

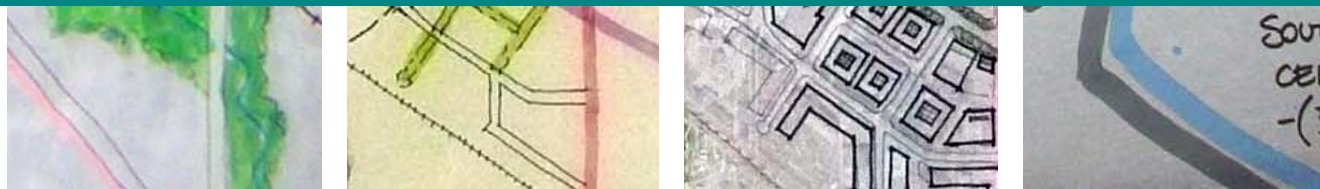
April 2019



DRAFT

CITY CENTRE URBAN FRAMEWORK IDEAS BOOKLET

Coquitlam



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Section 01

Planning Context

The *City Centre Area Plan*, adopted in 2002 and last amended in 2008, was created in recognition of the distinct character and diverse planning needs of the Coquitlam City Centre, which had previously been included in the *Southwest Area Plan*. This section of the booklet illustrates the current context for City Centre both regionally and locally, as well as in the context of local watercourses and environmentally sensitive areas.

FIGURE 1.1 REGIONAL CONTEXT

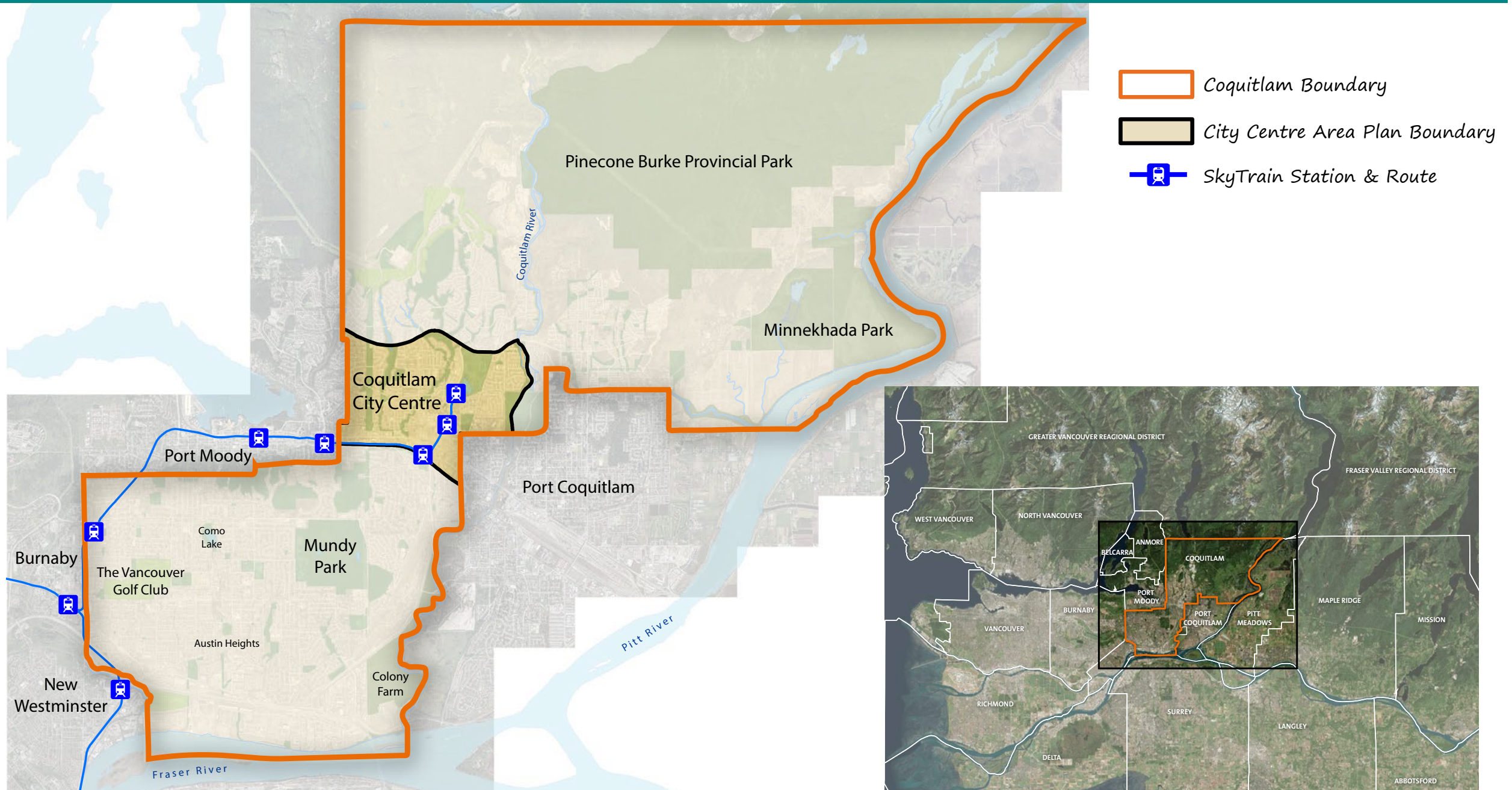
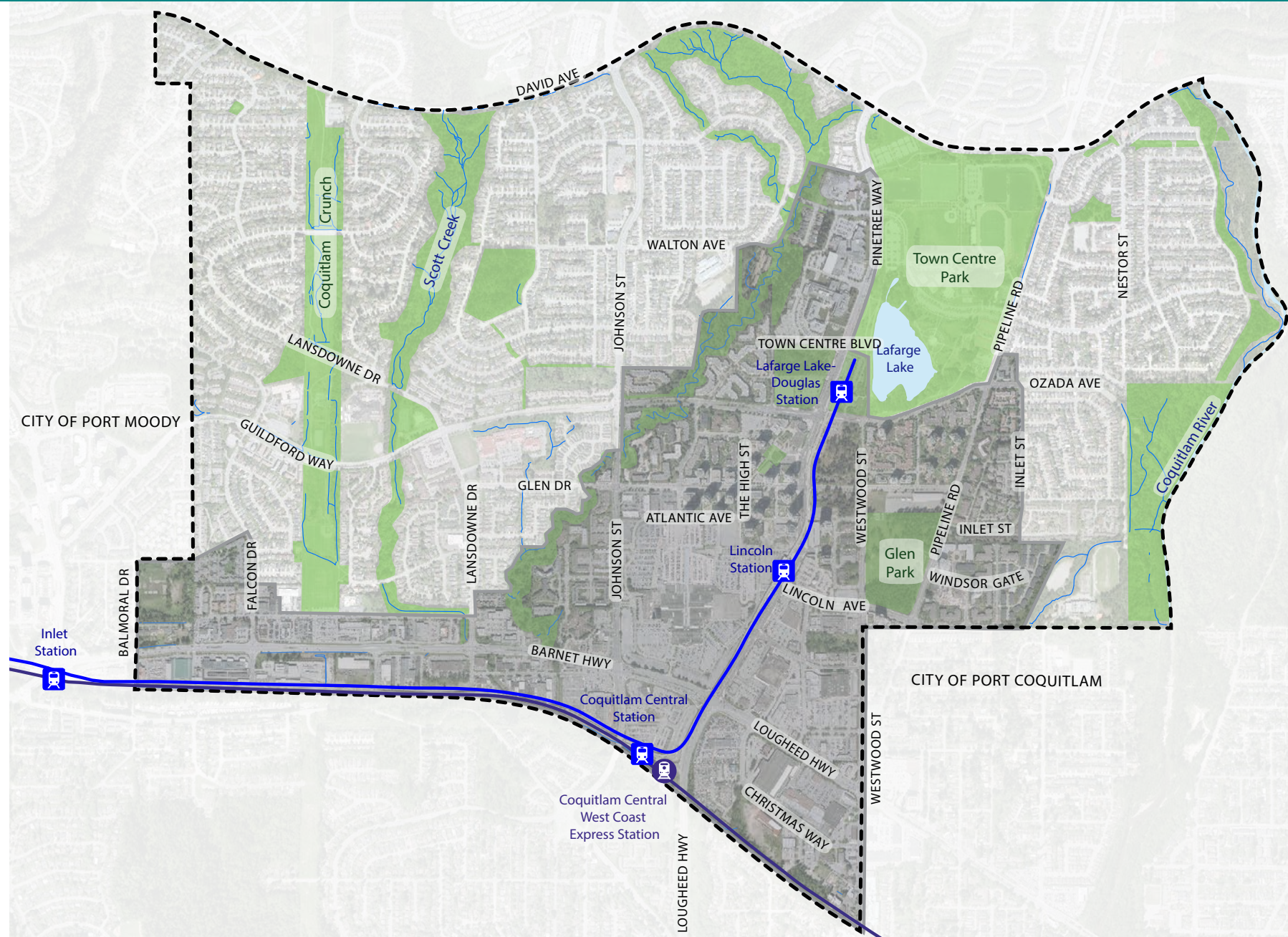


FIGURE 1.2 CITY CENTRE AREA OF FOCUS



- City Centre Area Plan Boundary
- Focus Area Boundary
- Parks and Open Space
- Watercourses
- SkyTrain Station & Route
- West Coast Express Station & Route

The CCAP update is focused primarily on the TDS Core and Shoulder areas in City Centre, including the intersection of Guildford Way and Pinetree Way.

This focused approach strategically prioritizes future development around the SkyTrain stations and continues to strengthen City Centre's role as a regional hub, resulting in a vibrant core of activity that supports transit-oriented development.

Note: The timing of the development of the Coronation Park site will be assessed following the completion of a joint transportation study between the Cities of Coquitlam and Port Moody.

