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Waterfront Village Centre Neighbourhood Plan

An evolving, livable and vibrant place

SECTION 1 – BACKGROUND

1.1 Planning Framework for Managing Change

The intent of this Neighbourhood Plan is to establish the planning policy framework for the Waterfront Village Centre (Fraser Mills) in Coquitlam. The Waterfront Village Centre is envisioned as a neighbourhood where people can live, work, shop and play in a mixed-use, riverfront village setting. Fundamental aspects of this Neighbourhood Plan are to “reconnect” Coquitlam residents with the Fraser River through a publicly accessible riverfront open space system, and the creation of a neighbourhood that respects the history of this site. The document provides a comprehensive land use and servicing plan that is intended to guide the zoning and development of the Fraser Mills land.

History

Fraser Mills was once the largest sawmill in the British Empire, and the site is considered to be the “birthplace” of Coquitlam and the neighbourhood of Maillardville. The historic mill site was also home to a multi-cultural and diverse population who worked or lived in the area. The community of Maillardville to the north of Fraser Mills was a place of residence for french speaking migrants who worked at the mill. The historic and cultural significance of Fraser Mills has played an important role in the development of this Neighbourhood Plan.

Adjacent Land Uses

Land uses that once surrounded Fraser Mills were originally residential and was known to locals of the time as Mill Town. These residences were home to mill workers and the area has transformed over time. In particular, a mix of highway retail, warehouse and distribution, service commercial, and entertainment (i.e., Casino) uses has supplanted many traditional industrial uses.

Fraser Mills is also bound by a major transportation network, including rail, road and highway, and the Fraser River.

Infrastructure Investment

The Province’s “Gateway” infrastructure expansion and the federal government and TransLink’s “North Fraser Perimeter Road (NFPR)” will impact the area’s transportation network. The Fraser Mills site is located near Highway 1 (TransCanada), Highway 7 (Lougheed), and





1.1 Planning Framework for Managing Change - continued

immediately adjacent to United Boulevard. The Gateway Program and the NFPR propose significant infrastructure investments to these transportation routes.

The Gateway Program proposal includes a King Edward Street overpass and improvements to United Boulevard east of King Edward Street that will influence the development at Fraser Mills. The NFPR proposal includes widening United Boulevard to four lanes west of King Edward Street to New Westminster. If integrated into the on site Fraser Mills transportation system, the Gateway Program and NFPR may provide opportunities for improved highway access, direct transit service routes to surrounding neighbourhoods, and pedestrian connectivity for the community.

1.2 Relationship to Citywide Official Community Plan

The Citywide Official Community Plan (CWOCP) was amended in March 2007 (Amendment Bylaw 3817, 2007) to designate the Fraser Mills site as a “Waterfront Village Centre.” Area and neighbourhood plans are an integral component of the CWOCP which is a legal document with the force and effect of a bylaw adopted by Council. The Southwest Coquitlam Area Plan provides the land use and policy framework for the Waterfront Village Centre Neighbourhood Plan. This Neighbourhood Plan (NP) provides detailed land use designations and policies for the Fraser Mills site.

Section 3.6 of the Southwest Coquitlam Area Plan outlines the Planning Principles, Land Uses and Densities which were adopted by Council and which have guided preparation of the NP. The CWOCP envisions a waterfront community that is comprised of medium to high-density residential development, with opportunities for open space, commercial and industrial uses. Subsequent amendments to the CWOCP (Amendment Bylaw 3979, 2008) expanded the Waterfront Village Centre designation to include the property at 1200 United Boulevard and identified an average height for residential towers and greater floor areas for commercial and industrial uses in the Centre.

Schedule E (Map 1) of the CWOCP also identifies areas adjacent to the Fraser River that are in the 200-year floodplain. The CWOCP directs that an analysis of floodplain hazards and appropriate flood protection measures shall be employed to permit a mix of residential, commercial, industrial and other uses on the lands designated Waterfront Village Centre.

Maillardville Neighbourhood Plan

Due to the proximity of the Fraser Mills and Maillardville neighbourhoods, a key objective of the Waterfront Village Centre Neighbourhood Plan is to assist in the Maillardville revitalization efforts. This includes improving connections between the two neighbourhoods via King Edward Street, while allowing each neighbourhood to have its own distinct identity. For example, Fraser Mills will celebrate the history

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1.2 Relationship to Citywide Official Community Plan - continued

of the mill and Southwest Coquitlam, but not replicate the French-themed neighbourhood of Maillardville.

1.3 Relationship to the Affordable Housing Strategy

An Affordable Housing Strategy (AHS) has been developed for Fraser Mills and secured through a Development Agreement between the City and developer of Fraser Mills. The strategy integrates key recommendations from the City of Coquitlam's 2007 Affordable Housing Strategy update, and specific policies defined by the CWOCP. The Waterfront Village Centre will integrate an affordable housing component equivalent to 10% of the total residential units at Fraser Mills to help provide affordable housing solutions for Coquitlam.

The City's AHS uses a Housing and Services Continuum to describe five categories of housing need. The Waterfront Village Centre will concentrate on providing affordable housing for three of the five categories: Non-Market Rental Housing, Market Rental Housing, and Home Ownership Housing. The Waterfront Village Centre strategy identifies roles for three stakeholders (City, Developer, and Not-for-Profit (NFP) Housing Provider) and will be provided as follows:

- › built non-market rental and market rental units on site (5% of built residential units);
- › cash-in-lieu contribution to the City to fund the creation of affordable housing off site; and
- › affordable home ownership opportunities on site (integrated in design).

One of the key mechanisms to ensure the successful provision of affordable non-market or market rental housing will be the identification of a site or sites for a Not-for-Profit housing provider to develop affordable housing at Fraser Mills. A private developer or the NFP housing provider could provide market rental units.

Some residential units built on site will enable greater opportunities for home ownership housing. The affordability of these units will be accomplished using a variety of design and construction methods, such as designing modest housing with efficient floorplans. The housing market will determine the saleability of these units over time.

Affordable housing policies have been incorporated into Section 3.2 - Residential of this Neighbourhood Plan.

1.4 Sustainable Community

Eight pillars for sustainability are defined for the Waterfront Village Centre and have been used to guide the Neighbourhood Planning process:



1.4 Sustainable Community - continued

1. Compact, Diverse, Fine-Grained Community - diverse community built in a fine-grained, meaningful pattern.
2. Environmentally-Friendly, Community Oriented Transportation – efficient, low-impact transportation systems.
3. Green Buildings – green, diverse, and adaptable buildings.
4. Green Infrastructure – efficient, low-impact infrastructure systems.
5. Multi-purpose, Safe Open Space – significant, multi-purpose, safe open space that celebrates its location and history.
6. Community Facilities and Programs – diverse, adaptable and locally-relevant community facilities and programs.
7. Sustainable Business and Employment – viable development supporting a green local economy.
8. Value-Added Management and Operations – green development management and community operations.

The pillars parallel the typical services and facilities essential to the proper functioning of a municipality. A Sustainability Checklist identifies various checkpoints that are tied to municipal processes (e.g., development agreement, subdivision, etc.). Occupancy and post-occupancy checkpoints are identified to facilitate the developer's tracking of targets that are triggered after the municipal process is complete. This Checklist will be used by the municipality and the developer to report and monitor sustainability commitments (refer to Schedule M).

Fraser Mills will pioneer a sustainable land-intensive design that locates many different types of land uses in a single neighbourhood, allowing people to live, work, shop and play within walking distance. The Waterfront Village Centre Neighbourhood Plan has incorporated policies that:

- › support public transit investment;
- › increase the viability of local economic ventures;
- › increase the efficiency of municipal infrastructure investments;
- › require residential buildings to be built to a minimum of “LEED” or “Built Green BC” silver equivalency;
- › develop a district energy system to provide for heating and hot water requirements; and
- › encourage the settlement of a diverse population through increased housing choice.

Fraser Mills aims at decreasing the on site traditional energy requirements and significantly reducing greenhouse gas emissions by encouraging the development of green buildings and a District Energy System (DES). The DES uses underground pipes to distribute energy from a Central Energy Plant to transfer stations located in residential and commercial buildings (refer to Section 4.4 for servicing policies concerning energy).

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1.4 Sustainable Community - continued



Leadership in Energy and Environmental Design (LEED) is a green building standard that further encourages the design of buildings to achieve energy savings. In addition, LEED buildings can be designed to require more sustainable resources in construction, and operating systems that use less water. Built Green BC is a program that will guide the construction of lower density residential building forms (e.g., wood frame) with distinct targets in energy efficiency, indoor air quality, resource use and overall environmental impact.

1.5 Neighbourhood Plan Preparation Process

The Neighbourhood Plan process began after the CWOCP was amended to designate the Fraser Mills site as a Waterfront Village Centre. The OCP amendment (Bylaw No. 3817, 2007) guided the process for creating this Neighbourhood Plan by establishing a series of commitments and community expectations.

City of Coquitlam staff collaborated with the land owner and outside regulatory agencies throughout the Neighbourhood Plan process. The City reviewed technical studies, and their results have been incorporated into this Neighbourhood Plan and additional CWOCP amendments as previously noted.

Key stakeholder groups and neighbourhood organizations were consulted during the Neighbourhood Plan process. A public consultation program was endorsed by Council in 2007 to ensure public involvement using a variety of methods, including:

- › public Open Houses;
- › notification about events and key information via community newsletters;
- › solicitation of ideas and feedback through email, website (villageatfrasermills.com) and feedback forms;
- › addressing particular components of the plan in targeted sessions with smaller stakeholder groups;
- › reporting on the outcomes of public meetings to Council and residents; and
- › illustrating the ideas incorporated into the Plan.

Three public Open Houses were held as the primary form of public consultation. The Open Houses were designed to be sequential and solicit specific information immediately relevant to a particular phase of the planning process. Stakeholder groups were consulted either prior or immediately after each Open House to respond to questions and gather more feedback. After each Open House, a public consultation report was circulated to staff and presented to Council.

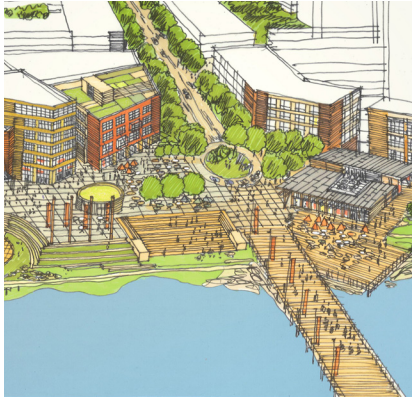


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2.0 VISION

The Waterfront Village Centre is envisioned as a vibrant, urban neighbourhood that integrates residential, industrial, commercial, educational and recreational land uses. Fraser Mills will be a compact, complete neighbourhood, supported by sustainable development objectives. The neighbourhood will celebrate the history of Fraser Mills while reuniting this part of the Fraser River with the wider community, including Maillardville.



The Waterfront Village Centre will be a place for people to live, work, shop, and play. As home to an estimated 7,000 - 8,000 residents in a 36 ha (89 ac) neighbourhood, Fraser Mills will resemble other urbanized communities in the region. The Waterfront Village Centre will provide residents with a range of multi-family dwelling types, including medium density townhouses and apartments and high density residential towers. The site design will incorporate the stories and images of the former mill's history.

Fraser Mills will provide for the daily needs for its residents and draw people from elsewhere in Coquitlam and throughout the region. As shown in Schedule C - Illustrative Concept Plan, the commercial Main Retail Street will extend from United Boulevard and culminate at a riverfront Pier and plaza. The Main Retail Street will draw people into the community and down to the Fraser River. A gateway regional commercial area at United Boulevard will transition into the local neighbourhood serving commercial component and culminate in a waterfront commercial area on the river with smaller scale shops and restaurants.

A number of amenities will draw people of all ages to Fraser Mills. Residents and visitors will stroll the riverside trail, walk along the Pier, play in the Riverfront Park, and visit the plaza at the terminus of the Main Retail Street.

The neighbourhood will have employment generating land uses to provide a broad range of job opportunities attracted to a high amenity, waterfront mixed-use neighbourhood. This will maintain the historic role of the mill site as key source of employment for the region, while meeting current and emerging employment needs in the region.

Environmental remediation will transform the heavy industrial site into a place where wildlife habitat and recreational open space co-exist with residential and commercial uses. Stormwater runoff and the Como Creek discharge directed to the Fraser River will have an improved water quality from what currently exists. Innovative stormwater management will establish biofiltration ponds and re-introduce water to the location where Como Creek used to be aligned.

