

# Coquitlam

# For Committee

May 19, 2016

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To: City Manager

From: General Manager Planning and Development

Subject: **Burquitlam-Lougheed Neighbourhood Plan – Phase 2 Summary and Preliminary Land Use Directions**

For: **Council-in-Committee**

**Recommendation:**

That the Committee receive the report dated May 19, 2016 of the General Manager Planning and Development entitled, "Burquitlam-Lougheed Neighbourhood Plan – Phase 2 Summary and Preliminary Land Use Directions" for information.

**Report Purpose:**

This report presents the results of Phase 2 of the Burquitlam-Lougheed Neighbourhood Plan (BLNP) consultation process, including preliminary land use directions and intended next steps, and seeks Council feedback on these items.

**Strategic Goal:**

This report supports the strategic goal of strengthening neighbourhoods.

**Executive Summary:**

The Phase 2 public consultation for the Burquitlam-Lougheed Neighbourhood Plan (BLNP) is now complete and involved obtaining community input on proposed draft land use concepts for specific BLNP Sub-Areas. This process included multiple components and resulted in over 1,000 participant interactions.

Overall the feedback received indicates general support for directing new growth into Transit-Oriented Development Strategy (TDS) 'Core' areas (an approx. 5 minute walk from each SkyTrain station) (Attachment 1). Within the 'Shoulder' (beyond 5 min. walk from each SkyTrain station) some areas are in support of land use change and growth; some areas are mixed between support and non-support, and some are not supportive of changes.

A four-step methodology has been used to utilize the feedback received from the BLNP Sub-Areas and propose preliminary land use directions; these steps include:

1. Collecting information;
2. Analyzing and interpreting feedback;
3. Applying the feedback in conjunction with goals and objectives; and
4. Checking and testing through future consultation.



**Executive Summary:** cont'd/

Given the range of responses, the recommended preliminary land use directions include continuing to apply high-density designations in the Burquitlam and Lougheed Neighbourhood Centres. It is also proposed to locate areas of medium-density residential, townhouse and housing choices, radiating out from 'Core' areas and along major streets to create land use transitions to surrounding established neighbourhoods where no changes are proposed. This pattern also provides a broader mix of housing types to support a diverse range of households, and enable key transportation and streetscape improvements.

Following Council feedback on the Phase 2 results staff will prepare a draft neighbourhood plan, including a preferred BLNP land use concept and servicing assessment in Phase 3. That draft plan will be presented to Council prior to proceeding with Phase 3 public consultation in the fall.

**Background:**

The BLNP process began in mid-2014 and is anticipated to be completed by late 2016, and involves three phases:

- Phase 1: Generate ideas, identify opportunities - (Q4 2014 – Q2 2015 complete)
- Phase 2: Develop land use and servicing options – (Q 3 2015 – Q2 2016)
- Phase 3: Prepare draft plan and servicing assessment – (Q3 - 4 2016)

On October 19, 2015 the draft land use concepts for the BLNP area were presented to Council in advance of the Phase 2 public consultation.

***Neighbourhood Based Planning***

As noted in the October 19, 2015 Council-in-Committee report (see [www.coquitlam.ca/blnp](http://www.coquitlam.ca/blnp) for this report), staff divided the BLNP area into ten neighbourhood Sub-Areas to recognize their unique neighbourhood context, range of land use and building forms. This enabled a 'neighbourhood based' planning process and provided for a more straight forward and context specific discussion of potential land use change options.

Within each of the ten Sub-Areas up to three land-use options, that show different ways to accommodate growth, were presented for public consultation and feedback. These options were based on the five broad goals presented at the beginning of the BLNP process:

1. Focus the majority of growth in 'Core' areas (a 5 minute walk from stations) around SkyTrain stations and along major streets to support revitalization;
2. Explore opportunities for gentle densification beyond the 'Core', in 'Shoulder' areas to increase housing options and reflect a diverse range of families;
3. Foster the provision of new amenities to support neighbourhood livability;
4. Improve connections and the overall transport network for all users;
5. Recognize established neighbourhoods. (that may not change during the BLNP timeline).

**Background:** cont'd/

These goals recognize the 25-year timeframe of the BLNP relative to the 100-year SkyTrain investment which will support growth and change for many decades. The goals are also consistent with the TDS and the draft BLNP vision and principles.

All the Sub-Area land use options focused new growth in TDS 'Core' areas. Generally for TDS 'Shoulder' areas option 1 had minimal or no land use change, while options 2 and 3 showed different ways to incorporate land use change in the Shoulder. Transportation and parks and recreation improvements, as a part of these options, were also presented for public review and comment.

**Public Consultation Program**

Phase 2 public consultations presented questions and land use options for public feedback and involved over 1,000 participant interactions, through stakeholder meetings, public open houses (410 attendees) and community association meetings, among others. The complete public consultation program is described in Attachment 2.

The following discussion summarizes Phase 2 feedback received and identifies preliminary land use directions for BLNP Sub-Areas, for Council's feedback.

**Discussion:**

A large volume of feedback was received in Phase 2, and it is clear that community opinion is diverse. However, this opinion has also evolved since the 2012 TDS process, as there seems to be a growing acceptance to increased growth as the Evergreen Line nears completion, especially in areas closer to SkyTrain.

Two levels of feedback were received:

1. High-level feedback and themes that apply across the neighbourhood;
2. Specific feedback on land use options by Sub-Area, which staff have drawn on to create preliminary land use directions for Council's review.

See Attachment 2 for a detailed analysis of the Phase 2 consultation responses.

**1. High-level Consultation Feedback**

As noted above the overall feedback received is generally supportive of change in Core areas near the SkyTrain stations and along North and Clarke Roads. Within the Shoulder there are some areas that are supportive of change, some areas where the feedback was mixed, and some areas where change is clearly not supported. Given this context it will be important for the BLNP process to establish a land use pattern and policy framework that does not preclude future land use changes, should areas be open to further redevelopment in the future.

**Top Five Evaluation Criteria**

In addition to the goals noted above, eleven evaluation criteria were developed during Phase 2 to help guide the creation and evaluation of the land use concepts

**Discussion:** cont'd/

Top Five Evaluation Criteria cont'd/

for the BLNP area (Attachment 3). Of these criteria, the public was asked to identify which five criteria were most important to them, and they are as follows:

1. Respect watercourses and environmentally sensitive areas;
2. Provide expanded and improved parks and amenities;
3. Foster revitalization and renewal in the Burquitlam-Lougheed area;
4. Recognize established communities by retaining the existing land uses where possible; and
5. Provide for higher levels of housing density to accommodate population growth and allow for efficient use of land and City services.

Criteria 3-5 reflect the diverse views in the community in determining the most appropriate manner to accommodate growth and address revitalization. It also clearly indicates there is a level of acceptance for new, higher density development, provided it is accompanied with improved housing choice and amenities. While these criteria generally align with the BLNP's initial broad goals, the challenge will be to respect all of these points of view while accommodating anticipated growth along the Evergreen Line/North Road corridor.

Transportation and Parking Management Feedback and Approach

Significant feedback was received on the proposed transportation and parking management approach. Overall the public is supportive of the proposed approach but are uncertain of the outcomes.

Generally the community perception is that the SkyTrain and new high-density development will bring more vehicles to the area, and there is concern about the City's ability to effectively manage traffic and parking. The experience from other neighbourhoods with rapid transit stations and high-density development demonstrates that vehicle numbers will likely be less than what is now perceived and are expected to be within the City's ability to manage as the area evolves.

The Phase 2 land use options support an improved street grid network that is created as redevelopment occurs, to increase walking, cycling options, and distribute traffic. However a portion of the area east of Whiting Way, south of Foster Avenue, where no land change is proposed for now, will require further analysis to determine potential network options in this area.

Staff will be completing a further detailed analysis of the transportation network based on the preferred land use concept to determine how the network may perform in the future. This analysis will be used to help create plan policy and will be incorporated into the Servicing Assessment. Staff will also be completing a Public Parking Strategy, to be presented to Council as well, to provide tools necessary to effectively manage on-street parking in SkyTrain stations areas.

**Discussion:** cont'd/

Parks Feedback and Approach

The feedback received was generally supportive of the proposed approach to provide an additional 10 hectares (25 acres) of parkland and improved amenities over the next 25 years. The public continues to rate the provision of improved parks and amenities as a high priority for these neighbourhoods. However, feedback also indicated that residents and land owners are seeking greater clarity and certainty over the timing for improved parks and amenities.

Based on this feedback staff recommends proceeding with the park expansion plan and as presented in the preliminary land use directions (Attachment 5 and 6). It is anticipated further information about the details of the park program will be presented as part of Phase 3. Staff is also working to ensure the Coquitlam Family YMCA project and BLNP land use directions are coordinated to support the delivery of this major amenity.

**2. *Specific Land Use Feedback and Application into Preliminary Land Use Directions***

The Phase 2 consultation involved presenting land use options for the 10 BLNP Sub-Areas, for public review and feedback. Staff has used this feedback to develop preliminary land use directions for each BLNP Sub-Area (Attachments 5 and 6).

Feedback Interpretation Methodology

Staff utilized a four step methodology to analyze, interpret and apply public feedback received on the Sub-Area land use options:

1. **Collect** feedback on land use options through a wide variety of methods in order to hear from a broad spectrum of residents and stakeholders;
2. **Analyze and Interpret** the feedback to determine themes and general directions. This is structured in three ways to cross reference the results:
  - a) The general level of support for land use change;
  - b) Feedback themes;
  - c) Geo-location of responses;
3. **Apply** the feedback received, in conjunction with planning and site servicing principles, plus neighbourhood context and specific City goals, objectives and policies, to create preliminary land use directions for each Sub-Area;
4. **Check and Test** the interpretation through Council feedback, future consultation efforts in Phase 3, and adjust the direction as necessary.

Preliminary Land Use Direction Rationale

The land use directions described below reflect steps 1-3 of this methodology, as well as the top five evaluation criteria noted earlier in this report. These directions also reflect key planning and site servicing principles, built form and land use transition considerations, and amenity provision concepts.

**Discussion:** cont'd/

**Resident Petitions: Consideration in Preliminary Land Use Concepts**

Staff has received 24 requests for specific land use changes from individual property owners. These requests have been evaluated and will be incorporated into the draft land use concept where they are technically feasible, support the plan's goals, and fit with the feedback themes. These land use changes will be further consulted on during Phase 3.

Five petitions from property owner groups advocating for or against land use change in their area were also received and evaluated by staff, and include:

1. Sub-Area A – Harrison Avenue – for Townhouse – 9 signatures – incorporated into preliminary land use concept.
2. Sub-Area C – Grant Street – for Housing Choices – 74 signatures – incorporated into preliminary land use concept.
3. Sub-Area C – Lea Avenue – for Townhouse – 10 signatures – incorporated into preliminary land use concept.
4. Sub-Area H – Delestre and Sunset Avenues – for higher density residential – 20 signatures – incorporated into preliminary land use concept.
5. Sub-Area J – West Austin – against any land use changes – 293 signatures – incorporated into preliminary land use concept.

All petitions and letters received are located in the BLNP Consultation Summary binder in the Councilor's office.

**Preliminary Land Use Directions: Sub-Areas Recommended to Move Forward**

Based on the Phase 2 consultation findings, and pending Council feedback, staff recommends the preliminary land use directions for Sub-Areas B, C, E, F, G, H, I and J be used to develop the Phase 3 draft land use plan. Sub-Areas A and D require further consultation with the community and are discussed in subsequent sections. The proposed land use directions are described below and should be read in conjunction with the land use maps in Attachments 5 and 6.

**Sub-Area B – Burquitlam Neighbourhood Centre**

Designated as Core in the TDS, most of this area is designated in the OCP for *Transit-Village Commercial* land use, which allows high-density, mixed-use (commercial, residential) development and is the highest and best use. Feedback indicates support to continue directing higher density uses to Core areas.

**Preliminary Directions**

Staff recommends the following land use changes:

- *Transit-Village Commercial* extended to all mixed-use areas fronting North and Clarke Roads;
- *High-Density* between North Road and Farrow Street, and on the YMCA site.

Staff also suggests that given the highly-visible location and role as a station area and neighbourhood centre, BLNP policy that requires comprehensive development plans that include high quality and attractive buildings and

**Discussion:** cont'd/

*Preliminary Directions* cont'd/

pedestrian-friendly environments, that in turn are essential to creating sense of place and making this area a key city-wide destination.

*Sub-Area C – North Burquitlam*

Sub-Area C feedback indicated an east/west divide, with greater support for land use change west of Robinson Street, and support for maintaining existing land uses east of the Miller Park ravine - therefore no land use changes are proposed east of the ravine. Sub-Area C also has awkward property and street network conditions west of Robinson, thus staff are proposing to convert the existing *Neighbourhood Attached Residential* uses to *Townhouse* in this area, which is better suited to existing properties and will create improved streets.

*Preliminary Directions*

Staff recommends proceeding primarily with:

- *High-Density* at the northeast corner of Como Lake Avenue and Clarke Road adjacent to the mixed-use, high-density uses in the Core;
- *Medium Density* and *Townhouse* east through to Robinson Street and north along Clarke Road; and
- *Neighbourhood Attached Residential* on the east side of Robinson and Grant streets.

*Sub-Area E – Burquitlam South*

Sub-Area E exhibits mixed support for change, with stronger support near North Road and less support in single-family home areas near the Vancouver Golf Club.

*Preliminary Directions*

Based on this feedback, staff recommends proceeding with:

- *High-Density* for properties between North Road and Whiting Way, and for Coquitlam College to support renewal of this strategic community amenity, which is adjacent to existing *High Density Apartment Residential*;
- Maintaining the existing single-family land uses of well-established neighbourhoods in the rest of this Sub-Area; and
- Require several new street connections, as redevelopment occurs on properties between North Road and Whiting Way, to complete the grid network and help improve circulation.

Within this context it's important that the BLNP does not preclude future land use changes in this Sub-Area, which may be supportable in the future due to:

- The close proximity of parts of this area to the Burquitlam and Lougheed Neighbourhood Centres and TDS Core areas;
- High density, mixed-use redevelopment occurring along North Road; and
- The need to create key street connections to improve the street grid.

**Discussion:** cont'd/

Sub-Area F – Lougheed Neighbourhood Centre

The Lougheed Neighbourhood Centre is identified as Core in the TDS, and feedback received supports continuing to direct higher-density uses to this area. The majority of this area is already designated *Transit-Village Commercial*. A portion south of Lougheed Highway is presently designated *Urban Quarter*, which allows for mixed-use, low to mid-rise buildings with ground floor retail. However, and although it has the same density as *Transit Village Commercial*, the *Urban Quarter* area has had no market uptake and the BLNP market analysis also indicates no market interest in the foreseeable future.

*Preliminary Directions*

Staff's recommendation is to eliminate the *Urban Quarter* designation and to designate this area to the successful high-rise *Transit-Village Commercial* designation. This will provide consistency and market certainty across the whole Lougheed Neighbourhood Centre. As with Burquitlam Centre, it is suggested that the BLNP also include policies that create a vibrant pedestrian environment with high-quality site and building design, and attractive public space as the neighbourhood centre redevelops.

Sub-Area G – Central Lougheed

The Central Lougheed area is directly adjacent to the high density Lougheed Neighbourhood Centre and also includes medium and high density apartments along Austin Avenue and Westview Street. This Sub-Area also has key opportunities to accommodate new growth along Lougheed Highway, a key traffic and transit corridor. The feedback received for this Sub-Area was generally supportive of change to provide a wider variety of housing options, and improve streetscapes through new development (ie. along Lougheed Highway).

*Preliminary Directions*

Staff recommends proceeding with:

- *High-Density* along the east side of Westview Street south of Austin Avenue to reflect existing development to the west and north;
- *Medium-Density* and *Townhouse* designations east of the existing apartment area through to Guilby Street to provide more housing choice and a transition to single-family uses to the east of Guilby; and
- *Medium-Density* for the blocks facing Lougheed Highway.

Sub-Area H – Lower Lougheed

Feedback received from Lower Lougheed indicated the community is seeking an improved land use transition and improvements to the transportation network to address traffic shortcutting in the area. This Sub-Area is also directly adjacent to future high-density, high-rise development in Lougheed Centre.

Based on this, new *Medium Density* land uses are being proposed along Delestre Avenue, to create a better transition between Lougheed Centre and low rise development south of Sunset Avenue, and create an improved, street network to address traffic concerns.

**Discussion:** cont'd/

*Preliminary Directions*

Staff's recommendation is to proceed with:

- *Medium-Density* between Delestre Avenue and Sunset Avenue and along Loughheed Highway, similar to Sub-Area G;
- *Townhouse* between Sunset Avenue and Alderson Avenue as an interface with the *Neighbourhood Attached Residential* area to the south; and
- A low-rise, mixed-use node on Loughheed Highway to provide local neighbourhood shops and amenities.

*Sub-Area I – Edgar*

The feedback received from Sub-Area I indicated a varied level of support for land use change. However geo-location analysis indicates there is greater support for change in the southern portion of the Sub-Area to help match existing land uses across the street in the Maillardville Neighbourhood Plan (MNP). Unique, 'long-lot' properties along the north side of Edgar Avenue also create opportunities to introduce *Neighbourhood Attached Residential* into this neighbourhood.

*Preliminary Directions*

Based on this, staff recommends proceeding with:

- *Medium-Density* south of Edgar Avenue west of Allison Street to match existing MNP land use designation on the east side of Allison Street;
- *Neighbourhood Attached Residential* on the north side of Edgar Avenue to provide an improved transition to the established neighbourhood;
- *Townhouse* along Blue Mountain Street, that recognizes shallow lot depths along this key arterial; and
- A low-rise mixed-use node on Loughheed Highway, to provide local neighbourhood shops and amenities.

*Sub-Area J – West Austin*

Public feedback received from the West Austin area overwhelmingly supported no land use change (over 85% supporting no change). Based on this direct feedback and noting that proposed land use changes elsewhere in the BLNP area are anticipated to meet anticipated growth demands for the next 20 years, staff recommends no land use change in Sub-Area J.

***Preliminary Land Use Directions: Sub-Areas Needing More Consultation and Review***

Similar to above, staff has developed preliminary land use directions for Sub-Area A Oakdale and Sub-Area D Burquitlam. However, given that Sub-Area A involves land use changes beyond what was shown in Phase 2, and Sub-Area D requires further review of land use transition areas in the Burquitlam 'Shoulder', staff propose to consult further with Oakdale and Burquitlam stakeholders, and use this feedback to refine the land use directions. This will include discussions with the Oakdale Neighbourhood Association (ONA) and Burquitlam Community Association (BCA), prior to the start of Phase 3.

The land use directions described below should be read in conjunction with the land use maps in Attachments 5 and 6.

