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Waterfront Village Centre Neighbourhood Plan

An evolving, livable and vibrant place

SECTION 1 – BACKGROUND

1.1 Purpose of the Plan

This Waterfront Village Centre Neighbourhood Plan (the “Plan”) establishes the land uses and planning policies for the approximately 37.0 hectare (91.5 acre) site commonly referred to as Fraser Mills in Southwest Coquitlam. The Plan will guide the zoning and development of the neighbourhood, which is estimated to take 20 to 25 years to complete.

Fraser Mills is envisioned as a neighbourhood where people can live, work, shop and play in a mixed-use village setting adjacent to the Fraser River. At full build-out, the neighbourhood will have approximately 5,500 residential units, with an estimated 11,000 residents. Commercial, industrial and civic uses on the site are projected to support over 1,700 jobs.

Among the objectives of the Plan are to reconnect Coquitlam residents and visitors with the Fraser River through a publicly accessible waterfront parks and open space system, create a strong connection between the Fraser Mills and Maillardville neighbourhoods via King Edward Street, and celebrate the rich history of the site.



1.2 Adjacent Land Uses

Much of the area surrounding Fraser Mills was historically a mix of residential (known to locals of the time as Mill Town) and heavy industrial uses. The area has gradually transformed into a broader mix of highway retail, light industrial, service commercial, and entertainment (e.g., a casino) uses, although some of the heavy industrial uses in the area remain.

Fraser Mills is also bounded by a major transportation network, including road, rail, and water (Figure 1).



1.3 Relationship to Other Plans

This Plan complements and further implements the goals, objectives and policies of the Citywide Official Community Plan (CWOCP) and the Southwest Coquitlam Area Plan (SWCAP). This updated Plan replaces the previous neighbourhood plan for Fraser Mills that was adopted by Council in November 2008. This current Plan includes a number of significant changes to the 2008 plan intended to create an even stronger and more vibrant neighbourhood with a broader range of public amenities.

There are other key City plans, strategies and bylaws that help to provide direction and support the policy directions in the Plan and build on one another to guide development at Fraser Mills. These documents include the following, as amended from time to time:

- › City Wayfinding Plan
- › Como Creek Integrated Watershed Management Plan
- › Environmental Sustainability Plan
- › Housing Affordability Strategy
- › Maillardville Neighbourhood Plan
- › Master Trail Plan
- › Multiculturalism Strategic Plan
- › Parks, Recreation & Culture Master Plan
- › Strategic Transportation Plan
- › Subdivision and Development Servicing Bylaw
- › Tourism Strategy
- › Waterfront Village Centre Neighbourhood Design Guidelines
- › Zoning Bylaw

1.4 Neighbourhood Plan Preparation Process

The original Plan and Zoning for Fraser Mills were adopted by Council in 2008. The process for updating the Plan formally began when the land owner submitted applications to amend the CWOCP and zoning for the site in December 2016. The process included seeking input from the public, adjacent business and land owners, internal and external stakeholders and other levels of government. This input was received by Council and taken into account by Council in its consideration of the proposed amendments to the Plan.

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Figure 1: Location and Adjacent Uses



2.0 VISION

The Waterfront Village Centre is envisioned as a vibrant, urban neighbourhood that integrates residential, light industrial, commercial, civic and recreational land uses. It will be a compact, complete neighbourhood for people to live, work, shop and play. The neighbourhood will celebrate the rich history of the Fraser Mills site and reconnect this part of the Fraser River waterfront with the broader community, including Maillardville.

Fraser Mills will accommodate an estimated 11,000 residents in a range of multi-family dwelling types, including townhouses and apartments in low and high-rise residential buildings, some of which will also include commercial uses.

Fraser Mills will provide for the daily needs of its residents and draw people from elsewhere in Coquitlam and throughout the region for work, shopping and recreation. As shown in Schedule A - Illustrative Concept Plan, a main street (Street A) extends from United Boulevard south to a commercial and civic hub at the waterfront. A smaller hub at the foot of King Edward Street near the waterfront will include office and retail uses. If required by School District No. 43, the neighbourhood will also accommodate a school.

