



## PHASE 2

### *Visioning - Creating a Vision, Goals and Objectives*

Phase 2 of the Austin Heights Neighbourhood planning process focused on creating a vision, goals and objectives for the plan. Input received was used to develop and inform the three neighbourhood design concepts.

The public consultation program for this phase included a number of interactive activities: a tour of Metro Vancouver commercial districts, several Public Advisory Group meetings, a design charrette, and a high school design workshop. Phase 2 concluded with a public open house to receive feedback on the three neighbourhood design concepts, and was attended by over 150 community members.



## Design Charrette

### *Austin Heights Design Charrette - April 18, 2009*

The April 18, 2009 Design Charrette was the primary urban design and planning element of the Austin Heights Neighbourhood Planning process. The collaborative visioning process of the charrette resulted in three distinct and viable land use and development concept options.

The charrette included two design sessions interspersed with key presentations. After the kick-off presentation, charrette participants split into three teams, “Home”, “Work” and “Go” to develop concepts around each theme.

Following the charrette, the urban design consultants and City staff participated in a post-charrette workshop to refine the three concepts into illustrated plans and supporting imagery, land use plans, diagrams and other supporting documentation.

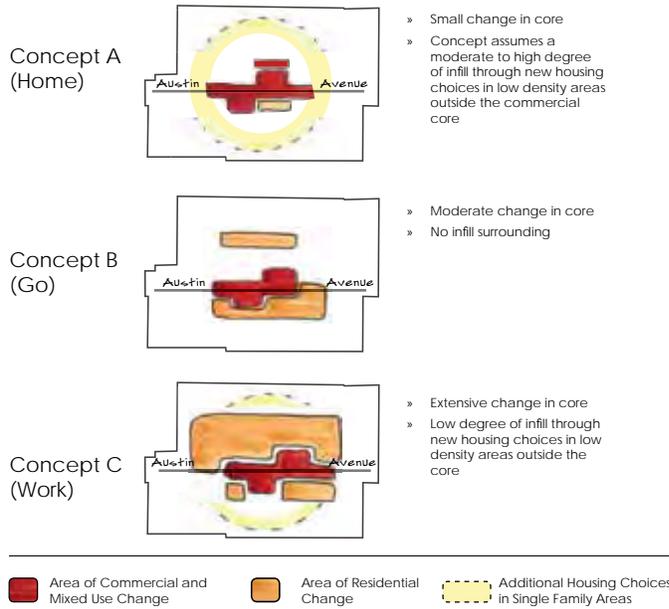


2.0 THREE ALTERNATIVE CONCEPTS

2.1 Summary: Consensus Points & Key Differences

The AHPN charrette and subsequent workshops resulted in three alternative concepts that showed different approaches to land use, density, urban form, connectivity and the treatment of streetscapes and public open space. However, there were also a number of consensus points across the alternative options. The following summarizes the key similarities and differences across the alternative concepts developed.

Summary Diagram: Extent and Type of Land Use Changes Proposed



Concept A (Home)



Concept B (Go)



Concept C (Work)

Common Elements in all Design Concepts (A, B & C)

Introduce mixed uses along Ridgeway and Austin Avenues (commercial or office with residential above)	
Additional north -> south pedestrian connections from Blue Mountain Park to residential area south of commercial core. Explore opportunities for a new pedestrian/bike Como Creek Crossing on King Albert Avenue.	
Locate new development at sidewalk edge and parking underground or behind buildings to improve the pedestrian experience	
Enhance the quality of the public realm along Austin Avenue with more street tree plantings and enhanced pedestrian crossings at key locations	
Orient & site buildings to consider views to south and sun exposure. Consider views and sun from the terminus of streets and pedestrian paths	
Enhance Ridgeway as a special street and community gathering place with streetscape enhancements and character elements	
Provide opportunities for large mixed-use projects integrating large format retail on big parcels - include residential above commercial	
Locate a landmark tower/building at the Corner of Austin Avenue and Blue Mountain Street	

**Key Concept Differences**

- » The extent of proposed land use changes
- » Proposed density of core area
- » Proposed height of buildings in core area
- » Maintaining vs. reducing the extent of commercial uses along Austin Avenue.
- » Maintaining vs. encouraging redevelopment of the strata and rental apartment stock to the North
- » The location and extent of North/South pedestrian pathways:
- » Streetscape, public realm and open space treatments along and between Ridgeway and Austin Avenues
- » Small scale incremental redevelopment vs. large scale comprehensive redevelopment

**Summary of Approximate Residential & Commercial Capacity\***  
(Full build-out of concepts anticipated for 2031)

**Estimated Residential Units by Concept\***

Existing Residential Units (2006) = 3,249 total units  
 + 2,722 units in Concept A = 5,971 total units  
 + 2,284 units in Concept B = 5,533 total units  
 + 4,666 units in Concept C = 7,915 total units

**Projected Population by Concept\***

Existing Population (2006) = 7,575 people  
 + 4,236 people in Concept A = 11,811 people  
 + 3,843 people in Concept B = 11,418 people  
 + 7,574 people in Concept C = 15,149 people

**Estimated Commercial Floor Space by Concept\***

Existing Commercial Floorspace (2006) = 43,730m<sup>2</sup>  
 + 10,080 m<sup>2</sup> in Concept A = 53,810 m<sup>2</sup> total  
 + 1,413 m<sup>2</sup> in Concept B = 45,143 m<sup>2</sup> total  
 + 10,715 m<sup>2</sup> in Concept C = 54,445 m<sup>2</sup> total

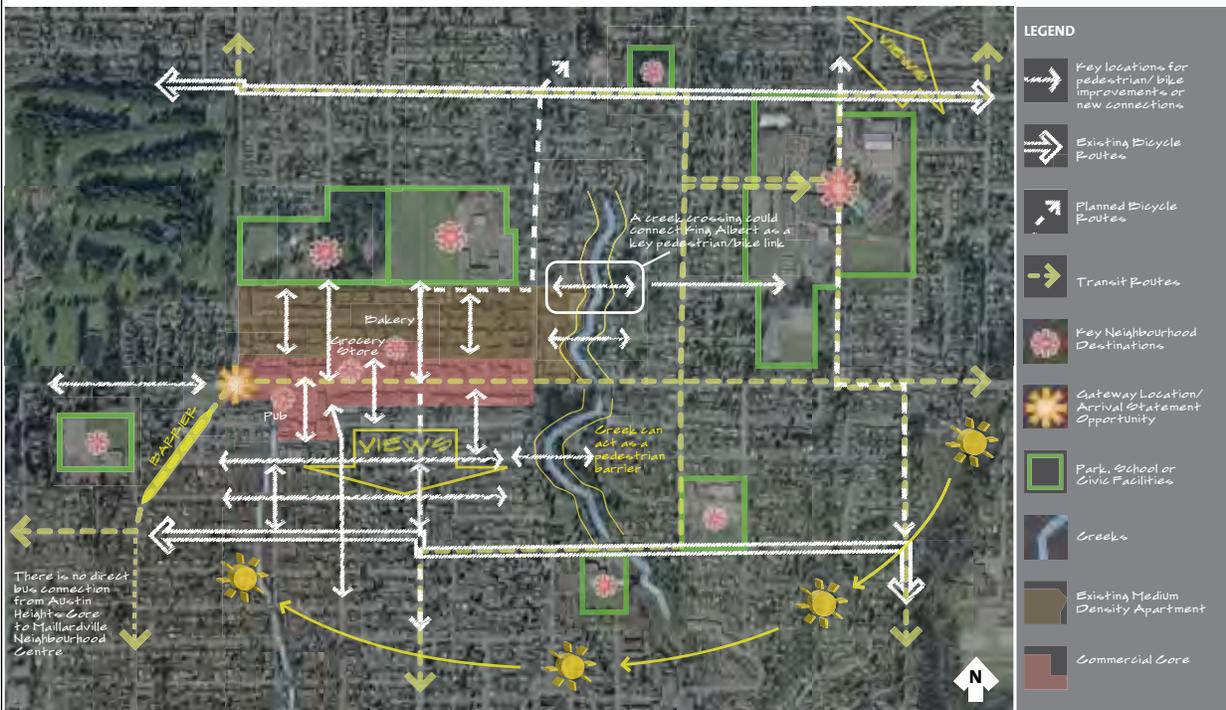
\*Figures are for the entire AHNP Study Area

	<b>Concept A</b> (Home)	<b>Concept B</b> (Go)	<b>Concept C</b> (Work)
Changes to Apartment Area North of Ridgeway Ave.	None	A Little	A Lot
Housing Choices Infill on Periphery	A Lot	None	A Little
Building Height/Form	Lower	Medium and High	Higher
Density	Low	High	Highest
Austin Avenue: Mid-block Pedestrian Crossings	+ 2	No New Crossings	+ 2
Ridgeway Avenue Streetscape	Conventional Enhanced for 1 block	Roundabouts/ enhanced for 3 blocks	Shared Street (Woonerf) for 1 block
Extent of Commercial	Maintained	Reduced	Maintained
Scale of Redevelopment	Small scale, Incremental		Large scale, Comprehensive

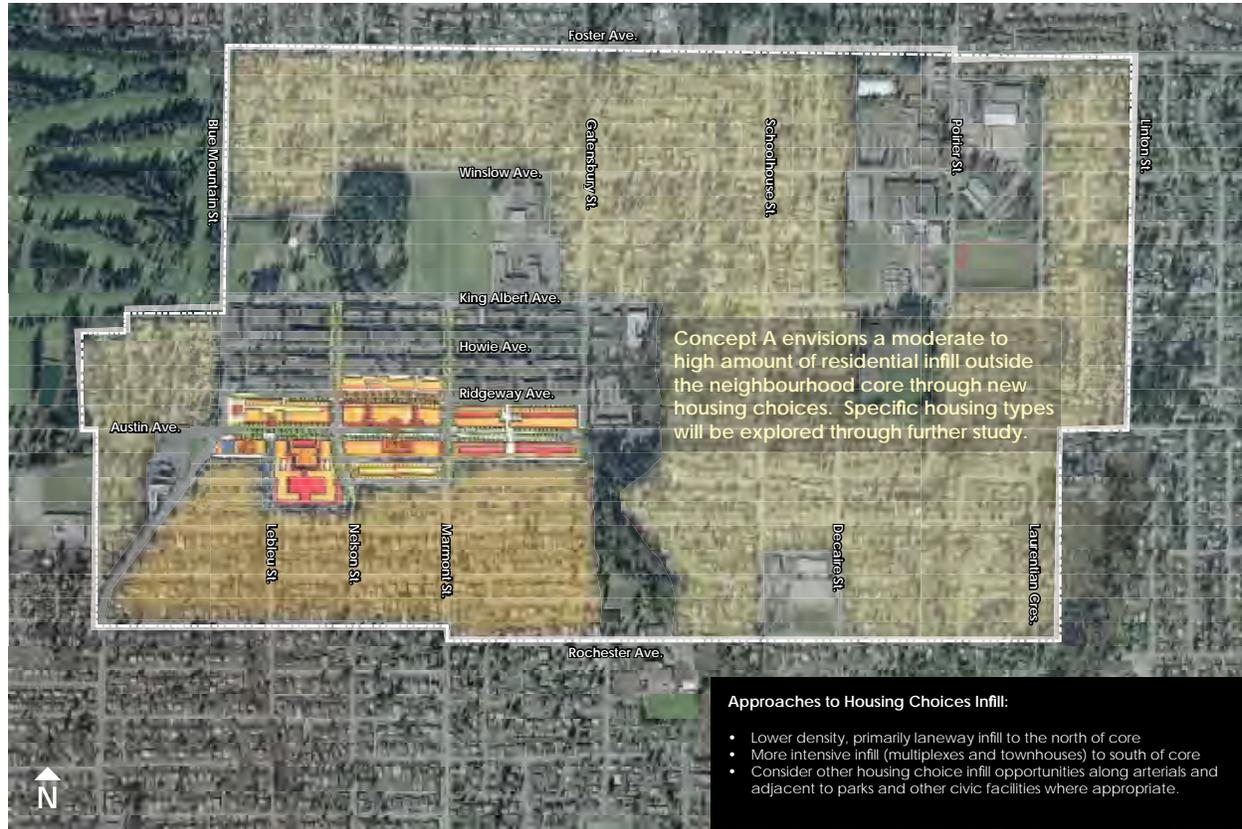
**2.2 Context, Key Destinations and Links**

The charrette teams began their design sessions by mapping the neighbourhood context along with key destinations and links both within the neighbourhood and in the surrounding context. Preliminary observations

regarding opportunities and challenges were also mapped. The map below represents a compilation of these exercises, showing consensus points across the different groups



2.3 Concept A (Home) Plan



Concept A (Home) Overview

Concept A proposes the least amount of change to the Core area, proposing four storey mixed use development located along Austin Avenue and parts of Ridgeway Avenue in a manner that maintains the existing scale and feel of the area. However, unlike the other two concepts, it proposes accommodating roughly 1/3 of projected future growth in the residential neighbourhoods surrounding the core. This would be accommodated in the form of increased housing choices through small scale residential infill and redevelopment in the

form of coach housing, cottage housing, rowhouses and multiplexes. In contrast to the two other concepts which assume more comprehensive, large scale redevelopment, the Home concept proposes growth and change in the neighbourhood to occur through small scale incremental development not only in the core area but in surrounding single family residential areas as a means of ensuring sensitive growth and change that occurs organically.