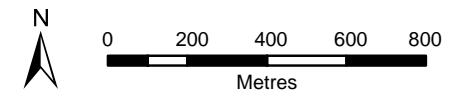


FIGURE 1.3 TRANSIT-ORIENTED DEVELOPMENT STRATEGY (TDS) AREAS

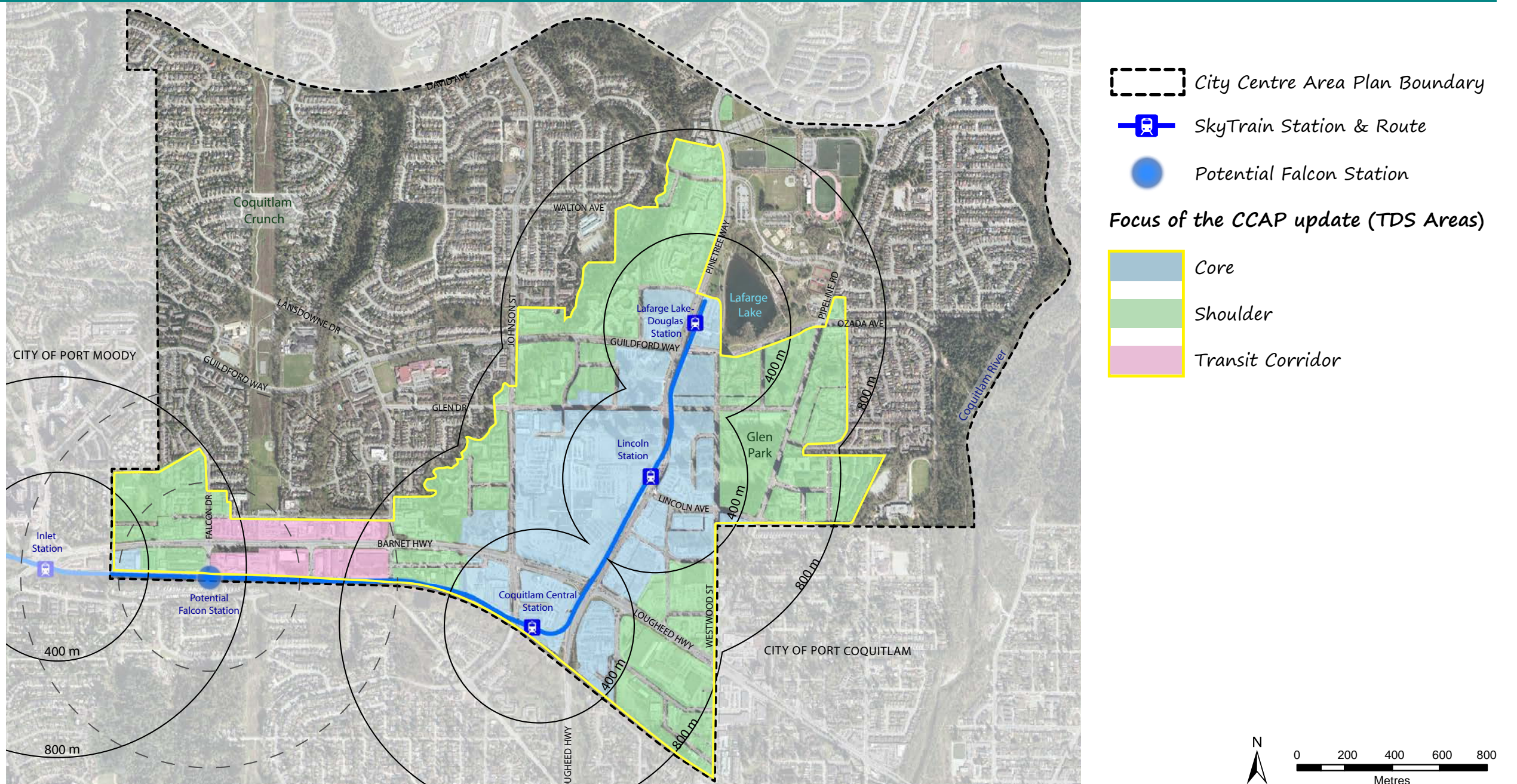


FIGURE 1.4 EXISTING OCP LAND USE DESIGNATIONS

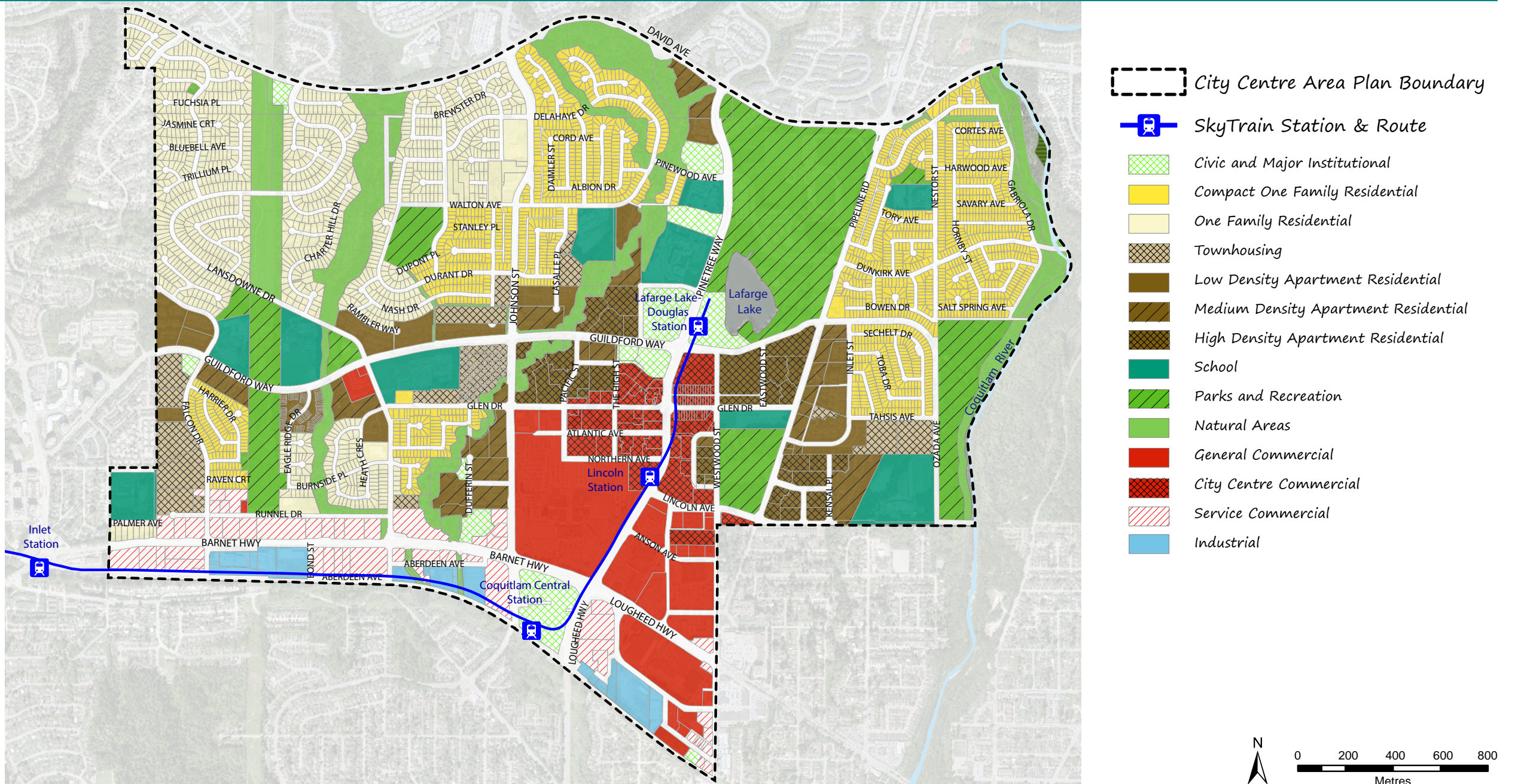


FIGURE 1.5 EXISTING ZONING

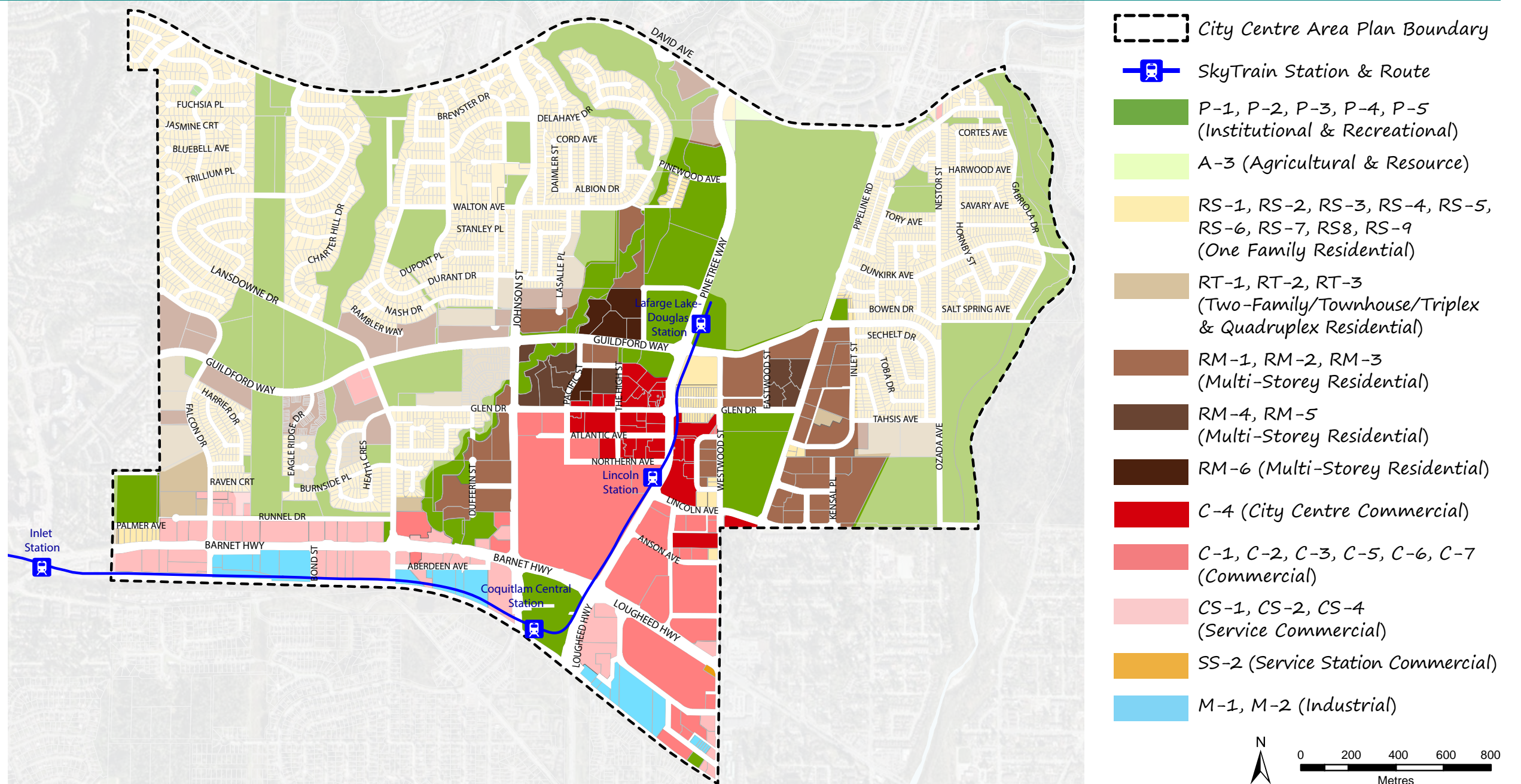