A number of public amenities will draw people of all ages to Fraser Mills. Residents and visitors will walk and bike the riverside trail, play in the riverfront parks, enjoy the views of the Fraser River from the pier and wharf, visit the urban plaza and community centre, and learn about the history of the site from interpretative signage. Public art will also be dispersed throughout the neighbourhood.

Fraser Mills will have employment generating land uses to provide a broad range of job opportunities within a high amenity, well connected, waterfront mixed-use neighbourhood. This will maintain the historic role of the mill site as an important source of employment for Coquitlam, meeting current and emerging business needs in the region.

Development will transform the former heavy industrial site into a place where natural and recreational open spaces co-exist with residential, commercial, light industrial, civic and other uses. The Waterfront Village Centre Neighbourhood will be a legacy project for Coquitlam. Riverfront lands have a special place in their communities and the neighbourhood will create a unique experience within Metro Vancouver.



3.0 LAND USE ELEMENTS

The Waterfront Village Centre is a comprehensively planned compact neighbourhood. The plan structure provides 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 in the western portion of Fraser Mills, with the main commercial and civic hub located at the south end of Street A near the waterfront. Residential uses are distributed over much of the neighbourhood, with the majority on the eastern portion of the site.

Residential, commercial, light industrial and civic uses are all connected to the open space system. The open space and trail networks intersect at key points along the waterfront, such as the pier, wharf, community centre, urban plaza, viewing decks, the riverfront parks, Como Creek, and Historic Como Creek Greenway. Where appropriate, the open space will encourage leisure and recreational activities for residents, workers and visitors.

Schedule A - Illustrative Concept Plan identifies the approximate placement of buildings and other features on the site. All elements are conceptual only and subject to change in siting and shape at the Development Permit stage.

Schedule B - Land Use Concept provides a framework for the coordinated long-term development of the Fraser Mills site.

Policies

1. Land uses shall be consistent with Schedule B - Land Use Concept.
2. The City will consider rezoning applications for the Waterfront Village Centre Neighbourhood in accordance with this Plan and any subsequent amendments to the Plan.
3. The policies in this Plan shall be interpreted in conjunction with the Development Permit Area guidelines for the Waterfront Village Centre Neighbourhood (within the CWOCP), the supplementary Waterfront Village Centre Neighbourhood Design Guidelines (outside the CWOCP) and the Development Agreement for the site.



3.1 Environment

Until 2001, the Fraser Mills sawmill and associated facilities occupied the property, leaving behind a brownfield site. Between 2004 and 2006, most of the Fraser Mills property was remediated to meet industrial/commercial standards and park standards along the waterfront under provincial contaminated sites legislation. Further remediation work in 2010 and 2017 upgraded portions of the site to meet residential standards. Some areas will require additional remediation to meet provincial standards.

The area is located in the Fraser River floodplain and flood mitigation planning strategies for the neighbourhood will raise it to the flood construction level (FCL) based on Provincial flood mitigation guidelines that account for future sea level rise. Fraser River conditions are monitored by the Province of British Columbia, however floodplain mitigation is a municipal responsibility in consultation with the Provincial Ministry of Environment.

Improvements in the neighbourhood will enhance and create fish and wildlife habitats complementary to other habitats sustained within both Como Creek and the Fraser River. Appropriate agency approvals will be sought when required (i.e., Vancouver Fraser Port Authority and Fisheries and Oceans Canada). These improvements will also create natural areas for use by residents and visitors to the neighbourhood.

Policies

1. The environmental quality and performance of the Fraser Mills neighbourhood shall be enhanced by creating a variety of habitat enhancement projects both within the neighbourhood and on adjacent Port land.
2. Naturalized areas will be recognized as an appropriate locale for green infrastructure.
3. Environmental assets will be preserved by increasing community awareness, participation and stewardship. This will include 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 external agency (e.g., Fisheries and Oceans Canada) approval processes.

