



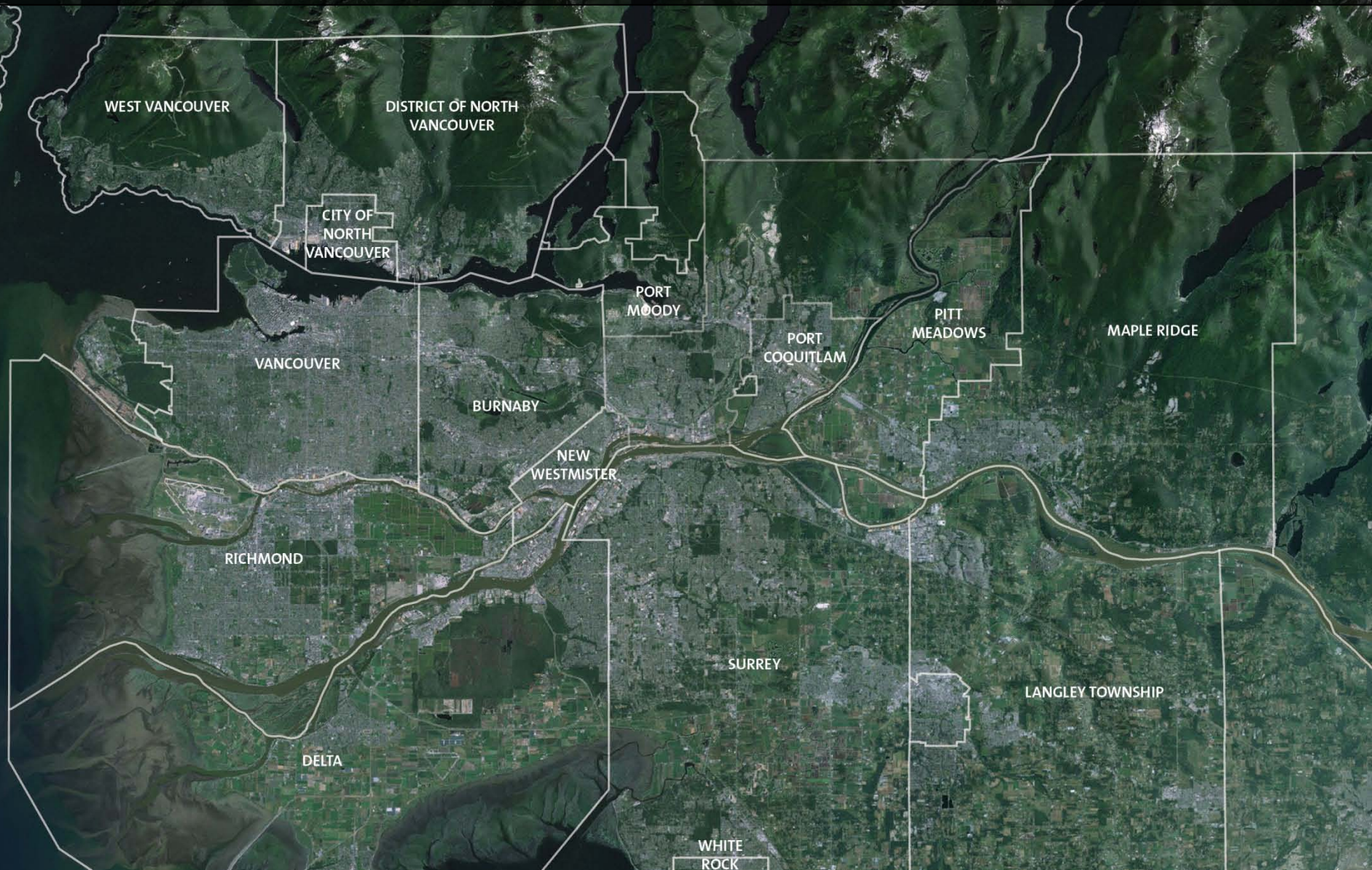
# Transit Oriented Development in Coquitlam