FIGURE 1.6 AGE OF BUILDINGS

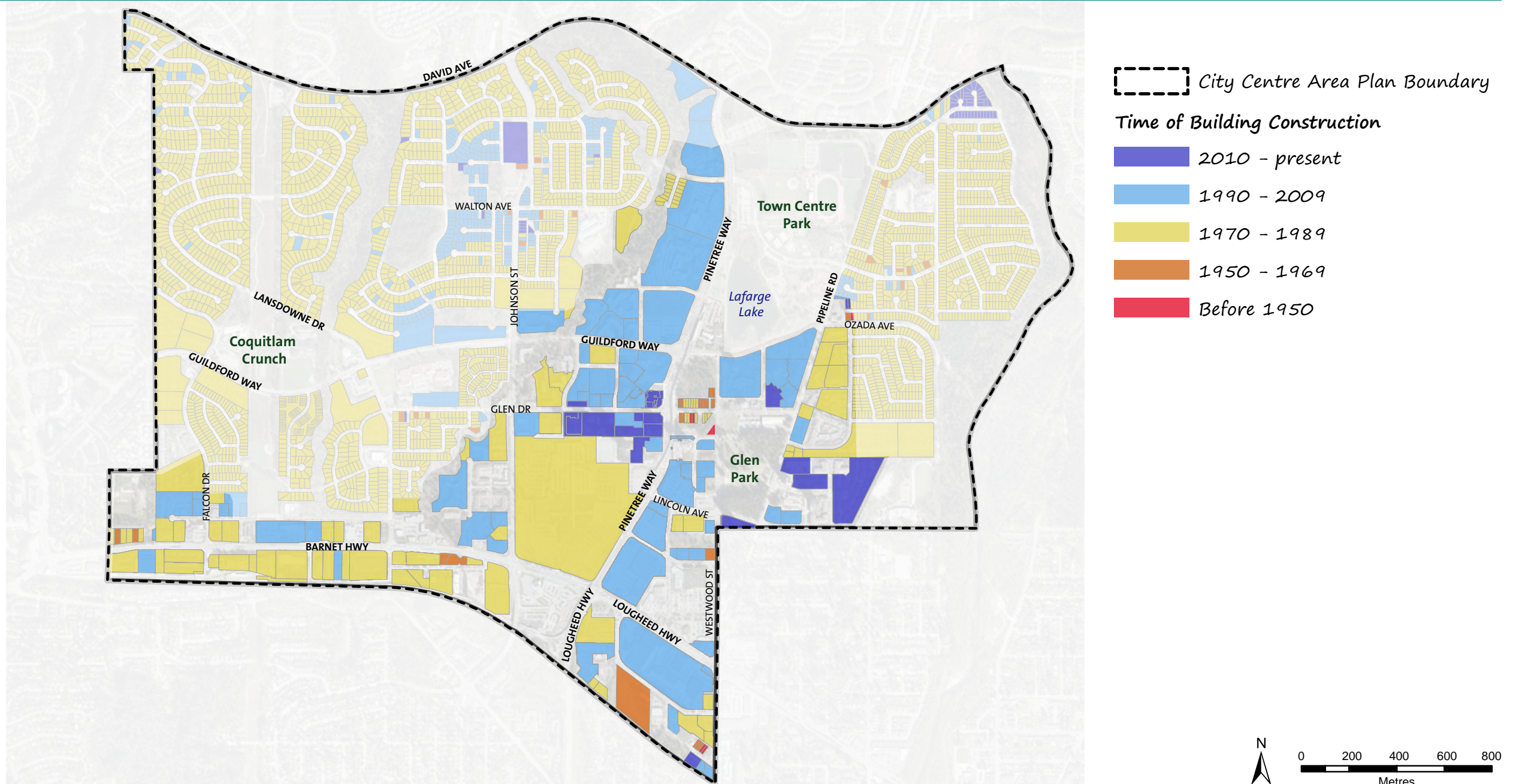


FIGURE 1.7 EXISTING EDUCATIONAL INSTITUTIONS AND DAYCARES

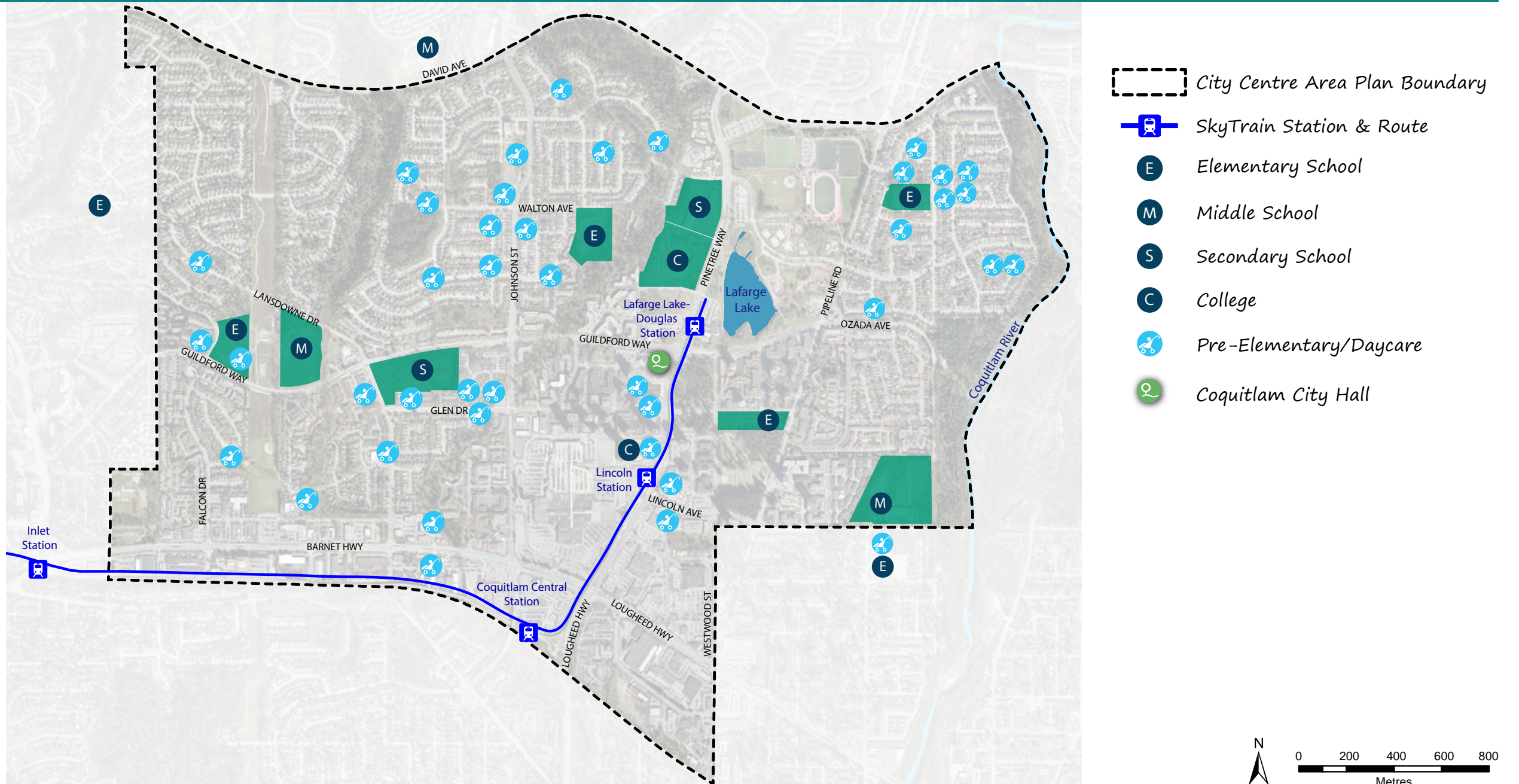


FIGURE 1.8 EXISTING CIVIC AMENITIES, FACILITIES AND COMMUNITY SERVICES

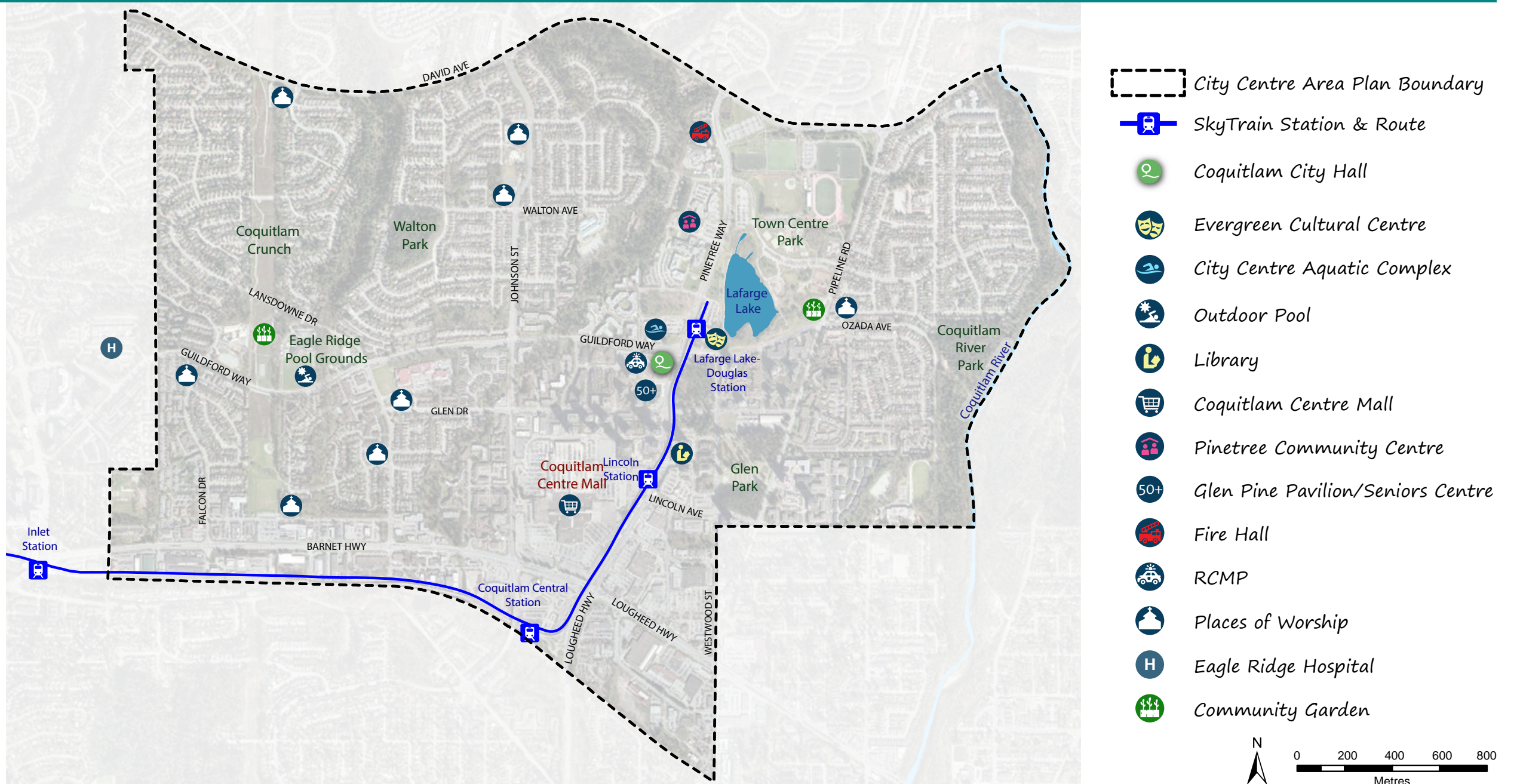
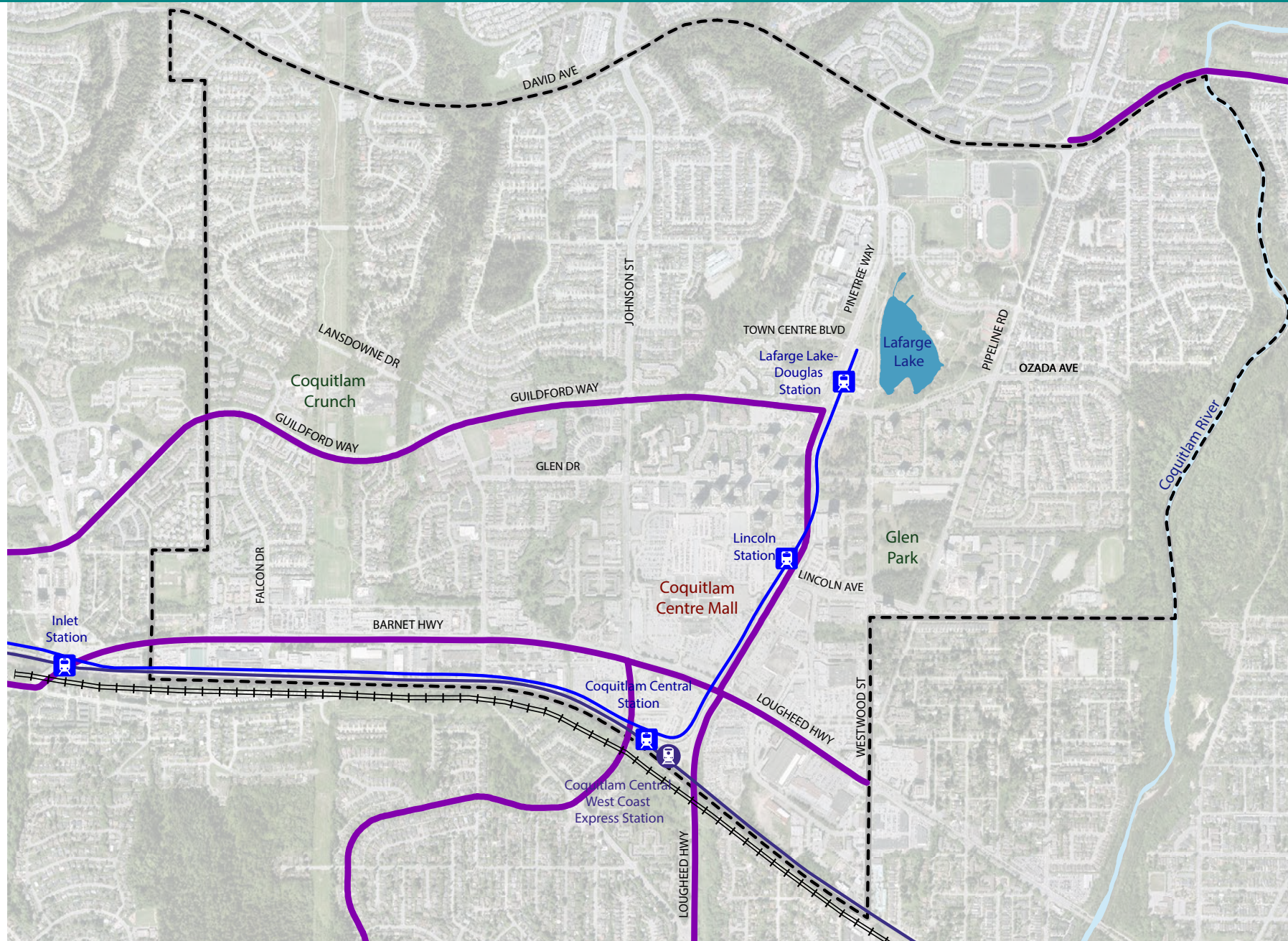