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3.1.1 Site Remediation

Fraser Mills has received three Certificates of Compliance (CoC) from the Province of British Columbia that confirm the majority of the lands have been successfully investigated and remediated to an appropriate standard. Some areas of the site will require further remediation, and no further development will occur in those areas until CoCs are obtained.

Policies

1. The landowner will be responsible for obtaining a CoC for areas of the site that have not yet been remediated to the appropriate standard.
2. Required investigation and remediation will be conducted in a phased approach and prior to a specific parcel being developed.



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 Neighbourhood, 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.

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 neighbourhood 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 5.1 metres (16.7 feet) with an additional safety factor of 1.0 metre (3.3 feet) to result in a minimum elevation of 6.1 metres (20.0 feet) geodetic.
2. The ground level of the site will generally be raised to an elevation equal to the FCL or higher.
3. Fraser River erosion protection along the neighbourhood's river frontage will be designed to extend to the 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. A right-of-way will be designated within the riverfront parks to accommodate service and emergency vehicle access. This area could allow the construction of a dyke if needed in the future due to sea level rise.
6. Underground parking and other built areas not requiring construction to the minimum FCL, but potentially subject to inundation during flood events, will employ construction methods to limit loss of property.
7. Signage will be required to indicate areas that are not protected against flooding.
8. Infrastructure services will be protected from potential flooding using methods such as special valves for sewer and water services and designing any buried lines to resist damage.
9. 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 and/or other regulatory agencies and prior to parks being constructed.
10. 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.
11. 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.

3.1.3 Geotechnical Provisions

The general soil profile in the development is made up of fill over layers of silt and sand. The silt layers silt has varying thickness throughout the site and the sand layers are loose and liquefiable. The site also contains local areas of peat. A number of geotechnical issues that may require design resolutions include, but are not limited to:

- › 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.

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In addition to BC Building Code requirements, areas adjacent to the Fraser River will be stabilized to mitigate geotechnical challenges that may arise during a seismic event. After this foreshore stabilization plan is implemented, the land area upland of the stabilization area will have increased seismic protection.

Policies

1. The neighbourhood 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 riverfront parks prior to or in conjunction with park construction. Geotechnical mitigation may include a variety of measures, such as a seismic dyke or the use of stone columns or seismic drains in order to stabilize the upland development during a seismic event.
3. All buildings will be designed to mitigate extensive long-term settlement.

3.1.4 Watercourse Enhancement

Existing watercourses adjacent to the Waterfront Village Centre Neighbourhood will be improved. 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 the property), Fraser River (south side of the property) and the planned Historic Como Creek Greenway (interior to the property).

Enhancement of the Fraser River foreshore and Como Creek will create environmental areas that significantly increase fish and wildlife habitat value.

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

Policies

1. The neighbourhood 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.
3. Invasive plant species will be removed and native plant species 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 Creek Greenway meets the river and other intertidal marsh habitat opportunities.
5. Shoreline enhancement along the Fraser River will provide diverse habitat for a range of plant, aquatic and animal species (e.g., use of riprap to create marsh benches).
6. The Historic Como Creek 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.
9. Signs and other interpretive elements that describe the ecosystems, habitat areas and range of plant and animal species that may be found in the neighbourhood will be installed.
10. Appropriate outside agency coordination and approvals will be required for the design and construction of habitat enhancement on lands outside of the neighbourhood boundary.

3.1.4.1 Como Habitat Area

The environmental design of the Como Creek corridor emphasizes the enhancement and creation of habitat features for fish and wildlife.

This watercourse corridor is dominated by invasive species that hinder the functional attributes of the corridor's habitat value. Creation of the Como Habitat Area through previous and ongoing remedial work on the portion of Como Creek adjacent to the Fraser Mills neighbourhood will increase the capacity of this corridor to support fish and wildlife habitat.

The following policies have been established for the Como Habitat Area, in addition to policies stated in Section 3.1.4 of this Plan.