Key Features

- Small incremental change throughout entire neighbourhood
- Maintain existing scale and character
- Coach housing, cottage housing, row houses and multiplexes



Street trees and planted median complement residential feel along Ridgeway Avenue

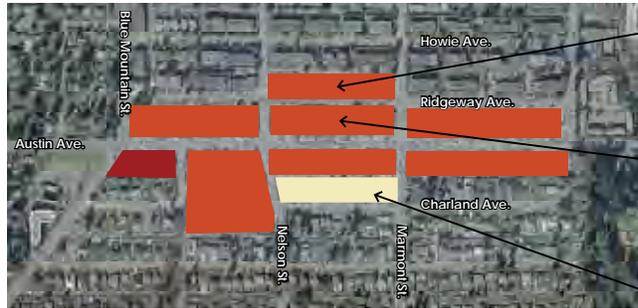


Rowhouses allow for increased density while maintaining existing neighbourhood character



Mixed use allows residents to meet their needs within a short distance of their homes

Concept A (Home): Land Use - Density & Mix



- Medium Density Mixed-Use (4 Storey; 2.0 - 2.5 FSR)
- Low Density Residential (3-4 Storey Townhouses; 1.0-1.2 FSR)
- High Density Mixed-Use (4 Storey + Tower; 3.0 - 3.5 FSR)



Double fronting mixed-use



3 - 4 storey apartments as well as mixed-use developments gently increase density without impacting the overall residential feel



The existing low density residential feel is continued in Concept A (Home Plan).



Concept explores new housing options such as coach houses & detached suites off the lane behind the principal dwelling

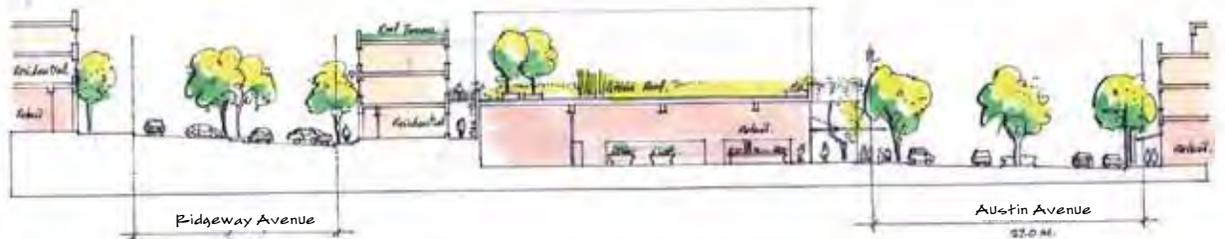
Concept A (Home): Built Form



Concept A proposes only one tower: a tall mixed-use signature building at the south east corner of Austin and Blue Mountain Avenues



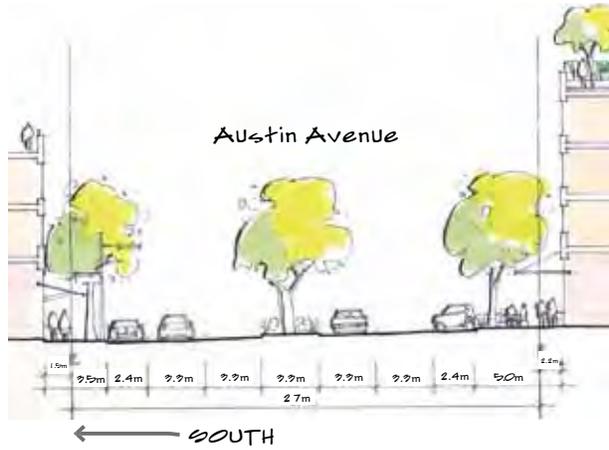
A three storey (south) and four storey (north) street wall defines Austin Avenue



Concept A (Home): Street Cross Sections

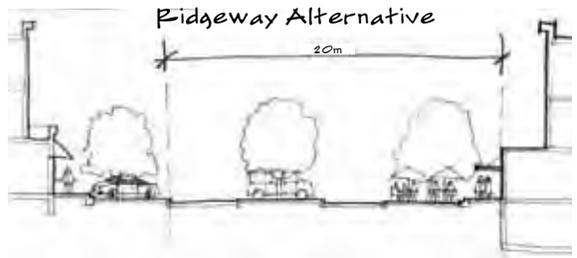
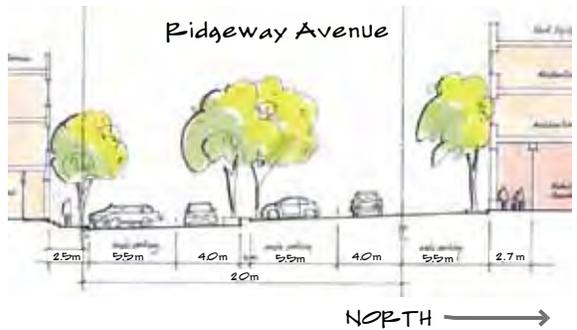
Austin Avenue

Concept A proposes expanding the existing right-of-way on Austin Ave. by 7 metres to accommodate a parking lane and two travel lanes along either side of Austin Avenue, along with a planted centre median. It also proposes a 2.2 metre building set back to allow for a generous 7.2 metre sidewalk on the Northern sunny side of Austin Ave. to incorporate sidewalk cafes and patios.



Ridgeway Avenue

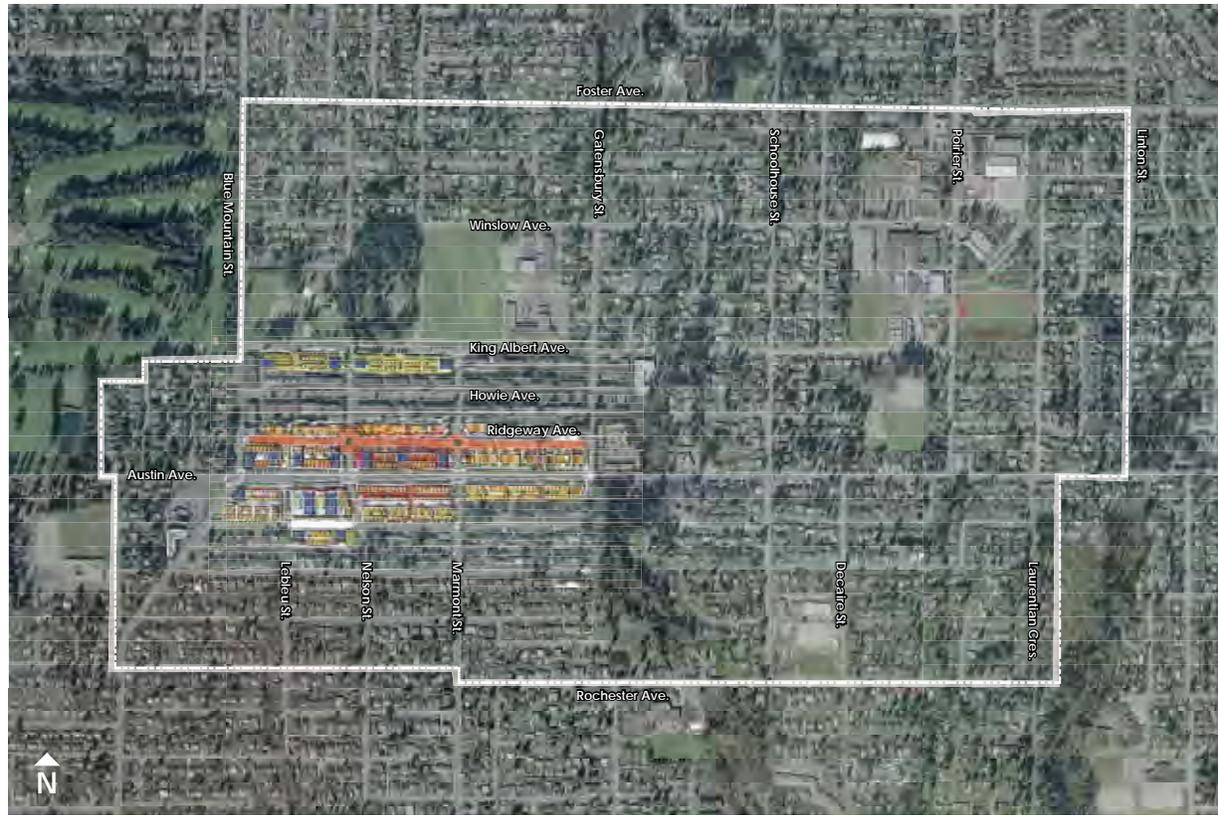
Concept A proposes incorporating 3 rows of angled parking along Ridgeway: two on either side, and one against the centre median on the South side of the street. A double row of street trees are incorporated into a centre median, and a pedestrian arcade created by a first storey step back and building overhang on the south side.



Concept A (Team Home) Working Photos



### 2.3 Concept B (Go) Plan



### Concept B (Go) Overview

Concept B proposes a medium to high density mixed use corridor along Austin Avenue. The density is focused between Blue Mountain St. and Marmont St. in the form of mid rise (8-10 storey) with some high-rise buildings on the north side along Austin Avenue, and 4 storey mixed use buildings along the south side, with some tall tower forms on the current Rona site and one at the view terminus of Blue

Mountain St. This concept reduces the extent of commercial uses to two blocks (Blue Mountain to Marmont) from its current three block extent which is from Blue Mountain St. to Gatensbury St. Concept B proposes a change in land use to only a small area of the apartment area north of Ridgeway in the form of high rise residential towers with townhouse podiums next to Blue Mountain Park.

#### Key Features

- Mid Rise focus with some high-rise, mixed use corridor
- Density mainly focused on the north side of Austin Avenue
- Current extent of commercial area focused between Blue Mountain and Marmont on Austin and Ridgeway Avenues
- Limited changes to existing strata and rental apartment zone North of Austin on the two blocks adjacent to Blue Mountain Park
- No land use changes to surrounding single family neighbourhoods
- Roundabouts, angled parking, and enhanced treatment of Ridgeway to define this street as a special place (3 blocks)



Mid-rise mixed use precedent example



Mixed use commercial zone is designed to maximize & enhance the pedestrian experience



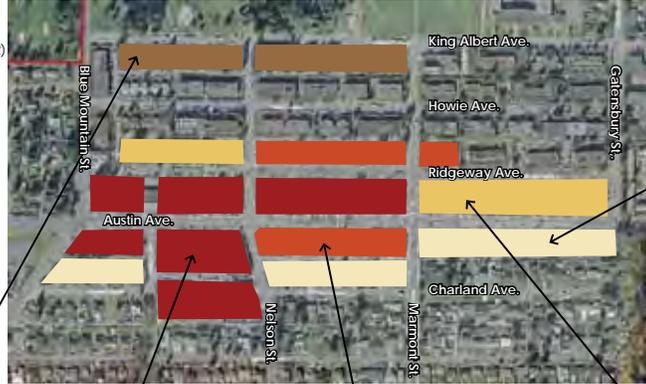
Civic spaces and public plazas provide residents with places to engage with and enjoy



Low rise 4 storey apartment precedent

Concept B (Go): Land Use - Density & Mix

-  Low Density Residential (3-4 Storey Townhouses; 1.0 - 1.2 FSR)
-  Medium Density Residential (4 Storey apartment; 1.5 FSR)
-  High Density Residential (6 Storey OR mid-rise/tower + townhouses; 2.0 - 2.5 FSR)
-  Medium Density Mixed-Use (4 Storey; 2.0 - 2.5 FSR)
-  High Density Mixed-Use (4 Storey + Tower; 3.0 - 3.5 FSR)



Low density townhouses maintain current scale



Higher density residential concentrates growth



Mixed use with mid and high rise development



Medium density mixed use along Austin Ave provides transition between higher and lower density



4 storey apartments

Concept B (Go): Built Form

Approximate Heights and Locations of Tall Buildings



A combination of mid rise and high rise buildings stepping down to 4 storey buildings on south side.

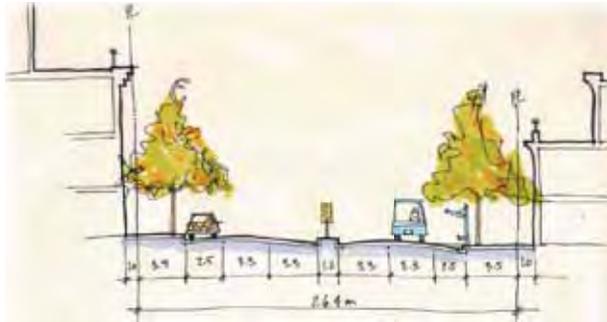


Massing sketch of Rona site: Mid rise buildings fronting onto Austin with towers to the south

Concept B (Go): Street Cross Sections

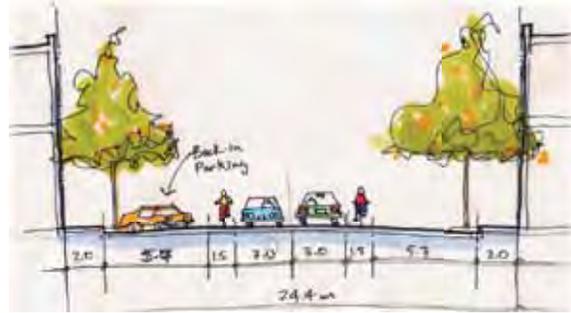
Austin Avenue

Concept B proposes expanding the existing right-of-way by a total of 6.4 metres to accommodate a parking lane and two travel lanes along either side of Austin Avenue. It also proposes a 1 metre building set back to allow for a 4.5 metre sidewalk incorporating street trees.