FIGURE 1.9 EXISTING MAJOR ROAD NETWORK (MRN)



-  City Centre Area Plan Boundary
-  SkyTrain Station & Route
-  West Coast Express Station & Route
-  Canadian Pacific Railway
-  Existing Major Road Network (MRN)

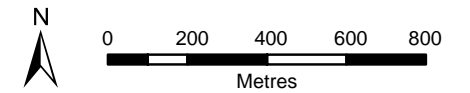
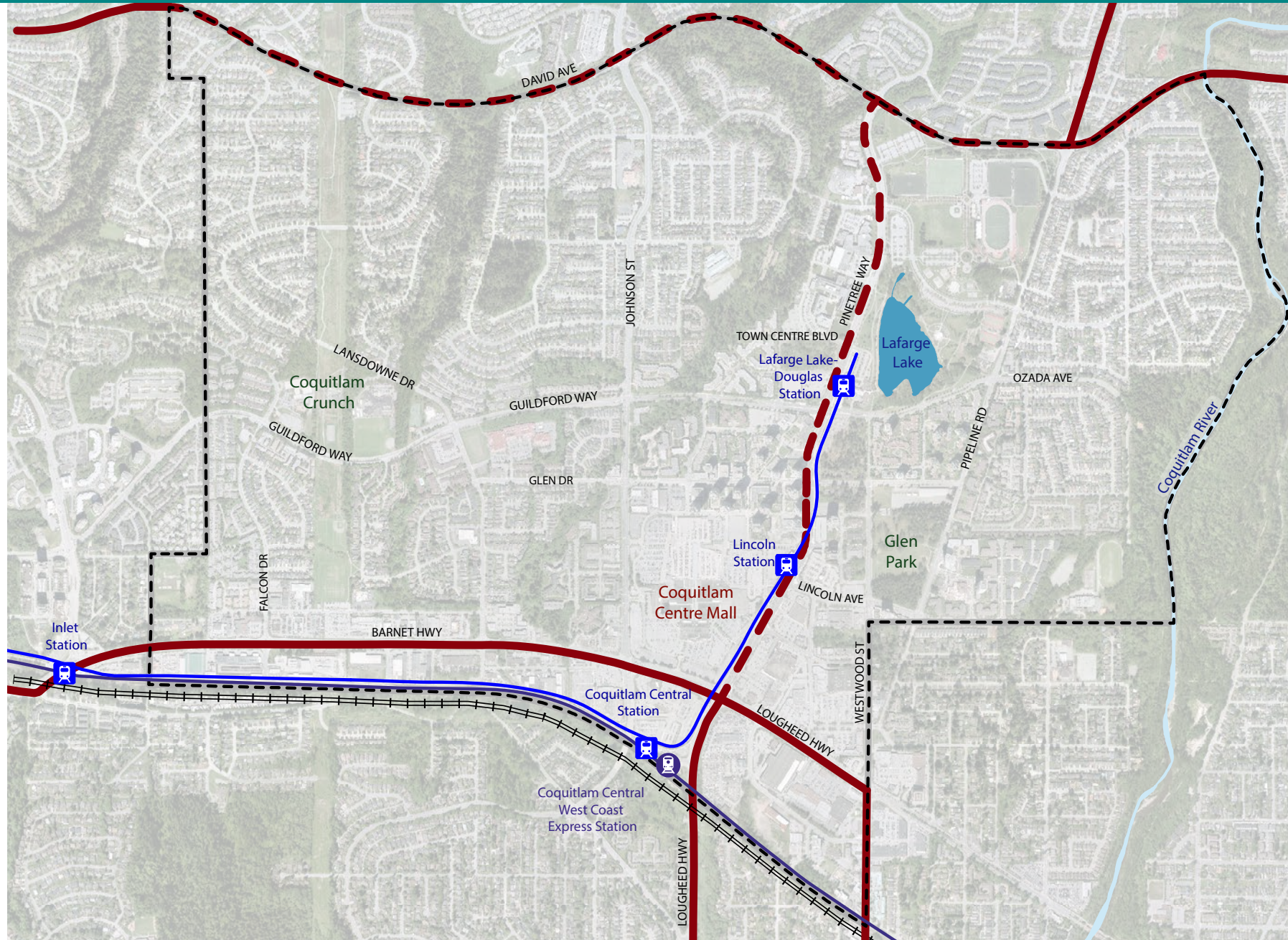


FIGURE 1.10 EXISTING GOODS MOVEMENT ROUTES



-  City Centre Area Plan Boundary
-  SkyTrain Station & Route
-  West Coast Express Station & Route
-  Canadian Pacific Railway
-  Designated Truck Routes
-  Time Restricted Designated Truck Routes

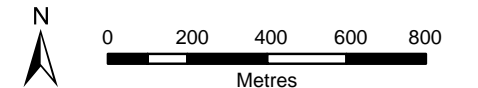
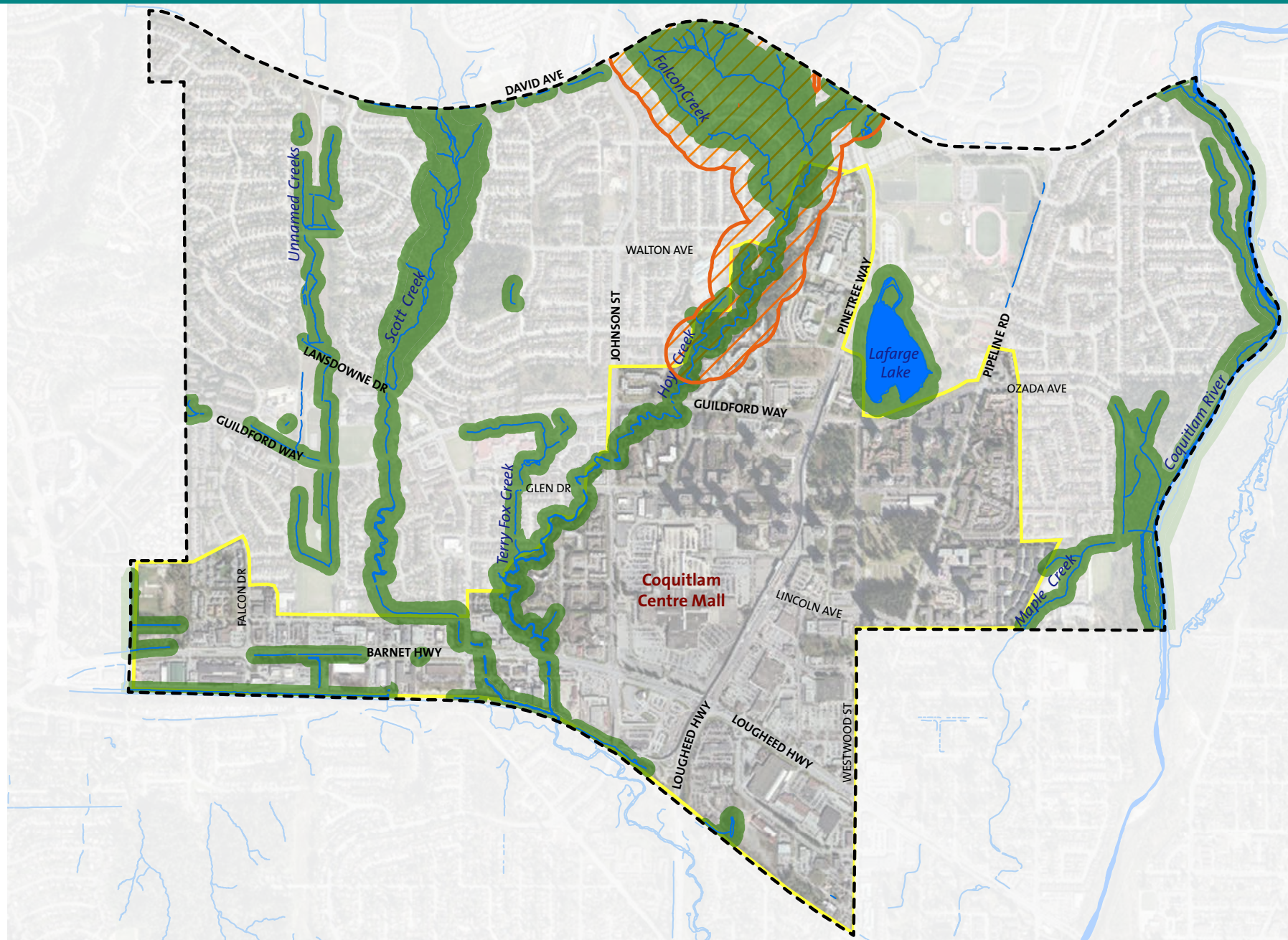







FIGURE 1.11 WATERCOURSES AND ENVIRONMENTALLY SENSITIVE AREAS



-  City Centre Area Plan Boundary
-  Watercourses
-  Plan Area Update Boundary
-  Streamside Protection and Enhancement Area (SPEA)
-  Pacific Water Shrew habitat

Disclaimer: The watercourse setback map layers represent an assessment of watercourses and associated streamside protection and enhancement area (SPEA) setbacks throughout the City of Coquitlam at a watershed-level (i.e., not site-level). The model presented herein is based on the Riparian Areas Regulation (Simple Assessment methodology) provisions under Section 523(5) in the City of Coquitlam Zoning Bylaw No. 3000 (1996) as amended.