A District Energy Plant will supplement the heating needs of the neighbourhood and allow for a significant reduction in greenhouse gas emissions which would normally be generated by conventional neighbourhood design.

The Waterfront Village Centre will be a legacy project for Coquitlam and its residents. Riverfront lands have a special place in their communities. Fraser Mills will create this people place that reunites the residents of



2.0 Vision - continued

Coquitlam with their riverfront – making it a unique neighbourhood for the city and the region.

3.0 LAND USE ELEMENTS

The Waterfront Village Centre is a comprehensively planned and compact neighbourhood that is environmentally, socially and economically sustainable. The plan structure optimizes transportation connections to result in an interconnected network of streets and trails. Site planning and building locations consider land use compatibility and adjacency issues to ensure appropriate and effective buffering between land uses planned for the neighbourhood and those that surround the site.

Employment generating land uses have been concentrated to the western extent of the site while the Main Retail Street will become the spine of the neighbourhood. Residential uses become increasingly more dense moving from the west to east, with most of the residential uses clustered in the eastern half of the neighbourhood.

Residential, commercial, and industrial land uses are all connected to the open space system. The open space and trail networks have confluences at key points along the waterfront, such as the Pier, Main Retail Street Urban Plaza and Viewing Decks, Riverfront Park, Como Creek, and Historic Como Greenway. Where appropriate, the open space will encourage leisure and recreational activities for residents and visitors.

The land use designations outlined in Schedule B – Land Use Designation provide a framework for the coordinated and long-term redevelopment of the Fraser Mills site. This section describes the land use designations integral to the Plan, identifies their general location and densities and presents the development rationale and policies within the context of the larger neighbourhood.

Policies

1. The Waterfront Village Centre will be developed in conformity with a number of sustainability principles and targets as set out in the Sustainability Checklist in Schedule M.
2. The City of Coquitlam will consider rezoning applications for the Waterfront Village Centre, in accordance with this Neighbourhood Plan and/or subsequent amendments to the Plan.
3. Policies in this Neighbourhood Plan are to be interpreted in conjunction with the Development Permit Area guidelines for the Waterfront Village Centre.
4. The Illustrative Concept Plan in Schedule C shows the approximate placement of buildings and other features on the site. All elements are conceptual only and subject to change in exact siting and shape at the Development Permit stage.



3.0 Land Use Elements - continued

Table 1 provides an overview of the general land uses and areas that are planned for Fraser Mills.

TABLE 1 – Land Use Area Calculations

GENERAL LAND USE	Gross Floor Area sqm (sq.ft.) / Land Area ha (ac)
Residential	377,400 sqm (4,062,300 sq.ft.) / 12.55 ha (31 ac)
Commercial	16,255 - 25,545 sqm (175,000 – 275,000 sq.ft.)
Main Retail Street Commercial/Residential	6,500 - 9,290 sqm (70,000 – 100,000 sq.ft.)
Waterfront Centre Commercial/Residential	3,715 - 6,500 (40,000 - 70,000 sq.ft.)
Regional Commercial	5,575 - 8,825 sqm (60,000 - 95,000 sq.ft.)
Destination Commercial	465 - 930 (5,000 – 10,000 sq.ft.)
Light Industrial/Business Park	54,534 - 74,320 /6.0 ha (587,000–800,000 sq.ft. /15 ac)
Amenity Space	6,969 sqm (75,000 sq.ft.)
Private Recreation (Amenity Building)	3,485 sqm (37,500 sq.ft.)
Private Amenity Area (Integrated into Residential Buildings)	3,251 sqm (35,000 sq.ft.)
Public Amenity Area	233 sqm (2,500 sq.ft.)
Parks and Open Space	6.62 ha (16.35 acres)
Riverfront Park	1.72 ha (4.24 ac)
Riverside Linear Park	1.25 ha (3.1 ac)
Historic Como Greenway	2.00 ha (4.93 ac)
Greenway	0.28 ha (0.7 ac)
Main Retail Street Urban Plaza	0.35 ha (0.86 ac)
Fraser River Viewing Decks	0.13 ha (0.32 ac)
Habitat Area	0.89 ha (2.2 ac)
Crown Land - Parks and Open Space	0.64 ha (1.58 acres)
(not included in Total Site Acreage)	
Pier	0.16 ha (0.39 ac)
Viewing Decks	0.14 ha (0.35 ac)
Environmental Area	0.34 ha (0.84 ac)

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3.0 Land Use Elements - continued

GENERAL LAND USE	Gross Floor Area sqm (sq.ft.) / Land Area ha (ac)
Institutional (Post Secondary)	4,925 sqm (53,000 sq.ft.) / 0.45 ha (1.1 ac)
School/Commercial/ Park and Open Space	0.65 ha (1.6 ac)
Total Site Acreage	36 ha (89 ac)

3.1 Environment

The Waterfront Village Centre is located on the north bank of the Fraser River at the upstream extent of Sapperton Channel in southwest Coquitlam. A 280 metre (920 foot) length of Como Creek forms the east (upstream) boundary of the site.

Until 2001, the Fraser Mills sawmill and associated facilities occupied the property leaving behind an unremediated brownfield site adjacent to the Fraser River. Between 2004 and 2006, the Fraser Mills property was successfully investigated and remediated to meet all applicable industrial/commercial standards and to park standards along the riverfront with respect to provincial contaminated sites legislation. Some of the Waterfront Village Centre residential and parkland use areas will require some additional remediation to meet provincial residential and parkland standards.

The site was located in the Fraser River floodplain and flood mitigation planning strategies for the Fraser Mills neighbourhood will raise it out of the floodplain. Fraser River conditions are monitored by the Province of British Columbia; however, floodplain mitigation authority is a municipal responsibility, in consultation with the Provincial Ministry of Environment. The Waterfront Village Centre will further mitigate flood hazards, to prevent potential flood conditions during the annual freshet between May and June.

The Waterfront Village Centre will enhance and create fish and wildlife habitats complementary to other habitats sustained within both Como Creek and Fraser River. Appropriate agency approvals will be sought when deemed necessary (e.g., Fraser River Estuary Management Program (FREMP), Department of Fisheries and Oceans (DFO)). These improvements will also create natural areas for use by local residents and visitors to the neighbourhood.

A green building strategy for residential buildings will also be implemented, including a minimum requirement for LEED Silver or Built Green BC equivalency and mandatory connections to the neighbourhood's District Energy System. By doing so, the Waterfront Village Centre will emit lower greenhouse gas emissions than a conventional residential development.



3.1 Environment - continued

Policies

1. The environmental quality and performance of the Fraser Mills neighbourhood will be enhanced by creating a variety of habitat enhancement projects both within the neighbourhood and on Crown land as defined by Schedule E - Environmental Enhancement.
2. Naturalized areas will be recognized as an appropriate locale for green infrastructure (e.g., stormwater treatment wetland).
3. Environmental assets will be preserved by increasing community awareness, participation and stewardship. This may be accomplished through interpretive signage adjacent to key environmental features.
4. The developer will monitor and report on constructed habitats to assess their efficacy in fulfilling the performance objectives defined in the agency (e.g., DFO, FREMP) approval process.
5. Environmental strategies as outlined in the Sustainability Checklist will be implemented according to Schedule M.
6. To reduce the Waterfront Village Centre's greenhouse gas emissions, there will be a mandatory requirement for all commercial and residential buildings to be connected to the Fraser Mills District Energy System. A restrictive covenant will be registered over the lands requiring all buildings except those designated as Light Industrial - Business Park to connect to the district energy system.
7. Industrial tenants will be encouraged to connect to the District Energy System, and to explore opportunities to use waste heat or other energy produced throughout their processes to meet their own energy needs.

3.1.1 Site Remediation

Fraser Mills has received two Certificates of Compliance (CoC) from the Province of British Columbia that confirm the lands have been successfully investigated and remediated to an industrial land use and zoning standard. To obtain a CoC, it must be demonstrated to the Ministry of Environment that all applicable contaminated site standards have been met for three mediums (groundwater, sediment, soil).

Land use and zoning changes from industrial/commercial to residential, institutional (post secondary), elementary school and parkland uses may require additional soil remediation in localized areas to improve the quality of soil. Land use or zoning changes will not trigger any further remediation of groundwater or sediment, as the Ministry's standards have been met for all land uses.

Policies

1. Residential and parkland areas of the site will be remediated by the land owner where necessary to the appropriate Provincial contaminated soil site standards, and a CoC obtained prior to:

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3.1.1 Site Remediation - continued

- the issuance of occupancy permits for residential, institutional, or public elementary school uses;
 - the construction of park space where additional remediation is required;
 - the construction of park amenities; and
 - the transfer of park land to City ownership.
2. Required investigation and remediation will be conducted in a phased approach and prior to a specific parcel being developed.
 3. The existing CoC will be provided to the City for all commercial and industrial development permit applications.

3.1.2 Flood Proofing and Shoreline Protection

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

Several elevations (geodetic datum) have been considered in developing the flood proofing and protection measures for the site. The present elevation of the site varies, but is in the order of 3.5 to 4.0 metres (11.5 to 13 feet). The Flood Construction Level (FCL) is 5.0 metres (16.4 feet) for the site ("Lower Fraser River Hydraulic Model", Northwest Hydraulic April 2007 for the Fraser Basin Council). The actual Design Flood Profile Elevation is 4.4 metres (14.4 feet) plus an additional 0.6 metres (1.9 feet) of freeboard to account for future uncertainties and modelling assumptions.

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

Policies

1. The Waterfront Village Centre will be designed to ensure that the minimum elevation of the habitable portion of residences and commercial spaces are designed to the FCL of approximately 5.0 metres (16.4 feet) with an additional safety factor of 1.0 metres (3.2 feet) to result in a minimum elevation of 6.0 metres (19.6 feet) geodetic.



3.1.2 Flood Proofing and Shoreline Protection - continued

2. The ground level of the site will be elevated through fill to a final ground surface elevation generally between 5.0 metres (16.4 feet) and 6.5 metres (21.3 feet).
3. Fraser River erosion protection along the neighbourhood's river frontage will be designed to extend generally to an elevation of 5.0 metres (16.4 feet) (FCL) and could include elevation changes and benches to ensure buildings and infrastructure are adequately protected.
4. If any of the existing concrete shoreline structures are retained for visual interest, the structures will be properly protected to function as the shoreline protection.
5. In most areas a 30 metre (98.4 feet) building setback from the high watermark along the Fraser River and the Como Creek will be established for flood maintenance measures.
6. A 6 metre (19.6 feet) right-of-way will be designated within the Riverside Linear Park and designed to accommodate emergency and service vehicle access for maintenance, repair and/or emergency events. This area could allow the construction of a dyke if the need were to ever arise.
7. Underground parking and other built areas not requiring construction to the minimum FCL, but subject to inundation during flood events will employ methods, such as wet flood proofing the built areas with water resistant construction materials, to ensure limited loss of property.
8. Signage will be required to indicate areas that are not protected against inundation by potential floodwaters.
9. Infrastructure services will be protected from potential flood inundation, using methods such as special valves for sewer and water services, and designing any buried lines to resist damage.
10. Any new exposed fill material and existing protection requiring remediation along the bank of the Fraser River will be upgraded for bank stability with a variety of treatment materials. Final bank treatments will be determined with the City of Coquitlam and/or other regulatory agencies and prior to parkland being constructed.
11. To protect the development from potential erosion at the entrance to Como Creek, a buried rip rap bank will be constructed upland of the existing top of bank to minimize damage to the existing riparian area.
12. Any exposed portions of fill material along the east and west boundaries of the neighbourhood will be protected against erosion to ensure buildings and infrastructure are adequately protected.

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3.1.3 Geotechnical Provisions

The general soil profile in the development area comprises fill up to 3 metres (9.8 feet) thick overlying a silt unit varying in thickness from 3 to 16 metres (9.8 to 52.5 feet), and a sand layer of considerable thickness. The thickness of the silt varies from south to north. The sand unit is loose and liquefiable to 30 to 35 metres (98.4 to 114.8 feet) depth under the 2,475 year earthquake. Localized zones of peat about 1 metre (3.2 feet) thick are encountered in the northwest corner of the site while the sand unit contained gravely zones in holes along the shoreline and Como Creek.