Policies

1. The Como Habitat Area shall be protected and enhanced.
2. Upland habitat established for the Como Habitat Area discourages creek access by residents and visitors to the environmental area and intertidal habitat at the edge of the creek.
3. Invasive non-native vegetation are replaced with a natural assemblage of native plant species capable of supporting important habitat functions.
4. Habitats are created for amphibians, birds, and small mammal by placing woody debris within the plant assemblage. Habitat for small perching birds is increased by installing nesting boxes.

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5. Aquatic habitat for both fish and wildlife is enhanced by re-creating environmental habitat structures along the shoreline of Como Creek.
6. Notwithstanding Section 523 Riparian Areas Protection Regulation set out in the City's Zoning Bylaw, a 30 metre (98.4 foot) building setback from the high water mark along Como Creek will be maintained.

3.1.4.2 Fraser River

The environmental design of the Fraser River corridor, as defined in this 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 support people-related uses will include a pier, wharf, urban plaza, community centre, multi-use 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.

The following policies have been established for the Fraser River corridor, in addition to policies stated in Section 3.1.4 of this Plan.

Policies

1. The Fraser River corridor that abuts the neighbourhood shall be protected and enhanced.
2. Habitat areas will be both within the neighbourhood and on Port land.
3. River shoreline protection works will be incorporated into the neighbourhood, with native species plantings upslope of the shoreline protection works and directly within the protection works.
4. 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 Creek Greenway

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

The primary habitat enhancements will be placed at the confluence of the Historic Como Creek Greenway 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 Creek Greenway and the Fraser River. The alluvial fan will encompass the lower reach of the Historic Como Creek 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 Creek Greenway, in addition to policies stated in Section 3.1.4 of this Plan.

Policies

1. The Historic Como Creek Greenway corridor shall be protected and enhanced.
2. A portion of the development's stormwater will discharge to the Historic Como Creek Greenway as outlined in Section 4.3.2.
3. The neighbourhood 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.
4. Pedestrian trails in the Historic Como Creek Greenway will be linked with the Fraser River shoreline and to the overall development.
5. The alluvial fan at the lower reach of the Historic Como Creek Greenway 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

Fraser Mills will provide a variety of medium- to high-density multi-family housing types. At full build-out, the neighbourhood will accommodate approximately 5,500 dwelling units, with an estimated population of between 11,000 and 12,000.

Residential uses are focused on the parcels east of King Edward Street. Residential building forms will range from low- to high-rise apartments, with townhouses wrapping the above grade parking structures facing the public realm. Some of the parcels will be mixed-use, with residential above commercial uses.

High-rise buildings will be sited to be mindful of shadowing, privacy and view lines within the development. Variation in the height of residential buildings will create a skyline with visual interest.

Affordable housing in the form of market and non-market rental units will be integrated into the neighbourhood to help ensure housing choice.

Policies

1. Provide a range of unit sizes and tenures to appeal to a broad mix of households at different stages of life.
2. Market- and non-market rental housing will be provided in the neighbourhood and secured through a Housing Agreement.
3. Tower heights will vary taking into consideration views, privacy and shadow impacts.
4. A maximum of 16 residential and mixed-use high-rise buildings shall be permitted, with the maximum height not to exceed 49 storeys and an overall average height of 36 storeys.

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5. High-rise buildings will have slender floorplates that minimize view and shadow impacts as defined in the Development Permit Area guidelines.
6. Universal design and accessibility will be integrated into the design of residential buildings and units as defined by the Development Permit Area guidelines.
7. Residential buildings will be designed to ensure that individual units, their entries and private outdoor spaces maximize privacy and clearly delineate private and public spaces.

3.3 Commercial

Fraser Mills will accommodate a variety of commercial uses to support the needs of residents, workers and visitors to the neighbourhood. Commercial uses will be concentrated in a hub near the waterfront, adjacent to the community centre and urban plaza. Opportunities will be provided to allow commercial uses to expand east and west along Street B as necessary. A secondary hub, comprised of retail and office uses, will be located at the foot of King Edward Street.

