

Coquitlam

For Committee

December 2, 2016

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To: City Manager

From: General Manager Planning and Development

Subject: **Draft Burquitlam-Lougheed Neighbourhood Plan**

For: **Council-in-Committee**

Recommendation:

That Council receive the report dated December 2, 2016 of the General Manager Planning and Development entitled "Draft Burquitlam-Lougheed Neighbourhood Plan" for information.

Report Purpose:

This report presents the draft Burquitlam-Lougheed Neighbourhood Plan, including policies and guidelines on land use, urban design, transportation, parks, environment, and utilities, for Council's review and feedback prior to proceeding to the next stage of public consultation on the draft plan.

Strategic Goal:

The Burquitlam-Lougheed Neighbourhood Plan (BLNP) process supports the strategic goal of 'Strengthening Neighbourhoods'.

Executive Summary:

The draft Burquitlam-Lougheed Neighbourhood Plan (BLNP) has been prepared in consultation with area residents and stakeholders. The draft Plan is ready for Council's preliminary consideration and is recommended to be presented to the public for a final round of consultation.

The draft Plan envisions that Burquitlam and Lougheed will become complete, transit-oriented neighbourhoods that contain a range of housing types in close proximity to shopping, employment and amenities in a walkable, human-scaled setting with a high-degree of urban design excellence. Modeling indicates that the area could be home to an additional 9,000-10,000 dwelling units over the time frame of the plan. Once complete, the Plan will serve as Council's 'blueprint' for guiding growth over the next 20-25 years.

The draft BLNP builds on key learnings from previous neighbourhood planning processes and also transcends past plans as it includes a number of new policy directions that recognize the evolving nature of the Burquitlam-Lougheed community and the complex, transit-oriented nature of these neighbourhoods in order to provide a flexible framework to guide development. This includes a robust urban design framework to ensure new development has a high-degree of architectural excellence, is walkable and transit supportive, and enhances neighbourhood character with active ground-floors and human-scale design.

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Executive Summary: cont'd/

Following Council feedback on the draft Plan, staff will begin the final Phase 3 public consultation in early 2017. This will provide an opportunity to get public feedback on the proposed land use plan and policies, and enable refinements to be made prior to finalizing the BLNP and presenting it to Council in bylaw form as an amendment to the Official Community Plan (OCP). With this schedule we anticipate the final Plan will be ready for Council's consideration as an OCP amendment by the end of the first trimester of 2017.

Background:

The Burquitlam-Lougheed area is composed of a number of unique and established neighbourhoods, which cover about 560 hectares (1,400 acres) along the key North Road/Clarke Road corridor and has about 20,000 existing residents. With the arrival of the SkyTrain the City is refining and combining the existing 2002 Burquitlam and Lougheed Neighbourhood Plans to:

- Guide and shape new growth;
- Plan for expanded, and enhanced parks plus other civic facilities;
- Provide for more housing and transportation choice;
- Build on the regional *Municipal Town Centre* and *Frequent Transit Development Area* designations to foster transit-supportive communities;
- Integrate new growth into existing established neighbourhoods;
- Develop pedestrian-friendly, high-quality developments; and
- Build great neighbourhoods with a high quality of life for residents.

New Draft Burquitlam-Lougheed Neighbourhood Plan

The draft Burquitlam-Lougheed Neighbourhood Plan (BLNP or "the Plan") (Attachment 1) will guide growth and development over the next 20-25 years and accommodate an estimated 9,000-10,000 new dwelling units. The purpose of this Plan is to chart a renewed course for the future of Burquitlam-Lougheed and is Council's 'blueprint' for guiding growth and investment in the neighbourhood.

A key aim of the plan is to ensure that new growth integrates with existing neighbourhoods and recognizes the long-term potential of the North Road/Clarke Road corridor while identifying the infrastructure, services and facilities necessary to support this growth. The Plan's vision, policies and implementation measures (along with other City plans and strategies) will help achieve the revitalization of the Burquitlam-Lougheed area.

Building on the 'TDS'

As an important reference, the City's *Transit-Oriented Development Strategy* (TDS), completed in July 2012, provides a high-level vision for new development along the Evergreen Line corridor, involving higher density, mixed-use and pedestrian-friendly development within walking distance of stations. The TDS provides over-arching direction for new transit-oriented development that supports the evolution of station areas towards vibrant places in our community and designated parts of the neighbourhood an either 'Core' or 'Shoulder' (Attachment 2).

Background: cont'd/

The TDS set the stage for the preparation of the updated BLNP. The BLNP builds on the goals and objectives of the TDS to incorporate transit-oriented development and deliver a high-quality sense of place. The TDS has provided a timely policy guidance tool for Council's consideration of OCP amendments prior to completing the BLNP update.

The updated BLNP also expands on and provides clarification about the transition of height and density, and appropriate housing types, as one moves away from station areas into lower density, low-rise surrounding areas. Once adopted by Council into the OCP, the BLNP will replace the previous 2002 Burquitlam and Lougheed Neighbourhood Plans and the TDS will no longer be in effect in the Burquitlam-Lougheed area.

Draft Plan Development Process to date

The draft Plan has been prepared by building on the preliminary land use directions presented to Council on May 30, 2016 and the recommended land use concept presented to Council on October 24, 2016.

The draft Plan was developed through a multi-stage community planning process that involved extensive consultation with neighbourhood residents, property and business owners, the development community, and City staff. The draft Plan's land use concept and policies are based on a balance of the public feedback received, planning goals and objectives, neighbourhood context, and technical feasibility. Specifically this included:

- Background and technical research involving a review of the existing 2002 neighbourhood plans, the TDS, a detailed market analysis, a transportation network review, and an analysis of the park and amenity needs and opportunities of this area;
- A broad public consultation process;
- A review and analysis of the public consultation feedback received during Phases 1 and 2 of the planning process;
- Workshops with the BLNP Core Review Team (CRT) which is made up of a cross departmental City staff team;
- Dialogue and input from the Public Advisory Group (PAG); and
- Testing of land use concepts to ensure they meet technical specifications.

Public and Stakeholder Feedback

The project team sought input from a broad cross section of the public and stakeholders during Plan development. The public consultation process for the BLNP involved multiple components including community information open houses, on-line surveys, the web and social media, YouTube video, and presentations to community and stakeholder groups. Staff has also met with multiple residents and property owners, either in small groups or individually, to discuss the draft plan, listen to their views and answer questions. A summary of the full public consultation and notification program to date is in Attachment 3.

Background: cont'd/

Public and Stakeholder Feedback cont'd/

Feedback from the public was welcomed at any point in the planning process and to date the project team has had approximately 2,500 direct participant interactions to help shape the draft plan. There include:

- 1,006 Community Information sessions attendees
- 530 comment form submissions
- 487 on-line survey submissions
- 70 letters received
- 10 petitions received with 574 signatures
- 355 emails and phone calls (approximate)

Analysis of all feedback received to date indicates that community opinion is diverse with varying levels of support for land use change across the plan area. However, public opinion has also evolved throughout this process, as there seems to be a growing consensus around key land use concepts, which are reflected in the attached plan, to foster increased growth and neighbourhood revitalization particularly in areas closer to SkyTrain. Copies of all public feedback received are in the project binder in the Councillor's office.

Planned Future Consultation

Following Council feedback on the draft Plan, and as noted above, staff will then proceed with the third and final public consultation phase to provide the public an opportunity to review the draft Plan and provide feedback. This will utilize a broad range of methods including, community information sessions, on-line survey, meetings with stakeholders and community associations, and discussions with residents/landowners.

The remainder of this report provides an overview of the draft BLNP for Council's review and feedback.

Discussion/Analysis:

Overall Plan Structure

The following section provides an overview of the attached draft BLNP and Plan organization. Building on key learnings from past planning processes the draft Plan is organized into eight components with a user-friendly format:

- **Vision and Principles:** provides high-level direction that guide Plan policies;
- **Land Use Concept and Designations:** describes the general future use of land;
- **General Policies:** contains land use, parks, transportation, environment, servicing and other policies that apply across the Neighbourhood;
- **Urban Design Framework:** provides policy direction to 'up the design game';
- **Specific District Policies:** contains detailed policies for unique, specific areas within the Plan area, such as the Neighbourhood Centres;

Discussion/Analysis: cont'd/

Overall Plan Structure cont'd/

- **Development Permit Guidelines:** directs readers to the development permit guidelines contained in Part 4 of the OCP that guide the form and character of commercial, multi-family residential, Housing Choices, and industrial developments, and that also guide the management of environmental areas;
- **Implementation and Monitoring:** identifies 'next step' tasks that need to be completed to fully implement the Plan; and
- **Map Schedules "A" to "G":** including proposed land use concept (to become the legal land use designations should BLNP be adopted into the OCP).

Land Use Concept (Plan Schedule A)

The draft Plan envisions that Burquitlam and Lougheed will become complete, transit-oriented neighbourhoods that contain a range of housing types in close proximity to shopping, employment and amenities in a walkable, human-scaled setting with a high-degree of urban design excellence.

Modeling predicts that the BLNP area could accommodate an additional 9,000-10,000 dwelling units and an additional 60,000-65,000 m² (650,000-700,000 sq. ft.) of commercial space over the next 20-25 years. The projected new dwelling units could add 18,000-20,000 new residents to the area (after adjusting for replaced existing dwellings).

Table 1 – Estimated Potential Housing Unit Mix by 2041

	Area (hectares)		Estimated Number of Units	
High-rise Apartment	65	11%	4,000-4,500	45%
Low-rise Apartment	55	10%	3,000-3,500	32%
Townhouse	38	7%	1,400-1,600	16%
Housing Choices	34	6%	600-650	7%
TOTAL	192	34%	9,000-10,000	100%

Key features of the Plan's land use concept include:

- Neighbourhood Centres and commercial areas near SkyTrain stations and along North and Clarke Roads. These areas will contain shops, services, offices, and amenities plus high-rise residential with top-quality urban design;
- A variety of residential neighbourhoods that contain a range of housing options to help meet the needs of different family types at different stages of life including, high-rise apartments, low-rise apartments, townhouses, housing choices and single-family;
- The highest building densities will generally be in the neighbourhood centres with a transition in height and building form moving out from the core;
- Redevelopment is directed to approximately 35% of the plan area;

Discussion/Analysis: cont'd/

Land Use Concept (Plan Schedule A) cont'd/

- 10% of existing single-family areas are re-designated to other forms of housing while 42% of the area remains as established single-family neighbourhoods where little change is expected;
- A linked network of urban open spaces, plazas, squares, parks, and greenways to provide opportunities for rest, gathering, socializing, leisure activities, and active recreation; and
- A multi-modal transportation network, enabled by land use changes, which encourages walking, cycling and transit use.

Proposed Land Use Concept Refinements Prior to Future Consultation

Staff has received several requests for specific land use changes from both individuals and groups of property owners and received more recent feedback on proposed land uses (including Sub-Area D – Burquitlam). These requests have been evaluated and incorporated into the draft plan where they are found to be technically feasible; support the plans goals, objectives and policies; fit with previous public feedback themes; and fit with the neighbourhood context. In working through these refinements, the land use concept generally utilizes streets and parks/open spaces as the transition point between different land uses and densities, where possible. These proposed land use refinements will be further consulted on in Phase 3.

Specific land use changes to the draft plan since the recommended land use directions were presented to Council on October 24, 2016 are shown in Attachment 5 and include:

1. **East side of Dogwood Avenue from Grover to Smith** – From *Medium Density* to *Townhouse* to provide a clearer transition to the proposed Townhouses to the east (i.e. utilizing Dogwood Avenue) and respond to resident feedback. A *Townhouse* designation is also a less dramatic change from the current *Neighbourhood Attached Residential* designation;
2. **561 Cottonwood Avenue** – From *Medium Density* to *High Density* to better facilitate the extension of Emerson Street, a key collector street;
3. **835 Edgar Avenue** – To *Townhouse* from *Neighbourhood Attached Residential* as the owner also owns 841 Edgar (already proposed as *Townhouse*) to the east and did not wish to have a split designation dividing the two properties;
4. **Area between Sunset, Dunlop, Euclid and Highway 1** – To *Medium Density* from *Townhouse* to better facilitate the extension of Alderson Avenue, a key collector street, and to provide a more effective buffer for Highway 1.

Key land use change requests that have not been incorporated into the draft plan as they do not support the plans goals, objectives, and policies; fit with previous public feedback themes; fit with the neighbourhood context; and/or are not technically feasible include:

Discussion/Analysis: cont'd/

Proposed Land Use Concept Refinements Prior to Future Consultation cont'd/

5. **East side of Grant Street from Catherine to Miller** – Requested *Townhouse*, proposed as *Neighbourhood Attached Residential (NAR)*. This request would not provide an effective transition and would be 'leapfrogging' as there is existing NAR to the west and *One-Family* to the east;
6. **Regan Avenue between Emerson and Breslay** – Requested *High Density*, proposed to remain as *Medium Density*. This location is a key transition area from the 'Core' to the 'Shoulder' and would be a 'spot' designation that would not provide an effective transition to existing *Medium Density* (and very recent) developments to the north, east and south;
7. **Fairview Street from Cottonwood to Foster** – Requested to remain as *One-Family*, the current proposal is for the west side of street as *Townhouse* and east side as *One-Family*. Geo-location of previous feedback suggests that there is broad neighbourhood support for this land use direction in this area. In addition, with good urban design a two/three-storey townhouse can provide an effective transition to two-storey single-family across the street.

Proposed General and Specific Policy Directions

The BLNP builds on previous neighbourhood planning processes, and the recently completed Partington Creek and Maillardville Neighbourhood Plans in terms of plan organization and policy approach, to include policy to fully implement the plan's vision and guide redevelopment in the neighbourhood. However the BLNP will transcend past plans as it includes a number of new policy directions that recognize the evolving nature of the community, the complex, transit-oriented nature of these neighbourhoods, and expands on key learnings from previous processes. Key new policy highlights include:

- **Transit-Oriented Development characteristics** – integrating the concept of the '6Ds of Transit-Oriented Communities', where each of the Ds refers to different elements of the built environment: Destinations, Distance, Design, Density, Diversity, and Demand Management;
- **Land use amendment criteria** – recognizing that the BLNP is a 'living document' intended to provide a flexible framework to guide development as the area evolves and changes over the next 25 years, proposed plan amendments may be considered provided they meet specified evaluation criteria;
- **Comprehensive Development (CD) Zone criteria** – for unique or complex development sites CD zones may be considered provided they meet specified evaluation criteria;
- **Comprehensive Master Plan policies** – the Plan includes policies to ensure larger, complex, multi-phase development sites prepare a master redevelopment plan to guide their development and will provide important rationale, background and technical information to support the development application;

Discussion/Analysis: cont'd/

Proposed Land Use Concept Refinements Prior to Future Consultation cont'd/

- **SkyTrain Guideway Integration** – plan policies requires an appropriate design response for development adjacent to the guideway to ensure that any visual or noise impacts are addressed;
- **Transportation Demand Management (TDM)** – plan policies seek to encourage walking, cycling and transit trips while discouraging unnecessary vehicle trips; and
- **Specific District policies** – the BLNP area contains a number of districts, such as the two neighbourhood centres, that have their own unique policy section to recognize their special character and development requirements.

Urban Design Framework

Plan policies also aim to 'up the urban design game' to ensure new development has a high-degree of architectural excellence, is walkable and transit supportive, complements the public realm, fits appropriately into existing neighbourhoods and enhances neighbourhood character with active ground-floors that are designed on a human-scale to frame streets and other open spaces. Key urban design policy highlights include:

- New neighbourhood wide urban design concept that identifies key landmark sites, gateways and nodes;
- A specific design approach for key locations to require high-quality buildings, streetscapes and plazas; and
- New emphasis on architectural excellence for buildings at key locations.

Future Planning Areas

Both Oakdale and the Whiting Way/Appian Way areas are recommended as *Future Planning Areas* recognizing their proximity to SkyTrain stations and the two Neighbourhood Centres, along with a likely need to address traffic issues and street improvements as the surrounding area grows. These conditions will likely spur land use change in these areas at some point in the future.

A future planning process, one that is tailored to these local areas and involves extensive consultation with residents, is recommended prior to any major redevelopment occurring in these areas. These future processes would seek to closely engage the community to determine appropriate residential land use direction, transportation, and amenity improvements.

It is recommended that there be three primary ways such a future planning process may be initiated:

1. Council directs staff to undertake a planning process and prioritizes the work item on the City's business plan;
2. A significant number of residents petition Council who then directs staff to undertake a planning process; or

Discussion/Analysis: cont'd/

Future Planning Areas cont'd/

3. A major development application is submitted to the City that proposes an OCP amendment in one of these areas and Council directs staff to undertake a broader planning review.

Transportation Directions

A well-connected street network shortens travel distances by providing more direct routes, making it possible for people to quickly and conveniently walk or cycle to where they want to go, and giving people the option to leave their car at home. The draft Plan envisions an improved street grid network, which would be created incrementally as redevelopment occurs, to increase walking, cycling options, and distribute traffic. The transportation policy directions in the Plan are based on the following network design principles:

- Establish a connected grid that minimizes travel distances;
- Accompany land use changes with new street connections; Build on the TDS "Core" and "Shoulder" designations to foster transit-supportive communities;
- Integrate improved connections for walking and cycling through redevelopment;
- Support connectivity and walkability with short blocks; and
- Effectively manage parking.

Engineering and Public Works (EPW) staff have completed a detailed transportation network assessment based on the land use concept to determine how the network may perform in the future. This analysis was used to help create plan policy and determine needed network improvements. These improvements will be incorporated into the upcoming Servicing Assessment. As a companion piece to the BLNP work, EPW staff have also completed a Public Parking Strategy to identify the tools necessary to effectively manage on-street parking in SkyTrain station areas.

In addition, the greenway and cycle route network provides multiple benefits such as linking parks, open spaces and neighbourhood centres. Beyond recreation, these connections serve an important transportation function, promote active lifestyles and add to the vibrancy of the community.

Land consolidation and development coordination is required in order to realize a number of the new street connections. However, the Oakdale Future Planning Area and the Whiting Way/Appian Way Future Planning Area, where no land changes are currently proposed, are not planned to have improved street grid connections at this time. Transportation solutions for these areas will be determined through the future land use policy review for each of these areas.

Discussion/Analysis: cont'd/

Park Planning Directions

The BLNP area has been historically deficient in parks and open space and the need for more parks and amenities has been consistently rated by the public as a longstanding issue throughout the BLNP process. With the predicted population growth and density changes included in the draft BNL, it is critical that new parks and open space are identified and integrated into the new plan at a level that will provide sufficient green space to meet the community's needs for outdoor activities in recreation, sports and culture.

A detailed evaluation of the existing park inventory and future needs has been undertaken by the Parks Planning Section of the Parks, Recreation and Culture Services Department as part of the BLNP planning process, with public consultation and in coordination with land use and density change analysis. The evaluation acknowledges the need for approximately 10 hectares (25 acres) of new and upgraded parks in the BLNP area to support growth that will be acquired and developed over a 30 year timeframe. This projected park growth is expected to 'right size' the park system in order to achieve a suitable level of park amenities that is based on a methodology and philosophy of open space provision that ensures the level of parkland is appropriate to serve long-term population growth.

All new parks are guided by the *Parks, Recreation & Culture (PRC) Master Plan* and will go through a public design process at the time of their development over the next 25-30 years. This will help to ensure that parks are safe, well designed, and contain the types of amenities residents are seeking.

Due to the funding implications of this total future parkland need, the park system will be evaluated on an ongoing basis and as a result the park system may be adjusted to balance amenity provision and the impact on DCC's and other City funding sources. This process will be implemented through existing processes that prioritize and phase park development over the 30 year time frame as follows:

Park Prioritization

Due to the financial constraints associated with parkland acquisition and development, the exact amount, timing and location of the additional park land will be phased and prioritized as the community grows and changes. The Park Prioritization process endorsed by Council in 2015 evaluates and prioritizes all the park projects that are included in the long-term parkland development program, which is primarily funded by Development Cost Charges (DCC's), and provides a 5-year outlook for parkland acquisition and development that is reviewed and confirmed by Council annually.

Discussion/Analysis: cont'd/

Park Prioritization cont'd/

The most recent update to this process, the 2017-2021 prioritization matrix, includes two parks within the BNLP area that are currently under redevelopment, Mountain View Park and Brookmere Park, and three parks which require land acquisition prior to development or redevelopment, including Cottonwood Park, the proposed park at Kemsley & Clark and the expansion of Lower Lougheed Park over the next 5 years. Guilby Park Redevelopment and Expansion is also identified in the Southwest "Park Blitz" for updating and rejuvenating and could be elevated in priority should land be acquired which will offer a larger redevelopment footprint.

PRC staff notes that the Prioritization Matrix is to be reviewed by Council annually and the results of Council deliberation on this process will be incorporated into future capital plans. At any time, Council may decide to reprioritize park development and reallocate resources to new emerging needs, including those currently proposed in the draft BLNP.

Phased Park Development

In many cases the redevelopment of existing parks requires land acquisition to accommodate the proposed park upgrade. As evidenced in the recent initiation of the Cottonwood Park planning and design process, planning for many of these existing parks will start with a 'master plan' which lays out the ultimate vision of the park and the proposed park amenities, and the construction of the park will then be phased over time as land and resources become available and Council endorses the project as part of the prioritization and capital planning processes.

Park planning staff are recommending the incorporation of the proposed parkland into the BNLP in order to provide the City with the flexibility to acquire and develop parks over the 30 year timeframe to meet the needs of this growing and changing community. However, staff note and understand that the ultimate size, configuration and park programming will be adjusted over time through the park prioritization and phasing processes.

Next Steps:

Recommendation to proceed with Public Consultation

Based on the discussion outlined above and the draft BLNP as attached, staff recommends consultation with the public and stakeholders on the draft Burquitlam-Lougheed Neighbourhood Plan and land use concept prior to presenting the Plan to Council for consideration as an Official Community Plan amendment.

Next Steps: cont'd/

Moving into Phase 3

Following Council feedback on the draft Plan, staff will then proceed with the third and final public consultation phase to provide the public an opportunity to review the draft Plan and provide feedback. The public consultation program is scheduled to occur in early 2017 and is proposed to include:

- Three Community Information Open Houses (in Burquitlam, Oakdale and Lougheed, as facilities are available);
- An on-line survey;
- A meeting with the PAG;
- Meetings with community and stakeholder groups such as the Oakdale Neighbourhood Association and Burquitlam Community Association;
- Discussions with adjacent municipalities; and
- Meetings and consultation with landowners and residents as requested.

As noted previously to Council, public consultation on the proposed land uses and draft Plan will occur prior to bringing the Plan forward as an OCP amendment, complete with recommendations for refinement based on consultation feedback. It is anticipated that the final BLNP will be presented to Council for consideration, including Public Hearing, by the end of the first trimester of 2017. At that time, the BLNP will be supported by a Servicing Assessment, revised Streetscape Guidelines, updated Development Permit Guidelines and related Zoning Bylaw amendments.

Financial Implications:

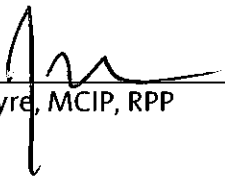
The BLNP is identified as a key part of the Planning and Development Department's 2016 Work Plan and is being undertaken with existing staff resources, as well as drawing on external consultant(s), as necessary, for strategic BLNP work components, and is funded within existing budgets.

Conclusion:

The draft Plan represents a key milestone in the BLNP process. The Plan charts a renewed course for the future of Burquitlam-Lougheed and is Council's 'blueprint' for guiding growth and investment in the neighbourhood. The Plan will set out the direction for community growth over the next 20-25 years recognizing the long-term potential of the North Road / Clarke Road corridor while identifying the infrastructure, services and facilities necessary to support this growth.

Conclusion: cont'd/

Staff will begin the final Phase 3 public consultation in early 2017. This will provide another opportunity to get public feedback on the proposed land use plan and policies, and enable refinements to be made prior to finalizing the BLNP.

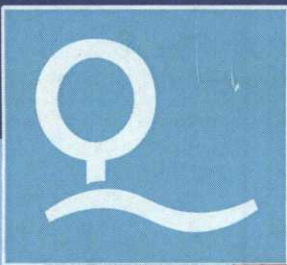


J.L. McIntyre, MCIP, RPP
AM/ms

Attachments:

1. Draft Burquitlam-Lougheed Neighbourhood Plan (Doc. # 2457005)
2. TDS – Burquitlam-Lougheed ‘Core’ and ‘Shoulder’ map (Doc. # 2280965)
3. Consultation and Notification Program (Doc. # 2141206)
4. Land Use Transition diagram (Doc. # 2467795)
5. Land Use Refinement Requests (Doc. # 2471185)

This report was prepared by Andrew Merrill, Major Project Planner and reviewed by Carl Johannsen, Manager Community Planning.



City of Coquitlam

Citywide Official Community Plan - Chapter 9.2

Burquitlam-Lougheed Neighbourhood Plan

*Shaping growth in
a neighbourhood of
neighbourhoods*

Adopted XXX, X, 201X

Coquitlam
Planning &
Development



Through the use of community consultation, feedback from Coquitlam Council, and the application of transit oriented planning principles, this Neighbourhood Plan was developed by a multidisciplinary team of Coquitlam staff, led by Community Planning and including Development Planning, Engineering and Public Works, Parks, Recreation and Culture, Strategic Initiatives and Economic Development staff.

City of Coquitlam

Burquitlam-Lougheed Neighbourhood Plan

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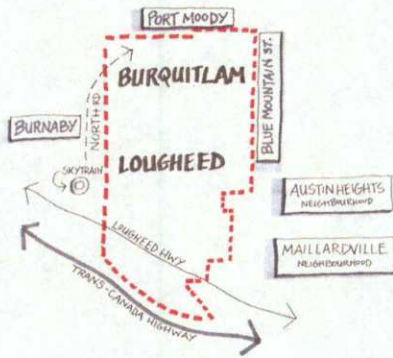


Figure 1: Burquitlam-Lougheed Neighbourhood Location

1.0 INTRODUCTION

1.1 Planning for the Future

The Burquitlam-Lougheed area, which is composed of a number of unique and established neighbourhoods, has a population of just over 20,000 people and approximately 370 businesses. Covering almost 560 hectares (1400 acres) along the key North Road/Clarke Road corridor, the Burquitlam-Lougheed area connects with Burnaby to the west, Port Moody to the north, the Trans-Canada Highway to the south, and borders on the Austin Heights and Maillardville neighbourhoods to the east.