Geotechnical issues that could require design resolutions:

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

In addition to BC Building Code requirements, the Waterfront Village Centre will mitigate geotechnical challenges that may arise during a seismic event by stabilizing the site in the Fraser River building setback area. After this foreshore stabilization plan is implemented (e.g., construction of below-grade stone columns), the land area upland of the stabilization area will have increased seismic protection.

Policies

1. Fraser Mills will be protected against possible geotechnical or seismic conditions with appropriate geotechnical engineering solutions. A geotechnical report will be submitted as part of each Building Permit application.
2. Upland development will be protected by constructing below grade seismic protection measures within the Riverside Linear Park and Riverfront Park prior to or in conjunction with park construction. Geotechnical mitigation measures may include the construction of a seismic dyke, use of stone columns, or seismic drains in order to stabilize the upland development during a seismic event.
3. All buildings above 4 storeys will be designed to mitigate extensive long-term settlement (e.g., the integration of pile support and pile caps tied together with grade beams).



3.1.4 Watercourse Enhancement

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

In particular, enhancement of the Fraser River foreshore and Como Creek will create environmental areas that will significantly increase fish and wildlife habitat value. These enhancements will result in the Waterfront Village Centre meeting or exceeding the “no net loss” principle of the DFO Policy for the Management of Fish Habitat (1986).

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



Policies

1. Fraser Mills will be developed in a manner that respects and enhances the site’s watercourse features, wildlife habitat and environmental areas.
2. Watercourse habitat areas both on and off site will be created or enhanced, and monitored to ensure adequate performance, in accordance with the Schedule E - Environmental Enhancement. Areas of the Fraser foreshore that are owned by the Crown could serve as a habitat bank for the appropriate agencies.
3. Invasive species will be removed and native plants will be planted by the developer in existing and new habitat areas to re-establish wildlife and aquatic habitat.
4. New habitat areas will be created along the Fraser River, such as an alluvial fan where the Historic Como Greenway meets the Fraser River and other intertidal marsh habitat opportunities.
5. Shoreline enhancement along the Fraser River will be provided, which offers diverse habitat for a range of plant, aquatic and animal species (e.g., use of riprap to create marsh benches).
6. The internal Historic Como Greenway drainage channel will be re-established to an appropriate standard, and will integrate naturalized plantings and habitat areas in the southern area.
7. Pedestrian connectivity among greenways and adjacent to watercourses (where appropriate) will be encouraged throughout the site.
8. All site works will be carried out while considering sensitivity periods for all fish, wildlife and their habitats in accordance with established provincial regulatory guidelines.

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3.1.4 Watercourse Enhancement - continued

9. Signs or interpretive elements that describe the ecosystems, habitat areas and range of plant and animal species that may be found in the neighbourhood should be encouraged.

3.1.4.1 Como Creek

The environmental design of the Como Creek corridor emphasizes the enhancement and creation of habitat features for fish and wildlife. This watercourse corridor is presently dominated by invasive species which hinder the functional attributes of the corridor's habitat value. Implementation of the environmental design of Como Creek will increase the capacity of this corridor to support fish and wildlife habitat.

The following specific policies have been established for the Como Creek corridor setting out actions to be undertaken by the developer, in addition to policies stated in Section 3.1.4 of this Neighbourhood Plan.

Policies

1. The Waterfront Village Centre will protect or enhance the Como Creek corridor, in accordance with the Schedule E - Environmental Enhancement.
2. Upland habitat will be established for the Como Creek corridor in a manner that discourages Creek access from residents and visitors to the environmental area and intertidal habitat at the Creek edge.
3. Invasive non-native vegetation will be replaced with a natural assemblage of native plant species capable of supporting important habitat functions.
4. Habitats will be created for amphibians, birds, and small mammal by placing woody debris within the plant assemblage. Habitat for small perching birds will be increased by installing nesting boxes.
5. Aquatic habitat for both fish and wildlife will be enhanced by re-creating environmental habitat structures along the shoreline of Como Creek.
6. Notwithstanding Section 523 Riparian Areas Regulation set out in the City's Zoning Bylaw, a 30 metre (98.4 foot) building setback from the high water mark along the Como Creek will be maintained.

3.1.4.2 Fraser River

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



3.1.4 Watercourse Enhancement - continued

The following specific policies have been established for the Fraser River corridor abutting Fraser Mills setting out the developer's responsibilities, in addition to policies stated in Section 3.1.4 of this Neighbourhood Plan.

Policies

1. The Fraser River corridor that abuts Fraser Mills will be protected or enhanced, in accordance with Schedule E - Environmental Enhancement.
2. Habitat areas will be both within the neighbourhood and on Crown Land as identified on Schedule E - Environmental Enhancement.
3. Appropriate outside agency coordination and approvals will be required for the design and construction of habitat enhancement on lands outside of the neighbourhood boundary.
4. River shoreline protection works will be incorporated with the Waterfront Village Centre, with native species plantings upslope of the shoreline protection works, and directly within the protection works, such as benches within the rock armour.
5. Plantings in the intertidal area and along the edge of the Fraser River will be established to provide habitat functions for fish and wildlife, and as a natural element to the shoreline.

3.1.4.3 Historic Como Greenway

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

The habitat enhancements will be placed at the confluence of the Historic Creek and the Fraser River. This habitat creation will complement the Fraser River corridor improvements in Section 3.1.4.2. An intertidal feature resembling an alluvial fan, typically associated with the mouth of small creeks throughout coastal British Columbia, will be constructed at the meeting of Historic Como Greenway and the Fraser River. The alluvial fan will encompass the lower reach of Historic Como Greenway, providing important habitat functions for fish and wildlife, including juvenile salmon during their annual downstream migration within the Fraser River.

The following specific policies have been established for the Historic Como Greenway corridor setting out the developer's responsibilities, in addition to policies stated in Section 3.1.4 of this Neighbourhood Plan.

Policies

1. The Historic Como Greenway corridor will be enhanced, in accordance with Schedule E - Environmental Enhancement.
2. Appropriate outside agency coordination and approvals will be required for the design and construction of habitat enhancement

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3.1.4 Watercourse Enhancement - continued

on lands outside of the neighbourhood boundary as identified on Schedule E - Environmental Enhancement.

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

3.2 Residential

The Waterfront Village Centre will provide a variety of multi-family housing choices. Fraser Mills will accommodate a medium to high density urban development with specific residential land use designations that include:

- › Waterfront Centre Commercial/Residential
- › Main Retail Street Commercial/Residential
- › Apartment –Townhouse

The Waterfront Village Centre is expected to primarily appeal to adults, empty-nesters, and those desiring an urban, riverfront neighbourhood. Fraser Mills may also appeal to some young families, although this is not a primary target market.

Residential uses have been generally located east of King Edward Street on 21 of the 32 parcels identified in the plan. Various residential building forms will range from townhouses to high rise apartments, with no single-family homes. The Main Retail Street and Waterfront Centre residential designations are mixed with commercial uses in low to high rise building forms. This diversity in housing form will be reflected on individual parcels and will require a comprehensive design to ensure that the variety in forms is differentiated, but well integrated.

High rise apartments have been clustered to be mindful of shadowing and view impacts from key points in Southwest Coquitlam. A variety in heights of residential buildings will create a skyline with visual interest.

Affordable housing will be integrated into the development to help ensure housing choice.



3.2 Residential - continued

TABLE 2 - Residential Unit Numbers and Gross Floor Area

Parcel Number	Minimum No. Units	Maximum No. Units	Maximum Gross Floor Area sqm (sq.ft.)
Parcel 5b	16	18	1,836 (19,763 sq.ft.)
Parcel 6b	26	30	3,060 (32,938 sq.ft.)
Parcel 7b	155	180	18,360 (197,625 sq.ft.)
Parcel 9	191	221	22,542 (242,640 sq.ft.)
Parcel 10	165	191	19,482 (209,702 sq.ft.)
Parcel 11	174	201	20,502 (220,682 sq.ft.)
Parcel 12	122	141	14,382 (154,807 sq.ft.)
Parcel 13	66	76	7,752 (83,442 sq.ft.)
Parcel 14	66	76	7,752 (83,442 sq.ft.)
Parcel 15	52	60	6,120 (65,875 sq.ft.)
Parcel 16	52	60	6,120 (65,875 sq.ft.)
Parcel 17	284	328	33,456 (360,117 sq.ft.)
Parcel 18	144	167	17,034 (183,352 sq.ft.)
Parcel 19a	282	326	33,252 (357,922 sq.ft.)
Parcel 19b	237	274	27,948 (300,830 sq.ft.)
Parcel 20a	207	239	24,378 (262,403 sq.ft.)
Parcel 20b	226	261	26,622 (286,557 sq.ft.)
Parcel 21a	250	289	29,478 (317,299 sq.ft.)
Parcel 21b	79	91	9,282 (99,910 sq.ft.)
Parcel 22a	226	261	26,622 (286,557 sq.ft.)
Parcel 22b	182	210	21,420 (230,562 sq.ft.)
Total	3,200	3,700	377,400 (4,062,300 sq.ft.)

Policies

1. The distribution of the residential land use will be generally consistent with Schedule B - Land Use Designation.
2. Residential use will comprise a minimum of 3,200 units and a maximum of 3,700 units (377,400 sqm or 4,062,300 sq.ft.) of GFA as indicated in Table 2 "Residential Unit Numbers and Gross Floor Area" above.
3. The Waterfront Village Centre will provide a variety of multi-family unit types with building form, character and urban design elements consistent with the Development Permit Area guidelines and all residential development will be required to obtain a Development Permit as outlined in Part 4 of the CWOCF.
4. A variety of multi-family housing forms will be encouraged, including the following:

Amended March 18, 2013 - Bylaw 4295, 2013
Original Adoption November 03, 2008

9.4

3.2 Residential - continued



- townhouses between 2-3 storeys, oriented to the street and accessible from the ground floor;
 - stacked townhouses accessed from a common entry and/or the ground floor with a maximum height of 4 storeys;
 - street-oriented townhouses with commercial operations on the first floor;
 - mid-rise buildings between 4 and 8 storeys;
 - mixed-use low-rise buildings overlooking the Main Retail Street with a maximum height of 4 storeys; and
 - high rise apartment buildings with a maximum height of 38 storeys (for one building only).
5. Lands designated as residential will have a maximum of thirteen high rise towers with a range in heights consistent with the Zoning Bylaw.
 6. High rise towers will have slender floorplates that minimize view and shade impacts as defined in the Development Permit Area guidelines.
 7. Universal design and accessibility will be integrated into the design of residential units as defined by the Development Permit Area guidelines.
 8. The architectural character of the residential land uses will balance the site's historic industrial legacy with the contemporary urban environment, as defined by the Development Permit Area guidelines.
 9. All residential units will have access to private outdoor amenity space on site, and will be within walking distance of public accessible open space and other neighbourhood services.
 10. The land use zone created for the neighbourhood will permit:
 - residential land use designations as outlined in Sections 3.2.1 – 3.2.4;
 - rental housing;
 - adaptable units;
 - street-oriented residential units allowing business operations as a secondary use on the first floor; and
 - medium and high-density residential uses that enable live/work units.
 11. In order to help satisfy the diverse and changing housing needs of people, the design of intensive residential buildings and units are encouraged to be both adaptive and accessible for persons of different stages of life and degrees of mobility.
 12. Ensure that individual units, their entries, and private outdoor spaces are designed to maximize privacy and clearly delineate private and public spaces.



3.2 Residential - continued

13. Sustainable planning principles will be implemented, consistent with the Waterfront Village Centre Sustainability Checklist - Schedule M.
14. Parking requirements will be consistent with Section 4.1.5.

3.2.1 Waterfront Centre Commercial/Residential

The intent of this designation is to accommodate high density residential uses near the Fraser River waterfront that are mixed with commercial uses at grade. Building form should take advantage of the waterfront locale while integrating with the character defined for this area.

Policies

1. Residential buildings will be generally located and developed within the identified parcels as illustrated in Schedule C - Illustrative Concept. High rise building locations and townhouse integration within each parcel will be determined at the Development Permit stage.
2. Ensure that the design of Waterfront Centre Commercial/Residential units integrates with the form and character of the commercial uses at grade and along the Main Retail Street.
3. No residential uses will be allowed on the first storey of buildings that front the Main Retail Street. Ground-oriented residential units not fronting the Main Retail Street should encourage direct access from the street.

3.2.2 Main Retail Street Commercial/Residential

The intent of this designation is to accommodate medium density mixed use residential housing along the Main Retail Street. The residential form is generally defined as townhouse and low-rise apartment residential uses either above commercial uses that front the Main Retail Street or ground-oriented when not facing the Main Retail Street.