Policies

1. Neighbourhood serving uses are encouraged, including a grocery store and pharmacy.
2. Commercial loading and other service activities shall be concealed entirely within a building.
3. Continuous, street-oriented, at-grade commercial or civic uses shall be provided for all ground level frontages identified on Schedule C - Commercial Street Frontage Hierarchy as Mandatory Commercial Street Frontage.
4. Access for loading and parking shall not be permitted along frontages identified on Schedule C - Commercial Street Frontage Hierarchy as Mandatory Commercial Street Frontage, unless no other options are available.
5. Ground-oriented commercial uses shall be permitted along frontages identified on Schedule C - Commercial Street Frontage Hierarchy as Potential Commercial Street Frontage, and these spaces should generally create a continuous, connected commercial frontage.
6. Non-residential uses in commercial buildings will be oriented to the street and/or public realm (e.g., the Fraser River, Historic Como Creek Greenway).



3.4 Industrial

The neighbourhood will accommodate a variety of industrial uses that are compatible with adjacent residential, commercial and park uses. These industrial uses will be concentrated along King Edward Street and United Boulevard, and will be a significant source of employment at Fraser Mills.

Policies

1. All industrial activity will be enclosed, with no outside storage of materials or equipment.
2. Industrial uses will provide a buffer between residential uses in the neighbourhood and United Boulevard to the north and existing heavier industrial land uses to the west.
3. Buildings and landscape elements of industrial uses will be consistent with the Development Permit Area guidelines
4. Accessory retail will be limited to the sale of products or goods produced on the same property.



3.5 School

School District No. 43 has indicated that a school may be required at Fraser Mills if there is a sufficient student population in the neighbourhood.

Lots 20A and 20B have been identified as an appropriate location for a school, including the building, play space and parking. If a school is not required, these lots may be used for residential use, potentially with commercial uses at grade.

The potential school would differ from conventional school models in Coquitlam because the neighbourhood will be developed as a high-density, urban neighbourhood. In order to accommodate a school, the site will require an innovative urban form that requires less land area and an efficient approach to building design and layout, similar to other elementary schools in high-density urban settings (e.g., downtown Vancouver).

Policies

1. Lots 20A and 20B shall be used for a public school if one is required in the neighbourhood by School District No. 43.
2. If Lots 20A and 20B are not required for a public school, they will be developed for residential use and potentially commercial use at grade along Street B.
3. Opportunities for off-site learning, such as interpretive walks, signage and historic artifacts, will be encouraged in close proximity to the school if the school is built.

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3.6 Community Centre

A public community centre with aquatics is planned for the waterfront, adjacent to the urban plaza, pier and riverfront parks. In addition to civic uses, this centre will have commercial uses or additional civic uses fronting the urban plaza and possibly the flanking street.

Policies

1. A public community centre that may include aquatics shall be located on Lot 12.
2. Commercial and additional civic uses, integrated with the community centre, will also be permitted on Lot 12.

3.7 Parks and Open Space

The Waterfront Village Centre Neighbourhood will have a variety of recreation and leisure opportunities for residents, workers and visitors. Parks and open spaces will be 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, plazas and viewing decks will be woven together with the trails, streets and sidewalks to form a connected open space network. Some areas will also support environmental functions, as discussed in Section 3.1.4 of this Plan.

Maillardville and the broader 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 multi-functional riverfront parks, a riverside trail and linear park, an urban plaza, Fraser River viewing decks, a pier and a wharf. Compelling heritage and cultural themes will be integrated into the open space programming to reflect the important role this area played in the early history of Coquitlam.

Policies

1. A variety of multi-purpose parks and open space opportunities will be developed in accordance with Schedule A - Illustrative Concept Plan and Schedule D - Parks and Open Space, and as defined in the Development Agreement.
2. The developer of the lands shall work with the Vancouver Fraser Port Authority to have any park features on Port land landscaped similar to adjacent park land.
3. The Heritage Interpretation Plan, which is part of the Waterfront Village Centre Neighbourhood Design Guidelines, conceptually identifies nodes where industrial artifacts, heritage displays and other forms of public art are to be incorporated into the parks and open space network.