**Discussion:** cont'd/

Sub-Area A – Oakdale

Oakdale consists of primarily single-family dwellings that blends into a single-family area in Port Moody to the north, but roughly 1/3 of Oakdale is within a 5-7 minute walk (400m to 600m) of the high-density Burquitlam Station area, a distance typically used to define TDS Core areas. Beyond a 7 to 10 minute walk from the station, Oakdale exhibits a change to a larger and longer single-family lot and block pattern, complete with well known 'nature trail' pedestrian connections, the Stoney Creek natural area and adjacent school site and Burnaby Mountain Park to the west.

Phase 2 feedback indicates a majority of respondents support some land use change in portions of Oakdale, given the close proximity to Burquitlam station and Clarke Road. Oakdale is also bounded by edge conditions, involving the SkyTrain guideway/tunnel along Clarke Road and Como Lake Avenue, where residents have identified vehicle access and safety issues.

*Preliminary Directions*

Building on Options 2 and 3 presented for Oakdale, and applying planning and servicing principles, staff suggests that low-rise apartment residential land uses be introduced along Como Lake Avenue and west of the SkyTrain guideway. This will facilitate viable property assembly, improve area safety, and create a new parallel street and pedestrian connections north of Como Lake that will improve vehicle and pedestrian access to and from the Oakdale area.

Staff proposes new *Townhouse* uses along Clark Road and in the southern 1/3 of the Oakdale area, between the proposed apartment uses and Harrison Avenue. No land use changes are proposed north of Harrison Avenue, which is a single-family area beyond a 7 to 10 minute walk from the station as noted above.

The *Townhouse* uses support a land use transition that 'steps down' from the proposed apartments and blends in with single-family areas, provides family-friendly, ground-oriented housing options, and allows for viable street improvements. Townhouse development also fits well with the unique and shallow lots in this part of Oakdale and along Clark Road, and can provide significant streetscape improvements to complement Oakdale's character.

Staff recommends the following land use changes, subject to further consultation with the community:

- *Medium Density* along Como Lake Avenue and along the SkyTrain guideway;
- *Townhouse* north from the medium-density area to a transition area in the Kemsley and Harrison Avenue area, and along Clarke Road; and
- Park and public space improvements, including a new park on Kemsley Avenue, that serve both existing and redevelopment areas, and recognition/preservation of existing nature trails and Stoney Creek area.

**Discussion:** cont'd/

*Sub-Area D – Burquitlam*

The feedback received from Sub-Area D indicates support for all three land use options in different parts of the Sub-Area, with greater support for change closer to the 'Core' and existing areas of redevelopment. Fairview Street south of Smith Avenue appears to be the current southeastern boundary of support for land use change. Staff proposes undertaking consultation on these land use changes and the appropriate transition with single-family home areas.

Recognizing that there is significant change occurring near Burquitlam Station and along North Road plus several established areas where no change is envisioned, staff recommends a balanced hybrid land use that combines the most supported elements from all three options and improves the transportation grid.

*Preliminary Directions*

Staff recommends the following land use changes based on the above feedback, subject to further consultation with the community:

- *High-Density* in Core areas and Shoulder portions (close to the Core) along Smith Avenue and west of an extension of Emerson Street;
- *Medium Density* extending from the existing medium density area to slightly east of Dogwood Street and south of Smith Avenue;
- *Townhouse* from the proposed medium density area to Robinson Street north of Smith Avenue and wrapping around Cottonwood Park east to Fairview Street and south to Foster Avenue with further analysis to determine appropriate transitions with adjacent land uses;
- *Neighbourhood Attached Residential* east of Robinson Street and between Smith Avenue, Cottonwood Avenue, Fairview Street and Robinson Street to complete the transition to established areas;
- Several new street connections to and improve circulation; and
- Expansion of Cottonwood Park as a part of YMCA development.

**Next Steps:**

***Moving into Phase 3 – Development of a Preferred Land Use Concept***

After reviewing the Phase 2 findings with Council, the consultation feedback summary and preliminary draft land use directions, as attached to this report, will be posted to the project webpage for public review and comment.

Staff will continue to work with the public in refining these land use directions over the coming months, including meeting with the Oakdale Neighbourhood Association and Burquitlam Community Association, the BLNP Public Advisory Group (PAG) and other community and stakeholder groups, as appropriate.

The draft BLNP document will then be prepared based on Council and additional public feedback and technical analysis. This will involve the development of a draft BLNP land use concept, and land use, urban design, transportation, parking, parks, and amenities policies. This draft document will then be presented to Council in Fall 2016, and then staff will proceed with the 3rd and final public consultation phase prior to the OCP bylaw process. This will include community information sessions, and on-line engagement.

**Next Steps:** cont'd/

***Moving into Phase 3 – Development of a Preferred Land Use Concept*** cont'd/

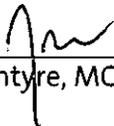
The Phase 3 feedback will be used to refine and create the final BLNP document. It is anticipated that the final draft BLNP will be presented to Council for consideration as an OCP Amendment at the end of 2016 or early 2017. At this stage the BLNP will be supported by a Servicing Assessment, revised Streetscape Guidelines, and updated Development Permit Guidelines.

**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 BLNP Phase 2 process involved over 1,000 participant interactions. Overall the feedback received was generally supportive of land use change in way that helps to achieve the broad BLNP goals. The feedback was also used to develop preliminary land use directions, as attached to this report, for Council's review and feedback. Staff will continue to receive feedback on these land use directions and will consult further with stakeholders in Oakdale and Burquitlam, and report back to Council with a draft land use plan and policies in Fall 2016.

  
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J.L. McIntyre, MCIP, RPP

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**Attachments:**

1. TDS – Core and Shoulder Map (Doc. #2280965)
2. BLNP - Phase 2 Public Consultation Feedback Summary Report (Doc. #2193765)
3. BLNP – Land Use Planning Principles (Doc. #2277472)
4. BLNP – Existing Land Use Map (Doc. #2280358)
5. BLNP – Preliminary Land Use Directions Map (Doc.# 2280359)
6. BLNP – Preliminary Land Use Directions by Sub-Area (Doc. #2280986)

This report was prepared by Andrew Merrill, Major Project Planner with input from Parks, Recreation and Culture, and Engineering and Public Works staff and reviewed by Carl Johannsen, Manager Community Planning.



**Burquitlam & Lougheed Corridor**

**LEGEND**

- Core
- Shoulder
- Transit Corridor

## **Burquitlam-Lougheed Neighbourhood Plan (BLNP) Phase 2 Public Consultation Feedback Summary Report**

### **1.0 PHASE 2 OVERVIEW**

The purpose of the Phase 2 consultation program for the Burquitlam-Lougheed Neighbourhood Plan (BLNP) was to present clear land use choices to the community and gather feedback on the general level of support for those choices.

In addition to land use choices the consultation process presented the proposed transportation and parking management approach, plus the proposed parks and amenities approach for public review and feedback. The consultation events also served to raise general awareness about the planning process and provided community members the opportunity to dialogue with City staff.

The BLNP public consultation program was designed to receive input from a broad a section of the public and stakeholders. Several outreach activities were undertaken to ensure that the public was engaged and well informed throughout the Phase 2 BLNP process. The primary consultation event consisted of two community information Open Houses; the Open Houses were held on November 14 and 17, 2015. Other means of communication and outreach were an on-line survey, the web and social media, and presentations to community and stakeholders groups.

The City had over 1,000 participant interactions during this consultation phase and those inputs are the basis for the analysis and figures included in this report. Public feedback was primarily collected through comment forms distributed at the open houses and through the on-line survey on the project webpage. The consultation process provided community members with the opportunity to ask City staff questions and express their opinions regarding the draft Land Use Options. The deadline for submission for both comment forms and on-line surveys was extended from November 27 to December 31, 2015 given the high level of interest expressed from the public.

### **2.0 CONSULTATION AND NOTIFICATION PROGRAM**

The Planning and Development department is continually working to broaden its approach for promoting public input opportunities and raise awareness about major planning projects. This includes utilizing a wide range of communication channels to attempt to reach a broad range of residents and stakeholders, such as Canada Post mail out, newspaper ads, social media, email, YouTube video, neighbourhood signage, notifying community and stakeholder groups, plus the City and project webpages.

## **2.1 Public Notification Methods**

### **Direct Communication:**

- Mail out to all households and businesses within the plan area plus a buffer zone outside. (10,207 in phase 1 and 12,143 in phase 2)
- 13 project listserve emails — 303 members as of January 29, 2016.
- Regular updates provided to 25 different community and stakeholder organizations.

### **Web Based Notification:**

- Project webpage.
- Consultation events listed in the City's Events Calendar.
- City's main website — landing page image.
- Planning and Development webpage — landing page image.
- Social media posts — Facebook (4,815 followers) and Twitter (4,835 followers).
- Illustrated video — over 4,000 views on YouTube and Facebook.

### **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 Loughheed and Guilby.

## **2.2 Public Consultation Program**

The Planning and Development Department is also continually working to improve its public consultation program in order to receive input from a broad a section of the public and stakeholders. The public consultation process for BLNP includes 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, either in small groups or individually, to review the land use options, listen to their specific concerns and answer questions.

Specific consultation efforts and events include:

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 Meeting	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
Burquitlam Community Association meeting	Oct. 2, 2014	Nov. 5, 2015
Sustainability and Environmental Advisory Committee	Sept. 24, 2014	
Multiculturalism Advisory Committee	April 16, 2014	May 20, 2015
City of Burnaby meeting	Nov. 18, 2014	June 8, 2015 Nov. 19, 2015
City of Port Moody meeting	Jan. 20, 2015	

### 2.3 Community and stakeholder groups list

The following groups/organizations receive regular email updates, in addition to the email list-serve.

- 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)

## 3.0 FEEDBACK SUMMARY

### 3.1 Overview

The Phase 2 questionnaire was composed of two multiple choice questions and five open-ended questions. The public input results were analyzed to identify preferred criteria on land use options, land use preferences for each Sub-Area, and overall thoughts on the draft land use concepts, plus the transportation and parking management approach. Data interpretation was structured in three different ways:

- Quantitative data in percentages of support
- Theme analysis
- Geo-location of responses in maps

Additional details on the public's general comments are also included in the discussion. The open ended questions allowed the public to express their general views on the proposed land use changes.

### 3.2 Community Objectives

Eleven evaluation criteria were developed to evaluate the proposed land use options. They were grouped to four categories which are: General, Housing, Transportation, and Amenities. This criteria was presented to the public for their review. The first question the public was asked was to identify their top five criteria. Figure 1 summarizes the dominant themes for each category. The five highest ranking criteria are as following:

1. Respect watercourses and environmentally sensitive areas; - (203 responses)
2. Provide expanded and improved parks and amenities; - (189 responses)
3. Foster revitalization and renewal in the Burquitlam-Lougheed area; - (181 responses)
4. Recognize established communities by retaining the existing land uses where possible; - (179 responses)
5. Provide for higher levels of housing density to accommodate population growth and allow for efficient use of land and City services. - (148 responses)

The amenities category holds the highest ranking compared to other themes, with *Respect for watercourses and environmentally sensitive areas* having the most submissions followed by *Providing expanded and improved parks and amenities*. These highest ranking criteria reflect the community's desire to maintain and preserve both their natural areas and the open and green feeling of the neighbourhood while expanding parks and amenities.

The second highest ranking category speaks to the tension in the community over the desire to both foster revitalization and renewal, while recognizing established neighbourhoods and maintaining the existing land uses where possible with both of these criteria having almost equal support. This potential contradiction is reflected in other feedback received where

respondents are generally supportive of redevelopment in 'Core' areas, but there is less consensus regarding the appropriate level of change in the 'Shoulder'.

The housing category comes up third drawing attention to *providing for higher levels of housing density to accommodate population growth allowing for efficient land use and City services*. This suggests that the community is interested in controlled revitalization and renewal that supports existing neighbourhoods.

Overall the transportation criteria did not rank as high in this question, however improving the transportation network ranked sixth. Additionally, as discussed further in the report, traffic and parking was mentioned by many respondents as a significant concern in responses to other questions. This can be explained through the questionnaire format with three of the five open-ended questions specific to parking and transportation. It also indicates that, while the community has concerns regarding the immediate issue of managing traffic and parking they are not the foremost objectives for the long-term redevelopment of the community.

Overall many respondents recognize the tradeoffs necessary in order to renew the neighbourhood and create a vibrant community with the places and amenities they want balanced against maintaining the elements of the area they know and like today.

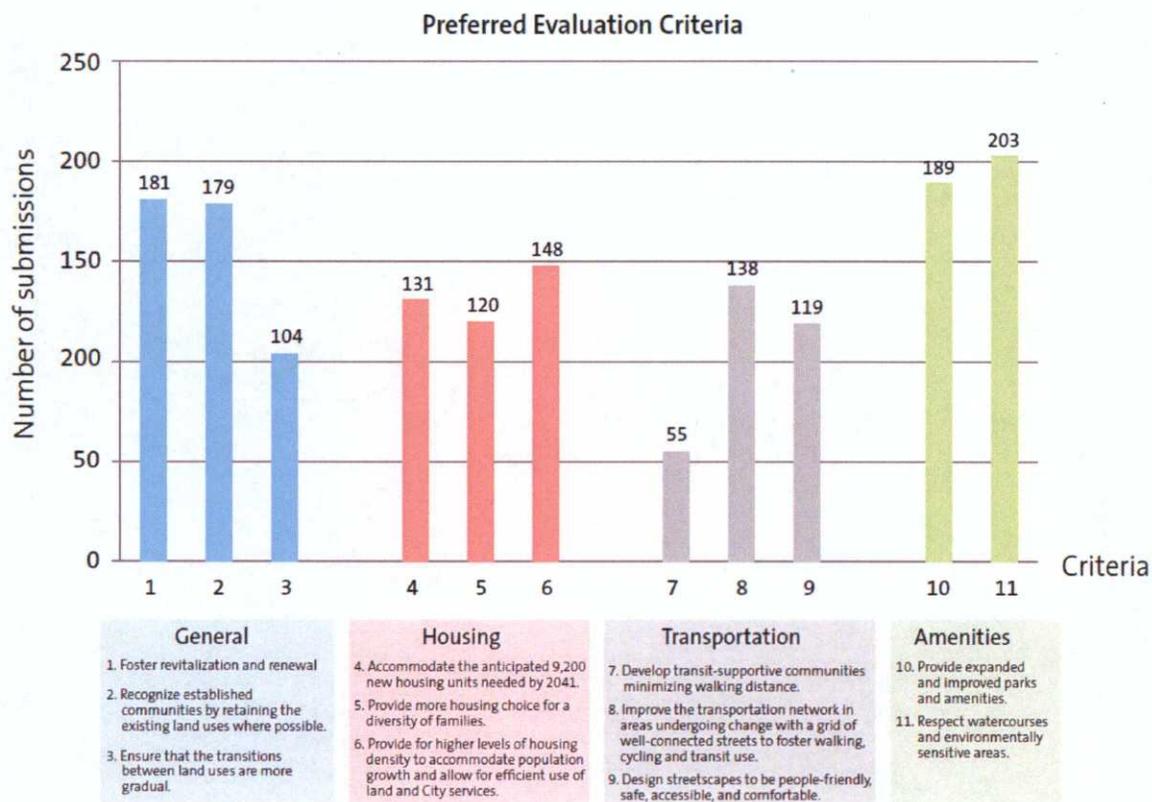


Figure 1: Preferred Land Use Evaluation Criteria<sup>1</sup>

### 3.3 General Land Use comments and Main Themes

The open-ended questions gave the public the opportunity to comment on the draft land use concepts and express their opinions on the most important issues. The public generally agrees with the idea of higher density and more development in the “Core” areas (within 400 from a SkyTrain station) as well as, along major roads such as Clarke and North Roads. Within the ‘Shoulder’ there are a few pockets that are supportive of change and there are some other areas of the neighbourhood where change is clearly not supported. However a broad consensus regarding land use change in the balance of the ‘Shoulder’ areas, in order to provide a wider range of housing options (low-rise apartments, townhouses, and housing choices) and improve the land use transition, has not yet been reached.

Overall there is a split in the community between the desire to maintain a quiet established neighbourhood and creating a more vibrant urban centre. A village-style kind of development, similar to Newport Village is suggested more often for ‘Core’ areas. Public feedback also strongly underlines the need to preserve certain established residential areas.

<sup>1</sup> Results are based on combined data for the on-line surveys (n=270) and comment forms (n=294). Respondents had to choose 5 out of 11 criteria.

General comments from the open ended questions were analyzed and organized by theme and Sub-Area. Public feedback was organized in 13 themes. These themes reinforced some of the initial feedback previously received on Phase 1. Themes can be grouped in two groups: primary and secondary according to the frequency of the responses.

*Primary themes:*

These themes are mentioned most often in participant responses.

- **Traffic**  
Respondents are concerned that traffic congestion will increase once the Evergreen Line opens and as new development brings more people to the neighbourhood. They are hesitant that people will switch to transit, walking and cycling, leading to more vehicle congestion.
- **Parking Management**  
There is concern regarding on-street parking in residential areas close to the SkyTrain stations being used by commuters and new residents. Respondents are also interested in having Park and Ride facilities near the new SkyTrain stations.
- **Affordable Housing**  
Affordable Housing constitutes a significant concern for the area. Respondents express their concerns about the lack of affordable housing options, especially for young families and low income people living in the area. Public feedback underlines the desire to locate more affordable housing close to areas well served by public transit.
- **Walking and Biking infrastructure**  
Public feedback is generally supportive of sustainable transportation and respondents would like to see improved walking and biking infrastructure, especially in the areas close to the new SkyTrain stations. Some of the requests include allowing bikes on the SkyTrain, incorporating car-share programs and having sidewalks on all streets.
- **Environment and Parks**  
As mentioned in the community objectives section, this theme is very important for the residents in the area. Respondents value the parks and green open space in their neighbourhoods and they want to see them well-maintained and enhanced. Participant's feedback emphasizes the desire for retaining the existing mature trees as well as having new parks and green space. Burquitlam Park in particular is viewed as being in poor conditions and residents want to see more public and green spaces around Burquitlam station.

*Secondary themes:*

These themes are mentioned less often in participant responses.

- **Safety and Security**  
There are different aspects to the safety and security issues for the area. Some feedback relates to the concern about increased crime as the population in the area grows. Other feedback speaks to a lack of opportunity for social connections in the

area. Increasing safety for walking and cycling is another issue that residents mention often in their feedback.

- **Housing Options**

Respondents are generally interested in seeing more housing options in their neighbourhood to provide greater choice for a wide diversity of families. Increasing housing options for new families and long term residents in the area is seen as a priority. Accommodation for seniors and low income residents wanting to stay in the neighbourhood is also valued as important as new developments come in the area.

- **Businesses and Commercial Services**

The feedback received expresses the desire to bring more local and small independent shops and businesses in the area. This theme sometimes intertwines with the Public Space theme as many of the commercial services in the area are located in the Burquitlam Plaza area. Residents support mixed use and see it as an important way to achieve more shops and services close to where they live. The kinds of services that residents want to see in their neighbourhood are: walk-in clinics, pharmacies, libraries, restaurants, grocery stores, coffee shops and bars.