Policies

1. Residential buildings will be generally located and developed within the identified parcels as illustrated in Schedule C - Illustrative Concept.
2. Ensure that the design of Main Retail Street residential units integrates with the form and character of the commercial uses along the Main Retail Street.
3. No residential uses will be allowed on the first storey of buildings that front the Main Retail Street; residential uses above the first storey along the Main Retail Street should be oriented towards the

9.4

2.3 Policies - continued

street, and townhouses that do not front the Main Retail Street should be ground-oriented with direct access from the street.

4. Housing types and tenures will be mixed where possible and the development of an affordable rental housing development in this area will be encouraged.

3.2.3 Apartment/Townhouse

The intent of this designation is to accommodate low to high density residential uses that form part of a comprehensive design for a parcel. High rise building forms will be integrated with low to mid rise apartment or townhouses and where possible ground-oriented units will be encouraged.

Policies

1. Townhouse and apartment buildings will be generally located and developed within the identified parcels as illustrated in Schedule C - Illustrative Concept. High rise building locations and townhouse integration within each parcel will be determined at the Development Permit stage.
2. Ground-oriented units will be oriented wherever possible towards the street or Parks and Open Space areas.

3.2.4 Affordable Housing

The Waterfront Village Centre will provide opportunities for the development of affordable housing solutions for the city. The Affordable Housing Strategy defined for Fraser Mills (discussed in Section 1.3) sets a goal of providing the equivalent of 10% of the total units at Fraser Mills for affordable housing solutions for the City, either as on site affordable housing units or a cash contribution to off site affordable housing. Specific timing for the affordable housing contribution to the City is part of the Development Agreement obligations.

Policies

1. The Waterfront Village Centre will provide affordable market and non-market rental housing units that are accessible to individuals and families paying greater than 30% of the City of Coquitlam's gross household income for adequate and appropriate housing (as defined by the City of Coquitlam).
2. Non-market rental housing will be made available to households earning 80-100% of the annual income equivalent to the annual household median income for Coquitlam.
3. Block 15 is identified as a proposed location for a non-market rental development project (see Schedule B - Land Use Designation) and will accommodate at minimum 95 non-market and market rental housing units. The remaining 90 non-market and market rental housing units will be integrated in the neighbourhood, within other



2.3 Policies - continued

market housing buildings or in another block in the neighbourhood as agreed to by the City and developer. The final location of the affordable housing units will be decided in consultation with the City of Coquitlam and the rental housing provider at the time of design development as defined by the Development Agreement.

4. Non market rental and market rental housing will be well integrated and distributed into other residential land uses within Fraser Mills to foster the development of a socially integrated community.
5. The affordability of home ownership and rental housing will be increased through the design of smaller square footage units, innovative design and appropriate construction materials.
6. Secondary suites in townhouses or “lock-off suites” in apartments (considered as one unit) will be explored in the design of dwelling units to encourage the development of affordable home ownership housing.
7. The City and developer will work with a Not-For-Profit (NFP) housing provider to define the unit mix and size to meet the demographic target for non-market rental housing, including studio, one bedroom and two bedroom units.
8. Financial incentives may be explored on a case-by-case basis to encourage the development of the affordable housing units in partnership with the NFP. Examples of incentives could include:
 - › reduced Development Cost Charges and Building Permit fees for affordable rental housing;
 - › property tax assistance in the form of a short-medium term exemption or reductions to alleviate NFP costs; and
 - › approval and inspection process for units developed in partnership with the NFP are given a priority service by the City, to reduce the development timeframe and financing/holding costs.
9. Consideration may be given to reducing on site parking requirements for affordable housing units as part of the WVC area, if justified through the demonstration of lower automobile ownership, shared parking opportunities and other long-term incentives for occupants, as outlined in the Transportation Demand Management Report and Addendum (Bunt & Associates, August 2008).

9.4

3.3 Commercial

As set out in Schedule B - Land Use Designation, the Waterfront Village Centre will feature a vibrant commercial Main Retail Street that will be comprised of a range of commercial uses on the ground floor of mixed-use buildings. The Main Retail Street will be anchored by regional commercial uses to the north and destination commercial opportunities to the south. The central part of the Main Retail Street has been designated for local, neighbourhood serving commercial uses – such as a food store. The commercial uses will service local residents and will also act as a draw for employees and visitors.



As the centre of activity in the neighbourhood, the Main Retail Street will become the commercial spine of Fraser Mills. The Main Retail Street will culminate at a Pier and Urban Plaza, adjacent to the Fraser River, drawing pedestrians from the neighbourhood and attracting visitors from the region. In addition to the Main Retail Street and Waterfront Centre Commercial/Residential mixed residential and commercial uses, two additional commercial land uses are identified:

- › Regional Commercial/Business Park; and
- › Destination Commercial.

The Main Retail Street configuration of the Neighbourhood Plan allows for a concentration of continuous street front retail commercial uses. Continuous street front retail commercial opportunities create a sense of scale and synergy among the individual businesses. Commercial uses that are neighbourhood serving are to be located amid the residential component of the neighbourhood to encourage pedestrian access to goods and services, and will be planned and tenanted to serve the needs of the estimated 7,000 to 8,000 residents.

Commercial uses that are neighbourhood serving generally consist of personal and business services, in addition to convenience retail. Convenience retail includes product types that cater to residents' every day needs. Commercial uses in the Main Street Commercial/Residential area that are neighbourhood serving will provide a broader and more complete set of retail goods and services (e.g., grocery store) than convenience retail alone.

The Waterfront Centre Commercial/Residential commercial area will consist of eating and drinking establishments, entertainment uses and specialty retailers such as foods, housewares, arts and crafts. In this commercial area, the complementary collection of retailers will create a sense of community and a distinct place. These areas typically have a regional and even visitor-oriented market draw. In the case of Fraser Mills, the combination of these types of uses and their location near the riverfront will create a distinct commercial amenity for Coquitlam and regional visitors.

Policies

1. A range of commercial uses and services will be provided at the Waterfront Village Centre including, but not limited to:
 - › neighbourhood serving commercial uses integrated with the Main Retail Street Commercial/Residential designation,



3.3 Commercial - continued

- lifestyle and destination opportunities integrated into the Waterfront Centre Commercial/Residential designation;
 - Destination Commercial; and
 - Regional Commercial/Business Park uses.
2. Commercial uses will be in accordance with Schedule B - Land Use Designation and generally located and developed within the identified parcels as illustrated in Schedule C - Illustrative Concept.
 3. The Waterfront Village Centre will accommodate a minimum of 6,500 sqm (70,000 sq.ft.) and a maximum of 9,290 sqm (100,000 sq.ft.) of neighbourhood serving commercial gross floor area that is integrated with the Main Retail Street Commercial/Residential land use, as identified in the Schedule B - Land Use Designation.
 4. Neighbourhood serving commercial uses that are integrated with the Main Retail Street Commercial/Residential land uses will be phased generally in accordance with the residential units. At 60% occupancy of the residential units at Fraser Mills demand for commercial retail uses could reach approximately 3,716 sqm (40,000 sq.ft.), although this is dependent on market conditions.
 5. Commercial uses will be permitted on the first storey of buildings facing the Main Retail Street and the Main Retail Street Commercial/Residential land uses will be anchored by an appropriately scaled food store, with residential uses permitted above.
 6. The Waterfront Centre Commercial/Residential area will accommodate a minimum of 3,715 sqm (40,000 sq.ft.) and a maximum of 6,500 sqm (70,000 sq.ft.) of destination and lifestyle oriented commercial gross floor area that is integrated at the south end of the Main Retail Street and adjacent to the Fraser River as identified in the Schedule B - Land Use Designation.
 7. Tenants locating in the Waterfront Centre Commercial/Residential land use designation will include a mix of eating and drinking establishments, entertainment uses, galleries, and retailers providing specialty goods and services and will comprise the majority of the area.
 8. Larger format retailers (i.e., greater than 2,325 sqm (25,000 sq.ft.) in floor area) will not be permitted to locate in the Waterfront Village Centre Commercial/Residential area.
 9. The Waterfront Village Centre will encourage the establishment of at least one restaurant or entertainment use in the early phases of residential development.
 10. Retail uses that are complementary to local amenities and public uses (e.g., bike or small craft boat rentals) will be permitted in the Waterfront Village Centre Commercial/Residential area given the area's proximity to the riverfront and park space.
 11. The terminus of the Main Retail Street will be designed as an Urban Plaza that is connected with the Pier and pedestrian and multi use

9.4

3.3 Commercial - continued

trails as defined by Schedule G - Circulation Network – Pedestrian and Cycling.

12. Regional Commercial uses will be provided at the entrance to the Main Retail Street at United Boulevard to create an identifiable “gateway” for the neighbourhood with Destination and Waterfront Centre Commercial/Residential commercial uses at the south end of the Main Retail Street corridor to draw residents and visitors towards the Fraser River.
13. Non-residential uses in commercial buildings will be oriented to the street and/or public realm (i.e., to the Fraser River, Como Greenway).
14. All development in commercial areas will be consistent with the Development Permit Area guidelines and will be required to obtain a Development Permit.
15. The local history of the Fraser Mills site will be celebrated by integrating architectural materials and industrial artifacts into commercial buildings as outlined in the Development Permit Area guidelines.
16. Parking for all commercial uses will be accommodated both on and off street to ensure an appropriate level of parking supply, as specified in Section 4.1.5.
17. Opportunities for shared parking and other Transportation Demand Management (TDM) measures will be explored (see section 4.1) and as outlined in the *Transportation Demand Management Report and Addendum* (Bunt & Associates, August 2008).
18. A public parking structure will be constructed by the developer in proximity to the food store, to ensure an appropriate level of parking supply for the food store, other tenants on the Main Retail Street, and visitors to Fraser Mills.
19. Sustainable planning principles will be implemented, consistent with the Waterfront Village Centre Sustainability Checklist - Schedule M.



3.3.1 Destination Commercial

The Destination Commercial area will consist of eating and drinking establishments and convenience retailers. In this commercial area, the tenants will provide a specific function to the locales in which they are situated. The area adjacent to the Pier and Urban Plaza is envisioned as having a destination restaurant drawing visitors from Coquitlam and the region whereas the two small locations at the end of Clipper Street could serve as convenience retail or cafés for the residents of the area.

Policies

1. A restaurant will be located in the Main Retail Street Urban Plaza and convenience commercial uses will be located at the end of Clipper Street as indicated on Schedule B - Land Use Designation.



3.3 Policies - continued

2. A minimum 465 sqm (5,000 sq.ft.) to a maximum of 930 sqm (10,000 sq.ft.) of Destination Commercial GFA will be provided on site.
3. The architectural character of the Destination Commercial areas will balance the site's historic industrial legacy with the contemporary urban environment, as defined by the Development Area Permit Guidelines.

3.3.2 Regional Commercial/Business Park

Regional Commercial/Business Park uses will be located at the entrance of the site where the Main Retail Street meets United Boulevard. The Waterfront Village Centre will establish an appropriate interface between the scale of existing regional retail uses along United Boulevard and the smaller scale Main Retail Street to create a unique regional commercial format. The waste transfer station that is currently located on parcel 23 is expected to be relocated off site in the near future once a suitable alternative site is found by Metro Vancouver.

Regional commercial uses encompass a range of forms and are typically anchored by one or more national general merchandise retail chains. Regional commercial stores attract consumers from a large trade area and rely on automobile traffic to draw customers. Visibility, access and high traffic volumes are critical to the success of regional commercial areas. The area could also accommodate some employment generating uses as envisioned for the Light Industrial - Business Park.

The design of the Regional Commercial/Business Park at Fraser Mills will be a hybrid between typical regional commercial development that exists on United Boulevard, the commercial grain of the Main Retail Street, and the form envisioned for the Light Industrial - Business Park.

Policies

1. The Waterfront Village Centre will accommodate a Regional Commercial component that is a minimum of 5,575 sqm (60,000 sq.ft.) to a maximum of 8,825 sqm (95,000 sq.ft.) gross floor area as indicated on Schedule B - Land Use Designation.
2. The Regional Commercial/Business Park area could also integrate some commercial and light industrial tenants as envisioned for the Light Industrial - Business Park.
3. The Regional Commercial/Business Park area will provide appropriate design and landscaping treatments in accordance with the Development Permit Area guidelines.
4. The Regional Commercial area will ensure built form is integrated with existing businesses in the area, but will also create a unique sense of arrival that will distinguish the Main Retail Street entrance to the Waterfront Village Centre that extends from United Boulevard to the Pier.

