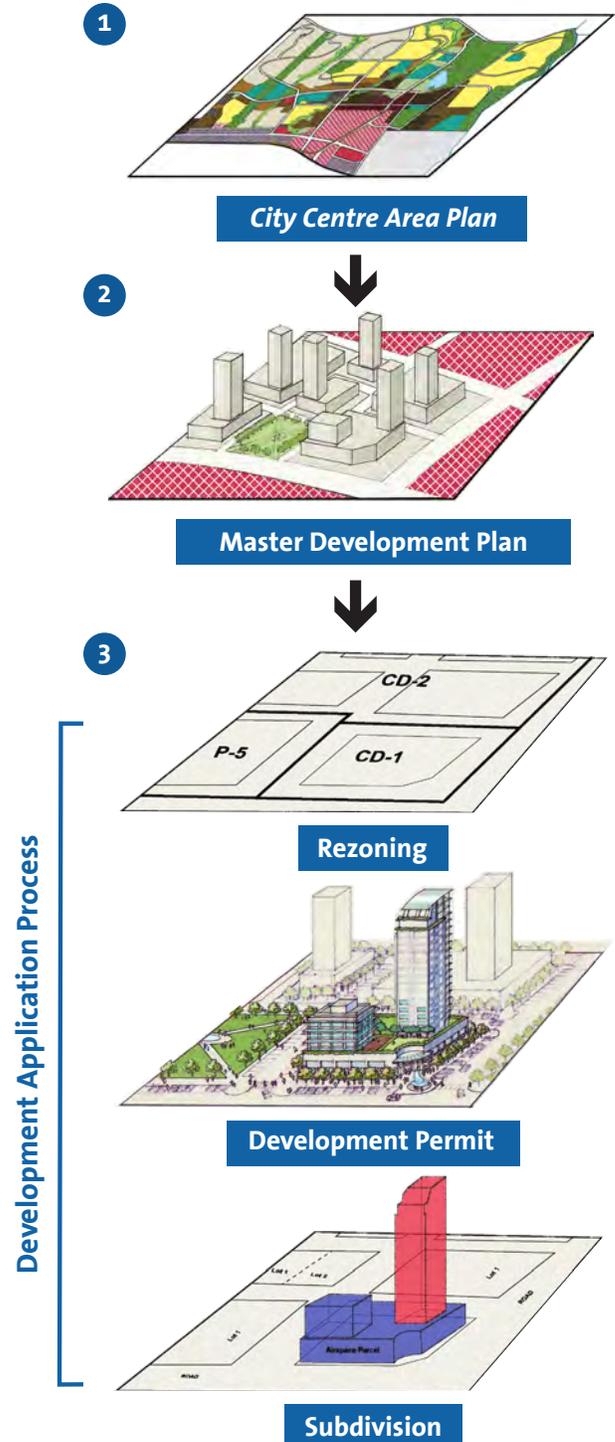


Figure 11 - Development Process

7.3. City Centre Servicing Assessment

A companion document to the Plan is the *City Centre Servicing Assessment*, which is a high-level summary of estimated costs and proposed funding sources for servicing requirements (i.e., infrastructure works including transportation and utility improvements, and parks) that are needed to support the implementation of the Plan. The Servicing Assessment aims to facilitate growth in City Centre in a cost-effective manner. The needs identified in this Servicing Assessment are used by the City to prepare Five-Year Financial Plans and assist in the determination of the Citywide Development Cost Charges (DCC) program, for approval by Council in the future.



Underground utility improvements on Glen Drive

7.4. Implementation Actions

The following implementation actions are required to ensure the broader vision of the Plan is achieved. This includes amendments and updates to the *Zoning Bylaw* along with the preparation or updating of supporting strategies, regulations and standards.

7.4.1. Zoning Bylaw Amendments

Prepare the following amendments to the *Zoning Bylaw*:

- a. Amend the RM-5 and RM-6 Multi-Storey High Density Apartment Residential zones to allow for a commercial, assembly or civic use at the locations identified as future Neighbourhood Commercial Nodes on Schedule C and Future Neighbourhood Recreation Facilities on Schedule E.
- b. Amend the RM-6 Multi-Storey High Density Apartment Residential zone to introduce a maximum height limit of 25 storeys for the properties located along the east side of Pipeline Road, as identified on Schedule D.
- c. Amend the RM-3 Multi-Storey Medium Density Apartment Residential zone to:
 - i. Introduce a maximum height limit of six storeys for properties along the west side of Falcon Drive, west side of Inlet Street and south side of Tahsis Avenue, as identified on Schedule D; and
 - ii. Allow the density provisions of the Burquitlam-Lougheed Neighbourhood Plan area to be applied to City Centre up to a maximum density of 2.4 times the lot area for buildings that are a minimum of seven storeys for areas within the Evergreen Line Core and Shoulder Station Areas, as identified on Schedule O to the *Zoning Bylaw*.
- d. Prepare a new “B-2 Urban Business Enterprise” zone, to correspond with the Business Enterprise Land Use Designation which will:
 - i. Accommodate a range of production, distribution and repair uses that would not generally fit within the Downtown Core;
 - ii. Permit office and commercial functions which support and are associated with the principal production, distribution and repair uses;
 - iii. Preserve lands for employment by directing incompatible uses, such as residential, to other Land Use Designations; and
 - iv. Provide siting, size and density regulations which encourage and accommodate higher densities through redevelopment, such as multi-storey industrial/commercial buildings.
- e. Amend the C-7 High Density Commercial zone to add references to Character Streets where applicable.
- f. Amend Schedule O of the *Zoning Bylaw* to:
 - i. Include all properties in the Downtown Core within the Evergreen Line Core Station Area; and
 - ii. Include Medium Density Apartment Residential properties along the west side of Inlet Street and the south side of Tahsis Avenue within the Evergreen Line Shoulder Station Area.