The arrival of the Evergreen SkyTrain extension into the Burquitlam-Lougheed area represents a major, regional transportation investment that will improve transportation access for residents and businesses. This new rapid transit service will also undoubtedly stimulate significant new growth along the SkyTrain corridor in the coming decades, which presents an opportunity to shape and focus this growth in a 'locally-appropriate' manner that maximizes housing choice, provides new amenities and recognizes existing neighbourhoods. Based on this, the City has updated and combined the existing Burquitlam and Lougheed Neighbourhood Plans to:

- Respond to change;
- Guide new housing and community growth;
- Plan for expanded, enhanced and new parks plus other civic facilities;
- Provide for housing and transportation choice;
- Build on the regional Municipal Town Centre and Frequent Transit Development Area designations to foster transit-supportive communities;
- Integrate new growth into existing established neighbourhoods;
- Maintain a high quality of life for existing and new residents; and
- Build great neighbourhoods.



This updated Burquitlam-Lougheed Neighbourhood Plan (BLNP) provides a vision for the future, as a plan that will guide growth for the next 20 to 25 years and accommodate an estimated 9,000-10,000 new dwelling units and over 15,000 new residents. Its primary aim is to ensure that new growth integrates with existing neighbourhoods, involves pedestrian-friendly and high-quality urban developments, recognizes the long-term growth potential of the North Road /Clarke Road corridor, and identifies the amenities, facilities, services and infrastructure needed to support growth over the long-term.

1.1.1 Transit-Oriented Development

Transit-Oriented Development (TOD) is a pedestrian friendly, compact mixed-use form of development centered on rapid transit. This type of planning aims to provide a more complete variety of uses, housing types and transportation alternatives to the automobile. Communities that are transit supportive are also

more pedestrian and bicycle friendly; TODs can significantly influence overall travel patterns.

Transit-oriented neighbourhoods are often achieved through high-density, mixed-use developments with abundant ground-level retail, employment uses and a high-quality pedestrian-focused public realm and well-connected street and sidewalk networks. There are several TOD characteristics that are integrated into the Plan in order to foster a transit-supportive community:



Major **DESTINATIONS** and centres located along direct corridors making them easy to be served efficiently by frequent transit;



Walking **DISTANCE** to frequent transit is minimized by a fine-grained urban structure of well-connected streets;



People-friendly urban **DESIGN** including safe, comfortable, and direct pedestrian and cycling routes;



Higher residential and employment **DENSITY**;



Rich **DIVERSITY** of land uses and housing types;



Transportation **DEMAND** management measures that encourage walking, cycling and transit trips.

The Plan's vision, guiding principles, land uses, and policies seek to embed these characteristics throughout the plan.

1.2 Relationship to Other Plans

The Plan complements and further implement the policies of the *Citywide Official Community Plan (CWOCP)* as well as the *Southwest Coquitlam Area Plan (SWCAP)*. The updated BLNP replaces the previous Burquitlam and Lougheed Neighbourhood Plans, originally adopted in 2002.

The BLNP builds on the City's *Transit-Oriented Development Strategy (TDS)* and further implements the TDS vision. The BLNP vision, principles, land use concept and policies replace the TDS policies for this area.

For ease of use, this Neighbourhood Plan includes some cross-references in Table 1 to specific policies in the SWCAP. Other policies in both the CWOCP and SWCAP also still apply. However, if there is a conflict between a policy in the SWCAP or CWOCP and this Neighbourhood Plan, the Neighbourhood Plan policy takes precedence.

There are other key City plans, strategies, and bylaws that contributed to the policies contained in this Plan and build on one another to guide development in the BLNP area. These documents include the following, as amended from time to time:

- *Austin and Rochester Creeks Integrated Watershed Management Plan*
- *Burquitlam-Lougheed Servicing Assessment*
- *Burquitlam-Lougheed Streetscape Guidelines*
- *Burquitlam Station Area Transportation and Transit Integration Concept Plan*
- *Chines Integrated Watershed Management Plan*

- *Community Greenhouse Gas Reduction Strategy*
- *Housing Affordability Strategy*
- *Parks, Recreation, and Culture Master Plan*
- *Strategic Transportation Plan*
- *Pedestrian Wayfinding Plan*
- *Solid Waste Management Bylaw*
- *Stoney Creek Integrated Watershed Management Plan*
- *Subdivision and Development Servicing Bylaw*
- *Wildlife and Vector Control Bylaw*
- *Zoning Bylaw*

All of these plans, strategies and bylaws work in concert and support one another in order to guide growth and development in the Burquitlam-Lougheed area and throughout Coquitlam.

1.3 Plan Purpose and Structure

The purpose of this Plan is to chart a renewed course for the future of Burquitlam-Lougheed. This Plan is Council's 'blueprint' for guiding growth and investment in the neighbourhood. The Plan's vision, policies and implementation measures will help achieve the revitalization of the Burquitlam-Lougheed area.

The Plan was developed through a community planning process, involving consultation with Council, neighbourhood residents, property and business owners, the development community and City staff. Some readers will be seeking only a general understanding of what is planned for the Burquitlam-Lougheed neighbourhood while others will be looking for guidance and information on specific areas and aspects of the neighbourhood. With this in mind, the Plan is organized into seven key components:



- **Vision and Principles:** provides high-level direction that guide Plan policies;
- **Land Use Concept and Designations:** includes an 'at-a-glance' Burquitlam-Lougheed land use concept and associated land use designations (see Schedule A for detail);
- **General Policies:** contains land use, servicing and other policies that apply across the Neighbourhood;
- **Urban Design Framework:** provides policy direction to achieve a high quality public realm;
- **District Policies:** contains detailed policies for unique, specific locations within the Plan area, such as the Neighbourhood Centres;
- **Development Permit Guidelines:** directs readers to policies contained in Part 4 of the CWOCP that guide the form and character of commercial, multi-family residential, Housing Choices, and industrial developments, and that also guide the management of environmental areas; and
- **Implementation and Monitoring:** identifies 'next step' tasks that need to be completed to fully implement and monitor the Plan.



2.0 VISION, PRINCIPLES AND LAND USES

2.1 Plan Vision

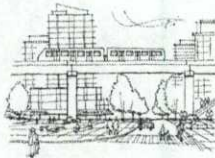
Developed in consultation with the Burquitlam-Lougheed community, and based on the community context and opportunities for growth and investment, this vision serves as the policy foundation for the Burquitlam-Lougheed Neighbourhood Plan:

Burquitlam-Lougheed is a complete community made up of a collection of distinctive neighbourhoods. These range from active neighbourhood centres and streets in the core to quieter, outlying, lower-density residential areas.

Burquitlam-Lougheed offers a range of housing options, local employment, and social interaction opportunities, with high quality parks, streetscapes, and community amenities in a safe environment. Connected locally and regionally, people move efficiently by transit, walking, cycling, and driving.

2.2 Guiding Principles

These key principles implement the Plan vision and serve as the basis for Plan policies:



- a) **Revitalize Neighbourhood Centres** - Develop the Burquitlam and Lougheed Neighbourhood Centres as vibrant community hubs with activities and services that benefit the local community, and the broader City, by providing employment opportunities, shopping, services, and a variety of residential options in a walkable setting.
- b) **Improve Community Amenities** - Pursue strategies to improve and expand neighbourhood parks, open spaces, and community facilities and connect these to the Citywide network with walking and biking supportive infrastructure.
- c) **Increase Transportation Choice** - Integrate transportation with land use decision-making and support transportation accessibility and choice by providing greater connectivity to manage congestion, maximize potential transit ridership and make walking, cycling, and transit viable choices for all ages and abilities as the primary modes of travel.
- d) **Provide Housing Options** - Promote housing diversity to accommodate different types of households at a variety of life-stages and foster housing choice balance between the Neighbourhood Centres and other areas.
- e) **Design on a Human Scale** - Incorporate human-scale building and site design principles with a focus on creating attractive buildings, high-quality public spaces and streetscapes within a safe, accessible, and pedestrian-friendly environment.
- f) **Foster Sustainability** - Demonstrate the importance of environmental, social, and economic sustainability in building and public realm design, community space, transportation choices, supportive building densities, green and open space, and watercourse protection.

2.3 BLNP Land Use Concept

The Land use concept envisions Burquitlam and Lougheed as complete, transit-oriented neighbourhoods that contain a range of housing types in close proximity to shopping, employment and amenities set within a walkable, human-scaled setting with a high-degree of urban design excellence.

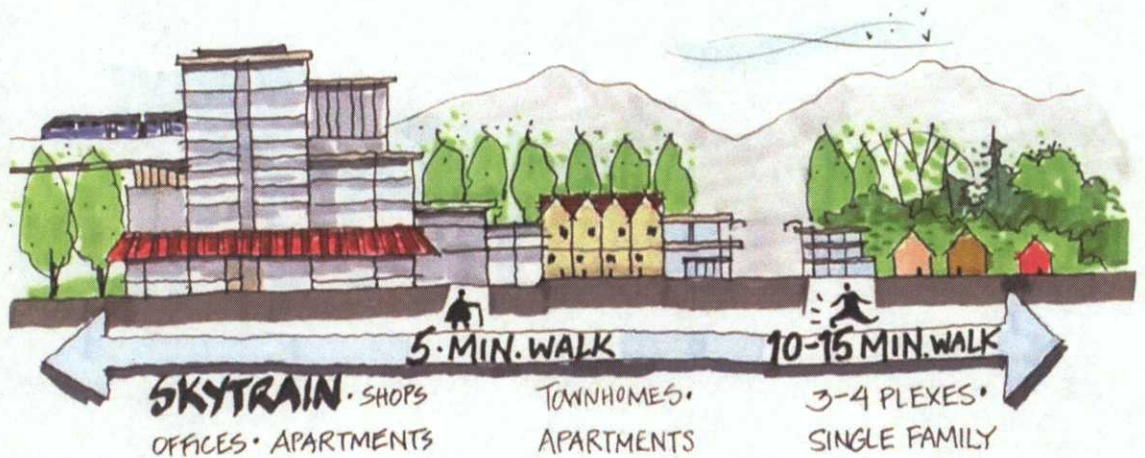
The plan seeks to accommodate an additional 9,000-10,000 dwelling units and an additional 60,000-65,000 m² (650,000 - 700,000 sq. ft.) of commercial floorspace that will be required to meet demand over the next 20-25 years. Key features of the Plan's land use concept include:

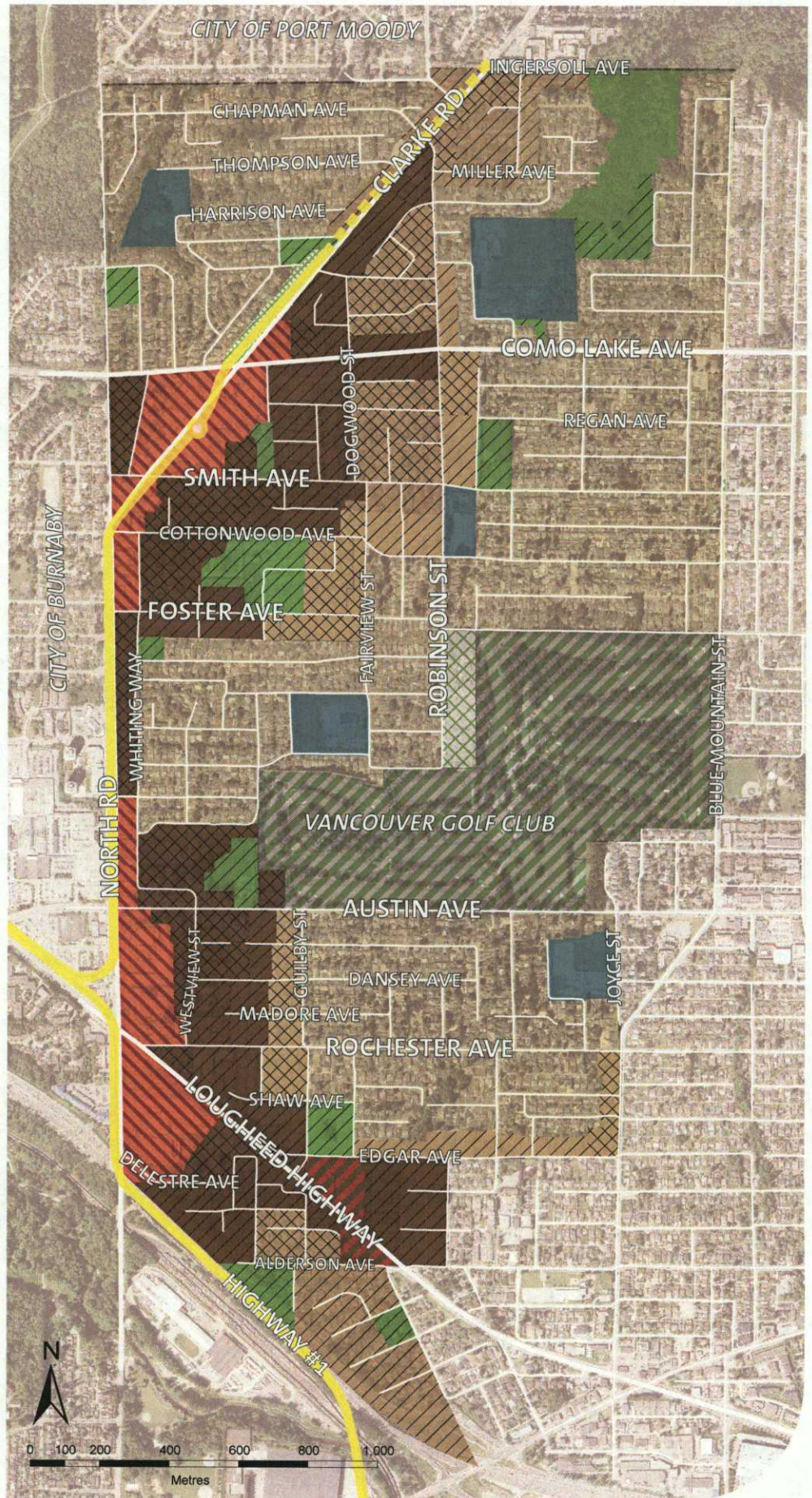


A community comprised of clean, safe, green and inclusive neighbourhoods that are connected to a convenient and affordable transportation network and vibrant commercial centres where residents can pursue education, recreation, sport and cultural interests that enhance their social well-being and strengthen their connection to each other and the community. Neighbourhoods that celebrate their uniqueness, history, heritage and character.

2016-2019 Strategic Plan

- Neighbourhood Centres and commercial areas near SkyTrain stations and along North and Clarke Roads. These areas will contain a variety of shops, services, offices, and amenities plus high-rise residential with top-quality urban design.
- A variety of residential neighbourhoods that contain a range of housing types to help meet the needs of different family types at different stages of life including high-rise apartments, low-rise apartments, townhouses, infill and single-family.
- The highest building densities are generally in the neighbourhood centres, and along North Road, with a transition in height and building form moving out from the centre.
- 10% of single-family housing has been reclassified to other uses, with approximately 42% of the area remaining as established single-family neighbourhoods where little change is expected in the short to medium term.
- A linked network of urban open spaces, plazas, squares, parks, and greenways to provide opportunities for rest, gathering, socializing, and programming of formal and informal leisure activities and active recreation.
- A multi-modal transportation network, enabled by land use changes, which encourages walking, cycling and transit use.





Land Use Designations

-  Transit Village Commercial
-  Neighbourhood Centre
-  High Density Apartment Residential
-  Medium Density Apartment Residential
-  Low Density Apartment Residential
-  Townhousing
-  Neighbourhood Attached Residential
-  One Family Residential
-  Civic and Major Institutional
-  School
-  Parks and Recreation
-  Natural Areas
-  Extensive Recreation

Adopted XXXX, X, 201X - Bylaw No. XXX, 201X

2.3.1 Land Use Designations

Land Use Designations are a classification that determines the type of existing or intended future use a property can have and describes the general intent, building types, and densities for different locations. Land Uses are essentially layered over the zoning that applies to properties, as described in the following section. The following Land Use Designations apply within the Burquitlam-Lougheed area and are illustrated on the land use concept (Schedule A).

These designations help to implement the Plan's policies and are based on the Land Use Designations in the *Southwest Coquitlam Area Plan* (SWCAP).

For further detail on Land Use Designations see SWCAP, Section 2.3, Policy CC1.



Transit Village Commercial - provides for the development of medium-and high-density Transit-Oriented Developments that accommodate residential uses, retail, commercial, professional services and a range of public amenities.



Neighbourhood Centre - provides for medium-density Transit-Oriented Developments that accommodates residential, retail and commercial uses.



High Density Apartment Residential - accommodates apartment developments in tower forms in areas of high activity.



Medium Density Apartment Residential - accommodates townhouse and apartment developments at medium densities from three to eight storeys.



Low Density Apartment Residential - allows for multi-family residential use at lower densities up to two storeys.



Townhousing - provides a lower rise form of townhouse residential development, encouraging larger dwelling units suitable for family accommodation.



Neighbourhood Attached Residential - provides for innovative, small scale housing types, of up to four dwelling units, through the Housing Choices program that can be accommodated through a variety of building arrangements and flexibility in the distribution of floor area.



One-Family Residential - accommodates single-family residential homes on separate lots. Local commercial development is also accommodated, under specific circumstances, in this designation.



School - accommodates public and private educational institutions.



Civic and Major Institutional - accommodates civic and institutional buildings, sites and utilities.



Parks and Recreation - delineates those lands being used or intended to be used as public parks, oriented to formal and informal leisure activities, and active recreation.



Extensive Recreation - accommodates large outdoor recreational uses and limited associated facilities such as golf courses, marinas and sports clubs.



Natural Areas - delineates lands intended for protection and to remain in a natural state. "Natural Areas" provide habitat for wildlife and fisheries values and may include lands that have high environmental value and sensitivity, or are hazardous to development due to potential for land slippage, erosion, debris flows, or flooding. These lands may be used for passive recreation uses such as wildlife viewing, trails, and complementary minor structures.



2.3.2 Corresponding Zones

All land in the City is assigned a zone under the City's *Zoning Bylaw* (as updated from time to time). The zone on a property specifies the owner's development right, including permitted uses, the dimensional requirements for lots, the height of buildings, setbacks from property boundaries. The zone also sets out the maximum floor area density on a property.

- a) The zones that may be applied to the Land Use Designations described in section 2.3.1 are specified in Table 1 below. For further detail on corresponding zones see the *Southwest Area Plan (SWCAP)*, Section 2.3, Policy CC2.

Table 1 – Corresponding Zones

Land Use	Corresponding Zone
Transit-Village Commercial	C-7 Transit Village Commercial RM-6 Multi-storey High Density Apartment Residential RM-5 Multi-storey High Density Apartment Residential P-1 Civic Institutional P-5 Special Park
Neighbourhood Centre	C-5 Neighbourhood Commercial RM-4 Multi-storey High Density Apartment Residential P-1 Civic Institutional P-5 Special Park
High Density Apartment Residential	RM-6 Multi-storey High Density Apartment Residential RM-5 Multi-storey High Density Apartment Residential RM-4 Multi-storey High Density Apartment Residential P-1 Civic Institutional P-5 Special Park
Medium Density Apartment Residential	RM-2 Three-Storey Medium-Density Apartment Residential RM-3 Multi-Storey Medium-Density Apartment Residential C-1 Local Commercial (in accordance with SWCAP Policy CC14) P-5 Special Park
Low Density Apartment Residential	RT-2 Townhouse Residential RM-1 Two-Storey Low-Density Apartment Residential C-1 Local Commercial (in accordance with SWCAP Policy CC14) P-5 Special Park
Townhousing	RT-2 Townhouse Residential RTM-1 Street-Oriented Village Home Residential RM-2 Three-Storey Medium-Density Apartment Residential (in accordance with Policy 3.2 i) C-1 Local Commercial (in accordance with SWCAP Policy CC14) P-2 Special Institutional (in accordance with SWCAP Policy CC29) P-4 Special Care Institutional (in accordance with SWCAP Policy CC30) P-5 Special Park

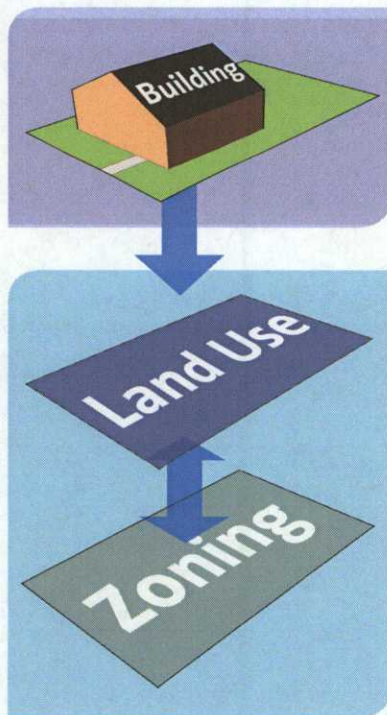


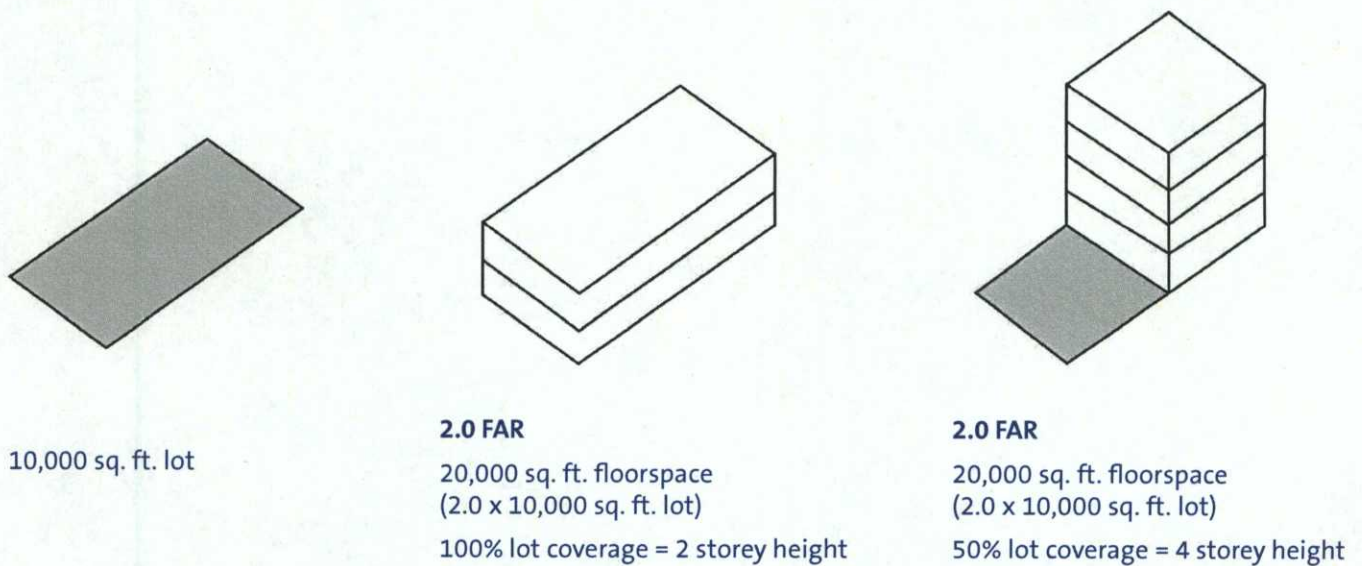
Figure 2: Land Use and Zoning work together to determine building form

9.2

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Land Use	Corresponding Zone
Neighbourhood Attached Residential	RS-1 One-Family Residential RT-1 Two-Family Residential RT-3 Triplex and Quadruplex Residential C-1 Local Commercial (in accordance with SWCAP Policy CC14) P-2 Special Institutional (in accordance with SWCAP Policy CC29) P-4 Special Care Institutional (in accordance with SWCAP Policy CC30) P-5 Special Park
One-Family Residential	RS-1 One-Family Residential RS-3 One Family Residential C-1 Local Commercial (in accordance with SWCAP Policy CC14) P-2 Special Institutional (in accordance with SWCAP Policy CC29) P-4 Special Care Institutional (in accordance with SWCAP Policy CC30) P-5 Special Park
School	P-1 Civic Institutional
Civic and Major Institutional	P-1 Civic Institutional P-2 Special Institutional (in accordance with SWCAP Policy CC29) P-5 Special Park
Parks and Recreation	P-1 Civic Institutional P-5 Special Park
Extensive Recreation	P-3 Special Recreational (in accordance with SWCAP Policy CC32) P-5 Special Park
Natural Areas	P-1 Civic Institutional P-5 Special Park

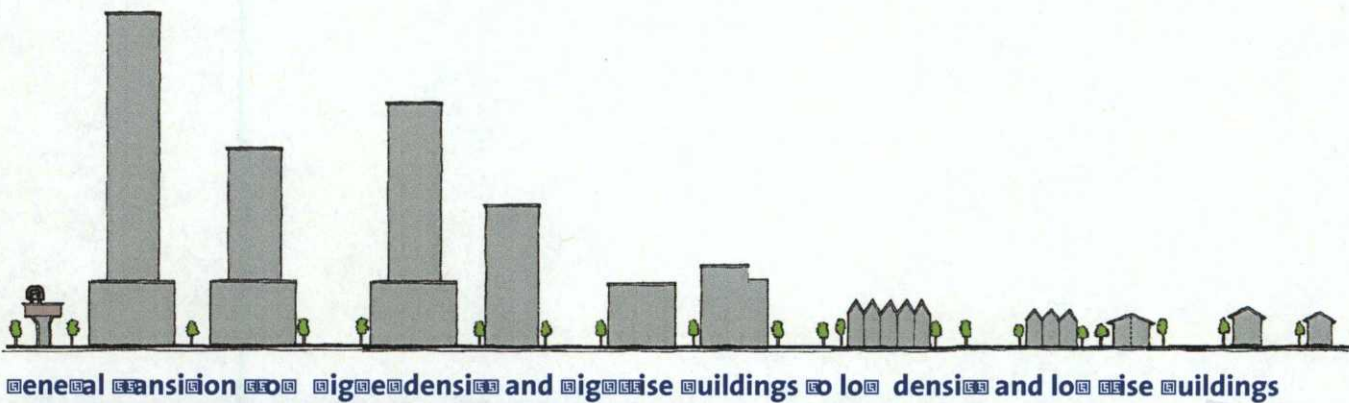
Figure 3: Floor Area Ratio (FAR) is used to measure density.