9.4

3.3 Policies - continued

5. Fraser Mills will create sites that are suitable for Regional Commercial/Business Park uses with appropriate parking as defined in Section 4.1.5.

3.4 Light Industrial/Business Park

Historically, the Fraser Mills site has been an important employer in Coquitlam. A Light Industrial/Business Park area has been designated to ensure there is a continued significant employment function at Fraser Mills.



Light Industrial/Business Park uses will be generally located along the property's western edge along King Edward Street and by and large east of the Historic Como Greenway. The parcel immediately south of United Boulevard and west of the Main Retail Street could also integrate tenants similar to those found in this land use designation. The industrial and commercial uses will provide a transition zone between heavy industrial uses west of Fraser Mills, the existing commercial activity and transportation corridor along United Boulevard and the residential neighbourhood.

The Light Industrial/Business Park uses will also provide an important employment function, in conjunction with the employment generated by the retail uses. The total retail/industrial employment at Fraser Mills is anticipated to meet or exceed the number of jobs that would have been generated if the site developed in a similar manner to the Pacific Reach light industrial development immediately to the east.

The Light Industrial/Business Park uses will be of higher density than typical light industrial development. The intent is to create a compact, business centre that respects the historic employment function at Fraser Mills. This higher density may take the form of multi-storey office buildings, or a combination of office with a warehouse or storage component.

Policies

1. The Waterfront Village Centre will accommodate a minimum of 54,534 sqm (587,000 sq.ft.) and a maximum of 74,320 sqm (800,000 sq.ft.) of gross floor area in the Light Industrial/Business Park land use area on 6 ha (15 ac) of land as identified on Schedule C - Illustrative Concept Plan and in Table 1 - Land Use Area Calculations.
2. Light Industrial/Business Park uses will provide a buffer between residential uses in the neighbourhood and existing heavy industrial land uses on lands west of Fraser Mills as identified on Schedule B - Land Use Designation.
3. Buildings and landscape elements of Light Industrial/Business Park uses will be consistent with the Development Permit Area guidelines.
4. Sustainable planning principles will be implemented, consistent with Schedule M - Sustainability Checklist.



3.4 Light Industrial/Business Park - continued

5. The Light Industrial/Business Park uses will accommodate a variety of industrial and office uses, in a range of building forms in accordance with the Development Permit Area guidelines, including the following:
 - › low-rise research and development campuses with 15 to 50 percent of space in mezzanines or two-story office building with adjacent higher clear height space;
 - › single-story to low-rise, large floorplate office buildings;
 - › multi-tenant business park or institutional buildings, between two and five storeys; and
 - › floor heights of at least 3.5 metres (11.5 feet) to preserve the opportunity for flexibility and conversion to other uses.
6. Light Industrial/Business Park uses will have appropriate access, and on and off street parking requirements as defined in Section 4.1.5.
7. Opportunities for eco-industrial networking between Light Industrial/Business Park uses will be explored by the developer when identifying future tenants, with the intent to encourage the efficient use of resources between buildings and users. Examples include synchronizing delivery of goods necessary for operations and sharing by-products of production processes.

3.5 Institutional (Post Secondary)

A Post Secondary Institution will be an integral part of the Waterfront Village Centre. This institutional use will generate a potentially significant number of jobs on site and contribute to the diversity of the neighbourhood. Students, staff and faculty will also contribute to creating a vibrant neighbourhood. The institution's educational focus could take advantage of the riverfront location and the neighbourhood's sustainability initiatives (e.g., District Energy System).

Policies

1. An Institutional (Post Secondary) land use is designated in the southwest corner of the neighbourhood as identified on Schedule B - Land Use Designation.
2. The zoning will allow a Post Secondary building with a FAR between 0.75 and 1.25 and a maximum height of 4 storeys.
3. The form and character of the built form and the landscape will integrate with the adjacent Parks and Open Space and will be required to obtain a Development Permit as outlined in Part 4 of the CWOCP.
4. Accessory commercial uses to cater to the needs of students, visitors and staff will be permitted.
5. Parking supply will be consistent with Section 4.1.5.

3.6 School/Commercial/Parks and Open Space

The demographic analysis conducted for Fraser Mills concluded that there could ultimately be sufficient school-age children living in the neighbourhood to justify construction of a new elementary school, which the School District wishes to see on-site.

The Neighbourhood Plan has designated a 0.65 ha (1.6 acre) site for potential school use adjacent to the Riverfront Park, as set out in Schedule B – Land Use Designation and Schedule C – Illustrative Concept Plan. The current Ministry of Education standard for an elementary school site is 1.7 ha (4.2 acres), including for the building, playspace and parking. This elementary school site differs from conventional school models in Coquitlam because the Waterfront Village Centre will be developed as an urban, high-density neighbourhood. In order to accommodate a school, the site designated for Fraser Mills will require an innovative, efficient approach to building design – similar to other elementary schools in high-density urban settings (e.g., downtown Vancouver). It will also require a Joint Use Agreement with the City allowing the school access at certain times to a portion of Riverfront Park for play use.

The neighbourhood population will be monitored over time to evaluate its demographic make-up in order to determine whether a school will be required. No later than when the residential component of the development reaches 75% (2,775 dwelling units) build-out and occupancy, the School District, in consultation with the City and developer, will determine the need for the school based on demand within the Fraser Mills neighbourhood.

If it is concluded that a school will not be built, the designated site will instead be developed for Commercial and Parks and Open Space uses, as set out in the Alternative School/Commercial/ Parks and Open Space Site Concept in Schedule N.

Policies

1. A School/Commercial/Parks and Open Space site will be accommodated adjacent to the Riverfront Park and west of the Fraser Mills Private Recreation designation as identified in Schedule B - Land Use Designation and the Illustrative Concept in Schedule C.
2. The site shall be 0.65 hectares (1.6 acres) in size and will be sold to the School District by the developer if the need for an elementary school is confirmed in the future by actual demand and the School District can secure the necessary funding from the Ministry of Education. Demand will be determined no later than 75% (2,775) of residential build-out and occupancy of the Fraser Mills site by the School District, in consultation with the City and developer.
3. If it is determined that a school is required, the School District will have until 100% of residential build-out to purchase the site from the developer. If the site has not been purchased by that point, there may be an extension to allow the School District more time to acquire the site. The City, in consultation with the School District and developer, will make the determination of whether or not an extension is appropriate and for what period of time.



3.6 School/Commercial/Parks and Open Space

4. If the land is developed as a School, the zoning will allow a FAR between 0.35 and 0.50 with a maximum height of 2 storeys.
5. When the adjacent Riverfront Park and Private Recreation sites are constructed, the School/Commercial/Parks and Open Space parcel shall have appropriate landscaping in place that integrates with the surrounding built and open space areas and recognizes the site's future development plans as a school or commercial site.
6. The City and School District will pursue a mutually agreeable Joint Use Agreement where the School District would have access to a portion of the adjacent Riverfront Park if the school is built, as has been done elsewhere in Coquitlam.
7. If the site is not acquired for school use, it will instead be developed for other uses, with 75% of the land area as Commercial and 25% as Parks and Open Space dedicated to the City and forming part of the Riverfront Park as illustrated in Schedule N - Alternative School/Commercial/Parks and Open Space Concept. All elements of Schedule N are conceptual only and subject to change in exact siting and shape at the Development Permit stage. Examples of future commercial tenants could include offices and retail opportunities.
8. If the land is developed as Commercial/Open Space, the zoning bylaw for the Commercial will allow a FAR between 1.35 and 1.5 with a maximum height of 4 storeys.
9. If a school is required, the site will accommodate a school facility according to Ministry of Education standards and the City and School District, possibly with the developer or other parties, will explore innovative approaches to constructing the school.
10. Opportunities for off-site learning, such as interpretive walks, signage and historic artifacts, will be encouraged in close proximity to the school if it is built, as generally identified in Schedule F - Heritage Interpretive Program.
11. The form and character of the school or commercial building and landscape design of the site will be subject to Development Permit.
12. Off street parking will be provided, according to section 4.1.5. If a school is built, this parking per Schedule C - Illustrative Concept will also be shared with the public after school hours. If a school is not built, a minimum of 30 of the surface parking stalls will be available to the City after 5pm on weekdays and all day on weekends and holidays, per Schedule N - Alternative School/Commercial/Parks and Open Space Concept.

9.4

3.7 Parks and Open Space

The Waterfront Village Centre will have a variety of recreation and leisure opportunities for neighbourhood residents and the community at-large. The Parks and Open Space land use has been programmed to be multi-purpose and will include a variety of experiences ranging from active play space and trails to passive opportunities, such as riverfront seating areas. Parks and greenways, habitat areas, semi-private podium gardens, plazas and viewing decks will be woven together with the trails, streets and sidewalks to form a network of open space. Some areas will also support environmental functions, as discussed in Section 3.1.4 of this Plan.



Maillardville and the Coquitlam community have a strong connection to the Fraser River. One of the key elements of the open space planning will be the creation of a publicly accessible riverfront. This accessibility will be accomplished through a multi-functional Riverfront Park, a riverside trail and Linear Park, a Main Retail Street Urban Plaza, Fraser River Viewing Decks and a Pier. Compelling heritage and cultural themes will be integrated into the open space programming to reflect the role this area played in the early history of Coquitlam.

The network of Parks and Open Spaces uses will contribute to the ecological, social and economic health and well being of the community residents.

Policies

1. The Waterfront Village Centre will have Parks and Open Space that is a minimum of 16 acres (6 hectares) in size, as identified on Schedule D - Parks and Open Space.
2. A variety of multi-purpose Parks and Open Space opportunities will be developed in accordance with Schedule C - Illustrative Concept Plan and as defined in the Development Agreement.
3. The developer of the lands will work with the Port Metro Vancouver to have any park features on Crown land landscaped similar to adjacent parkland.
4. A comprehensive Heritage Interpretive Program strategy that will include a Statement of Significance and Interpretation Plan for the WVC will be defined in the first phase of the development as defined in the Development Agreement.
5. The Heritage Interpretive Program, as presented in Schedule F, identifies conceptually nodes where larger and smaller scaled industrial artifacts or heritage displays could be placed along a primary and secondary heritage trail and incorporated into the Parks and Open Space. Final placement of heritage elements will be defined by the strategy as identified in Policy 4 above.
6. Sustainable planning principles will be implemented, consistent with the Waterfront Village Centre Schedule M - Sustainability Checklist.
7. Privately Owned Publicly Accessible open spaces will be provided on site as shown on Schedule B and include:



3.7 Parks and Open Space - continued

- walkways, in Parcels 12, 18, 20 and 22;
- areas of the Main Retail Street Urban Plaza; and
- the Main Retail Street.

3.7.1 Parks and Greenways

A hierarchy of parks, greenways and gathering places will encourage opportunities for active and passive recreational activities. The variety in spaces will enhance the livability of the neighbourhood, and each of the park opportunities mentioned in Section 3.7.1 of this Plan will be publicly accessible unless otherwise indicated.

Policies

1. The Waterfront Village Centre will include park and open space features as generally identified on the Illustrative Concept Plan in Schedule C and as identified in Table 1 - Land Use Calculation.
2. Park landscape plans will integrate with the built environment as defined and interpreted in the Development Permit Area guidelines.
3. The following active park amenities will be provided:
 - a) A grassed, landscaped Riverfront Park approximately 1.72 ha (4.24 ac) in size west of the Historic Como Greenway.
 - b) Hard surface tennis and basketball courts in the Riverfront Park.
 - c) A multi use trail network to accommodate bike paths and pedestrian trails as generally indicated on the Circulation Plan - Pedestrian and Cycling (Schedule G).
 - d) A water, splash park and play area for children in the Riverfront Park.
 - e) Two off-leash dog areas (one at the north end of the Historic Como Greenway and the other on the northeast edge of the site, west of Clipper Street).
 - f) An Urban Plaza at the south end of the Main Retail Street.
 - g) A public indoor City of Coquitlam satellite office that is 233 sqm (2,500 sq.ft.) GFA that is adjacent to the Private Recreation building as shown on Schedule C - Illustrative Concept Plan or in some other location mutually agreed upon by the developer and the City.
 - h) Two public washrooms (one located in the Riverfront Park and one located in the vicinity of the Urban Plaza at the south end of the Main Retail Street).
 - i) A Pier with water access.

