



City of Coquitlam

Citywide Official Community Plan

Area and Neighbourhood Plans

9.0 Southwest Coquitlam/Town Centre Area Plan

NOTE: All references, policies and schedules relating to Town Centre in Part 3, Chapter 9 Southwest/Town Centre Area Plan of the Citywide Official Community Plan have been superseded by the provisions contained in Chapter 12 City Centre Area Plan.

- 9.1 Maillardville Neighbourhood Plan
- 9.2 Lougheed Neighbourhood Plan
- 9.3 Burquitlam Neighbourhood Plan

10.0 Northwest Coquitlam Area Plan

11.0 Northeast Coquitlam Area Plan

- 11.1 Lower Hyde Creek Neighbourhood Plan
- 11.2 Upper Hyde Creek Neighbourhood Plan
- 11.3 Smiling Creek Neighbourhood Plan²

12.0 Coquitlam City Centre Area Plan

² Amended on July 05, 2004 – Bylaw 3641

³ Amended on July 31, 2006 – Bylaw 3763

Original Adoption March 4, 2002

Coquitlam City Centre Area Plan

An Inclusive And Diverse Urban Community

SECTION 1 – BACKGROUND

1.1 Role and Purpose of the Area Plan

The City Centre Area Plan is part of the City of Coquitlam's Citywide Official Community Plan (CWOCP) and represents the long-term vision for future growth in this part of the City. This Area Plan establishes a comprehensive set of policies and guidelines for all City Centre development including improvements to existing development.

Municipalities in British Columbia have the authority to adopt an Official Community Plan (OCP) through Part 26 of the *Local Government Act*. Legislation identifies the necessary components of an OCP, and establishes adoption procedures. Following a Public Hearing, Area Plans are adopted by Council as amendments to the Citywide OCP through a Bylaw. Once adopted, all other municipal bylaws and works undertaken by the City or the development community must be consistent with the Plan. The City Centre Area Plan has been prepared in compliance with this Provincial legislation.

1.2 Division of the Southwest Coquitlam – Town Centre Area Plan

In recognition of the distinct character and diverse planning needs of Southwest Coquitlam and Coquitlam City Centre, the former "Southwest Coquitlam – Town Centre Area Plan" has been divided into two separate Area Plans. The City Centre Area Plan is one of these two plans and applies to those lands outlined on Schedule A.

1.3 An Interim City Centre Plan

Pending confirmation of the rapid transit stations and guideway alignment locations, this City Centre Area Plan serves as an interim step in the full Area Plan update process. Suitable transit supportive land use changes, density increases, streetscape treatments, supporting transportation infrastructure, and other plan elements will be further defined once the rapid transit planning and design reaches an appropriate stage.



1.4 The Planning Framework for Managing Change

Coquitlam's City Centre is one of eight designated Regional Town Centres in Metro Vancouver's *Livable Region Strategic Plan*. The City Centre is intended to be a "downtown" for the Northeast Sector of Metro Vancouver, providing a full array of retail, office, cultural, recreational and educational services for this part of the Region.

Under the guidance of the 1988 Regional Town Centre Plan, Coquitlam City Centre has undergone a significant transition from an auto-oriented low density suburban neighbourhood to a distinctly urban node with higher residential densities and a wider range of "urban qualities". Today, the City Centre is well situated as a regional centre with significant investment made in public facilities, parks and open space, pedestrian oriented streetscapes, and high density residential and mixed-use development.

The City Centre remains poised for further change as it prepares to integrate the rapid transit line, attract greater employment, and accommodate a large portion of the City's population growth.

The City Centre Area Plan serves as a tool for City Council to manage change in an efficient and effective manner in this part of the City. The intent of this plan is to guide future land use and infrastructure in a way that creates a compact, complete community; recognizes the importance of a healthy urban environment; values sustainable transportation options; and recognizes the importance of housing choice and urban design for creating a distinct urban community that serves both local and regional needs.

1.5 Relationship with the Citywide Official Community Plan

As part of the Citywide Official Community Plan, this plan has regulatory effect in itself, but its full effect is in conjunction with various regulatory bylaws and policies. Where a conflict exists between provisions of Chapters 1 and 2 of the Citywide Official Community Plan and the City Centre Area Plan, the policies of the more detailed City Centre Area Plan shall take priority.



1.6 Vision and Key Messages

The Vision is the broadest statement of how the community wishes to evolve. Building on the successes and strengths of the existing City Centre, the community consultation process generated a range of key messages and priorities to guide the next phase of change as this area continues to transition from suburban to urban and responds to support the rapid transit line. The following vision statement and key messages provide overarching guidance for growth:

Vision

“Create an inclusive urban Regional City Centre designed to support the needs of a diverse and changing population.”

Key Messages

1. Promote the City Centre as a downtown
2. Create a mixed-use environment
3. Ensure a broad range of housing choices
4. Preserve an open and green place that respects key natural features
5. Create a high quality urban environment
6. Promote a culture of walking, cycling and transit use
7. Develop the City Centre as an identifiable place
8. Encourage City Centre social supports
9. Promote a regional destination that provides a unique experience
10. Coordinate development

1.7 General Goals of the Plan

The goals describe in greater detail what is intended by the community vision and establish more specific directions that are reflected in Council adopted area plan maps and associated objectives and policies of the Plan:

Compact Complete Communities

- › Create a highly urban and vibrant City Centre that has a compact, diverse mix of land uses that better balance jobs to housing, and creates an arts, entertainment and cultural focal point for the Northeast Sector of the Region.

A Healthy Urban Environment

- › Ensure balance and harmony between the urban and natural environment including the protection of fish bearing streams and wildlife habitat within the City Centre.

Housing Choice in a Distinctive Urban Community

- › Accommodate projected population growth and housing for a diverse and inclusive range of needs with a high degree of liveability.
- › Create an urban community that coexists in a distinct natural setting with fish and wildlife corridors and a mountain backdrop.



1.7 General Goals of the Plan - continued

Sustainable Transportation

- › Provide a full range of sustainable, multi-modal transportation choices in consideration of general and specific accessibility and mobility needs in the City Centre for maintaining economic vitality and reducing greenhouse gas emissions
- › Promote a dominant culture of walking, cycling and transit use in the City Centre

A Vital Economy

- › Develop a City Centre that supports a strong, diverse, resilient local economy in the short, medium, and long terms that also contributes to the regional economy.

Meeting Changing Community Service and Infrastructure Needs

- › Provide new public facilities, linked public open spaces, and infrastructure to positively shape new development, accommodate new growth, and add vitality in the City Centre.

1.8 Conceptual Framework Plan

The first phase of this Area Plan update includes a Transportation Network Concept Plan to provide guidance during the planning and design stages of the rapid transit line through the City Centre. It identifies the location of new road accesses from Pinetree Way and proposes a road network that will provide for the multimodal transportation circulation needed to support future high-density development. This future network will extend east and west beyond the commercial area of the City Centre to provide improved connectivity and access from adjacent residential areas to the urban amenities. The expanded network will also provide alternative options for local circulation that will relieve pressure on the limited existing road capacity. The finer road grid proposed also improves pedestrian connections between the commercial centre and adjacent residential areas.