2.3.3 Comprehensive Development (CD) Zones

- a) The use of Comprehensive Development (CD) zones may be considered in any Land Use Designation based on the following criteria:
 - i. Large site over 2.5 hectares (6.2 acres) that includes multiple buildings and/or uses;
 - ii. Small sites with significant constraints;
 - iii. Multiple phases;
 - iv. Multiple uses, tenures and ownerships (i.e. multiple stratas and/or air-space parcels);
 - v. Significant public amenity and/or community benefit;
 - vi. Significant housing affordability component; and/or,
 - vii. Complicated or unique servicing, public amenity, and design schemes that require variances, incentives and innovative approaches.



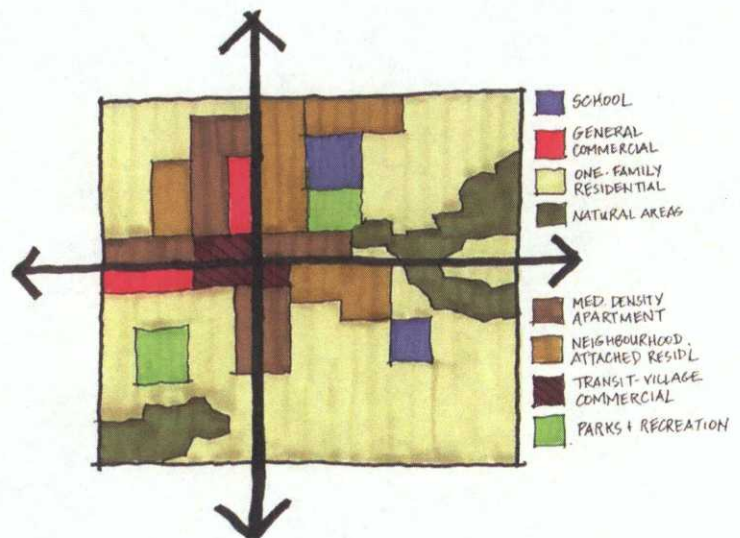
Land Use Designation	Transit Village Commercial & High Density Apartment	High Density Apartment	Medium Density Apartment	Townhouse	Neighbourhood Attached Residential (Housing Choices)	One Family Residential
Zones Included	C-7, RM-6	RM-4, RM-5, RM-6	RM-2, RM-3	RTM-1, RT-2, RM-2	RT-1, RT-3	RS-1, RS-3
Maximum Density	4.5 FAR	3.0 - 4.0 FAR	2.4 FAR	0.9 - 1.4 FAR	0.75 FAR	18 units per hectare
Maximum Building Height	None; dependant on lot area and underground parking capacity.	None; dependant on lot area and underground parking capacity.	8 storeys (3-8 storey range)	2-3 storeys	11 metres (2 storeys)	11 metres (2 storeys)

Figure 4: Land Use Density Illustration

2.3.4 Plan Amendment Criteria

The BLNP is intended to provide a flexible framework to guide development over the next 20-25 years. Recognizing that areas evolve and change over time, proposed plan amendments may be considered, provided they address the following evaluation criteria:

- a) Provide a comprehensive planning rationale;
- b) Provide a property size / assembly rationale;
- c) Further implement the vision, principles, and policies of this Plan;
- d) Further implement the policies of another City of Coquitlam plan or strategy;
- e) Secure additional community benefit;
- f) Secure a housing affordability component;
- g) Facilitate an improved land use transition between building forms;
- h) Consider the impact on transportation and infrastructure;
- i) Consider community consultation outcomes;
- j) Lack of capacity for the proposed form of development in the local area;
- k) Where the amendment is to facilitate increased density, the proposed site shall meet at least one of the following location criteria:
 - i. Be located directly adjacent to an existing area of the proposed designation;
 - ii. Be located within a designated Municipal Town Centre or Frequent Transit Development Area as defined in the Regional Context Statement in Part 1 of the CWOCP;
 - iii. Be within 400 m of the Frequent Transit Network (FTN);
 - iv. Be located on an arterial or collector street.





3.0 GENERAL POLICIES

Based on the Plan vision, principles and land use concept, the following general policies apply throughout the Burquitlam-Lougheed neighbourhood.

3.1 Commercial



A key guiding principle of the Burquitlam-Lougheed Neighbourhood Plan is to **Revitalize Neighbourhood Centres** into vibrant, well-designed community hubs. The following policies, in conjunction with other plans, policies and strategies, aim to redevelop the Burquitlam and Lougheed Neighbourhood centres and the North/Clarke Road corridor with activities, shops, and services that benefit the local community by providing employment opportunities, shopping, and a variety of residential apartment options in a pedestrian-oriented walkable setting.

Policies:

- a) Require all new commercial development to front buildings onto streets, with active and transparent ground-floor frontages, and include high-quality, pedestrian-friendly and accessible site and building design. Blank walls and spandrel / opaque building walls facing streets, plazas and other public realm areas are strongly discouraged.
- b) Design the public-realm in a 'Main Street' format with continuous commercial frontages and weather protection to encourage walking. Allow for breaks in the facades to encourage a variety of business types and sizes and to accommodate small plazas or squares surrounded by active commercial uses and have access to adjacent streets.
- c) Design frontages with smaller width storefronts to encourage variety and interest.
- d) Parking is to be concealed with no impacts to the space between the street and the business front.
- e) Pursue economic development opportunities, through advocacy and a supportive business climate, that promote new commercial uses including a mix of local-serving retail shops, anchor stores (e.g., grocery store, pharmacy), restaurants, hotels, and local and regional professional and business offices that diversify employment opportunities in the community.
- f) Strongly encourage the development of commercial and mixed-use projects that provide office space and associated uses that serve both the local neighbourhood and the wider region.
- g) Encourage local commercial development along arterial or collector streets in residential areas to provide additional amenities within walking distance.

Public Realm refers to all those parts of the built environment which allow public access. It encompasses: all streets, squares and other rights of way, open spaces and parks; and semi-public spaces.



3.2 Residential



Another key guiding principle of the Plan is to **Provide Housing Options**. The Plan aims to provide a range of housing options in different forms, locations and densities, to offer choice for a variety of family types at all life stages; while respecting established areas where minimal change is anticipated.

Policies:

- a) Provide for a range of housing types, unit sizes, and tenures to appeal to a broad mix of household types and different stages of life. This can include student housing, seniors housing, lock-off suites, and purpose-built rental, building on the policies in the *Housing Affordability Strategy (HAS)*.
- b) Focus higher density housing in the Burquitlam and Lougheed Neighbourhood Centres and within 400 m of the Frequent Transit Network (FTN) as defined by TransLink.
- c) Encourage purpose-built rental and other affordable housing forms utilizing the incentives in the *HAS*.
- d) Ensure that any tenants displaced by redevelopment are provided with relocation assistance from the developer as required by the *HAS*.
- e) Promote the design of residential buildings, sites, and units to be adaptive and accessible for persons at different stages of life and degrees of mobility.
- f) Design all dwelling units at or near grade to face toward the street, lane, or walkway with direct access from an individual entrance. To ensure a degree of privacy, while maintaining natural surveillance of the street, design ground floor residential units to be slightly elevated above the sidewalk (except for designated accessible suites that require direct access to the street). Clearly delineate the separation between public and private space along streets and pedestrian corridors while allowing for natural surveillance of the public realm.
- g) Require multi-family and Housing Choices residential, commercial, and mixed-use development to manage solid waste by providing secure space and facilities for bear/wildlife-resistant garbage, organics and recycling collection as guided by the *Solid Waste Bylaw*.
- h) Retain the single-detached character of lands currently designated *One-Family Residential*, while continuing to provide opportunity for secondary suites and home-based businesses, in accordance with the City's existing policies and regulations.
- i) Council may give consideration to applications for RM-2 Three-Storey, Medium-Density Apartment Residential Zoning under the *Townhousing* land use designation where:
 - i. The proposal is for *Townhouse* use and does not contain *Apartment* uses;
 - ii. The site is not located next to an area designated *One-Family Residential* or *Neighbourhood Attached Residential*.



3.3 Parks, Community and Civic Facilities

3.3.1 Parks, Recreation, and Culture

New and upgraded local parks and amenities are essential to ensure the growing Burquitlam-Lougheed neighbourhood is a great place to live. People living in urban areas, with smaller dwellings also have a greater need for parks and open space. A diverse park system can support the guiding principle of **Improve Community Amenities**. In concert with the urban design framework and greenways, these spaces help form the open space network.

Approximately 9.35 hectares (23.2 acres) of new parkland is proposed for the area over the next 20-25 years. All new parks and recreational amenities are guided by the *Parks, Recreation & Culture Master Plan* and associated park prioritization framework.

The open space network includes the series of publicly accessible spaces including parks, plazas, walkways, trails, streets, natural areas that together forms a linked network.

Table 2 – Existing and Proposed Parks

Park	Existing Area (Ha)	Potential Increase (Ha)	Potential Total Area (Ha)
Oakdale Park	0.4	0.4	0.8
Kemsley-Clarke Park	-	0.8	0.8
Miller Park	4.95	1.6	6.55
Cottonwood Park	0.8	3.85	4.6
Burquitlam Community Garden	0.4	0.2	0.6
Guilby Park	0.2	1.4	1.6
Lower Lougheed Park	0.2	0.4	0.6
Hart-Gauthier Park	-	0.8	0.8
Burquitlam Park ¹	1.55	- 0.9	0.65
Mountainview Park	1.78	-	1.78
Brookmere Park	2.17	-	2.17
Future parkland	-	0.8	0.8
Total:	12.45(30.6 ac)	9.35 (23.2 ac)	21.8 (53.8 ac)

¹ Reduction in Burquitlam Park size is due to the Community Recreation Facility being placed there. Cottonwood Park is being expanded to make up for this reduction.

Policies:

- a) Acquire additional parkland, over time, to meet community needs as identified in Table 2 and on Schedule A.
- b) Work towards the equitable provision of parkland that is accessible within a 10 minute walking distance for the majority of residents.
- c) Plan and design a system of parks, recreation and culture facilities, as guided by the *Parks, Recreation and Culture Master Plan*, that:





- i. Aligns with the changing needs of a growing community and is inviting to newcomers;
 - ii. Contributes to a sense of community and is accessible for people of all ages, abilities, incomes, and cultural backgrounds;
 - iii. Includes amenities and programming for people of different age groups and abilities;
 - iv. Encourages social interaction and active use throughout the day;
 - v. Allows for a variety of formal and informal uses, local events, and celebrations, where appropriate;
 - vi. Assesses parking demand and loading functionality at the time of new Citywide and Community park development or park expansion.
- d) Integrate and promote public art as part of all new development in accordance with the *Public Art Policy*.
 - e) Encourage and foster public and private partnerships and other mechanisms that contribute to the expansion and provision of additional parks, recreation and culture amenities, services, and facilities.
 - f) Facilitate the development of a community recreation facility, in partnership with the YMCA of Greater Vancouver, at Burquitlam Park. The facility should provide a broad range of indoor and outdoor community recreation, activity, social service, and meeting spaces, that may be combined with other compatible uses (residential, commercial, institutional).
 - g) Redevelop and transform Burquitlam Park to better complement the new and revitalized Neighbourhood Centre by shifting the program focus from active recreation to an urban community gathering place for social interaction, leisure activities, and city beautification.
 - h) Expand and revitalize Cottonwood Park to provide a more comprehensive program of amenities and facilities to better serve residents and visitors, including elements for families, youth, children, adults, seniors, formal and informal community gatherings, and active recreation.
 - i) All new development shall design any privately owned publicly-accessible outdoor spaces to contribute positively to the pedestrian experience and improve the overall public realm. These spaces shall connect, complement and enhance the publicly owned parkland, greenways, trails, and facilities in the neighbourhood.
 - j) Support the continued operation of the Vancouver Golf Club including expansion of the recreational services offered.



3.3.2 Schools, and Civic and Major Institutional

There are a number of schools and institutional facilities in Burquitlam-Lougheed that provide important public services, education, and amenities. Building on the guiding principle of **Improve Community Amenities** it will be important to ensure these facilities continue to meet the needs of the neighbourhood as it grows and evolves over time. Accordingly the Plan includes policies that encourage the expansion of these existing uses and facilities, as well as the development of new civic and major institutional uses, such as new

community recreation centres and new seniors' housing that supports 'aging in place'.

Plan policies also aim to provide direct and safe walking and cycling connections to and from educational institutions, by connecting schools with neighbourhood centres, transit stations, parks, open spaces, and residential areas.

Policies:

- a) Facilitate the development of a community recreation facility, in partnership with the YMCA of Greater Vancouver, at Burquitlam Park. The facility should provide a broad range of indoor and outdoor community recreation, activity, social service, and meeting spaces, that may be combined with other compatible uses (residential, commercial, institutional).
- b) Provide a new location for the Burquitlam Community Police Station that may be in conjunction with the development of the community recreation facility.
- c) Partner with School District 43 to expand, enhance and improve school facilities which benefit both the school and the community, and ensure the viability of school sites in the future.
- d) Work with School District 43 to ensure the retention of School District 43 land holdings to provide adequate space for future enrollment increases.
- e) Provide pedestrian and cyclist linkages that connect school sites with parks, open spaces and residential areas in the Neighbourhood to create greater opportunities for children to safely walk or cycle to/from schools and parks.
- f) Continue to provide internment and memorial services at the Robinson Memorial Park Cemetery.
- g) Develop public open space under and adjacent to the SkyTrain guideway along Clarke Road from Como Lake Avenue to Kemsley Avenue. These open spaces should provide a variety of uses, lighting, and amenities that contribute to a safe, positive, and active pedestrian experience and enhance neighbourhood beautification.
- h) Encourage new day care facilities as part of new development to help meet the needs of young families.

3.4 Heritage Conservation

*Heritage buildings are those with either **Architectural** interest due to style, materials, structure, detailing, design, or architect; **Historical** interest due to events, trends, or people of interest associated with the building; or **Contextual** interest in conjunction with other historic resources or settings.*

There is a need to ensure Burquitlam-Lougheed's heritage buildings and landscapes are preserved and celebrated, where possible and feasible, as redevelopment occur, this will help to further the guiding principle of **Providing Housing Options**. Thus Plan policies aim to conserve historic buildings that are significant reminders of Burquitlam-Lougheed's social, cultural and architectural history.

The Plan requires the use of heritage revitalization agreements (HRAs) that preserve heritage buildings (or elements thereof) located on redevelopment sites, which is a market-driven approach that provides incentives and density bonuses to developers, in exchange for preservation and rehabilitation.

Policies:

- a) Require the conservation of heritage buildings through the use of Heritage Revitalization Agreements (HRA) as a part of redevelopment for projects with heritage buildings as guided by the City's Heritage Inventory.
- b) Require Heritage Designation of heritage buildings for any development that utilizes heritage conservation incentives.

3.5 Environment

The Burquitlam-Lougheed neighbourhood contains a number of important stream corridors and associated riparian areas that will continue to require protection as the neighbourhood grows, supported by the *Stoney, Chines, Austin and Rochester Creek Integrated Watershed Management Plans (IWMP)*.

Plan policies build on the guiding principle of **Foster Sustainability** and seek to protect and improve downstream water quality, fish and wildlife habitat and storm water management functions, through new development and infrastructure projects, as well as through partnership-based initiatives. Significantly, a section of the stream channel and adjacent riparian corridor of Stoney Creek extending from North Road to Chapman Avenue was protected under a federal *Species At Risk Act (SARA)* Critical Habitat Order for Nooksack Dace in May 2016.

Plan policies also work to reduce human-wildlife conflicts in concert with the *Solid Waste Management Bylaw* and *Wildlife and Vector Control Bylaw* by removing or minimizing wildlife attractants in landscaping, preventing wildlife access to solid waste, and following best management practices for urban wildlife in support of the City's *Bear Smart Certification*.

Policies:

- a) Require a Watercourse Development Permit for all development of land within a Riparian Assessment Area (RAA) as shown on Schedule A.
- b) For development of land adjacent to the Nooksack Dace Critical Habitat area along Stoney Creek, as shown on Schedule G, follow the federal SARA Critical Habitat Order to ensure that the features and attributes are protected. (i.e., protect the integrity of aquatic features and apply a minimum 10 metre riparian setback measured from the watercourse top-of-bank, in conjunction with the Riparian Areas Regulation (RAR) of the *Zoning Bylaw*).





- c) Implement recommended watercourse improvements as identified through Integrated Watershed Management Plans (IWMPs), including potential daylighting opportunities, improvements such as: bank stabilization at erosion sites, instream enhancements, riparian replanting, removal of invasive plant species, gravel recruitment, barrier removal and instream complexing, and channel linkage.
- d) Improve natural areas and wildlife corridors through new development, infrastructure projects, and other capital funding opportunities for areas in and around creeks and tributaries in the Stoney, Chines, Austin and Rochester Creek watersheds.
- e) Improve the riparian area, channel and banks of Stoney, Austin and Rochester Creeks to reduce the risk of flooding and improve water quality, fish habitat and stream health.
- f) Pursue through new development, infrastructure projects, partnerships and other funding sources, opportunities to rehabilitate natural areas for improved environmental function and quality.
- g) Require the use of native plant species in landscape plans for new development where appropriate to strengthen and restore riparian/wildlife habitat. Native plant material is more appropriately located in the interface with natural areas.
- h) Encourage new development to incorporate designs to lower greenhouse gas emissions as guided by the *Community Greenhouse Gas Reduction Strategy*.
- i) Require the use of bear/wildlife-resistant garbage and recycling receptacles near and in parks, schools, urban trails, greenways and other areas of high pedestrian activity, as appropriate as guided by the *Solid Waste Management Bylaw* and in support of the City's *Bear Smart Certification*.
- j) Require multi-family and Housing Choices residential, commercial, and mixed-use development to manage solid waste by providing secure space and facilities for bear/wildlife-resistant garbage, organics and recycling collection as guided by the *Solid Waste Management Bylaw*.
- k) To preserve watershed health and allow for the free movement of wildlife, subject to engineering, geotechnical and environmental review and recommendations, and where warranted, the design of new or replacement crossings over watercourses shall consider:
 - i. Clear-span bridges instead of culverts in strategic locations; or
 - ii. Large culverts, with adequate space for bear/wildlife passage.

3.6 Transportation

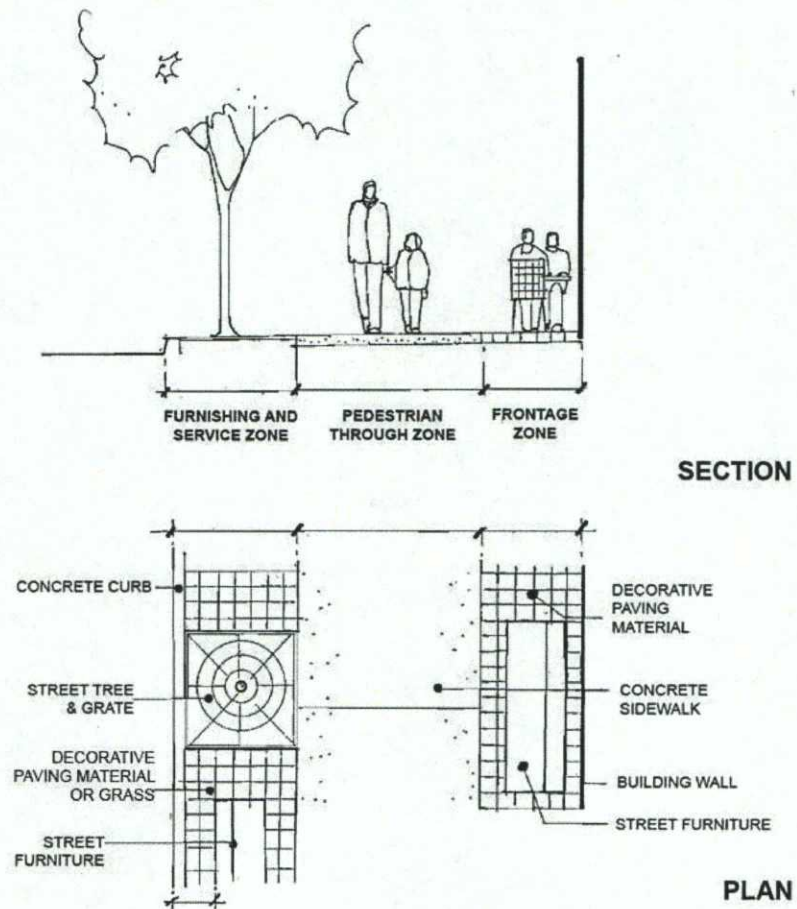
In order for a neighbourhood to be successful, it is essential that people can conveniently access the places they live, work, shop, and play. One of the guiding principles of the plan is to **Increase Transportation Choice**. To foster this principle the City endeavours to make it easier to walk or cycle to SkyTrain stations, bus routes, and neighbourhood centres so more people can choose to leave their cars at home or even live without owning a car. A well-connected transportation network shortens travel distances, making it easier for people to quickly and conveniently walk or cycle to their destination, and shortens the journey by providing more direct routes.

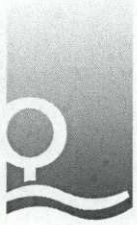
Plan policies work in conjunction with the City's *Strategic Transportation Plan* (STP) to implement the guiding principle of increasing transportation choice, through strengthening transportation options in Burquitlam-Lougheed and developing a multi-modal street and path network that will improve the livability of the neighbourhood, contribute to the reduction of greenhouse gas emissions and enable healthier lifestyles. This approach will facilitate an increase in walking, cycling and transit trips.

"In lively, safe, sustainable and healthy cities, the prerequisite for city life is good walking opportunities ... a multitude of valuable social and recreational opportunities naturally emerge when you reinforce life on foot."

— Jan Gehl, *Cities for People*

Figure 5: Typical sidewalk cross-section and plan





3.6.1 Walking Policies:

- a) Provide publicly-accessible, mid-block walkways and statutory rights-of-way through or adjacent to new development for all blocks longer than 125 metres in order to improve pedestrian connectivity and accessibility.
- b) Establish a pedestrian-friendly public realm through streetscape improvements and redevelopment along designated greenways (as shown on Schedule C), commercial frontages (as shown on Schedule D), and throughout the Neighbourhood Centres (as shown on Schedule F). These streetscape improvements will include features such as wide sidewalks, corner bulges, mid-block walkways and crossings, street furniture, pedestrian-oriented lighting, and weather protection.
- c) Upgrade walkways to provide universal accessibility, improve the pedestrian experience, and enhance safety.
- d) Design any walkway over 75 metres in length to have a minimum 4.0 metre right-of-way, additionally walkways in high-density areas shall have a minimum 6.0 metre right-of-way.
- e) Implement universal access design features on sidewalks and at intersections to accommodate those with visual, mobility, and/or cognitive impairments.
- f) Locate all above-ground infrastructure, (e.g. utility kiosks, traffic-signal boxes, fire hydrants, street lights), in the furnishing and service zone between the curb and the sidewalk, in no case shall this infrastructure intrude into the through-movement zone or create barriers for accessibility.
- g) Provide additional pedestrian crossings of arterial and collector streets and include, where feasible, measures that reduce crossing distance, and improve safety and visibility for pedestrians.
- h) Implement the *Pedestrian Wayfinding Plan* through additional signs and kiosks as new development occurs.



3.6.2 Cycling Policies:

- a) Improve intersection crossings for cyclists along identified bicycle routes, along Citywide Greenways and Neighbourhood Greenways in accordance with Schedule C.
- b) Provide public bicycle parking at strategic destinations in the plan area, including Neighbourhood Centres, schools, civic facilities, and parks.
- c) Work with the City of Burnaby and TransLink to improve pedestrian and cycling linkages to Lougheed Town Centre and the Central Valley Greenway.
- d) Work with the Ministry of Transportation and Infrastructure, the City of New Westminster and TransLink to improve pedestrian and cycling linkages across Highway 1, at the Brunette Interchange, to improve access to Braid SkyTrain Station.
- e) Work with the City of Port Moody and TransLink to improve pedestrian and cycling linkages between Coquitlam and Port Moody.
- f) Work with TransLink to explore secure bike parkades at SkyTrain stations.

- g) Implement the City's Cyclist Wayfinding Plan through additional signs and markings as new development occurs.



Metro Vancouver's Frequent Transit Network (FTN) is a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week.



3.6.3 Greenway Policies:

- a) Develop a network of Citywide and Neighbourhood Greenways to connect pedestrians and cyclists with key destinations, neighbourhood centres, public parks, and amenities as shown on Schedule C.
- b) Require development located along Greenways, as identified on Schedule C, to provide an enhanced walking environment that includes elements such as:
 - i. Wider sidewalks as identified in the *Burquitlam-Lougheed Streetscape Guidelines*;
 - ii. Cycling facilities for all ages and abilities;
 - iii. Where the Greenway is located outside of a street right-of-way it shall have a minimum right-of-way of 6.0 metres;
 - iv. Row of street trees on both sides of the sidewalk/pathway;
 - v. Seating and other appropriate street furniture;
 - vi. Public art;
 - vii. Pedestrian oriented lighting;
 - viii. Wayfinding; and
 - ix. Fronting buildings shall address the greenway with active frontages, architecturally distinctive façades, and high-quality streetscape treatments.

3.6.4 Transit Policies:

- a) Continue to work with TransLink to review opportunities to improve both coverage and frequency along *Frequent Transit Network (FTN)* corridors, and achieve optimal transit service coverage in order to meet user demand as population and employment densities increase over time. This includes new routes, increased frequencies on existing routes and more direct services to connect the neighbourhood to rapid transit stations.
- b) Supplement transit stops with pedestrian amenities and weather protection through improved lighting, benches, shelters or awnings as part of the frontage improvements required by new development.
- c) Facilitate the transition of the Burquitlam Station bus exchange as shown in the *Burquitlam Station Area Transportation and Transit Integration Concept Plan* in conjunction with the redevelopment of the adjacent property.



3.6.5 Street Policies:

- a) Require development to provide new streets, lanes and street extensions, as shown on Schedule B, to support high-density growth and accommodate multi-modal permeability, circulation, and connections. The design of new streets and lanes will be guided by the *Strategic Transportation Plan (STP)*, *Subdivision and Development Servicing Bylaw*, *Burquitlam-Lougheed Streetscape Guidelines*, and other relevant City policies, guidelines, and Bylaws.
- b) Upgrade streetscapes based on the *Burquitlam-Lougheed Streetscape Guidelines*.
- c) Upgrade intersections and incorporate appropriate measures to improve safety, reduce vehicle speeds, improve intersection safety, shorten pedestrian crossing distances and reduce pedestrian-vehicle conflicts.
- d) Require the creation of rear lanes, as part of redevelopment, for interior or “land-locked” parcels, particularly along arterials that do not have secondary access (e.g., North Road, Clarke Road, Como Lake Avenue, and Lougheed Highway).
- e) Work towards the provision for rear lanes to have two access connections to adjacent streets, and avoid creating dead-end lanes, where feasible.
- f) Establish a connected multi-modal transportation grid that supports increased connectivity and walkability with short block lengths, mid-block walkways, and new streets, lanes and pathways to target a maximum block length of 125 metres.
- g) Facilitate the transition of Lougheed Highway streetscape to an urban boulevard to improve walking and cycling facilities, including wider sidewalks, double rows of street trees, landscaped median, improved crosswalks, and new development fronting the street with active frontages as guided by the *Burquitlam-Lougheed Streetscape Guidelines*.
- h) Seek the provision of additional public right-of-way on all arterial streets, in accordance with the *Zoning Bylaw* and *Subdivision and Development Servicing Bylaw*, as part of redevelopment for sidewalk widening, cycling facilities, transit passenger facilities, street widening, and on-street parking provision, as guided by the *Burquitlam-Lougheed Streetscape Guidelines*.
- i) Seek the provision of additional public right-of-way on North Road from Delestre to Austin Avenue to provide for a third northbound travel lane.