The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not yet be identified. These watercourse setback map layers are a work in progress and will be undergoing updates as new information becomes available. The City does not guarantee or warrant the reliability, accuracy, currency or completeness of the information presented. This information is provided for information purposes only and for no other purposes. If any contradictions exist between this document and relevant City Bylaws, Codes, or Policies, the text of the Bylaws, Codes or Policies will be the legal authority.

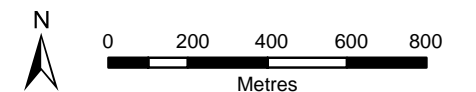
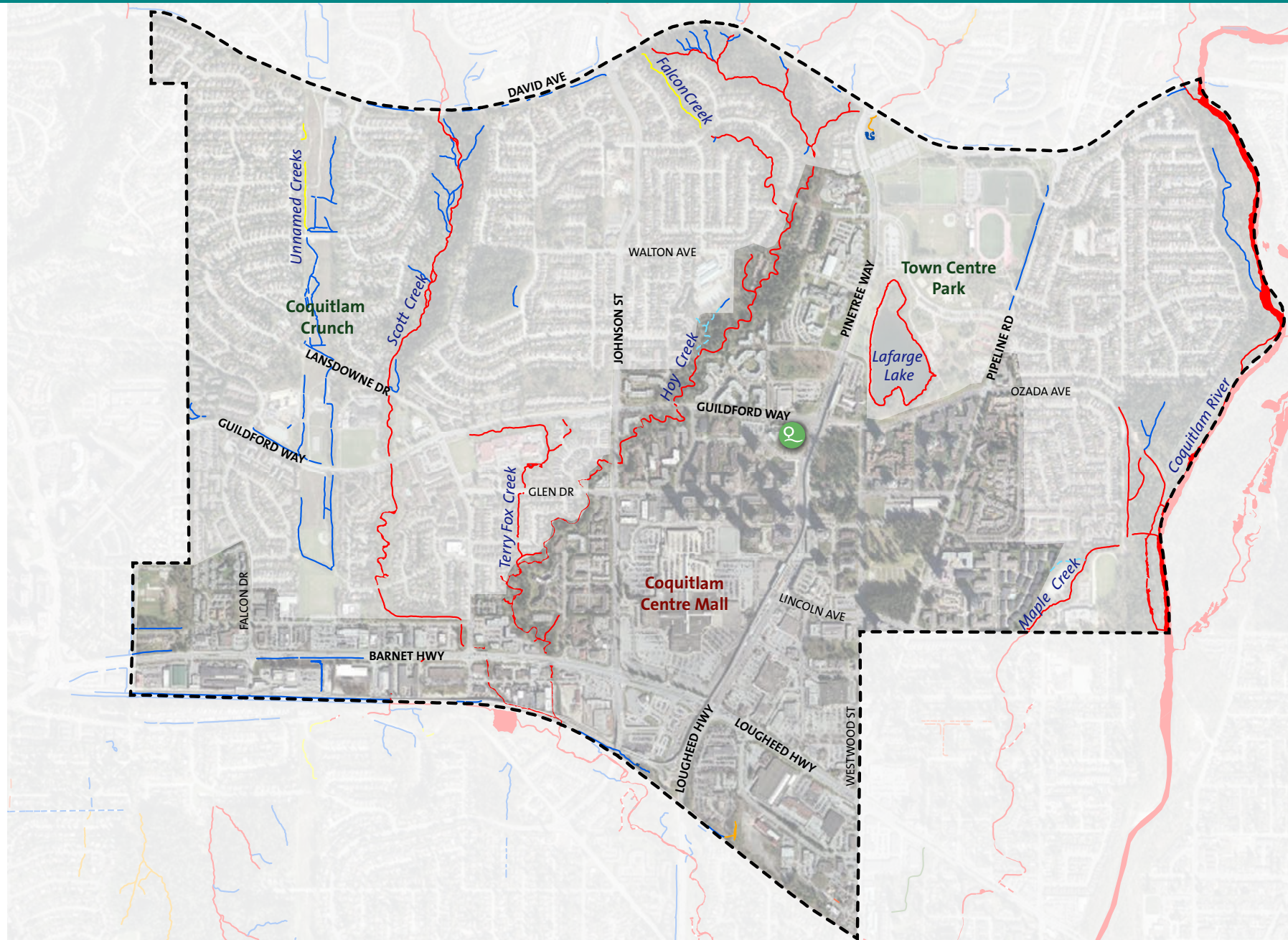









FIGURE 1.12 WATERCOURSE CLASSIFICATION



-  City Centre Area Plan Boundary
- Watercourse Classification**
-  Fish Bearing
-  Fish Bearing (Potential)
-  Non Fish Bearing, Non Permanent
-  Non Fish Bearing, Permanent
-  Unknown Fish Presence, Non Permanent
-  Unknown Fish Presence, Unknown Flow

Disclaimer: The information presented may not reflect the exact location of all watercourses, and other unknown watercourses may not yet be identified. These watercourse setback map layers are a work in progress and will be undergoing updates as new information becomes available. The City does not guarantee or warrant the reliability, accuracy, currency or completeness of the information presented. This information is provided for information purposes only and for no other purposes. If any contradictions exist between this document and relevant City Bylaws, Codes, or Policies, the text of the Bylaws, Codes or Policies will be the legal authority.

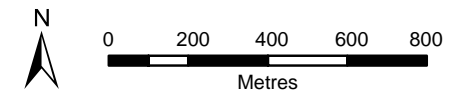
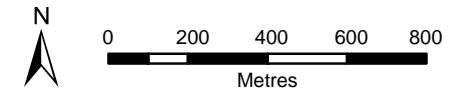
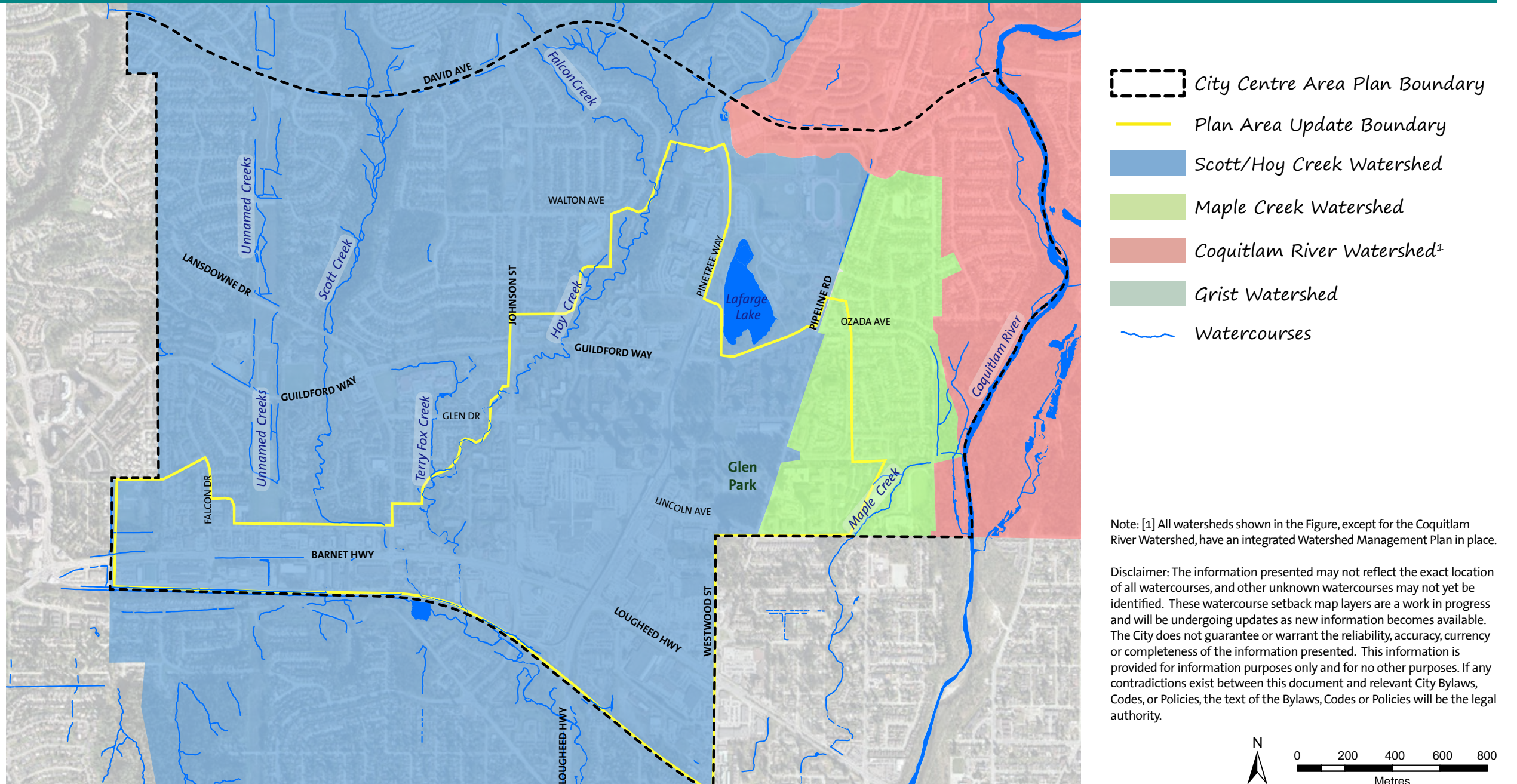


FIGURE 1.13 WATERSHEDS



Section 02

Spatial Structure

The existing built form and transportation infrastructure in City Centre present both challenges and opportunities for future development to support transit-oriented development. This section illustrates the existing CCAP area context with figure ground and block structure diagrams outlining the existing built form.