- **Quiet and Peaceful**

This theme relates to the desire to maintain the well-established residential neighbourhood characteristics of the area while the community grows and changes. Many residents take pride in their quiet single-family neighbourhoods and value the family-oriented nature of the area.

- **Schools**

Public feedback expresses some concerns regarding the increased residential density and capacity of schools in the area. Residents feel that the schools will not be able to accommodate the expected population growth. School District No. 43 has indicated that they have sufficient capacity and land assets to accommodate expected population growth.

- **Amenities**

The overall public expectation is that the amount of development should be proportional with investments in amenities as well as social and physical infrastructure. Community amenities are seen as crucial especially in high density areas. Amenities that residents mentioned most often include community recreation centre, gyms, swimming pool, library, senior centre, daycares, sport fields and tennis courts.

- **Public space**

Public feedback emphasizes the desire to revitalize the Burquitlam shopping area to serve as an important public meeting space for the neighbourhood. Respondents believe that creating public gathering spaces will help build a sense of community. Feedback suggests it is important for residents to have public spaces and amenities near the neighbourhood centre in order to support the revitalization of the area.

Figure 2 illustrates the most frequent common themes that respondents mentioned in their written feedback.

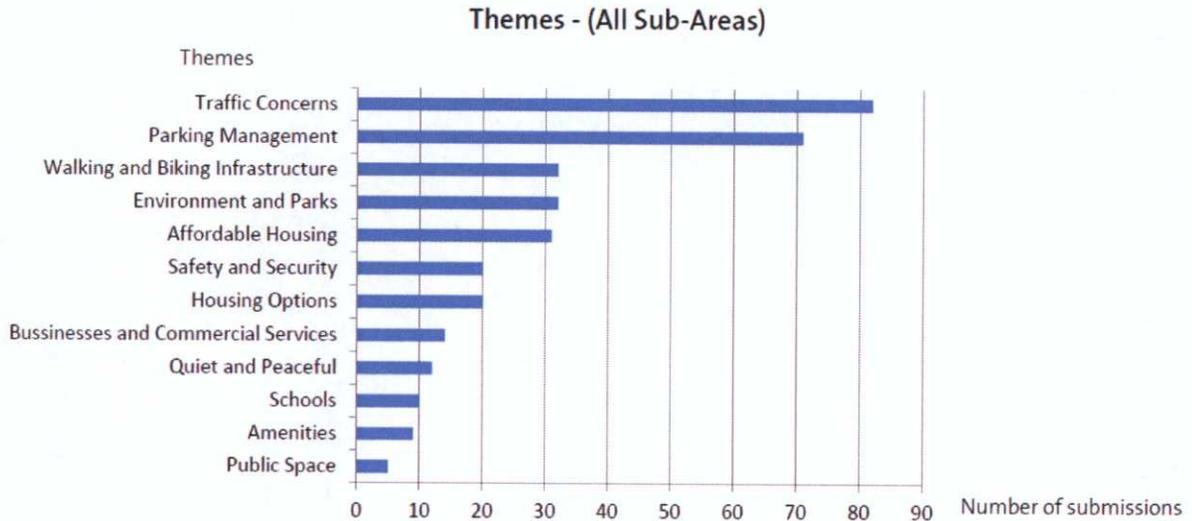


Figure 2: General Common Themes<sup>2</sup>

### 3.3.1 Land Use Feedback Analysis

Participants had the opportunity to comment on the three draft land use options for each Sub-Area in terms of level of support for each option (multiple choice) and comments regarding the land use plan (open ended question). The general level of support and comments on the draft land use concepts were analyzed and organized in three different ways:

- By level of support in three categories:
  1. combined support (support and somewhat support),
  2. combined opposition (oppose and somewhat oppose), and
  3. unsure/undecided
- By preferred Land Use Option (Option 1, 2 and 3)
- And by geo-locating the responses

For each of the ten sub-areas, stakeholders could choose from up to three land use options. Generally the first option maintains the current plan direction and preserves the majority of “shoulder” with the existing land uses. Alternatively, Options 2 and 3 provide two different, neighbourhood specific, ways to accommodate growth and offer a range of land use choices, amenities and other improvements in ‘Shoulder’ areas. Options 2 and 3 build on the direction

<sup>2</sup> Results are based on combined data for the on-line surveys (n=270) and comment forms (n=294). Open question format analyzed for themes. Respondents may have identified more than one theme.

set by the TDS and would enable growth and redevelopment options in both the Core and Shoulder areas.

Sub-Areas B and F are defined as “Core” areas in the TDS therefore, they had a single Land Use option presented. Also, as these areas are primary commercial they had fewer submissions.

### 3.4 Feedback by Sub-Area

#### Sub-Area A – Oakdale

There are varying levels of support for the draft Land Use Options, with some pockets of support for medium and high density developments. However, overall feedback received from Sub-Area A on the draft Land Use options shows a higher preference for Option 3, with support for Option 1 and 2 equally split. The responses, plus feedback from the Oakdale Neighbourhood Association, have raised several traffic and parking concerns. These will be further explored during Phase 3.

The geo-location of feedback results shows that overall more responses are located in the northern portion of the Sub-Area where no changes are proposed. The areas with proposed land use changes from Option 2 and 3 which are located along Clarke Road and Como Lake Avenue, have a higher preference for Option 2 and 3 rather than Option 1.

The most common themes from Sub-Area A are:

- Providing Affordable Housing
- Addressing Traffic concerns
- Managing Parking concerns

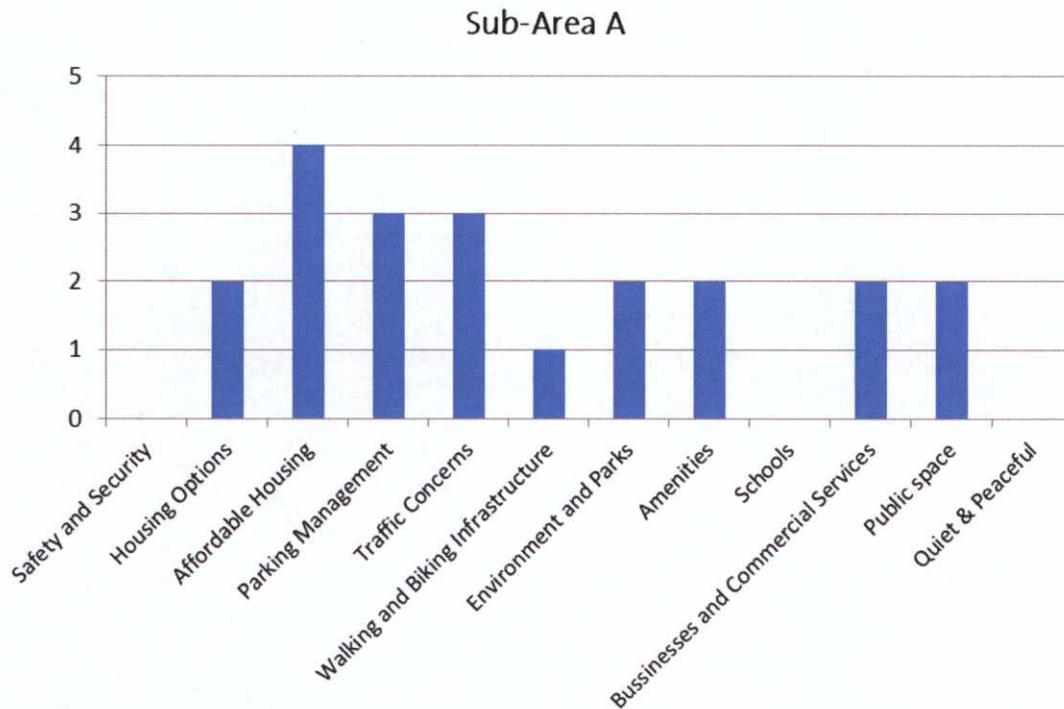


Figure 4: Common Themes in Sub-Area A <sup>3</sup>

<sup>3</sup> Theming was based upon the written comments of the open ended questions. Not all of the respondents have responded to all of the questions.

Sub-Area B– Burquitlam Neighbourhood Centre

The *Burquitlam Neighbourhood Centre* is designated as a “Core” area in the TDS. This area is currently identified for high-density land uses and commercial and mixed-use development. The majority of the area is designated as *Transit-Village Commercial* which is the highest and best use for the area. The feedback received was supportive of concentrating higher-density land uses in the “Core”. Written feedback emphasizes the desire for:

- more and better public space
- improved services and shopping opportunities
- more green spaces
- improved on-street parking

Sub-Area C – North Burquitlam

The feedback received from submissions in Sub-Area C shows an overall higher preference for Option 1. Option 3 comes in second and Option 2 has the least support. However, deeper analysis through the geo-location of feedback results shows that there is an east/west divide in responses along the Miller Park ravine which follows a similar boundary to the shoulder in the TDS. Responses opposed to change are located at the far eastern edge of the Sub-Area near Blue Mountain Street and far away from where Land Use changes are proposed. While support for change is generally located in the western part of the Sub-Area, where most of the land use changes are proposed.

Written feedback is generally supportive of change and development especially along Clarke Road. Feedback underlines the need for more affordable housing close to public transit especially for new families. Improving walking and biking infrastructure is also crucial to ensure increased SkyTrain ridership. The most common themes for Sub-Area A include:

- Providing Affordable Housing
- Managing Traffic Concerns
- Ensuring Safety and Security
- Managing Parking Concerns
- Providing Housing Options

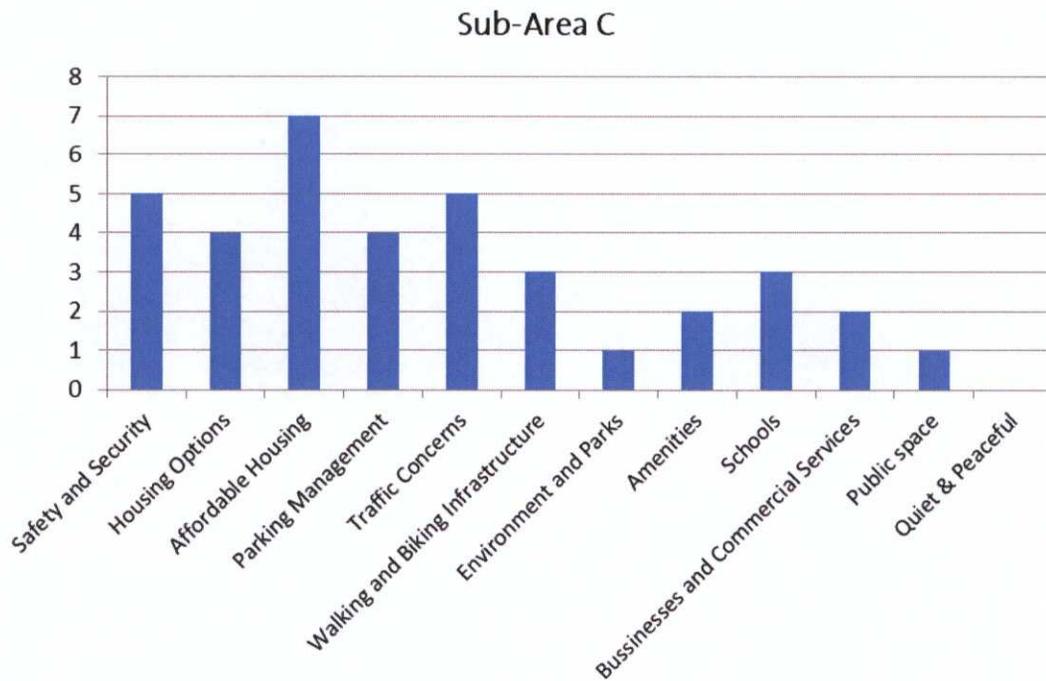


Figure 5: Common Themes in Sub-Area C<sup>4</sup>

<sup>4</sup> Theming was based upon the written comments of the open ended questions. Not all of the respondents have responded to all of the questions.

Sub-Area D – Burquitlam

Feedback received in this Sub-Area is mixed with pockets of the area supportive of change and other parts of the area preferring to preserve established neighbourhoods. Overall Option 3 has a majority of support with Option 1 as the second most preferred. The geo-location of the responses shows some clusters of responses with areas closer to the future SkyTrain station and/or major streets with higher support for change. There is more opposition to change in the further eastern parts of the shoulder area that are further from established areas of growth.

Written feedback generally shows a high level of acceptance for land use change. Other concerns mentioned include supporting local shops and improving connectivity through walking and biking paths. Having Park & Ride facilities, improved amenities and revitalized public and green space are other key issues for Sub-Area D. Public responses, plus feedback received from the Burquitlam Neighbourhood Association indicated concerns regarding pedestrian safety and parking management. These will be further explored during Phase 3. The most common themes include:

- Managing Parking Concerns
- Addressing Traffic Concerns
- Providing Housing Options
- Preserving Environment and Parks
- Improving Walking and Biking infrastructure

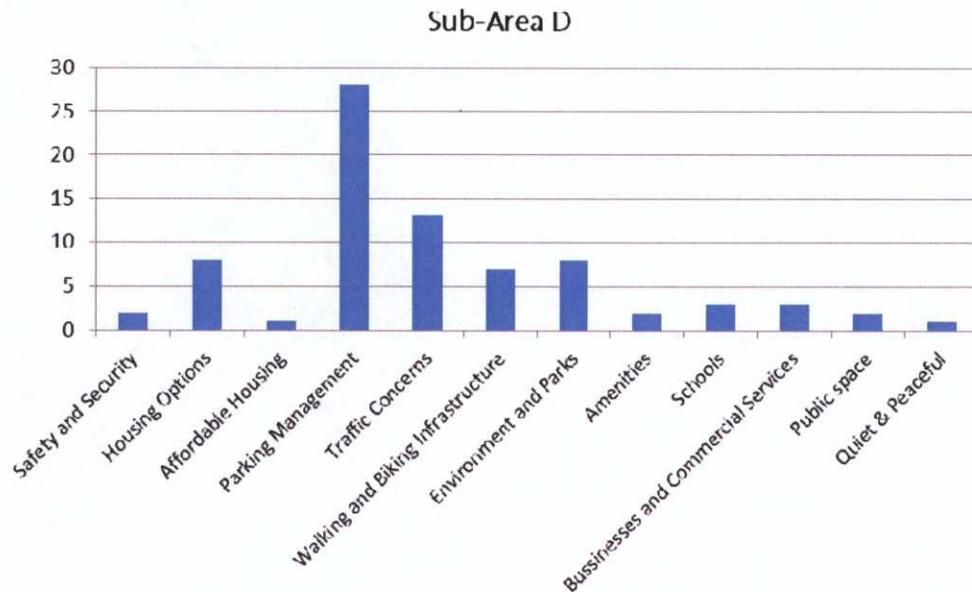


Figure 6: Common Themes in Sub-Area D<sup>5</sup>

<sup>5</sup> Theming was based upon the written comments of the open ended questions. Not all of the respondents have responded to all of the questions.

Sub-Area E – Burquitlam South

Generally there is overall a stronger support for Option 1, however the geo-location of responses demonstrates that closer to North Road Option 3 has more support. Whereas responses opposing change are located further east and in areas where no changes are proposed. Option 2 remains the second favorite among the three options.

Feedback from the written comments indicates that respondents support locating higher density around transit hubs and main streets however; there is also some pockets of opposition to change and a desire to maintain well-established neighbourhoods. The most common themes are:

- Managing Parking Concerns
- Addressing Traffic Concerns
- Preserving Environment and Parks
- Improving Walking and Biking infrastructure

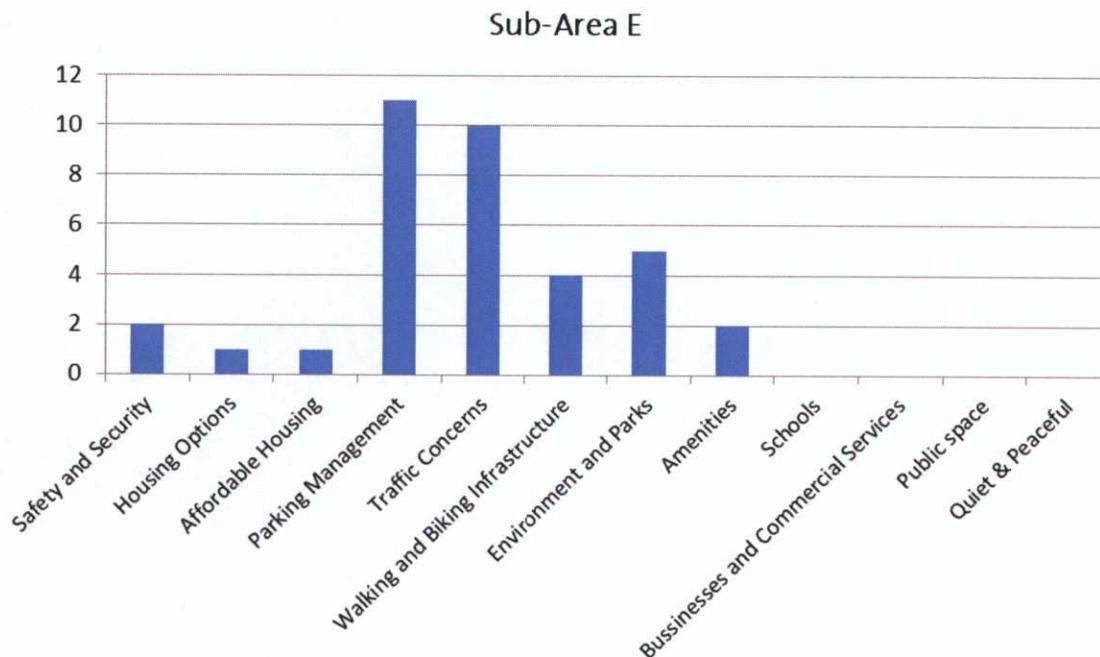


Figure 7: Common Themes in Sub-Area E<sup>6</sup>

<sup>6</sup> Theming was based upon the written comments of the open ended questions. Not all of the respondents have responded to all of the questions.

### Sub-Area F - Lougheed Neighbourhood Centre

Lougheed Neighbourhood Centre is also identified as “Core” in the TDS and the majority of this area is already designated for high-density, mixed use commercial and residential development, which is the highest and best use for this area. Similarly to Sub-Area B, public feedback is supportive of continuing to direct redevelopment and higher- density uses in “Core” areas.