This initial phase also includes updated policies to reflect changes that have occurred since the plan was first created twenty years ago.

Once the plans for the rapid transit line are more fully developed, the second phase of this area plan will focus on land use changes to reflect the location of rapid transit stations and will address the population and employment implications for the City Centre. It is the intent of this plan that the second phase will allow additional high-density, mixed-use development southward along the Pinetree Way corridor (south of the area currently designated “City Centre Commercial”) and along both sides of Barnet Highway between Hoy Creek and Pinetree Way. The associated concept plan and urban design guidelines will also be updated to ensure the massing and character of the land uses and densities proposed will be in keeping with the vision and goals of this plan.

1.9 Effect

This plan, together with attached Schedules, constitutes the City Centre Area Plan (the “Plan”). The Plan has effect in the areas shown on Schedule A (the “plan area”).

1.10 Realizing a Sustainable Plan

Coquitlam’s Organizational Mission – “To sustain Coquitlam’s high quality of life for current and future generations, we serve the public interest through leadership, innovation and a focus on community priorities and strengths.”

The City’s Organizational Mission highlights the prominence of sustainability, which is defined as meeting existing needs without compromising the ability of future generations to meet their own needs. The Community Vision and the overall goals of Coquitlam’s City Centre Area Plan promote sustainability through policies embedded in each of the following Sections of the plan. The plan addresses sustainable growth by promoting a compact development pattern focussed around rapid transit stations that are augmented by pedestrian and cyclist friendly streets that also serve to support reductions in greenhouse gas emissions. The plan promotes social sustainability by encouraging an inclusive community through the provision of a range of parks, leisure programs and amenities, and a range of housing choices. Economic sustainability is addressed through retention of diverse economic opportunities, incremental addition of office space, density bonuses to encourage additional employment space, facilitation of economic partnerships, and recognition of sustainable business practices. Sustainability is also encouraged through emphasis on great urban design and progressive stormwater management practices.

Goals, objectives and policies of the plan are organized into the following topics. These topics are further defined in Part 2 of the Citywide Official Community Plan:

Section 2 - Compact, Complete Community

Section 3 - A Healthy Environment

Section 4 - Housing Choices in Distinct Neighbourhoods

Section 5 - Sustainable Transportation Choices

Section 6 - A Vital Economy

Section 7 - Meeting Changing Community Service and Infrastructure Needs

Section 8 - Guidance of New Development – Development Permit Areas

Section 9 - Implementation



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SECTION 2 – COMPACT, COMPLETE COMMUNITY (CC)

2.1 Goal

Create a highly urban and vibrant City Centre that has a compact, diverse mix of land uses that better balance jobs to housing, and creates an arts, entertainment and cultural focal point for the Northeast Sector of the Metro Vancouver Region.

2.2 Objectives

Employment and Residential Land Uses

- › Establish office development, other employment-generating uses, and civic uses to serve the Northeast Sector of the Region through the designation of a sufficient supply of land.
- › Attract and incorporate a range of office uses and office building types throughout the City Centre to ensure a strong and diverse local economy with a range of high quality job opportunities.
- › Focus street-oriented retail uses in high activity areas.
- › Develop a major hotel or hotels with conference facilities.
- › Develop high and medium density apartment residential on lands designated for that purpose on Schedule A.
- › Create housing choice and affordability while ensuring overall liveability.

Cultural and Institutional Land Uses

- › Continue development of recreation and cultural facilities.
- › Encourage the City Centre as an arts, cultural and entertainment hub for the Northeast Sector of the Region.

Transit and Pedestrian-Oriented Land Uses

- › Support extension of the region's rapid transit system to Coquitlam City Centre.
- › Ensure that land uses in the City Centre support non-automobile modes of transportation.
- › Ensure that new, high-density jobs and housing, along with supporting services and recreational opportunities, are within a 5 to 10 minute walk of rapid transit stations.
- › Establish vibrant transit supportive development nodes around future rapid transit stations by incorporating a comprehensive mix of high density residential, commercial, service and office uses supported by high quality public space.



2.3 Objectives - continued

Development Phasing

- Allow for the phased implementation of long-term land use goals in the City Centre to achieve a true, mixed-use downtown.
- Allow for change in use over time by encouraging adaptability & flexibility in built form.

2.3 Policies

CC1 Land Use Designations

The land use designations on Schedule A to this plan establish an overall pattern for future development in the City Centre Plan Area. The purpose of the land use designation is to provide a framework for the location of various land uses and densities, with the intent of accommodating new development while maintaining and protecting existing resources, where appropriate. The general intent of each land use designation is set out below:

City Centre Commercial – The land designated as “City Centre Commercial” has the potential for high density, mixed-use development that includes employment-generating, civic/ institutional and residential land uses.

General Commercial – The intent of the area designated “General Commercial” is to accommodate a wide range of commercial uses at a low density. This designation includes both small shopping plazas and larger shopping facilities. Limited apartment use is permitted in accordance with the Zoning Bylaw.

Service Commercial – The intent of the “Service Commercial” designation is to provide for low-density highway or auto-oriented commercial uses on larger lots.

High Density Apartment – The intent of the “High Density Apartment” designation is to accommodate apartment developments in tower forms in areas of high activity.

Medium Density Apartment – The intent of the “Medium Density Apartment” designation is to accommodate townhouse and apartment developments at medium density up to 8 storeys.

Low Density Apartment – The intent of the “Low Density Apartment” designation is to allow for multi-family residential use at lower densities up to two storeys.

Townhousing – The intent of the “Townhousing” designation is to provide a lower density form of townhouse residential development, encouraging larger dwelling units suitable for family accommodation.

One Family Residential – The intent of the “One Family Residential” designation is to provide for and protect a residential environment consisting of single family homes at low densities.

2.3 Policies - continued

Compact One Family Residential – The intent of the “Compact One Family Residential” designation is to accommodate the development of low density single family homes on small lots.

Civic and Major Institutional – The intent of the “Civic and Major Institutional” designation is to accommodate civic and institutional buildings and sites.

School – The intent of the “School” designation is to accommodate public and private educational institutions.

Parks and Recreation – The intent of the “Parks and Recreation” land use designation is to delineate those lands being used, or intended to be used as public parks oriented to active recreation and leisure uses.

Natural Areas – The intent of the “Natural Areas” designation is to delineate lands intended to remain in a natural state. “Natural Areas” lands provide habitat for wildlife and fisheries values and may include lands that are hazardous to develop due to potential for land slippage, erosion, debris flows, or flooding. These lands may be used for passive recreation uses such as wildlife viewing, trails, and complimentary minor structures.