September 25, 2013 Sustainability Breakfast



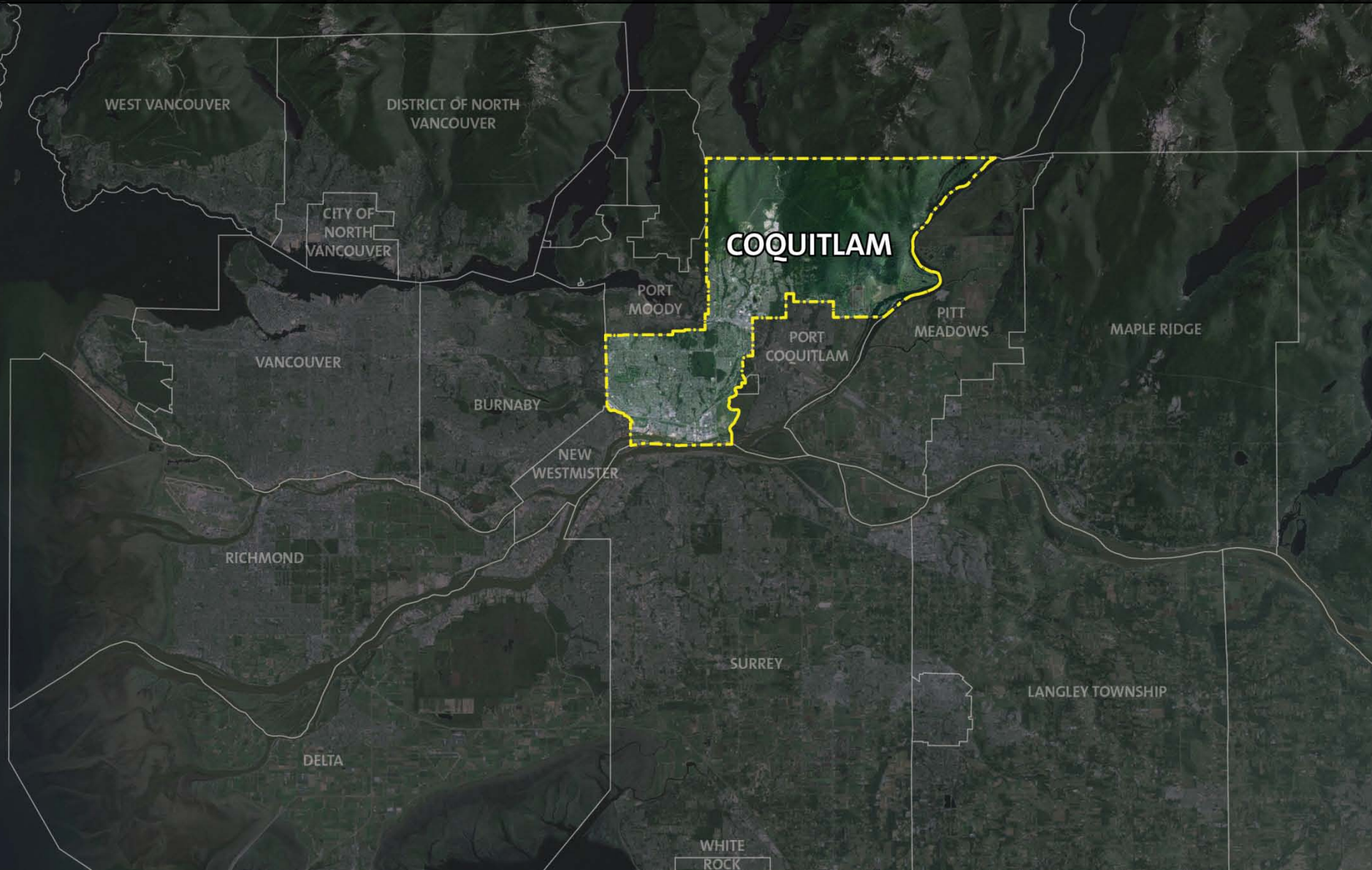


# Coquitlam in the Region



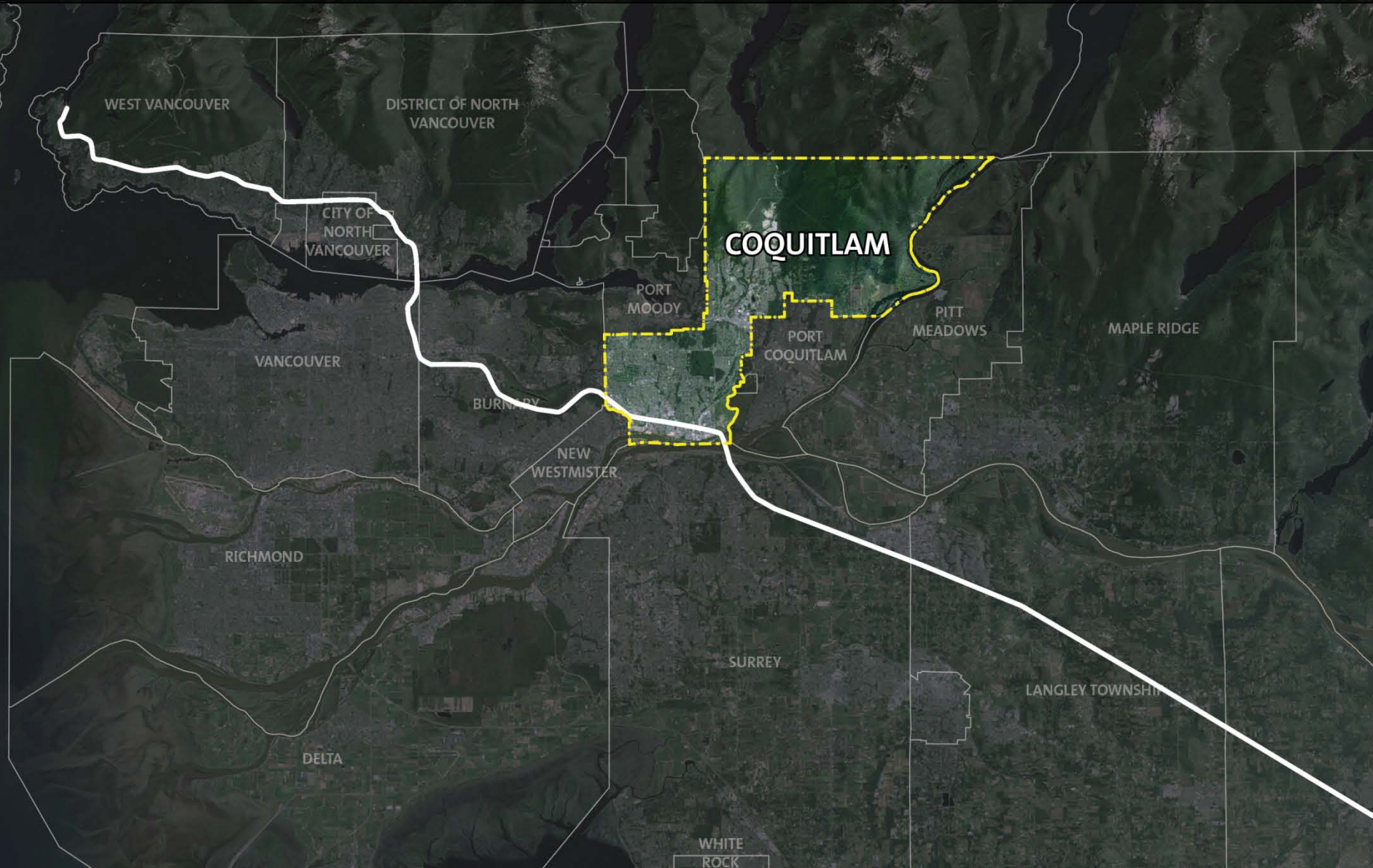


# Coquitlam in the Region



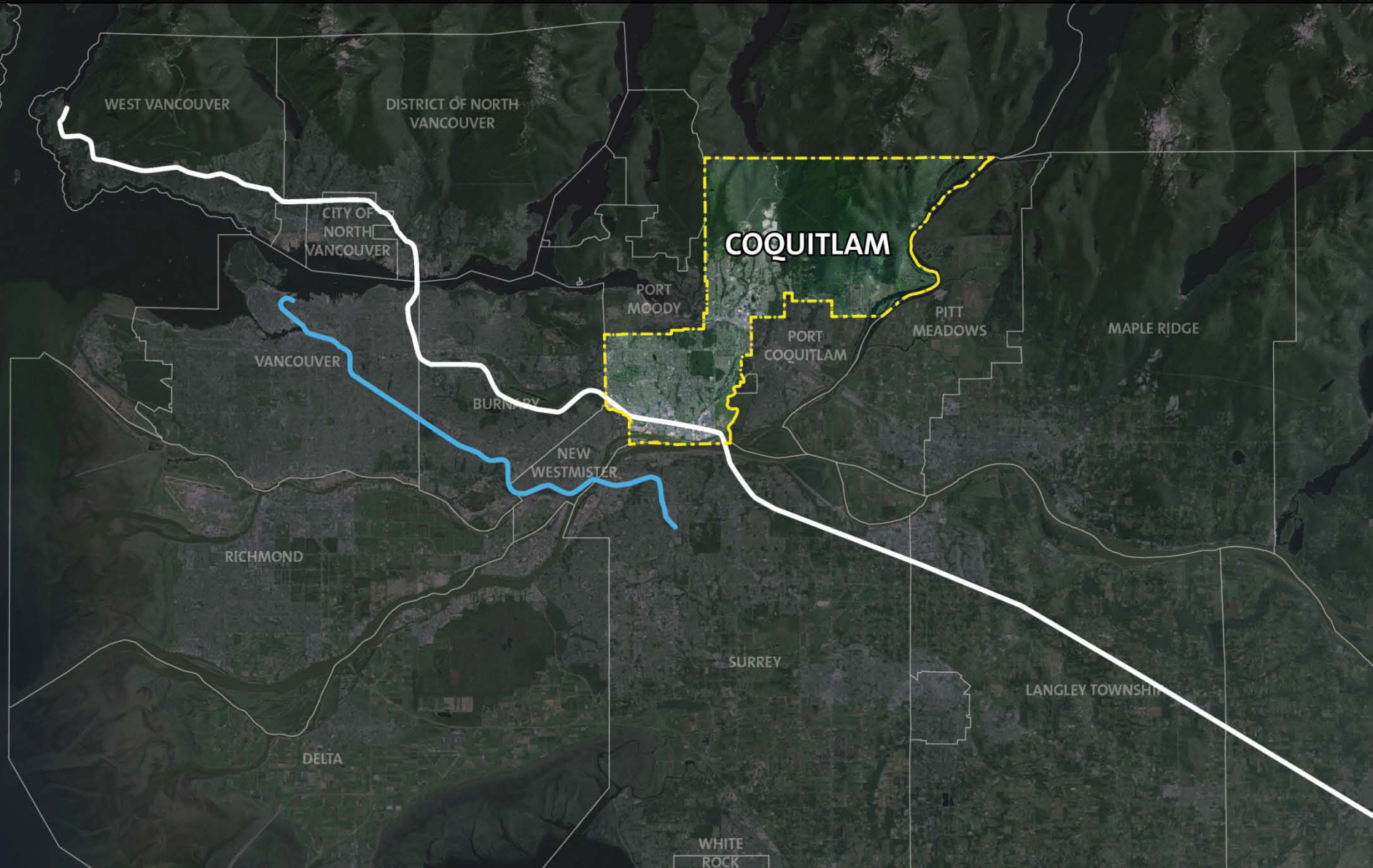


# Coquitlam in the Region



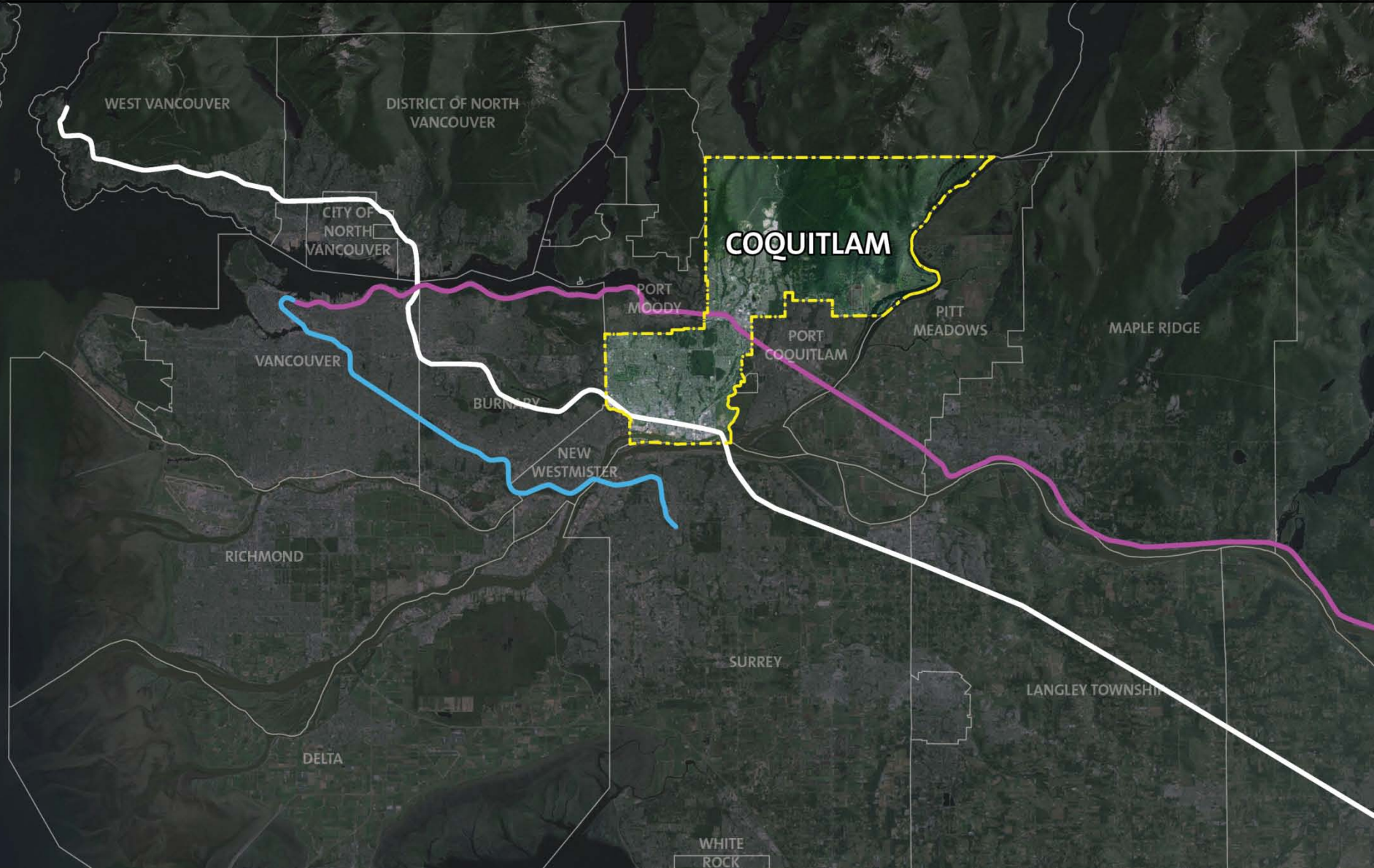


# Coquitlam in the Region



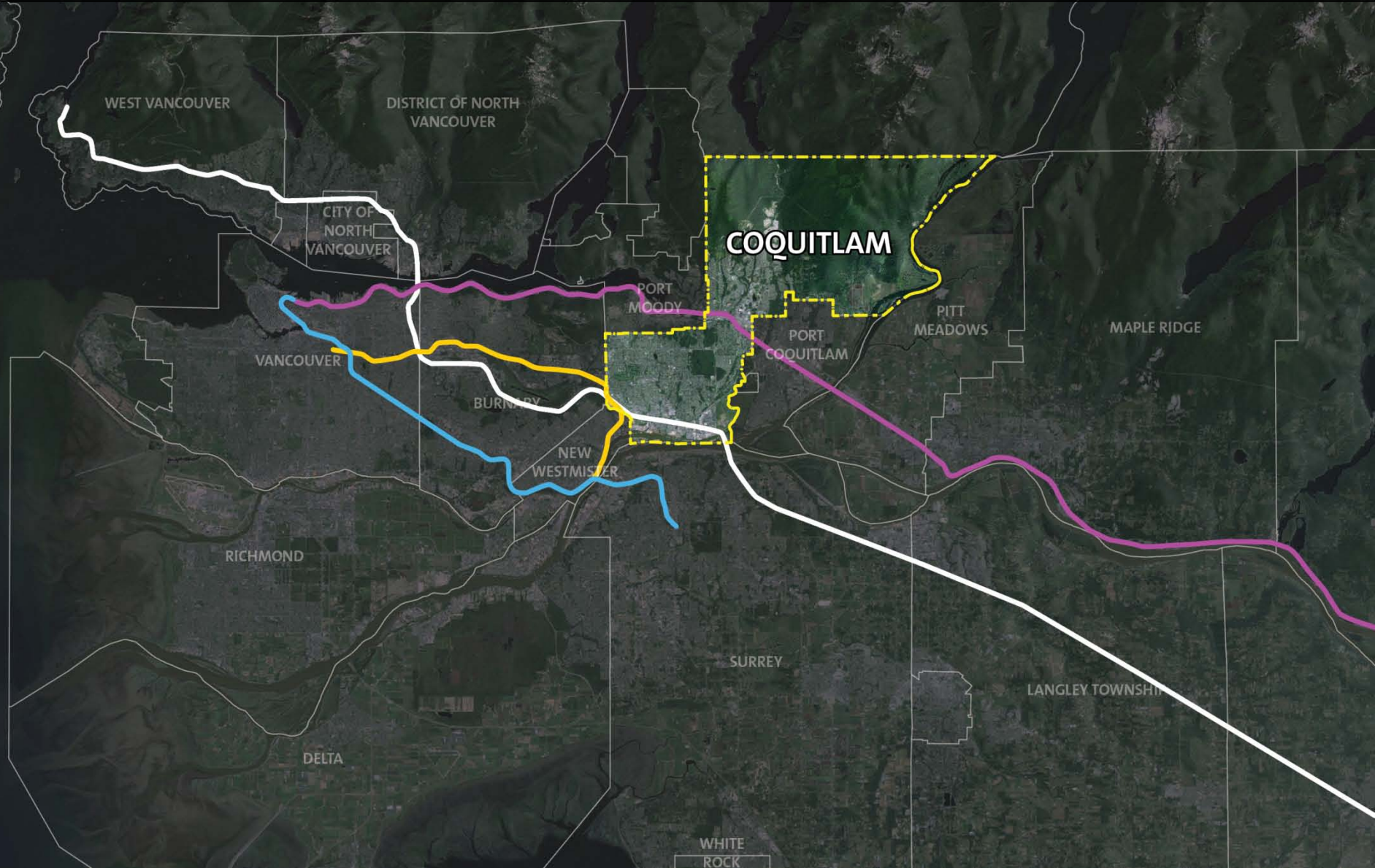