3.6.6 Parking Policies:

- a) Encourage shared, common off-street non-residential parking to serve multiple users and destinations in the Neighbourhood Centre, as well as civic and institutional uses.
- b) Implement the *Public Parking Strategy in Rapid Transit Station Areas* to effectively manage on-street parking resources.
- c) Encourage parking turnover and efficient use of on-street and off-street parking in the Neighbourhood Centres, including areas in and around SkyTrain stations, through the implementation of a variety of parking management strategies (e.g., time limits and pricing).

- d) Provide reductions in the number of required parking spaces as guided by the Transportation Demand Management (TDM) measures in the *Zoning Bylaw*.
- e) Provide additional public parking as part of the development of the community recreation facility in conjunction with the YMCA of Greater Vancouver.
- f) Provide signage to direct motorists to off-street parking facilities in order to ensure their optimal use and reduce unnecessary circling.
- g) Locate all off-street parking for commercial, high-density residential and medium-density residential development underground or concealed within a building.
- h) Facilitate sufficient on-site loading space to minimize impacts to on-street parking.



3.6.7 Transportation Demand Management:

- a) Require new development to provide Transportation Demand Management (TDM) measures in order to obtain reductions in minimum parking requirements in accordance with the *Zoning Bylaw*.
- b) Require short-term and long-term bicycle parking for new development in accordance with the *Zoning Bylaw*.
- c) Facilitate an expansion in the number of publicly available car-sharing vehicles.
- d) Ensure there is well-designed and clear wayfinding signage to serve people who take transit, cycle and walk.
- e) Seek the provision of end-of-trip facilities for cyclists in all major developments.

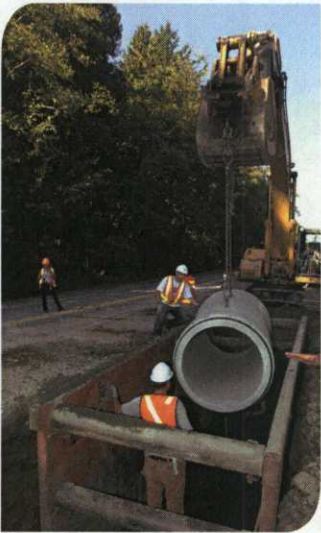


3.7 Utility Servicing

The provision of adequate utility servicing (water, sewer, stormwater) is necessary to facilitate new residential, commercial and mixed-use growth in Burquitlam-Lougheed, as guided by the Plan's vision and principles. New utility infrastructure in public space will be well integrated into the urban landscape to avoid obstructing pedestrian movement. The rainwater management practices, as outlined in Integrated Watershed Management Plans (IWMP), will improve the ecology and hydrology of watercourses. Plans for water supply and distribution, sanitary sewer, and stormwater servicing requirements to implement the Neighbourhood Plan are included in the *Burquitlam-Lougheed Servicing Assessment*.

Policies:

- a) Ensure that stormwater management facilities conform with the respective IWMPs for Stoney Creek, the Chines, and Austin Creek and Rochester Creek.
- b) Apply the City's Rainwater Management Guidelines to all subdivision and building permit applications in the neighbourhood Plan area, including those not covered by an adopted IWMP.
- a) Plan and coordinate the location of utility boxes (e.g. telephone hubs and electrical transformers), ventilation equipment or other at-grade mechanical equipment to minimize their impact on the public realm, including placing them underground or inside buildings wherever possible.
- b) Place overhead utilities underground as part of new development and infrastructure upgrade projects in all commercial, high-density and medium-density residential areas.
- c) Improve the riparian area, channel and banks of Stoney, Austin and Rochester Creeks to improve stormwater management and reduce the risk of flooding.



4.0 URBAN DESIGN POLICIES

Urban design involves the design of buildings and the spaces between them to create livable, attractive and human-scaled buildings, streets, neighbourhoods, public spaces and parks.

Human-scaled design refers to urban design that promotes people friendly places, building designs, and urban patterns with a pedestrian-oriented public realm that has ground-level scale and massing based on human dimensions and senses.

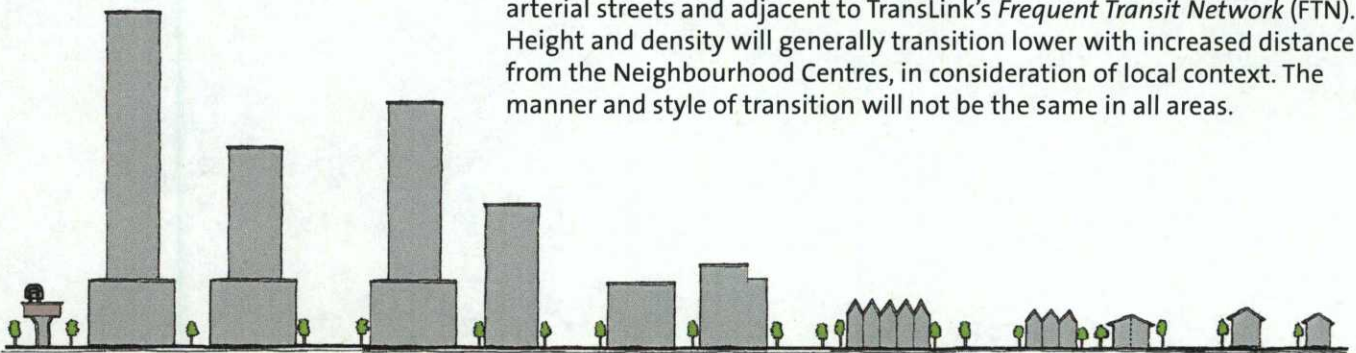
Good design encompasses all of the guiding principles and Plan policies aim to improve neighbourhood character and the pedestrian experience along the main streets of the area, to meet the principle of **Design on a Human Scale**. This involves applying the policies below and the complementary Development Permit Guidelines and Burquitlam-Lougheed Streetscape Guidelines.

In Burquitlam-Lougheed, urban design principles play an important role in ensuring new development is walkable and transit supportive, has a high-degree of architectural excellence, complements the public realm, fits appropriately into existing neighbourhoods and enhances neighbourhood character.

Also, based on the importance of the new SkyTrain stations and the topographical and view-rich context, these policies also strongly encourage a high degree of architectural excellence, especially for buildings and developments located at key intersections, gateways and viewpoints.

4.1 General Policies:

- a) Require all commercial, mixed-use, multi-family residential, and Housing Choices (with two or more principal dwelling units on a lot) developments to obtain a Development Permit to provide for higher-quality project design.
- b) A density bonus above the maximum base gross floor area, as specified in the *Zoning Bylaw*, may be offered in exchange for the provision of amenities or a specified financial share of the land value of the additional density to be applied towards the provision of amenities deemed by the City to have public benefit. Examples of these amenities include: community facilities, park improvements, plazas, streetscape improvements, transit infrastructure, daycares, walkways, greenways, affordable housing, and public art. Density bonus contributions will be allocated towards specific amenities as determined by Council.
- c) Development densities and building heights will be highest in and adjacent to the Burquitlam and Lougheed Neighbourhood Centres, along major arterial streets and adjacent to TransLink's *Frequent Transit Network* (FTN). Height and density will generally transition lower with increased distance from the Neighbourhood Centres, in consideration of local context. The manner and style of transition will not be the same in all areas.



General transition from high density and high rise buildings to low density and low rise buildings



- d) Land assemblies and consolidations must follow a logical pattern to leave no remnant (orphan) parcels that are undevelopable under their designated land use and achieve future transportation connections as shown on Schedule A.
- e) Integrate soft landscaping, surface texture and other enhancements to the design of retaining walls where they are located along any public right-of-way, in a public space or are visible to the public.
- f) Identify suitable locations for Green Streets that convert portions of local streets into public open green spaces in the neighbourhood to provide additional space for gathering, leisure and relief to the built environment. Green streets may have a mix of hard and soft landscaping and adjoining buildings shall actively front Green Streets. The location and design of Green Streets will be subject to a public open space analysis and transportation network analysis and sufficient space for parking and loading.
- g) New developments shall locate buildings and site towers in a manner that respects the opportunities for future redevelopment of adjacent parcels and effectively addresses the transition between new and existing adjacent development.

4.2 Street Frontage Type Policies:

- a) Provide continuous ground-oriented, at-grade, pedestrian-focused, retail, commercial, or civic/assembly uses in the ground floor of all buildings along frontages identified on Schedule D as *Mandatory Commercial Street Frontage*.
- b) All development along *Mandatory Commercial Street Frontage* should include the following:
 - i. Additional sidewalk width, as determined in the *Burquitlam-Lougheed Streetscape Guidelines*, with a wider frontage zone to provide opportunities for outdoor seating and display.
 - ii. All entrances at the grade of the adjoining sidewalk and slightly recessed to allow for door swing to not impede the through-movement zone of the sidewalk.
 - iii. Integrate pedestrian-oriented streetscapes and an enhanced public realm to establish direct and seamless connections that directs pedestrians to the Burquitlam and Lougheed Neighbourhood Centres.
 - iv. Orient buildings and closely integrate building design to address and create a strong connection with the street.
 - v. Require continuous weather protection (canopies, awnings) for pedestrians on building facades with no gaps wherever possible.
 - vi. Incorporate pedestrian-oriented lighting.
 - vii. Encourage options for pedestrian seating along and adjacent to buildings, separate from buildings or sidewalks.
- c) Provide continuous, ground-oriented, at-grade, commercial, civic/assembly, employment living, institutional, or residential uses on the ground floor





of all buildings along frontages identified on Schedule D as *Optional Commercial Street Frontage*.

- d) Provide continuous ground-oriented (or slightly elevated) residential, civic/assembly, employment living, institutional, or highly-transparent residential amenity uses in the ground floor of all buildings along frontages identified on Schedule D as *Residential Street Frontage*.
- e) Discourage on-site loading and solid waste collection along *Mandatory Commercial Street Frontage*.

4.3 Urban Design Framework - Building Design Policies:

Design Excellence:

An exemplary building for its time and place, which has perceived lasting value that shows a connection to its place and offers a sense of delight.

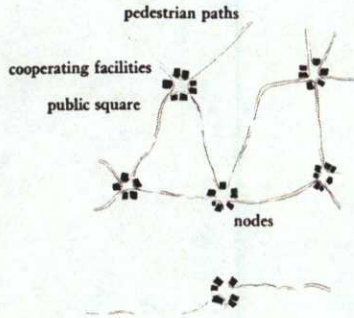


The Urban Design Framework elements discussed below are not limited to locations identified on Schedule E. Through the development process additional locations for these elements may be identified.

- a) Require development that is identified as:
 - **Landmark Sites**, as identified on Schedule E; and/or
 - **Landmark Buildings**, that have a proposed height of 30 storeys or greater;
 to provide a high degree of design excellence due to their prominence and location within the neighbourhood. **Landmark Sites** and **Landmark Buildings** will be designed through a rigorous design-review process that includes:
 - i. Following the 'Landmark Buildings' Development Permit Guidelines located in Part 4 of the CWOCF;
 - ii. Include elements that provide a high degree of design excellence such as public art, signage, unique public space, plazas, distinctive lighting, unique and high-quality building materials, sculpted architectural form, unique building floorplates, distinctive façades, site furnishing, improved street presence, and streetscape treatments that signal entry to distinct areas and/or identification of precincts.
 - iii. Design input by City staff at key intervals;
 - iv. Outside professional design review;
 - v. Requirement for significant public realm improvements and/or public space contribution as detailed in 4.4
 - vi. Professional studies to ensure all potential community impacts (e.g., transportation, shadow, wind, environmental) are considered and addressed in the building and site design;
 - vii. Robust community consultation conducted by the applicant that is in addition to any statutory consultation process required for their development application. This will include an early presentation of the concept to Council at the pre-application stage. The consultation process will receive public input to ensure all potential community impacts from the landmark building and site are considered and addressed, including the proposed design of the building and site. The results of the consultation process, including how the proponent addressed community impacts, will be submitted to the City for consideration by Council.



- b) Require development located at **Gateways**, as identified on Schedule E, to include elements that provide a high degree of design excellence and mark entry to the neighbourhood, such as:
- public art,
 - signage,
 - unique public space and plazas that convey a sense of entry,
 - distinctive lighting,
 - high-quality building materials,
 - sculpted architectural form,
 - distinctive façades,
 - high-quality site furnishing,
 - improved street presence, and
 - streetscape treatments that signal entry to distinct areas and/or identification of precincts.

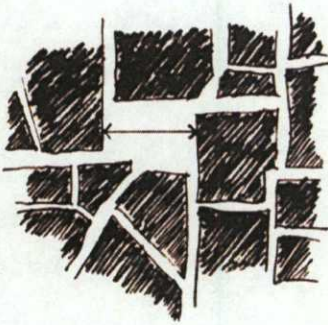


4.4 Urban Design Framework - Public Space Policies:

“Studies of pedestrian behaviour make it clear that people seek out concentrations of other people, whenever they are available.”
 - from *A Pattern Language: Towns, Buildings, Construction* by C. Alexander, et al.

Local public space, through additional building setbacks, that is distributed throughout the neighbourhood is key to support the open space network. The Urban Design Framework on Schedule E contains a series of Primary, Major and Minor Nodes to enhance the public realm.

- a) Further to the Node locations identified on Schedule E, Nodes should be particularly located on the northeast corner of intersections, and at public walkway connections that intersect with streets, to take advantage of the southwest aspect.
- b) All Nodes will be designed to encourage public gathering and shall include elements such as:
- i. A hard-surface area of at least 50%;
 - ii. Seating and other appropriate street furniture;
 - iii. Public art, water features and other elements that promote pedestrian interest;
 - iv. Use of trees and other vertical elements to define pedestrian-scale spaces;
 - v. Fronting buildings shall address the node with active frontages, architecturally distinctive façades, and high-quality streetscape treatments.
- c) Further to the requirements in 4.4 b) development located at **Primary Nodes**, as identified on Schedule E, shall provide a publicly-accessible open space which is a minimum of 250 square metres (with one dimension between 12 metres to 35 metres). Primary nodes will be designed to encourage a broad range of public gathering activities and shall include elements such as:
- i. A portion with weather protection coverage to facilitate year-round use;



“A town needs public squares; they are the largest, most public rooms, that the town has.”
 - from *A Pattern Language: Towns, Buildings, Construction* by C. Alexander et al.

9.2



Nodes are natural centres of activity in the urban environment.

- C. Alexander,
A Pattern Language

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- ii. A mix of hard and soft landscaping that does not impede safety or sightlines to commercial uses and building entrances;
 - iii. Pedestrian oriented lighting;
 - iv. Three-phase electrical and non-potable water connections;
 - v. Wayfinding;
 - vi. Fronting buildings shall have direct building frontage on at-least one side.
- d) Further to the requirements in 4.4 b) development located at **Major Nodes**, as identified on Schedule E, shall provide a publicly-accessible open space that is approximately 45 square metres. Major nodes will be designed to encourage public gathering and shall include elements such as:
- i. Pedestrian oriented lighting; and
 - ii. Wayfinding.
- e) Further to the requirements in 4.4 b) development located at **Minor Nodes**, as identified on Schedule E, shall provide a publicly-accessible open space that is approximately 16 square metres.

4.5 Comprehensive Site Policies:

- a) All development sites greater than 2.5 hectares (6.2 acres) and/or proposing greater than 50,000 square metres (538,200 sq. ft.) gross floor area shall prepare a comprehensive master plan, which is secured through a Development Agreement, concurrent with rezoning. The plan shall include, but not be limited to, the following elements to the satisfaction of the City:
- i. A site plan showing the general location and uses of all buildings, streets and public spaces;
 - ii. Density and building height ranges for each development parcel taking into consideration factors such as view line potential, shadow impacts and wind effects, and traffic and pedestrian circulation;
 - iii. Development program and site statistics, including development areas, land use mix, residential and commercial unit types;
 - iv. The appropriate zones that will be applied;
 - v. A public space plan and, amenities and benefits strategy that incorporates parks, publicly-accessible open spaces and/or plazas that comprise at least 5% of the total site area and are a minimum of 0.2 hectares (0.5 acres) in total size, not including public spaces;
 - vi. Landscaping plan (including interim landscaping between phases);
 - vii. Transportation strategy for vehicles, cycling and walking, with an emphasis on supporting a pedestrian friendly environment;
 - viii. Parking and loading strategy;
 - ix. Urban Design Framework plan to detail key corridors, precincts, nodes, landmarks, gateways, streetscapes, and other public realm features and outline their design treatment;
 - x. Public art plan;



- xi. Sustainability Strategy;
- xii. Utilities servicing concept, including a storm water management plan;
- xiii. Phasing plan;
- xiv. Securities, as appropriate, to secure infrastructure and public benefit.

4.6 SkyTrain Guideway Integration

The SkyTrain guideway is a significant piece of transportation infrastructure and adjacent development requires an appropriate design response. The elevated guideway also provides opportunities to enhance street-level public space in the neighbourhood.



Policies:

- a) Development adjacent to the SkyTrain guideway shall follow TransLink's Adjacent and Integrated Development (AID) project consent process.
- b) Develop public space under the guideway in a way that integrates with the North Road and Clarke Road enhancements, animating this space and improving natural surveillance. This space should contribute to a positive pedestrian experience with appropriate lighting and clear sight-lines to the street.
- c) Encourage development over, under or around the guideway, in consultation with TransLink.
- d) New commercial uses fronting the guideway should be designed to create active edges that are highly integrated with areas under the guideway and visible from the adjacent street. This should be a seamless and complementary connection.
- e) Development fronting the SkyTrain guideway shall incorporate measures to mitigate noise impacts and allow the housing units to meet Canada Mortgage and Housing Corporation's (CMHC) guidelines for maximum acceptable levels of noise in dwellings. These measures may include:
 - i. **Sensitive site and building design:** placing noise sensitive rooms away from noise sources; locating hallways, stairwells and utility areas closer to noise sources; and using single-loaded building design;
 - ii. **Improving building construction:** triple-glazed windows; additional wall insulation; locating vents and ducts away from noise sources; alternative ventilation systems; sound dampening or absorptive walls and cladding materials; and concrete construction;
 - iii. **Noise buffers:** solid glazed balconies; fences; sound absorptive landscaping; and water features.

5.0 DISTRICT POLICIES

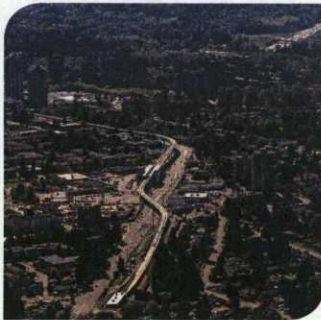
Based on the Plan vision, principles and land use concept, this section contains several detailed policies for specific districts within the neighbourhood as shown on Schedule F.

5.1 Burquitlam Neighbourhood Centre

The Burquitlam Neighbourhood Centre is the heart of the Burquitlam community, focused on Clarke Road. Building on its designation as a *Frequent Transit Development Area* (FTDA) in the *Regional Growth Strategy* (RGS) the neighbourhood centre is evolving into a walkable, high-density, mixed-use area with a high degree of design excellence. The Neighbourhood Centre is an area where there are local shops and services that provide the goods of daily life, where there are public spaces and places for people to meet and engage in community life, and where people can move easily and without a car to access places to work, play, and shop.

Policies:

- a) All streets in the neighbourhood centre shall provide continuous building frontage with active uses along the ground floor in accordance with Schedule D.
- b) A continuous streetwall (building façade) or podium of a minimum of three storeys shall be provided along North and Clarke Roads. High-rise buildings should be stepped back from the street façade, as appropriate.
- c) Accommodate the development of community facilities, such as childcare services, that respond to residential and employment growth and contribute to neighbourhood livability.
- d) Encourage the development of a variety of commercial space including local and regional serving office space.
- e) Encourage the development of connected urban squares, plazas, courtyards, parkettes, walkways, and other outdoor open spaces, throughout the Neighbourhood Centre and adjacent to Clarke and North Roads to contribute to the pedestrian focus of the shopping streets:
 - i. Require commercial uses along ground floor building areas that front onto squares/plazas, with allowance for entrances leading to other uses in buildings.
 - ii. Design interfaces between streets, squares/plazas, walkways, and buildings to include seating areas, patios and landscaping that support 'active' commercial uses (e.g. restaurants, cafes and outdoor display).
- f) Create a high quality pedestrian realm that encourages walking along Como Lake Avenue and Clarke Road through the provision of wide sidewalks, landscaping, special paving treatments, coordinated street furniture, and optimized pedestrian travel through the intersections. These improvements will be guided by the *Burquitlam-Lougheed Streetscape Guidelines*.



Active ground floors are those that contain many small units that are highly transparent and have a large variety in function and façade relief. Articulation is primary vertical with good details and materials.



- g) Through the redevelopment of the property surrounding Burquitlam SkyTrain station, ensure the station area is well served with access for bus movement as shown in the *Burquitlam Station Area Transit Integration Concept Plan*, and in a manner that is fully integrated with the urban design vision of the Burquitlam Neighbourhood Centre for a highly walkable and integrated station area.

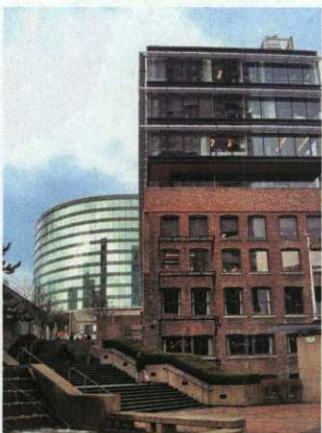
5.2 Lougheed Neighbourhood Centre



The Lougheed Neighbourhood Centre is an important commercial corridor along North Road that interfaces with the Lougheed Town Centre across the street in Burnaby. Designated as a *Municipal Town Centre* in the *Regional Growth Strategy* (RGS) the Neighbourhood Centre is evolving into a walkable, high-density, mixed-use area with a high-degree of design excellence. The Neighbourhood centre will continue to provide a range of local and regional serving retail and office opportunities complemented by high-rise residential.

Policies:

- a) All streets in the neighbourhood centre shall provide continuous building frontage with active uses along the ground floor in accordance with Schedule D.
- b) A continuous streetwall (building façade) or podium of a minimum of three storeys shall be provided along North Road. High-rise buildings should be stepped back from the street façade, as appropriate.
- c) Accommodate the development of community facilities, such as childcare services that respond to residential and employment growth and contribute to neighbourhood livability.
- d) Encourage the development of a variety of commercial space including local and regional serving office space.
- e) Encourage the development of connected urban squares, plazas, courtyards, parkettes, walkways, and other outdoor open spaces throughout the Neighbourhood Centre and adjacent to North Road to contribute to the pedestrian focus of the shopping street:
 - i. Require commercial uses along ground floor building areas that front onto squares/plazas, with allowance for entrances leading to other uses in buildings.
 - ii. Design interfaces between streets, squares/plazas, walkways, and buildings to include seating areas, patios and landscaping that support active commercial uses (e.g., restaurants, cafes and outdoor display).
- f) Create a high-quality pedestrian realm that encourages walking along North Road and Lougheed Highway through the provision of wider sidewalks, landscaping, special paving treatments, coordinated street furniture, and optimized pedestrian travel through the intersection. These improvements will be guided by the *Burquitlam-Lougheed Streetscape Guidelines*.
- g) Integrate high-quality connections for pedestrians and cyclists to negotiate up and down the escarpment. These should be linked to an improved walkway system and the greenway network.





5.4 Oakdale

Oakdale consists of primarily single-family dwellings that blend into the Glenayre area in Port Moody to the north. The lower third of Oakdale is within a 5-7 minute walk (400 metres to 600 metres) of the high-density Burquitlam Station area. In the area beyond a 7 to 10 minute walk from the station, Oakdale exhibits a change to a larger single-family lot and longer block pattern, complete with well known 'nature trail' walkways, the Stoney Creek natural area, an adjacent school site and Burnaby Mountain Park to the west.



Policies:

- a) Retain and enhance the existing 'nature trail' walkways, Northern Red Oak Footpath, Pin Oak Footpath, Garry Oak Footpath, and White Oak Footpath as landscaped walking and cycling connections and connect these walkways into the greenway network.
- b) Provide a new plaza/public space under the skytrain guideway at Clarke Road and Como Lake Avenue, and seek to provide a pedestrian connection to Elmwood Street and/or Gardena Drive as part of future planning.
- c) Designate the Oakdale neighbourhood as a Future Planning Area recognizing this area's proximity to Burquitlam station and the Burquitlam Neighbourhood Centre. This future plan will take into consideration the housing types, form of development, land use transition, density, amenities, transportation improvements and utility servicing that is appropriate for the Oakdale area (Schedule F).

5.5 Lougheed Boulevard

Lougheed Highway is a key arterial street in Coquitlam and part of TransLink's *Major Road Network (MRN)* connecting the City to the wider region. As the Lougheed neighbourhood grows, the Lougheed Highway public realm will transform into a walking, cycling, and transit friendly urban boulevard. The urban boulevard will have new buildings fronting the street, street trees to frame the street, bike lanes and wide sidewalks.



Policies:

- a) New development will directly address and frame the street with active ground-floor frontages and a minimum streetwall height of three-stories.
- b) Facilitate an improved public realm through additional setbacks or street dedication to provide wider sidewalks and landscaped boulevard.
- c) Introduce new controlled intersections and crosswalks to provide additional, safe, crossing opportunities for walking and cycling.
- d) Monitor and adjust speed limits along Lougheed Highway as required to suit the level of redevelopment within the district.



6.0 DEVELOPMENT PERMIT AREAS

6.1 Development Permit Areas

Innovative design solutions, which achieve high quality urban environments that are walkable and liveable are encouraged in the Plan area.