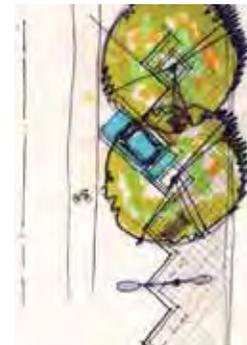


Ridgeway Avenue

Like the other two concepts, Concept B proposes an enhanced streetscape along Ridgeway Avenue to acknowledge its unique character. It proposes special pavers along the roadway along the entire 3 block strip, incorporation of angled parking on either side, two travel lanes and bike lanes in either direction, with street trees and sidewalks on either side.



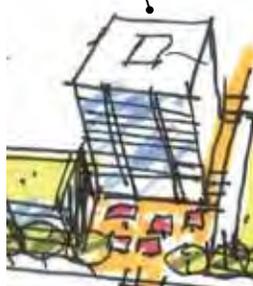
Saw tooth sidewalk pattern to shape angled parking spaces and provide room for street trees and lighting standards.



Concept B (Go): Public Realm Features



Roundabouts along Ridgeway Avenue which are spatially defined by adjacent buildings to enhance the special character



A plaza along Austin connecting through to Ridgeway created by stepping back the mid rise tower



Roundabout precedent

Concept B (Team Go) - Working Photos



Concept B (Team Go) - Working Photos



## 2.2 Concept C (Work) Plan



Austin Heights Neighbourhood Plan : Charrette Report

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### Concept C (Work) - Overview

Concept C proposes the highest amount of change both in the extent and density of land use change. This concept proposes a transformation of Austin Avenue into a high density mixed-use bus transit corridor with several 20 storey towers along the north side of Austin Ave stepping down in density and height to 10 – 16 storey buildings on the South side, a precedent for which is parts of High Gate Village as well as City Gate in Vancouver. This concept proposes a 4

storey mixed use development along Ridgeway between Nelson and Marmont. Concept C also proposes a near doubling of density in the strata and rental apartment housing stock along and north of Ridgeway Avenue to Blue Mountain Park in the form of 6 storey mid rise residential buildings, a precedent for which is Arbutus Walk in Vancouver.

#### Key Features

- High density, mixed use transit corridor
- Active pedestrian streets
- Improved north-south connectivity
- Redevelopment opportunities in existing apartment area north of Austin Avenue
- The majority of future growth focused in the Core area with some consideration of new housing choices in the surrounding low density areas.



A high density, mixed-use corridor along Austin Avenue.



North-south pedestrian pathways throughout the core area and across Austin Ave. to enhance pedestrian connectivity



Active frontages along all retail streets.



A centre median boulevard along Austin Ave.



Increased mid block connections across Austin Avenue.

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Austin Heights Neighbourhood Plan : Charrette Report

Concept C (Work): Land Use - Density & Mix



Mid rise residential buildings with apartments/ town houses at the base



Towers overtop of 4 storey mixed use buildings provide both high density residential and street fronting retail

- Low Density Residential (3-4 Storey Townhouses; 1.0 - 1.2 FSR)
- Medium Density Residential (4 Storey apartment; 1.5 FSR)
- High Density Residential (6 Storey OR mid-rise/tower + townhouses; 2.0 - 2.5 FSR)
- Medium Density Mixed-Use (4 Storey; 2.0 - 2.5 FSR)
- High Density Mixed-Use (4 Storey + Tower; 3.0 - 3.5 FSR)



6 storey residential buildings replace existing 3 storey apartments over time



4 storey residential buildings located south of Austin Avenue.



Active pedestrian oriented streetscape.



A combination of mid to high rise mixed-use buildings along the Austin Avenue commercial corridor

Concept C (Work): Built Form

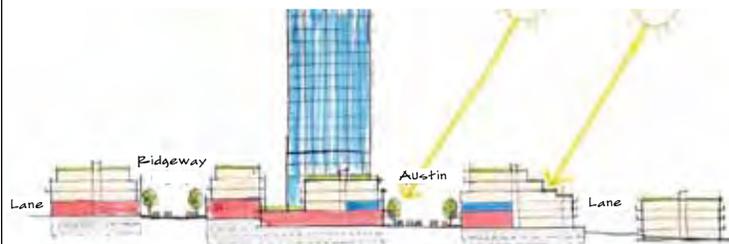


Signature tall buildings at view termini

View corridors preserved



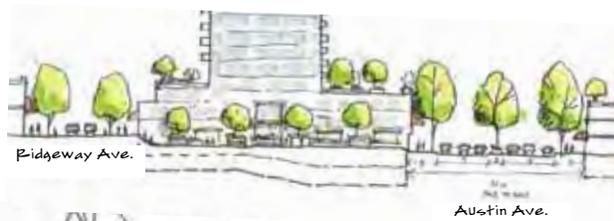
A 4 storey street wall with tall buildings stepping down to shorter buildings on the south side



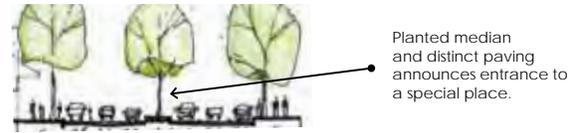
Massing model showing general form of Concept C (Work Team)

Concept C (Work): Street Cross Sections

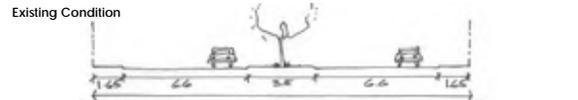
Concept C proposes streetscape enhancements throughout the neighbourhood particularly in commercial areas along Austin and Ridgeway Avenues in the form of a boulevard treatment with a centre median along Austin Ave. and a smaller scale 'Woonerf' or shared street along Ridgeway Avenue.



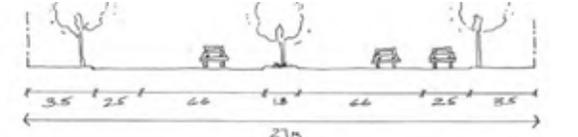
Austin Avenue



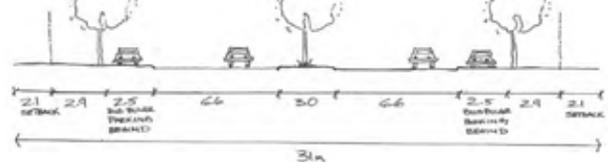
Mid block crossings connected with north south pathways through the neighbourhood increase pedestrian connectivity, comfort and safety.



Existing Policy: 7m (3.5 m each side) additional setback with redevelopment

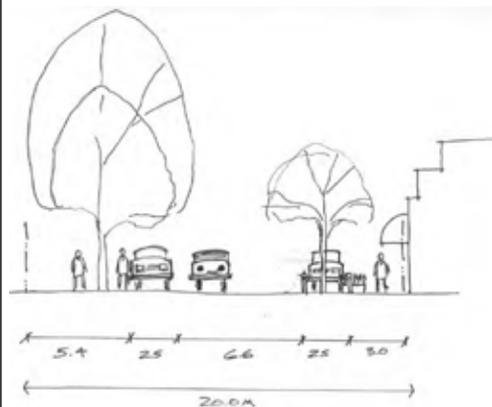
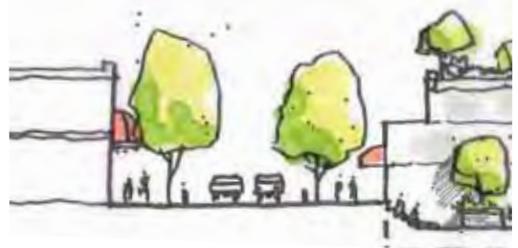


Proposed Policy: 7m Right-of-Way increase plus 2.1 m building set back



Ridgeway Avenue

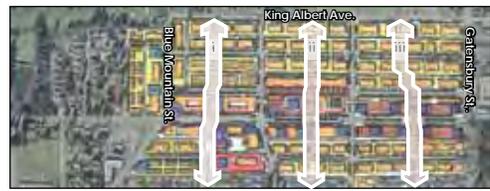
A Woonerf or shared street is proposed for Ridgeway, emphasizing this as a unique retail street. Woonerf treatments include special paving materials, on-street parking with no curbs, bollards for separating vehicle from pedestrian-only zones, and street trees.



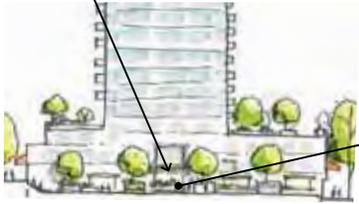
Concept C (Work): Pedestrian Realm

Open Space Network

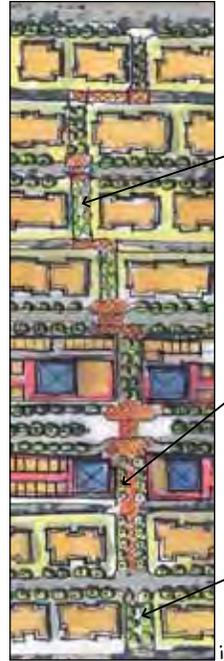
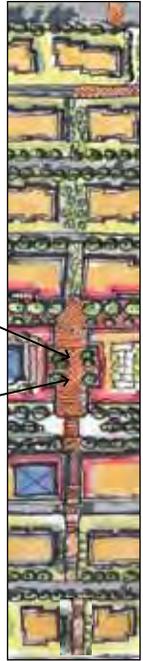
One of the key components of the Concept C open space network is three north-south pedestrian pathways or "greenways" connecting open spaces surrounding the core area to streets, plazas and other prominent public realm features, including mid-block pedestrian connections across Austin and Ridgeway Avenues. The greenway to the west (shown below left) daylights Nelson creek through a series of landscaped water features.



Streets and Plazas



A series of connected open spaces ranging from formal to more organic and featuring a range of amenities.



Concept C - Working Photos



Concept C - Working Photos



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## Youth Charrette with Centennial Secondary

On April 21, 2009 staff from the City of Coquitlam's Community Planning Division partnered with architects and staff from the Architectural Institute of British Columbia (AIBC) through their Architects in Schools program to host an Austin Heights youth design charrette with high school students from Centennial Secondary.

The Architecture In Schools program was founded by AIBC in 1994. This initiative focusses on K-12 educators and students by promoting the study and understanding of architecture and the built environment as an art, a science, and as a manifestation of social values and ideals.

The students echoed a number of similar ideas and themes that we heard from the general public at the first Austin Heights Neighbourhood Plan Open House.

Some of the ideas discussed by the students included:

- » The need to focus on pedestrians and to enhance non-vehicular modes of transport.
- » Increasing density and housing choice to provide more people with an opportunity to live in the heart of Austin Heights.
- » A wider range of things to do, i.e. recreation and entertainment options, to allow Austin Heights to become a complete community.
- » The need to retain the smaller local, independent shops.
- » Better transit service in Austin Heights.
- » More trees and improved landscaping.
- » More mixed-use buildings and more activity on Austin Avenue to help it become a more vibrant place.
- » Improved public spaces, both for planned events and daily life.



## Acknowledgements:

The success of the Austin Heights Youth Charrette is due to organization, participation and inspiration of the following individuals:

- » Tayla Shirley, Jared Comley, Tyler McColl, Aidan Gray, Crystal Li, Jack Zhang, Ryan Turner, Lisa Daechsel, Colton Krushel, Dana Strome, Andreea Pirvu, Abe Ng and Allen Change for being such great participants.
- » Rob Zambrano, Principal of Centennial Secondary for his help and commitment to the charrette and for bringing together a group of insightful and enthusiastic students.
- » Carla Brown-John of AIBC and the Architects in Schools program for helping City Staff to organize the event.
- » Michael McNaught of CEI Architecture for being a hands-on mentor to the students and providing valuable architectural knowledge along with his energy and enthusiasm.
- » Ramneet Cheema of CEI Architecture for supervising the prospective drawing exercise and helping students understand that sometimes small changes to a space can make all the difference.
- » Tillie Kwan of Battersby Howat for helping to lead the community mapping table and for her urban design insight.
- » Nadia Carvalho, Ryan Perry and Andrew Merrill of the City of Coquitlam for organizing the Youth Charette, leading the group exercises and sharing their planning principles and knowledge with the students.



## Block Model Exercise

### Austin Heights Youth Charrette - April 21, 2009

The interactive block model exercise was a hands-on opportunity for students to explore different development options for the neighbourhood.

Working on a large base map of Austin Heights, students were asked to create various development options from blocks scaled to represent different building types. Staff photographed the completed models to record the students' designs.

This exercise gave the students a visual understanding of how future development may look and allowed them the opportunity to try out several different scenarios for their neighbourhood. The students left with a deeper understanding of the design opportunities and constraints of their neighbourhood and provided a youth perspective on their preferences for the future of their community in a hands-on way.

The students seemed to be very open to the idea of increased density for Austin Heights, yet they recognized the need to be mindful of established residents.





**Group 1:**

This group developed a scheme which placed most of the redevelopment on Austin Avenue, with specific focus on the two large sites (Safeway and Rona). They discussed the need to create a pedestrian-friendly shopping experience, while integrating a wider range of things to do and a greater variety of business types. The participants in this group incorporated some of the larger format stores into mixed-use buildings with greater density and more effective use of land.