Industrial – The intent of the “Industrial” designation is to accommodate a range of industrial uses which provide opportunities for goods production, distribution, repair, warehousing, and supporting functions.



Amended April 27, 2015 - Bylaw 4522, 2015

Amended July 28, 2008 - Bylaw 3960, 2008

Original Adoption March 4, 2002



2.3 Policies - continued

CC2 Zoning

In order to give effect to Policy CC1, Council will, subject to those exceptions set out in the policies herein, give favourable consideration to only those rezoning applications which are in accordance with Schedule A. The land use designations on Schedule A shall correspond with the zone designations of the Zoning Bylaw, as indicated in the following table:

Plan Designation	Corresponding Zone(s) and Supplementary Policy	
City Centre Commercial	C-4	City Centre Commercial in accordance with Policy CC3
General Commercial	C-2	General Commercial
Service Commercial	*CS-1 *CS-3 *SS-2 *SS-3	Service Commercial Tourist Commercial Service Station Commercial, where adjacent to C-2 or CS-2 zoned sites Service Station Repair *All above zones in accordance with Policy CC5
High-Density Apartment	RM-4 RM-5 RM-6	Multi-Storey, High-Density Apartment Residential Multi-Storey, High-Density Apartment Residential Multi-Storey, High Density Apartment Residential
Medium-Density Apartment	RM-2 RM-3 RT-2 C-1	Three-Storey, Medium-Density Apartment Residential Multi-Storey, Medium-Density Apartment Residential Townhouse Apartment Residential Local Commercial, in accordance with Policy CC4.
Low-Density Apartment	RT-2 RM-1 C-1	Townhouse Residential Two-Storey, Low-Density Apartment Residential Local Commercial, in accordance with Policy CC4.

Amended July 28, 2008 – Bylaw 3960, 2008

Original Adoption March 4, 2002

2.3 Policies - continued

Plan Designation	Corresponding Zone(s) and Supplementary Policy	
Townhousing	RT-2	Townhouse Residential
	C-1	Local Commercial, in accordance with Policy CC4.
Compact One-Family	RS-4	One-Family Compact Residential
	RS-5	One-Family Compact (Strata Lot) Residential
	P-4	Special Care Institutional, in accordance with Policy CC9.
	P-2	Special Institutional, in accordance with Policy CC10.
	C-1	Local Commercial, in accordance with Policy CC4.
One Family Residential	RS-1	One-Family Residential (650m ²)
	RS-3	One-Family Residential (555m ²), in accordance with Policy CC8.
	P-2	Special Institutional, in accordance with Policy CC10.
	C-1	Local Commercial, in accordance with Policy CC4.
	P-4	Special Care Institutional, in accordance with Policy CC9.
School	P-1	Civic Institutional, in accordance with Policy CC15.
Civic and Major Institutional	P-1	Civic Institutional
	P-2	Special Institutional
Parks and Recreation	P-1	Civic Institutional
	P-5	Special Park
Natural Areas	P-1	Civic Institutional
	P-3	Special Recreational
	P-5	Special Park
Industrial	M-1	General Industrial, in accordance with policy CC5.
	M-2	Industrial Business, in accordance with Policy CC5.

Amended April 27, 2015 - Bylaw 4522, 2015

Amended July 28, 2008 – Bylaw 3960, 2008

Original Adoption March 4, 2002



2.3 Policies - continued

Employment and Residential Land Uses

CC3 “City Centre Commercial” Density Bonus¹

An additional gross floor area above the maximum base gross floor area specified in the C-4 City Centre Commercial zone in the City of Coquitlam Zoning Bylaw, may be offered in exchange for a specified share of the land value of the additional residential density. The specified share will be applied towards the provision of amenities deemed by the City to have public benefit. Examples of these amenities include: transit-oriented infrastructure and street enhancements, community facilities such as parks, plazas, public art and public buildings and affordable housing. The specific amenities for which the density bonus contributions will be allocated will be determined by Council policy.

The maximum density in the C-4 City Centre Commercial zone may be increased on a lot-specific basis beyond a gross floor area of 5.0 times the lot area where assisted-living, community care or congregate care housing, student housing or any other type of specialized housing, is provided.



CC4 Local Commercial

Council may give consideration to applications for C-1 Local Commercial zoning where identified as a corresponding zone within a land use designation, for the purpose of convenience stores, but such applications will only be given consideration where located on a site having adequate access directly onto a collector or arterial road.



CC5 Service Commercial and Industrial Use Setbacks

Building frontage setbacks for the construction of new buildings in areas designated as “Service Commercial” and “Industrial” in the City Centre are to be a maximum of 4.6 metres with no parking, roads, or other utility or loading uses located between the sidewalk and the building to improve pedestrian-orientation.



CC6 Uses west of Hoy Creek shall continue to be limited to Service Commercial and Industrial uses. These land uses will be reassessed in conjunction with the future City Centre Area Plan review.

CC7 Require a minimum 20% of the total employment floor space required as part of the first phase of development for properties designated “City Centre Commercial” to help ensure employment growth is mixed with, and occurs alongside residential growth in the City Centre. Floor space permitted for specified civic and assembly uses that is excluded from the allowable gross floor area is not included as part of the required minimum 20% employment floor space.

Amended April 27, 2015 - Bylaw 4522, 2015

¹ Amended June 13, 2011 – Bylaw 4214, 2011

Amended July 28, 2008 – Bylaw 3960, 2008

Original Adoption March 4, 2002

2.3 Policies - continued

CC8 Small Lot One Family Residential

Council may give consideration to applications for RS-3 One Family Residential zoning in areas designated One Family Residential provided a minimum lot size of 555m² is deemed appropriate with respect to neighbourhood context, character and surrounding lot sizes.

Cultural and Institutional Land Uses

CC9 Special Care Institutional Day Care Centres (P-4)

Council may give consideration to applications for P-4 Special Care Institutional zoning for purposes of child-minding services, nursery schools, kindergartens, day-care centres and out-of-school day care centres in parts of the plan area designated “One-Family Residential” or “Compact One-Family” provided that the proposed buildings have the general character of a single-family residence in regard to size, shape and exterior appearance.

CC10 Location of Places of Worship

Council may give consideration to applications for P-2 Special Institutional zoning within the plan area for the development of places of worship provided that such consideration take into account the following location and siting guidelines:

- a) The site shall have convenient access to a collector or arterial street such that traffic generated by this use will not tend to use local residential streets for access.
- b) The site shall not be located on lands designated in Schedule A for industrial use.
- c) The development shall comply with the subdivision, servicing, design review and landscaping requirements normally met by classes of development other than single-family or duplex residential.
- d) Preference will be given to sites that form a buffer between residential and non-residential uses, or which buffer residential uses from the intersection of two arterial and/or collector streets.
- e) To ensure attractive and activated street frontages with natural surveillance, building design along public pedestrian corridors shall include elements such as windows, entrances, special building articulation, appropriate landscaping, and pedestrian scale lighting.
- f) Where appropriate, the design and location of main building entrances should address surrounding streets to improve the relationship between the building and public realm.