### Sub-Area G – Central Lougheed

For Sub-Area G there is a stronger support for Option 2 with Option 1 being the least supported. The majority of responses came from the eastern portion of the Sub-Area. Written comments emphasize the desire to revitalize the area and are generally supportive of more density. Responses also highlight concerns regarding parking and traffic, but also affordable housing, commercial services, and amenities. Top themes for Sub-Area G are:

- Addressing Traffic Concerns
- Managing Parking Concerns

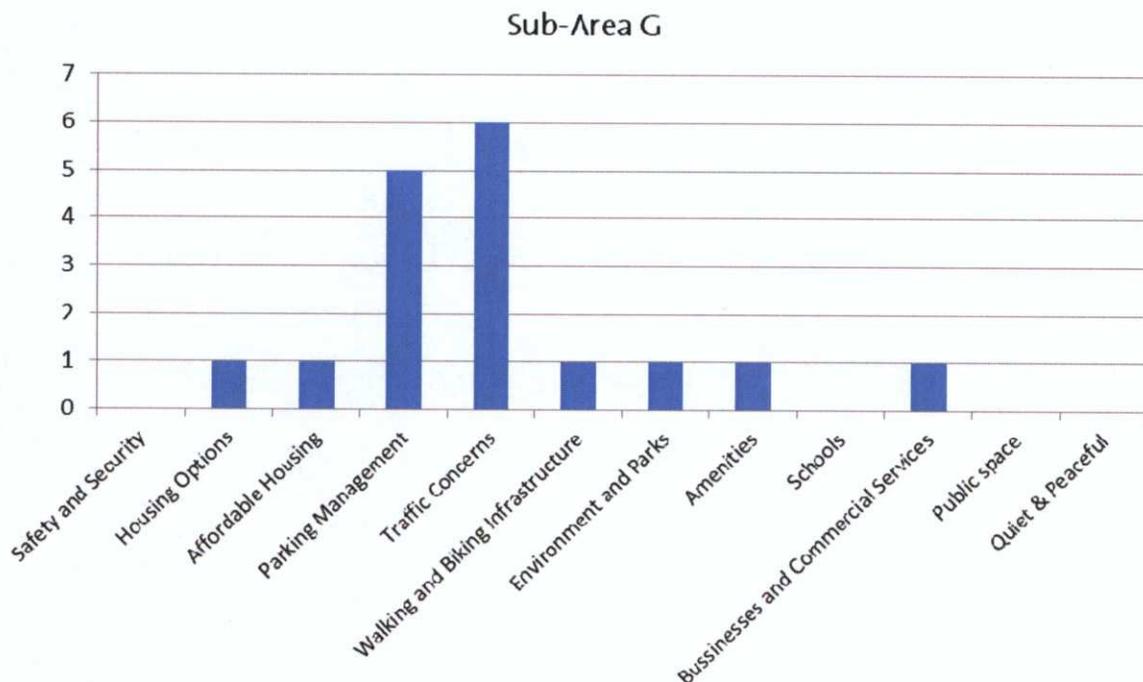


Figure 8: Common Themes in Sub-Area G<sup>7</sup>

<sup>7</sup> Theming was based upon the written comments of the open ended questions. Not all of the respondents have responded to all of the questions.

Sub-Area H – Lower Lougheed

Option 2 is the most preferred among the submissions received (50% of total) suggesting residents are supportive of some land use changes in order to achieve their objectives. Top themes for Sub-Area H are:

- Addressing Traffic Concerns
- Managing Parking Concerns
- Improving Walking and Biking infrastructure

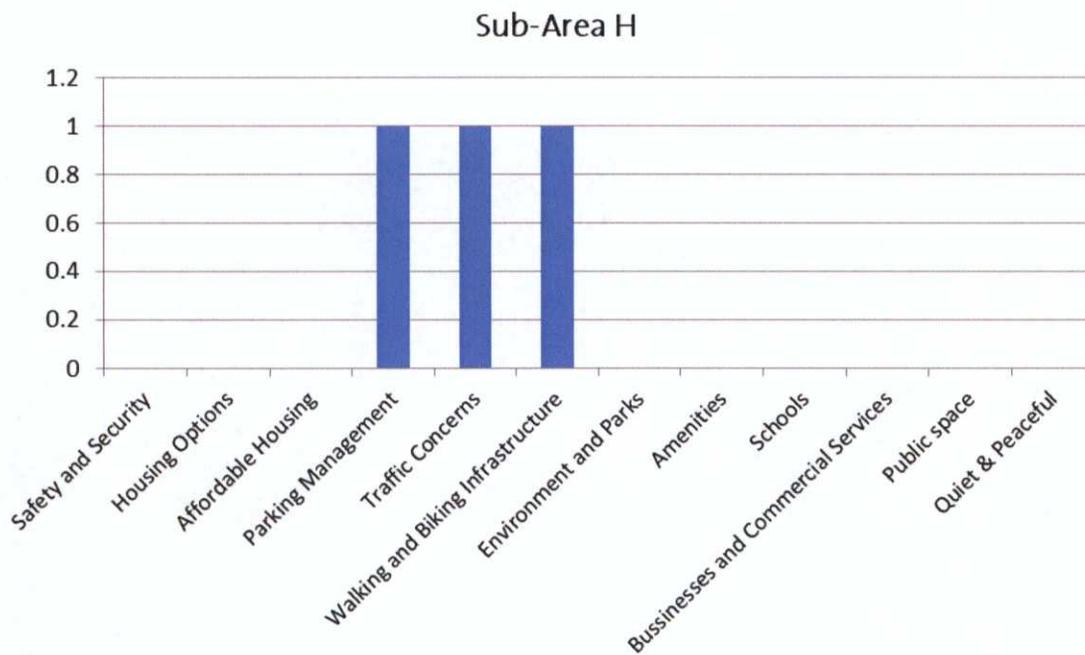


Figure 9: Common Themes in Sub-Area H<sup>8</sup>

<sup>8</sup> Theming was based upon the written comments of the open ended questions. Not all of the respondents have responded to all of the questions.

Sub-Area I – Edgar

Sub-Area I shows similar support for both Options 2 and 3. There is stronger support for change in the southern portion of the Sub-Area. This suggests that residents are supporting of land use change in order to achieve their objectives. Feedback regarding the most important themes in this Sub-Area highlights the importance of improving walking and biking facilities as well as the environment and parks. Main themes are:

- Improving Walking and Biking Infrastructure
- Preserving Environment & Parks

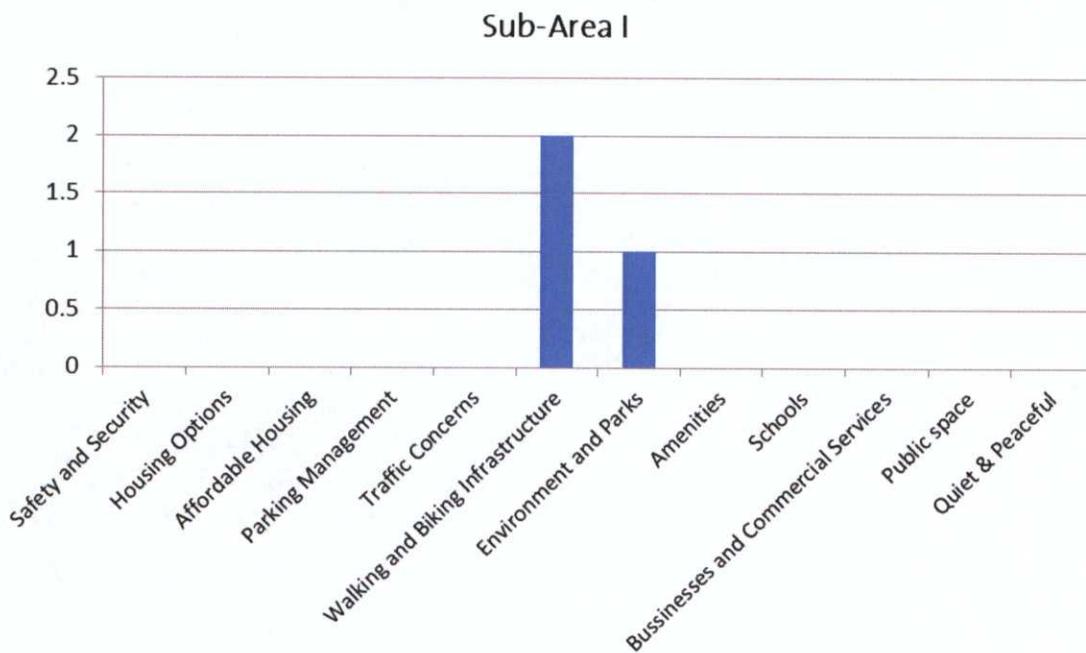


Figure 10: Common Themes in Sub-Area I<sup>9</sup>

<sup>9</sup> Theming was based upon the written comments of the open ended questions. Not all of the respondents have responded to all of the questions.

Sub-Area J – West Austin

Sub-Area J has the strongest level of support for Option 1 (97%) with no land use changes in the neighbourhood. It is clear that residents feel strongly about preserving the existing character of their neighbourhood. The geo-location of public feedback shows a large cluster of opposing responses northern portion of the area. The most common themes are as following:

- Addressing Traffic Concerns
- Managing Parking Concerns
- Ensuring Safety and Security
- Improving Biking Infrastructure
- Maintaining a Quiet and Peaceful Neighbourhood

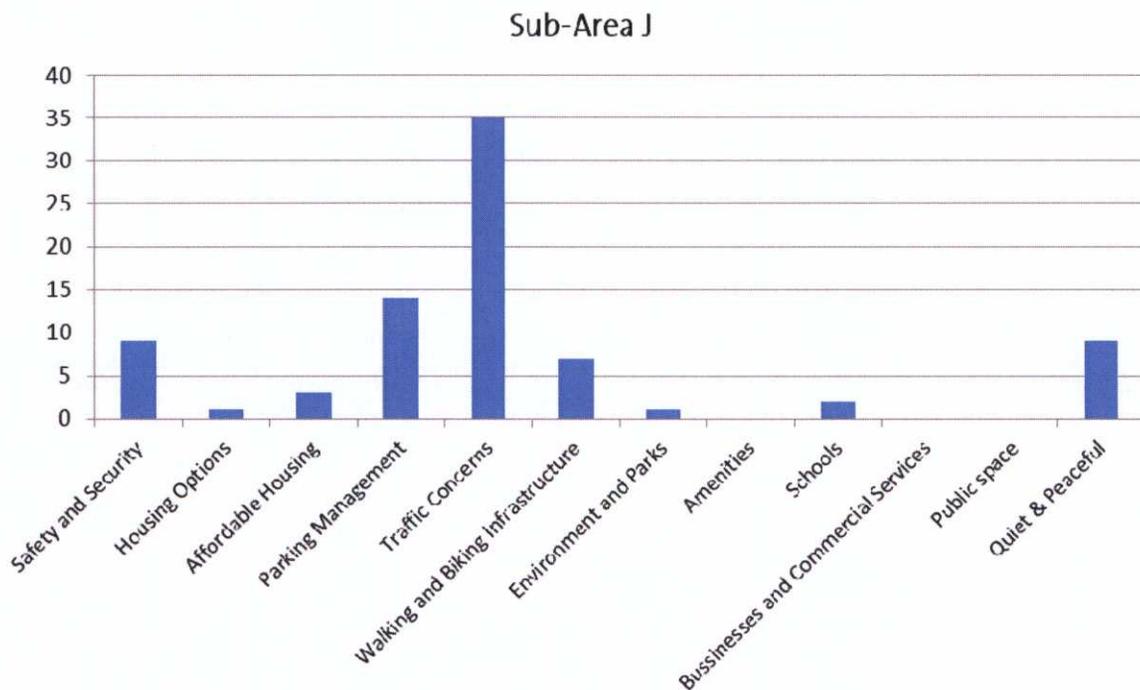


Figure 11: Common Themes in Sub-Area J<sup>10</sup>

<sup>10</sup> Theming was based upon the written comments of the open ended questions. Not all of the respondents have responded to all of the questions.

Feedback received from participants living outside the BLNP area

Participants living outside of the BLNP area were from neighboring areas or other cities in the Lower Mainland. In total there were 64 submissions from residents outside of the BLNP area. Their feedback is generally much more of supportive for change and new development. This group could either represent people wanting to move into the neighbourhood, the development industry or people who work or shop in the area. Main themes for this group are:

- Providing Housing Affordability
- Preserving Environment & Parks
- Providing Housing Options
- Addressing Traffic Concerns
- Managing Parking Concerns

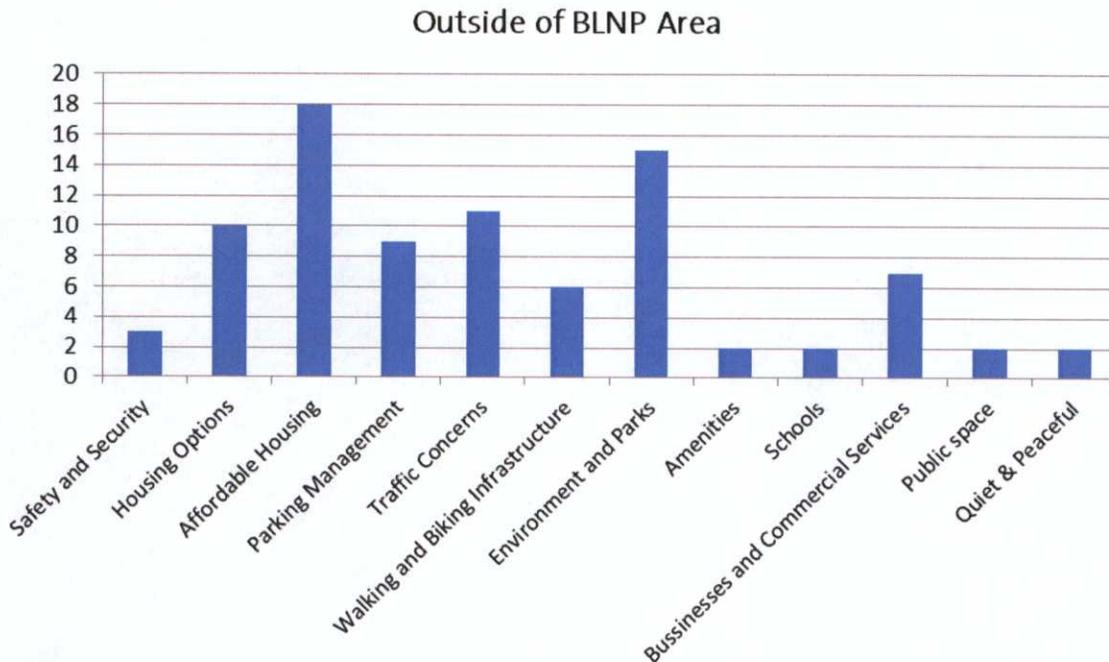


Figure 12: Common Themes in submissions outside the BLNP area<sup>11</sup>

<sup>11</sup> Theming was based upon the written comments of the open ended questions. Not all of the respondents have responded to all of the questions.

#### **4.0 SUMMARY AND CONCLUSIONS**

The high level of public participation and engagement demonstrates the community's high level of interest in the Burquitlam-Lougheed Neighbourhood Plan. There is a wide diversity of responses among the respondents and some polarization in the responses for each Sub-Area. Generally there is acceptance of higher density located in the "Core" areas. Opinions on the "Shoulder" area are different and a consensus has not yet been made. Generally the geolocation of responses shows an alignment with the proposed Land Use changes which go in line with the proposed Land Use changes and the TDS. Theming points out some of the most important issues of the Burquitlam-Lougheed community, such as concerns about traffic and parking, preservation of parks and the environment, improvement of walking and biking facilities and affordable housing.

### **Burquitlam-Lougheed Neighbourhood Plan** | Land Use Option Evaluation Criteria

April 8, 2016

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The following evaluation criteria were utilized to guide the development of the land use options for the Burquitlam-Lougheed area:

1. Foster revitalization and renewal in the Burquitlam - Lougheed area.
2. Recognize established communities by retaining the existing land uses where possible.
3. Accommodate the anticipated 9,200 new housing units needed by 2041.
4. Provide more housing choice for a diversity of families.
5. Ensure that the transitions between land uses are more gradual.
6. Develop transit-supportive communities that minimize walking distance to Neighbourhood Centres and SkyTrain stations.
7. Improve the transportation network in areas undergoing change with a grid of well-connected streets to foster walking, cycling and transit use, and reduce congestion.
8. Design streetscapes to be people-friendly, safe, accessible, and comfortable.
9. Provide for higher levels of housing density to accommodate population growth and allow for efficient use of land and City services.
10. Provide expanded and improved parks and amenities.
11. Respect watercourses and environmentally sensitive areas.