## Group 2:

This group closed part of Ridgeway to car traffic and incorporated it into the Safeway site to create a large courtyard. The concept ringed the courtyard with mixed-use buildings containing many active uses such as: a new grocery store, cafes, theater, restaurants and shops, with an intent to activate the space and help make it lively.

Group 2 also created a number of residential courtyard developments to give a good streetwall edge to the blocks, while providing for semi-private interior space for residents.

This group also increased residential development down the slope, decreasing the density and form as they moved further down the hill. The students were very conscious of the important interface between the new development and existing single-family residences.





### Group 3:

This group developed a very linear scheme which focused development along the east-west streets. They used mixed-use buildings to establish a strong streetwall along Austin Avenue to create a walkable environment.

Redevelopment was concentrated at the western end of the commercial core with building intensity and form decreasing as it transitioned east towards the creek. This created a strong core at Austin Ave. and Nelson Street.

Group 3 was mindful of how shadows from tall buildings might impact the surrounding development.

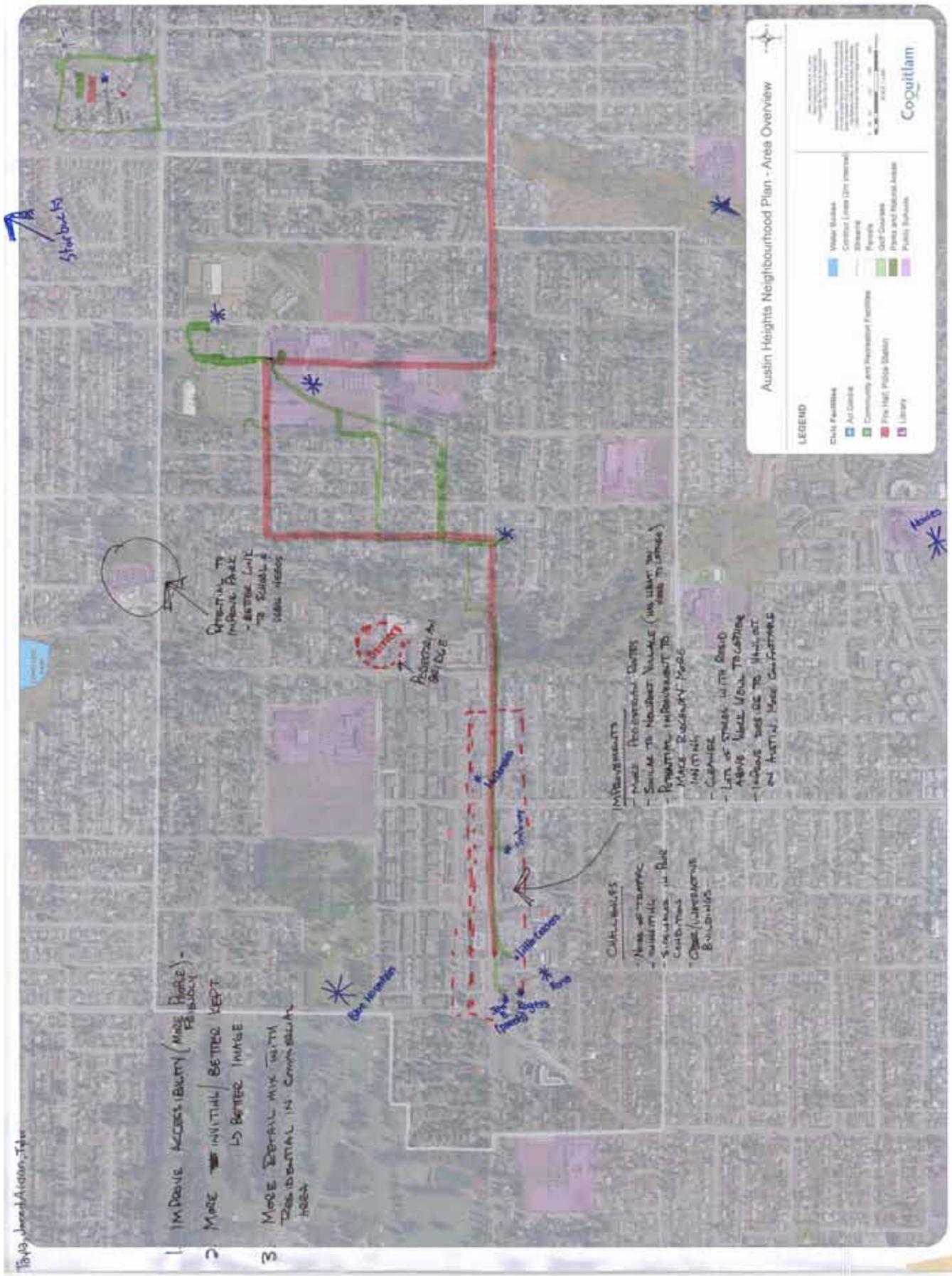


## Community Mapping Exercise

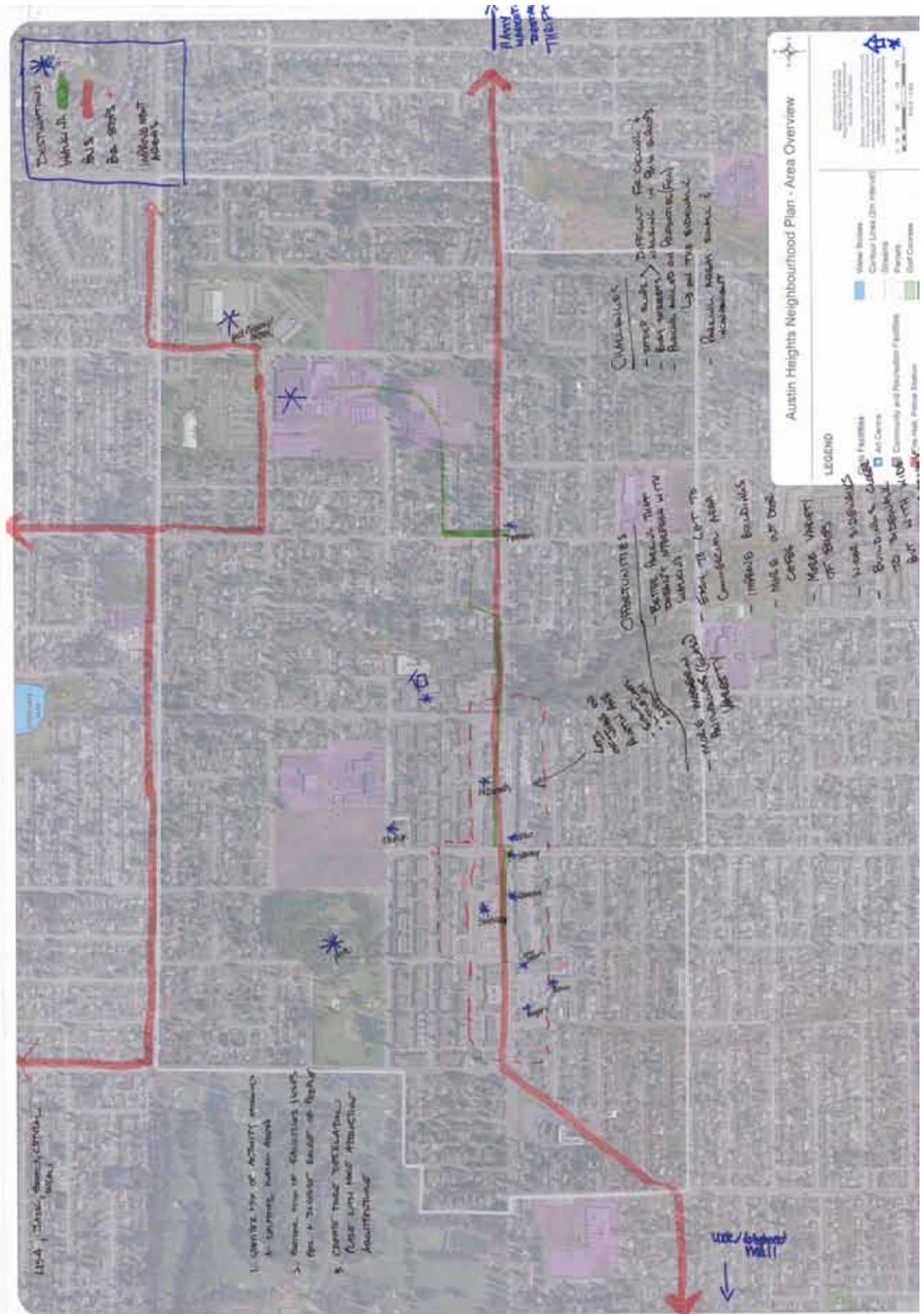
Austin Heights Youth Charrette - April 21, 2009

The community mapping exercise gave students the opportunity to sketch their understanding of the community. Participants thought about places that are important and the specific nodes and areas of the community that have meaning for them. The students also thought about movement and how they get around Austin Heights. They identified their favorite routes and barriers that affect how they move between destinations, both within and outside the neighbourhood. Lastly each group identified areas of the neighbourhood needing improvement.









## Perspective Drawing Exercise

Austin Heights Youth Charrette - April 21, 2009

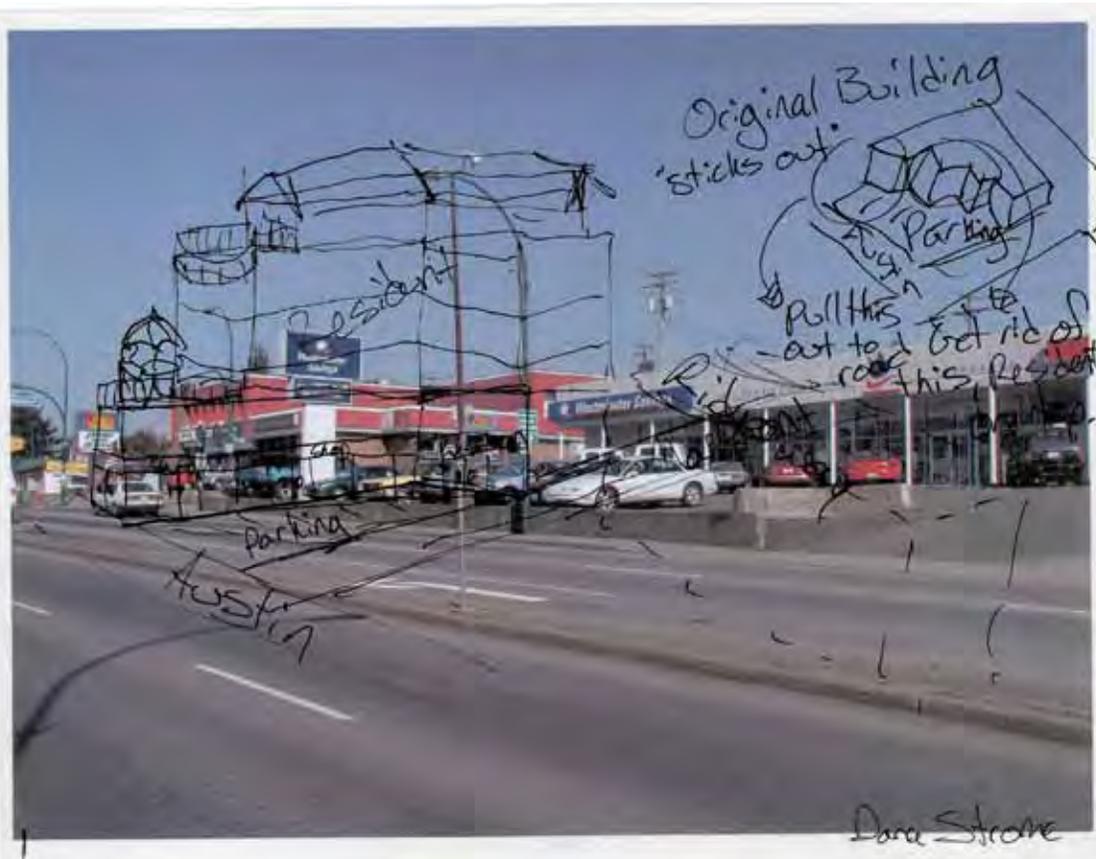
For the perspective drawing exercise the students were given a number of photographs of Austin Heights. The participants were asked to sketch right on top of the photo to identify the features or elements needed to improve the area.

This was an interesting exercise which allowed the students to visualize and express smaller, local changes to the fabric of their neighbourhood from a ground level perspective. Many of the students wanted to see: more sidewalks & widened sidewalks, more density & housing choice, more pedestrian connections, more trees & landscaping and the creation of more interesting, complete places within their community.