2.3 Policies - continued

- CC11** Support the development of new and the expansion of existing arts and culture and civic facilities, such as the Evergreen Cultural Centre, the City Centre library, museums, art galleries, etc, in recognition of the growing City Centre and Northeast Sector regional population.
- CC12** Encourage the incorporation of public art on City properties and in public spaces. Develop a cultural services and facilities plan that outlines guidelines for the effective integration and management of public art.

Transit and Pedestrian-Oriented Land Uses

CC13 Hierarchy of Streets and Grade Level Land Uses

Transit-Oriented Development policy 2.3.1 c) outlined in Section 2 of the Citywide OCP describes the need to create pedestrian-friendly streets. Special design requirements of the ground floor street frontages identified on Schedule C to this Area Plan build on this policy as follows:

- (1) Pedestrian Spine:** a continuous north-south pedestrian-oriented link that connects the recreational, educational and cultural facilities in the north, Civic uses in the middle, and retail commercial uses in the southern portion of the City Centre, as identified on Schedule A.
- (2) Mandatory Commercial Street Frontage:** the ground floor of adjacent buildings will be oriented to the street with required active and publicly accessible small-format retail, civic and institutional uses that generate or attract considerable pedestrian traffic. Large format retail uses are encouraged to be incorporated with and wrapped by small format retail uses to create active streets and transparent street frontages.
- (3) Secondary-Active Streets/ Frontages:** the ground floor of adjacent buildings will be oriented to the street with active retail, civic, institutional, and some residential amenity uses.
- (4)** With respect to the “pedestrian-orientation” along all streets in the area designated as “City Centre Commercial” and along the “pedestrian spine” as designated by Schedules A and C, it is the intent of the Plan that:
 - a) The first floor of adjacent building development be located abutting the “pedestrian spine”, “mandatory commercial street frontage”, or “secondary active streets” and not be separated from it by parking or vehicle circulation areas.
 - b) First-floor building development along the “pedestrian spine”, “mandatory commercial street frontage”, “secondary active streets”, and “residential streets” will to the extent reasonably practical, be ultimately continuous and without major interruptions, except for public squares/plazas, and streets with vehicular access.



2.3 Policies - continued

- c) First-floor building walls abutting the “pedestrian spine,” “mandatory commercial street frontages,” and “secondary active streets” should contain a sufficient portion of window area to total wall area in order to create a “shop-front” character, and that lengthy sections of blank wall will be avoided.
- d) Residential units adjacent to “residential streets” be oriented to the street and not be separated from it by parking or vehicle circulation areas.
- e) All pedestrian-oriented streets provide linkages to trail systems, where possible, and provide directional signage to these pedestrian amenities.

Development Phasing

CC14 Postpone significant land use changes along potential rapid transit corridors until such time as the rapid transit route, guideway alignment and profile, and station locations have been determined. Once determined, update the City Centre Area Plan to identify new land use and open space opportunities that support rapid transit integration into the City Centre in the context of the overall goals and objectives of the plan. This will include updating the City Centre Concept Plan and Urban Design Guidelines to reflect the land use and network changes proposed.

Applications submitted prior to land use amendments made through the final phase of this City Centre Area Plan update may be considered if the proposal includes mixed-use residential and commercial growth that is focussed and concentrated along the Pinetree Way Corridor (south of the area currently designated “City Centre Commercial”) and along both sides of Barnet Highway east of Hoy Creek.



2.3 Policies - continued

- a) Encourage the gradual re-development of low density, single-use commercial developments into higher density, mixed-use developments along these corridors.
- b) Consider new development proposed within these corridors prior to identification of rapid transit station locations and guideway alignment only if evidence that future opportunities for high density mixed-use development will not be hindered along the rapid transit alignment. Any proposed development must also provide evidence that it will integrate effectively with any future higher density station area mixed-use development.

CC15 Provide vehicular drop-off/pick-up facilities as part of the site design for schools and day care uses.

SECTION 3 – A HEALTHY ENVIRONMENT (HE)

3.1 Goal

Ensure balance and harmony between the urban and natural environment including the protection of fish bearing streams and wildlife habitat within the City Centre.

3.2 Objectives

- Protect and enhance ecologically sensitive areas, linked valuable natural habitat areas, water courses, watersheds and ground water sources within and adjacent to the City Centre area.
- Layer and integrate natural systems within the City Centre area to manage stormwater run-off and preserve natural corridors through the City Centre.
- Create a public realm with a strong emphasis on landscape, vegetation and natural design elements.
- Promote energy efficiency in the siting and orientation of development within the City Centre.
- Encourage alternative energy sources and delivery/management systems for City Centre development.
- Encourage activity patterns that improve local air quality and reduce green house gas emissions.

3.3 Policies

Energy and the Natural Environment

- HE1** Encourage the development of overall greenhouse gas reduction as part of the development process through strategies such as improved building energy efficiency, reductions in transportation emissions, and use of alternative/renewable energy sources.
- HE2** Explore opportunities for incorporation of alternate heating and electricity generation, such as geo-thermal, solar thermal or photo-voltaic energy sources as part of new development. Energy systems in the City Centre have the potential to improve community energy efficiency and enable more cost-effective implementation of alternative/renewable energy sources that can reduce greenhouse gas emissions.
- a) Explore partnerships between the City, developers, and/or energy utilities to work together to explore the potential opportunities for City Centre energy systems (District Energy Systems), and/or harnessing local, alternative energy sources such as ground source heat, groundwater, wastewater, or biomass.



3.3 Policies - continued

- b) Consider conducting pre-feasibility studies to establish if conditions are sufficiently favourable to proceed with a full feasibility study.
- c) Consider, in the design of new developments of substantial size and density, factors that could potentially improve the feasibility of City Centre energy and alternative energy sources, such as mixed-use, compactness, and moderate or higher residential densities, especially where local, alternative energy sources are available.

HE3 Develop guidelines that outline voluntary green building design features.

HE4 Encourage innovative and site-sensitive multi-family housing designs that manage stormwater run off, demonstrate energy efficiency in building performance, and demonstrate a sensitive response to the site and its context.

HE5 Encourage opportunities for urban agriculture in the City Centre to permit the growing of food such as edible landscaping, community garden space, and active living roofs. Celebration of food throughout the season will be encouraged, such as through the establishment of a food-oriented festival or other events.



HE6 Support the retrofit, maintenance, and operation of municipal and private sector buildings on a more energy efficient basis consistent with the City's Corporate Energy Plan.

HE7 Consider biodiversity, climate change goals, such as carbon sequestration, and increased efficiency in stormwater management when planting and managing urban trees and landscapes within the City Centre.