# Coquitlam in the Region



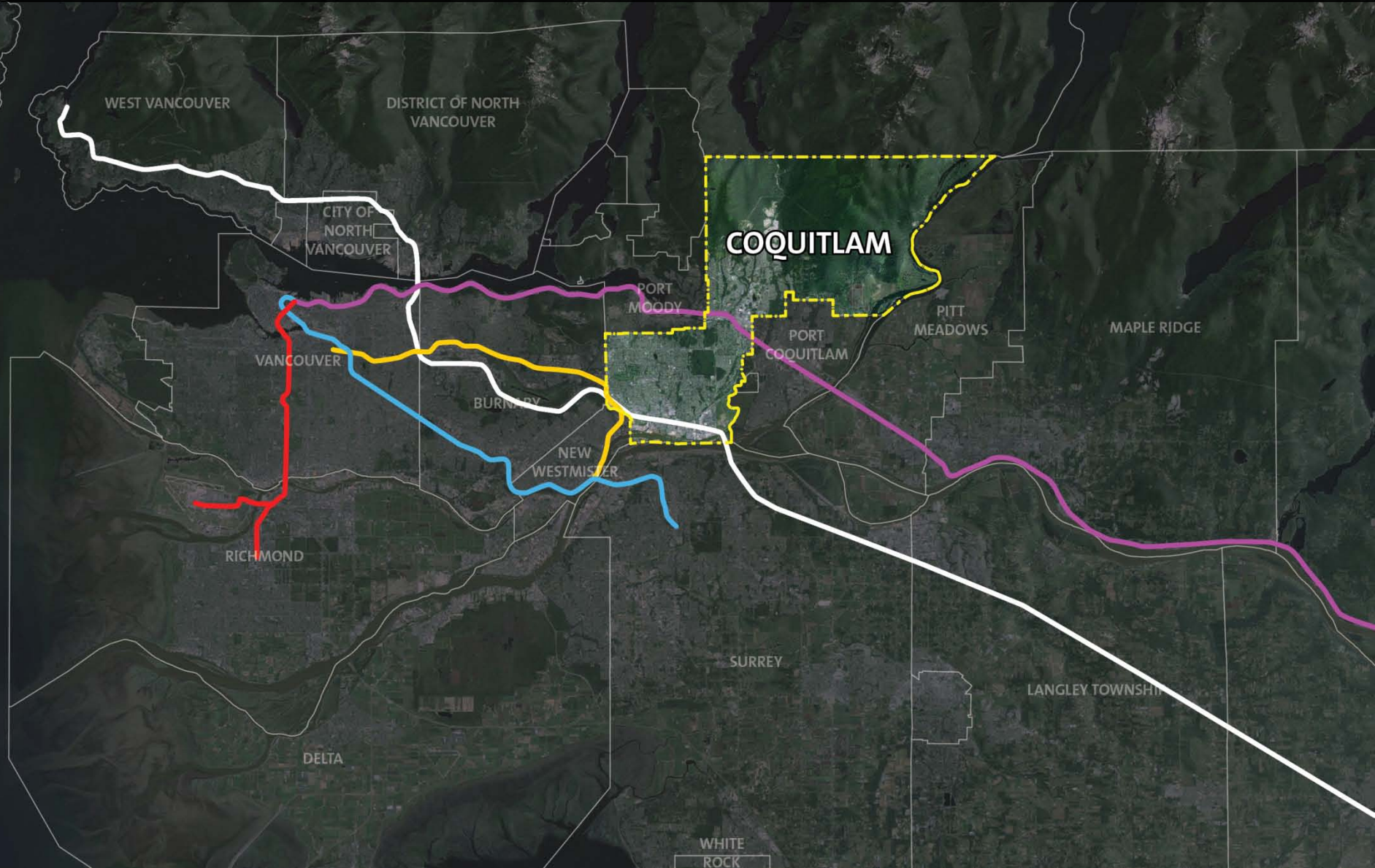


# Coquitlam in the Region



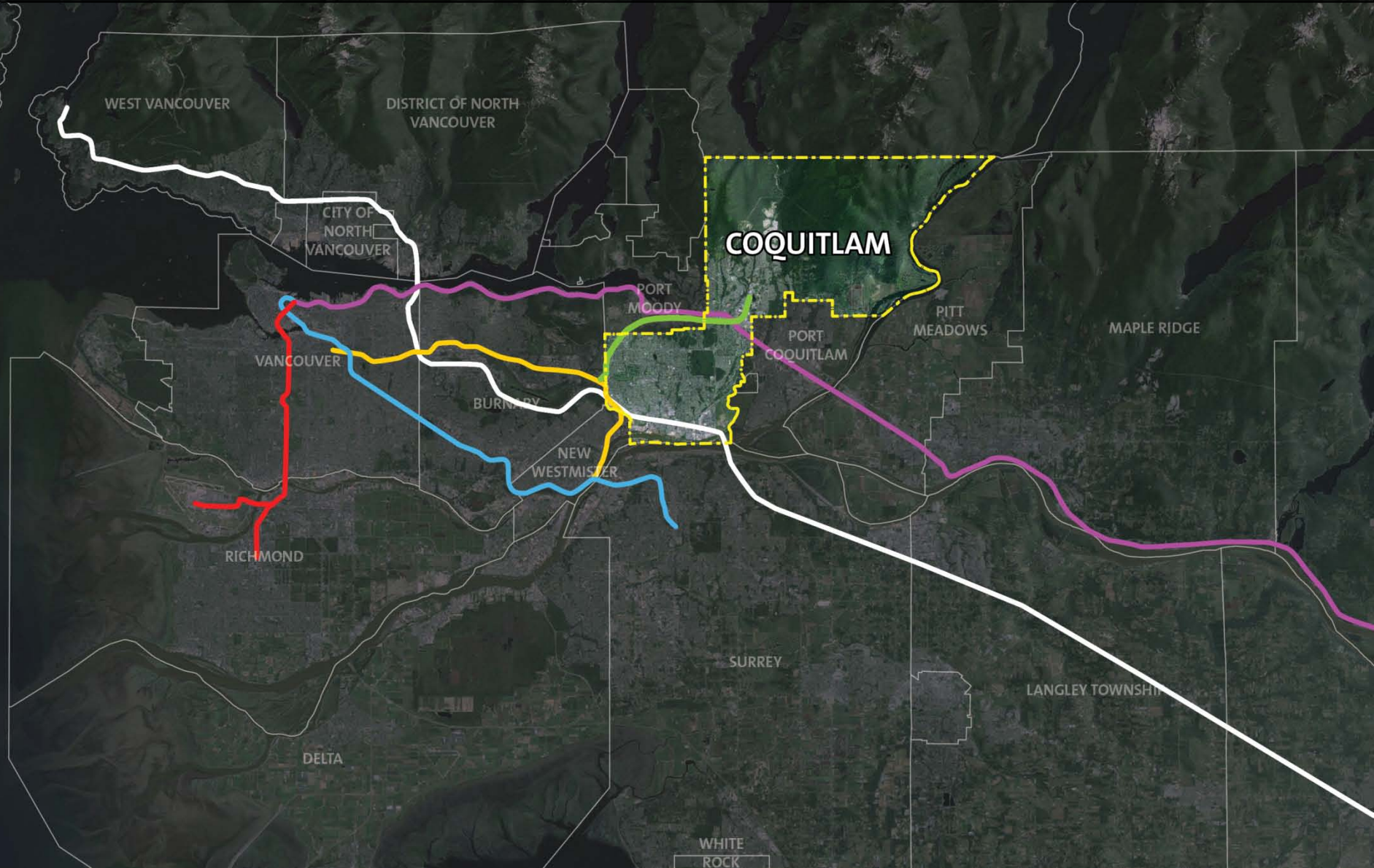


# Coquitlam in the Region





# Coquitlam in the Region





# Coquitlam – A High Growth Community

- » A rapidly growing and diversifying community
- » 2011 Population – 131,500
- » 2041 Projected Population - 224,000
  - » 92,500 more people
  - » 42,900 more jobs