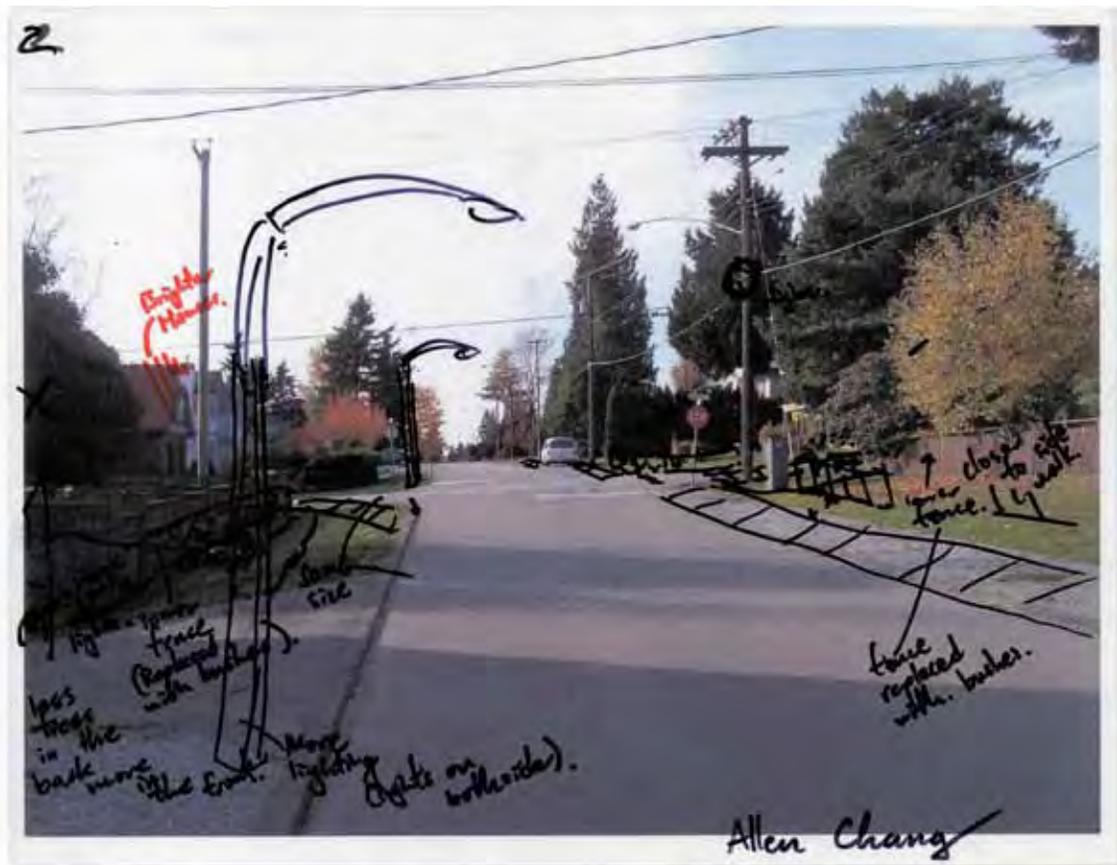
Austin Avenue - Looking Northwest



Austin Avenue - Looking Northwest



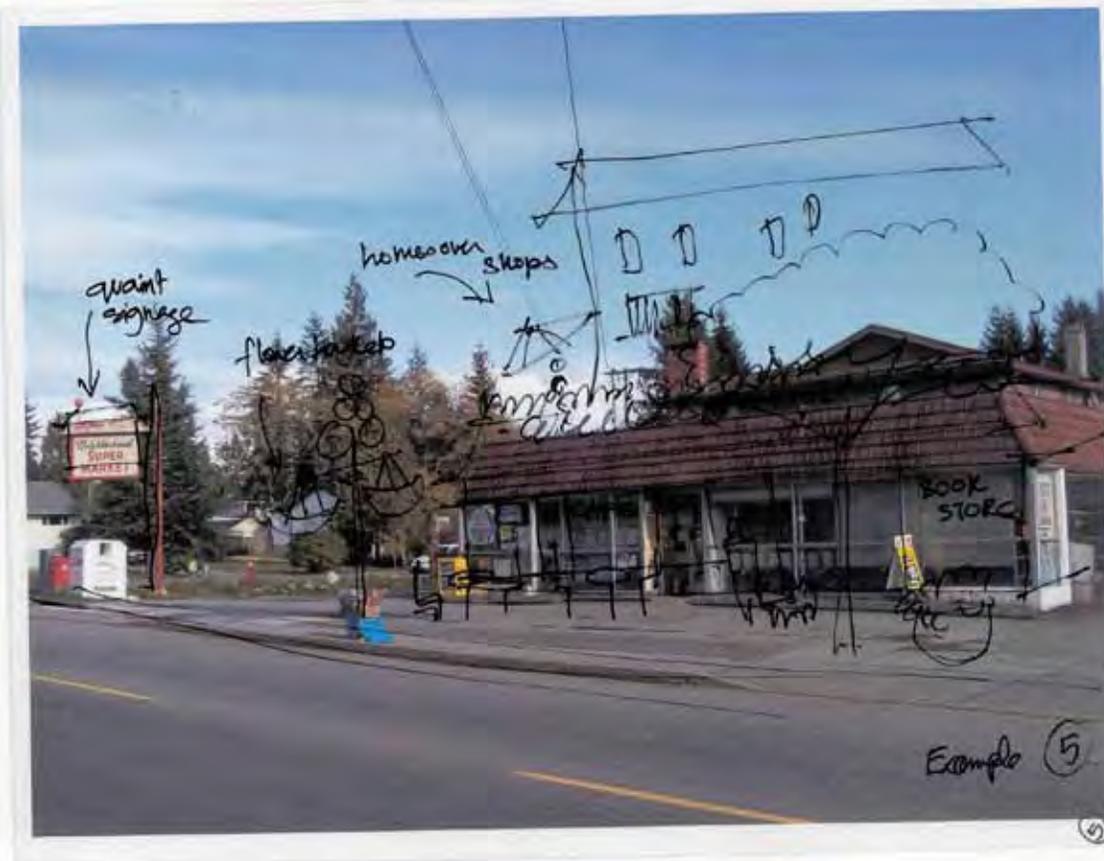
Dansey Avenue - Looking West



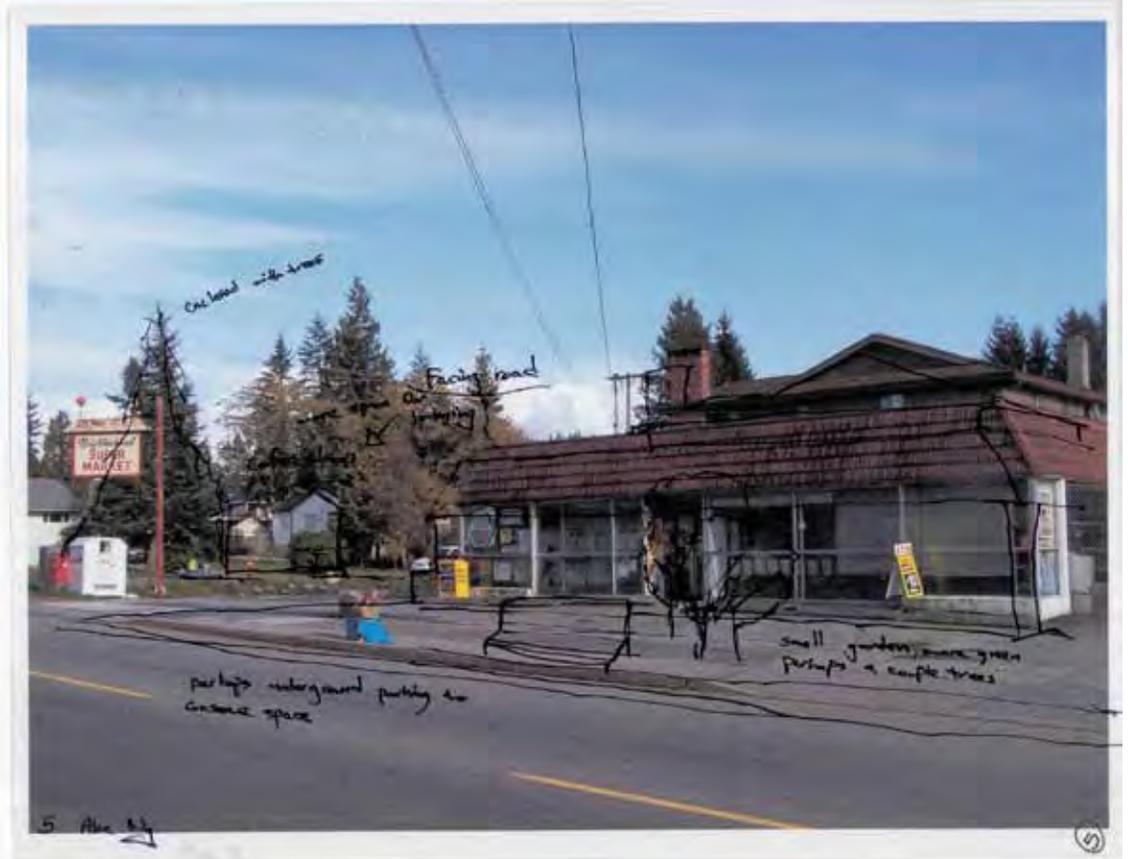
Dansey Avenue - Looking West



Laurentian Crescent - Looking North



Gatensbury Street at Winslow Avenue - Looking Northeast



Gatsbury Street at Winslow Avenue  
- Looking Northeast



Lane behind Howie Avenue  
- Looking East



Austin Avenue - Looking East

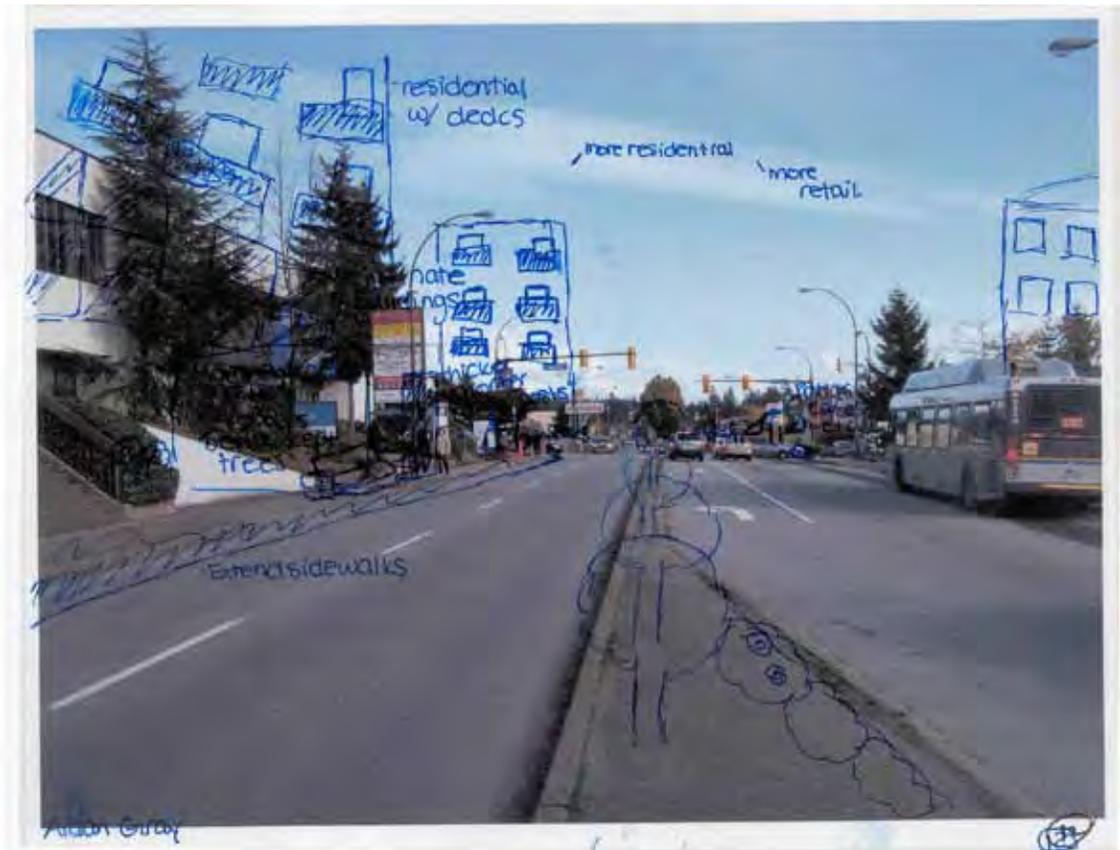


Austin Avenue - Looking East



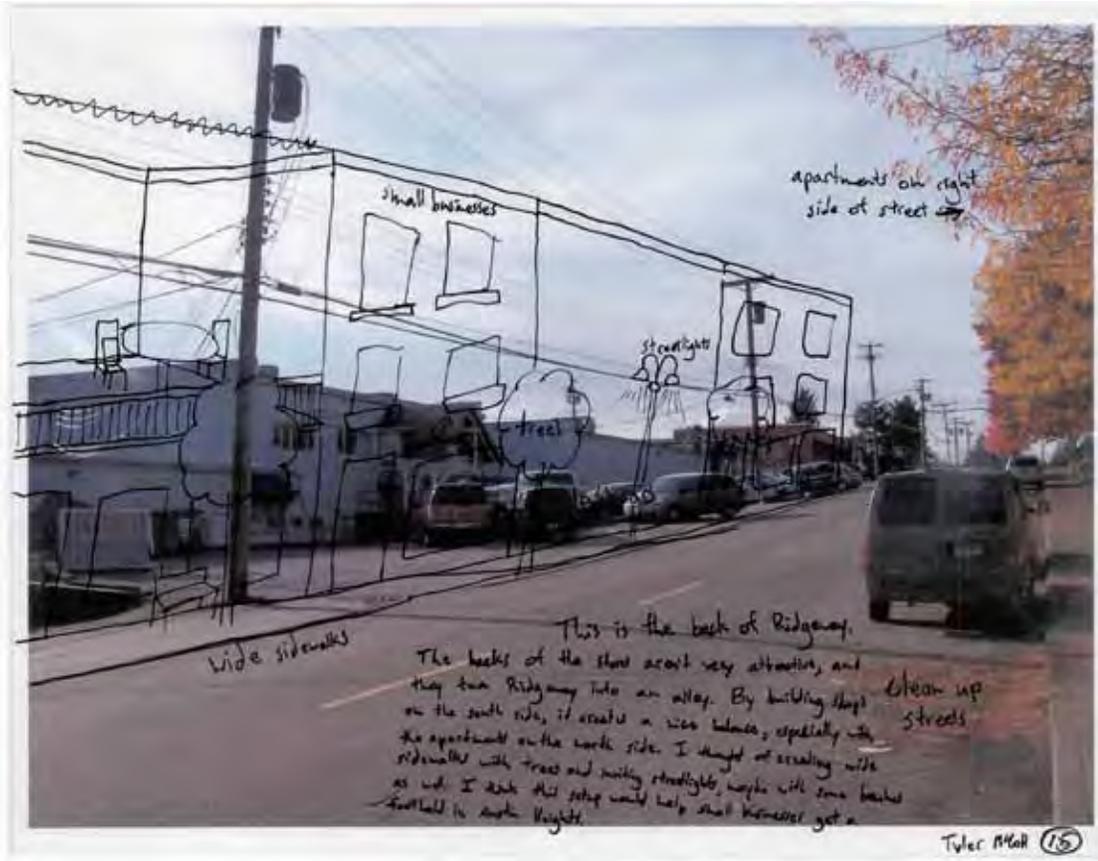
Austin Avenue - Looking East

10



Austin Avenue - Looking East

11



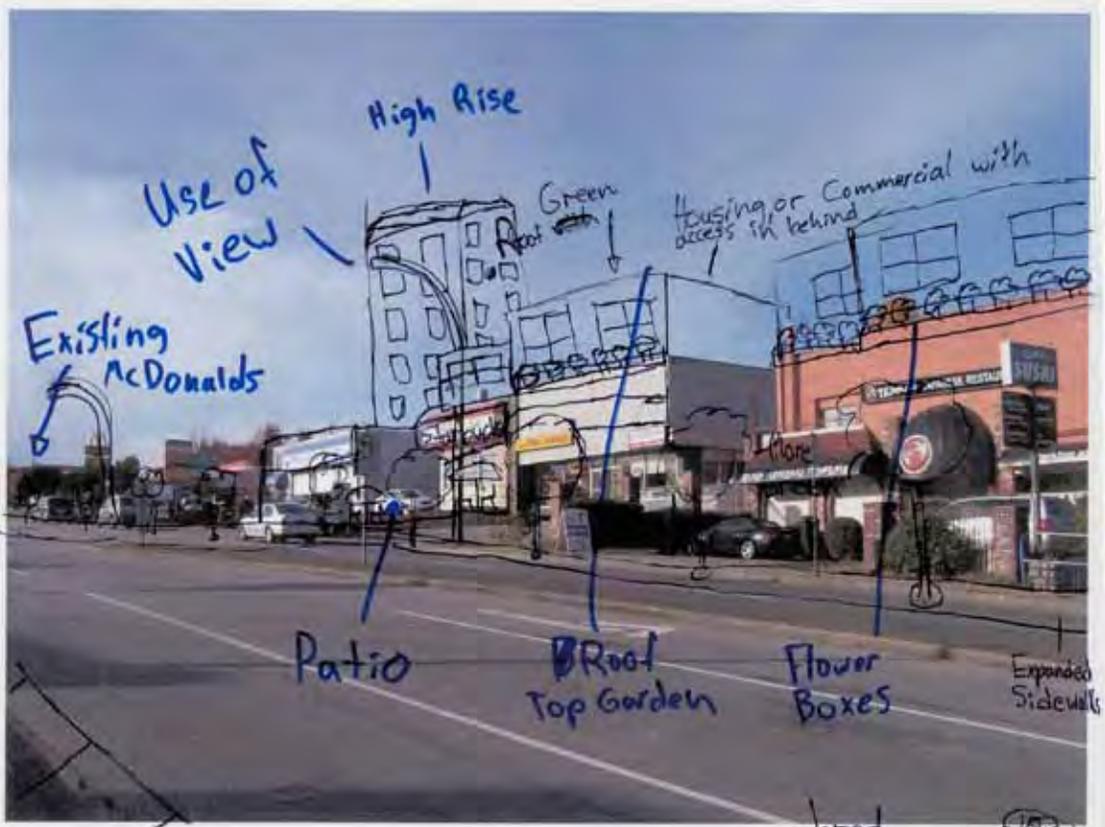
Ridgeway Avenue - Looking Southwest



Austin Avenue - Looking Northwest



Austin Avenue - Looking East



Austin Avenue - Looking Northwest



Austin Avenue - Looking Northeast

## “Big Ideas” Photo Session

Austin Heights Youth Charrette - April 21, 2009

The students were asked to write their “Big Idea” for Austin Heights on a word bubble chalkboard and pose for a photograph.

This exercise communicated clearly and effectively each participant’s big ideas for the neighbourhood. It offered the students the opportunity to take ownership of their big ideas, by putting a face to some of the youth who participated in the Youth Charrette event.









# We're one step closer to a new vision for Austin Heights!

You can have a direct impact on the future of your neighbourhood when you provide us with your input at our June 4th Open House.

## Public Open Houses

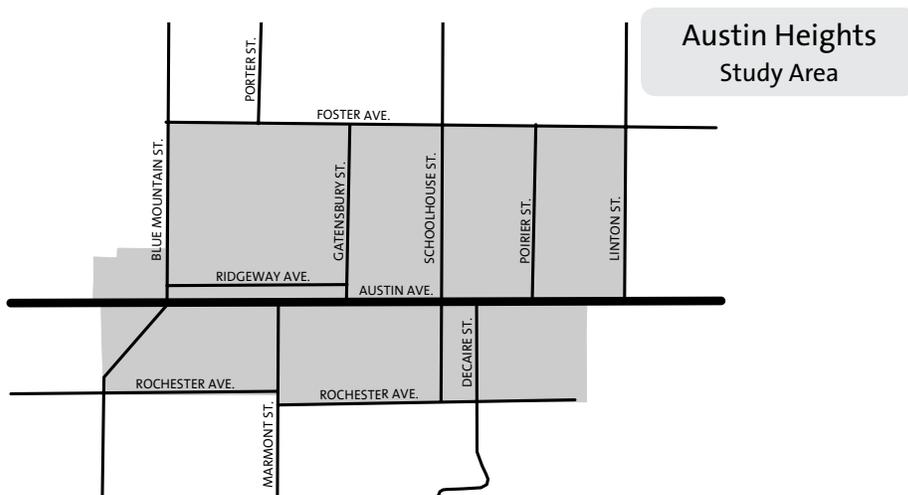
At our June 4th Open House, you can provide your comments on three possible neighbourhood design scenarios. These scenarios were developed in close consultation with the Austin Heights community through an intensive design workshop.

With your input, the best features of these three scenarios will be refined to lead to a concept that will serve to guide change in the neighbourhood over the next twenty years.

On June 4th we will be holding the open house at the following two locations:

**11:00 a.m. - 2:00 p.m.**  
**Dogwood Pavilion,**  
**Crafts Room,**  
**624 Poirier Street**

**3:00 p.m. - 8:00 p.m.**  
**Royal Canadian Legion,**  
**1025 Ridgeway Avenue**



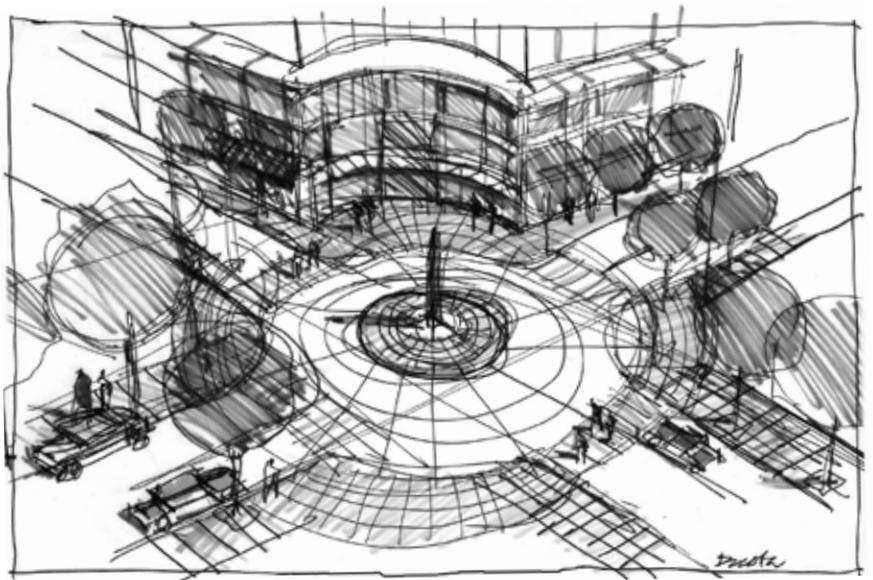
# What we have been up to...



*Since the first neighbourhood Open House in March 2009, City staff have continued to work with residents and key stakeholders on the Public Advisory Group (PAG) to develop possible neighbourhood design scenarios for the Austin Heights neighbourhood.*

- Vision and key principles were developed during PAG meetings to guide the development of future neighbourhood design scenarios
- A tour by PAG and Council of successful commercial areas in metro Vancouver to better understand what makes a great shopping area
- Results of market, population and transportation analysis was presented to PAG to inform them about the opportunities and limitations of the neighbourhood to accommodate more population, housing and commercial space over time.