- a) In addition to the specific guidelines in this Plan, Development Permit Guidelines that apply within the Burquitlam-Lougheed Neighbourhood Plan area are located in Part 4, Chapter 13.0 of the CWOCP.




7.0 IMPLEMENTATION AND MONITORING

7.1 Implementation

The Plan will guide growth and reinvestment in the Burquitlam-Lougheed neighbourhood to help create complete communities over the next 20-25 years. Realization of this long-term vision will occur incrementally, as development proceeds, and as amenity and infrastructure investments are made to encourage and accommodate growth and change in Burquitlam-Lougheed. It will also require the application of coordinated policies, inter-departmental plans and periodic updates to City bylaws and regulations.

The following tasks will work to implement the Plan and facilitate future growth and change in the neighbourhood:

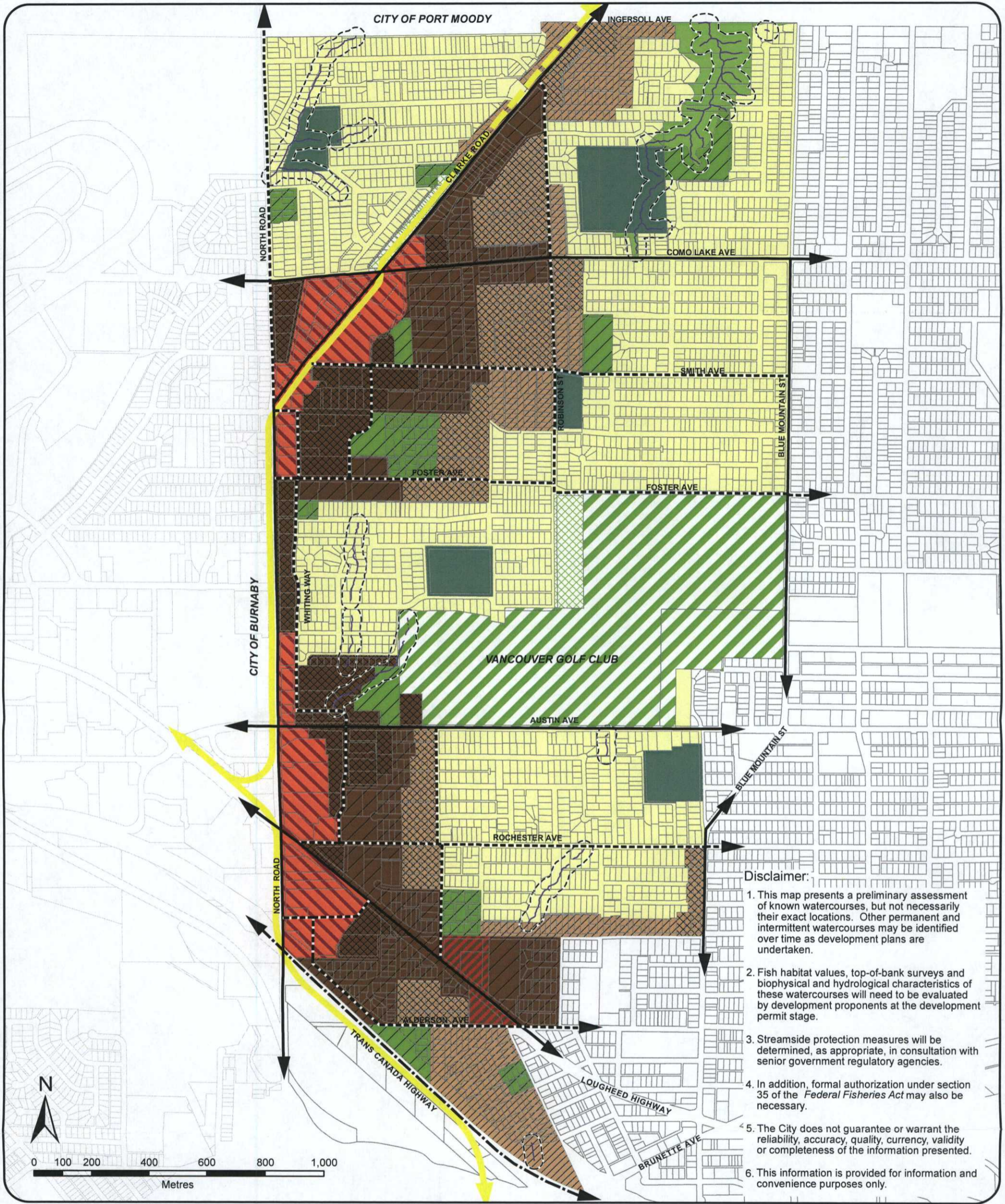
- a) Prepare amendments to the *Zoning Bylaw*, to implement the Plan policies:
 - i. All townhouse, apartment and mixed-use zones to:
 - Encourage purpose-built rental housing, as guided by the *Housing Affordability Strategy* (HAS), including a review of density, parking, amenity space and other requirements.
 - Accommodate secondary or “lock-off” suites (self-contained dwelling units within apartment or townhouse units) as a permitted use;
 - ii. RT-2 Townhouse Residential zone to increase the allowable height to 3 storeys in transit-oriented development areas;
 - iii. RT-1 Two-Family Residential and RT-3 Triplex and Quadruplex Residential zones to promote sensitive in-fill that helps to refresh neighbourhoods and fosters expanded housing options to meet the needs of a diverse range of household types.
 - iv. C-5 Community Commercial zone to provide density and height guidance for locations outside of the Austin Heights and Maillardville Neighbourhood Centres.
- b) Develop an inter-departmental Servicing Assessment that describes the phasing of improvements to utilities, transportation and parks facilities relative to development as it occurs. It should also outline the timing and departmental responsibility to effectively implement the Plan.
- c) Develop Streetscape Standards to direct the development of frontage improvements to the streets and public rights-of-way and the provision of street furniture.
- d) As part of a broader work program item, prepare a *Heritage Management Plan* that includes Heritage Revitalization Agreement (HRA) guidelines and procedures that provide direction for the conservation of heritage buildings and use of these agreements. These guidelines will provide criteria for determining appropriate density, form of development, siting, character, access, parking and loading functionality, and incentives.
- e) Explore developing a Heritage Character Area for the 500 and 600 block of Rochester Avenue in conjunction with the preparation of the *Heritage Management Plan*.

- 
- f) Prepare amendments to the *Zoning Bylaw, Urban Design + Development Permit Areas, Solid Waste Management Bylaw* and/or *Wildlife and Vector Control Bylaw* to:
 - i. Require the use of native plant species in landscape plans for new developments, and for the improvement and restoration of riparian and wildlife habitat, and to apply the use of native plant material in the interface with natural areas.
 - ii. Require multi-family and Housing Choices residential, commercial, and mixed-use development to manage solid waste by providing secure space and facilities for bear/wildlife-resistant garbage, organics and recycling collection as guided by the *Solid Waste Bylaw*.
 - g) Develop a Transportation Demand Management (TDM) policy with a suite of potential TDM measures that may be utilized to justify parking relaxations as guided by the *Zoning Bylaw*.
 - h) At a future date prepare a local area plan for the Oakdale neighbourhood that recognizes the areas proximity to Burquitlam station and the Burquitlam Neighbourhood Centre. This plan will take into consideration the housing types, form of development, land use transition, density, amenities, transportation improvements and utility servicing that is appropriate for the Oakdale area.
 - i) Conduct a land use policy review for the Whiting Way/Appian Way Future Planning Area as identified on Schedule F. This study will take into consideration the housing types, form of development, land use transition, density, amenities, transportation improvements and utility servicing that is appropriate for this area.

7.2 Monitoring





In order to ensure that the Burquitlam-Lougheed neighbourhood is developed in a manner consistent with the vision, principles and policies of this Plan, the City will monitor on an annual basis and report back to Council:

- a) Development of housing, by number and type of units;
- b) Development of commercial floor space, by amount and type;
- c) Provision of public amenities;
- d) Transportation mode share, the amount of sidewalk and cycling facilities constructed, transit service coverage and parking provisions;
- a) Implementation and effectiveness of the stormwater management system in relation to the *Austin/Rochester Creeks and Stoney Creek IWMPs*;
- b) Implementation, effectiveness and appropriateness of provincial and municipal best management practices for urban wildlife;
- c) Implementation of strategies to improve natural areas and wildlife corridors through new development infrastructure projects;
- d) Improvements and frequency of new development that adopt the use of native plant species and incorporate designs that will lower greenhouse gas emissions.



SCHEDULE A - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN

LAND USE DESIGNATIONS

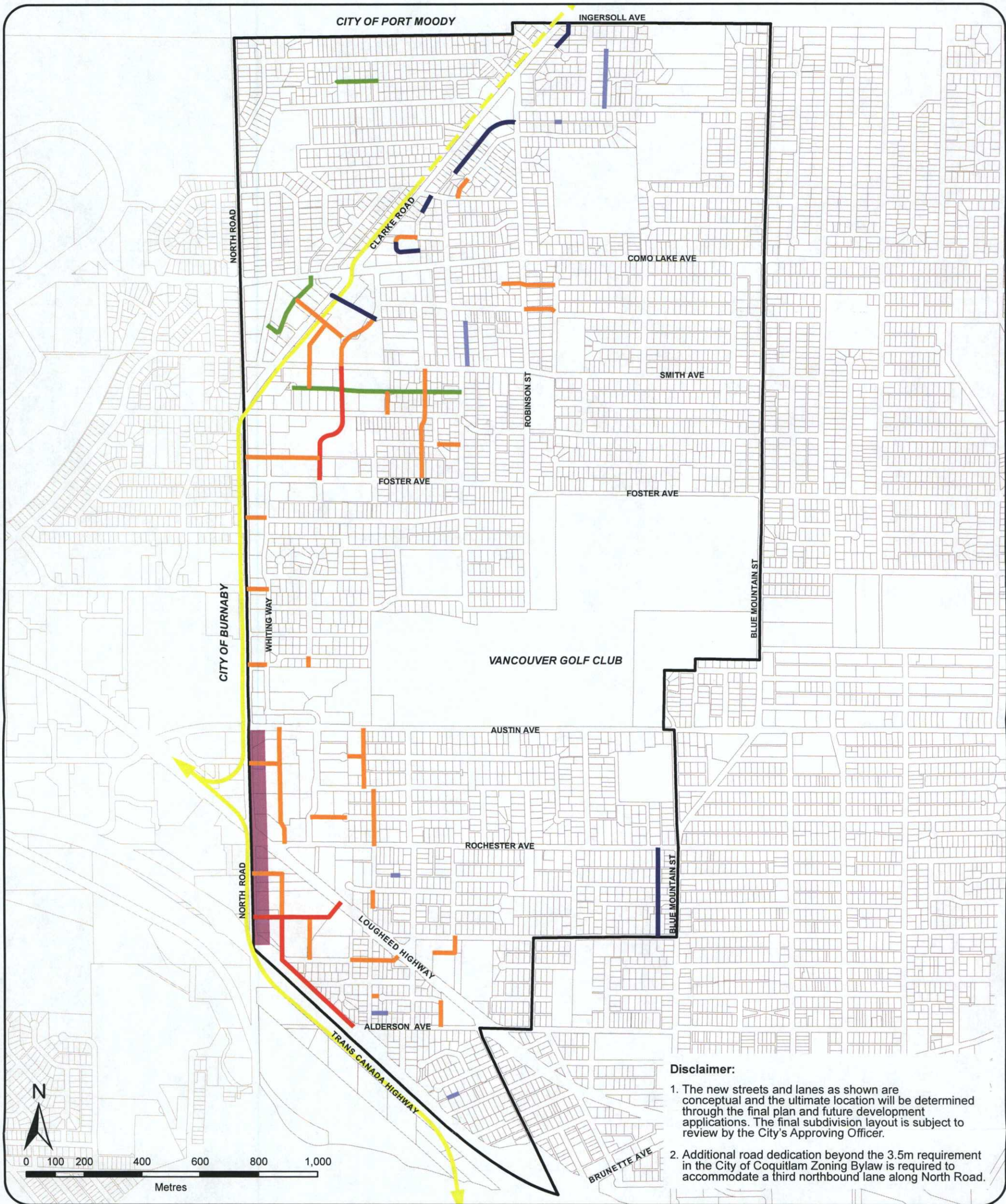
 Transit Village Commercial	 One Family Residential	 Municipal Arterial Street
 Neighbourhood Centre	 Civic and Major Institutional	 Municipal Collector Street
 High Density Apartment Residential	 School	 Provincial Highway
 Medium Density Apartment Residential	 Parks and Recreation	 SkyTrain
 Low Density Apartment Residential	 Natural Areas	 Watercourse
 Townhousing	 Extensive Recreation	 Riparian Assessment Area (RAA)
 Neighbourhood Attached Residential		

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Adopted: XXX XX, XXXX
Amended: N/A

Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS layer

Coquitlam



SCHEDULE B - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN

NEW STREETS AND LANES

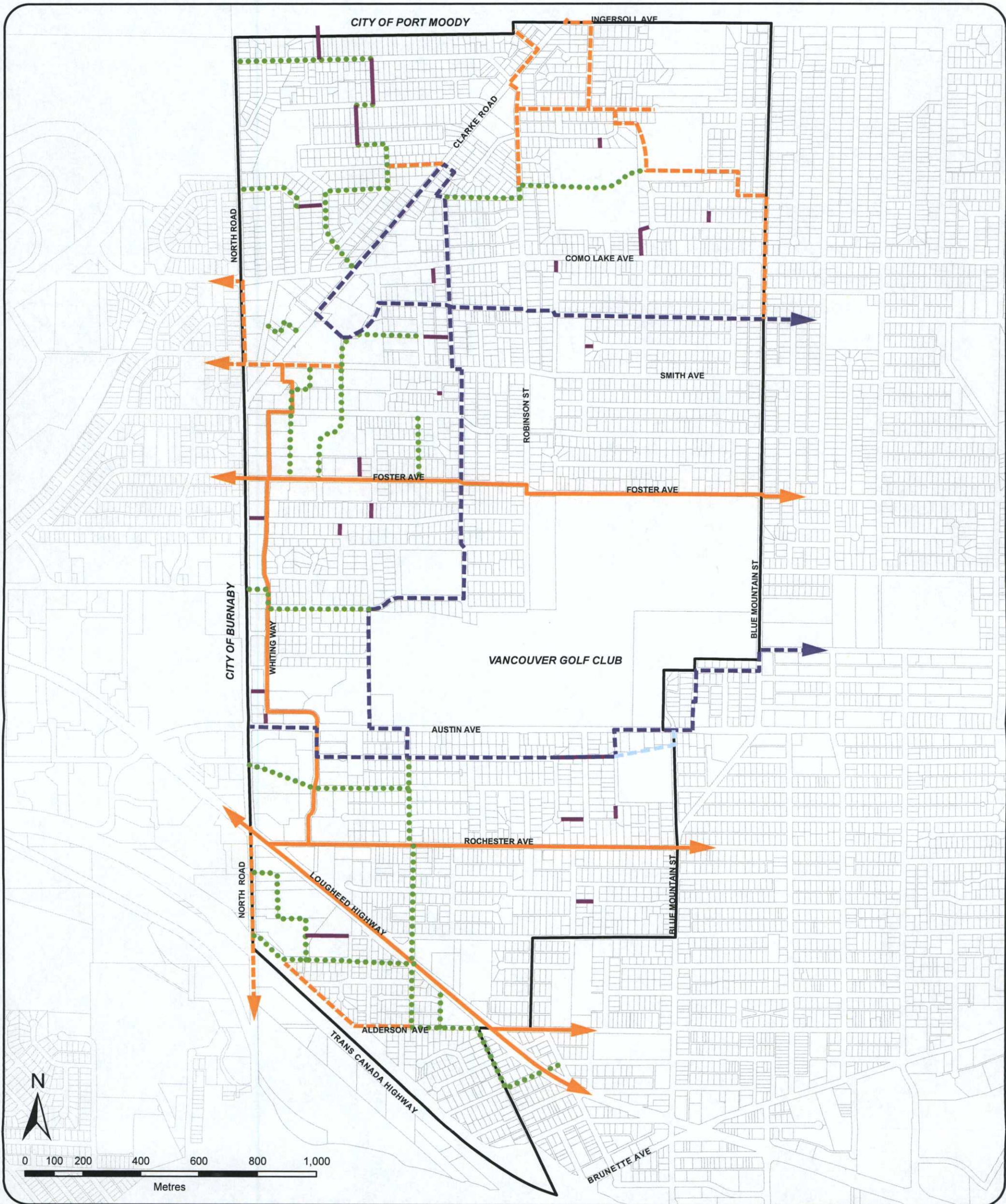
- Municipal Collector
- High Density Local Road
- Narrow Street
- Primary Access Lane
- Standard Lane
- Additional Dedication²
- = SkyTrain
- Burquitlam - Lougheed Neighbourhood Plan Boundary

DRAFT

Adopted: XXX XX, XXXX
Amended: N/A

Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS layer

Coquitlam



**SCHEDULE C - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN
PROPOSED GREENWAYS AND CYCLE ROUTES**

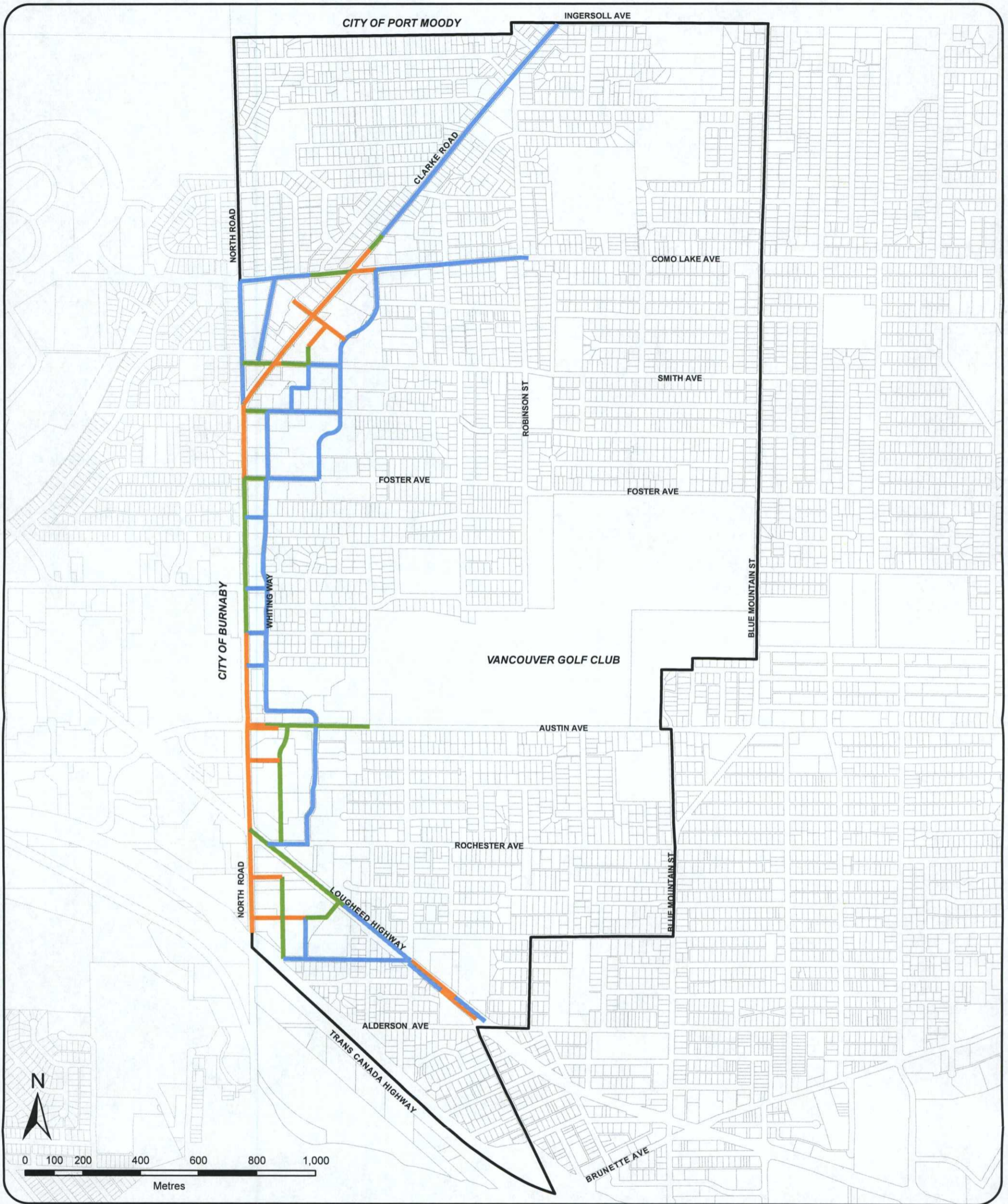
- Proposed Citywide Greenway
- Proposed Citywide Greenway (Alternative)
- Proposed Neighbourhood Greenway
- Existing Cycle Route
- - - - Proposed Cycle Route
- Existing Walkway
- Burquitlam - Lougheed Neighbourhood Plan Boundary

DRAFT

Adopted: XXX XX, XXXX
Amended: N/A

Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS layer





SCHEDULE D - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN
STREET FRONTAGE HIERARCHY

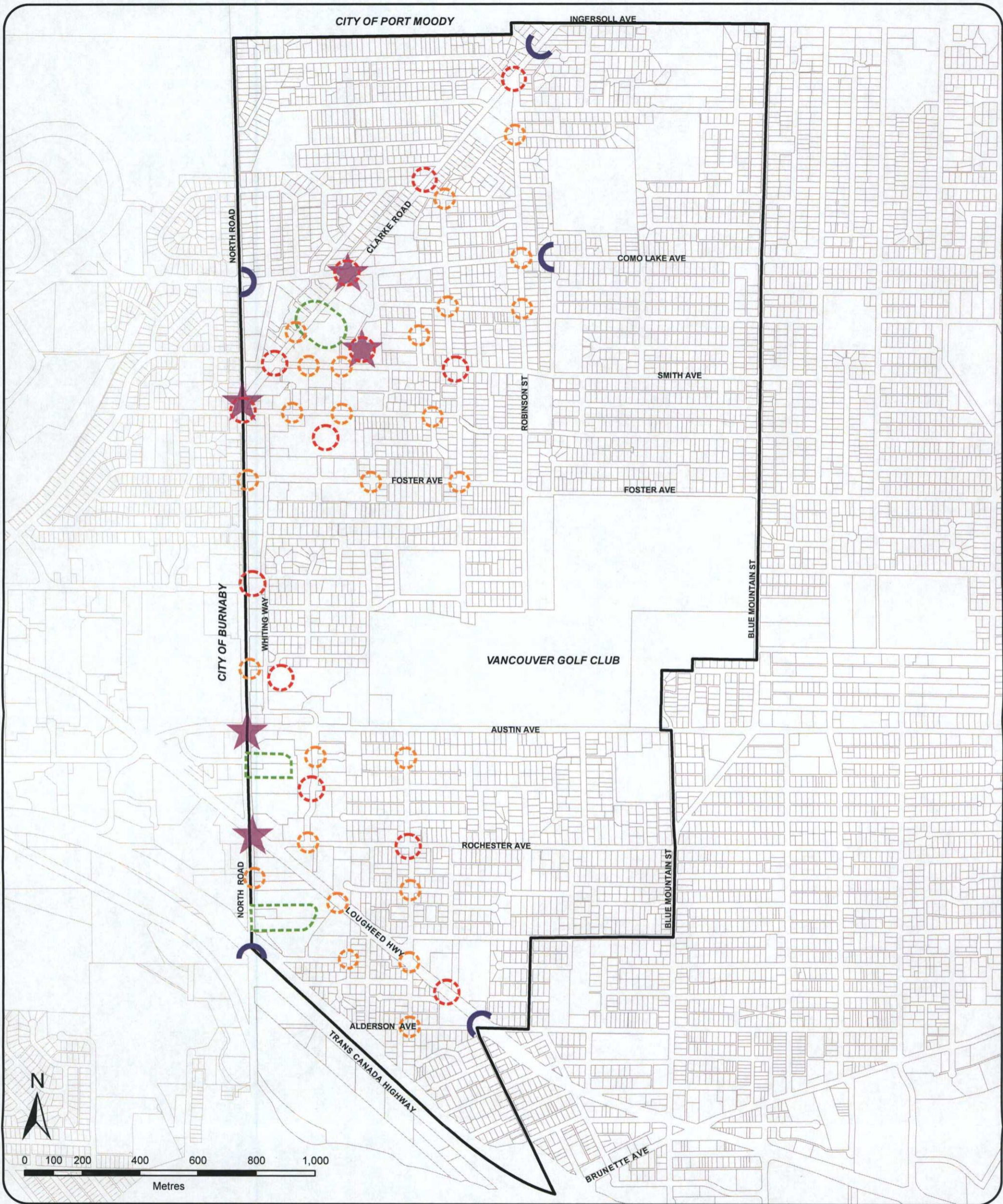
- Mandatory Commercial Street Frontage
- Optional Commercial Street Frontage
- Residential Street Frontage
- Burquitlam - Lougheed Neighbourhood Plan Boundary

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


Adopted: XXX XX, XXXX
 Amended: N/A

Prepared By: Planning & Development
 Source: City of Coquitlam - OCP GIS layer





SCHEDULE E - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN
URBAN DESIGN FRAMEWORK