# A Unique Growth Context

## » **Coquitlam has two major growth areas**

### 1. 'Urban' – along new Evergreen Line

- 41,000 new residents by 2041
- 44% of total growth

### 2. 'Greenfield' – Burke Mountain

- 23,000 new residents by 2041
- 25% of total growth



# A Unique Growth Context



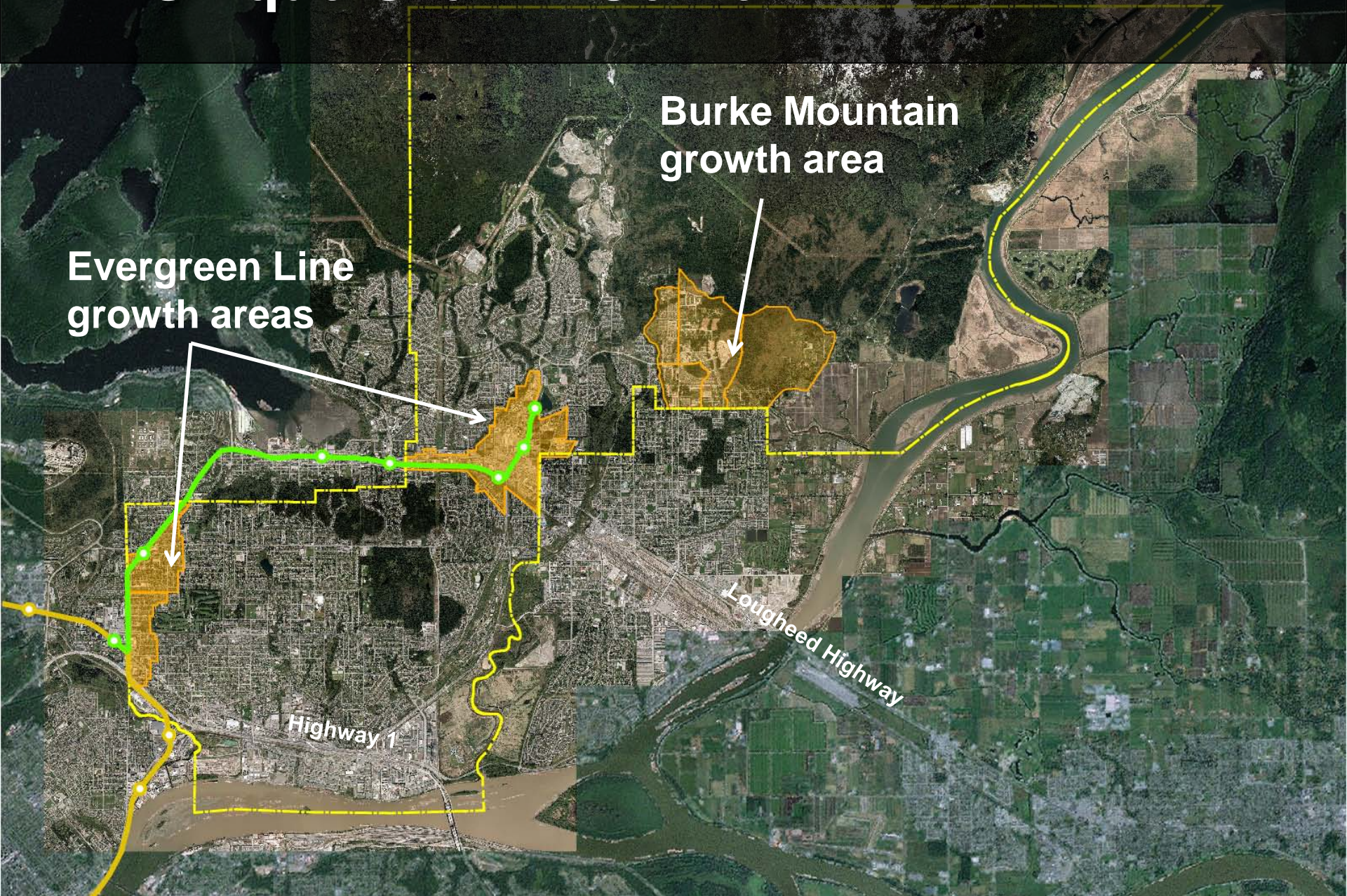


# A Unique Growth Context



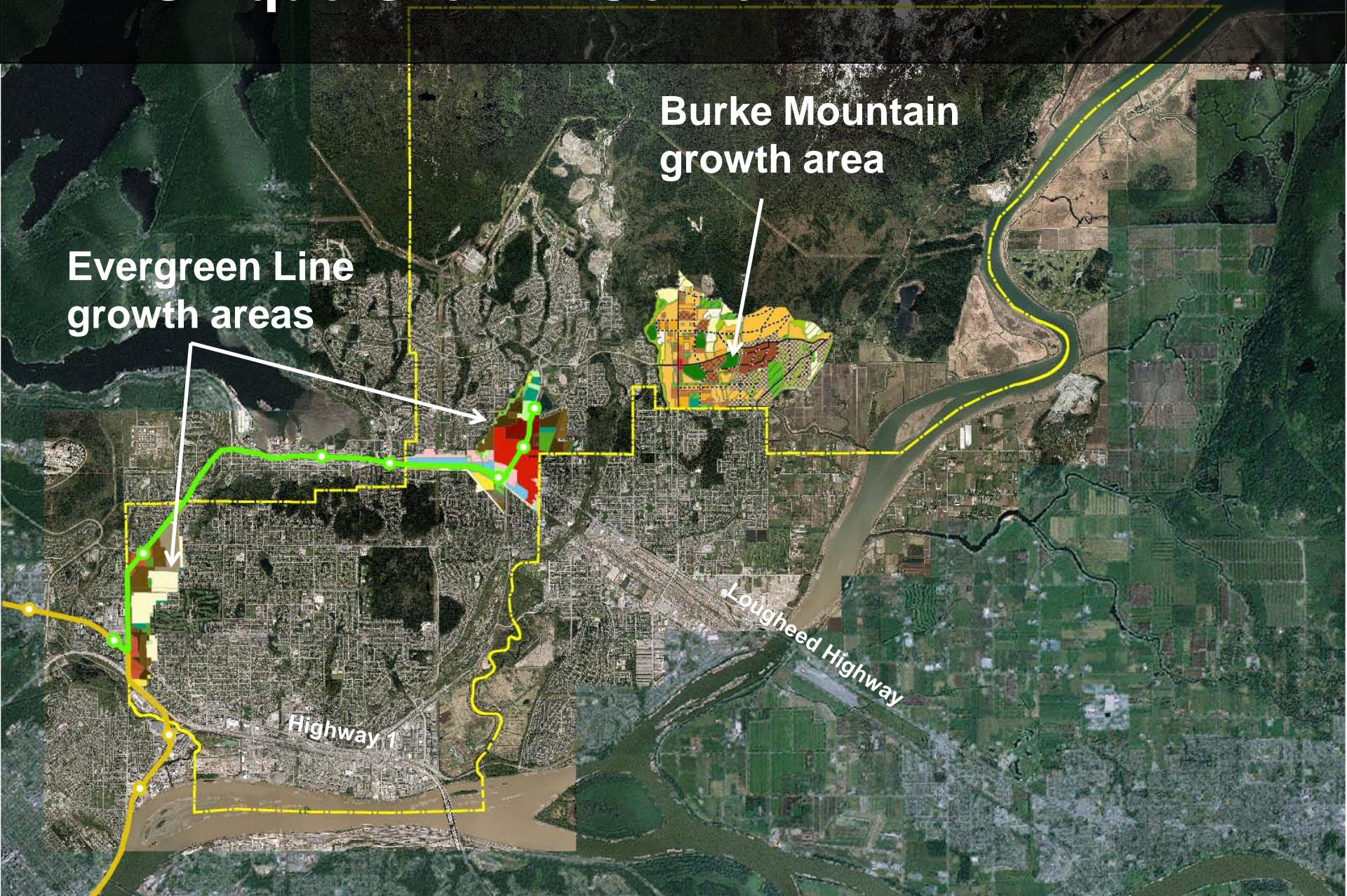


# A Unique Growth Context





# A Unique Growth Context





# A Unique Growth Context

- » New growth guided by local land use plans, that:
  - » feature 'Transit Oriented Development' (TOD)
  - » shape growth in a sustainable manner
  - » link to regional land use plan





# Evergreen Line – the ‘Game Changer’

- » Construction underway
- » \$1.4 billion cost
- » 11 km route
- » 4 stations in Coquitlam
- » Daily ridership by 2021
  - » 70,000





# Evergreen Line and 'Shaping Growth'

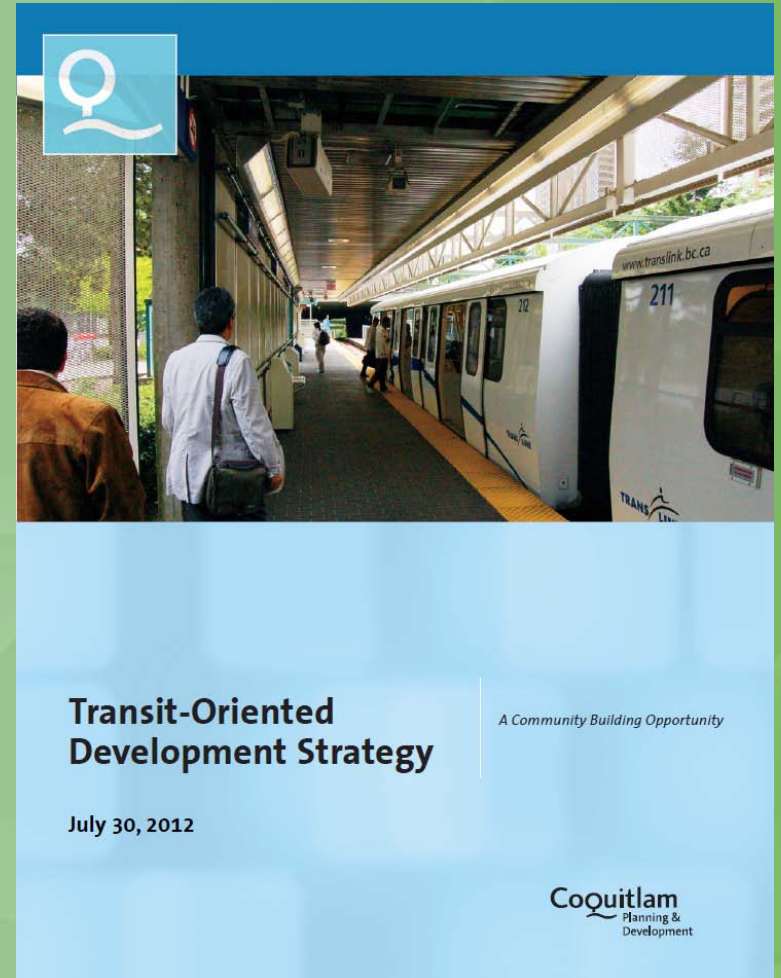
- » Major public investment will help shape growth
- » Coquitlam will also leverage this investment through
  - » density around stations
  - » mixed-use development
  - » pedestrian-friendly streets
  - » enhanced/new amenities





# 'TDS' - *Transit-oriented Development Strategy*

- » Guides transit-oriented growth around Evergreen Line stations
- » Will guide future plan updates



## Transit-Oriented Development Strategy

A Community Building Opportunity

July 30, 2012

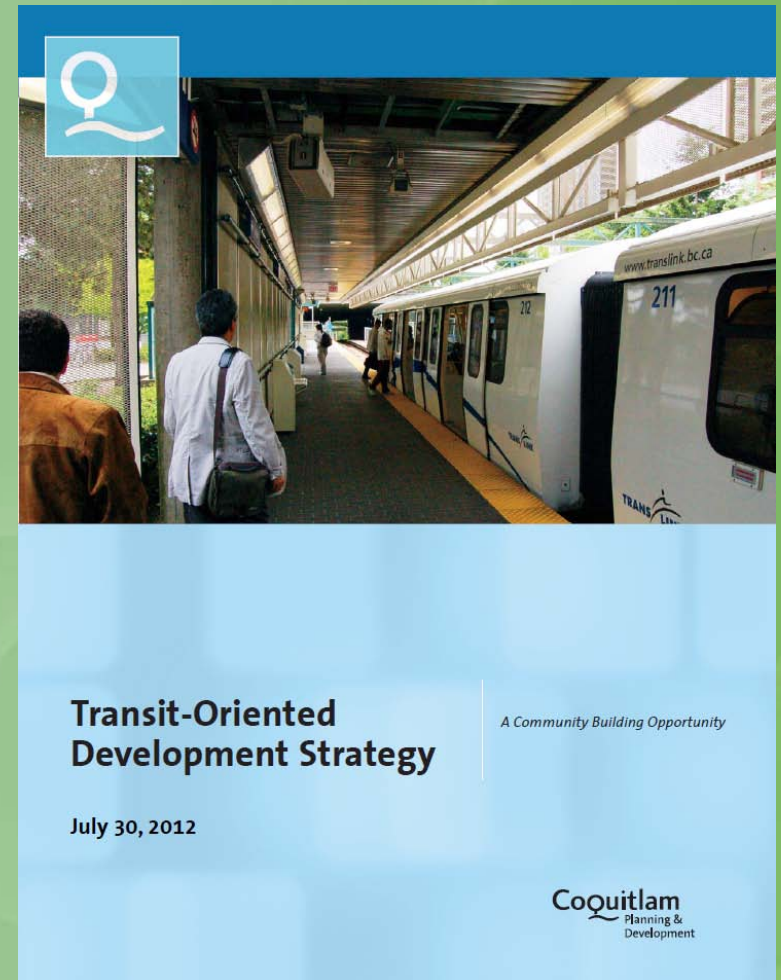
Coquitlam  
Planning &  
Development

Coquitlam



# 'TDS' - *Transit-oriented Development Strategy*

- » Policies under 6 'Key Objectives' and apply to defined areas:
  - » **Core** (5 min. walk from station)
    - » 0 - 400 metres
  - » **Shoulder** (5-10 min. walk)
    - » 400 - 800 metres
  - » **Corridor** (between stations)
    - » along major roads; outside of core/shoulder