FIGURE 2.1 FIGURE GROUND DIAGRAM

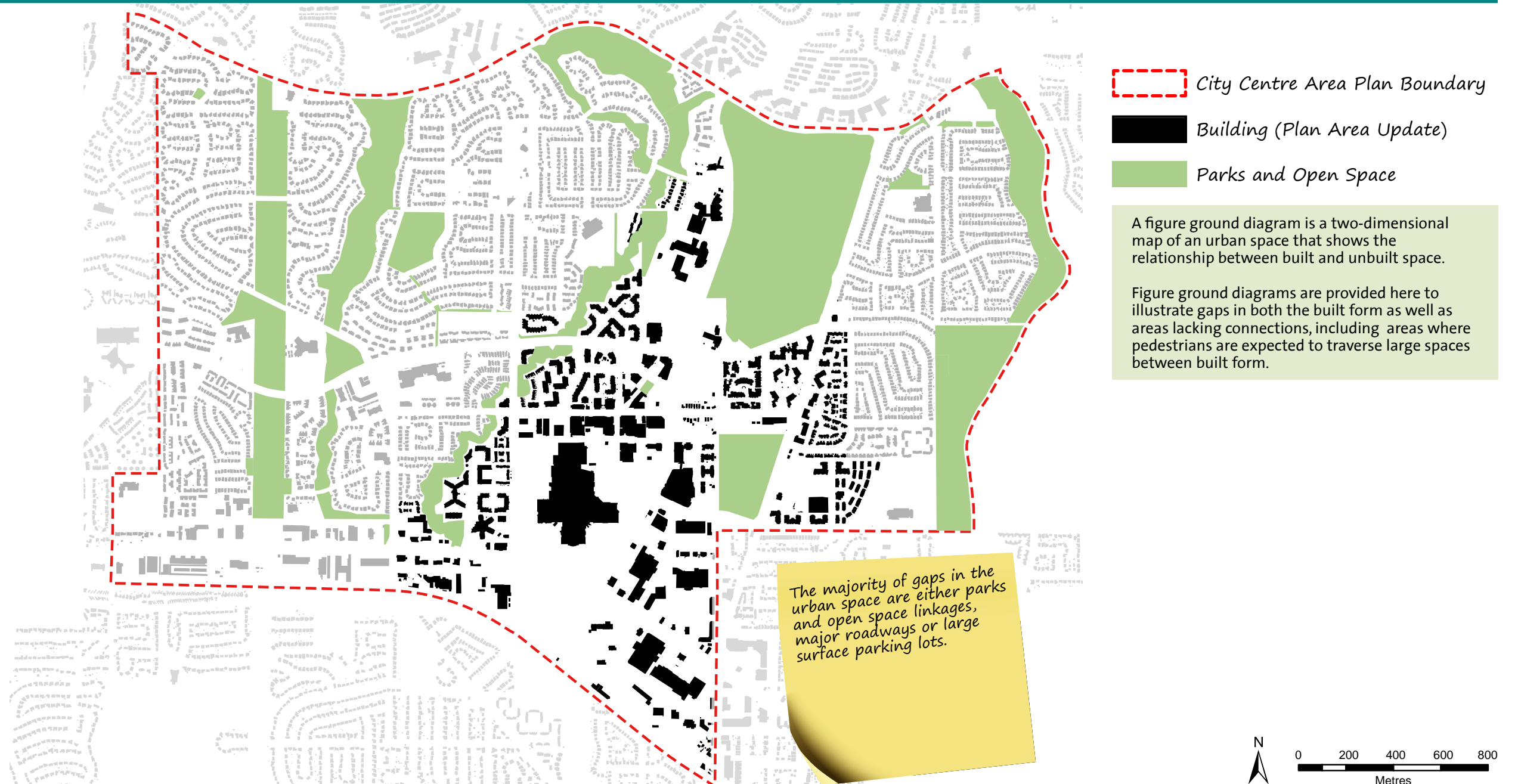
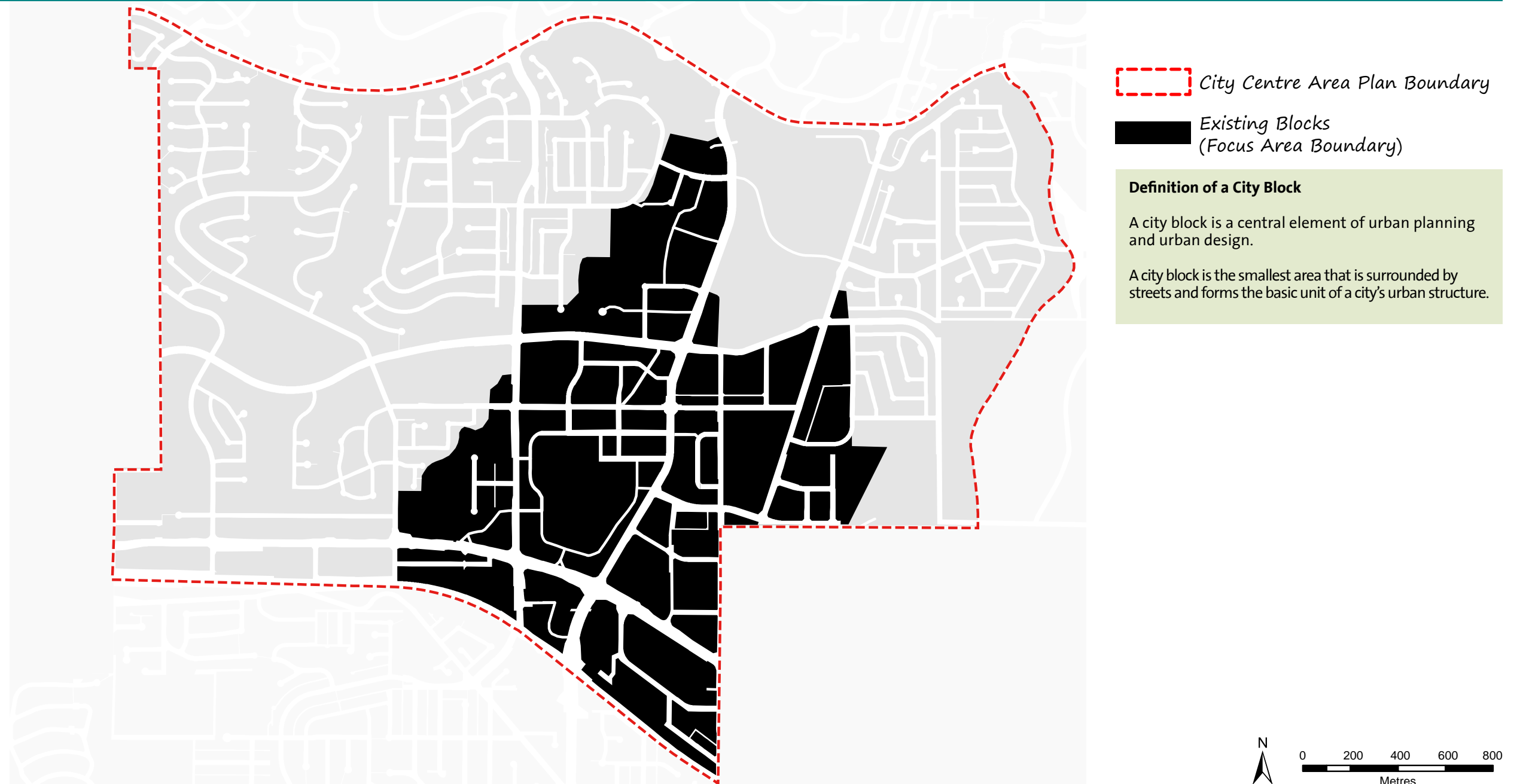


FIGURE 2.2 EXISTING BLOCK STRUCTURE



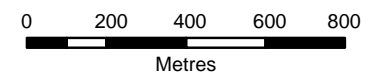
 *City Centre Area Plan Boundary*

 *Existing Blocks
(Focus Area Boundary)*

Definition of a City Block

A city block is a central element of urban planning and urban design.

A city block is the smallest area that is surrounded by streets and forms the basic unit of a city's urban structure.



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Section 03

Mobility

Transit-Oriented Development (TOD) requires a fine-grained block structure with pedestrian and active transportation connections. This section presents early ideas regarding changes for City Centre's future streets and active transportation networks.

FIGURE 3.1 PROPOSED STREET NETWORK

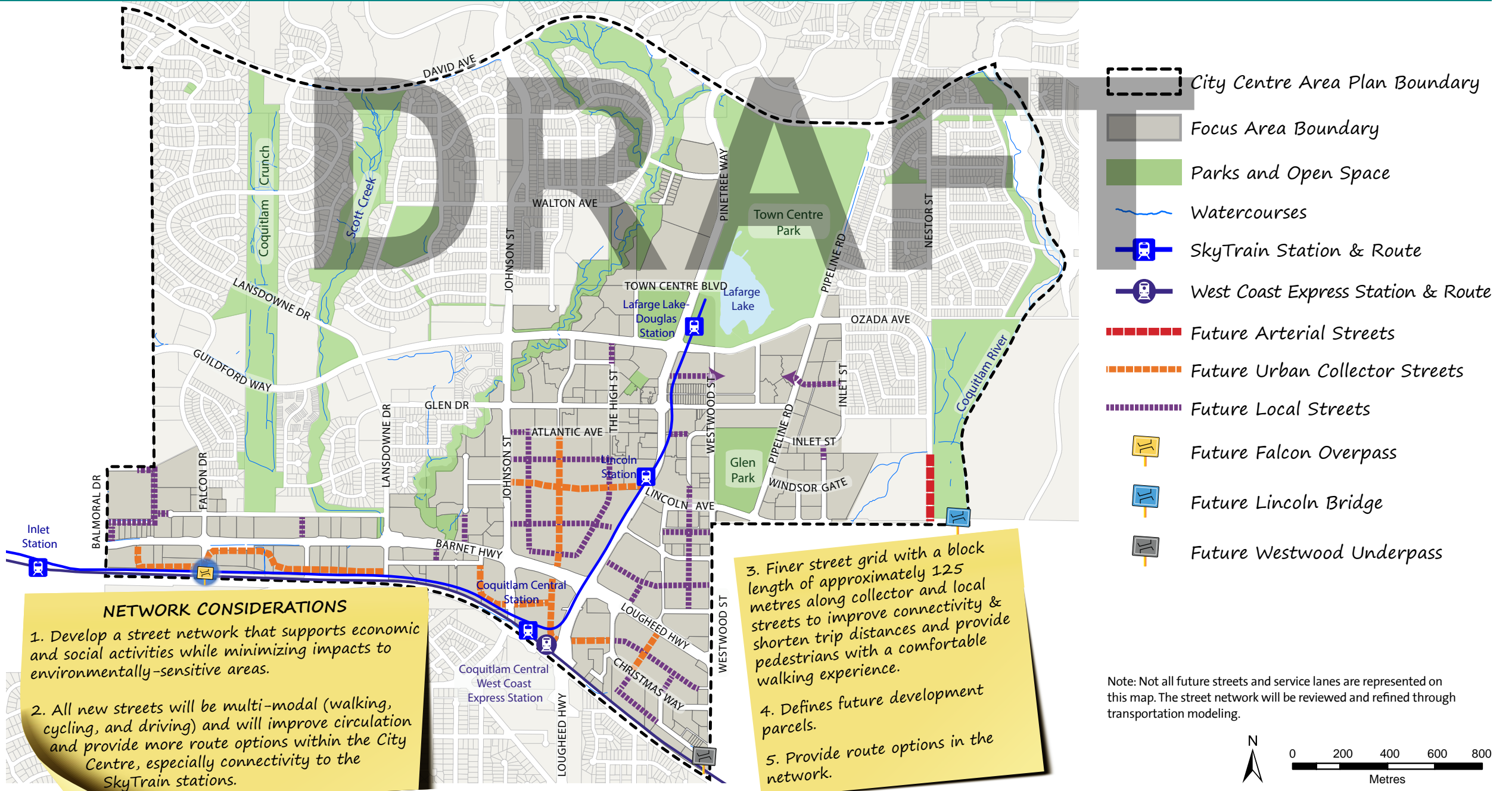


FIGURE 3.2 ACTIVE TRANSPORTATION NETWORK (WALKING & CYCLING)