7.4.2. Other Actions

- a. Update the *City Centre Streetscape Guidelines* to direct the development of frontage improvements to streets and public right-of-way and the provision of street furniture.
- b. Develop a master plan that will guide development of the Four Corners Precinct following the policy direction outlined in the Plan.
- c. Review regulations such as hours of operation, conditions of use and patio requirements, to ensure businesses in the Entertainment District are not unduly restricted and can contribute to making City Centre a vibrant destination.
- d. Develop a family-friendly strategy to support the needs of households raising children in Coquitlam.
- e. Actively implement the directions of the *Strategic Environmental Sustainability Plan*, when approved.
- f. Explore opportunities as part of a *Citywide Parking Review* to:
 - i. Optimize off-street vehicular parking utilization in residential and commercial land use within transit-oriented areas; and
 - ii. Encourage more efficient use of underutilized existing parking facilities (e.g., Park-and-Ride, staging for goods movement vehicles).
- g. Establish procedures for the preparation of Master Development Plans.
- h. Develop procedures and processes for ensuring the cost-effective maintenance and ongoing operation of POPS.
- i. Explore opportunities to establish City Centre as a major regional transit-oriented employment node by:
 - i. Developing an *Office Market Development Strategy* focusing on business attraction, retention and expansion; and
 - ii. Creating incentives to attract office space development.
- j. As part of an update to the City's Regional Context Statement, update the population and employment projections to reflect anticipated growth in City Centre.
- k. Explore future opportunities to extend the Linear Park eastward and westward to connect with other areas of Coquitlam (including areas in Southwest Coquitlam through a future pedestrian/bike crossing), existing north-south recreational corridors (i.e., Coquitlam Crunch, Scott Creek Trail, and Hoy Creek Trail), and neighbouring municipalities. Where possible, seek partnership opportunities to collaborate with other levels of government and other City of Coquitlam departments to provide additional public enhancements along the Linear Park.
- l. Explore alternative policy and funding options to acquire new parkland in City Centre that could be gained through potential dedications/cash-in-lieu as part of development.

7.5. Monitoring

To ensure that City Centre is developed in a manner consistent with the Vision, Guiding Principles and policies, the Plan will be monitored and Council will be updated through various cross-departmental reporting mechanisms, including trimester reporting, development statistics, water quality monitoring, and through reporting on sustainable and active transportation initiatives:

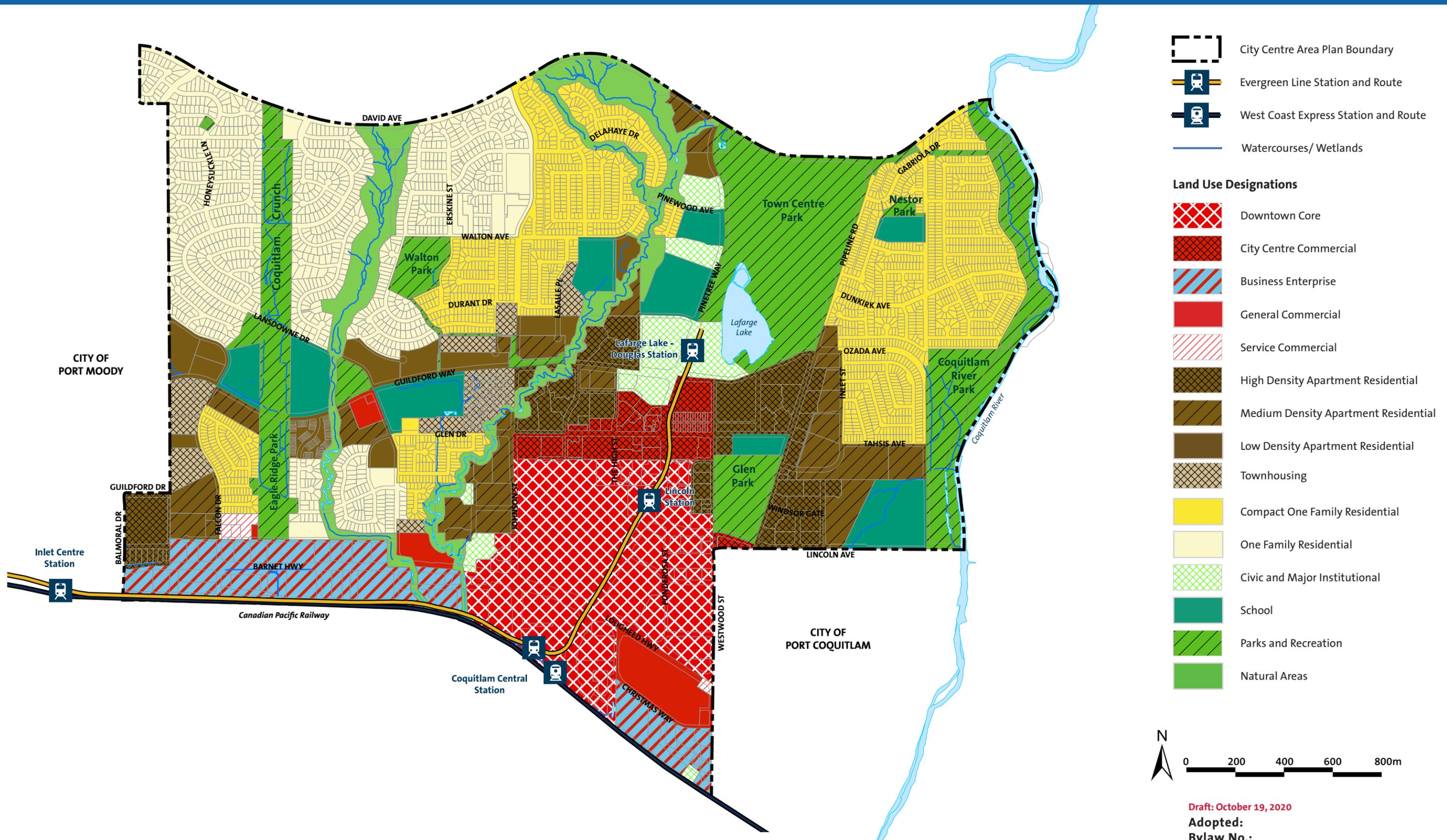
- a. Development of housing, by number and type of units;
- b. Development of commercial floor space, by amount and type;
- c. Transportation mode share, sidewalk and cycling facilities constructed, and transit service coverage;
- d. Effectiveness of watershed management plans;
- e. Report on per-capita corporate greenhouse gas emissions;
- f. Strategies to improve natural areas and wildlife corridors; and
- g. Effectiveness of attractant management practices for urban wildlife.



Coquitlam City Hall

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SCHEDULE A LAND USE DESIGNATIONS



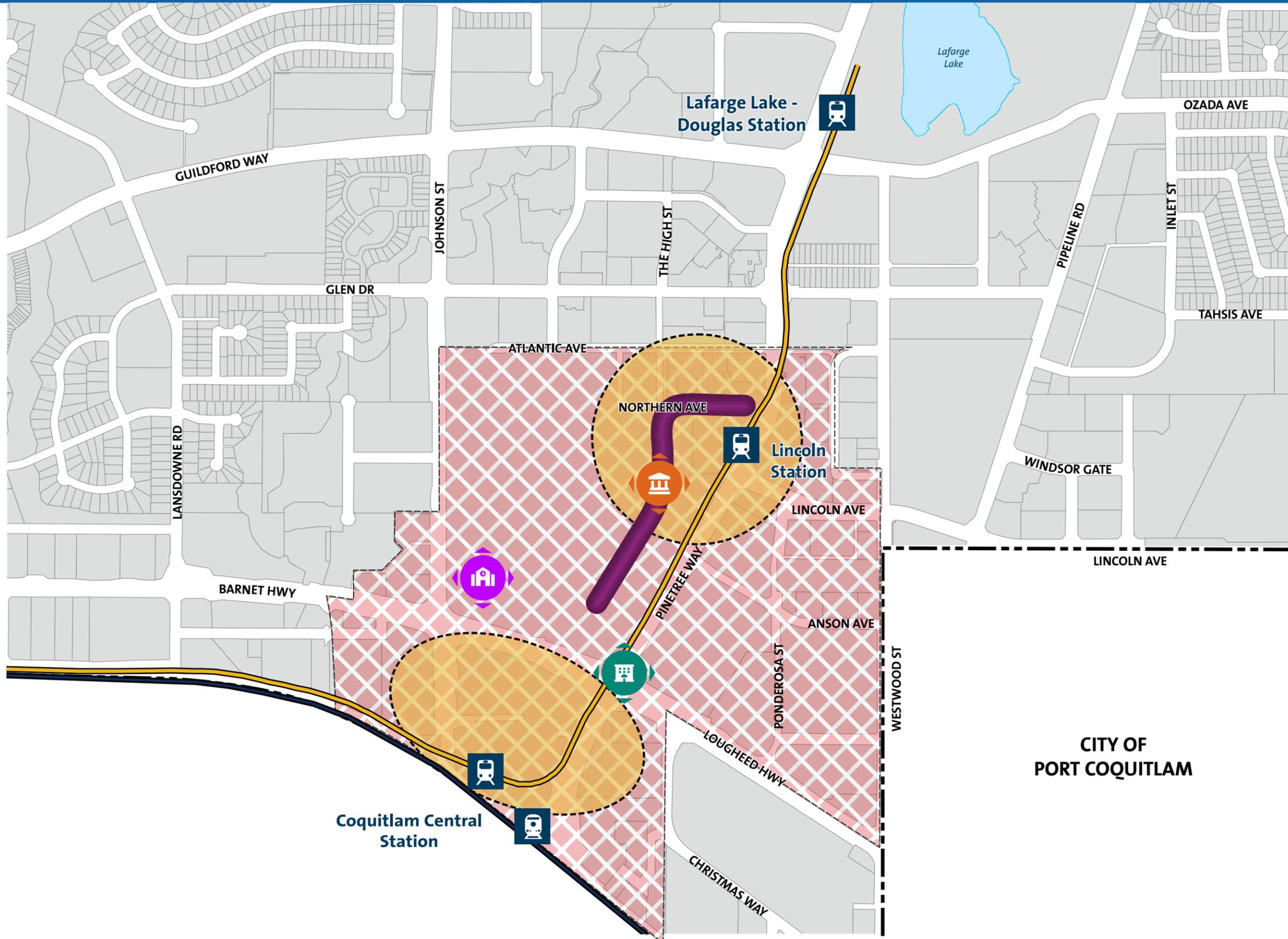
- City Centre Area Plan Boundary
- Evergreen Line Station and Route
- West Coast Express Station and Route
- Watercourses/ Wetlands