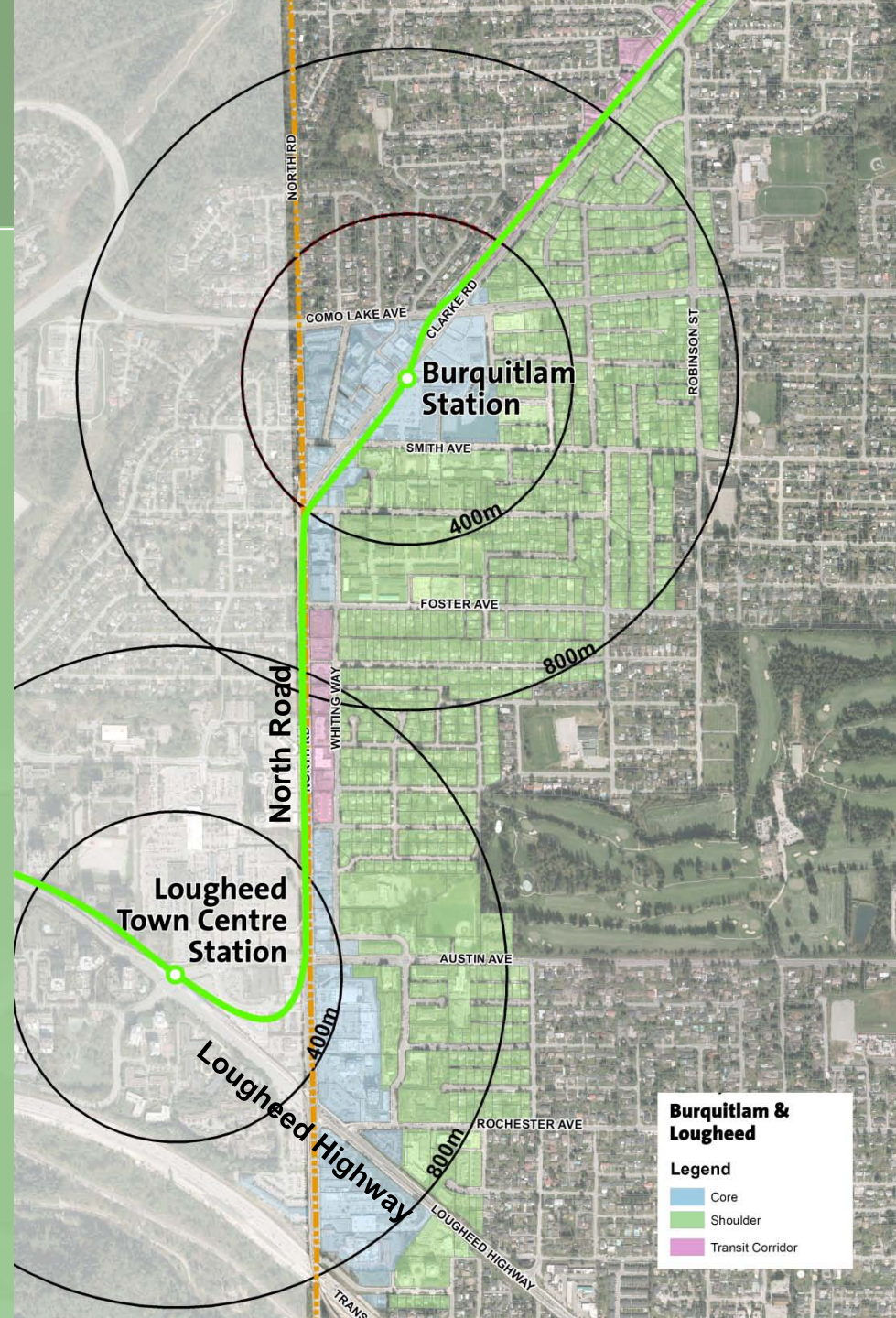


# TDS Areas

## » Burquitlam-Lougheed

- » Core: blue
- » Shoulder: green
- » Corridor: pink

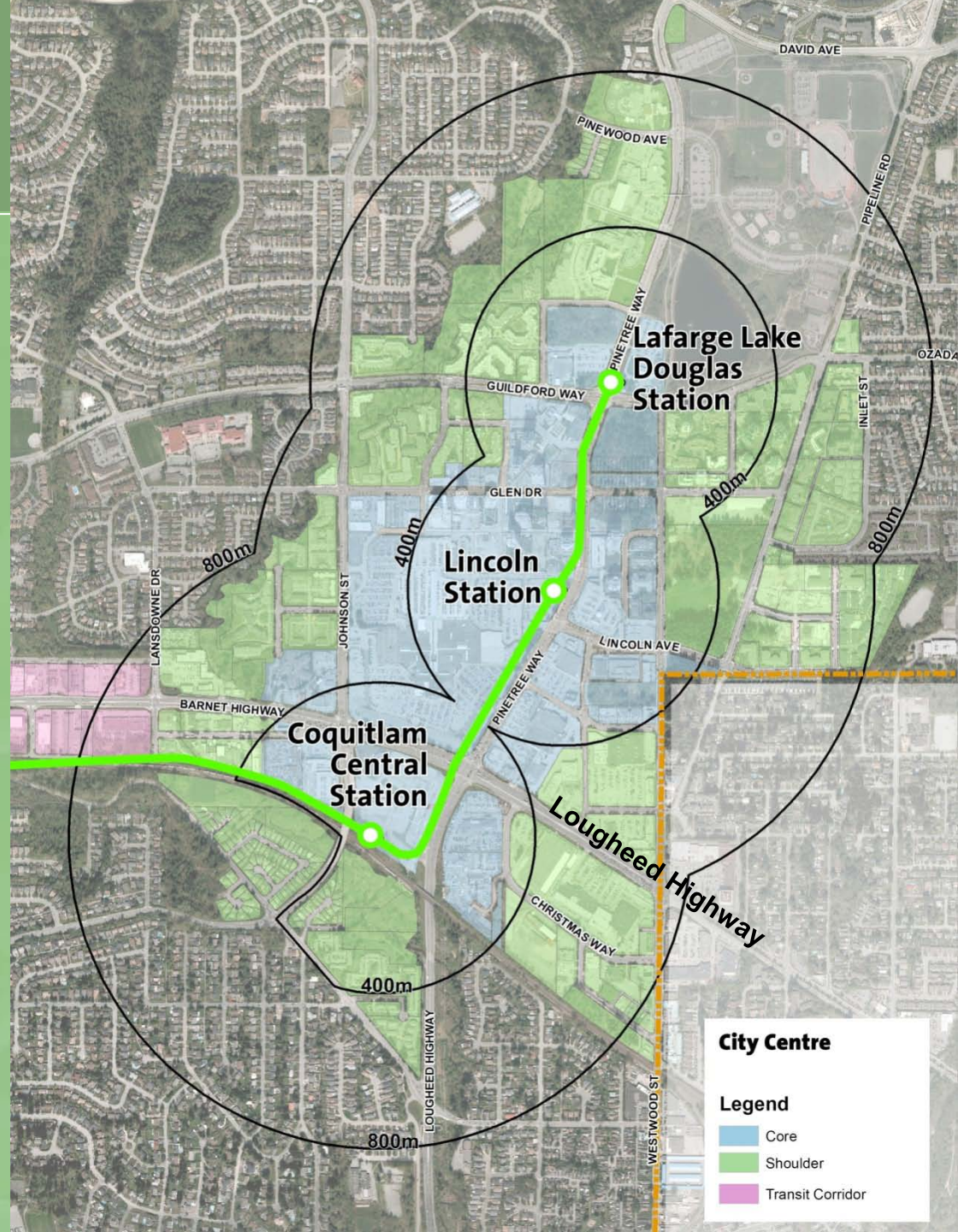
## » Burquitlam-Lougheed Neighbourhood Plan update: 2014-2015





# TDS Areas

- » **City Centre**
  - » Core: blue
  - » Shoulder: green
  - » Corridor: pink
  
- » City Centre Area Plan update: 2015-2016





# Key TDS Objectives

## 1. Create Compact, Complete Neighbourhoods





# Key TDS Objectives

## 1. Create Compact, Complete Neighbourhoods

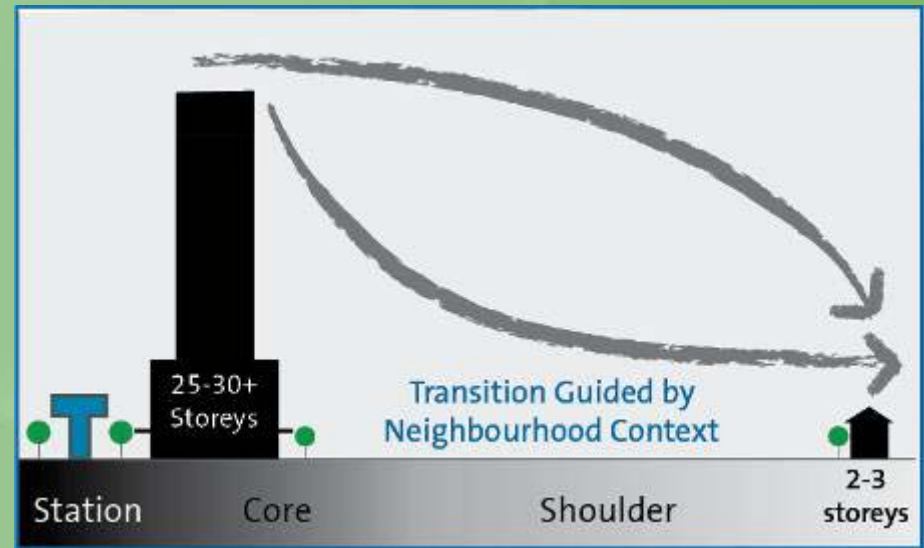




# Sensitive Growth

## Building Height and Transition

- » Highest density in Core
- » Lower heights and densities in Shoulder
- » Transitions guided by existing neighbourhood context





# Six Key Objectives

## 2. Develop Transit Supportive Density





# Six Key Objectives

## 3. Implement High Quality Urban Design





# Six Key Objectives

## 4. Create Great Places





# Six Key Objectives

## 5. Promote Sustainable Transportation Choices





## 6. Manage Parking





# Relating to 'Urban Centres' and 'FTDAs'

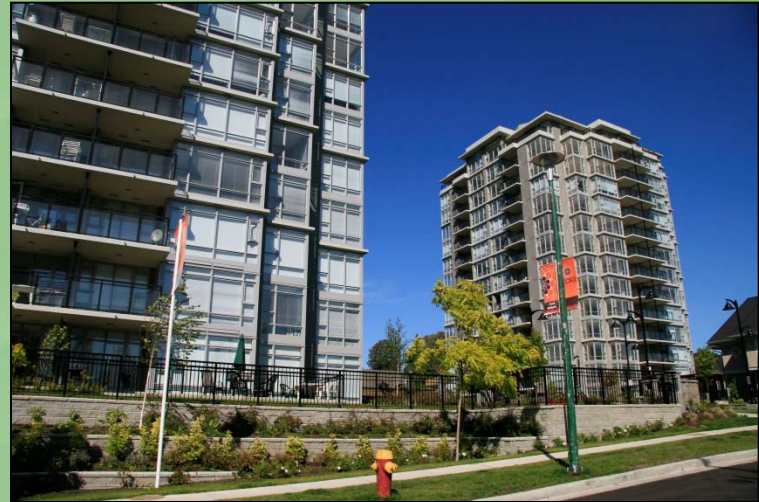
- » The TDS relates to Metro's Vancouver's regional plan ('RGS') by supporting 'urban centres' and 'FTDAs'
- » City Centre TDS area = Regional City Centre
  - » 27,200 more people, 12,900 more jobs