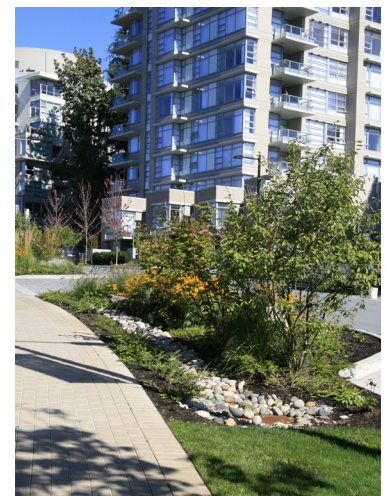
HE8 In accordance with the "Invasive Species Management Strategy, 2007" as amended from time to time, manage invasive species on public lands where they threaten the proper functioning of ecosystems adjacent to or within the City Centre.

3.3 Policies - continued

- HE9** Encourage the use of native plant species through the enhancement and restoration of degraded sites of ecological significance within or adjacent to the City Centre Plan Area to support local biodiversity and minimize irrigation needs where possible.
- HE10** Consider measures to allow for natural drainage for parking lots, such as the use of permeable surface materials and curb cuts with bio-filtration swales where appropriate.
- HE11** Ensure that all private properties conform to the requirements of the “Tree Management Bylaw, No. 3855, 2007” in order to regulate the conservation, cutting, removal, and replacement of trees throughout the City Centre.

Stormwater Management

- HE12** Work towards stormwater approaches that are compatible with the broader objectives of the Scott Creek Integrated Watershed Management Plan once adopted.
- HE13** Address stormwater issues in a manner that is consistent with the Policy and Design Manual in the “City of Coquitlam Subdivision and Development Servicing Bylaw No. 3558, 2003”, as amended from time to time.
- HE14** Encourage the application of green roof treatments on mixed-use building podiums to improve stormwater management and enhance views from above.
- HE15** Maximize stormwater retention capacity in parking lots and on parkades.
- HE16** Optimize evapotranspiration by maximizing tree canopy coverage and other best management practices.
- HE17** Treat rainwater as a resource to enliven the urban experience and enhance biodiversity. Rainwater facilities should be aesthetically pleasing and integrate multi-use objectives where possible:
 - a) Leverage the ways that rainwater naturally moves across the area to inform the location of public open spaces and the shape, fit, and finish of those spaces.
 - b) Incorporate rainwater into public art and opportunities for play.



Amended July 28, 2008 – Bylaw 3960, 2008

Original Adoption March 4, 2002



3.3 Policies - continued

- c) Use opportunities to incorporate rainwater management measures when opening up utility trenches, building roads, and through landscaping.

Fish and Wildlife Corridors

- HE18** Protect riparian areas along watercourses in accordance with approved standards by senior levels of government.
- HE19** Ensure fish and wildlife corridors that require the provision of fencing on private property next to a park or trail are designed to:
 - a) Allow for viewing opportunities;
 - b) Be generally compatible with the design theme of the adjacent park or trail;
 - c) Respond to the applicable development permit guidelines; and
 - d) Be consistent with “Crime Prevention Through Environmental Design (CPTED)” principles.
- HE20** Provide optimal bear protection in Coquitlam while enabling residents to continue to enjoy living in a community surrounded by nature in a way that does not harm wildlife or result in safety risks to the community. Conduct a bear-people conflict management plan to evaluate measures to strive to achieve this intent.

Environmentally Sensitive Lands

- HE21** Refrain from siting buildings or building additions on or adjacent to slopes or in the floodplain as defined and regulated in City of Coquitlam Zoning Bylaw 3000, 1996, as amended from time to time, except where permitted by Council under a development permit or development variance permit based on qualified geotechnical advice.
- HE22** Meet the requirements of “City of Coquitlam Conservation Bylaw No. 2454, 1994,” as amended from time to time, or replaced, for any major removal and deposit of fill in the plan area.

SECTION 4 – HOUSING CHOICES IN DISTINCT NEIGHBOURHOODS (DN)

4.1 Goals

- › Accommodate projected population growth and housing for a diverse and inclusive range of needs with a high degree of liveability.
- › Create an urban community that coexists in a distinct natural setting with fish and wildlife corridors and a mountain backdrop.

4.2 Objectives

- › Implement the strategic actions outlined in Coquitlam’s “Affordable Housing Strategy (2007).”
- › Accommodate the majority of projected population growth for the City Centre within the high density mixed-use area of the City Centre.
- › Create housing choice for people at all stages of life to ensure social diversity and safe, adequate, and affordable housing for all residents living in the City Centre.
- › Ensure that all housing has access to public and semi-public outdoor amenity areas.
- › Facilitate and deliver a range of affordable housing options to accommodate low to moderate household incomes.-
- › Ensure an adequate supply of housing for families with children.
- › Encourage housing affordability by incorporating a range of housing types.
- › Recognize and build on the key assets that help define the unique identity of each neighbourhood and rapid transit station area of the City Centre.

4.3 Policies

Housing

- DN1** Ensure non-market and market affordable housing is provided as a result of new development through density bonusing. Cash-in-lieu of the provision of affordable housing units could be collected into a potential Affordable Housing Reserve Fund as described in Coquitlam’s “Affordable Housing Strategy (2007),” which may be considered by Council.
- DN2** Support the creation of new market and non-market rental housing within the Coquitlam City Centre plan area.



4.3 Policies - continued

- DN3** Retain existing market and non-market rental housing stock through the implementation of the City of Coquitlam Strata-Conversion Guidelines and Policies, as amended from time to time. Any loss of rental housing stock will be required to support and compensate displaced persons according to Coquitlam's tenant assistance policies.
- DN4** Encourage the location of supportive or transitional housing for people with special needs within the City Centre, including those with physical or mental disabilities, young people and others who have unique social needs.
- DN5** Consider redevelopment or intensification of aging non-market or cooperative housing sites subject to the following:
- a) Ensure that there is no net loss of non-market housing units.
 - b) Seek opportunities to expand non-market housing stock through senior government initiatives.
 - c) Ensure existing residents are accommodated according to Coquitlam's tenant assistance policies.
- DN6** Mix housing types and tenures wherever possible to encourage social integration throughout the City Centre.
- DN7** Explore the integration of affordable housing units within developments on City-owned properties.
- DN8** Encourage a variety of housing unit adaptability measures that will serve the needs of residents in all stages of life to allow for aging in place.
- DN9** Encourage new high-density and mixed-use residential development to incorporate lifestyle support features and necessities, such as enclosed underground parking stalls, secure storage for oversize sports equipment, parking for bicycles and scooters, artist/workshop space, and generous semi-private outdoor space.
- DN10** Strengthen opportunities for families with children to live in the City Centre by including safe, useable outdoor space for play, recreation, and social or cultural activities as part of new multi-family residential and mixed-use developments.