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 all park amenities will be publicly accessible unless otherwise indicated.

Policies

1. The neighbourhood will include park and open space features as generally identified on Schedule A - Illustrative Concept Plan.
2. Park landscape plans will integrate with the built environment as defined and interpreted in the Development Permit Area guidelines.
3. 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 Interpretation Plan.
4. Unique play spaces and structures designed to reflect the natural surroundings and industrial heritage of the site will be encouraged.
5. Opportunities for private amenity areas will be integrated into the podium levels of high density residential parcels as outlined by the Development Permit Area guidelines and the Waterfront Village Centre Neighbourhood Design Guidelines.



3.7.2 Public Amenities

The neighbourhood will maintain a strong relationship to the Fraser River through the creation of a waterfront urban plaza and pier at the south end of Street A. The riverfront parks will provide viewing decks and spaces to access the water's edge, as well as the refurbished wharf.

Policies

1. A civic heart for the neighbourhood will be provided at the south end of Street A, in the form of a public community centre and urban plaza, as generally identified on Schedule A - Illustrative Concept Plan.
2. The urban plaza, pier, wharf and viewing decks will be linked with the pedestrian and cycling trail network as indicated on Schedule E – Transportation Network.
3. The pier shall provide a walking loop over the water's edge.
4. Commercial opportunities on the pier and wharf, such as kiosks and food trucks, may be permitted.

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5. The pier, wharf, viewing decks and 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 the neighbourhood recreation amenities and along the multi-use trail as identified in the Heritage Interpretation Plan.
6. Built structures along the riverfront, including the urban plaza, pier, wharf and viewing decks, will be designed to establish a strong visual and physical relationship to the Fraser River.

3.7.3 Trails and Sidewalks

Fraser Mills will have 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 Fraser Mills to municipal and regional trail systems, other neighbourhoods and adjacent employment areas.

Policies

1. A network of trails and sidewalks will be developed, as generally identified in the Schedule E – Transportation Network. Privately owned sections of the trail network will be publicly accessible.
2. Appropriate trailhead signage, signs for wayfinding and interpretive educational signs will be provided, as defined by the Heritage Interpretation Plan and in the Development Agreement.
3. The trail system will provide cycling facilities for all ages and abilities.
4. Trails and sidewalks will be universally accessible, safe and barrier-free.
5. The pedestrian network will connect with adjacent neighbourhoods, employment areas and municipal and regional trail networks.
6. A multi-use bridge that crosses near the mouth of Como Creek adjacent to the Fraser River will be provided. This bridge will accommodate pedestrians and cyclists.
7. A bridge for pedestrians, cyclists, and motor vehicles will be provided across Como Creek to connect Fraser Mills with Brigantine Drive.
8. The trail system will provide lookout points and seating areas along the riverfront parks to create passive recreation and enjoyment as identified in Schedule A - Illustrative Concept Plan.



3.7.4 Landscape Elements

Landscape elements provide the opportunity to link the built environment to public open space. Additional details on the landscape components, including surface materials, lighting, street furniture, and other public realm elements, are contained within the Waterfront Village Centre Neighbourhood Design Guidelines.

Policies

1. Tree species that commemorate the industrial history of Fraser Mills will be explored as set out in the Waterfront Village Centre Neighbourhood Design Guidelines.
2. The program for hard landscape elements, such as street furniture and lighting, will be as set out in the Waterfront Village Centre Neighbourhood Design Guidelines.
3. Landscape details for paving, walls and utilities must accommodate the long-term growth of tree roots and crown, trunk flare and trunk enlargement. Soil cells will be required rather than structural soil where appropriate soil volumes cannot otherwise be provided.

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4.0 SERVICING COMPONENTS

4.1 Transportation

Transportation sustainability is a fundamental aspect of the Plan. 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 Transportation Demand Management (TDM) Plan has been created that identifies key strategies to encourage future residents to choose more sustainable modes of travel over single-occupant vehicles. Key strategies have been integrated into this Plan and the Development Agreement. The developer will be required to provide periodic TDM monitoring reports as additional residents move in, and amend the TDM Plan to ensure appropriate measures are in place to reduce motor vehicle traffic and parking demand.