# Relating to 'Urban Centres' and 'FTDAs'

- » Lougheed TDS Area = Municipal Town Centre
  - » 5,800 more people, 2,900 more jobs





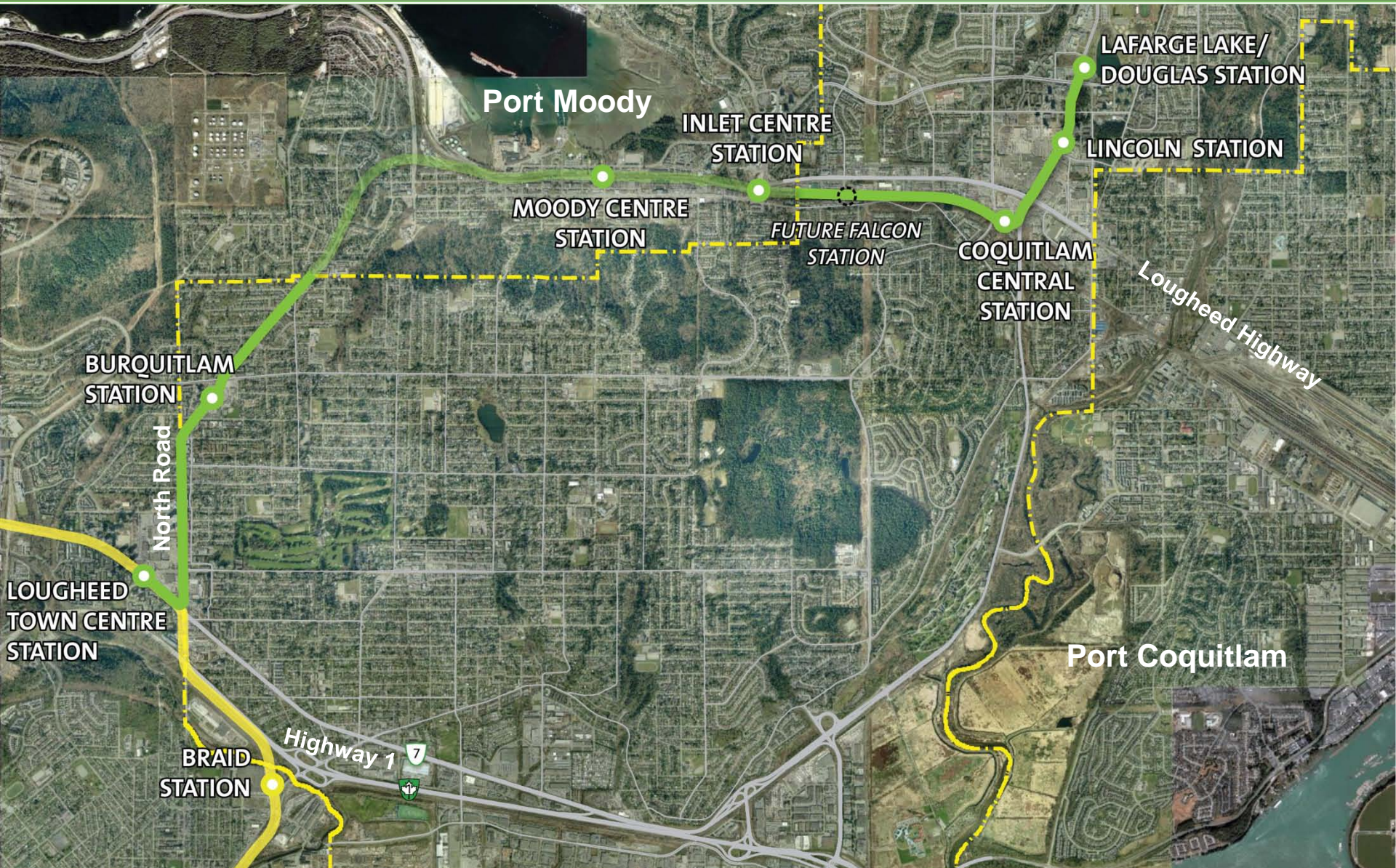
# Relating to 'Urban Centres' and 'FTDAs'

- » Burquitlam TDS Area = FTDA
  - » 7,800 more people, 2,400 more jobs
  - » Not an urban centre but will grow in a similar way
  - » Major transit hub - excellent candidate for new FTDA