- An intensive design exercise, called a charrette, was held in late April with the PAG, City staff and consultants to create three neighbourhood design scenarios.

The resulting three neighbourhood design scenarios, being presented on June 4th, will focus on the commercial area and the adjacent residential areas. More detailed work exploring more housing choices in single family neighbourhoods will be considered later in the planning process (Fall 2009). The Open House will provide Austin Heights' residents, business owners and employees with the opportunity to tell staff their thoughts and opinions about each of the land use scenarios. Input received from the community at this Open House will be instrumental in helping develop a composite plan, which will include the best features of the three future scenarios.



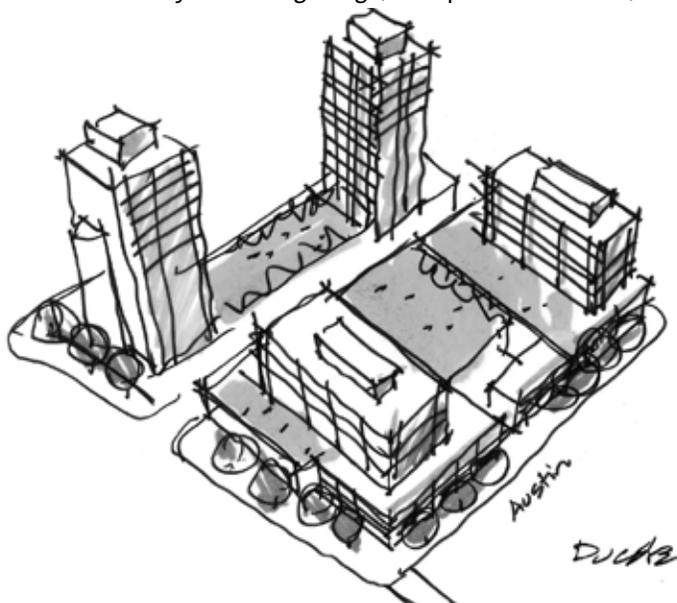
## Planning for Austin Heights' Future – Principles

The following vision and principles supported the development of the future neighbourhood design scenarios for the neighbourhood during the design exercise:

### Vision

Austin Heights is a vibrant community oriented neighbourhood known for its accessibility, diversity and amenities. Its commercial main street is a distinctive, local shopping destination for Coquitlam residents.

- **Building blocks of the community** - recognize neighbourhoods such as Austin Heights as the basic building blocks of the community.
- **Enhanced shopping experience** - develop Austin Heights as a distinctive main street shopping destination for Coquitlam.
- **Mixed Use Commercial Area** – introduce mixed use (residential above street level commercial) buildings in the commercial district.
- **Housing Choice** – provide housing choices to meet the needs of all residents of differing incomes and at all stages of the life cycle.
- **Variety of Building Types** – encourage a variety of residential densities and building heights that take advantage of the sloping topography and views.
- **Walkable and Transit Friendly Neighbourhood** – design the neighbourhood to encourage more walking, cycling and transit use.
- **Connectivity** – ensure greater connectivity to all areas within the neighbourhood.
- **An Active Population** – support an active population through the continued provision of high quality parks, civic, sport and community facilities.
- **Encourage Sustainability** – consider the importance of sustainability in building design, transportation choices,



## Future Neighbourhood Design Scenarios

The three neighbourhood design scenarios developed at the charrette by the PAG are distinguished from each other by the following key features:

### Scenario A - Highlights:

- Medium density mixed use buildings (residential above street level commercial) along Ridgeway Avenue (Nelson to Marmont Street) and along Austin Avenue (Blue Mountain to Gatensbury Street);
- Mixed use buildings on the north side of Ridgeway Avenue with residential buildings to the south;
- Introduction of housing choices which include coach houses, cottage housing, duplexes, triplexes and fourplexes.