- Land Use Designations**
- Downtown Core
 - City Centre Commercial
 - Business Enterprise
 - General Commercial
 - Service Commercial
 - High Density Apartment Residential
 - Medium Density Apartment Residential
 - Low Density Apartment Residential
 - Townhousing
 - Compact One Family Residential
 - One Family Residential
 - Civic and Major Institutional
 - School
 - Parks and Recreation
 - Natural Areas



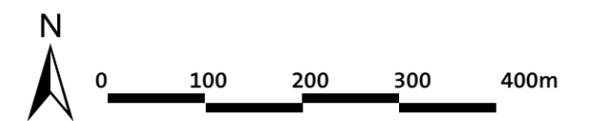
Draft: October 19, 2020
 Adopted:
 Bylaw No.:

SCHEDULE B DOWNTOWN CORE OVERLAYS



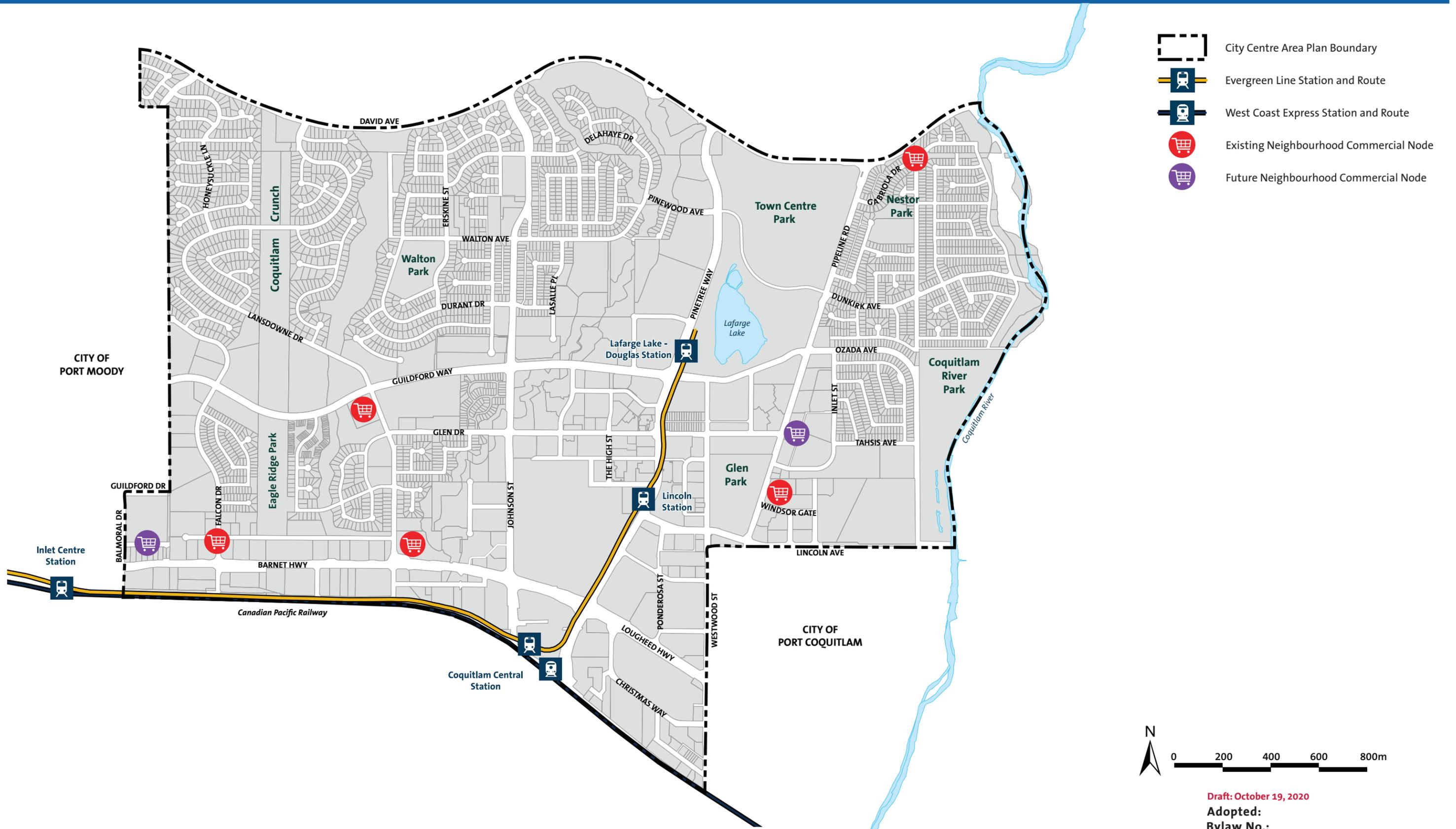
-  City Centre Area Plan Boundary
-  Evergreen Line Station and Route
-  West Coast Express Station and Route
-  Entertainment District
-  Office Business District
-  Downtown Core
-  Future School Site
-  Proposed Hotel
-  Cultural Heart