Amended July 28, 2008 – Bylaw 3960, 2008

Original Adoption March 4, 2002

4.3 Policies - continued

- DN11** Support the needs of young families living in the City Centre through the encouragement of licensed commercial child care and pre-school services as part of new mixed-use development. Ensure these uses have safe drop-off/pick-up facilities.
- DN12** Support the needs of seniors living in the City Centre through the provision of adult day care and other services that support seniors.



Distinct Neighbourhoods

- DN13** Orient new development to protect mountain views and fish and wildlife corridors to reinforce the identity of Coquitlam City Centre's distinct natural setting.
- DN14** Maximize sun exposure and penetration to street frontages and plazas through the careful orientation of new development to encourage active public and semi-public environments.
- DN15** Reinforce the characteristics that provide identity for smaller neighbourhoods within the City Centre, such as density, land use, and street patterns, with a distinct design vision.



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SECTION 5 – SUSTAINABLE TRANSPORTATION CHOICES (ST)

5.1 Goals

- › Provide a full range of sustainable, multi-modal transportation choices in consideration of general and specific accessibility and mobility needs in the City Centre for maintaining economic vitality and reducing greenhouse gas emissions
- › Promote a dominant culture of walking, cycling and transit use in the City Centre

5.2 Objectives

- › Create a highly walkable and universally accessible urban place along all streets with high quality design features that provide safe, convenient, and comfortable pedestrian and cycling facilities to support social interaction and public culture that strengthens the overall social fabric of the City Centre.
- › Provide a safe cycling network through the City Centre.
- › Facilitate the early provision of rapid transit and a superior level of bus transit to support the desired land use, densities, and orientation of new development.
- › Develop sustainable and multi-modal street network options to meet the demand of local and regional traffic through the City Centre.
- › Reduce through truck traffic in the City Centre and mitigate truck impacts on cyclist and pedestrian movements.
- › Develop an effective and equitable parking management strategy to manage the full range of parking demand in the City Centre.
- › Formulate a multi-faceted Transportation Demand Management (TDM) strategy with incentive and disincentive measures that reduce dependence on Single Occupancy Vehicle travel in the City Centre.

5.3 Policies

Pedestrians and Cycling

- ST1** Ensure new intersections and the retrofitting of existing facilities are designed to minimize pedestrian crossing distances for all crosswalks and at other designated crossing locations.
- ST2** Minimize wait time for pedestrians crossing at signalized intersections and at pedestrian-activated signals.



5.3 Policies - continued

- ST3** Ensure that the pedestrian environment is universally accessible accommodating those with visual, mobility, and cognitive impairments including those who use wheelchairs and scooters.
- ST4** Increase the number of cycling routes and expand the bicycle network in the City Centre pursuant to the City's "Cycling Implementation and Priority Strategy," once adopted, and to meet specific needs at planned development sites.
- ST5** Plan and implement effective and safe connections for pedestrians and cyclists at schools, transit stops, stations, and parks and recreational facilities when reviewing major development and subdivision applications.



Transit

- ST6** Ensure the Citywide *Frequent Transit Network* includes the City Centre street network and that it is served with a superior level of service.
- ST7** Ensure all transit facilities attain the highest level of universal accessibility and are implemented with the highest quality design and environment to encourage transit ridership and integration into new development, wherever possible.
- ST8** Ensure all transit facilities offer a range of high level pedestrian and bicycle facilities and amenities.
- ST9** Work with the regional transportation authority to implement an Area Transit Plan prior to the completion of rapid transit planning process to integrate Community Shuttle, conventional bus transit, and the West Coast Express service to provide a superior and well-connected transit service to the City Centre.
- ST10** Plan for the connection of future bus rapid transit service on Lougheed Highway to the City Centre rapid transit line and other bus rapid transit lines extending to Port Coquitlam and areas east of the Pitt River.
- ST11** Plan for bus support functions, such as vehicular drop-off/pick-up movements and bus loop and layover functions to be incorporated into new development during the planning and design stages of the rapid transit line.

Streets and Network

- ST12** Provide a prioritized level of service within the City Centre street system for pedestrians, cyclists, and transit users over single occupancy vehicles, except on arterial streets.
- ST13** Accommodate through regional traffic on arterial streets to meet vehicular needs and level of service while accommodating multi-modal treatments of street layout, capacity maintenance, and enhancement.

5.3 *Policies - continued*

- ST14** Develop the street network consistent with the City's "Strategic Transportation Plan," as amended from time to time, and the street grid identified therein.
- ST15** Incorporate interconnected pedestrian facilities, public spaces and greenways into the street network to attain seamless multi-modal connectivity for all travel in the City Centre.
- ST16** Create a finer grained street network as depicted in the Transportation Network Concept Plan in Schedule D:
- a) Create new north-south and east-west streets and connections within the Coquitlam Centre Mall site as development opportunities arise over time building upon the fixed access points from Pinetree Way shown on Schedule D. New streets will need to address steep grade changes on the Mall site.
 - b) Create new east-west street connections west of Johnson Street between Barnet Highway and Glen Drive, and east of Westwood Street between Lougheed Highway and Glen Drive, as opportunities arise through redevelopment to extend the road network.
- ST17** Consider the incorporation of Multi-way Boulevards (which incorporate narrow attractive pedestrian-friendly roads on each side of the highway) along Barnet Highway between Johnson Street and Pinetree Way to reduce the perceived scale of the street, to provide refuge for pedestrians crossing Barnet Highway, and to segregate local traffic from regional through traffic.
- ST18** Formalize a new street classification for incorporation into the City's "Subdivision and Development Servicing Bylaw No. 3558, 2003," as amended, to provide enhanced movement corridors within lands designated for high-density land use within 800 metres of rapid transit stations to ensure pedestrian-orientation is a priority:
- a) Incorporate boulevard treatments to break up the scale of the street and mitigate noise and visual impacts including, but not limited to providing a double row of trees.
 - b) Increase sidewalk widths to a minimum of 2.4 metres clear of all obstacles pursuant to the "Transportation Association of Canada (TAC)" guidelines to allow the passage of two side-by-side wheelchairs.
 - c) Include street trees into centre medians to reduce the perceived scale and width of streets.
 - d) Designate on-street parking wherever appropriate and effective to support mixed-use and high density developments in the City Centre.



5.3 Policies - continued

- ST19** Plan and implement additional north-south multi-modal connections across the Canadian Pacific Railway ROW as opportunities arise, to improve access from neighbourhoods south of the railway to rapid transit service and the amenities of the City Centre.

Transportation Demand Management

- ST20** Encourage Transportation Demand Management (TDM) strategies and measures as a part of all public and private-sector development plans in the City Centre.
- ST21** Incorporate employer-based, school-based, and community-based incentive TDM measures and programs to ensure the full integration of multi-modal travel and needs in the City Centre.
- ST22** Consider parking supply management and pricing as a disincentive TDM measure to improve the efficiency of vehicular travel and transit modal share in the City Centre.
- ST23** Explore the potential to develop and adopt an anti-idling bylaw to reduce vehicle emissions in the community.