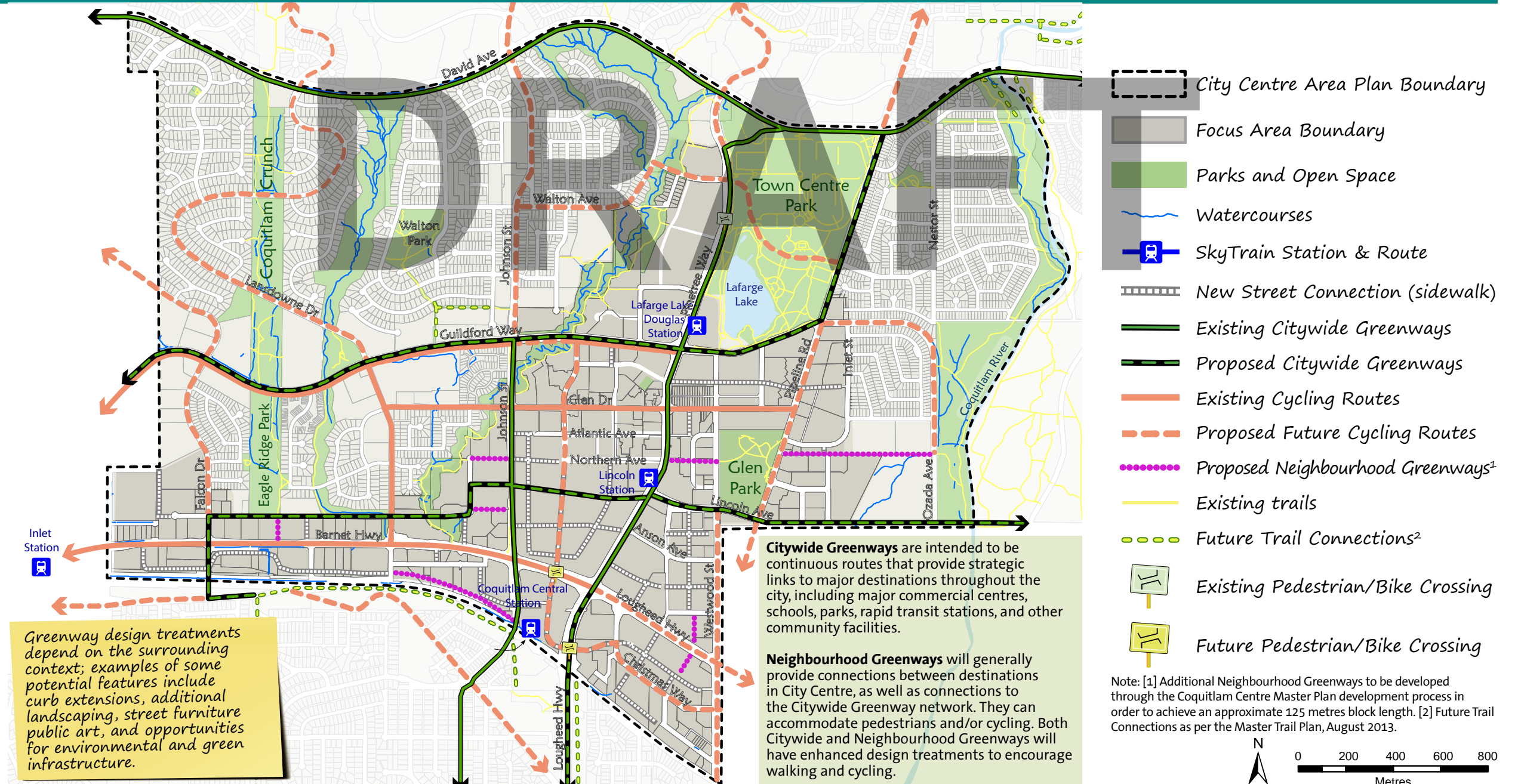
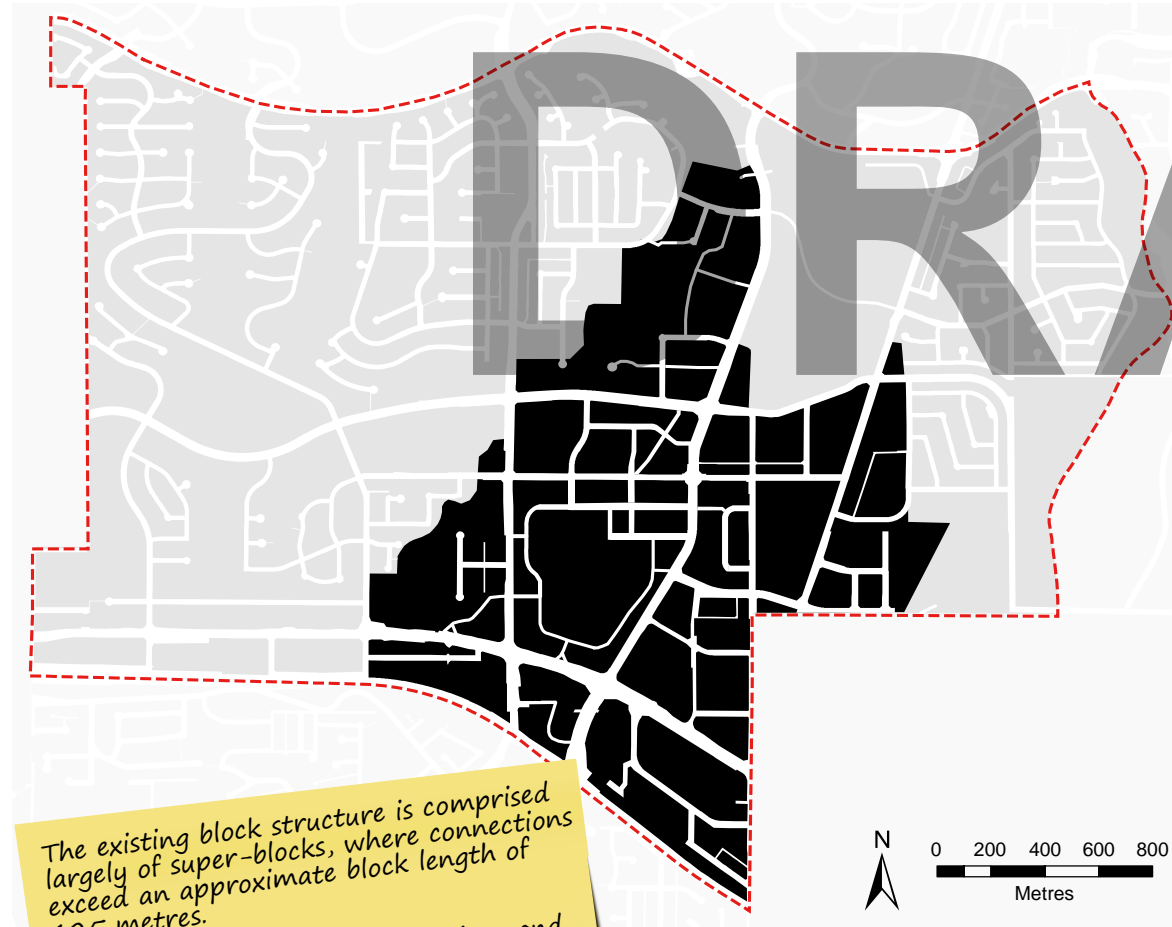


FIGURE 3.3 BLOCK STRUCTURE COMPARISON

Existing Block Structure



The existing block structure is comprised largely of super-blocks, where connections exceed an approximate block length of 125 metres.

These super blocks force pedestrians and cyclists to travel significantly further distances to reach what would otherwise be nearby destinations, and also impede the redistribution of vehicular traffic from a few over-utilized, indirect connections to many, more-direct connections through City Centre.

Proposed Block Structure



The proposed block structure breaks down existing super-blocks into smaller blocks to improve access and to create a more walkable and finer grid network of streets and pedestrian pathways.

This will help to reduce trip distances, increase route choices for all transportation modes and distribute street traffic more evenly. Reducing block sizes will also provide a framework for future development parcels and create a 'human scale' environment with a greater sense of safety and security.

Section 04

Urban Elements

This section illustrates ideas for nodes, landmarks, gateways as well as ideas regarding a series of plazas, squares, parkettes and gardens throughout City Centre along with character street types.