### Scenario B - Highlights:

- Mid and high rise mixed use buildings along Austin Avenue corridor with the majority of the density focussed on the north side of Austin Avenue between Gatensbury and Marmont Streets;
- A compact, walkable commercial core on Austin Avenue focussed between Blue Mountain and Marmont Streets and on Ridgeway Avenue between Nelson and Marmont Streets;
- Introduction of higher density apartments on King Albert Avenue in the area directly facing Blue Mountain Park
- Special treatment of Ridgeway Avenue where people and vehicles share the street equally.

### Scenario A - Highlights:

- Future growth focused mainly in the commercial district and the adjacent residential neighbourhood;
- High density mixed use transit corridor along Austin Avenue;
- Six storey residential apartments in the area bounded by Ridgeway Avenue, Blue Mountain Park, Gatensbury and Blue Mountain Streets;
- Special treatment of Ridgeway Avenue where people and vehicles share the street equally.
- Improved north-south pedestrian connectivity to and from the commercial core.
- Consideration of some new housing choices within the surrounding residential neighbourhood.

### Highlights Common to All Options

- Introducing mixed use buildings (residential uses above street level commercial) along Austin Avenue;
- New development is designed to create active and interesting pedestrian streets;
- Provide large scale mixed use development on bigger parcels;
- A landmark building at the intersection of Austin Avenue and Blue Mountain Road.



# What is a Neighbourhood Plan?

A Neighbourhood Plan is a detailed vision for a particular neighbourhood, developed through extensive consultation with the community. It defines land uses, possible densities and other policies.

A Neighbourhood Plan defines the type and location of housing and commercial buildings in the neighbourhood, identifies natural and recreation areas, plans for needed community facilities, and outlines pedestrian and cycling networks.

## Be part of the plan!

Involvement is key to building a strong vision for this community, so we need your participation!

Attend the Open House on June 4, 2009 and let us know what you think about each of these options and tell us what your preferred future for the neighbourhood would look like. You can also find out more about how the public consultation which includes results from the March Open house and the PAG meetings and tours were used to inform the process to date.

## Austin Heights Neighbourhood Plan Timeline

<b>Phase 1: Discovering</b>	evaluate existing conditions and assets (Winter 2009) – complete
<b>Phase 2: Visioning</b>	develop a vision, goals and objectives (Spring 2009) – we are here
<b>Phase 3: Planning</b>	create and evaluate plan options (Summer/Fall) 2009
<b>Phase 4: Adoption</b>	select preferred option and final public consultation (Winter/Spring 2010)



## Visit [www.coquitlam.ca/austinheights](http://www.coquitlam.ca/austinheights)

The Austin Heights Neighbourhood page will keep you informed with updates, brochures, documents and more!

## Sign up for direct email service!

Join the Austin Heights direct e-mail service for regular updates that come straight to your inbox

Visit [www.coquitlam.ca/austinheights](http://www.coquitlam.ca/austinheights) to sign up



## Open House No. 2 - June 4, 2009

### *Presenting the Options Open House*

At the June 4 Open House, the community was invited to provide comments on three possible neighbourhood design scenarios. Over 150 people attended. The scenarios were previously developed in close consultation with the Austin Heights community through an intensive design workshop.





## Welcome!

This is the second Open House for the Austin Heights Neighbourhood Plan process. The three neighbourhood design scenarios featured here were developed by the Austin Heights Neighbourhood Public Advisory Group (PAAG), a group of dedicated neighbourhood residents and representatives from key stakeholder groups, during an intensive design workshop led by the project consultants and City staff.

### At this Open House you can:

- » Provide feedback and complete the comment form, to share your priorities and concerns regarding the neighbourhood design scenarios.
- » Ask City staff any questions you have about the neighbourhood design scenarios.

### Please keep in mind ...

- » This is the second phase of a four phase process to develop the Austin Heights Neighbourhood Plan;
- » What you see on display is *not* a finished plan;
- » The display boards include three neighbourhood design scenarios and we need your input to help identify the best features of each design scenario to be incorporated into a preferred plan for Austin Heights;
- » Following a technical review and additional consultation with the Public Advisory Group, a hybrid neighbourhood design scenario will be developed and presented to the public in the Fall 2009 to obtain your feedback;
- » Before City Council makes a final decision on the neighbourhood plan you will have another two opportunities to provide comments.

We look forward to your participation in the Austin Heights Neighbourhood Plan process!



## What is the Planning Process?

The City of Coquitlam is working to prepare the Austin Heights Neighbourhood Plan, through a four phase consultative process, which includes a public open house in each phase, and concludes with the plan adoption targeted for Spring 2010.

### Phase 1: Discovering - background analysis of opportunities and constraints (Winter 2009)

- » Compilation of relevant information including analysis of housing, economic, transportation, environment, infrastructure and social services opportunities and constraints.

### Phase 2: Visioning - create a vision for the neighbourhood to guide development of design scenarios (Spring 2009)

- » Based on the information gathered in Phase 1, three neighbourhood design scenarios were developed through the charrette exercise by members of the Public Advisory Group in consultation with staff and the project consultants. The three scenarios will be reviewed by and feedback received from the public through a Neighbourhood Public Open House. A technical review of the three design concepts including **market, retail, urban design, and transportation analyses will also be conducted.**

### Phase 3: Create and Evaluate Plan Options and Develop Hybrid Concept (Summer/Fall 2009)

- » A neighbourhood design scenario which incorporates the most desirable elements from each of the three concepts will become part of the Austin Heights Neighbourhood Plan and will form the basis for the subsequent development of urban design guidelines and supporting policies for the neighbourhood.

### Phase 4: Adoption - Final Neighbourhood Plan Recommendations (Winter/Spring 2010)

- » The final neighbourhood design scenario and supporting neighbourhood plan will be further refined during this phase based on additional technical and public input before advancing to Council for plan adoption.



## Planning for Austin Heights' Future – Principles

The following vision and principles were developed in consultation with the PAG and were used during the design exercise to guide the development of the neighbourhood design scenarios:

### Vision

Austin Heights is a vibrant community oriented neighbourhood known for its accessibility, diversity and amenities. Its commercial main street is a distinctive, local shopping destination for Coquitlam residents.

### Principles:

- Building blocks of the community** - recognize neighbourhoods such as Austin Heights as the basic building blocks of the community.
- Enhanced shopping experience** - develop Austin Heights as a distinctive main street shopping destination for Coquitlam.
- Mixed Use Commercial Area** – introduce mixed use (residential above street level commercial) buildings in the commercial district.
- Housing Choice** – provide housing choices to meet the needs of all residents of differing incomes and at all stages of the life cycle.
- Variety of Building Types** – encourage a variety of residential densities and building heights that take advantage of the sloping topography and views.
- Walkable and Transit Friendly Neighbourhood** – design the neighbourhood to encourage more walking, cycling and transit use.
- Connectivity** – ensure greater connectivity to all areas within the neighbourhood.
- An Active Population** – support an active population through the continued provision of high quality parks, civic, sport and community facilities.
- Encourage Sustainability** – consider the importance of sustainability in building design, transportation choices, supportive densities, public realm design and green and open space.



## Community Questionnaire Responses

In the first Austin Heights Newsletter, residents were invited to participate in the Community Questionnaire and the answers provided information on community assets and ideas for how the neighbourhood could be improved in the future. Results from this questionnaire along with input received at the first Austin Heights Open House were forwarded to Council, the PAG, City Staff and placed on the City's website in April 2009.

### Existing Neighbourhood Assets:

Some of the most frequently mentioned themes include:

- » Close to a full array of amenities;
- » Good shopping area with a good mix of small businesses;
- » Great parks and outdoor recreation opportunities;
- » Walkable neighbourhood close to schools and transit;
- » Offers a good choice of affordable housing options;
- » Residents have a sense of community/neighbourhood identity.

### Ideas for Improving the Neighbourhood:

Some of the most frequently mentioned themes include:

- » Better parking areas and access;
- » Road maintenance/improvements;
- » Pedestrian realm improvements;
- » Spruce up parts of the commercial district;
- » Changes to the retail mix;
- » Community gardens;
- » Redevelop Austin Avenue with mixed use buildings (residential uses located above ground level commercial uses);
- » Infill Housing / More duplexes and lane-way cottages.



## Neighbourhood Design Scenario Process

How were the neighbourhood design scenarios developed?

The neighbourhood design scenarios were developed through a charrette exercise. A charrette is an intensive workshop which combines local knowledge with design and technical knowledge to develop neighbourhood design scenarios for the community.

A comprehensive public engagement process led up to the results of the design charrette and they included:

- » Newspaper advertisements raising awareness about the project launch, seeking Public Advisory Group (PAG) volunteers and promoting the first neighbourhood open house;
  - » A project web page which includes a series of background reports highlighting existing conditions, trends, challenges and opportunities in the neighbourhood;
  - » Newsletter #1 which contained information about the planning process and included a community questionnaire was distributed to all study area residents, businesses and property owners in January 2009;
  - » Process updates to the Austin Heights Business Improvement Association through the staff liaison;
  - » Open House #1 - March 5th, 2009.
- The members of the volunteer Public Advisory Group (PAG) participated in the following activities to develop the three neighbourhood design scenarios:
- » Metro Vancouver Commercial District and Housing Choices Precedent Tour;
  - » Public Advisory Group (PAG) Meetings - February to April 2009 during which background presentations from retail, market, and transportation consultants were made to the PAG;
  - » Full Day Design Charrette with the PAG, design consultants, and representatives from the City Staff Technical Working Group – April 18, 2009.

**The PAG members will also participate in developing the resulting neighbourhood plan through a series of consultative meetings between June 2009 and the final plan adoption (Summer 2010).**



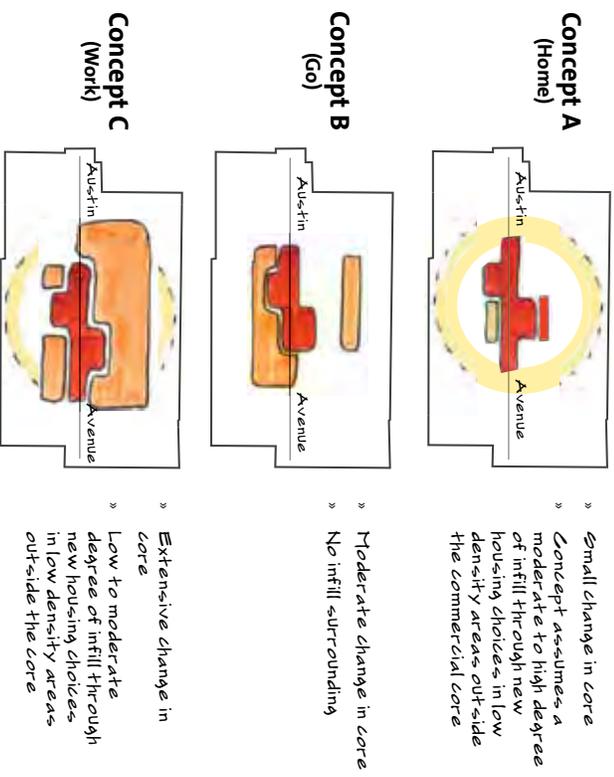
## Three Neighbourhood Concepts

### Consensus Points & Key Differences

The AHNP charrette and subsequent workshops resulted in three neighbourhood growth concepts that showed different approaches to land use, density, urban form, connectivity and the treatment of streetscapes and public open space.

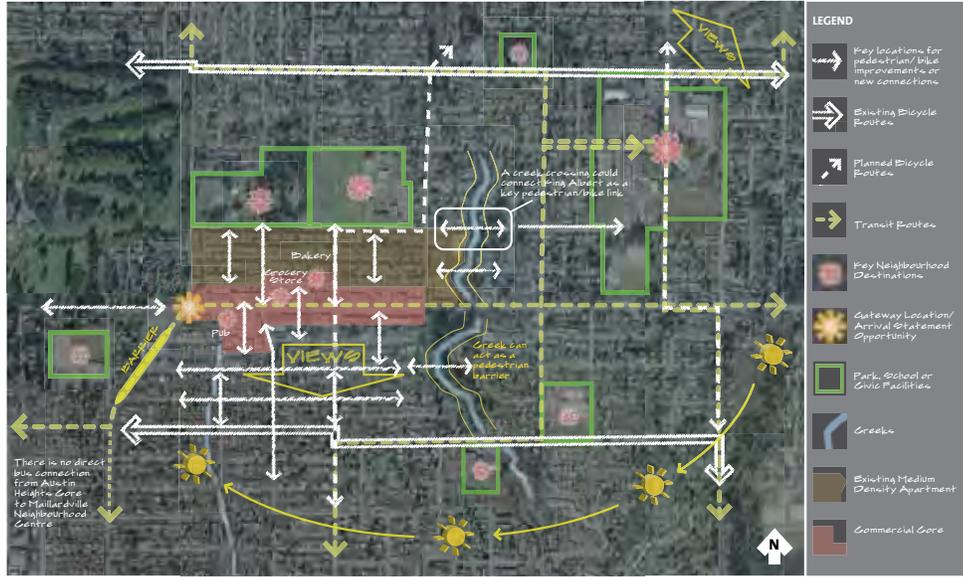
The charrette concepts illustrate a number of consensus points, similarities and differences, all of which are outlined in the following group of display panels.