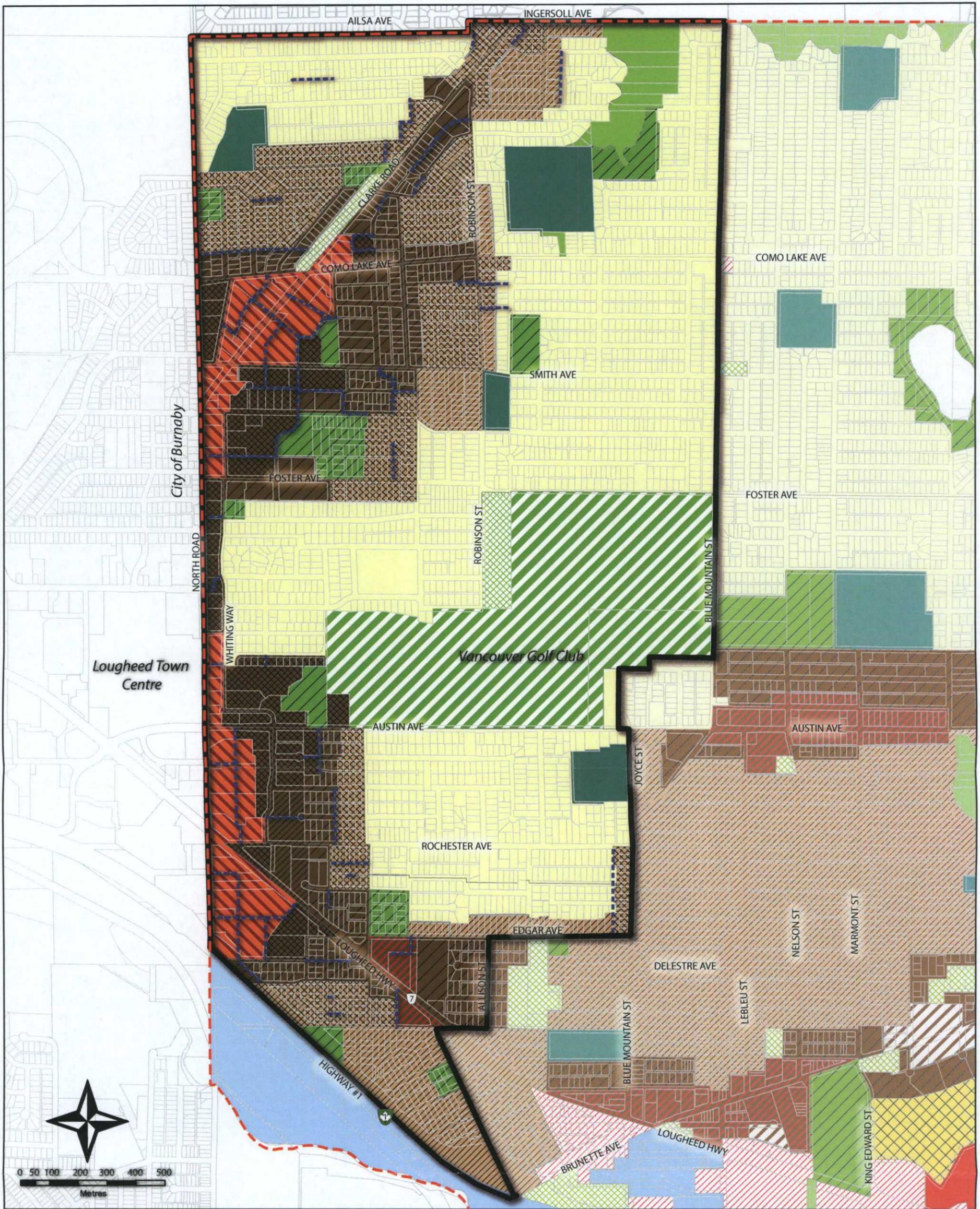
## BURQUITLAM LOUGHEED NEIGHBOURHOOD PLAN - Existing Land Use

### LEGEND

	Transit Village Commercial		Townhouse		Civic and Major Institutional
	Urban Quarter		Neighbourhood Attached Residential		Extensive Recreation
	General Commercial		Compact One Family Residential		Neighbourhood Plan Boundary
	Service Commercial		One Family Residential		City Boundary
	High Density Apartment Residential		School		
	Medium Density Apartment Residential		Parks and Recreation		
	Low Density Apartment Residential		Natural Areas		

Map Date: May 13, 2016  
 Prepared By: City of Coquitlam  
 Community Planning Division

**Coquitlam**



## BURQUITLAM LOUGHEED NEIGHBOURHOOD PLAN - Proposed Land Use

### LEGEND

	Transit Village Commercial		Townhouse		Civic and Major Institutional
	Urban Quarter		Neighbourhood Attached Residential		Extensive Recreation
	General Commercial		Compact One Family Residential		Neighbourhood Plan Boundary
	Neighbourhood Centre		One Family Residential		City Boundary
	High Density Apartment Residential		School		Potential New Street/Lane
	Medium Density Apartment Residential		Parks and Recreation		
	Low Density Apartment Residential		Natural Areas		

Map Date: May 13, 2016  
 Prepared By: City of Coquitlam  
 Community Planning Division

**Coquitlam**

# Burquitlam-Lougheed Neighbourhood Plan

*Preliminary Land Use Directions  
by Sub-Area*



# Preliminary Land Use Directions

- Based on feedback, interpretation of planning principles, & neighbourhood context
- For initial Council feedback
  - Feedback used to refine the draft land use plan
- Accommodates the anticipated 9,200 units
- 26% of plan area is proposed to be redesignated



# Preliminary Land Use Directions

- Focus density into 'Core' areas
- Improve transition between uses
- Mix of housing types
- More family-friendly townhouses
- Comprehensive property assembly
- Support transportation & streetscape improvements
- Support park & amenity improvements

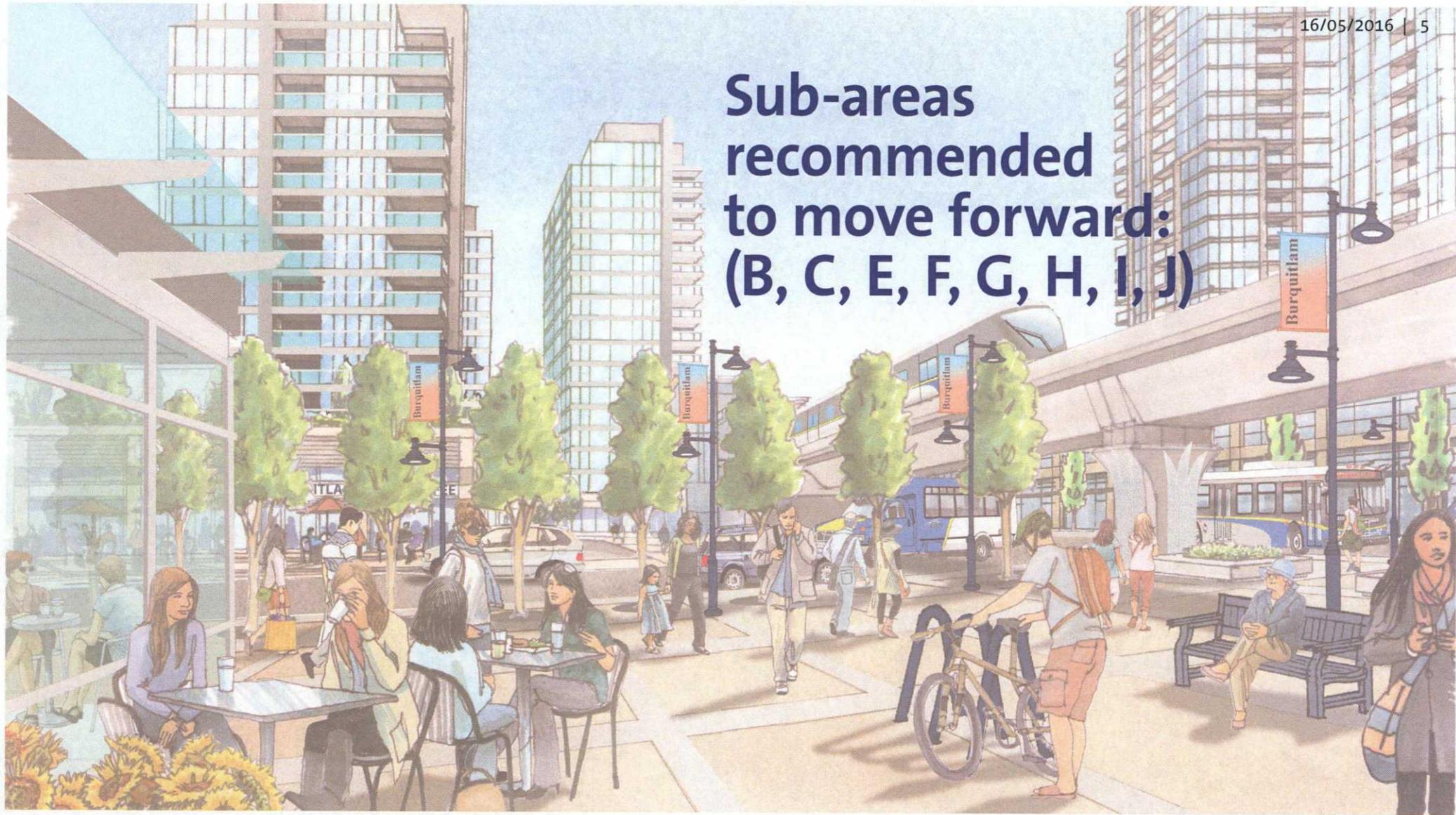


# Neighbourhood Based Planning (NBP)

- Ten sub-areas
- Unique context, land uses and building form
- Planning = reflects neighbourhood contexts
- **Phase 2:** Land use options were presented for each sub-area for feedback
- **Now:** Preliminary land use directions for each sub-area



# Sub-areas recommended to move forward: (B, C, E, F, G, H, I, J)



# Sub-Area B: Burquitlam Neighbourhood Centre

(Existing)

## Feedback:

*General support for directing higher-density and mixed-use to the "Core"*

## Themes:

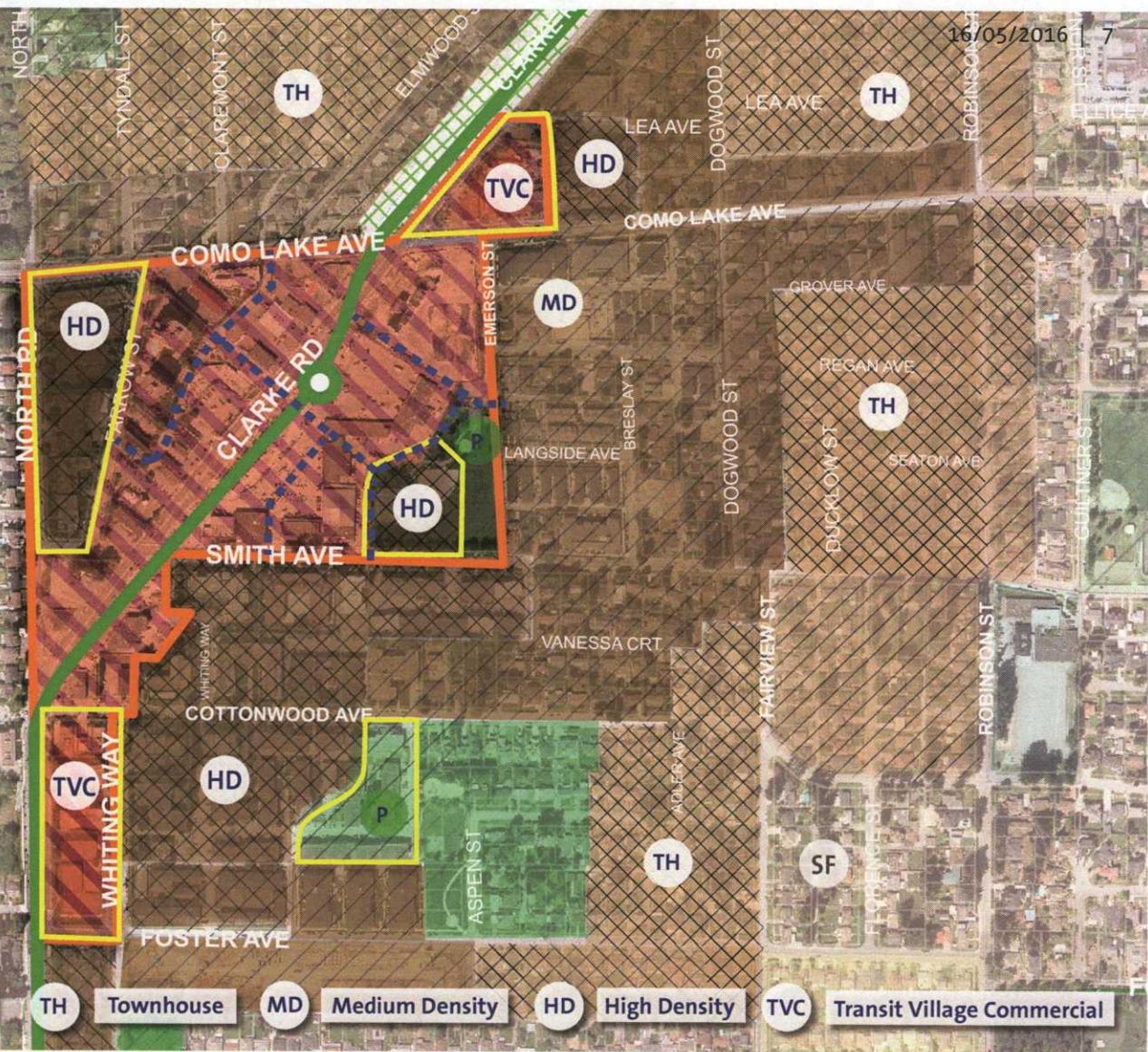
- *More and better public space*
- *Improve services and shopping opportunities*
- *More green space*
- *Improve on-street parking*



# Sub-Area B: Burquitlam Neighbourhood Centre

(Proposed in yellow)

- Focus highest-densities into 'Core' areas

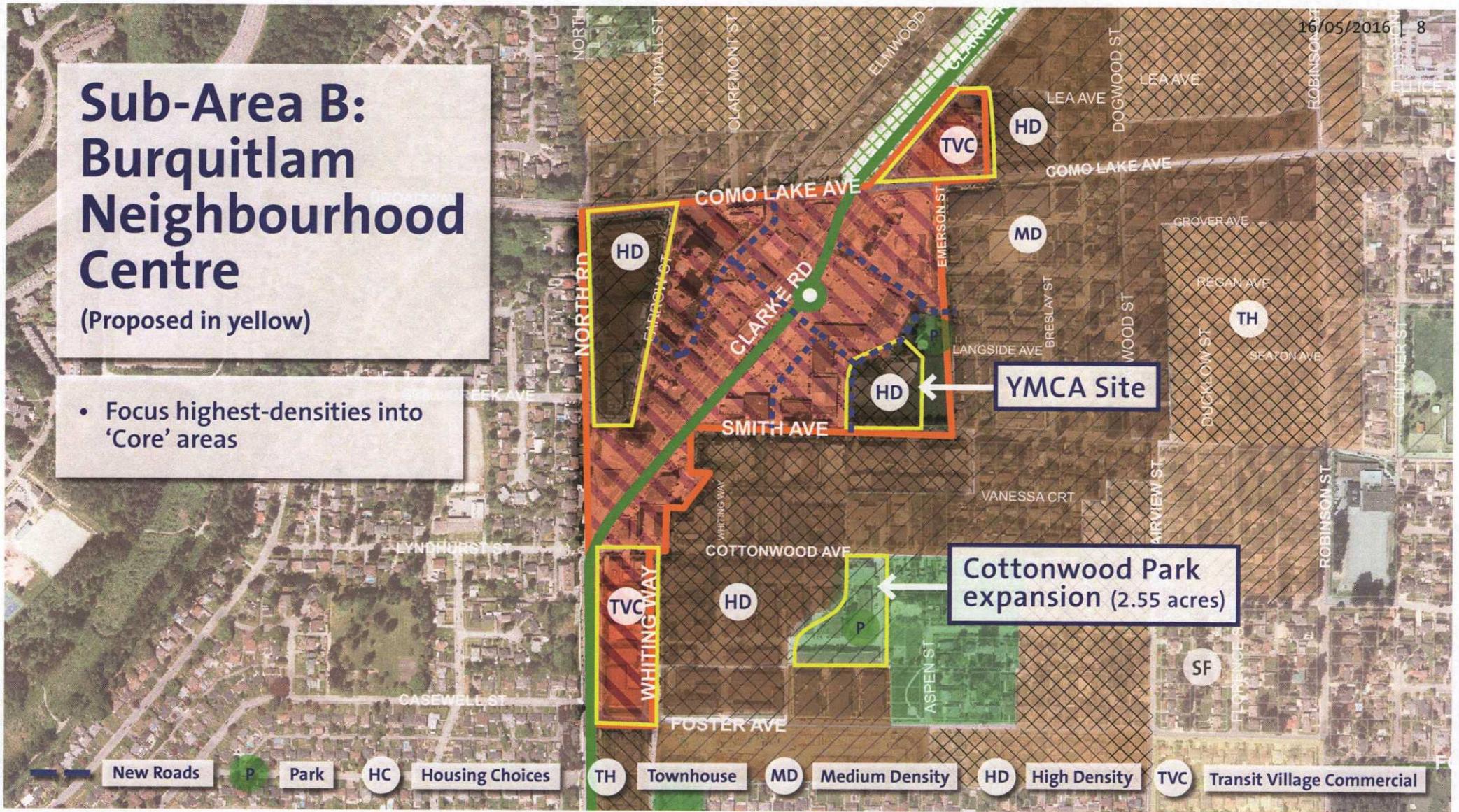


New Roads
P
Park
HC
Housing Choices
TH
Townhouse
MD
Medium Density
HD
High Density
TVC
Transit Village Commercial

# Sub-Area B: Burquitlam Neighbourhood Centre

(Proposed in yellow)

- Focus highest-densities into 'Core' areas



New Roads
P
Park
HC
Housing Choices
TH
Townhouse
MD
Medium Density
HD
High Density
TVC
Transit Village Commercial

# Sub-Area C: North Burquitlam

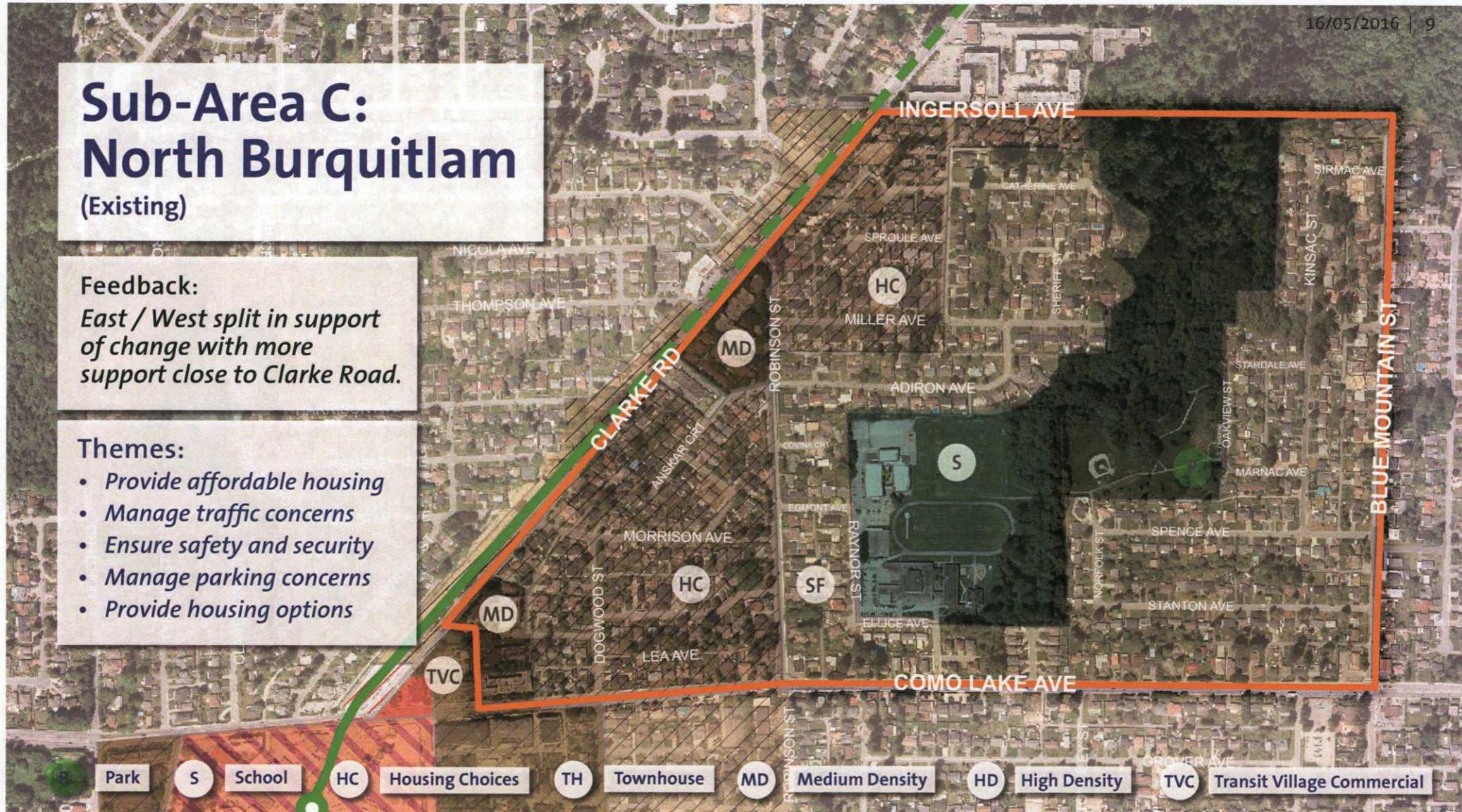
(Existing)