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PORT COQUITLAM

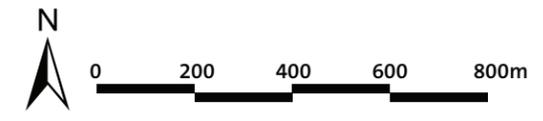


Draft: October 19, 2020
Adopted:
Bylaw No.

SCHEDULE C NEIGHBOURHOOD COMMERCIAL OVERLAYS

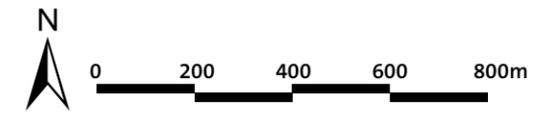


-  City Centre Area Plan Boundary
-  Evergreen Line Station and Route
-  West Coast Express Station and Route
-  Existing Neighbourhood Commercial Node
-  Future Neighbourhood Commercial Node



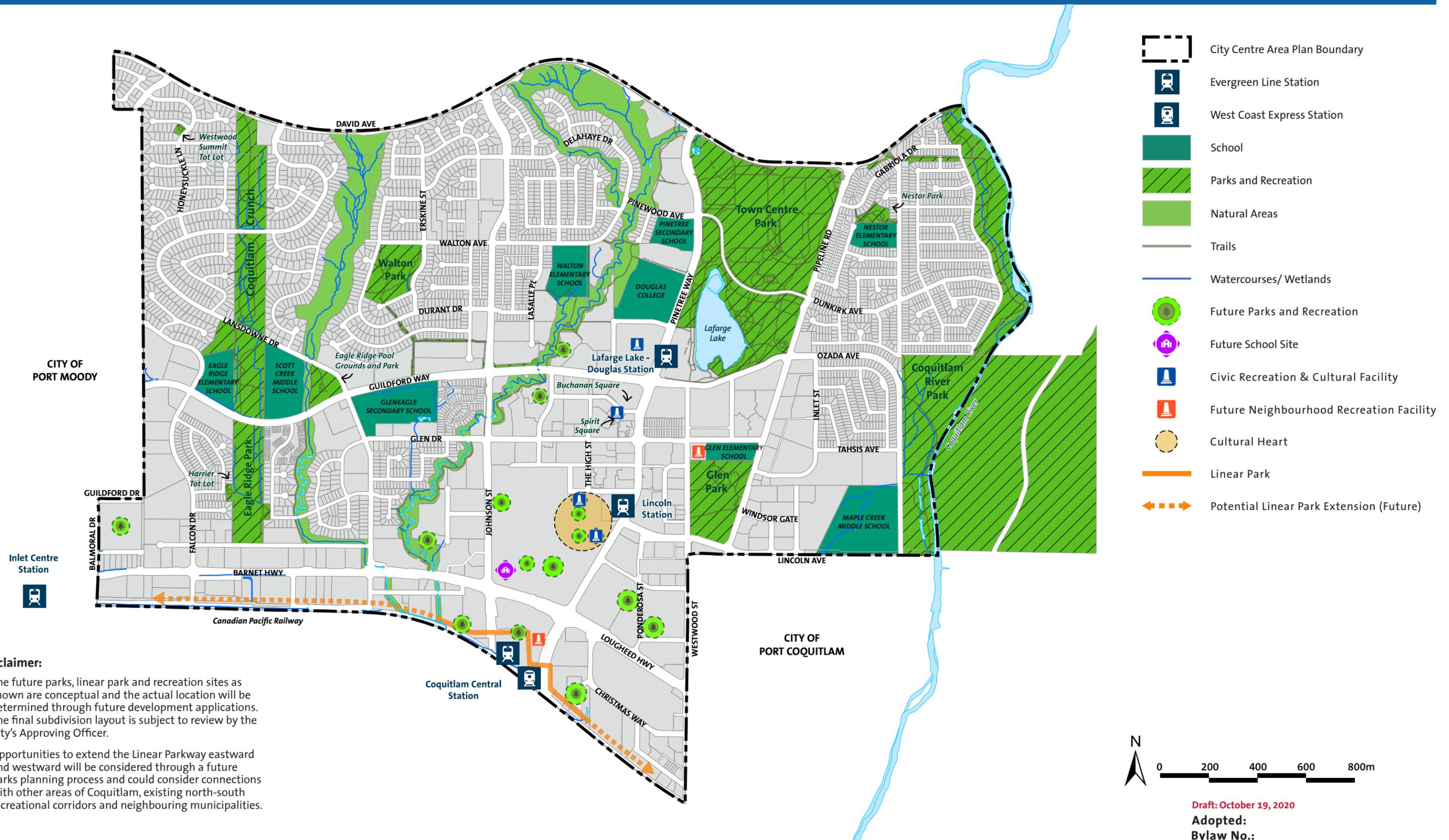
Draft: October 19, 2020
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 Bylaw No.:

SCHEDULE D RESIDENTIAL OVERLAYS



Draft: October 19, 2020
 Adopted:
 Bylaw No.:

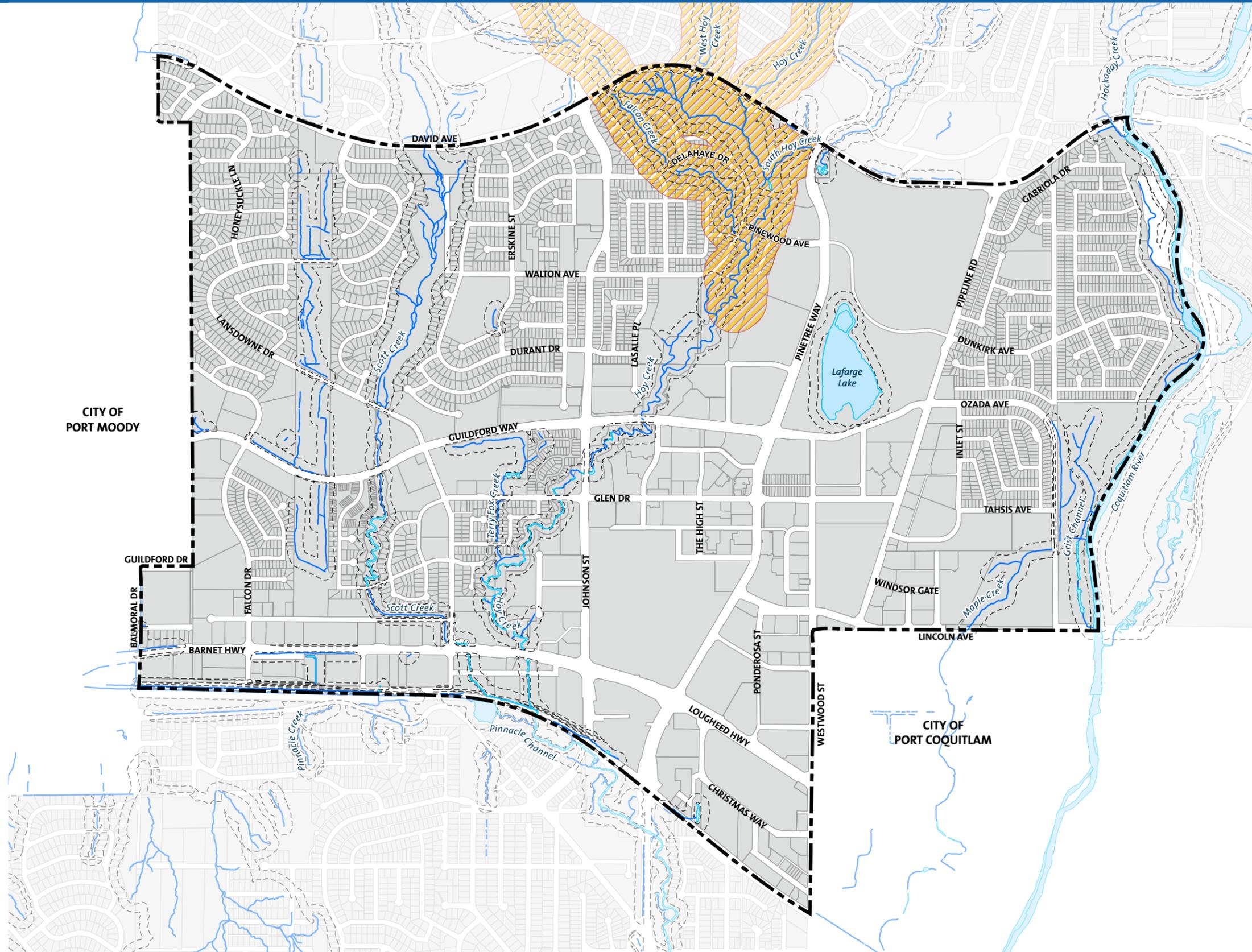
SCHEDULE E PARKS, RECREATION, CULTURE AND SCHOOLS



Disclaimer:

1. The future parks, linear park and recreation sites as shown are conceptual and the actual location will be determined through future development applications. The final subdivision layout is subject to review by the City's Approving Officer.
2. Opportunities to extend the Linear Parkway eastward and westward will be considered through a future parks planning process and could consider connections with other areas of Coquitlam, existing north-south recreational corridors and neighbouring municipalities.