Parking Management

- ST24** Avoid the placement of at-grade and structured off-street parking between the front of a building and the public sidewalk throughout the City Centre. Locate, structure, and surround parking to reduce its negative impacts.
- ST25** Consider variances to on-site parking requirements within the City Centre Development Permit Area if the applicant adequately justifies the proposed variance through factors such as direct access to high frequency transit service and promotion of its usage, lower private automobile ownership and shared parking opportunities, unbundled parking measures, Transportation Demand Management measures, and other long term incentives leading to reduced vehicular use by occupants.

Trucks

- ST26** Monitor truck movements through the City Centre to identify efficient routing alternatives.
- ST27** Develop truck route plans to implement alternative truck routes if any alternatives are identified.

SECTION 6 – A VITAL ECONOMY

6.1 Goal

Develop a City Centre that supports a strong, diverse, resilient local economy in the short, medium, and long terms that also contributes to the regional economy.

6.2 Objectives

- Leverage community assets and transit service to attract economic development to Coquitlam's City Centre.
- Collaborate with the local business community to create a dynamic, healthy, sustainable and successful commercial centre.
- Provide a broad range of additional jobs in the City Centre area in the short, medium and long terms to match the skills of Coquitlam's labour force.
- Review the City Centre Plan every five years to ensure that it is economically feasible in the context of current and projected market, land use, and real estate trends.
- Support home-based businesses, small businesses, and virtual workplaces as important contributors to the economy.

6.3 Policies

- VE1** Attract and incorporate a range of office uses and office building types into the City Centre in appropriate locations, such as rapid transit station areas. Allow higher densities on sites near rapid transit stations where higher amounts of office space will be required as part of new development to enhance employee mobility in and around the region.
- VE2** Continue to provide a density bonus for developments within the area designated as "City Centre Commercial" in exchange for additional employment generating space.
- VE3** Protect opportunities along the Barnet Corridor and in the Christmas Way area for higher order employment uses at higher densities.





6.3 Policies - continued

- VE4** Identify an employment vision as part of the Integrated Economic Development Strategy process to allow for employment uses differentiated from those permitted elsewhere in the City Centre on properties currently designated as “Industrial”, “Service Commercial,” and “General Commercial”.
- VE5** Ensure new development addresses and is consistent with the direction contained in the City’s “Integrated Economic Development Strategy” once adopted and as amended from time to time.
- VE6** Encourage the City Centre business community to work together to collectively market the area to attract local and regional customers. One example of how this could be accomplished is through the formation of a City Centre Business Improvement Association.
- VE7** Focus on attracting and retaining businesses that create employment suited to the skills of Coquitlam’s resident labour force to improve the resiliency of the local economy and contribute to the larger regional and provincial economies.
- VE8** Collaborate with other agencies and organizations to encourage and support businesses to adopt ecologically responsible operational practices while enabling businesses to deliver competitively priced services and goods.
- VE9** Permit home-based businesses, small businesses, and virtual workplaces in appropriate mixed-use developments.
- VE10** Explore new policies and programs to attract and support businesses that encourage sustainable lifestyles.
- VE11** Maintain a high level of City services and sustainable infrastructure to support local businesses and reflect this support in the City’s Capital Plan.
- VE12** Promote relationships and linkages between the business community, educational institutions (Douglas College and School District #43), arts and culture organizations, and social service agencies to capitalize on potential mutual benefits.
- VE13** Encourage new high density residential, mixed-use and commercial developers to consult with “QNet” to integrate structural design measures for fibre-optic infrastructure to support economic development, home-based businesses, and improve future information technology capacities and choices for consumers.

SECTION 7 – MEETING CHANGING COMMUNITY SERVICE AND INFRASTRUCTURE NEEDS (CS)

7.1 Goals

Provide new public facilities, linked public open spaces, and infrastructure to positively shape development, accommodate growth, and add vitality in the City Centre.

7.2 Objectives

- Encourage the City Centre as a sports, arts, cultural, leisure, and entertainment hub for the Northeast Sector of the Region.
- Develop more opportunities for formal and informal public open spaces and social interaction throughout the area.
- Ensure that social support services are included in the City Centre.
- Ensure necessary service and infrastructure requirements are provided to support proposed land uses and densities.

7.3 Policies

Community Services Policies

- CS1** Explore new ways to acquire space for social support agencies, sports, arts, cultural, and leisure activities in new high-density developments. Utilize existing and new partnerships to achieve this.
- CS2** Create a variety of attractive, barrier-free/accessible, and safe public open spaces, parks and trails for public gathering, recreation, and celebration and support all public amenities with adequate directional signage.
- CS3** Ensure new development addresses and is consistent with the provisions contained in “The Leisure and Parks Master Plan,” and “The Master Trail Plan,” as amended from time to time.
- CS4** Employ multiple measures to ensure that the City Centre civic square is a successful public space and recognized civic heart of the City:
- a) Require active land uses at the ground level around the civic square including retail, restaurants, and civic facilities, particularly the library, to attract people to the area seven days a week during the day and into the evening to provide a sense of safety, vitality, interest, and sense of pride for the City.
 - b) Program frequent year round activities in the square to contribute to its prominence as a place to gather, such as a farmer’s market, concerts, festivals, exhibits, and informal leisure activities.



7.3 Policies - continued

- c) Provide the necessary infrastructure to support anticipated uses in the square such as power, water and public washrooms.
- d) Provide a range of on-street and off-street parking options for vehicles, scooters, and bicycles near the square to support public events.

CS5 Strive to achieve at least 1.0 ha (2.5 acres) of land per 1,000 population in the City Centre that is suitable for “active” pursuits in an urban neighbourhood or community park.

CS6 Incorporate child care and pre-school services into new development and support these uses with drop-off/pick-up facilities.



Infrastructure Policies

CS7 Ensure public infrastructure and amenities required to implement this plan are reflected in the City’s Capital and Operating Plan and Development Cost Charge Bylaw.

CS8 Provide servicing for all subdivisions that meets the standards of the “City of Coquitlam Subdivision and Development Servicing Bylaw No. 3558, 2003,” as amended from time to time or replaced.

CS9 Consider applications for rezoning of land once the servicing and development of the subject land is feasible in the near future. Where the lands to be rezoned do not yet exist as a distinct legal parcel or parcels, the application will not be referred to a Public Hearing until:

- a) A subdivision application to create the subject parcel or parcels has been found technically feasible by the municipal Subdivision Advisory Committee; and
- b) Bearings and dimensions sufficient to establish proposed lot lines and zoning boundaries have been provided.



CS10 Place existing overhead utilities underground as part of new development throughout the City Centre as directed by the City.

CS11 Work with other utility agencies to ensure that service capacity is adequate to accommodate anticipated growth in the City Centre.

CS12 Work with TransLink and the Province to incorporate a community policing station within rapid transit stations, potentially in partnership with the regional transit police.