9.4

3.7.1 Parks and Greenways - continued

4. The following passive park amenities will be provided:
 - a) A Riverside Linear Park approximately 1.25 ha (3.1 ac) in size that is designed to be multi-functional and adaptable to a range of passive activities, including social spaces with seating, along the southeast border of the neighbourhood and adjacent to the Fraser River.
 - b) A linear park associated with the Historic Como Greenway.
 - c) Two naturalized, stormwater biofiltration areas located at the east and west ends of the neighbourhood along the Fraser River.
 - d) Como Creek and Fraser River habitat areas as indicated on Schedule E - Environmental Enhancement.
5. Interpretive educational signs describing elements such as historic uses and features associated with the site, ecosystem function and native species of flora and fauna will be installed, in association with park spaces, as defined by the Heritage Interpretive Program – Schedule F.
6. Unique play spaces and structures designed to reflect the natural surroundings and industrial heritage of the site will be encouraged.
7. Opportunities for private (vs. public) active and passive leisure and recreation opportunities will be integrated on to the podium levels of high density residential parcels as outlined by the Development Permit Area guidelines.

3.7.2 Urban Plaza, Fraser River Viewing Decks and Pier



The Waterfront Village Centre will maintain a strong relationship to the Fraser River through the creation of a riverfront Urban Plaza and Pier at the south end of the Main Retail Street. The Riverside Linear Park and Riverfront Park will provide Viewing Decks and spaces to access the water's edge. The areas will form part of a network of seating areas, plazas, and other features along the Fraser River.

The Urban Plaza, Viewing Decks and Pier will be publicly accessible open spaces unless otherwise indicated in this section.

Policies

1. A 'civic heart' for the neighbourhood will be created at the south end of the Main Retail Street, in the form of an Urban Plaza and as generally identified on Schedule C - Illustrative Concept Plan.
2. The Main Retail Street Urban Plaza, Pier and Viewing Decks will be linked with the pedestrian and cycling trail network as indicated on the Circulation Plan - Pedestrian and Cycling - Schedule G.
3. The construction of the Pier will be dependent on receiving approvals from appropriate regulatory agencies, including the Port Metro Vancouver. If the Pier is not constructed, the Urban Plaza will be upgraded with two additional Viewing Decks located adjacent to



3.7.2 Urban Plaza, Fraser River Viewing Decks and Pier - continued

the Destination Commercial and Historic Como Greenway; further defined in the Development Agreement.

4. The Pier is proposed to be extended into the Fraser River to reach deep water and could eventually facilitate marine travel.
5. Temporary small marine vessel moorage and access for kayaks, canoes and other vessels could eventually be provided at the Pier to accommodate water-based recreation, travel and day-trips to and from Fraser Mills.
6. Commercial opportunities on the Pier, such as kiosks, may be permitted subject to appropriate agency approvals.
7. A private dock/marina structure may be accommodated at the west side of the site, at the terminus of King Edward Street, in the future if the demand is present and pending approval from the appropriate agencies.
8. Other marine-related uses for the riverfront may include:
 - › a marina for marine vessel moorage;
 - › a tug-boat dock and moorage facility for marine industrial related uses;
 - › a canoe and kayak launch;
 - › a dock that would accommodate a small passenger ferry terminal at some point in the future;
 - › a restaurant immediately adjacent to, and partially situated on, a water lot and upland immediately adjacent to the Pier; and
 - › log storage will be ongoing provided it is required.
9. In order to ensure public safety with increased access to the waterfront, opportunities for on-site accessibility for Coquitlam Fire and Rescue's water rescue vehicle and equipment shall be explored at the time of waterfront development.
10. The Pier, Viewing Decks and Main Retail Street Urban Plaza will integrate community heritage and interpretive programming elements into their design. Interpretive nodes will also be created at street ends that terminate at the riverfront. These nodes will be integrated into Viewing Decks, the Urban Plaza and along the multi use trail as identified in Schedule F - Heritage Interpretive Program.
11. Built structures along the riverfront, including the Urban Plaza and Viewing Decks will be designed to establish a strong visual and physical relationship to the Fraser River. Built areas that are within Crown Land should be publicly accessible and will require appropriate agency approvals and are dependent on receiving approvals from appropriate regulatory agencies, including the Port Metro Vancouver.

9.4

3.7.2 Urban Plaza, Fraser River Viewing Decks and Pier - continued

12. The maintenance and ownership of the Pier will remain with the developer until the final residential development phase at which point the ownership and water lot lease may be transferred to the City as defined by the Development Agreement.
13. Riparian rights will be maintained by the developer of the land either as an easement or a one foot subdivision to ensure the developer's ability to grant a water lot for log storage as long as necessary by current or future log storage sub-leasees or for another use as contemplated in policy 8 above.

3.7.3 Trails and Sidewalks

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

In light of the aging population trend, the anticipated demographic for the neighbourhood and the possibility of an increased use of wheelchairs and carts in the future, universal accessibility will be a key consideration for trails and sidewalks.

Policies

1. A network of trails and sidewalks will be developed, as generally identified in the Schedule G - Circulation Network – Pedestrians and Cycling. Privately owned sections of the trail network identified on Schedule B - Land Use Designation will be publicly accessible.
2. Appropriate trailhead signage, signs for wayfinding and interpretive educational signs will be provided where appropriate, as defined by Schedule F - Heritage Interpretive Program and defined in the Development Agreement.
3. The primary heritage trail identified on Schedule F - Heritage Interpretive Program will be integrated in either a northbound or westbound alignment from United Boulevard at King Edward Street. The final location of this trail will be determined by the ultimate location of the Provincial Gateway overpass structure.
4. Gateways will be provided at key entries to the neighbourhood as identified on Schedule G - Circulation Network - Pedestrian and Cycling, and will include a variety of treatments such as signage, landscaping, architectural entrance elements and lighting.
5. The pedestrian realm will be improved along the west side of Clipper Street between United Boulevard and the neighbourhood. Street furniture (benches, waste receptacles, and banner arms) and appropriate landscaping, for example planters, hanging baskets or



3.7.3 Trails and Sidewalks - continued

landscaped pockets will be provided. Gateways will be integrated into the design of these upgrades.

6. The trail system will be designed as a safe and accessible urban pedestrian, bike and trail system to encourage universal access.
7. Adjacent to the Fraser River, a 4 metre (13 foot) linear multi use trail will be created, with wider sections at certain locations to provide visual interest, in conjunction with the Riverside Linear Park and the Riverfront Park.
8. A 3 metre (9.8 foot) multi use trail/sidewalk on the west side of King Edward Street from the Fraser River to United Boulevard will connect with the municipal pathway on King Edward Street from United Boulevard to Brunette Avenue.
9. A multi use trail no less than 4 metres (13 feet) wide on the east side of the Historic Como Greenway will connect to the existing sidewalk on the south side of United Boulevard and to the south with the multi use trail along the Fraser River.
10. The sidewalk along the south side of United Boulevard will be upgraded, where it can be accommodated, to provide a meandering off street multi use trail set back from the curb. Landscape pockets will provide a buffer to the street. The multi use trail is to be accommodated within existing Rights of Ways and will be generally 3 metres (9.8 foot) wide, except in places where obstructions occur, this path may require narrowing.
11. The Waterfront Village Centre's pedestrian network will connect with adjacent neighbourhoods, employment areas, and the municipal trail networks. A 3 metre (9.8 foot) multi use non-motorized bridge connection that crosses Como Creek adjacent to the Fraser River will be provided to the east of the neighbourhood.
12. The trail system will provide lookout points and seating areas along the Riverside Linear Park and Riverfront Park to create passive recreation and enjoyment as identified in Schedule C -Illustrative Concept Plan.

3.7.4 Landscape Elements

Landscape elements provide the opportunity to link the built environment to public open space. A detailed components catalogue will be integrated into the Design Guidelines developed for the Waterfront Village Centre that includes plantings, surface materials, lighting and open space/street furniture.

Policies

1. A plant palette will be established for the neighbourhood that lists a combination of native and non-native plants, and integrated into the Design Guidelines.

9.4

3.7.4 Landscape Elements - continued

2. Tree species that commemorate the industrial history of Fraser Mills could be explored and integrated into the Heritage Interpretive Program.
3. A program for “hard” landscape elements, such as street furniture and lighting will be defined in the Design Guidelines.
4. Landscape details for paving, walls and utilities must accommodate the long-term growth of tree roots and crown, trunk flare and trunk enlargement.
5. A 3 metre (9.8 foot) landscape buffer for patio areas will be placed on the title of residential stratas adjacent to the Historic Como Greenway and Riverside Linear Park; this easement area has not been included in the calculation of Parks and Open Space area.

3.7.5 Private Recreation

The Waterfront Village Centre will provide indoor recreational amenities for neighbourhood residents. A portion of the amenity space will be contained in a building constructed adjacent to the Riverfront Park. The remainder of the amenity space requirement will be constructed in conjunction with individual residential buildings.

Policies

1. Indoor Private Recreation space totaling a minimum 6,736 sqm (72,500 sq. ft.) GFA will be provided. A minimum of 3,485 sqm (37,500 sq.ft.) will be provided on a site adjacent to the Riverfront Park identified on Schedule C - Illustrative Concept Plan.
2. The Private Recreation building will include uses such as a hard-court gymnasium, swimming pool, and exercise gym.
3. Included within the building area will be the provision for a private daycare which may be leased, operated and maintained by a daycare provider, if the demand for a daycare is present.
4. The creation of a not-for-profit society will be explored to maintain and operate the Private Recreation building.
5. Up to 233 sqm (2,500 sq.ft.) GFA of public indoor amenity area will be provided to accommodate a City of Coquitlam satellite office. The location of the office may be located as identified on Schedule C - Illustrative Concept Plan or in some other location mutually agreed upon by the developer and the City.



Original Adoption November 03, 2008

4.0 SERVICING COMPONENTS

4.1 Transportation Concept and Circulation Network

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

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

In addition, a *Parking and Transportation Demand Management (TDM) Plan* has been created (Bunt & Associates Engineering Ltd. 2008); it identifies key strategies to encourage future residents to choose more sustainable modes of travel over single-occupant vehicles. Key strategies have been integrated into the Neighbourhood Plan. The TDM Plan has been shared with TransLink and the developer will revisit this (through the TDM Trustees and with monitoring studies) with TransLink over the course of the neighbourhood's development to ensure the neighbourhood is well served by public transit.

Furthermore, the level of transportation servicing of the site has taken into consideration the infrastructure projects being promoted by TransLink and the Provincial Gateway Program. The Gateway Program proposes a King Edward Street vehicle / pedestrian / bike overpass across the Trans-Canada Highway and the existing rail corridor, which are expected to change traffic patterns positively on the local road network through improved circulation and increased capacity for all modes.

Key to the success of the community is to maintain the neighbourhood's linkage with the adjacent communities. The King Edward Street alignment is an important connection between Maillardville, Pacific Reach and Fraser Mills. Three street access points (Clipper, King Edward and a new Main Retail Street) are identified at the northern edge of the neighbourhood with an emergency access contemplated at the eastern side of the site crossing Como Creek.

The circulation network has defined a street typology unique to the neighbourhood and been planned to accommodate the actual function or use a street performs. Clipper and King Edward Streets will connect with an east-west street that parallels the Fraser River and are expected to form the collector road system, feeding the local streets and lanes. The Main Retail Street has been planned with angle parking to maximize opportunities for parking close to commercial units and adding to the ambience of the street by slowing vehicle movements and discouraging unnecessary through traffic. Local streets, known as Shared Streets, are envisioned to integrate pedestrians, cyclists, parked and moving cars within the same street space. Various surface treatments and the location of street furniture will help reinforce the Shared Street environment while reducing vehicle speeds. A network of pathways and pedestrian- / cycle-friendly streets complements the street network and will connect the neighbourhood internally.



4.1 *Transportation Concept and Circulation Network - continued*

Detailed Design Guidelines will be developed for the Waterfront Village Centre and will provide greater detail on the location of street furniture, planting areas, surface materials, etc.