SCHEDULE F WATERCOURSES AND RIPARIAN AREAS



-  City Centre Area Plan Boundary
-  Pacific Water Shrew (*Sorex bendirii*)
-  Watercourses/ Wetlands
-  Riparian Assessment Area (RAA)

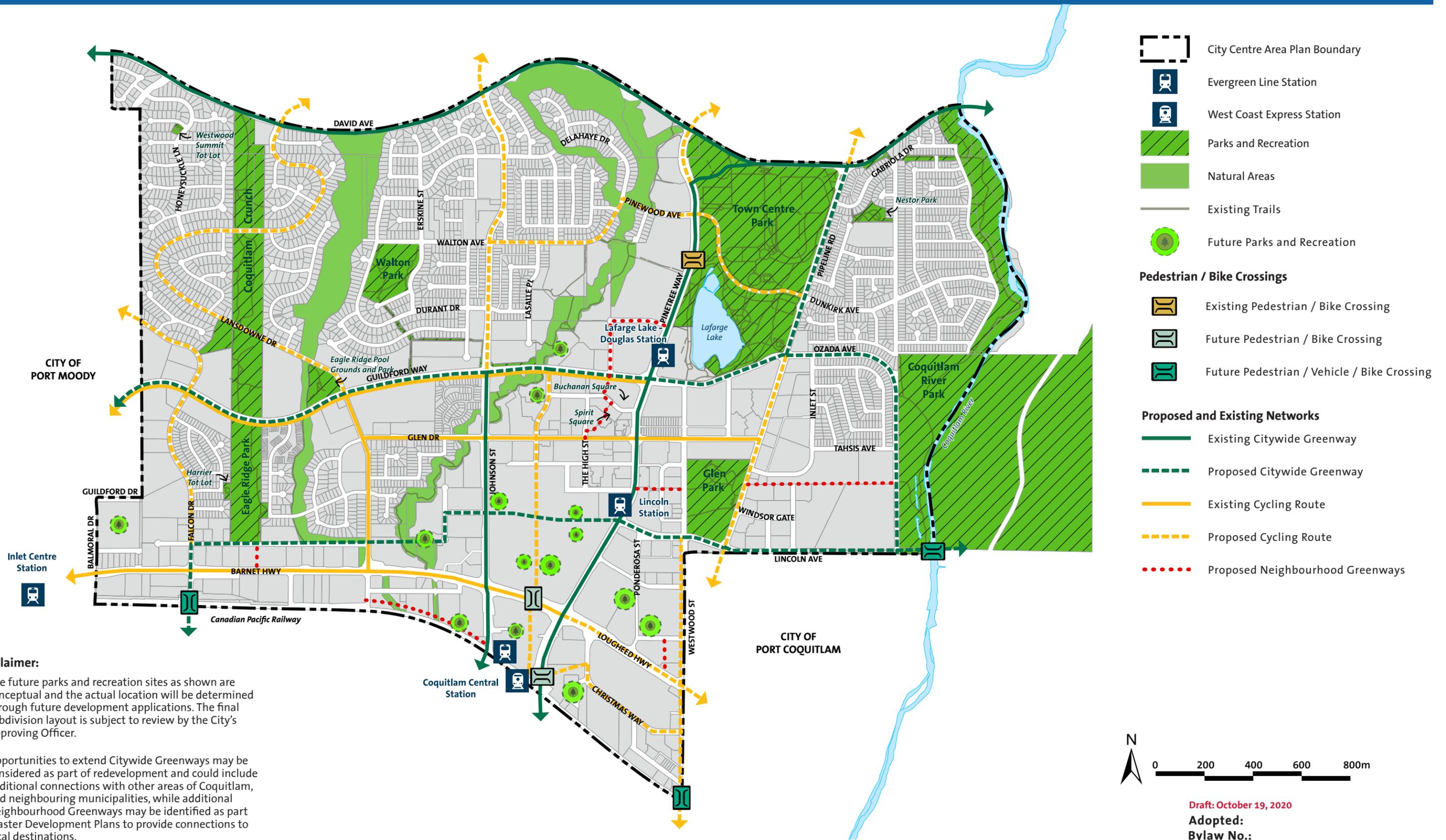
Disclaimer:

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. Pacific Water Shrew critical habitat information was obtained from the Recovery Strategy for the Pacific Water Shrew in Canada Species at Risk Act Recovery Series, Environment Canada, adopted under Section 44 of SARA (2014).
7. This information is provided for information and convenience purposes only.