## Feedback:

*East / West split in support of change with more support close to Clarke Road.*

## Themes:

- Provide affordable housing
- Manage traffic concerns
- Ensure safety and security
- Manage parking concerns
- Provide housing options



Park
S School
HC Housing Choices
TH Townhouse
MD Medium Density
HD High Density
TVC Transit Village Commercial

# Sub-Area C: North Burquitlam

(Proposed in yellow)

- High Density adjacent to 'Core'
- Transition to Medium Density and along major streets
- Areas of Townhouse to improve streetscapes and transportation network
- Housing Choices to complete transition to established areas



New Roads
P
Park
HC
Housing Choices
TH
Townhouse
MD
Medium Density
HD
High Density
TVC
Transit Village Commercial

# Sub-Area E: Burquitlam South (Existing)

**Feedback:**  
*Support for change closer to North Road*

- Themes:**
- *Manage parking concerns*
  - *Address traffic concerns*
  - *Preserve environment and parks*
  - *Improve walking and cycling infrastructure*

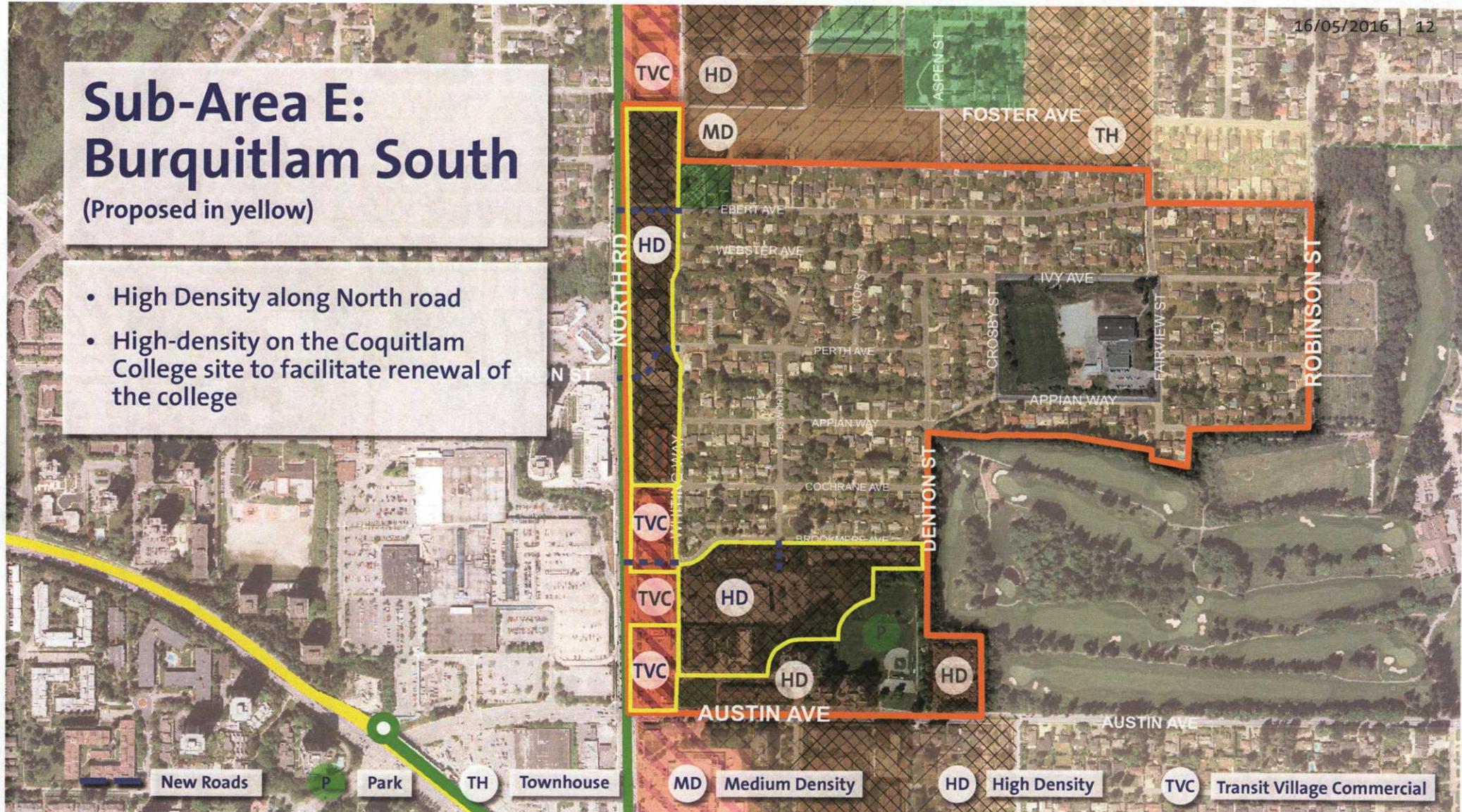


Park S School MD Medium Density HD High Density TVC Transit Village Commercial

# Sub-Area E: Burquitlam South

(Proposed in yellow)

- High Density along North road
- High-density on the Coquitlam College site to facilitate renewal of the college



New Roads

P Park

TH Townhouse

MD Medium Density

HD High Density

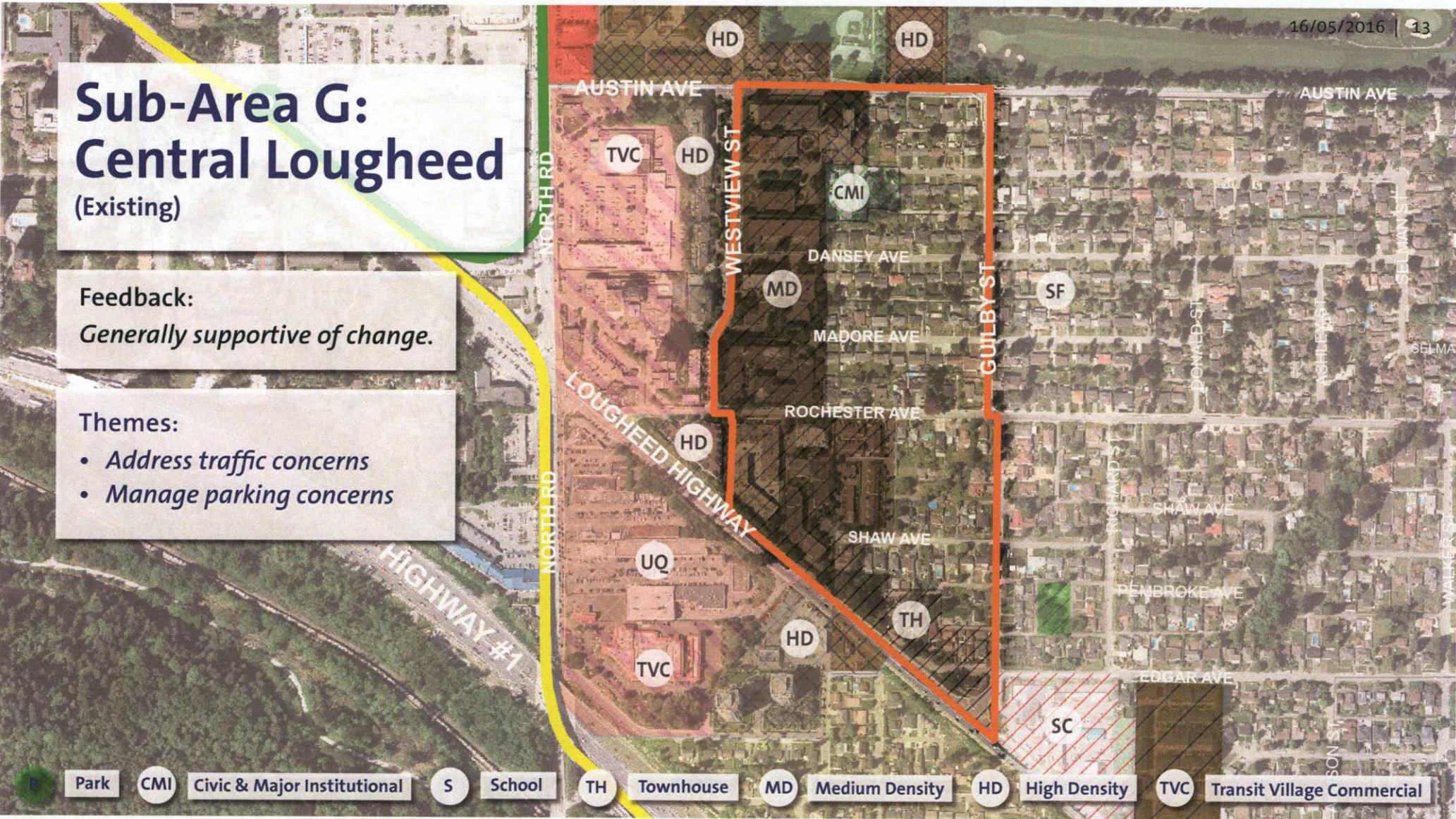
TVC Transit Village Commercial

TH Townhouse

# Sub-Area G: Central Lougheed (Existing)

Feedback:  
*Generally supportive of change.*

- Themes:
- *Address traffic concerns*
  - *Manage parking concerns*

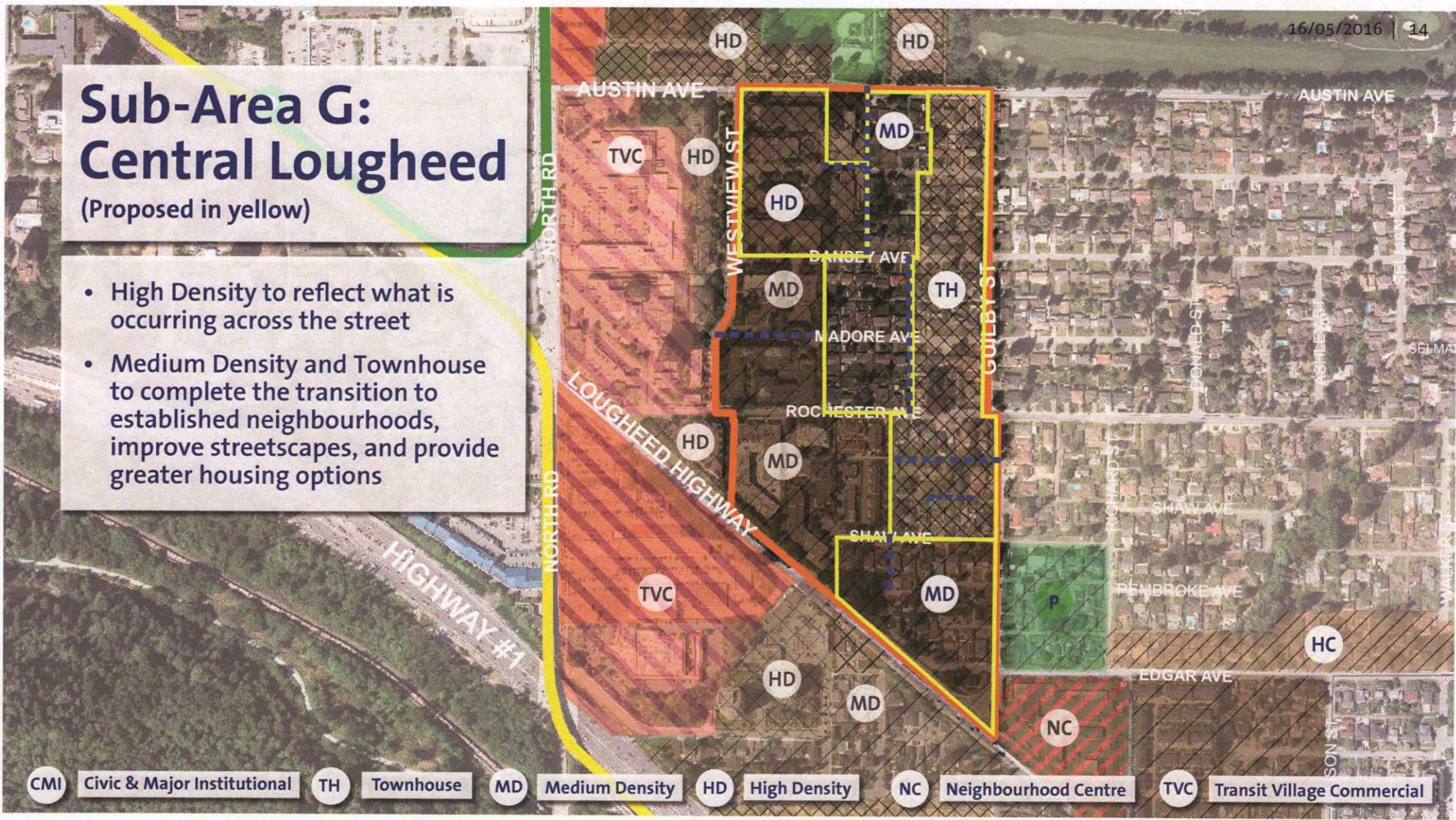


- Park
- CMI Civic & Major Institutional
- S School
- TH Townhouse
- MD Medium Density
- HD High Density
- TVC Transit Village Commercial

# Sub-Area G: Central Lougheed

(Proposed in yellow)

- High Density to reflect what is occurring across the street
- Medium Density and Townhouse to complete the transition to established neighbourhoods, improve streetscapes, and provide greater housing options



CMI Civic & Major Institutional  
 TH Townhouse  
 MD Medium Density  
 HD High Density  
 NC Neighbourhood Centre  
 TVC Transit Village Commercial

# Sub-Area F: Lougheed Neighbourhood Centre

(Existing)

## Feedback:

*General support for directing higher-density and mixed-use to the "Core"*

## Themes:

- *More and better public space*
- *Improve services and shopping opportunities*
- *More green spaces*
- *Improve on-street parking*

**CMI** Civic & Major Institutional    **UQ** Urban Quarter    **TH** Townhouse    **MD** Medium Density    **HD** High Density    **TVC** Transit Village Commercial



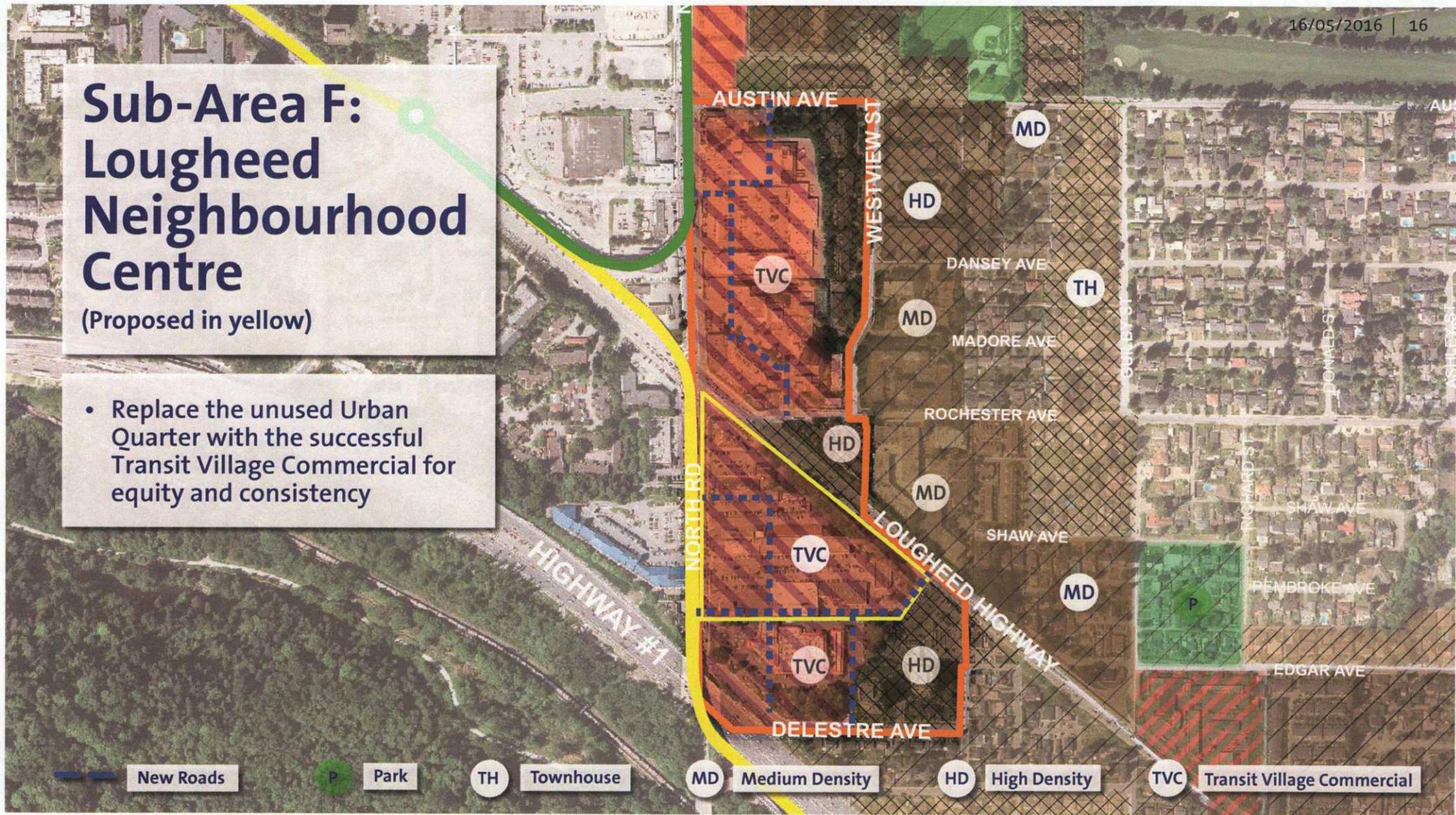
# Sub-Area F: Lougheed Neighbourhood Centre

(Proposed in yellow)

- Replace the unused Urban Quarter with the successful Transit Village Commercial for equity and consistency

Legend:

- New Roads (Blue dashed line)
- Park (Green circle with 'P')
- TH Townhouse (White circle with 'TH')
- MD Medium Density (White circle with 'MD')
- HD High Density (White circle with 'HD')
- TVC Transit Village Commercial (White circle with 'TVC')