The King Edward Street alignment is an important connection between Maillardville and Fraser Mills. Three street access points (Clipper Street, King Edward Street and the new Street A) are identified at the northern edge of the neighbourhood. There will also be a connection to Brigantine Drive on the eastern side of the site crossing Como Creek, and a road connection on the western side of the site from King Edward Street to the lands to the west.

The transportation network has a street typology unique to the neighbourhood in order to accommodate the function of the streets. Clipper Street, King Edward Streets and Street A will connect with an east-west street that parallels the Fraser River (Street B). They will form the collector road system, feeding the local streets and mews.

A network of pathways and pedestrian and cycle-friendly streets complements the street network and will connect the neighbourhood internally.

The Waterfront Village Centre Neighbourhood Design Guidelines provide greater detail on the street classifications, cross sections and widths, locations and types of street lighting and street furniture, surface materials, and other elements.

Policies

1. The internal transportation system will be designed using an approach that reflects the priorities placed on different modes of transportation as identified in Schedule E – Transportation Network.
2. The design objectives for the streets are intended to minimize travel lane widths, reduce street crossing distances and vehicle speeds, provide sidewalks and/or multi-use paths on both sides of the street and accommodate the shared use of streets, including on street parking, street trees, furniture and utilities.



3. Street typologies, cross sections, and widths are included in the Waterfront Village Centre Neighbourhood Design Guidelines.
4. Design details for the neighbourhood circulation network, as it relates to surface materials, location of street furniture and other elements are included in the Waterfront Village Centre Neighbourhood Design Guidelines.
5. 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.
6. Statutory rights of ways may be provided to accommodate additional street width if required.
7. Clipper Street, King Edward Street and Street A 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. All intersections on United Boulevard must accommodate regional traffic, including goods movement.
8. A crossing will be provided to accommodate transit service from the neighbourhood across Como Creek to Brigantine Drive. This crossing will also accommodate pedestrians, cyclists, and motor vehicles.
9. A road will be provided in the neighbourhood that connects King Edward Street with lands to the west.
10. The neighbourhood will support the development of a continuous riverfront pathway for pedestrians and cyclists that is linked to the City's approved Master Trail Plan and Metro Vancouver's Regional Parks Plan.
11. Traffic calming devices, such as elevated intersections and curb extensions, will be encouraged in the design of street intersections.
12. TDM measures for the neighbourhood will be monitored and reported when identified trigger points are reached in the neighbourhood's development as defined in the Development Agreement.

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 Fraser Mills and cyclists of all ages and experience levels will be accommodated through various strategies as outlined in the policies below.

Policies

1. The neighbourhood will include an interconnected pedestrian and cycling network to allow for a variety of route choices as identified in Schedule E – Transportation Network.
2. The pedestrian and cycle network will connect with the municipal and regional transportation network as identified in Schedule E – Transportation Network.

9.4



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;
 - 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 parks, the pier, the wharf, the public community centre, the urban plaza and the residential areas.
4. An attractive and human scaled walking and cycling environment will be provided on all sidewalks, trails and streets in the neighbourhood.
5. Surface treatments should reflect a pathway's intended function (e.g., off street trail vs. sidewalk) and in particular emphasize the pedestrian-orientation of the neighbourhood.
6. Crosswalks will be designed to calm traffic and improve the safety of the pedestrian realm.
7. Bike-friendly facilities (such as bike racks, bike storage lockers, and end of trip facilities) will be provided in public use areas, commercial buildings, residential buildings, and parking areas.