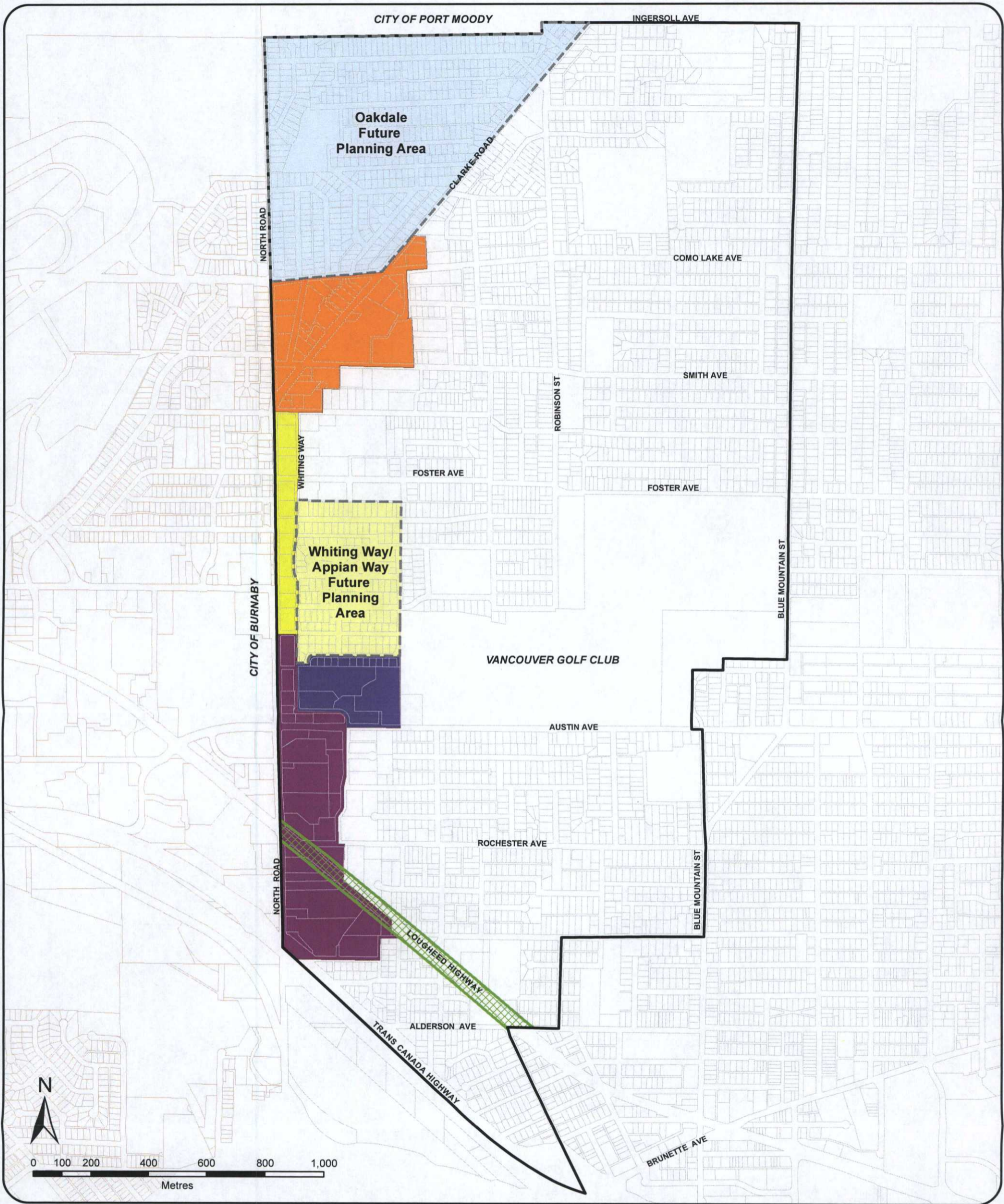
-  Primary Node
-  Major Node
-  Minor Node
-  Burquitlam - Lougheed Neighbourhood Plan Boundary
-  Landmark
-  Gateway

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Adopted: XXX XX, XXXX
 Amended: N/A









Prepared By: Planning & Development
 Source: City of Coquitlam - OCP GIS layer

Coquitlam



SCHEDULE F - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN

DISTRICTS

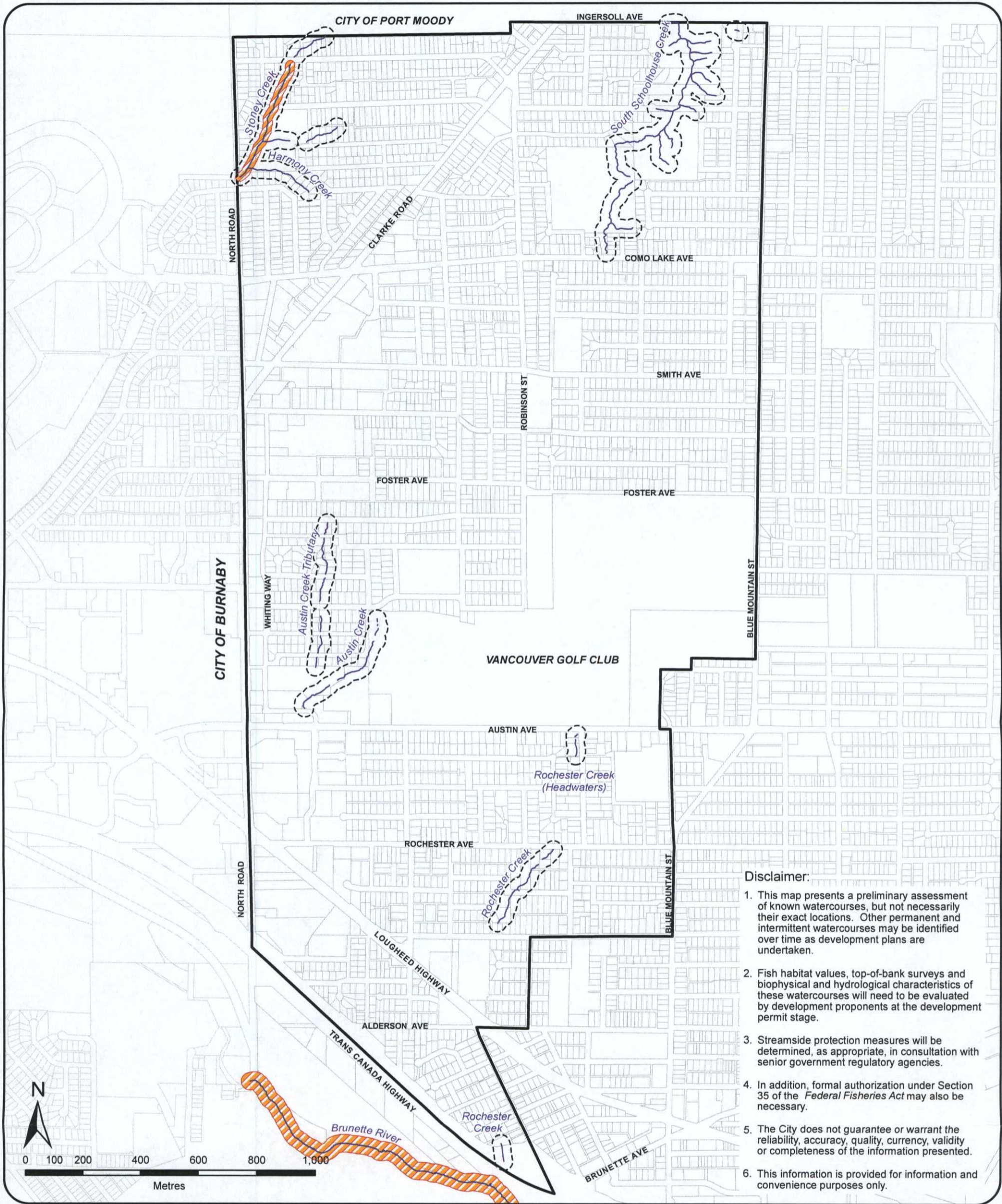
- | | | | |
|---|---|---|---|
|  | Oakdale Future Planning Area |  | Lougheed Boulevard |
|  | Burquitlam Neighbourhood Centre |  | Burquitlam - Lougheed Neighbourhood Plan Boundary |
|  | North Road | | |
|  | Whiting/Appian Way Future Planning Area | | |
|  | Lougheed Neighbourhood Centre | | |
|  | Coquitlam College | | |

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Adopted: XXX XX, XXXX
Amended: N/A

Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS layer

Coquitlam



SCHEDULE G - BURQUITLAM - LOUGHEED NEIGHBOURHOOD PLAN WATERCOURSE AND DEVELOPMENT PERMIT AREAS

LEGEND

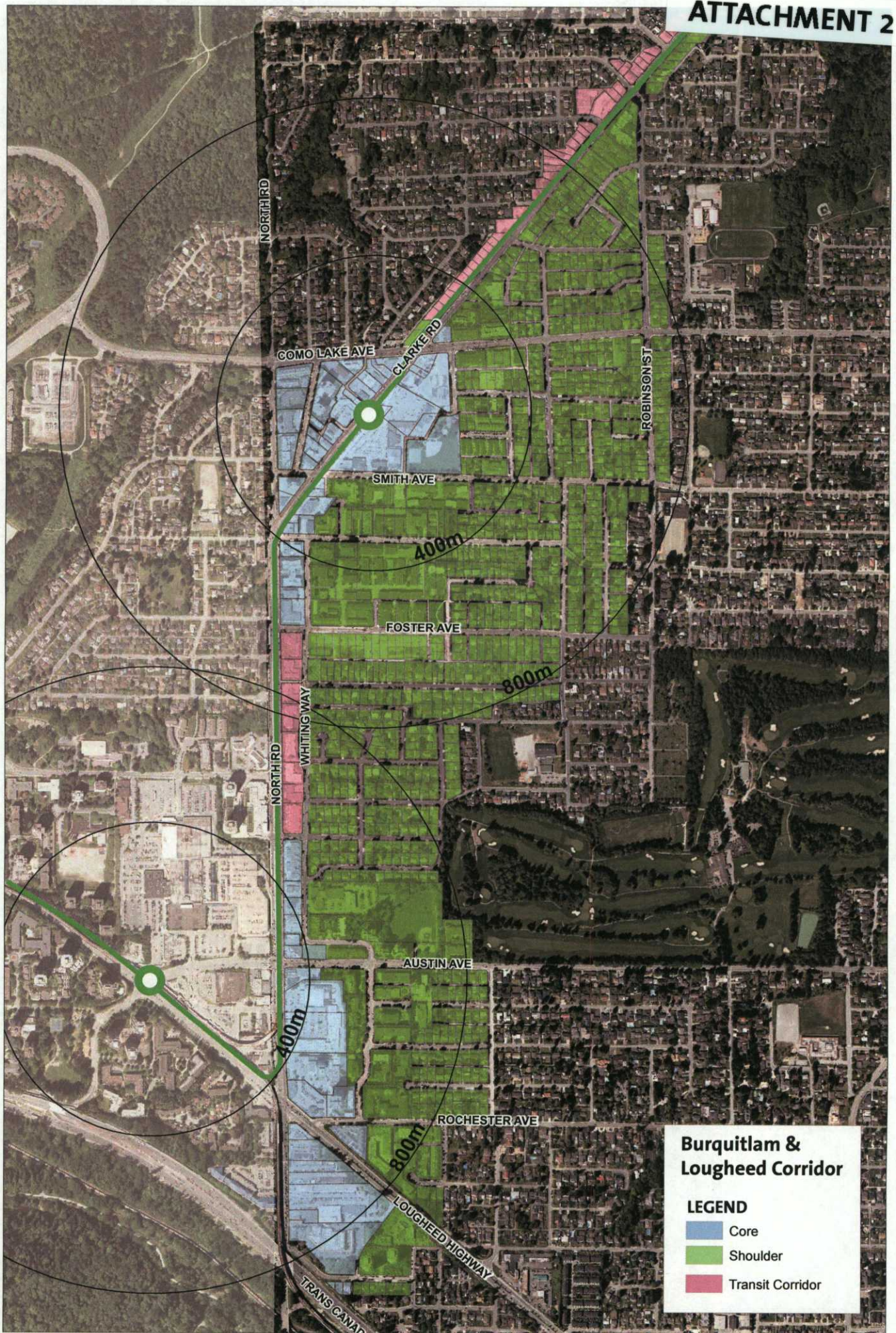
- Watercourse
- Riparian Assessment Area (RAA)
- Nooksack Dace Critical Habitat protected under Federal Species at Risk Act
- Burquitlam - Lougheed Neighbourhood Plan Boundary

DRAFT

Adopted: XXX XX, XXXX
Amended: N/A

Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS layer

Coquitlam



Burquitlam-Lougheed Neighbourhood Plan | Consultation and Notification Program

November 24, 2016

The Planning and Development department is continually working to broaden its approach for promoting public input opportunities, raise awareness about major planning projects, and improve its public consultation program in order to receive input from a broad a section of the public and stakeholders. This includes utilizing a wide range of communication channels to attempt to reach a broad range of residents and stakeholders.

PUBLIC CONSULTATION PROGRAM

Event	Phase 1	Phase 2 (to date)
Community Information Open House	Jan. 31, 2015 – 275 people Feb. 4, 2015 – 145 people 131 comment forms	Nov. 14, 2015 – 248 people Nov. 17, 2015 – 158 people 294 comment forms
On-line Survey	Dec. 9, 2014 to Feb. 27, 2015 217 submissions	Oct. 23 – Dec. 31 2015 270 submissions
Public Advisory Group	Oct. 23, 2014 Apr. 22, 2015	June 16, 2015 Nov. 25, 2015
Commercial Property Owners workshop		June 3, 2015 55 owners invited
Oakdale Neighbourhood Association meeting	Sept. 18, 2014	Nov. 12, 2015 June 23, 2016
Oakdale Town Hall		July 21, 2016 – 180 people 105 comment forms
Burquitlam Community Association meeting	Oct. 2, 2014	Nov. 5, 2015 Sept. 8, 2016
Sustainability and Environmental Advisory Committee	Sept. 24, 2014	Nov. 29, 2016
Multiculturalism Advisory Committee	April 16, 2014	May 20, 2015 Oct. 18, 2016
Strategic Investment Advisory Panel		Oct. 19, 2016
City of Burnaby meeting	Nov. 18, 2014	June 8, 2015

		Nov. 19, 2015
City of Port Moody meeting	Jan. 20, 2015	
Letters and petitions	7 letters 1 petition – 74 signatures	63 letters 9 petitions – 500 signatures
Emails and phone calls	73 Emails and phone calls	284 Emails and phone calls

PUBLIC NOTIFICATION METHODS

Direct Communication:

- Mail out to all households and businesses within the plan area, plus a buffer zone outside, in advance of Community Information Sessions. (10,207 in phase 1 and 12,143 in phase 2)
- 20 project listserv emails — 501 members as of November 24, 2016.
- Regular updates provided to 26 different community and stakeholder organizations.

Web Based Notification:

- Project webpage – over 14,000 unique pageviews
- Social media posts — Facebook (7,445 followers) and Twitter (5,974 followers).
- Illustrated video — over 5,400 views on YouTube and Facebook.
- Consultation events listed in the City's Events Calendar.
- City's main website — landing page image.
- Planning and Development webpage — landing page image.

Promotional Awareness (each phase):

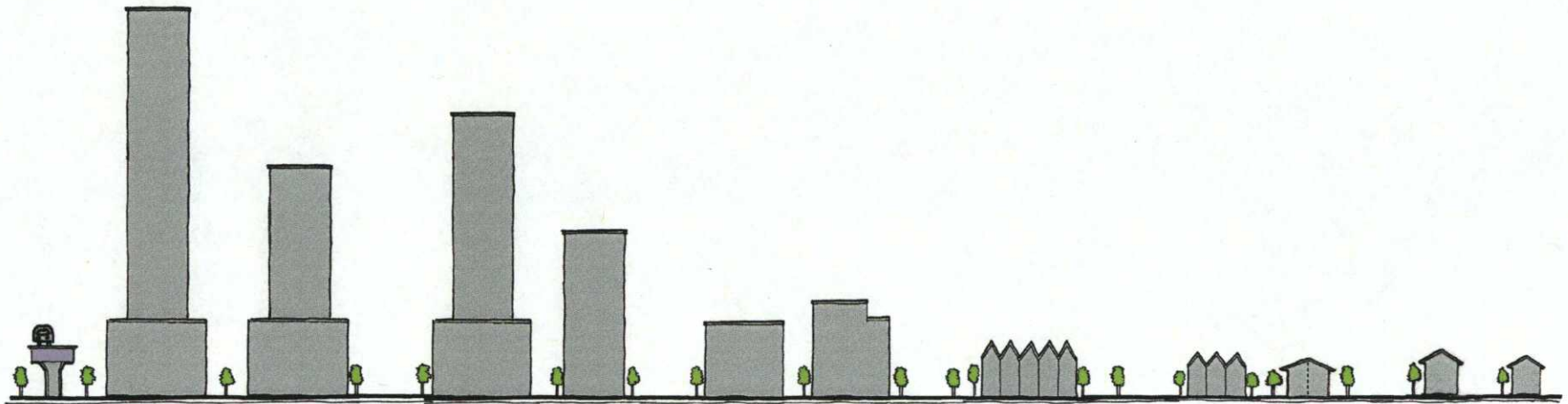
- Three newspaper advertisements in Tri-City News.
- One advertisement in Vanchosun a Korean language newspaper .
- Posters in City facilities.
- Three neighbourhood signs located at Clarke and Robinson, Foster and Robinson, and Lougheed and Guilby.

COMMUNITY AND STAKEHOLDER GROUPS LIST

The following groups/organizations receive email updates, in addition to the email listserve.

- Austin Heights Business Improvement Association
- Blue Mountain Baptist Church
- Burquitlam Community Association
- Burquitlam Organic Garden Society
- City of Burnaby
- City of New Westminster
- City of Port Moody
- Como Lake Church of the Nazarene
- Coquitlam Chamber of Commerce
- Coquitlam Public Library
- Coquitlam Presbyterian Church
- Coquitlam Youth Council – West
- Dogwood Pavilion Seniors Society
- Fraser Health Authority – Healthy Built Environment Program
- Greater Vancouver Homebuilders' Association
- Metro Vancouver
- North Road Business Improvement Association
- Oakdale Neighbourhood Association
- RCMP
- School District No. 43
- School District No. 43 – Parent Advisory Council
- Seizan Buddhist Temple and Cultural Centre
- SHARE Family Service and Community Services
- S.U.C.C.E.S.S.
- TransLink
- Urban Development Institute (UDI)

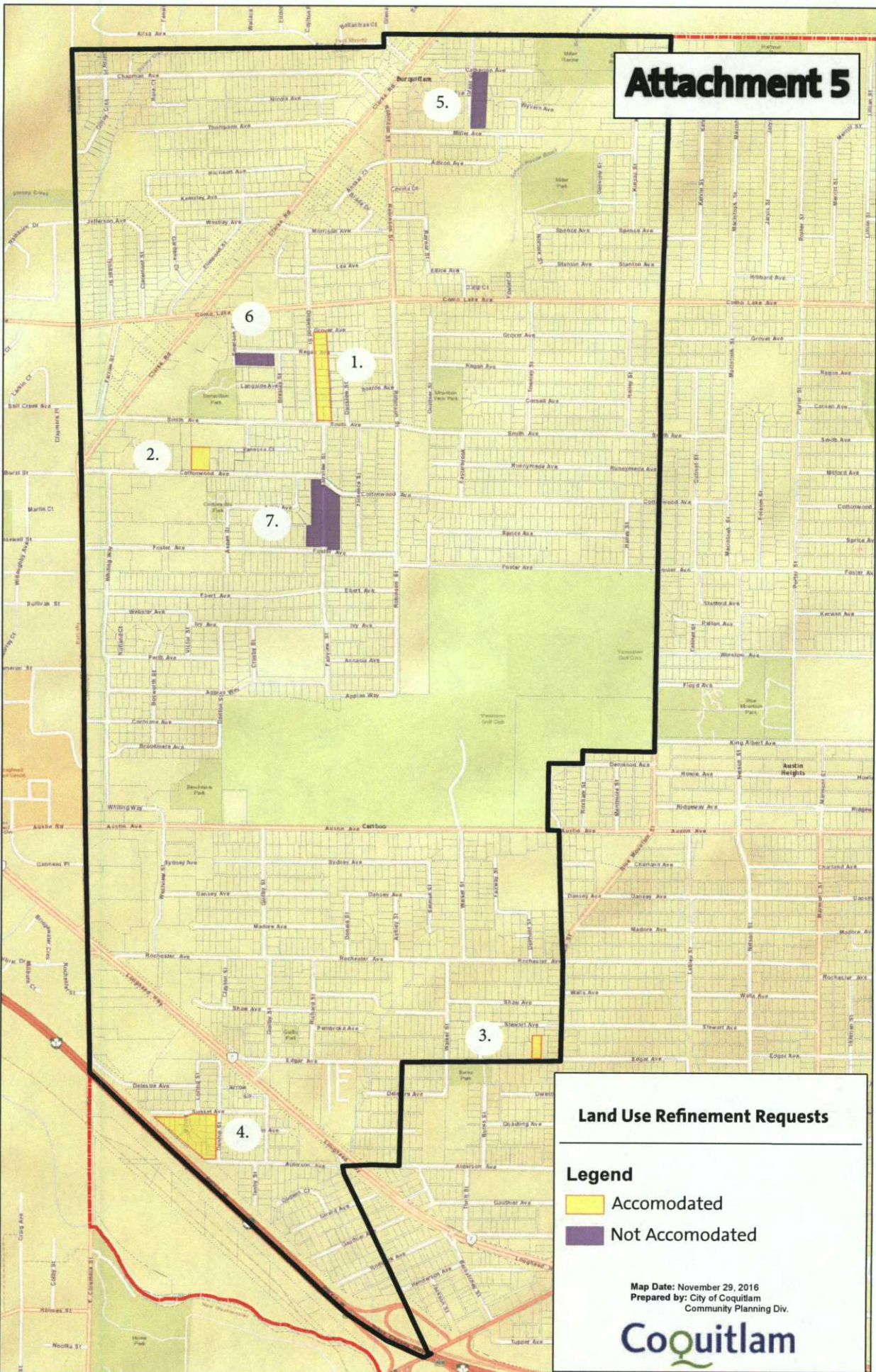
BLNP: Density Transition, Land Use and Corresponding Zones



General transition from higher density and high-rise buildings to low density and low-rise buildings

Land Use Designation	Transit Village Commercial & High Density Apartment	High Density Apartment	Medium Density Apartment	Townhouse	Neighbourhood Attached Residential (Housing Choices)	One Family Residential
Zones Included	C-7, RM-6	RM-4, RM-5, RM-6	RM-2, RM-3	RTM-1, RT-2, RM-2	RT-1, RT-3	RS-1, RS-3
Maximum Density	4.5 FAR	3.0 - 4.0 FAR	2.4 FAR	0.9 - 1.4 FAR	0.75 FAR	18 units per hectare
Maximum Building Height	None; dependant on lot area and underground parking capacity.	None; dependant on lot area and underground parking capacity.	8 storeys (3-8 storey range)	2-3 storeys	11 metres (2 storeys)	11 metres (2 storeys)

Attachment 5



Land Use Refinement Requests

Legend

- Accomodated
- Not Accomodated

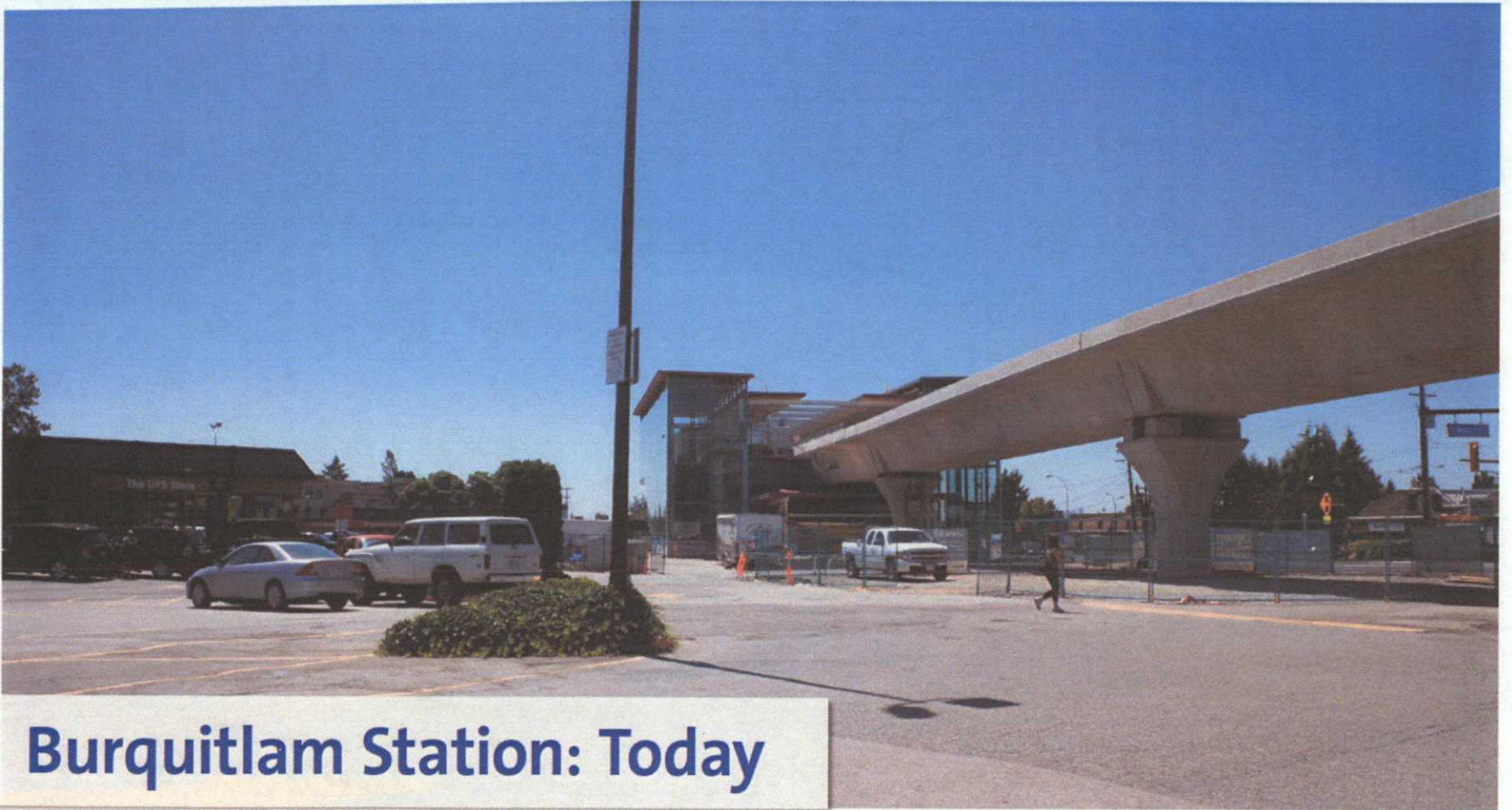
Map Date: November 29, 2016
Prepared by: City of Coquitlam
Community Planning Div.