CS13 Incorporate fire staging areas in new development and along elevated rapid transit guideways where roadway widths are narrow.

CS14 Work with TransLink and the Province to explore opportunities for expanding the City’s fibre optic network as part of the guideway alignment of the proposed rapid transit line.



SECTION 8 – GUIDANCE OF NEW DEVELOPMENT

8.0 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 City Centre Area Plan area are located in Part 4 of the CWOCP. In addition, please refer to Section 4.3 of that part for supplemental Windsor Gate neighbourhood specific development permit area guidelines.”



SECTION 9 – IMPLEMENTATION

The City Centre Area Plan represents a long term vision for future growth. The general goals encompass what is proposed for the area, which is further defined in the objectives. How the objectives are to be achieved is addressed through associated policies.

Policies may define specific solutions to achieve an objective, reference pertinent parallel documents/bylaws/regulations that achieve an objective, indicate a direction to be considered as opportunities arise, or specify future actions in the form of analysis or studies that will lead to a solution to implement an objective. The following is a list of tasks that builds on the policies that specify future actions needed to implement the plan.

1. Work with the Province and the Regional Transportation Authority to identify optimal rapid transit stations and alignment locations. Specific factors that should be considered in the location of rapid transit facilities include:
 - a) Providing strong linkages between the station and other modes of transportation (both existing and planned) including future rapid bus, shuttle bus, and regular bus service, West Coast Express rail service, bicycle routes, pedestrian routes, park and ride facilities, and vehicular drop-off/pick-up facilities.
 - b) Incorporating a range of high level pedestrian and bicycle facilities and amenities at the stations.
 - c) Providing the highest level of accessibility and design quality to create an environment that encourages transit ridership and integration into new development.
 - d) Incorporating a community policing station within rapid transit stations, to be potentially shared with the regional transit police.
 - e) Exploring opportunities for expanding the City's fibre optic network as part of the guideway alignment and within stations.
2. Work with the Regional Transportation Authority to update the Area Transit Plan for the Northeast Sector prior to the completion of the rapid transit line planning process to provide superior, well-integrated transit services in the City Centre.
3. Commence the second phase of the City Centre Area Plan update process once the rapid transit stations and alignment locations have been identified. This second phase includes:
 - a) Identifying new land use and public space opportunities that will support rapid transit integration into the City Centre in the context of the overall goals and objectives of the plan.
 - b) Updating the existing "Coquitlam Town Centre Concept Plan and Urban Design Guidelines" to reflect the land use and network changes proposed.
 - c) Updating the existing Urban Design Guidelines to address the liveability of residential units adjacent to rapid transit stations and alignments.

Section 9 - Implementation - continued

- d) Revising the existing Urban Design Guidelines to include design measures to incorporate transit support functions such as drop-off/pick-up facilities, bus stops, and layover bus functions, into adjacent new developments. The intent of the guidelines will be to create safe, comfortable, and attractive environments for transit users.
 - e) Identifying transportation improvements needed to support the land use changes.
- 4. Develop a pedestrian network master plan for the City Centre to incorporate interconnected pedestrian facilities and open spaces into the street network to attain a seamless multi-modal transportation system. This plan is to:
 - a) Incorporate a universally accessible environment to accommodate those with visual, mobility, and cognitive impairments including those that use wheelchairs and personal mobility scooters.
 - b) Minimize pedestrian crossing distances for all crosswalks and other designated crossing locations through the construction of new and the retrofitting of existing facilities.
 - c) Minimize wait times at signalized pedestrian crossings.
 - d) Consider the use of a Multi-way Boulevard (narrow attractive pedestrian-friendly roads on each side of the highway) along Barnet Highway between Johnson Street and Pinetree Way to reduce the perceived scale of the street, to provide refuge for pedestrians crossing Barnet Highway, and to segregate local traffic from regional through traffic.
 - e) Consider additional north-south multi-modal connections across the Canadian Pacific Railway Right-of-Way as opportunities arise, to improve access from neighbourhoods south of the railway to rapid transit service and the amenities of the City Centre.
- 5. Develop additional street classifications for incorporation into the City's "Subdivision and Development Servicing Bylaw No. 3558, 2003," to provide enhanced movement corridors within lands designated for high-density land use within 800 metres of rapid transit stations to ensure pedestrian-orientation is a priority.
- 6. Develop and adopt Transportation Demand Management (TDM) strategies and measures as a part of all public and private-sector development plans in the City Centre. Some examples of these measures include:
 - a) Employer-based, school-based, and community-based incentive TDM measures and programs to ensure the full integration of multi-modal travel and needs in the City Centre.
 - b) Parking supply management and pricing as a disincentive TDM measure to improve the efficiency of vehicular travel and transit modal share in the City Centre.



Section 9 - Implementation - continued

7. Complete the City Centre Parking Management Strategy to support economic development through improved utilization of the parking infrastructure. This strategy will seek to:
 - a) Review current practices related to parking requirements for new development and consider new options for Coquitlam.
 - b) Identify opportunities for improved management and regulation of on-street and off-street parking in the City Centre.
8. Explore the potential to develop and adopt an anti-idling bylaw to reduce vehicle emissions in the community.
9. Consider public infrastructure and amenities required to implement this plan in the City's Capital and Operating Plan and Development Cost Charge Bylaw.
10. Monitor truck movements through the City Centre to identify efficient routing alternatives. If any alternatives are identified, develop plans to implement alternative truck routes.
11. Develop an amenity plan outlining how density bonus contributions will be allocated pursuant to policy CC3 in the City Centre Area Plan.
12. Conduct a review of opportunities for the incorporation of alternative energy generation in the City Centre. This review will need to:
 - a) Explore partnerships between the City, developers, and/or energy utilities for potential City Centre energy systems.
 - b) Consider conducting a pre-feasibility study to establish if conditions are sufficiently favourable to proceed with a full feasibility study
13. Develop guidelines that outline voluntary green building design features that incorporate innovative and site-sensitive design to:
 - a) Manage stormwater run off, utilize solar exposure, improve energy efficiency in building performance, and reduce water consumption.
 - b) Encourage opportunities for urban agriculture to permit the growing of food such as edible landscaping, community garden space, and active living roofs.
 - c) Encourage biodiversity and the use of native plant species to assist in carbon sequestration, increase efficiency in stormwater management, and minimize irrigation needs.
 - d) Reduce greenhouse gases through improved building energy efficiency and incorporating alternative/renewable energy sources.
 - e) Achieve high quality urban design and aesthetics.
 - f) Effectively manage and minimize waste.
 - g) Integrate and support alternative transportation options.
14. Conduct a bear-people conflict management plan to evaluate measures to strive to achieve this intent.

12.0

Schedules

- A. City Centre Land Use Plan
- B. City Centre Development Permit Areas
- C. City Centre Hierarchy of Streets
- D. Transportation Network Concept Plan



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