4.1.2 Transit

Transit access 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 neighbourhood will be designed to accommodate accessible transit shelters and vehicle access along King Edward Street and Street A 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 E – Transportation Network, will be provided to accommodate transit service between Fraser Mills and the industrial uses to the east. All bus stops and shelters will conform with TransLink's design guidance.
2. The density and mix of land uses planned are expected to support TransLink's Frequent Transit Network (FTN) service levels along United Boulevard and through Fraser Mills.
3. Well designed, accessible and comfortable transit facilities will be integrated into the neighbourhood to facilitate public transit



use, including shelters, benches, appropriate lighting, signage and transit information.

4. Opportunities for additional public transit use will be encouraged in consultation between the developer of the lands and TransLink as outlined in the TDM Plan.

4.1.3 Automobiles

The circulation network is planned to create a flexible and efficient network for automobile use, provide ease of access to parking and 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 required as set out in the Transportation Demand Management Plan.

4.1.4 Parking

The amount of parking provided at Fraser Mills 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 to 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. The provision of parking will be consistent with the neighbourhood's overarching goals of increased walking, cycling and transit rates and reduced automobile use.
2. Public parking will be accommodated on-street and in shared parking areas in close proximity to the amenities to encourage a more efficient use of parking infrastructure.
3. Parking will be accommodated in parking structures that will generally be one level of below grade parking with above grade parking screened by dwelling units and other design elements, as defined in the Development Permit Area guidelines and Waterfront Village Centre Neighbourhood Design Guidelines.
4. The design of all parking structures will integrate Crime Prevention Through Environmental Design (CPTED) principles to ensure adequate lighting and other safety measures are in place.
5. Bicycle storage will be provided to accommodate residential, employment, and visitor needs.

9.4

6. End of trip facilities will be provided to accommodate employment needs.
7. The neighbourhood parking demand and trip generation will be monitored in accordance with the requirements outlined in the TDM Plan. 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 neighbourhood will be served by public water and sanitary sewer systems. Sanitary sewer service will be pumped into Metro Vancouver's sanitary lines north of United Boulevard, and water service will be connected to the existing municipal water main that runs along United Boulevard.

Policies

1. Water will be conserved where possible using landscape and irrigation strategies as outlined in the Development Permit Area guidelines.

4.3 Stormwater Management

The Waterfront Village Centre Integrated Stormwater Management Plan (ISMP) identifies the Fraser Mills site as an independent watershed, receiving no runoff contribution from upstream flows. The ISMP 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 Como Creek.

Biofiltration measures will be implemented within the Historic Como Creek Greenway to improve the quality of stormwater runoff.

Policies

1. 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.
2. The City may re-route some of the off-site King Edward and Clipper Street catchment areas drainage through the neighbourhood.
3. Best Management Practices (BMPs) for road and parking areas will be implemented to collect and direct 'first flush' runoff through hydrodynamic separators, prior to discharging into proposed biofiltration areas.
4. The stormwater biofiltration areas will be integrated into the overall landscape design of the site, providing opportunities for interpretive elements to be incorporated.
5. Impervious areas will be minimized and pervious areas maximized by integrating key landscape design features around buildings and parkade decks.



5.0 IMPLEMENTATION

5.1 Development Permit Areas

The City encourages innovative design solutions to achieve high quality urban environments that are walkable and livable. All Development Permit Area guidelines that apply to the Waterfront Village Centre Neighbourhood Plan are located in Part 4 of the CWOCP. In addition, the Waterfront Village Centre Neighbourhood Design Guidelines will apply for all development.

5.2 Phasing of Development

Development of the neighbourhood is estimated to take up to 25 years to full build-out. The neighbourhood will integrate key transportation and infrastructure upgrades and public amenities 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 outlined in the Development Agreement.
2. Park land will be turned over to the City at the time of occupancy of any residential development that occurs adjacent to the park land.
3. Temporary or interim treatments, such as façades or hoarding, will be required on undeveloped parcels to ensure a safe and attractive development environment.

5.3 Regulatory and Approvals

A Comprehensive Development zone will be created for the development. Development approvals, such as subdivision, development permit, building permit and other regulatory approvals will be in accordance with current municipal processes.

Policies

1. The Comprehensive Development zone will be in accordance with this 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 publicly dedicated street network may be required in certain cases.