City of Coquitlam

Burquitlam-Lougheed Neighbourhood Plan *Draft Plan Directions*



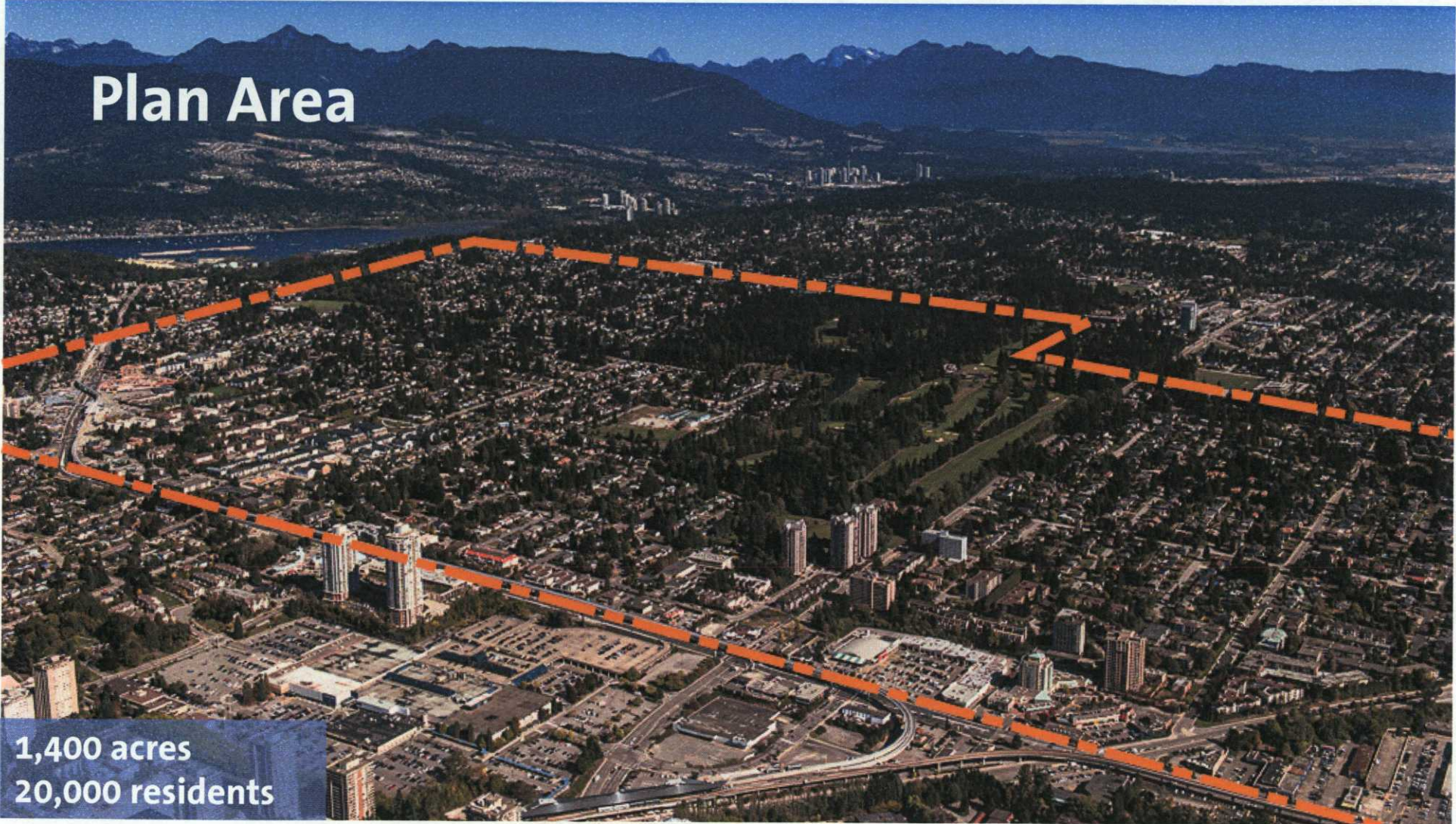
Burquitlam Station: Today



Burquitlam Station: Future

Plan Area

1,400 acres
20,000 residents



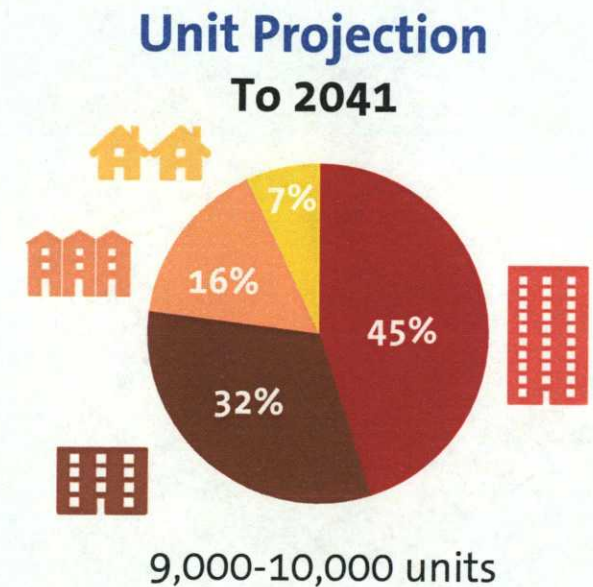
Planning Process

- **Phase 1 – Background, ideas and opportunities**
- **Phase 2 – Land Use, transportation and amenities**
- **Phase 3 – Draft Plan**

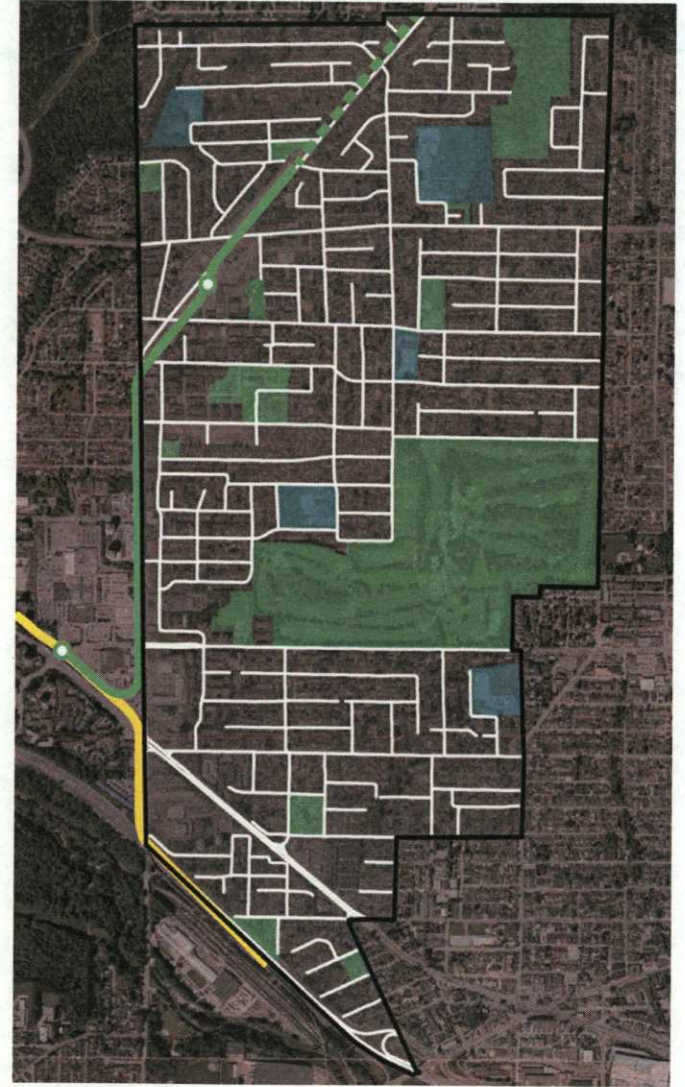


Land Use Concept Highlights

- Focus density into 'Core' areas, as per TDS
- Improve transition between land uses
- Family-friendly housing mix
- Increase flexibility while providing certainty
- Support transportation, streetscape, park and amenity improvements
- Redevelopment directed to 34% of plan area



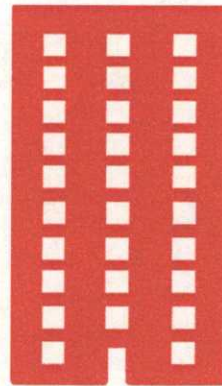
Land Use Concept



High-Rise Apartment

- Focused into 'Core' areas
- Mixed-Use Commercial on North & Clarke Road within Neighbourhood Centres
- Anticipated market demand for 4,000-4,500 units by 2041
- Approximately 11% of area (160 acres)

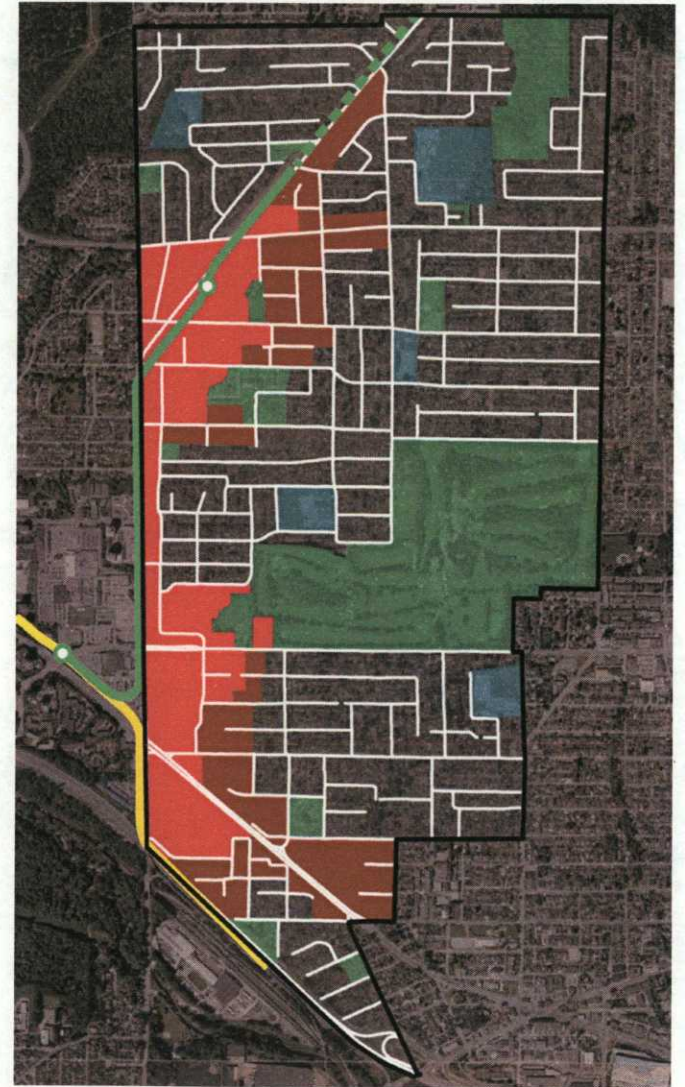
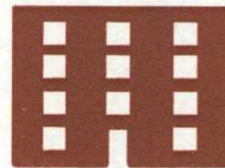
45% of
units



Low-Rise Apartment

- In areas where towers are not appropriate
- Anticipated market demand for 3,000-3,500 units by 2041
- Approximately 10% of area (140 acres)

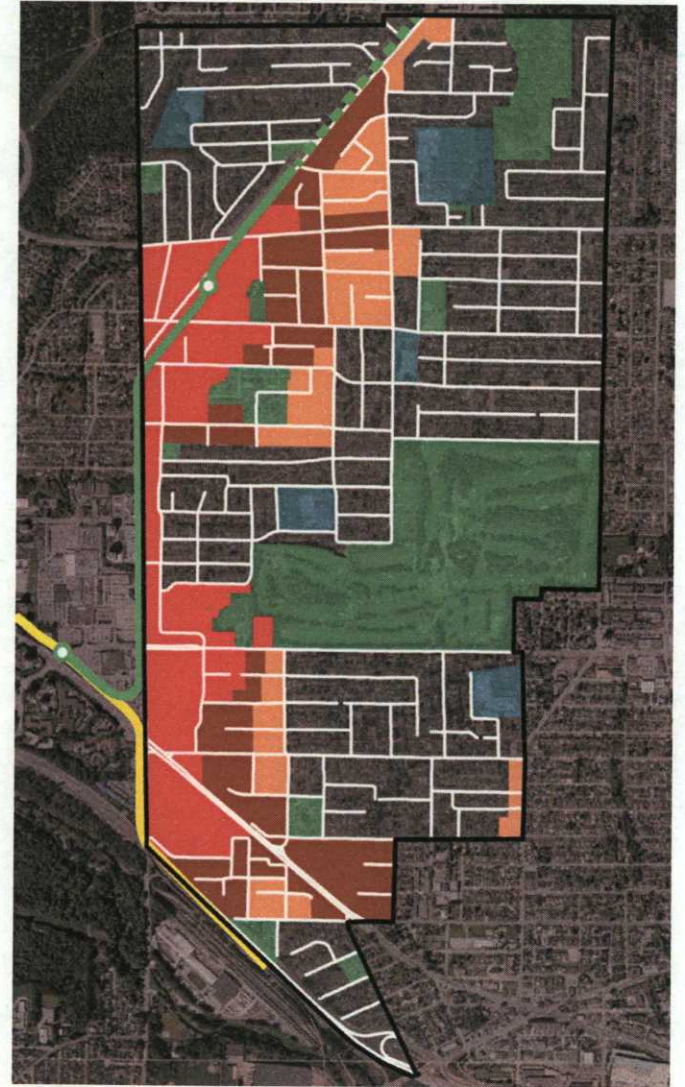
32% of
units



Townhouse

- More affordable, family-friendly option
- In high demand
- Theoretical capacity for 1,500 units
- Approximately 7% of area (95 acres)
- Add RTM-1 and RM-2 zones with criteria

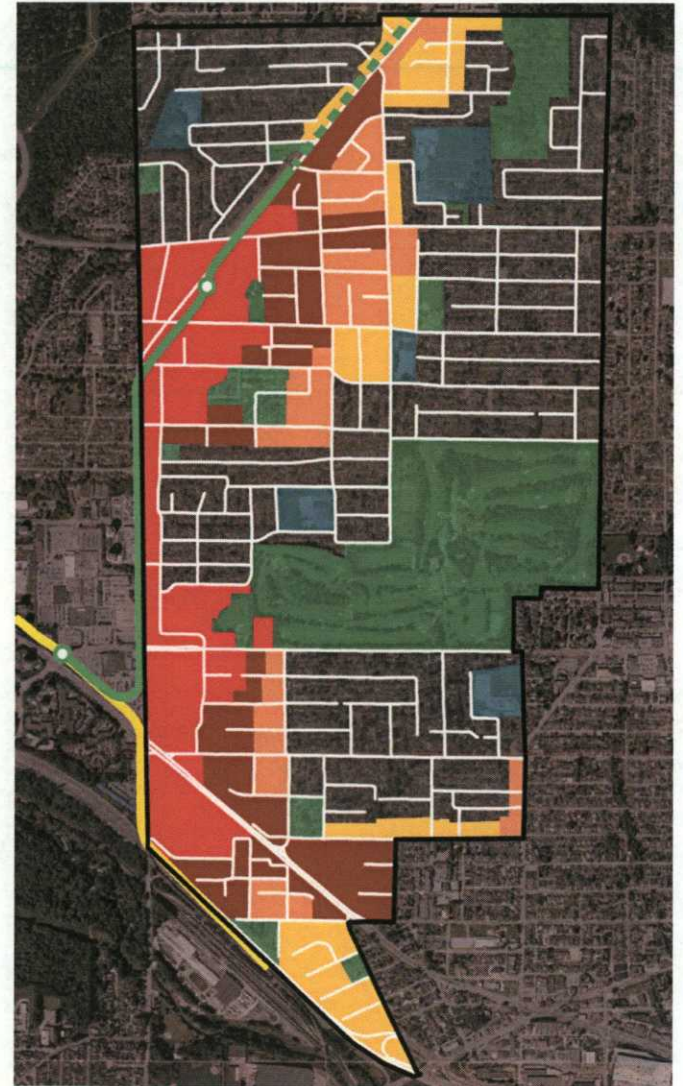
16% of
units



Housing Choices

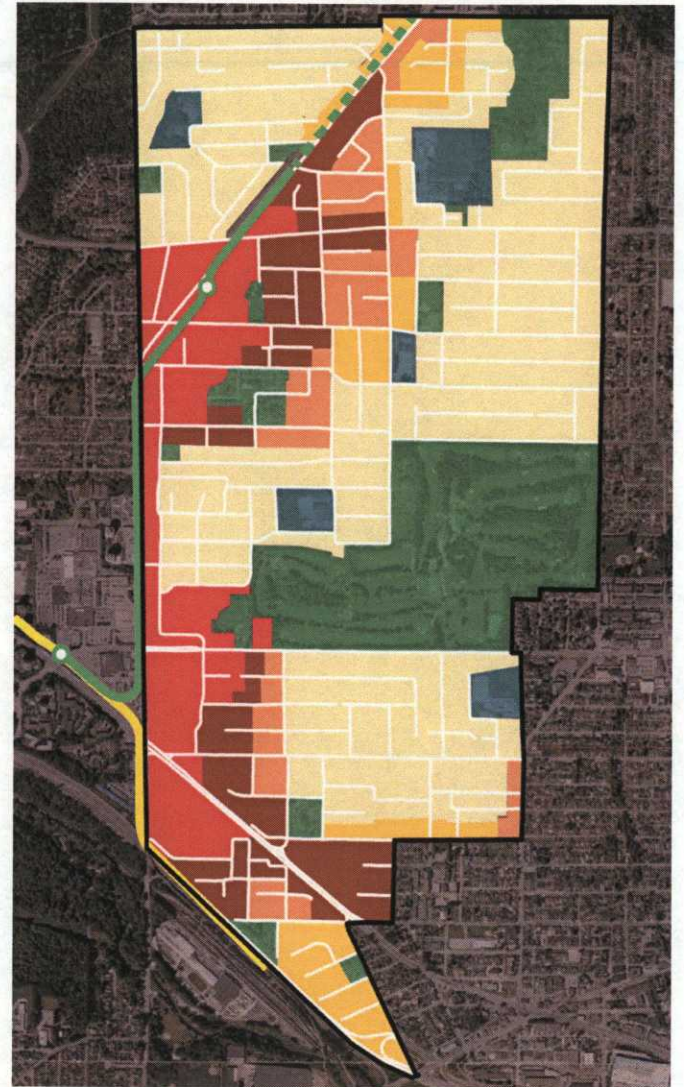
- Complete the transition into established single-family areas
- More affordable, family-friendly option
- Theoretical capacity for 620 units
- Approximately 6% of area (85 acres)

7% of
units



Single-Family

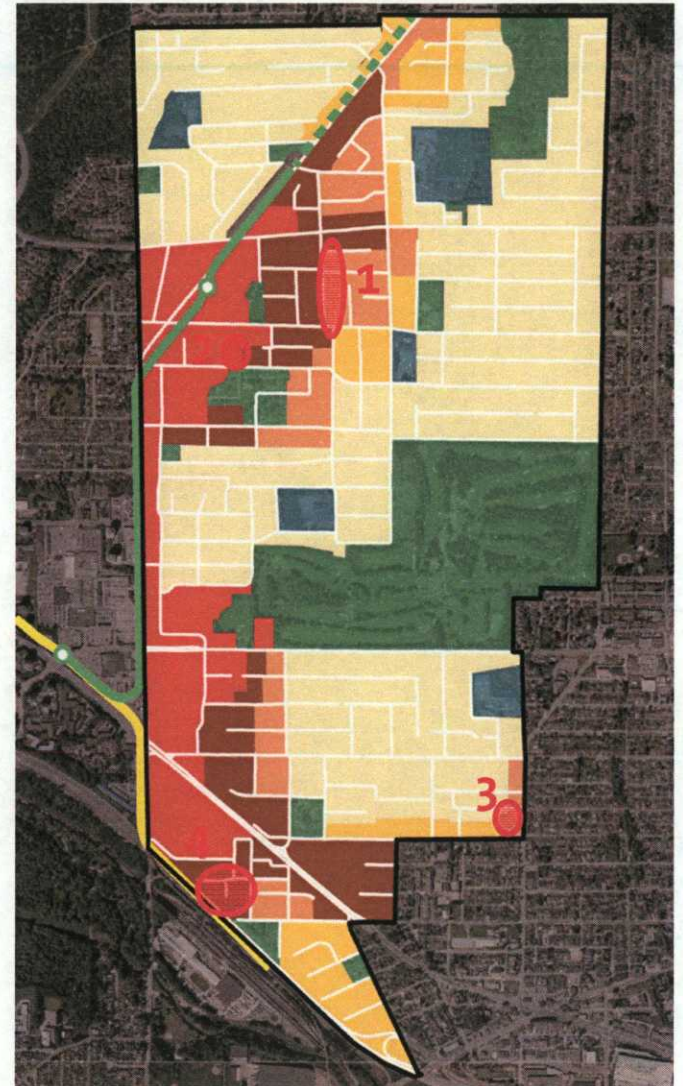
- Established single-family areas
- Minimal change expected
- 2,000 lots
- Approximately 42% of area (575 acres)



Land Use Refinements

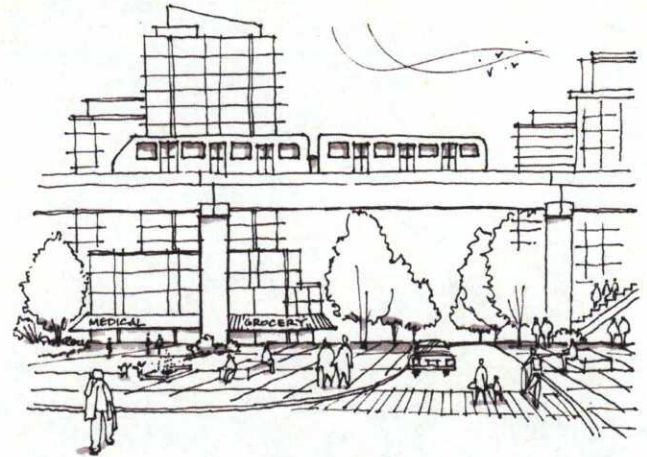
Four changes since October 24, 2016

1. East side of Dogwood Ave
 - from Medium Density to Townhouse
2. 561 Cottonwood Avenue
 - from Medium Density to High Density
3. 835 Edgar Avenue
 - from NAR to Townhouse
4. Sunset, Dunlop and Euclid block
 - from Townhouse to Medium Density

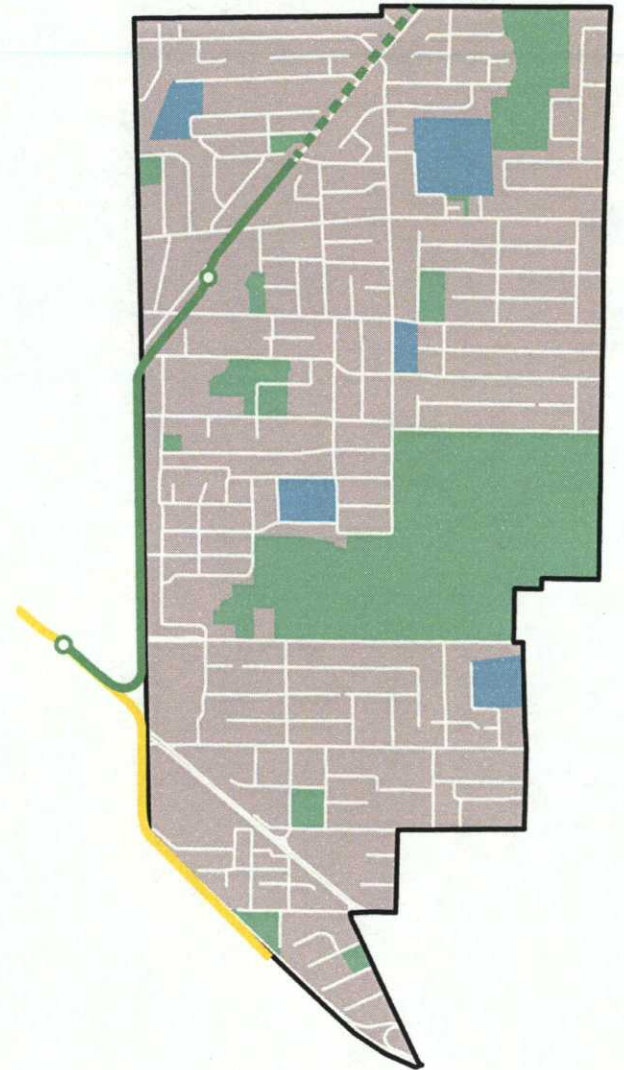


New Plan Policy Highlights

- Transit Oriented Development characteristics
- Land Use amendment criteria
- Comprehensive Development (CD) Zone criteria
- Robust Urban Design section
- Comprehensive Master Plan policies
- SkyTrain Guideway Integration
- Transportation Demand Management (TDM)
- Specific District Policies