Policies

1. The internal transportation system will be designed using a holistic and optimal approach that reflects the priorities placed on the different modes of transportation for the different elements in the transportation system as identified in Schedule G - Circulation Network – Pedestrians and Cyclists and Schedule H - Circulation Network – Streets and Parking.
2. The design objectives for the streets are intended to minimize travel lane widths, reduce street crossing distances and vehicle speeds, provide sidewalks on both sides of street and accommodate the shared use of streets, including on street parking, street trees, furniture and utilities. Sidewalk widths will vary between 1.8 and 3.5 metres (5.9 and 11.5 feet) depending on level of pedestrian activity.
3. The street typology will be designed as indicated in Schedule H - Circulation Network - Streets and Parking and ROW widths will be designed as follows requiring variance from the Subdivision Bylaw:
 - › King Edward Street Collector: 20.9 m (68.6 feet)
 - › King Edward Street Local: 24.6 m (80.7 feet)
 - › East-West Collector and Clipper Street Collector: 20.4 m (66.9 feet)
 - › Main Retail Street: 23.4 m (76.8 feet)
 - › Local Street: 18.0 m (59.0 feet)
 - › North-South Shared Street: 18.0 m (59.0 feet)
 - › East-West Shared Street: 12.5 m (41.0 feet)
 - › North-South Lane: 12.0 m (39.4 feet)
 - › East-West Lane: 18.0 m (59.0 feet)
4. The internal street network will be reviewed at the time of submission of detailed street plans in the context of Shared Street uses, clear road widths, traffic calming, vehicle maneuverability, and other factors that may affect emergency vehicle access.
5. Design details for the neighbourhood circulation network, as it relates to surface materials, location of street furniture and appropriate definition of travel mode widths within the ROWs will be integrated into the Design Guidelines, further discussed in Section 5.1 of this Plan.
6. Statutory rights of ways will be provided to accommodate additional street width if required when detailed street plans are under review.

9.4

4.1 *Transportation Concept and Circulation Network - continued*

7. The south portion of the Main Retail Street between parcels 12 and 18 will be a statutory right of way for roads of the same width as that provided in policy 3 above. Surface treatment will integrate with the Main Retail Street Urban Plaza.
8. Universal accessible design will be an integral part of the street, sidewalk and trail development with particular focus on gradients, surface materials and lighting to follow best design practice.
9. Sustainable transportation strategies will be implemented, and they will be consistent with the Sustainability Checklist (Schedule M).
10. Clipper Street, King Edward Street, and the Main Retail Street will provide safe and direct access points to the neighbourhood from United Boulevard with intersection improvements as defined in the Development Agreement to accommodate the build-out of the neighbourhood over time and to ensure the efficient circulation of pedestrian, cyclist, and vehicle movements. All intersections on United Boulevard must accommodate regional traffic, including goods movement, along the North Fraser Perimeter Road.
11. In the event that the Gateway or United Boulevard infrastructure projects are delayed, a new transportation assessment will be produced to assess the implications of these changes and in particular how additional traffic flows can be managed in the interim period, as defined in the Development Agreement.
12. The Waterfront Village Centre will be connected to Maillardville via the Provincial Gateway program's King Edward Street overpass and an enhanced pedestrian environment will be accommodated as outlined in the Development Agreement.
13. Encourage the design of the Gateway Project King Edward Street overpass structure to include elements that will result in an enhanced pedestrian and cycling environment and integrate the heritage and history of the corridor, revealing the importance of the connection between Maillardville and Fraser Mills.
14. A maximum 8.0 metre (26.2 foot) wide bridge will be provided to accommodate one vehicular lane with two-way travel for emergency vehicles, pedestrian, cyclists and possibly transit from the neighbourhood at the east of the site across Como Creek. The construction of the bridge will require appropriate agency approvals. Transit usage of the bridge will be determined by TransLink.
15. The Waterfront Village Centre will support the development of a continuous riverside pathway for pedestrians and cyclists that is linked into the City's approved Trail Plan and Metro Vancouver's Regional Trail system.



4.1 *Transportation Concept and Circulation Network - continued*

16. The urban design of built areas in the Waterfront Village Centre will complement the desired pedestrian orientation of the circulation network as defined in the Development Permit Area guidelines.
17. Traffic calming devices, such as elevated intersections and curb extensions, will be encouraged in the design of street intersections. Care will be taken in the design of shared streets to attain the balance between an enhanced pedestrian environment and safety and traffic operational considerations.
18. The neighbourhood sidewalks and trail system (discussed in Section 3.7.3) will integrate several nodes of interest to encourage users to travel to various locations in the neighbourhood as generally identified in the Illustrative Concept (Schedule C) and Heritage Interpretive Program (Schedule F).
19. Travel and parking characteristics for the neighbourhood will be monitored and reported when identified trigger points are reached in the neighbourhood's development as defined in the Sustainability Checklist (Schedule M) and articulated as part of the Development Agreement. These reports will assess whether mitigation measures in addition to those identified in the initial reports by Bunt & Associates Engineering Ltd. (2008) are required.

4.1.1 Pedestrian and Cycling

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

Policies

1. The neighbourhood will provide an interconnected pedestrian and cycling network (including on street and off street trails and sidewalks) to allow for a variety of route choices as identified in Schedule G - Circulation Network – Pedestrians and Cyclists.
2. The Waterfront Village Centre pedestrian and cycle network will connect with the municipal and regional transportation network as identified in Schedule G - Circulation Network – Pedestrians and Cycling.
3. Multi-purpose off-street pathways within the neighbourhood will be encouraged to link to:
 - › the Fraser River Greenway Trail Network to the east of Como Creek;
 - › United Boulevard along King Edward Street to the future Brunette River Trails and Central Valley Greenway;

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4.1.1 Pedestrian and Cycling - continued

- Maillardville along a direct route within the King Edward Street corridor; and
 - community amenities internal to the neighbourhood, such as functional linkages between the employment generating land uses, the Riverfront Park and Private Recreation building, and the residential areas.
4. The neighbourhood will provide an attractive and human scaled walking and cycling environment on all sidewalks, trails and streets.
 5. Surface treatments should reflect a pathway's intended function (e.g., off street trail vs. sidewalk, etc.), and in particular emphasize the pedestrian-orientation of the neighbourhood.
 6. Crosswalks will be designed to calm traffic, for example with elevated intersections, and improve the safety of the pedestrian realm; curb extensions will be encouraged at some intersections to reduce crossing distances for pedestrians and improve visibility.
 7. Bike-friendly facilities (such as bike racks) will be provided in public use areas, adjacent to commercial areas, in all residential buildings, and in parking lots with bike parking requirements identified by land use in section 4.1.5 below.

4.1.2 Transit

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

Policies

1. The Waterfront Village Centre will be designed to accommodate accessible transit shelters and vehicle access along Clipper and King Edward Street joined by the road adjacent to the Fraser River, while a connection to the east of the neighbourhood across Como Creek, as identified in Schedule H - Circulation Network – Streets and Parking, will be explored. All bus stops and shelters should conform with TransLink's current design guidance.
2. The density and mix of land uses planned are expected to support TransLink's plans for a Frequent Transit Network (FTN) on United Boulevard (15 minute bus frequency, 15 hours per day, seven days a week). The development plans will be coordinated with TransLink's service plans to facilitate the provision of FTN and to ensure that the neighbourhood is well served by transit.
3. Well designed, accessible and comfortable transit facilities will be encouraged, including shelters, benches, appropriate lighting, signage and transit information will be integrated into the neighbourhood to facilitate public transit use.



4.1.2 Transit - continued

4. Opportunities for additional public transit use will be encouraged in consultation between the developer of the lands and TransLink as outlined in the Parking and Transportation Demand Management Plan (Bunt & Associates Engineering Ltd. 2008) and consistent with the Sustainability Checklist (Schedule M). This will include exploring the opportunity for extending community shuttle bus service into the site, as well as between the site and the Maillardville neighbourhood and Braid Street SkyTrain station.

4.1.3 Water Travel

The Waterfront Village Centre's adjacency to the Fraser River provides a unique opportunity to integrate future marine transit from the neighbourhood with other waterfront neighbourhoods in the region. Blue Ways have been implemented in other municipalities (e.g., Vancouver) and are envisioned to connect waterfront municipalities and significant places in the region.

Policies

1. Water travel will be encouraged to access the neighbourhood at the Pier extending from the Main Retail Street Urban Plaza into the Fraser River.
2. The Waterfront Village Centre will encourage the development of additional Blue Ways stops at the Pier on the Fraser River adjacent to the neighbourhood in consultation with the Port Metro Vancouver, Metro Vancouver and TransLink.
3. Public and/or private operators that use the Pier will be required to negotiate the terms and conditions of the use of the Pier with the owner in order to ensure the safe use and maintenance of the structure.

4.1.4 Automobiles

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

Policies

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

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4.1.4 Automobiles - continued

Engineering Ltd. 2008). In addition, the implementation plan and funding arrangement for the TDM strategies, as outlined in the Addendum Report (Bunt & Associates Engineering Ltd. 2008) to the above studies, will further encourage a reduced reliance on the private automobile.

3. The Waterfront Village Centre will support the infrastructure necessary to implement strategies such as car-sharing and ride-sharing as indicated in the Parking and Transportation Demand Management Plan (Bunt & Associates Engineering Ltd. 2008) and identified in Schedule H - Circulation Network – Streets and Parking.

4.1.5 Parking

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

Policies

1. Parking provision will be consistent with the neighbourhood's overarching goals for increased accessibility for walking, cycling and transit, and with the overriding objectives to reduce auto use as identified in the *Parking and Transportation Demand Management Plan* (Bunt & Associates Engineering Ltd. 2008).
2. Parking and access to parking is identified in Schedule H - Circulation Network – Streets and Parking.
3. Public amenity space and public automobile parking will be accommodated on street and in shared parking areas or structures in close proximity to the Main Retail Street Urban Plaza and Riverfront Park to encourage a more efficient use of the parking infrastructure, as identified in Schedule H - Circulation Network – Streets and Parking.
4. Automobile parking will be accommodated in parking structures which will generally be one level of underground parking with above grade parking screened by dwelling units and other landscape mechanisms, as defined in the Development Permit Area guidelines.
5. The design of parking structures will integrate Crime Prevention Through Environmental Design (CPTED) principles for the design of all parking areas to ensure adequate lighting and other safety measures are in place.



4.1.5 Parking - continued

6. Residential uses will have the following minimum parking spaces per dwelling unit (DU):
 - Bachelor or Studio: 0.9;
 - 1 Bedroom DU: 1.0;
 - 2 Bedroom DU: 1.1;
 - 3+ Bedroom DU: 1.25;
 - Visitor Parking per DU: 0.10
7. To establish the true demand for residential parking rates, a variety of parking management strategies could be explored, including:
 - unbundling automobile parking stalls from residential dwelling units;
 - secondary suites or lock-off units, considered to form part of one single strata unit that may have no additional parking requirements; and
 - temporary provision of additional parking stalls to accommodate early car ownership patterns.
8. Light Industrial/Business Park uses will have 1.5 parking spaces per 100 sqm (1,075 sq.ft.) of floor area.
9. Commercial uses will have 2.5 parking spaces per 100 sqm (1,075 sq.ft.) floor area which is inclusive of 0.5 spaces per 100 sqm (1,075 sq.ft.) for staff parking. Commercial visitor parking is provided both on street and off street in communal parking locations, with commercial staff parking provided in off street locations.
10. Dedicated parking should be provided for the Private Recreation building at a rate of 10 parking spaces and be supported by the appropriate TDM measures.
11. If a public elementary school is located in the neighbourhood, 1 parking space per 10 students will be provided as off street parking. This will also be the defined parking rate for child care services.
12. Institutional (Post Secondary) parking will have 3.5 spaces per 100 sqm (1,075 sq.ft.) GFA and be supported by the appropriate TDM measures.
13. Cycle storage will be provided to accommodate residential, employment, and visitor needs such that there is:
 - Residential - 1 space per residential dwelling unit and a minimum of one rack per block (one rack equates to 6 bicycle spaces);
 - Commercial - 1 staff space per 500 sqm (5,380 sq.ft.) uses for employees and a minimum of one visitor rack per building (one rack equates to 6 bicycle spaces);
 - Institutional (Post Secondary) - 1 space per 10 students;
 - Light Industrial/Business Park - 1 staff space per 500 sqm (5,380

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4.1.5 Parking - continued

sq.ft.) uses for employees and a minimum of one visitor rack per building (one rack equates to 6 bicycle spaces); and

- Private Recreation - 1 space per staff and one per 200 sqm (2,150 sq.ft.)
14. The Waterfront Village Centre residential development parking demand will be monitored over time at two trigger intervals defined in the Development Agreement to determine the true demand for parking by evaluating the development traffic patterns and parking profiles as defined in Schedule M - Sustainability Checklist. Results of the monitoring will be used to determine the need to mitigate or revise both on street and on site parking policies and programs to meet parking demand and other operational needs.