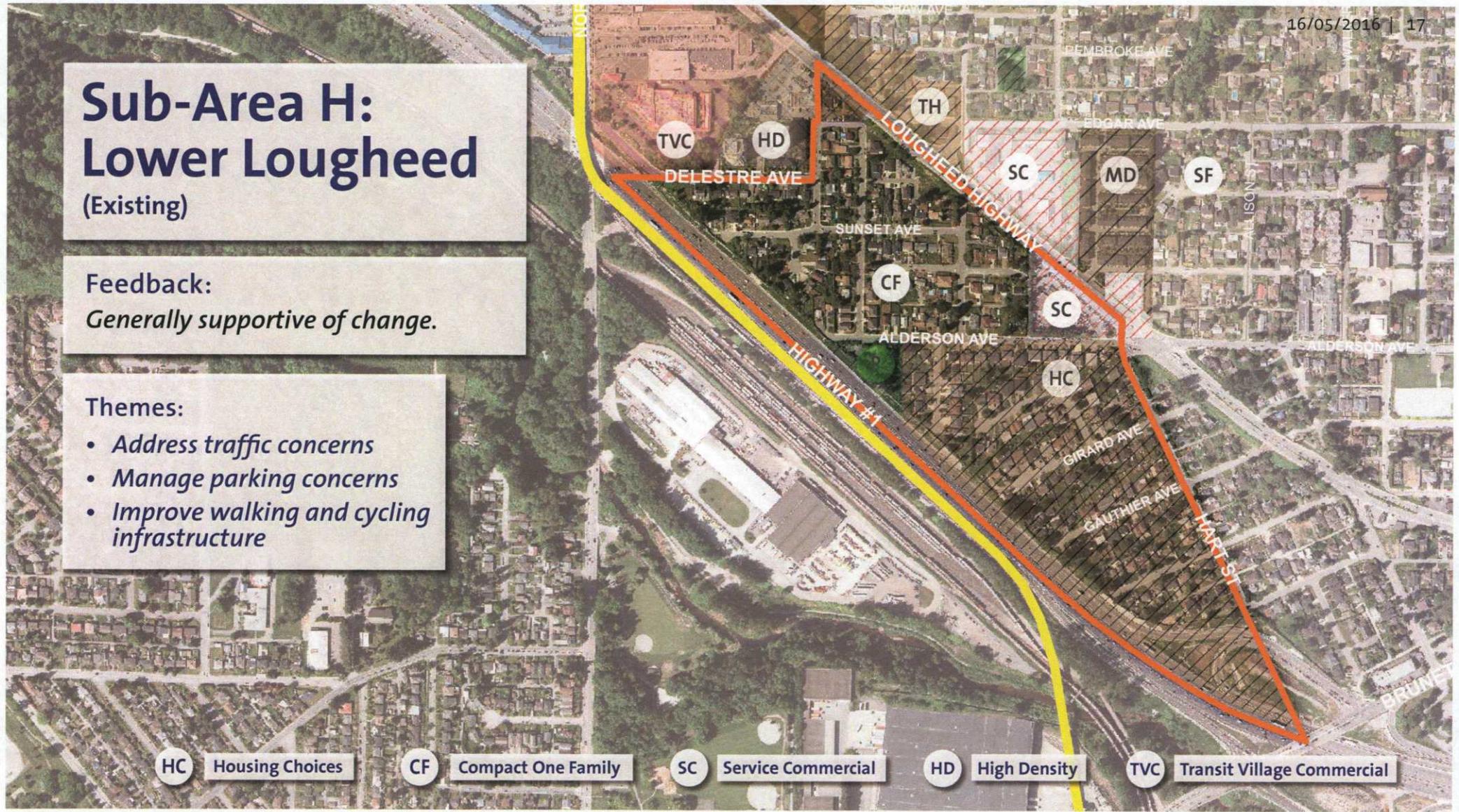
# Sub-Area H: Lower Lougheed (Existing)

Feedback:  
*Generally supportive of change.*

Themes:

- Address traffic concerns
- Manage parking concerns
- Improve walking and cycling infrastructure

HC Housing Choices    CF Compact One Family    SC Service Commercial    HD High Density    TVC Transit Village Commercial



# Sub-Area H: Lower Lougheed

(Proposed in yellow)

- Mixed use node on Lougheed Highway to support urban boulevard
- Medium Density to improve transition and complete transportation improvements
- Townhouse to complete transition and provide more housing choice



New Roads

P Park  
 HC Housing Choices  
 TH Townhouse  
 MD Medium Density  
 HD High Density  
 NC Neighbourhood Centre  
 TVC Transit Village Commercial

# Sub-Area I: Edgar (Existing)

**Feedback:**  
*Support for change in southern area*

- Themes:**
- *Improve walking and cycling infrastructure*
  - *Preserve environment & parks*

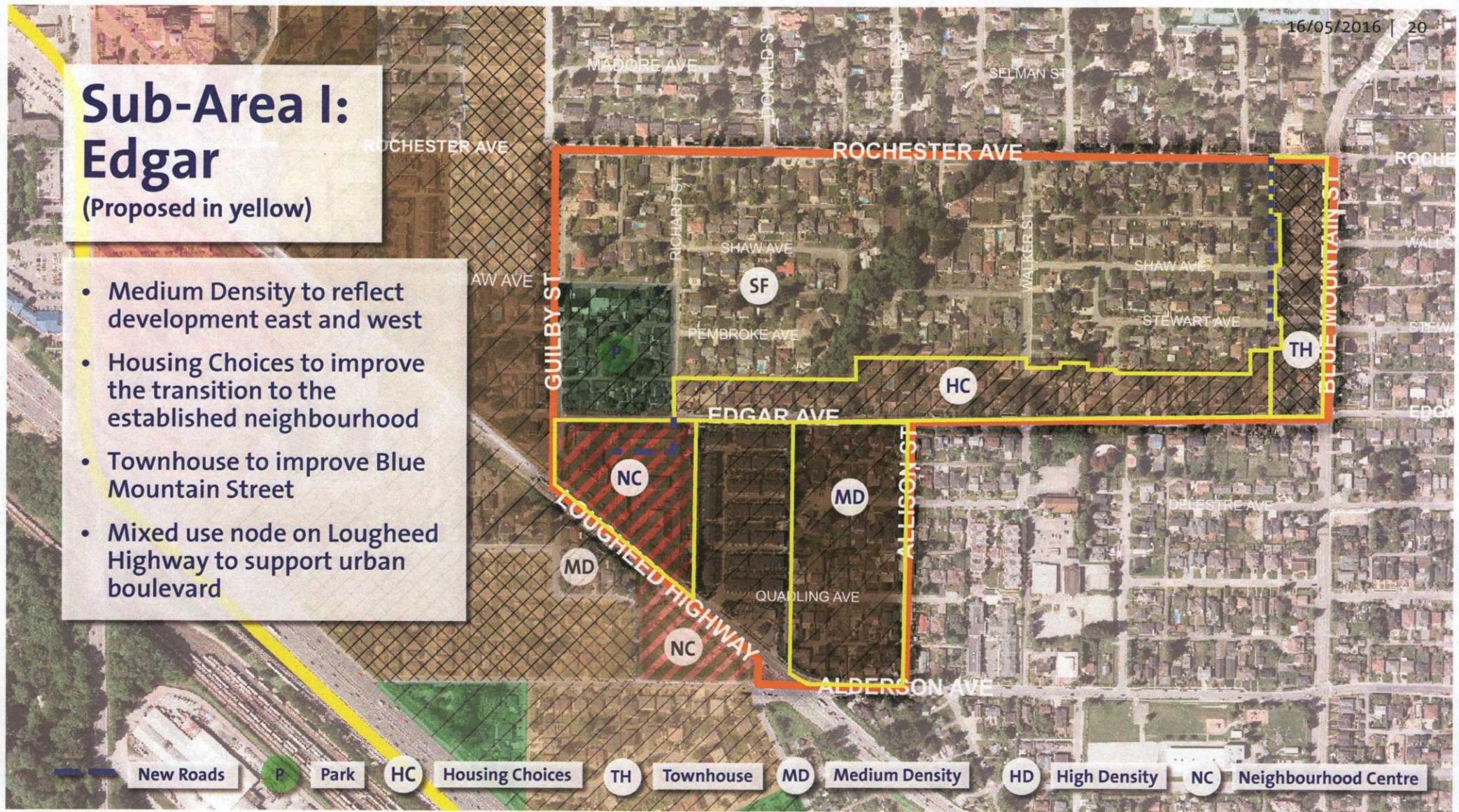


P Park   
 SC Service Commercial   
 CF Compact One Family   
 HC Housing Choices   
 TH Townhouse   
 MD Medium Density

# Sub-Area I: Edgar

(Proposed in yellow)

- Medium Density to reflect development east and west
- Housing Choices to improve the transition to the established neighbourhood
- Townhouse to improve Blue Mountain Street
- Mixed use node on Loughheed Highway to support urban boulevard



New Roads P Park HC Housing Choices TH Townhouse MD Medium Density HD High Density NC Neighbourhood Centre

# Sub-Area J: West Austin (Existing)

**Feedback:**  
*Support Option 1 - no change*

- Themes:**
- *Address traffic concerns*
  - *Manage parking concerns*
  - *Ensure safety and security*
  - *Improve cycling infrastructure*
  - *Maintain a quiet and peaceful neighbourhood*



S School   SF Single Family   HD High Density

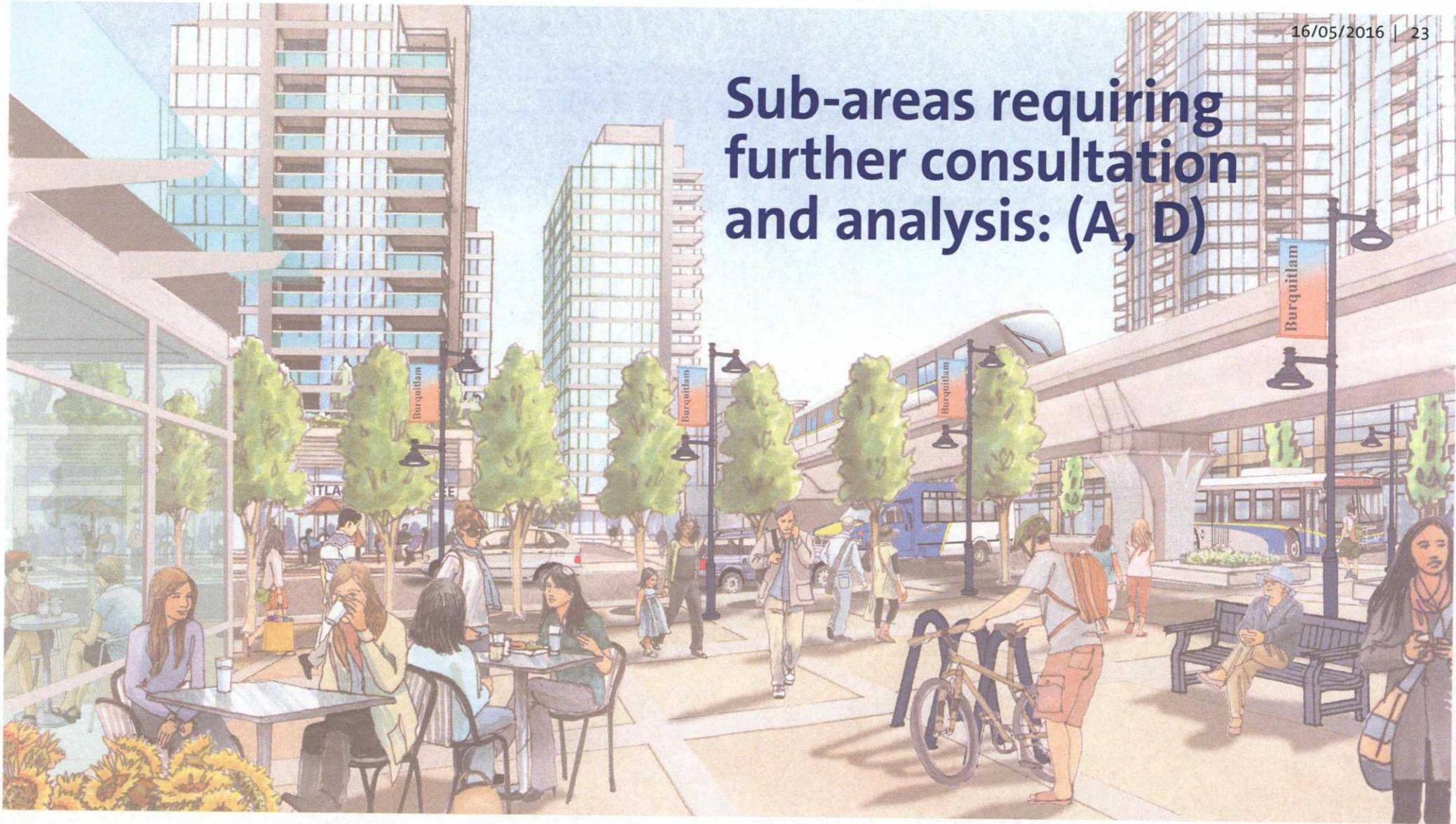
# Sub-Area J: West Austin

(Proposed in yellow)

- No change proposed based on strong public feedback



# Sub-areas requiring further consultation and analysis: (A, D)



# Sub-Area A: Oakdale

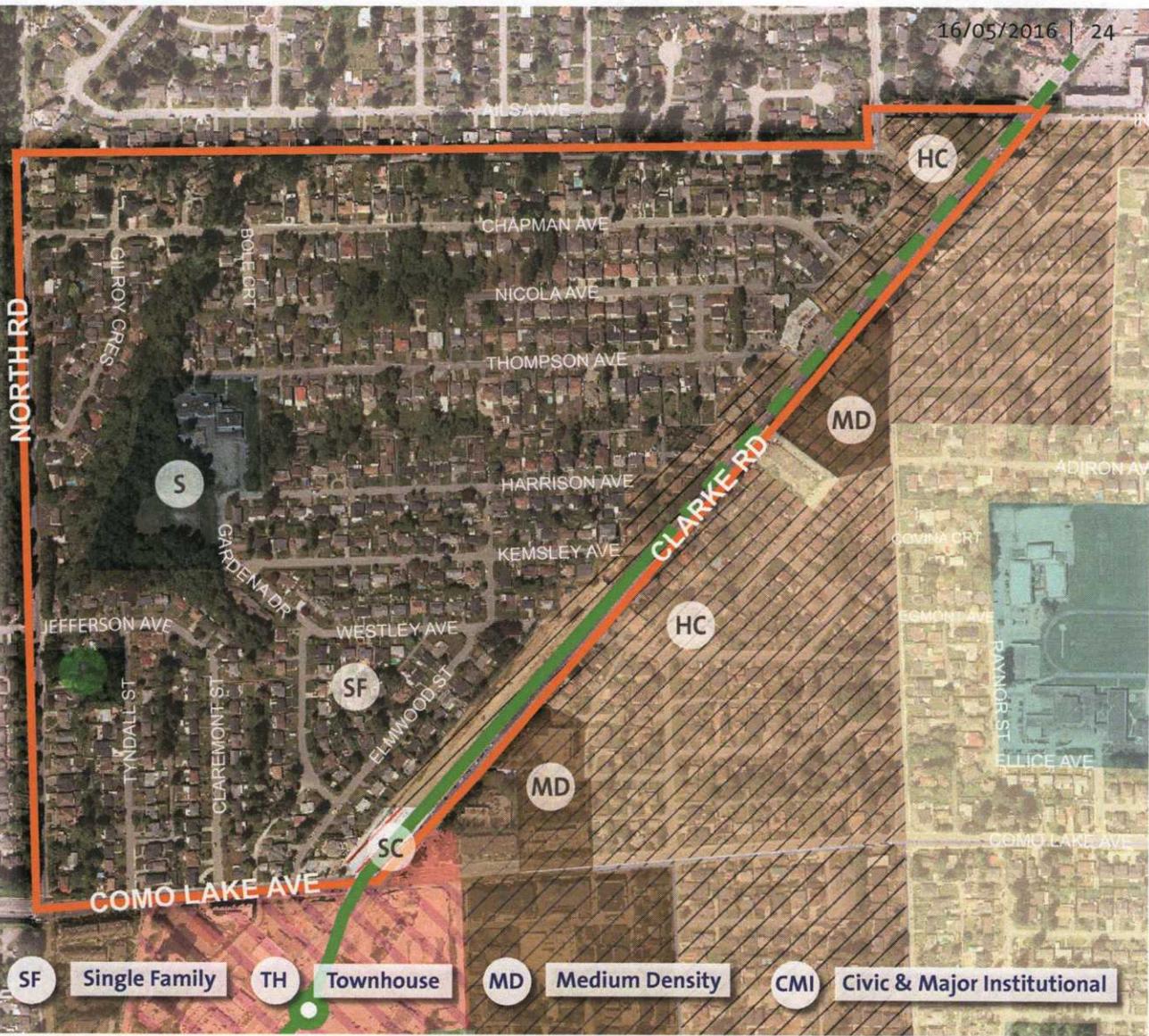
(Existing)

### Feedback:

*Varying; overall higher preference for change, with support for minimal change and no change split equally.*

### Themes:

- Provide affordable housing
- Address traffic concerns
- Manage parking concerns



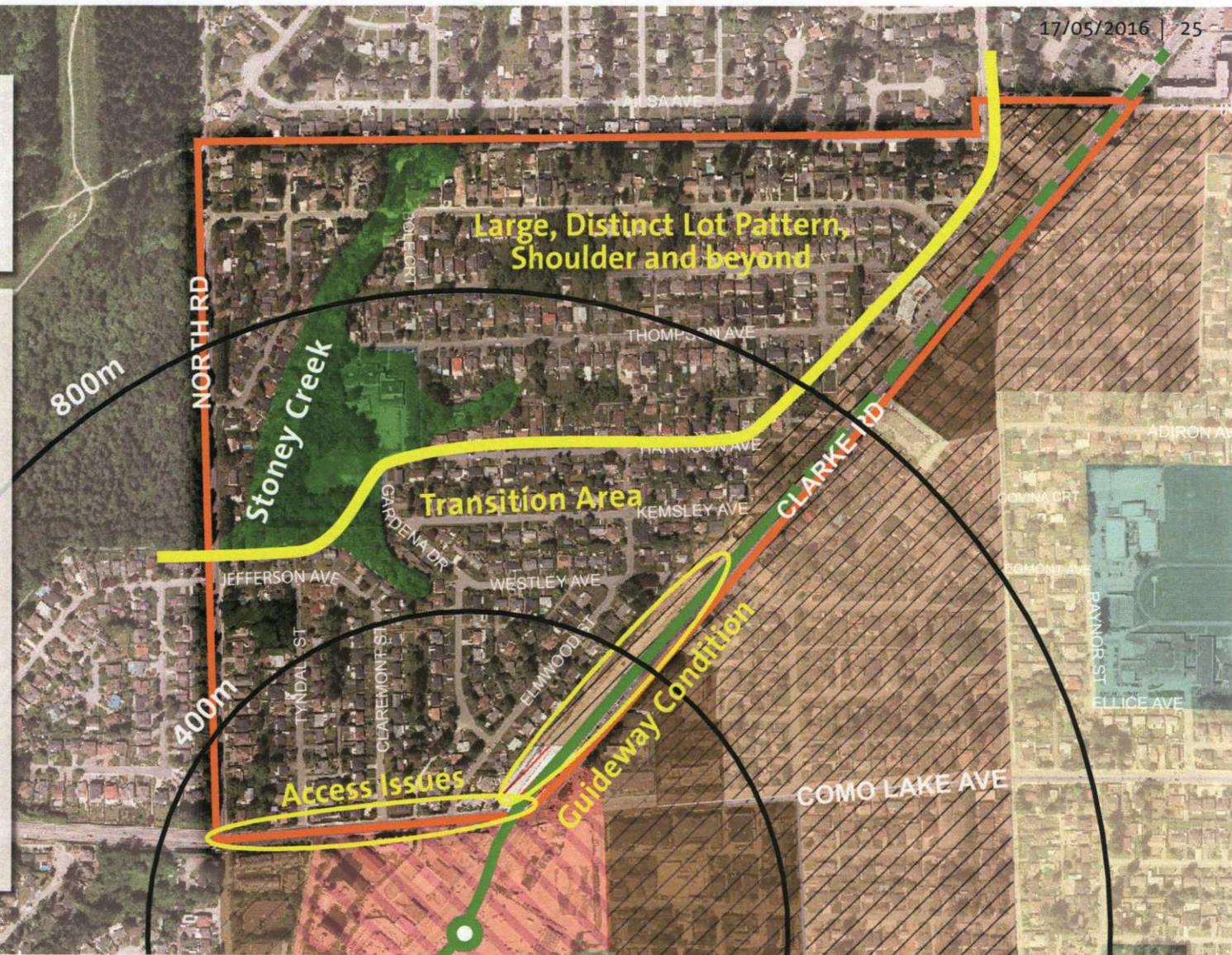
- SC Service Commercial
- S School
- P Park
- SF Single Family
- TH Townhouse
- MD Medium Density
- CMI Civic & Major Institutional

# Sub-Area A: Oakdale

(Existing)

## Context:

- Distinct single family area, joining with Port Moody in Shoulder.
- Access & edge issues along Como Lake & Clarke.
- Lower third of Oakdale is within 5-7 minute walk of station.
- Opportunity for low-rise development that addresses edges and provides townhousing as transition.
- Builds on options 2 and 3.