### Summary Diagram: Extent and Type of Land Use Changes Proposed



## Context, Key Destinations and Linkages (A, B & C)

The charrette teams began the design session by mapping the neighbourhood context along with key destinations and links within and outside the neighbourhood. Groups also mapped preliminary observations related to opportunities and challenges. The map below represents a compilation of these exercises, showing consensus points across the three teams.



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## Neighbourhood Concepts Common Elements (A, B & C)

<p>Introduce mixed uses along Ridgeway and Austin Avenues (commercial or office with residential above)</p>	
<p>Additional north-south pedestrian connections from Blue Mountain Park to residential area south of commercial core. Explore opportunities for a new pedestrian/bike Como Creek Crossing on King Albert Avenue.</p>	
<p>Locate new development at sidewalk edge and parking underground or behind buildings to improve the pedestrian experience</p>	
<p>Enhance the quality of the public realm along Austin Avenue with more street tree plantings and enhanced pedestrian crossings at key locations</p>	
<p>Orient site buildings to consider views to south and sun exposure. Consider views and sun from the terminus of streets and pedestrian paths</p>	
<p>Enhance Ridgeway as a special street and community gathering place with streetscape enhancements and character elements</p>	
<p>Provide opportunities for large mixed-use projects integrating large format retail on big parcels - include residential above commercial</p>	
<p>Locate a landmark tower/building at the Corner of Austin Avenue and Blue Mountain Street</p>	

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## Key Concept Differences

	Concept A (Home)	Concept B (Go)	Concept C (Work)
Changes to Apartment Area North of Ridgeway Ave.	None	A Little	A Lot
Housing Choices Infill on Periphery	A Lot	None	A Little
Building Height/Form	Lower	Medium and High	Higher
Density	Low	High	Highest
Austin Avenue: Mid-block Pedestrian Crossings	+ 2	No New Crossings	+ 2
Ridgeway Avenue Streetscape	Conventional enhanced for 1 block	Round-about/ enhanced for 2 blocks	Shared Street (Woonerf) for 1 block
Extent of Commercial	Maintained	Reduced	Maintained
Scale of Redevelopment	Small scale, incremental		Large scale, Comprehensive

## Concept A: Overview





## Concept A: Neighbourhood Core

### Key Features

- » Small incremental change throughout entire neighbourhood
- » Maintains existing scale and character
- » Concept assumes a high degree of infill through new housing choices outside the commercial core. (i.e. coach housing, cottage housing, rowhouses and multiplexes)



Street trees and planted median complement residential feel along Ridgeway Avenue



Rowhouses allow for increased density while maintaining existing neighbourhood character

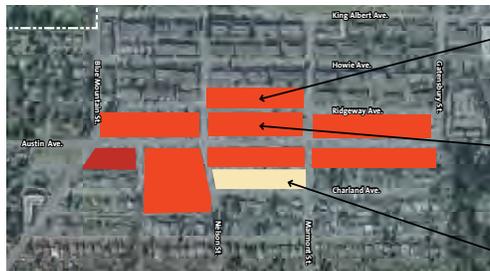


Mixed use allows residents to meet their needs within a short distance of their homes

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## Concept A: Land Use Mix & Density



- Medium Density Mixed-Use (4 Storey; 2.0 - 2.5 FSR)
- High Density Mixed-Use (4 Storey + Tower [30 Storeys]; 3.0 - 3.5 FSR)
- Low Density Residential (3-4 Storey Townhouses; 1.0-1.2 FSR)



Double fronting mixed-use



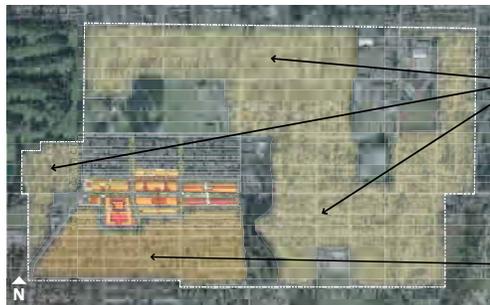
3 - 4 storey apartments as well as mixed-use developments gently increase density without impacting the overall residential feel



Concept explores new housing options such as coach houses and detached suites off the lane behind the principal dwelling



The existing low density residential feel is continued in Concept A (Home Plan).



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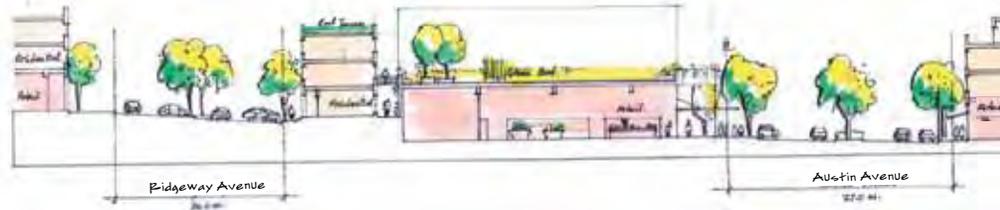
## Concept A: Built Form and Streetscapes



A three storey (south) and four storey (north) street wall defines Austin Avenue



Concept A proposes only one tower: a tall mixed-use signature building at the south east corner of Austin and Blue Mountain Avenues



## Concept B: Overview





## Concept B: Neighbourhood Core

### Key Features

- » Mid-rise focus with some high-rise, mixed use corridor
- » Density mainly focused on the north side of Austin Avenue
- » Extent of commercial area focussed between Blue Mountain and Marmont on Austin and Ridgeway Avenues
- » Limited changes to existing strata and rental apartment zone north of Austin Avenue on the two blocks adjacent to Blue Mountain Park
- » No land use changes to surrounding single-family neighbourhoods
- » Roundabouts, angled parking, and enhanced treatment of Ridgeway to define this street as a special place (3 blocks)



Mid-rise mixed use precedent example



Mixed-use commercial zone is designed to maximize & enhance the pedestrian experience



Civic spaces and public plazas provide residents with places to engage with and enjoy



Low-rise 4 storey apartment precedent



## Concept B: Land Use Mix & Density

- Low Density Residential (3-4 Storey Townhouses; 1.0 - 1.2 FSR)
- Medium Density Residential (4 Storey apartment; 1.5 FSR)
- High Density Residential (6 Storey OR mid-rise/tower + townhouses; 2.0 - 2.5 FSR)
- Medium Density Mixed-Use (4 Storey; 2.0 - 2.5 FSR)
- High Density Mixed-Use (4 Storey + Tower; 3.0 - 3.5 FSR)



Low density townhouses maintain current scale



Higher density residential concentrates growth



Mixed-use with mid and high-rise development. Vibrant pedestrian oriented streets



Medium density mixed-use along Austin Ave provides transition between higher and lower density



4 storey apartments

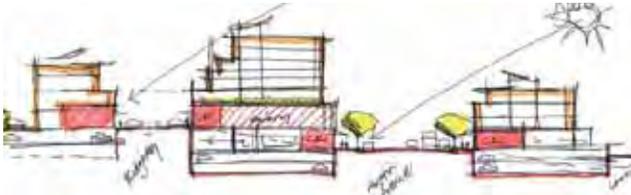




## Concept B: Built Form and Streetscapes



A combination of mid rise and high rise buildings stepping down to 4 storey buildings on south side.



Massing concept sketch of Rona site: Mid-rise buildings fronting onto Austin with towers to the south



## Concept B: Built Form and Streetscapes

### Public Realm Features



Roundabouts along Ridgeway Avenue which are spatially defined by adjacent buildings to enhance the special character



A plaza along Austin connecting through to Ridgeway created by stepping back the mid rise tower



Roundabout precedent





## Concept C: Overview



## Concept C: Neighbourhood Core

### Key Features

- » High density, mixed-use transit corridor
- » Active pedestrian streets
- » Improved north-south pedestrian connectivity
- » Redevelopment opportunities in existing apartment area north of Austin Avenue
- » The majority of future growth focused in the core area with some consideration of new housing choices in the surrounding low density areas of the neighbourhood



A high density, mixed-use corridor along Austin Avenue.



North-south pedestrian pathways throughout the core area and across Austin Avenue to enhance pedestrian connectivity



Active frontages along all retail streets



A centre median boulevard along Austin Ave



Increased mid block connections across Austin Avenue



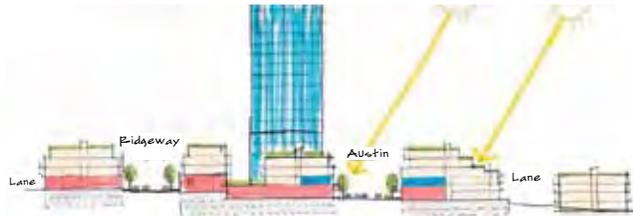


## Concept C: Built Form



Signature tall buildings at view termini

View corridors preserved



A four storey street wall with tall buildings stepping down to shorter buildings on the south side



Massing model showing general form of Concept C



## Concept C: Land Use Mix & Density

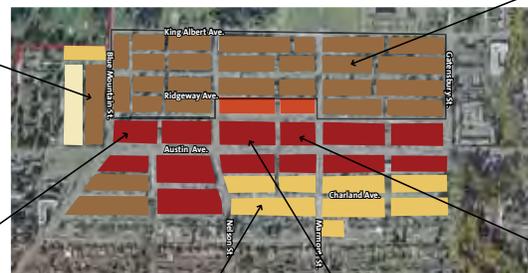


Mid-rise residential buildings with apartments/ townhouses at the base



Towers overtop of 4 storey mixed use buildings provide both high density residential and street fronting retail

- Low Density Residential (3-4 Storey Townhouses; 1.0 - 1.2 FSR)
- Medium Density Residential (4 Storey apartment; 1.5 FSR)
- High Density Residential (6 Storey OR mid-rise/tower + townhouses; 2.0 - 2.5 FSR)
- Medium Density Mixed-Use (4 Storey; 2.0 - 2.5 FSR)
- High Density Mixed-Use (4 Storey + Tower; 3.0 - 3.5 FSR)



4 storey residential buildings located south of Austin Avenue



Active pedestrian oriented streetscape



6 storey residential buildings replace existing 3 storey apartments over time



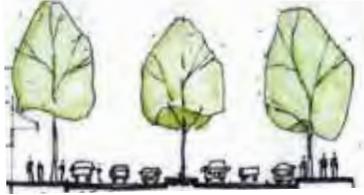
A combination of mid to high rise mixed-use buildings along the Austin Avenue commercial corridor





## Concept C: Streetscapes

### Austin Avenue



Planted median and distinct paving announces entrance to a special place.



Mid-block crossings connect with north south pathways through the neighbourhood to increase pedestrian connectivity, comfort and safety.



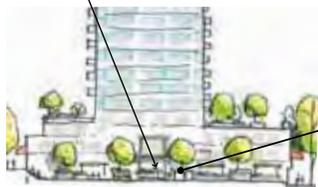
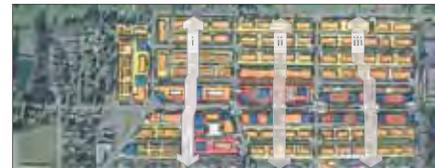
### Ridgeway Avenue

A Woonerf (or shared street) is proposed for 1 block of Ridgeway, emphasizing this as a unique retail street. Woonerf treatments include special paving materials, on-street parking with no curbs, bollards for separating vehicle from pedestrian-only zones, and street trees.

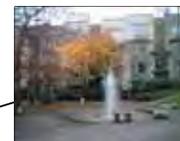


## Concept C: Open Space & Pedestrian Realm

One of the key components of the Concept C open space network is three north-south pedestrian pathways, or "greenways," connecting open spaces surrounding the core area to streets, plazas and other prominent public realm features, including mid-block pedestrian connections across Austin and Ridgeway Avenues. The greenway to the west (shown below left) daylight Nelson creek through a series of landscaped water features.

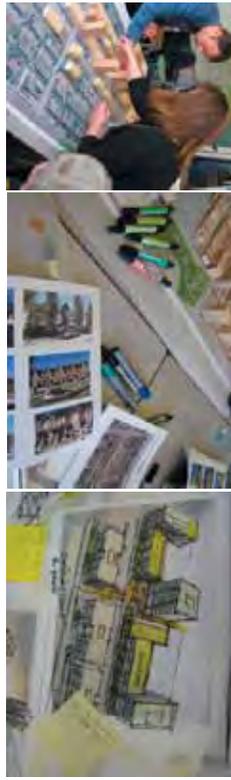


A series of connected open spaces ranging from formal to more organic and featuring a range of amenities.





## Next Steps



### Spring 2009

- » Phase 2: Visioning
  - Develop draft vision, guiding principles and neighbourhood design scenarios in consultation with the Public Advisory Group
- » Public Open House #2 - Comment on the Neighbourhood Design Scenarios

### Summer 2009/Fall 2009

- » Phase 3: Planning - Refine Neighbourhood Design Scenario
- » Public Open House #3

### Winter 2010/Spring 2010

- » Phase 4: Adoption
- » Public Open House #4
- » Forward proposed plan amendments to Council for review and consideration for adoption.