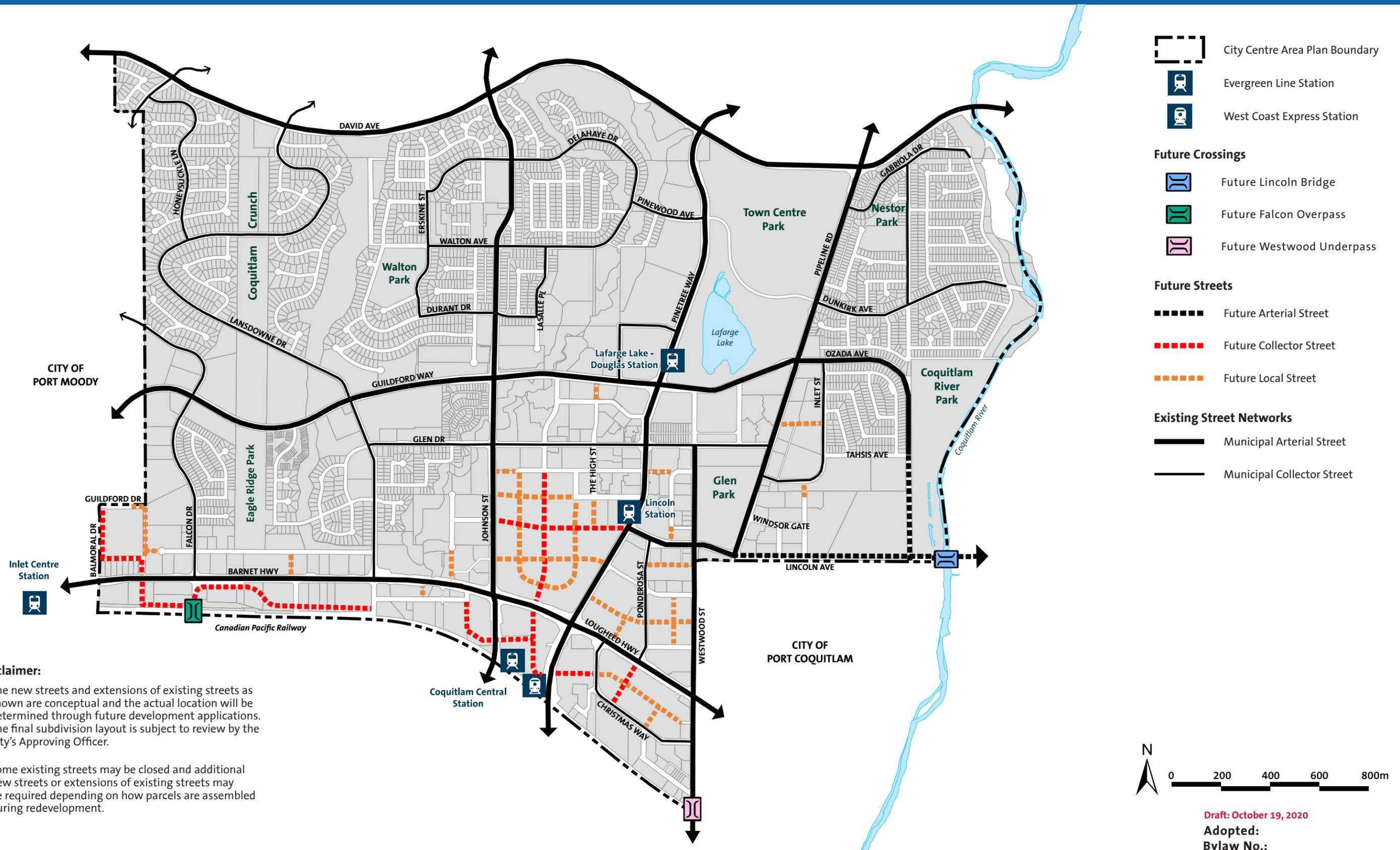


Draft: October 19, 2020
 Adopted:
 Bylaw No.:

SCHEDULE G ACTIVE TRANSPORTATION NETWORK

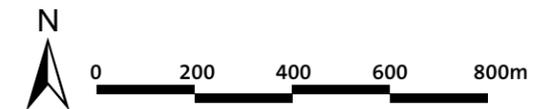


SCHEDULE H FUTURE STREET NETWORK



Disclaimer:

1. The new streets and extensions of existing streets as shown are conceptual and the actual location will be determined through future development applications. The final subdivision layout is subject to review by the City's Approving Officer.
2. Some existing streets may be closed and additional new streets or extensions of existing streets may be required depending on how parcels are assembled during redevelopment.



Draft: October 19, 2020
 Adopted:
 Bylaw No.:

SCHEDULE I CHARACTER STREETS AND STREET FRONTAGE TYPES



- City Centre Area Plan Boundary
- Evergreen Line Station
- West Coast Express Station

- Character Streets**
- Pinetree Way
 - "Urban Boulevard"
 - "Downtown Promenade"

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

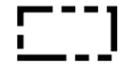
CITY OF
PORT COQUITLAM

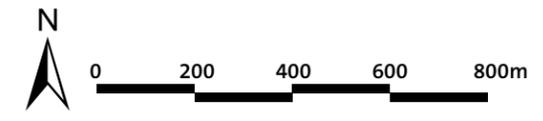


Draft: October 19, 2020
Adopted:
Bylaw No.

SCHEDULE J GATEWAYS



-  City Centre Area Plan Boundary
-  Evergreen Line Station and Route
-  West Coast Express Station and Route
-  Gateway into Coquitlam
-  Gateway into Downtown Core



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Coquitlam

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