# Sub-Area A: Oakdale

(Proposed in yellow)

- Medium Density to reflect development across the street
- Townhouse to improve the transition and provide more housing choice
- Park and amenity changes to support development

NORTH RD

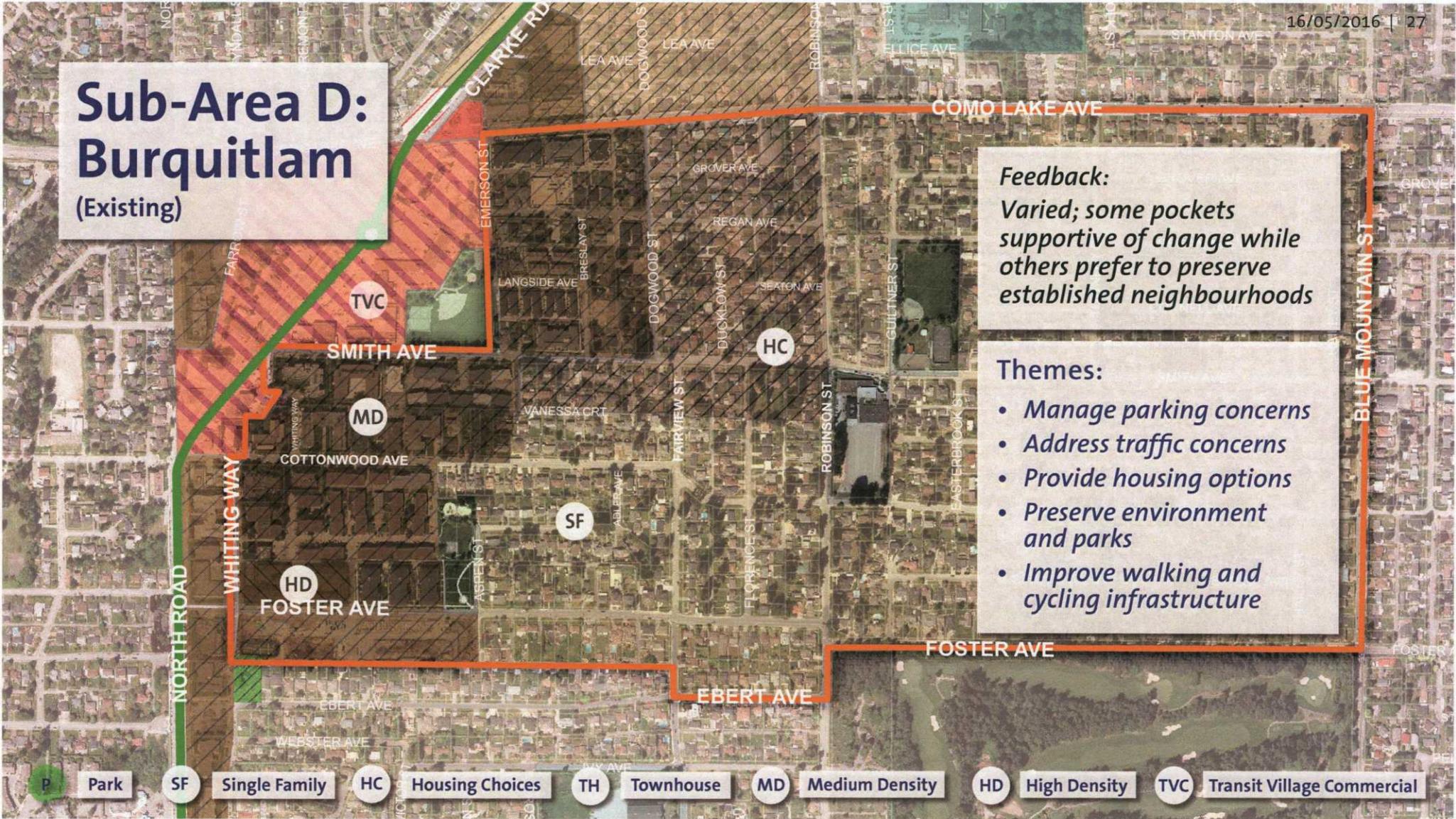
COMO LAKE AVE

CLARK RD

New Path
New Roads
Park
SF
Single Family
TH
Townhouse
MD
Medium Density
CMI
Civic & Major Institutional



# Sub-Area D: Burquitlam (Existing)



**Feedback:**  
*Varied; some pockets supportive of change while others prefer to preserve established neighbourhoods*

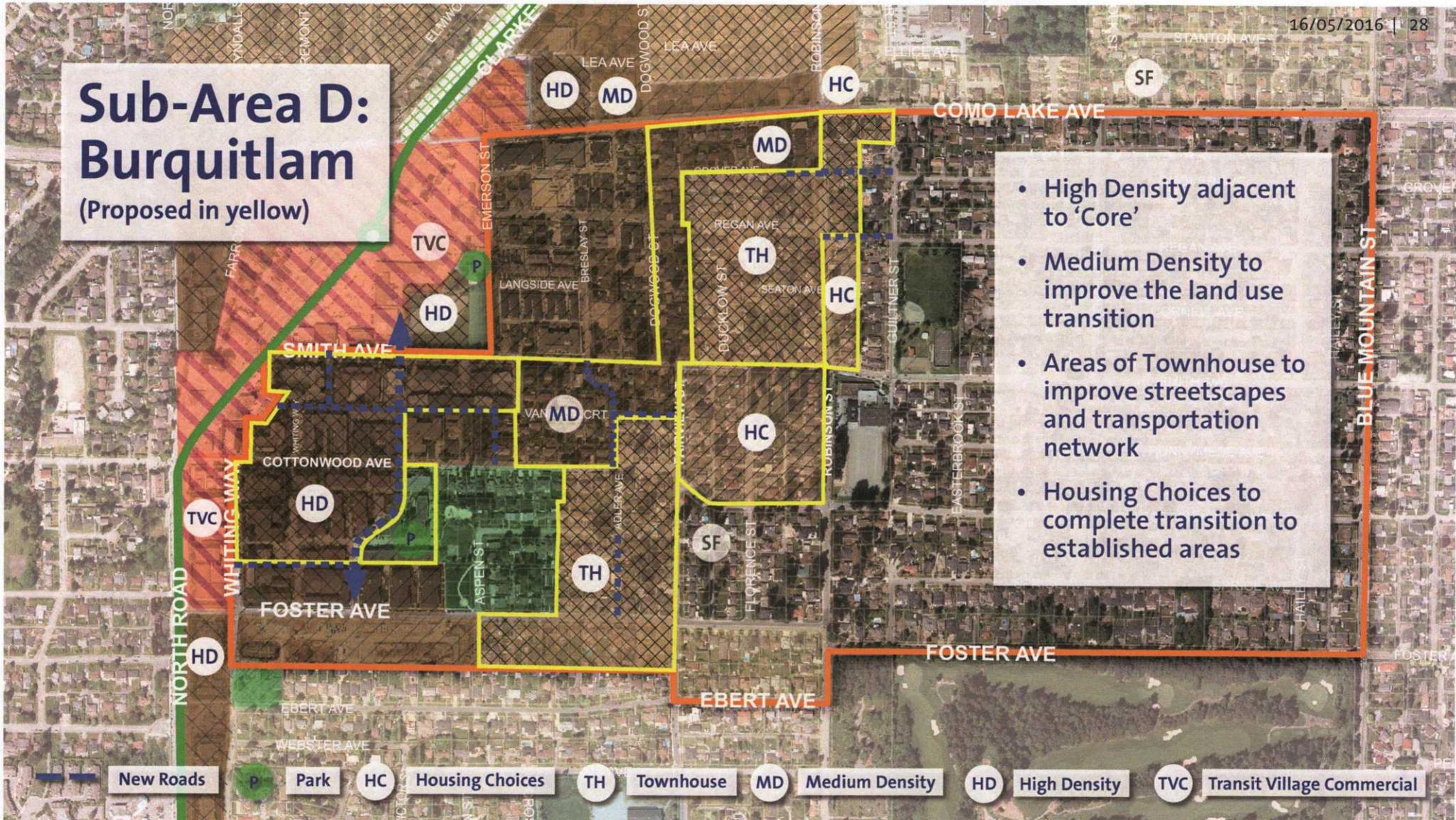
- Themes:**
- *Manage parking concerns*
  - *Address traffic concerns*
  - *Provide housing options*
  - *Preserve environment and parks*
  - *Improve walking and cycling infrastructure*

P Park   
 SF Single Family   
 HC Housing Choices   
 TH Townhouse   
 MD Medium Density   
 HD High Density   
 TVC Transit Village Commercial

# Sub-Area D: Burquitlam

(Proposed in yellow)

- High Density adjacent to 'Core'
- Medium Density to improve the land use transition
- Areas of Townhouse to improve streetscapes and transportation network
- Housing Choices to complete transition to established areas



New Roads
P Park
HC Housing Choices
TH Townhouse
MD Medium Density
HD High Density
TVC Transit Village Commercial

# Sub-Area D: Burquitlam

(Proposed in yellow)

YMCA Site

SMITH AVE

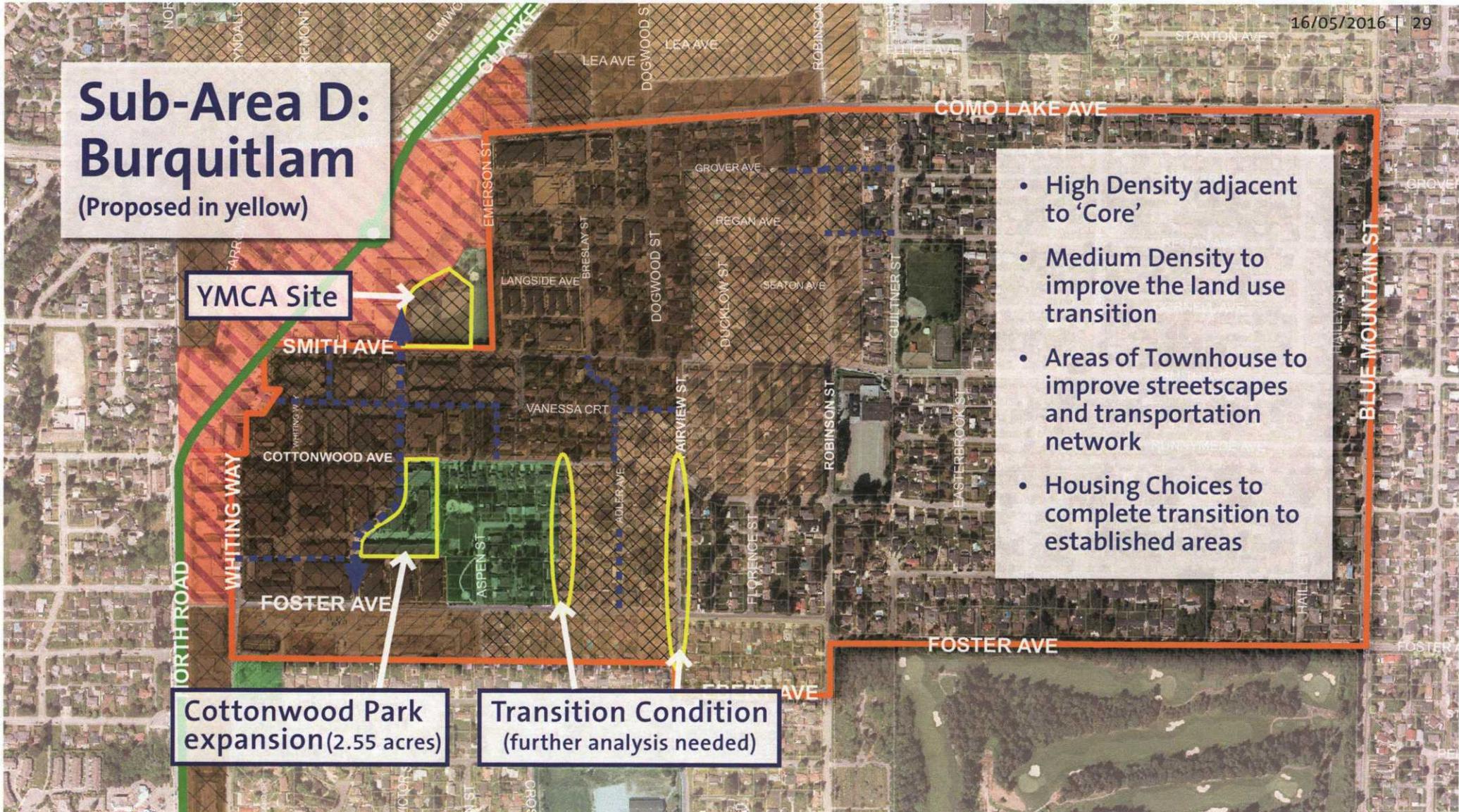
COTTONWOOD AVE

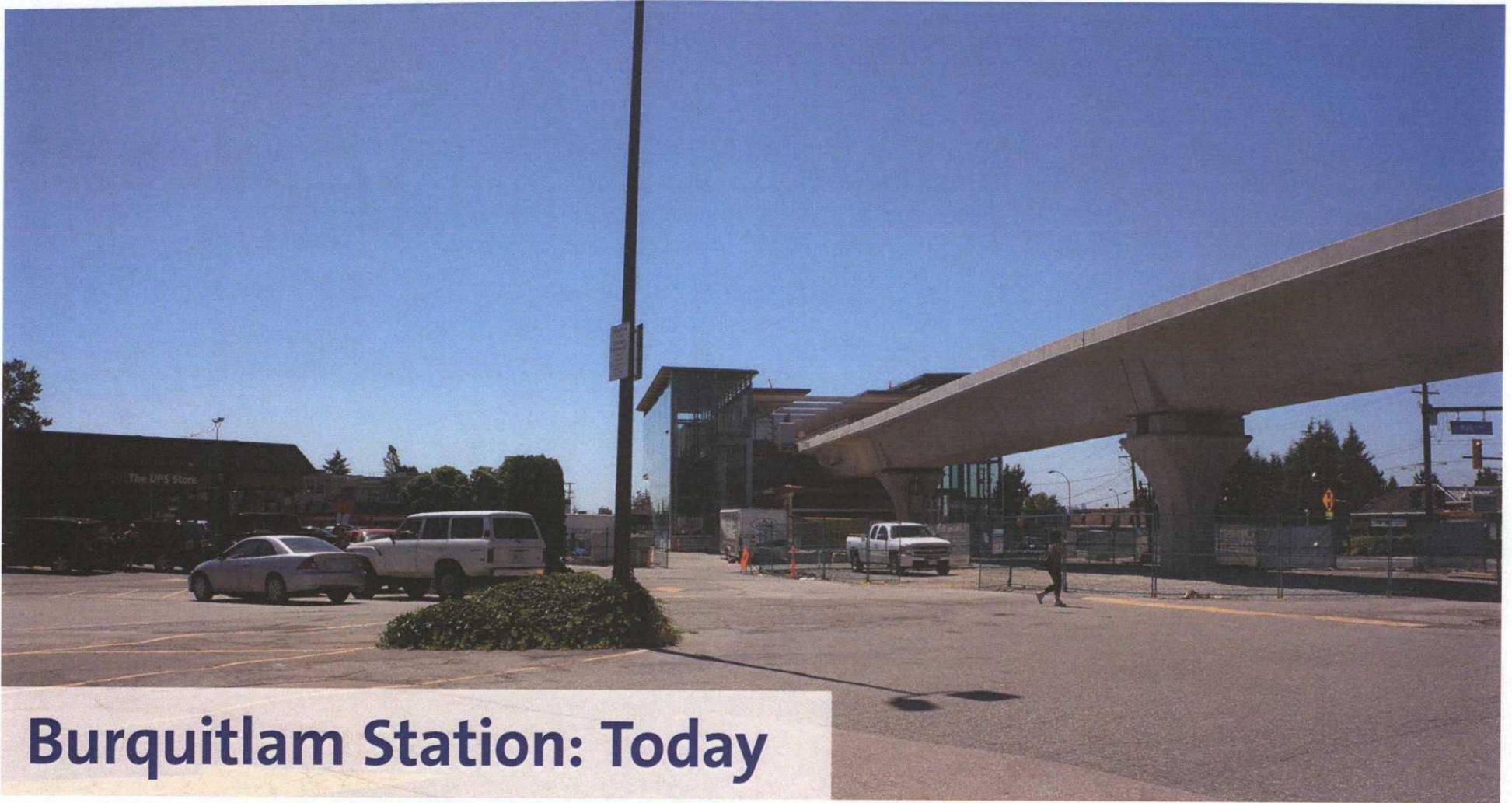
FOSTER AVE

Cottonwood Park expansion (2.55 acres)

Transition Condition (further analysis needed)

- High Density adjacent to 'Core'
- Medium Density to improve the land use transition
- Areas of Townhouse to improve streetscapes and transportation network
- Housing Choices to complete transition to established areas





**Burquitlam Station: Today**



# Burquitlam Station: Future