4.2 Water and Sanitary Sewer Servicing

The Waterfront Village Centre water and sanitary sewer servicing will be constructed over four stages to service the development with public and franchise utilities. Sanitary sewer service will be built to service the development and pumped into Metro Vancouver's (Greater Vancouver Sewer and Water District) sanitary lines north of United Boulevard. Water service will be connected to existing municipal water main that runs along United Boulevard.

Policies

1. The location of proposed water and sanitary sewer public and franchise utility infrastructure for the Waterfront Village Centre is defined in Schedules K - Water Servicing and L - Sanitary Sewer.
2. Potable water supply will be connected to the municipal water mains as defined in Schedule K - Water Servicing.
3. The water distribution system will be looped back to United Boulevard and to the west along the proposed road network as identified in Schedule K - Water Servicing.
4. Water will be conserved where possible using landscape and irrigation strategies as outlined in the Development Permit Area guidelines and Sustainability Checklist (Schedule M).
5. Sanitary servicing will tie into the Metro Vancouver system as defined in Schedule L - Sanitary Sewer.
6. Two sanitary pump stations, one for the east half and one for the west half of the neighbourhood, will be built in the early stages of development as identified in Schedule L - Sanitary Sewer.



4.3 Stormwater Drainage and Management

The *Waterfront Village Centre Integrated Stormwater Management Plan (IWMP)* (Aplin & Martin, June 2007) identifies the Fraser Mills site as an independent watershed, receiving no runoff contribution from upstream flows. The IWMP focuses on the quality of stormwater released from the site rather than the quantity, as on site detention and infiltration are not required due to the proximity of the Fraser River and the Como Creek. The IWMP has been used as the basis for the Phase 1 Preliminary Planning Stormwater Management Plan (Binnie Engineers, 2008).

The site grading will separate the neighbourhood into three distinct catchment areas. The Historic Como Greenway alignment will convey stormwater runoff from the central catchment area, utilizing a combination of piped and open channel flows. Biofiltration measures will be implemented in the open channel flow to further improve the quality of stormwater runoff. The east and west catchment areas will each convey stormwater runoff through piped systems to separate biofiltration areas. The biofiltration areas will enhance water quality prior to discharging into the Fraser River. The total impervious surface area on the site will decrease from 98% pre-development to 68% post-development. Impervious areas generally consist of driveway ramps, hard landscaped areas, surface parking and roof tops.

Policies

1. The neighbourhood will establish three distinct stormwater catchment areas as identified in Schedule J - Stormwater Servicing.
2. Three distinct catchment areas allow for separate drainage systems that can be constructed and commissioned independently of each other, supporting the phasing of the development.
3. The Waterfront Village Centre will preserve or improve water quality by implementing the overall stormwater management plan design criteria as set out in the Stormwater Management Plan, (Binnie Engineers, 2008).
4. Stormwater runoff will be controlled in a manner that provides flood protection for the site, while ensuring that all stormwater released is of higher quality than baseline conditions.
5. The City may re-route some of the off-site King Edward catchment area drainage through the Waterfront Village Centre.
6. In accordance with the City's Subdivision and Servicing Bylaw (No. 3558), the minor drainage systems will be sized to accommodate the 1:10 year events within the proposed infrastructure, while the major systems will be designed to safely convey the 1:100 year events from the site.
7. Best Management Practices (BMPs) for road and parking areas in the East, Central and West stormwater catchment areas will be implemented to collect and direct 'first flush' runoff through oil/sediment separators, prior to discharging into proposed biofiltration areas.

4.3 *Stormwater Drainage and Management - continued*

8. Storm sewer outfalls will be protected from backwater by the use of flap gates.
9. The stormwater biofiltration areas will be integrated into the overall landscape design of the site, providing opportunities for interpretive elements to be incorporated.
10. Impervious areas will be minimized and pervious areas maximized by integrating key landscape design features around buildings and parkade decks.
11. Erosion and sediment control plans will be developed as the project progresses to prevent the transport of sediment and deleterious materials off site during construction activities. The erosion and sediment control plans will be prepared in accordance with criteria of the City of Coquitlam, DFO and Ministry of Environment.
12. Stormwater runoff released from the site will be monitored to assess the efficiency of the constructed facilities in improving water quality, as required by federal and provincial environmental agencies.

4.3.1 East Catchment Area

Policies

1. The Waterfront Village Centre will be graded to convey overland flows from the East Catchment Area to the biofiltration area along the Fraser River in the southeast corner of the site, as defined in Schedule J - Stormwater Servicing.
2. Drainage from the East Catchment biofiltration area will be allowed to migrate overland into a newly created stormwater treatment wetland along the Fraser River, as identified in Schedule E - Environmental Enhancement.
3. The 'first flush' runoff will be directed through an oil/sediment separator prior to discharging into the biofiltration area. Greater flows will bypass the separator and discharge directly into the biofiltration area.
4. Flows will be discharged through energy dissipation measures and into the proposed bio-filtration area as identified on Schedule J - Stormwater Servicing.
5. The design of the stormwater system will decommission the east-west ditch that currently discharges to the Como Creek to ensure that all stormwater flow from the east catchment area is directed to the biofiltration area and not to Como Creek.
6. Landscape plantings will be integrated into and adjacent to the biofiltration areas.



4.3.2 Central Catchment Area

Policies

1. Stormwater flow from the Central Catchment Area will be discharged through a landscaped bio-filtration channel, terminating in a stormwater discharge feature as identified on Schedule J - Stormwater Servicing.
2. The biofiltration channel in the Historic Como Greenway will be designed to accommodate a typical 15 minute rainfall event.
3. The Waterfront Village Centre will be graded to convey overland flows for the Central Catchment Area to the Historic Como Greenway as identified in Schedule J - Stormwater Servicing.
4. The minor drainage system in the Central Catchment area will be sized to accommodate 1:10 year rainfall events, while the major system will design to convey the 1:100-year design storm event.
5. Discharge of the channel and bypass mains will occur upstream of the existing riverbank into a proposed rip-rap channel and alluvial fan habitat feature as identified in Schedule E - Environmental Enhancement. The rip-rap will be sized to disperse the energy of the collected runoff.
6. Parallel high flow bypass mains will be constructed to convey larger events, and will discharged downstream of the proposed weirs, directly into the rip-rap channel. The proposed outfalls will be protected from backwater with conventional flap gates.
7. The southern reach of the Historic Como Greenway will be tidally influenced and flush at high tide while a minimum water level will be maintained in the more northern areas of the greenway at low tide. Minimum water levels will be controlled by downstream weirs and pump system defined during the construction and detailed design of the development.
8. Landscape design and plantings will be integrated into the Central Catchment Area.

4.3.3 West Catchment Area

Policies

1. The Waterfront Village Centre West Catchment Area will be graded to convey runoff south along the proposed King Edward Street alignment, towards the Fraser River as identified in Schedule J - Stormwater Servicing.
2. Surface runoff from the West Catchment Area will be collected in traditional catch basins and conveyed by conventional storm sewer towards the Fraser River along King Edward as identified in Schedule J - Stormwater Servicing.
3. Drainage from the West Catchment biofiltration area will be allowed to migrate overland into newly created stormwater treatment wetland along the Fraser River, as identified in Schedule

9.4

4.3.3 West Catchment Area - continued

E - Environmental Enhancement pending approvals from the appropriate agencies.

4. Collected runoff will pass through an oil/sediment separator prior to discharging through energy dissipation measures and into a proposed biofiltration wetland area, created at the western margin of the site, along the bank of the Fraser River, as identified in Schedule E - Environmental Enhancement.

4.4 Energy

The Waterfront Village Centre will decrease the community's reliance on fossil fuels over time by integrating a District Energy System to serve the neighbourhood's heating requirements. The system will have a Central Energy Centre that will distribute energy to individual parcels and buildings through a series of pipes within the road ROWs. The system will be integrated with the overall servicing concept for the development.

Interim energy systems will be necessary prior to the District Energy System being integrated into the neighbourhood. High efficiency boilers will be used in the earliest phases of development to accommodate the neighbourhood's energy needs.

Policies

1. The Waterfront Village Centre will locate a Central Energy Centre near King Edward Street in order to accommodate easy access and close proximity to a variety of energy sources as identified in the Illustrative Concept Plan – Schedule C.
2. District energy underground piping requirements will be considered in the design of the ROWs as generally identified in Schedule I - District Energy.
3. Energy supply options will be monitored by the district energy provider to ensure an appropriate and alternative energy source is initiated when the development build-out reaches a critical mass as generally defined in the Feasibility Study (January 2008) prepared by Compass Resource Management.
4. An easement will be placed over the Riverfront Park to allow the district energy provider to install a geothermal field in the future if required. The easement agreement would require the district energy provider to minimize the disturbance and restore the park back to its original condition.



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5.0 IMPLEMENTATION

5.1 Development Permit Areas

The City welcomes and encourages innovative design solutions to achieve high quality urban environments that are walkable and liveable. All Development Permit Area Guidelines that apply to the Waterfront Village Neighbourhood Plan area are located in Part 4, of the CWOCP. In addition, please refer to Section 4.2 of that part for supplemental Waterfront Village neighbourhood specific development permit area guidelines.

5.2 Phasing of Development

Development of the Waterfront Village Centre is estimated to take between 15 and 20 years until fully built-out. The neighbourhood will integrate key transportation and infrastructure upgrades and community facilities over the course of the development phasing.

Policies

1. Development of private development parcels, infrastructure and utility requirements and the public realm improvements will be phased to service the development and as articulated in the Development Agreement.
2. The developer will further define the administrative details and TDM trustee membership framework as outlined in the Bunt & Associates Engineers 2008 TDM report referred to in Section 4.1 above, at each phase of the development application and approval process.
3. Park land will be turned over to the City at time of occupancy of any residential development that occurs adjacent to the park land.
4. Temporary or interim treatments, such as façades or hoarding, will be encouraged on undeveloped commercial parcels along the Main Retail Street to ensure a safe and attractive development environment.

5.3 Regulatory and Approvals

A Comprehensive Development (CD) zone will be created for the development. Development approvals, such as subdivision, development permit and building permit and other regulatory approvals that follow the municipal process will be adhered to.

Policies

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



5.4 Monitoring and Evaluation

The performance of the Waterfront Village Centre will be evaluated to ensure the targets and objectives outlined in the Sustainability Checklist are being achieved. The municipality and the developer will use the Checklist to monitor and report on the sustainable development progress at various approval and development stages.

As has been discussed in previous sections (i.e., Watercourse Enhancement and School/Commercial/Parks and Open Space) opportunities for monitoring and evaluating the neighbourhood have been identified.

Policies

1. Prior to the issuance of any permit for development, building or other municipal development application process, the developer will submit a completed Sustainability Checklist - Schedule M.
2. The Transportation Demand Management strategies will be monitored and evaluated by the developer to ensure that the appropriate transportation planning and mitigation measures are integrated if deemed necessary, as outlined in section 4.1.
3. Watercourse enhancement along watercourses will be monitored as discussed in Section 3.1.4.

5.5 Temporary Industrial Use Permits

Council may, by resolution, issue Temporary Industrial Use Permits that vary the provisions of the Waterfront Village Neighbourhood Plan, as authorized by Section 921 of the *Local Government Act*.¹

5.6 Temporary Industrial Use Permit Area

In light of the phasing of development provided for at Section 5.2, and in order to facilitate the infrastructure investment provided for at Section 1.1, the area marked “Temporary Industrial Use Permit Area” on Schedule P of the Waterfront Village Neighbourhood Plan is designated as a Temporary Industrial Use Permit Area. Council or, by resolution of Council, its designate, may issue or renew a Temporary Industrial Use Permit for any or all of the land within the designated area, notwithstanding that the result may be temporarily inconsistent with the ultimate development of the Waterfront Village Neighbourhood as provided for herein.

Uses and Structures authorized by a Temporary Industrial Use Permit must comply with all applicable City bylaws except as authorized by the Local Government Act as specified in the permit. A Development Permit is not required for the construction of, addition to, or alteration of any building or structure, or for the alteration of any land, in connection with a temporary industrial use authorized by a Temporary Industrial Use Permit.¹