Parks Approach

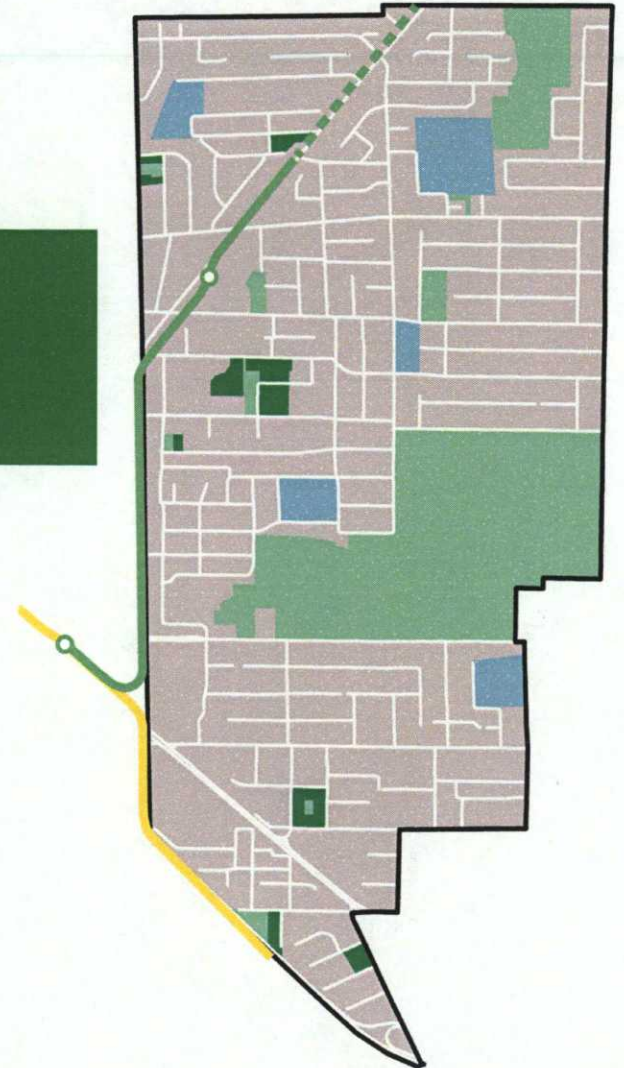


Parks Approach



New Parks

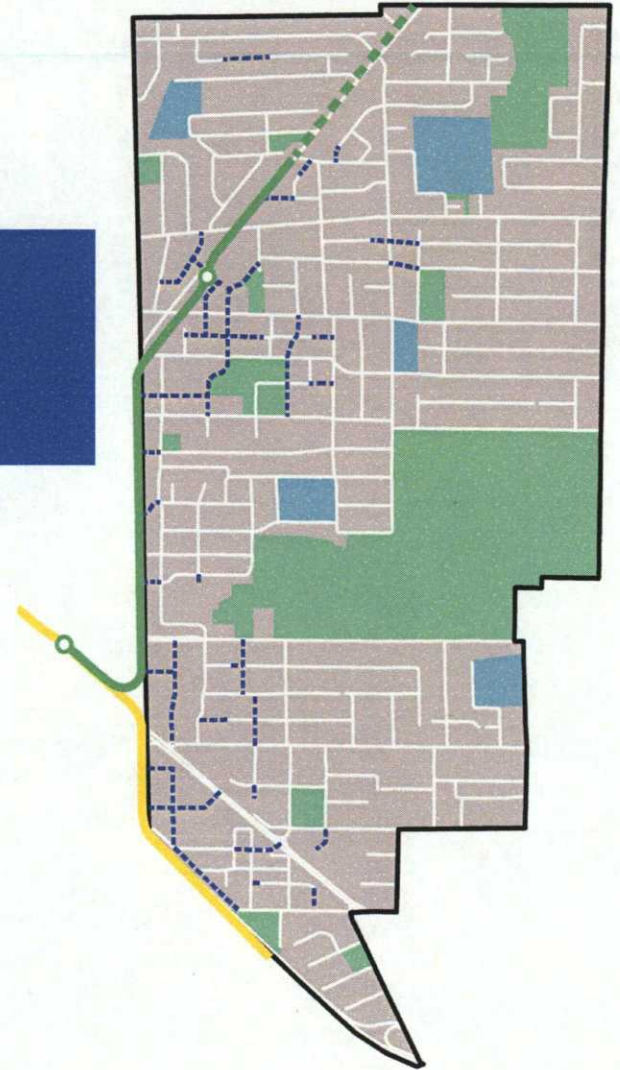
- Approximately 10 hectares (25 acres) of new parks over 30 years
- Priority determined by Park Prioritization Framework and as opportunities arise



Transportation Approach



New Streets and Lanes



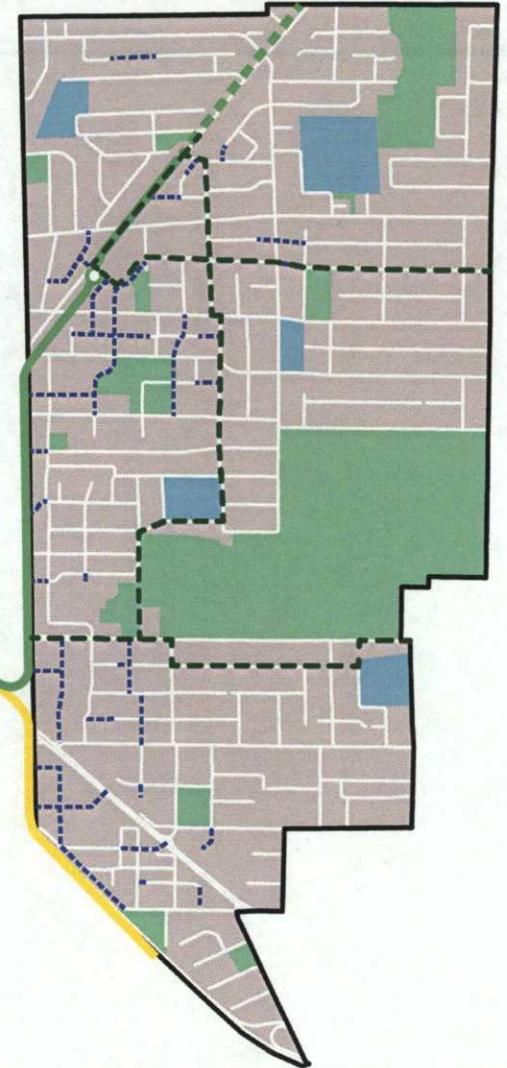
Transportation Approach



New Streets and Lanes



Citywide Greenways



Transportation Approach



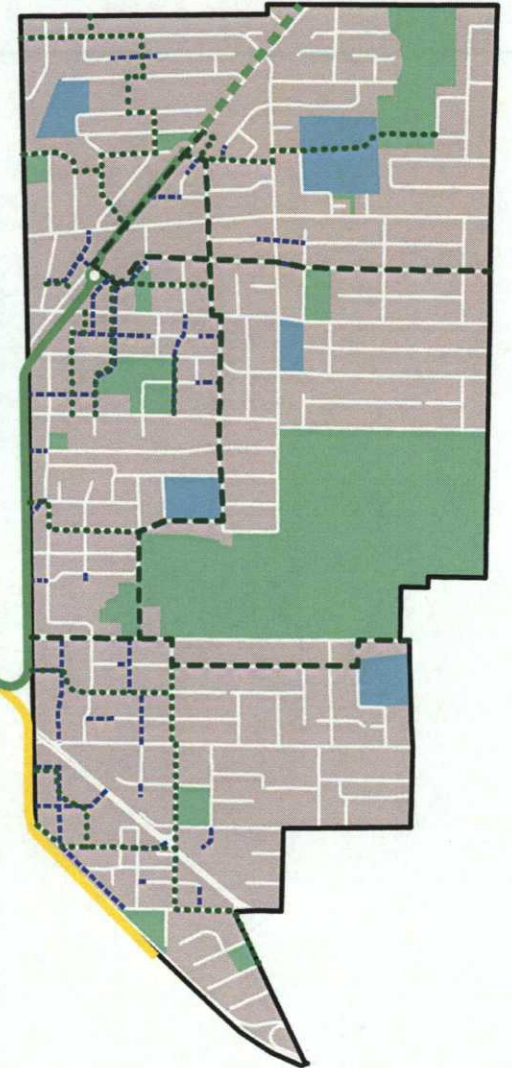
New Streets and Lanes



Citywide Greenways



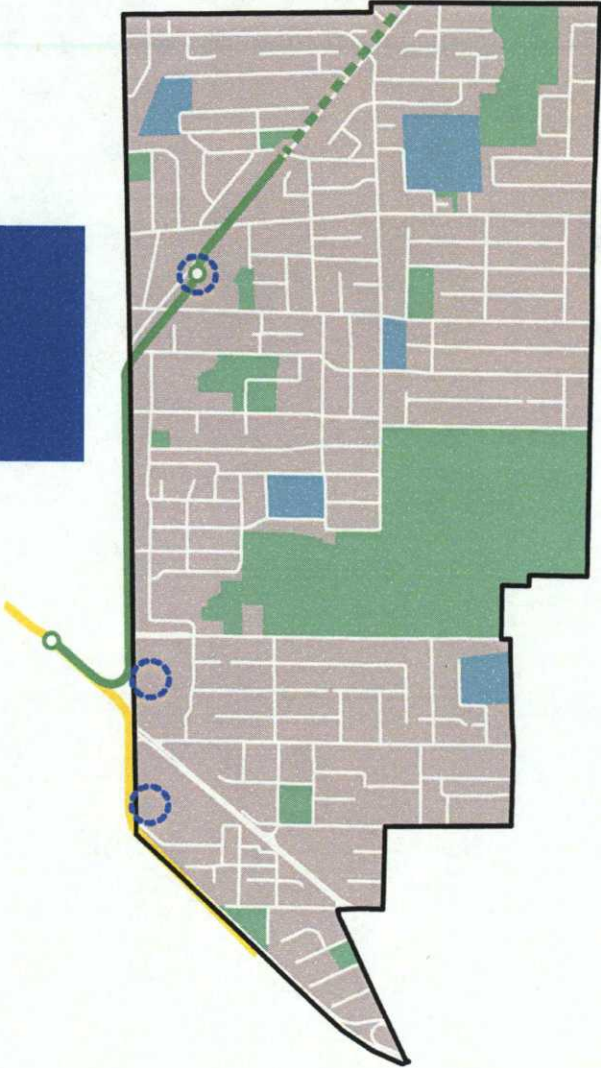
Neighbourhood Greenways



Urban Design Framework



Primary Node



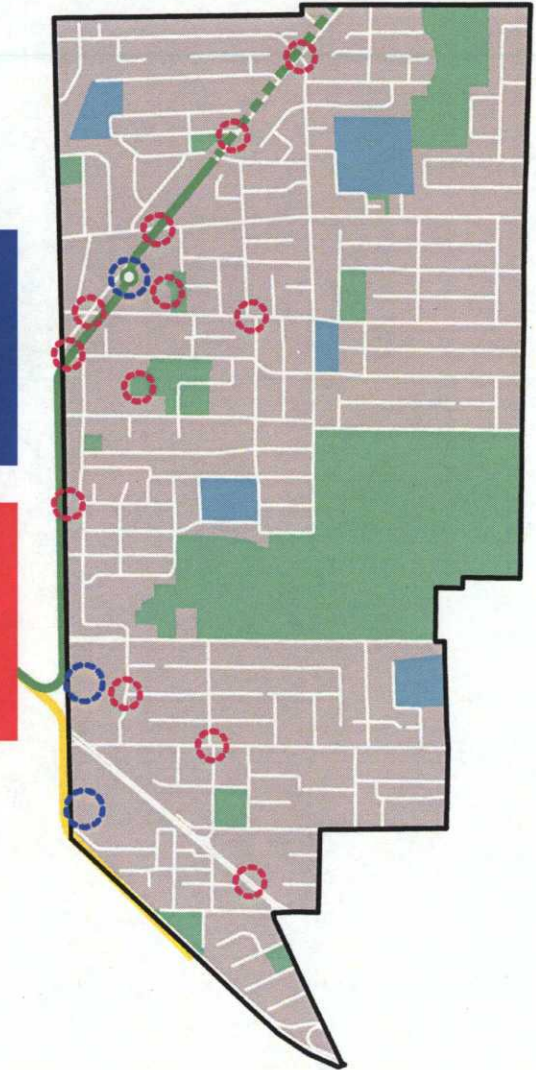
Urban Design Framework



Primary Node



Major Node



Urban Design Framework



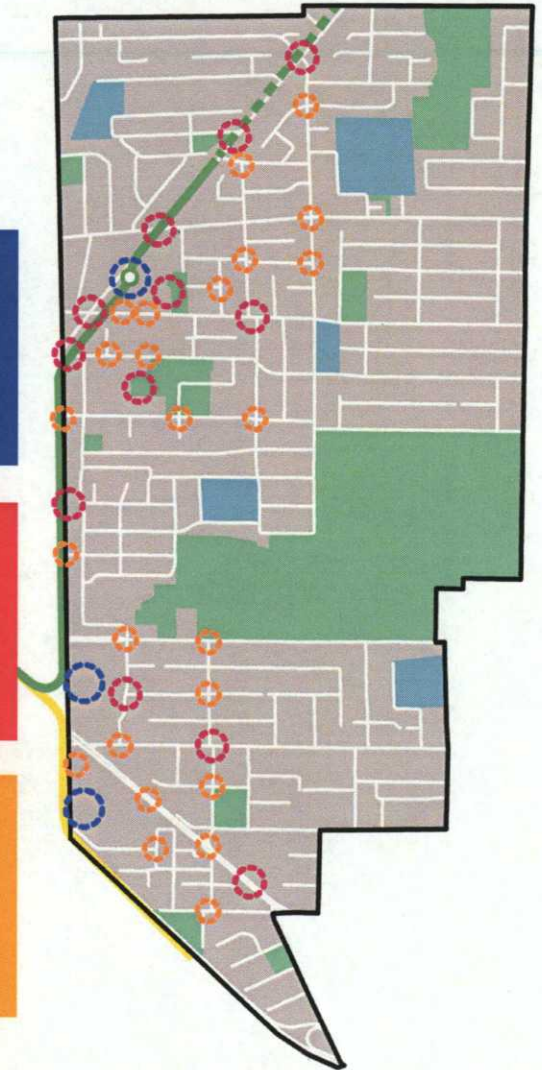
Primary Node



Major Node



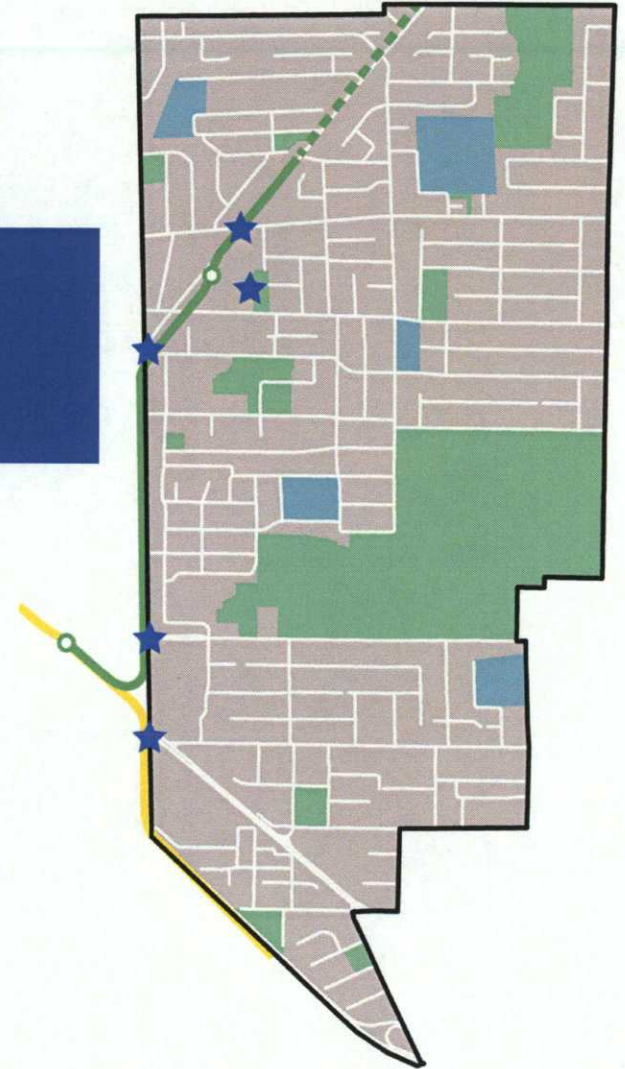
Minor Node



Urban Design Framework



Landmark Sites



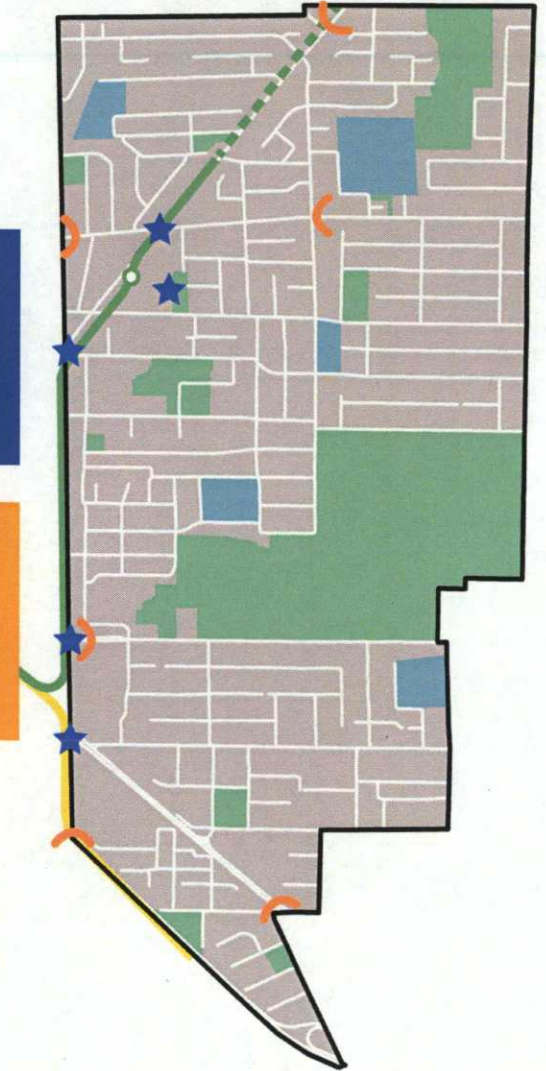
Urban Design Framework



Landmark Sites



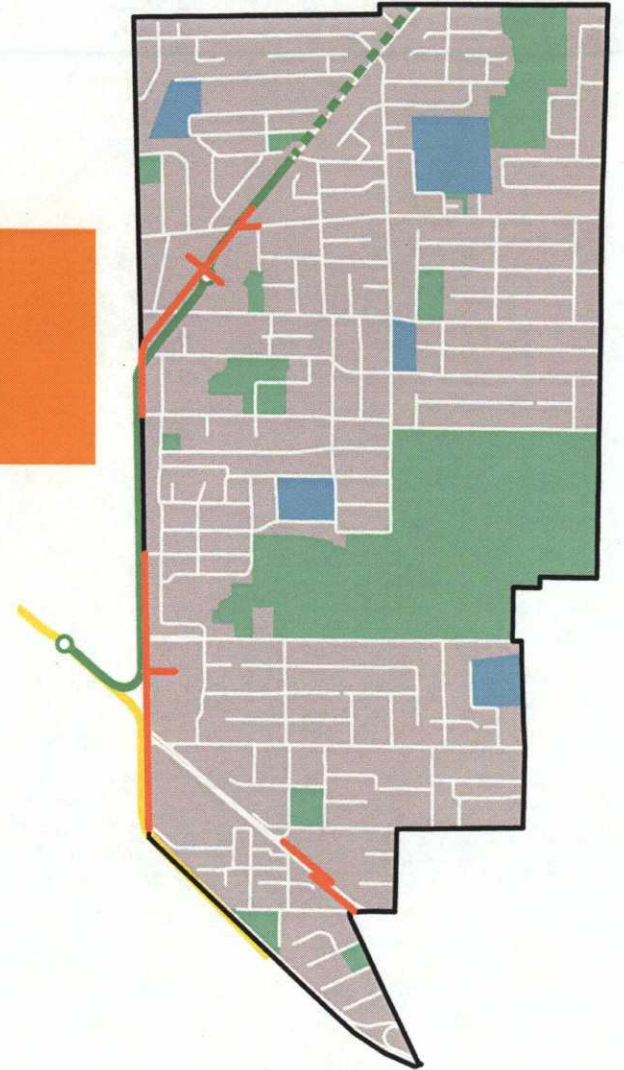
Gateways



Building Frontage Types



Mandatory Commercial



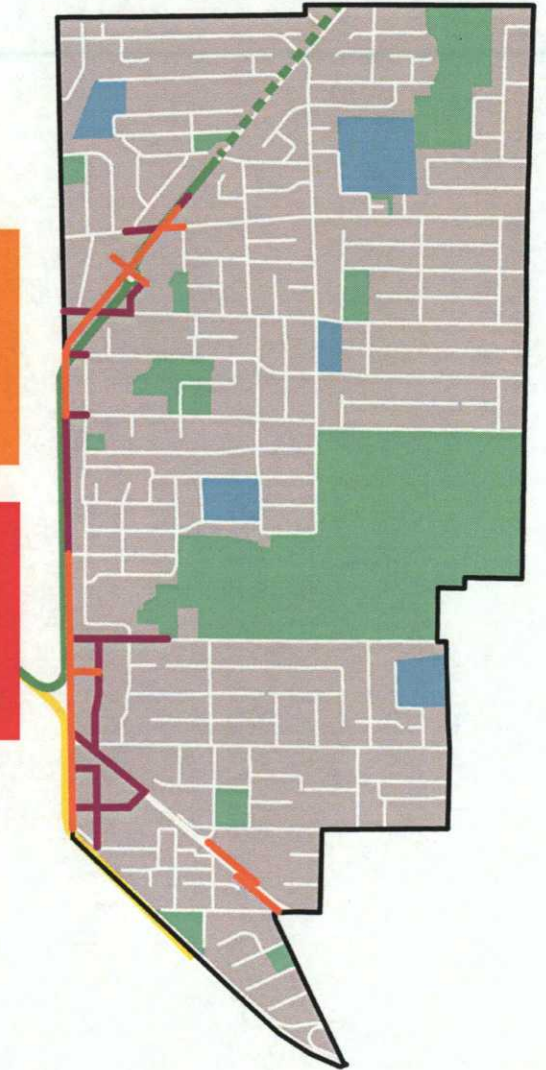
Building Frontage Types



Mandatory Commercial



Optional Commercial



Building Frontage Types



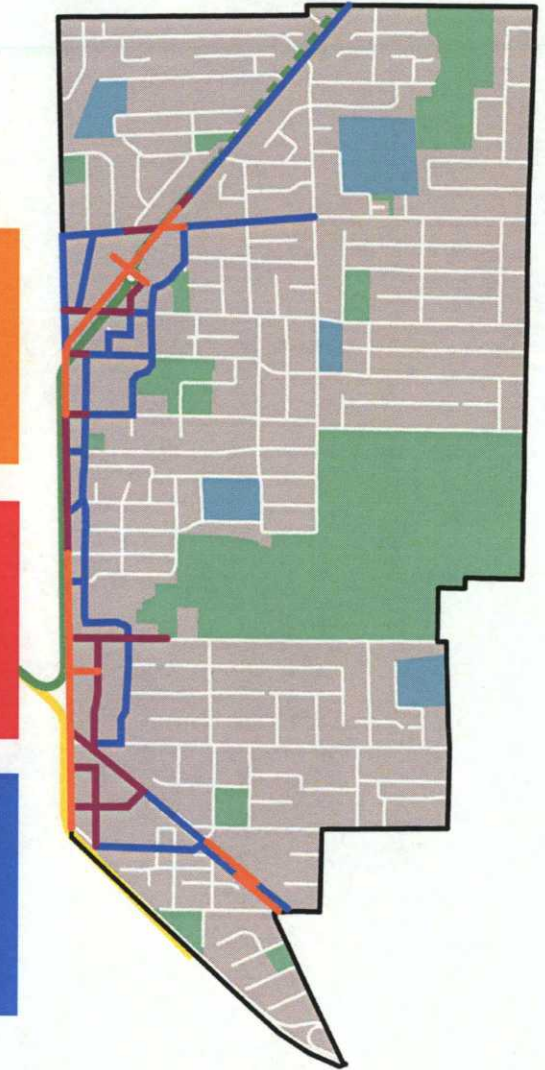
Mandatory Commercial

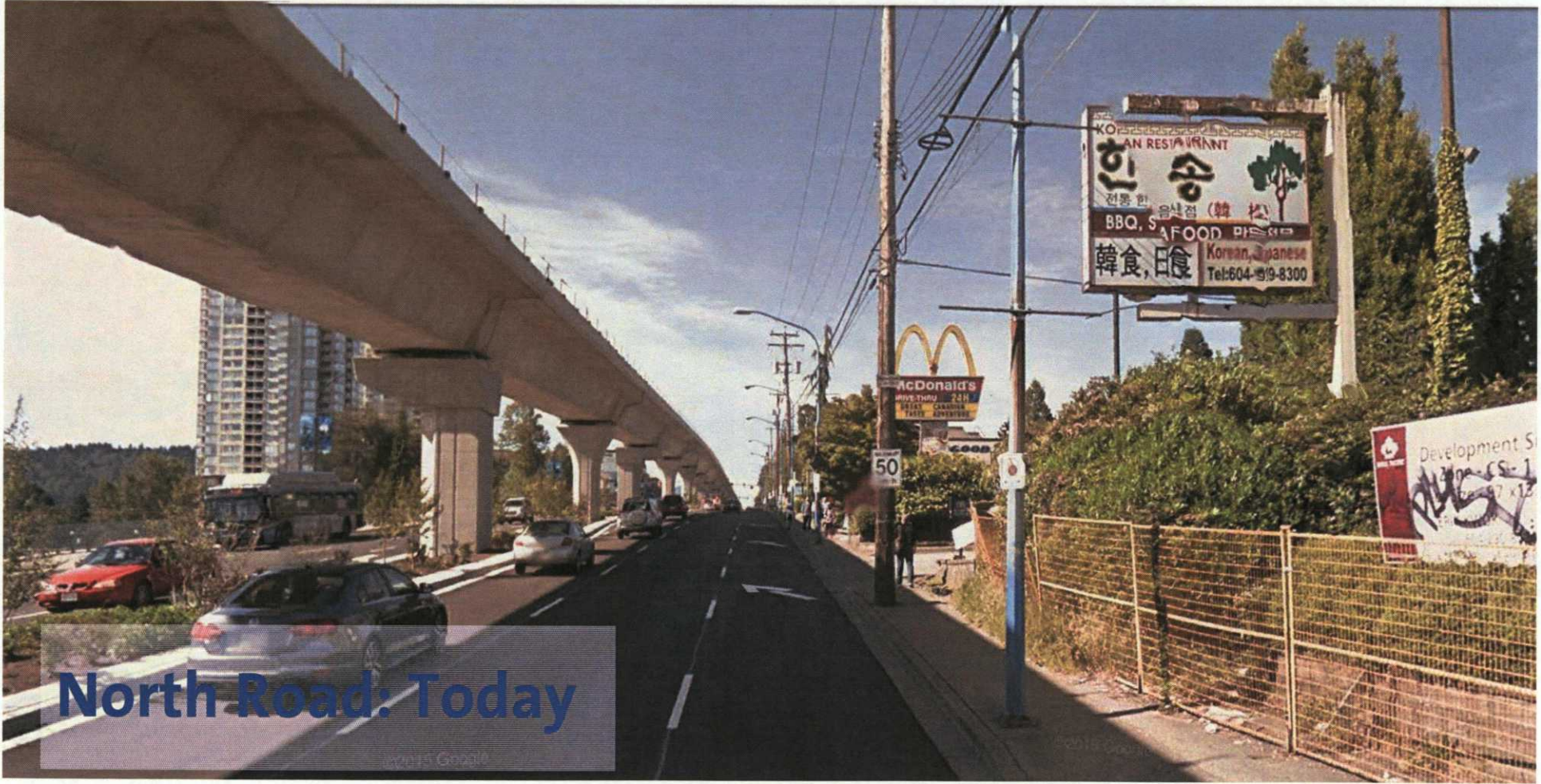


Optional Commercial



Active Residential





North Road: Today



North Road: Future

Next Steps

- **Present draft Plan to Council - December 2016**
- **Finalize Servicing Assessment and Streetscape Guidelines - early 2017**
- **Phase 3 - Public Consultation - early 2017**
- **Present Plan to Council for bylaw consideration by mid 2017**