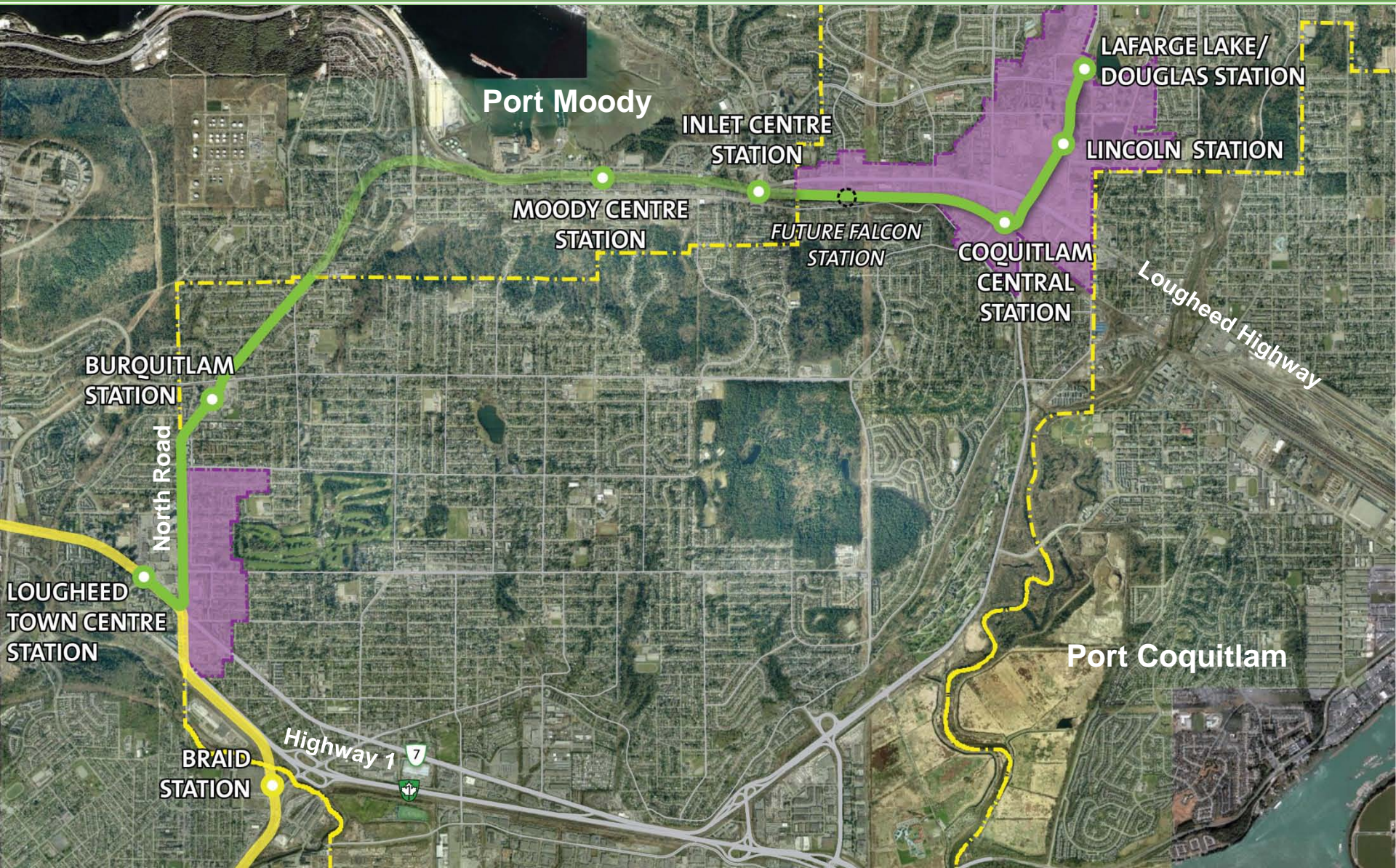


# Evergreen Line Corridor



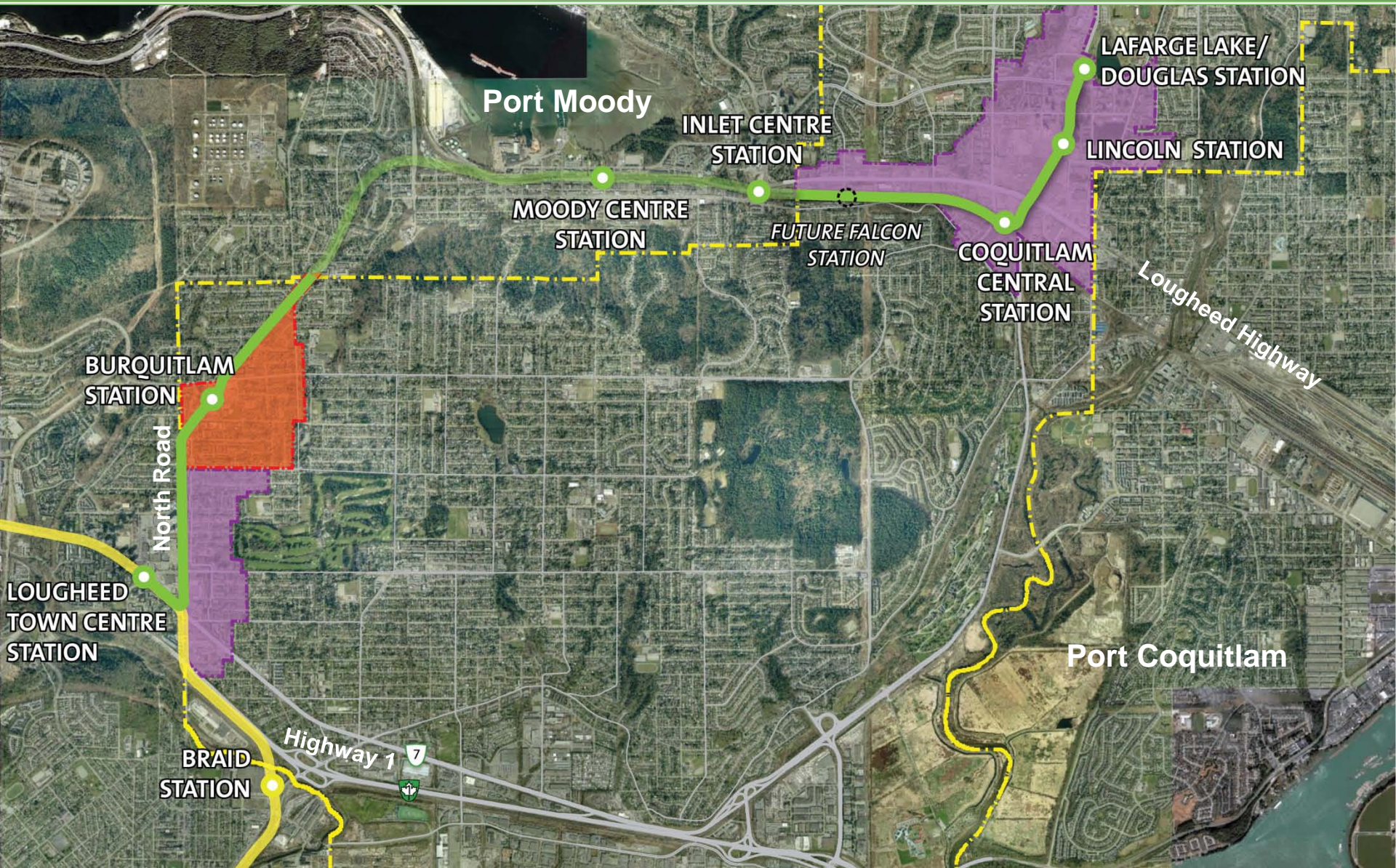


# Urban Centres





# New FTDA





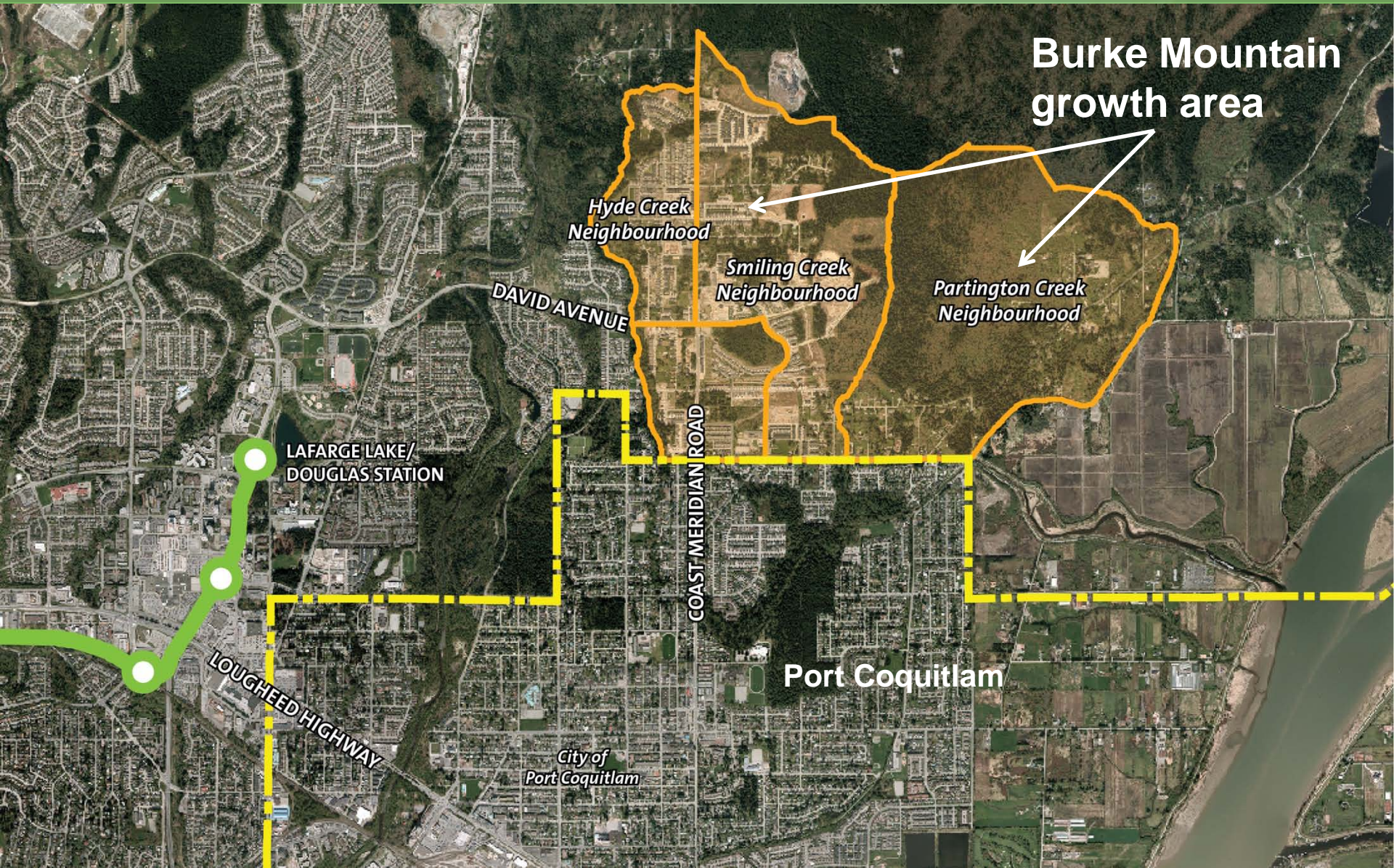
# Greenfield Development and Transit

- » Burke Mountain growth area
  - » One of the last green-field growth areas in region
- » 5,900 residents now, 23,000 more people by 2041
  - » 25% of total Coquitlam growth



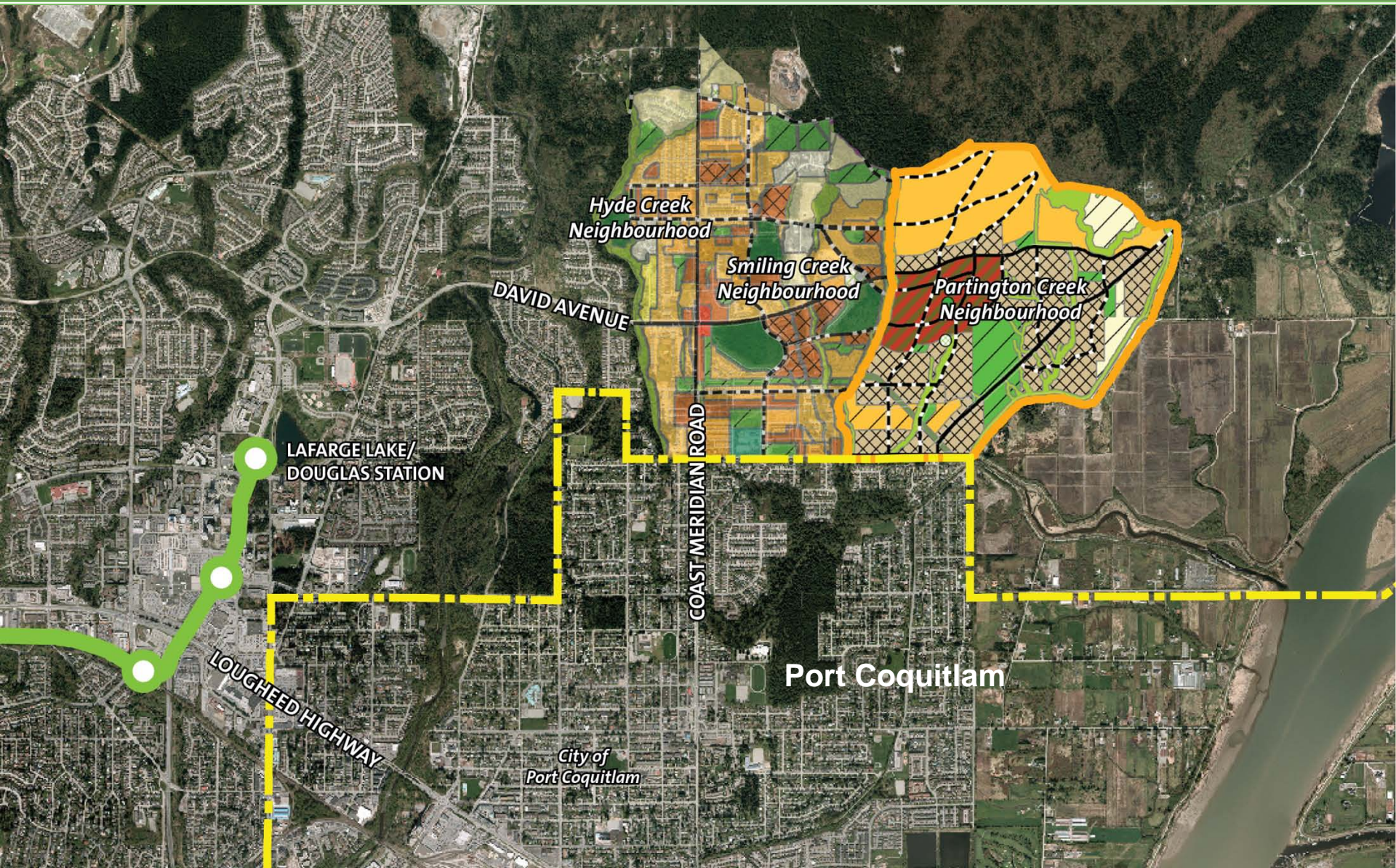


# Greenfield Development and Transit





# Greenfield Development and Transit





# Partington Creek – ‘TOD on the Mountain’

- » Latest planned neighbourhood on Burke Mountain
  - » 10,000-15,000 more residents by 2041
- » Much denser than previous hillside development
  - » up to 70 percent multi-family development
  - » mixed-use ‘neighbourhood centre’ destination
  - » transit-oriented land use pattern
    - » *less dense than Evergreen Line neighbourhoods*



# Partington Creek – ‘TOD on the Mountain’

Harper Road

David Avenue

10,000-15,000  
residents in a  
mountainside  
setting



Upper Victoria Drive

Victoria Drive



Coquitlam



# Partington Creek – ‘TOD on the Mountain’

Harper Road

David Avenue

Upper Victoria Drive

Victoria Drive



## Neighbourhood Centre:

- » Apartments
- » Retail destination
- » Civic, recreational facilities



Coquitlam

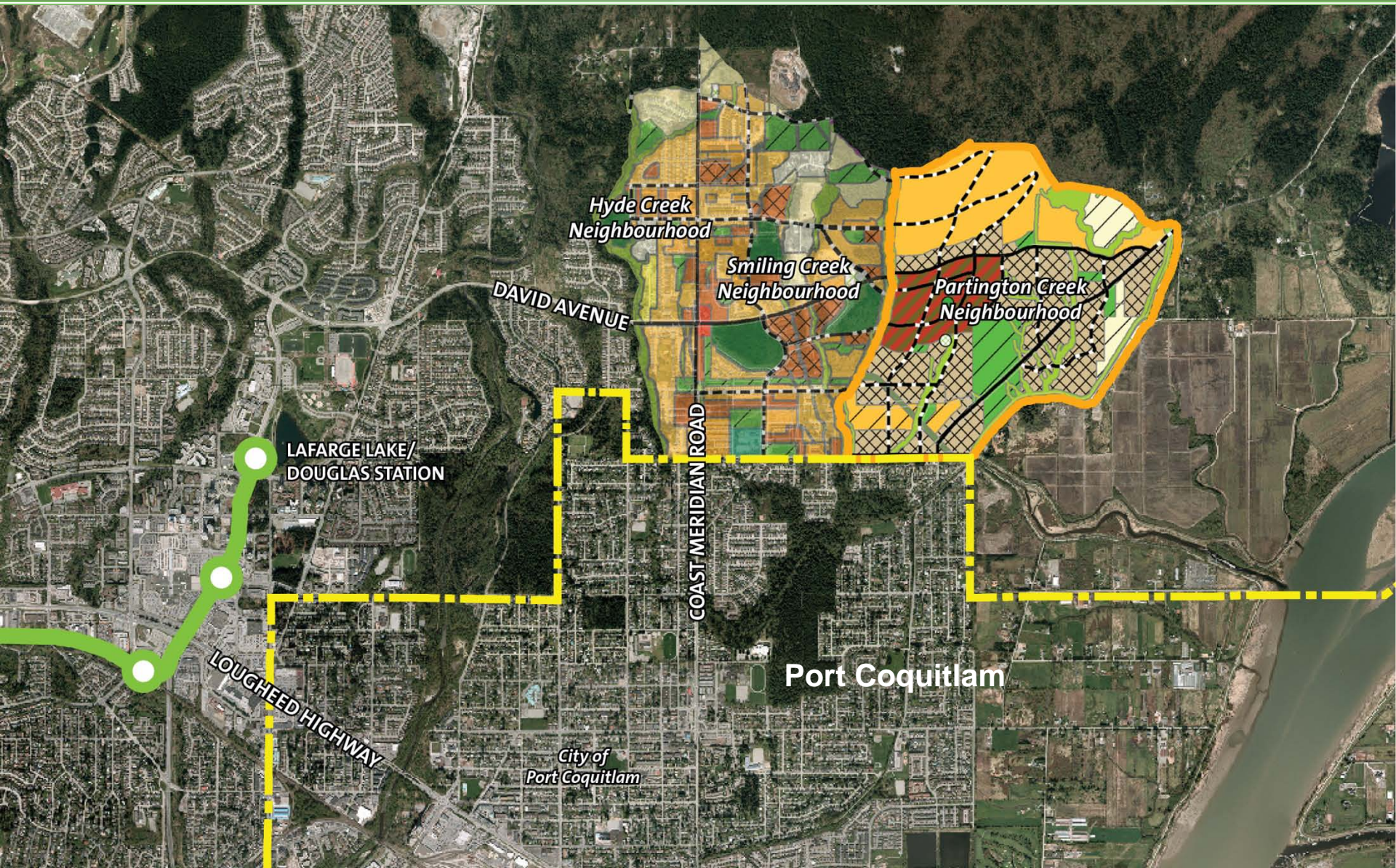


# The Need for New Transit

- » **Need high-quality transit for new residents**
  - » Bus service, frequency increases over time
  - » Provide meaningful transit option at outset
  - » Reduce car dependency and parking pressures
- » **Partington Creek - potential future FTDA**
  - » Bus-based
  - » Feeds Evergreen Line, service to Port Coquitlam

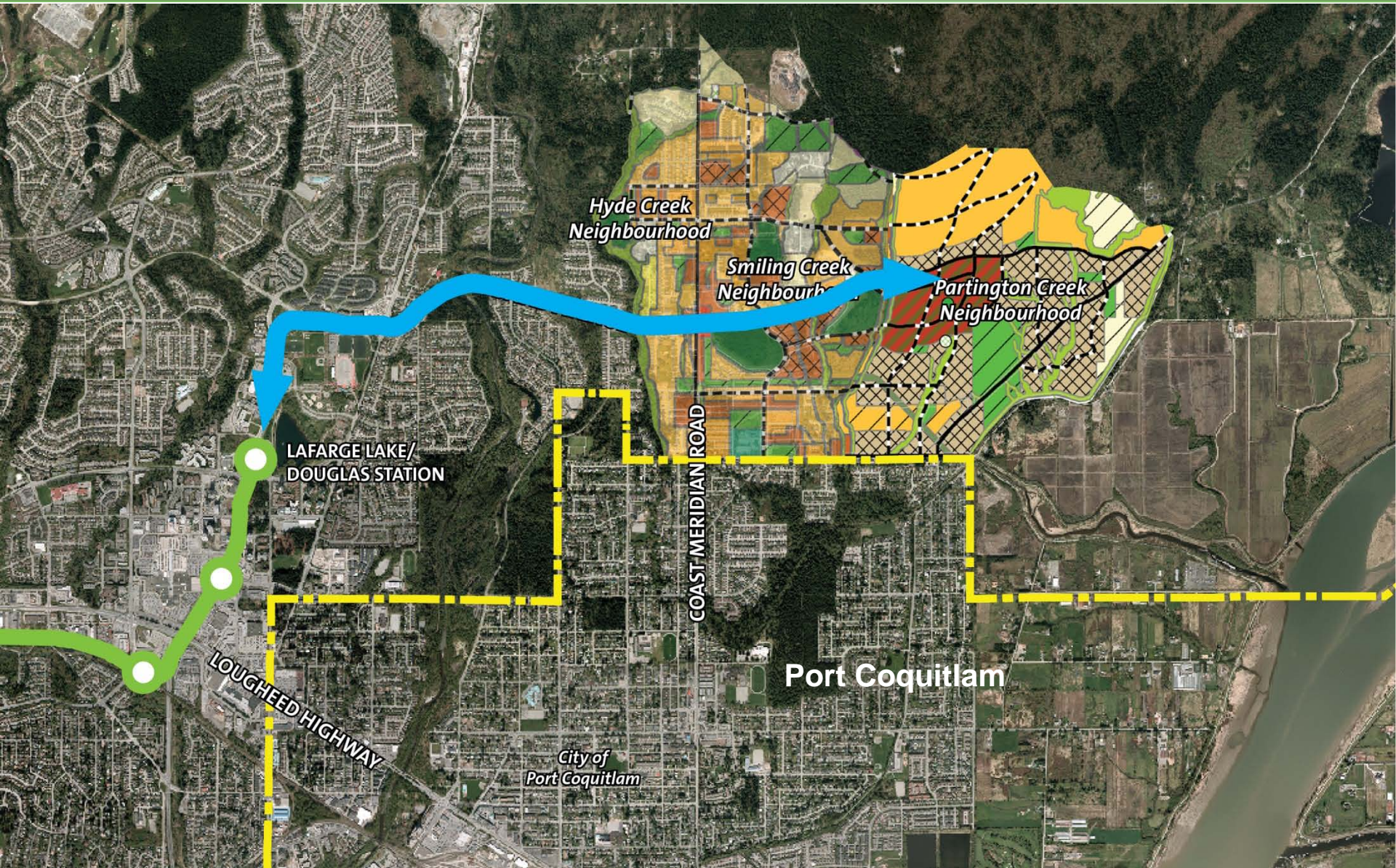


# The Need for New Transit



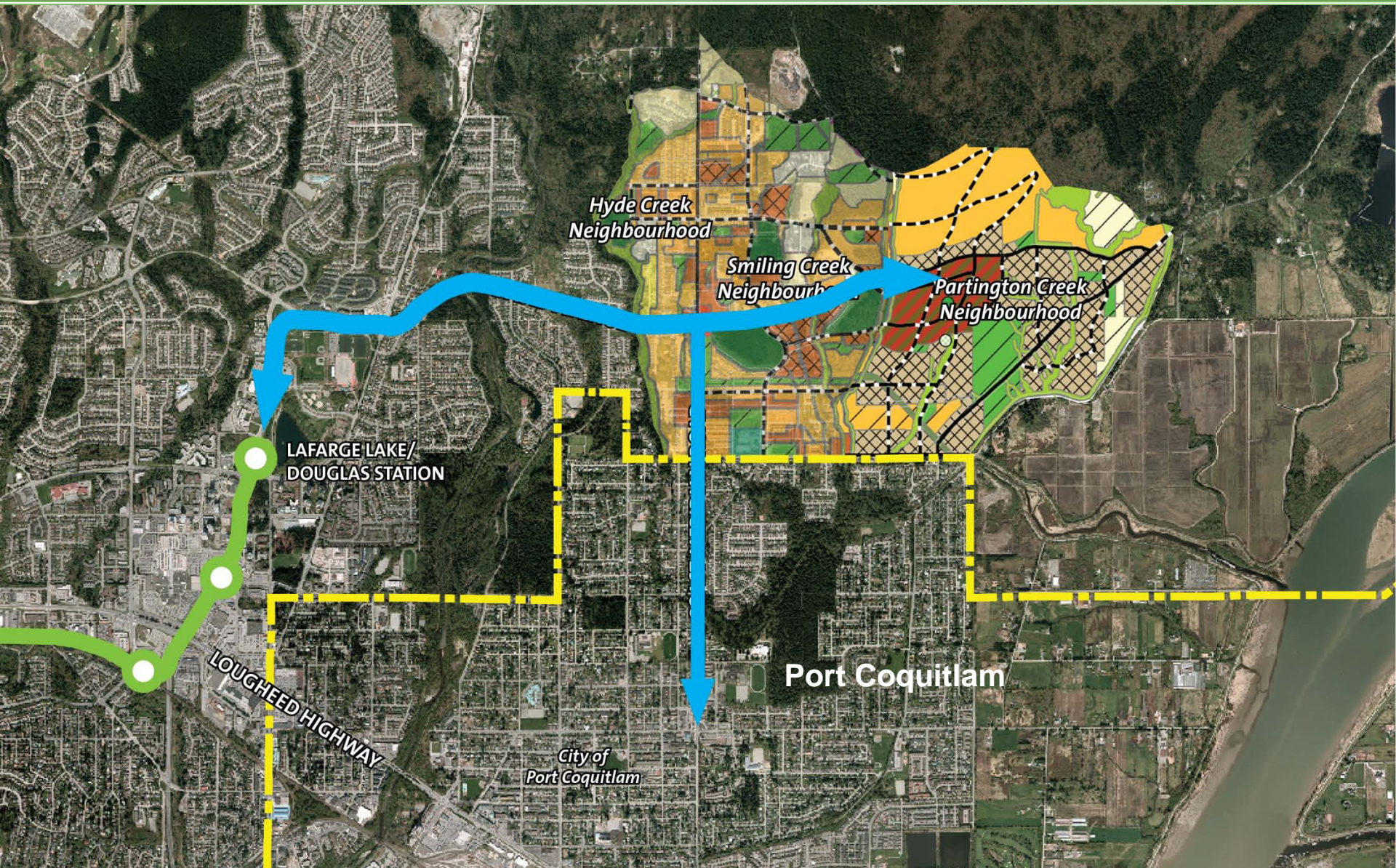


# The Need for New Transit





# The Need for New Transit





# A More Sustainable Future

- » Coquitlam's transit-oriented land use planning supports a more sustainable future
  - » more compact development
  - » better transportation and housing choice
  - » lower energy use and emissions



# A More Sustainable Future

- » The TDS will:
  - » shape future growth along the Evergreen Line
  - » align with regional planning
- » New greenfield growth on Burke Mountain is also planned to be transit-oriented



# Looking Ahead

## » **Keys to success...**

### » New density needs to be:

- » livable – ‘density by design’
- » sensitive to established neighbourhoods
- » supported by new amenities
- » *implemented through new neighbourhood plans*



# Looking Ahead

- » **Keys to success...**
- » Achieving job growth (offices) in urban centres/FTDA
- » Providing viable transit options for new residents
  - » service 'greenfield areas' like Partington Creek
  - » **transit becomes the preferred travel choice**



An aerial photograph of Coquitlam, British Columbia, showing the Fraser River and surrounding urban and forested areas. A yellow dashed line outlines a specific geographic region. A green line with circular markers follows a path through the urban area, possibly indicating a transit route.

# Thank You

[www.coquitlam.ca/tds](http://www.coquitlam.ca/tds)