FIGURE 4.1 NODES, LANDMARKS AND GATEWAYS

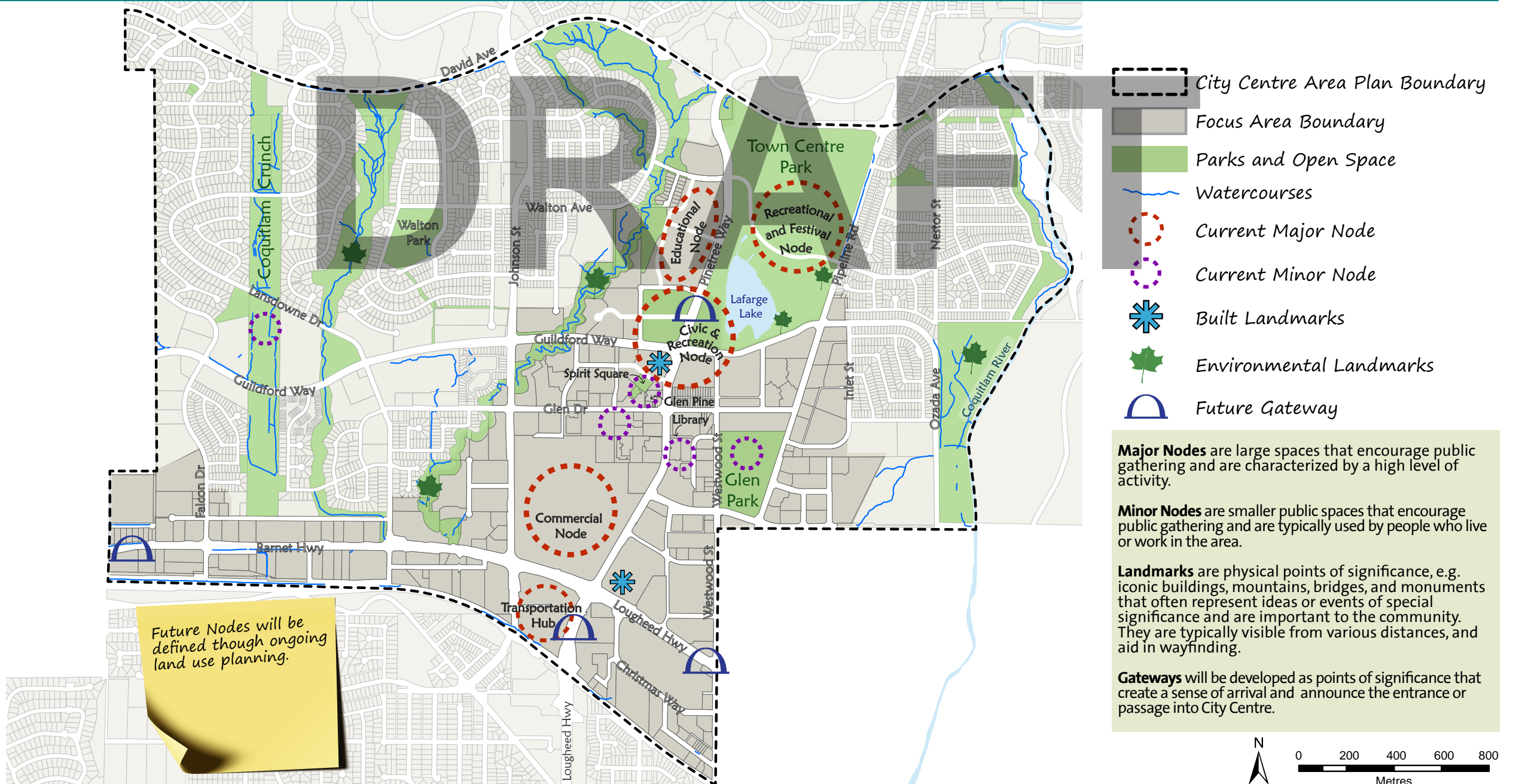


FIGURE 4.2 PROPOSED CHARACTER STREETS

Pinetree Way



Downtown Promenade



Downtown Promenade



Urban Boulevard



Mandatory Commercial Street Frontage



Character streets possess key features which help create a distinct identity within the public realm and emphasize the function of streets as vibrant, pedestrian-friendly public places in a downtown environment.

Character streets are largely focused within the City Centre core and build on the existing street hierarchy and frontages identified in the 2008 CCAP.

Note: See figure 3.1 for further details of the proposed street network. Not all future roads are shown in this graphic.

FIGURE 4.3 CHARACTER STREETS AND PERMITTED STREET - LEVEL FRONTAGES

Character Streets		Pinetree Way	Urban Boulevard	Downtown Promenade	Mandatory Commercial Street Frontage	Secondary Active Street
Permitted street-level frontages	Small format commercial	✓	✓	✓	✓	✓
	1) Retail / sales of goods	✓	✓	✓	✓	✓
	2) Personal service offices (e.g. health care practitioners, photography studios)	✓	✓	✗	✓	✓
	Large format commercial	✓	✓	✓	✓	✓
	Requirement for large format commercial uses to be wrapped by small format commercial uses of a minimum depth of 6 metres on the character street	Yes, must be wrapped	No, not necessary to be wrapped	Yes, must be wrapped	Yes, must be wrapped	Yes, must be wrapped
	Small residential entry plazas for high-rise apartments or above-ground townhousing ¹	✓	✓	✓	✓	✓
	Ground-oriented townhousing	✗	✗	✗	✗	✓
Elementary/middle/high schools	✗	✗	✗	✓	✓	
Civic uses (except elementary/middle/high schools)	✓ ²	✓	✓ ²	✓	✓	
Required public realm features ³	Gateways marking entry into City Centre (Core) district	✓	✓	✗	✗	✗
	Active, ground-oriented and transparent frontage	✓	✓	✓	✓	✓
	Publicly-accessible open space on private development ⁴	✓	✓	✓	✓	✓
	Pedestrian movement zones with enhanced widths ⁵	✓	✓	✓	✓	✓
	Continuous weather protection coverage on buildings for pedestrians	✓	✓	✓	✓	✓
	Hard surfaced boulevard with tree grates within pedestrian realm	✓	✓	✓	✓	✓
	Rain gardens, bioswales or other innovative stormwater management features ⁶	✓	✓	Encouraged	Encouraged	Encouraged
	Landscaped median separating opposing vehicular traffic	✓	✓	✗	Encouraged where feasible	Encouraged where feasible
	Engaging and decorative public art along the street	✓	Encouraged	✓	Encouraged	Encouraged
	Unique street furniture and landscaping treatment within pedestrian realm ⁵	✓	✗	✓	✗	✗
Standard street furniture and landscaping treatment within pedestrian realm ⁵	✗	✓	✗	✓	✓	

Notes: [1] Location of any residential building entrance lobby will also be subject to Fire Department approval. [2] Large format civic uses are permitted only if they are wrapped by small format commercial uses. [3] Character streets may still have key public realm features that are not listed as required. [4] Privately-owned public spaces are also encouraged on all other character streets, and would be more concentrated along the downtown promenade. [5] Details to be reviewed and confirmed with Streetscape Design Guidelines and Street Design Standards. [6] Citywide Greenways are proposed for Guildford Way and Lincoln Avenue. Innovative green infrastructure features will be considered along the corridors.

FIGURE 4.4 OPEN SPACE SYSTEMS

OVERVIEW

As City Centre moves towards transit-oriented development and the number of people visiting, working and residing in the area increases, the availability of open spaces for social gathering and recreation become increasingly important.

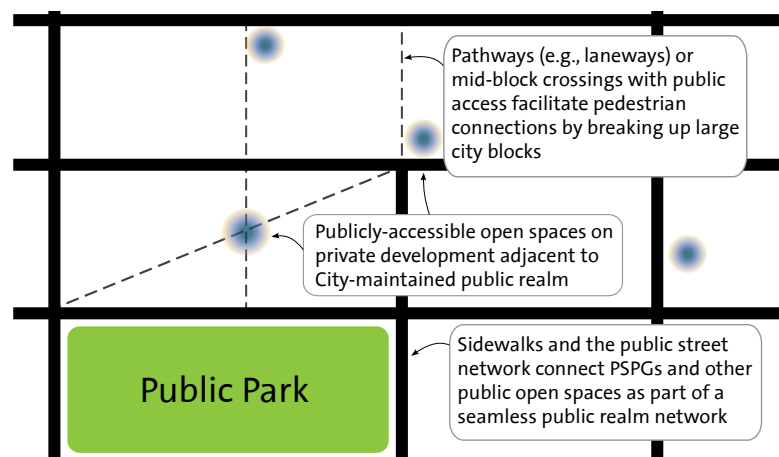
This section begins to look at the overall Open Space System for City Centre with a focus on ideas related to publicly accessible space created through development. The information and ideas presented in this booklet will evolve and be refined through a parks and recreation planning study that will identify future parks and recreational needs for City Centre. Additionally, Staff is working with School District 43 to determine the need for additional school sites in City Centre, which will form a key component of the overall Open Space System.

The overall Open Space System for City Centre will consist of publicly-accessible spaces provided by the Park System as well as a network of privately-provided plazas, squares, parkettes and gardens associated with new developments. These privately developed amenities should aim to enhance and beautify public spaces and be at street level to be publicly accessible.

PUBLIC PARKS

As a guideline the Park System will aim to ensure that every resident has the opportunity to access a park amenity within a 10 minute walking distance from their home (Figure 4-5). The distribution and the size of parks will vary based on land use and density throughout City Centre. As noted in Section 06, Staff is currently analyzing the implications of various land use mixes and densities throughout the City Centre focus area. The results of the analysis combined with the parks and recreation planning study will identify future parks and recreation needs for the area.

In addition, the Park System will need to be planned, developed, and managed in a manner that is fiscally sustainable. As a result, formal amenity funding mechanisms such as Development Cost Charges, Community Amenity Contributions, and Density Bonusing will be reviewed and updated, as necessary.



PUBLICLY ACCESSIBLE SPACE THROUGH DEVELOPMENT

In an urban environment like the City Centre, the overall Open Space System will require creative approaches and strategies for doing more with less, utilizing previously unused spaces and lands, and sharing lands with other users/uses by having developers contribute to the public realm. Plazas, Squares, Parkettes and Gardens (PSPGs for short) provided through development are intended to form a key component of City Centre's overall Open Space System, they will create a sense of place, and complement the planned publicly-provided parks, open spaces, natural areas and the street network. They aim to positively contribute to the character of City Centre by improving and enhancing the experience of residents, workers and visitors and providing a public setting for (otherwise private) residential, institutional, and commercial uses.

The PSPG spaces will be privately constructed and publicly accessible 24-hours a day. The PSPGs are proposed to vary in form and scale to suit each development context, ranging from a large urban plaza to a mid-block crossing.

How are they Achieved?

While PSPGs can be constructed through the development process, they may potentially be maintained or operated through various arrangements to best suit each situation. For instance, a PSPG may be:

- Transferred to the City for public ownership;
- Integrated as part of the public right-of-way (e.g., part of the sidewalk);
- Kept under private ownership but accessible to the public (e.g., protected through a public right-of-way); or
- Privately-owned and privately-maintained (e.g., by the property strata).

Considerations for Location & Design

The design, location, and development of cohesive, connected and continuous publicly-accessible open spaces contribute to the quality of life for residents, workers, and visitors of City Centre. The success of PSPGs lie not just within the design of the spaces themselves, but in how they work with surrounding open spaces, including streets, parks and other open spaces to contribute to the overall Open Space System. They should be implemented to fill in gaps where necessary, create new focal points, protect important views, or enliven the public realm.

Some High Level Considerations Include:

- Opportunities to connect with other nearby open spaces;
- Adjacent land uses and desired activities (e.g., curbside patio space next to restaurants; plazas with seating for office workers, play spaces near schools/residences);
- Flow of people in the area and pedestrian desire lines;
- Usability of the space throughout the seasons;
- Neighbourhood context;
- Creation of a unique character to be used in promoting the City Centre to visitors and to the benefit of local residents.

FIGURE 4.5 PLAZAS, SQUARES, PARKS AND GARDENS (PSPGs)

EXAMPLES OF PSPGs



Cambie Street, Vancouver

Small plaza on a street corner with seating and landscaping in front of a mixed-use development on a busy commercial street.



Granville Street, Vancouver

Small plaza with seating in the downtown commercial (retail + office) core adjacent to a rapid transit station.



East 1st at Quebec Street, Vancouver

Public pathway with public art, between private residential towers connecting to the sidewalk.



The Amazing Brentwood, Burnaby

Conceptual drawing of the large plaza serving as an iconic gateway in Brentwood Town Centre (Source: Shape Properties).



Commercial Drive, Vancouver

Parkette (small seating area with some green space).



Barcelona, Spain

Parkette composed of a small play area and an outdoor seating space.

It is proposed that PSPGs be provided widely and organically throughout City Centre as part of new developments in a way that contributes to the overall Open Space System, so unlike publicly-planned parks, the location of each PSPG is not predetermined. Rather, the updated CCAP will include high-level guidelines/policies around the design and provision of PSPGs. An example of the concept is illustrated on this page (example of Open Space System Concept graphic) which demonstrates how open spaces may be connected in City Centre.

Further guidelines will be provided through the updating of the Urban Design Guidelines following the completion of the CCAP update.

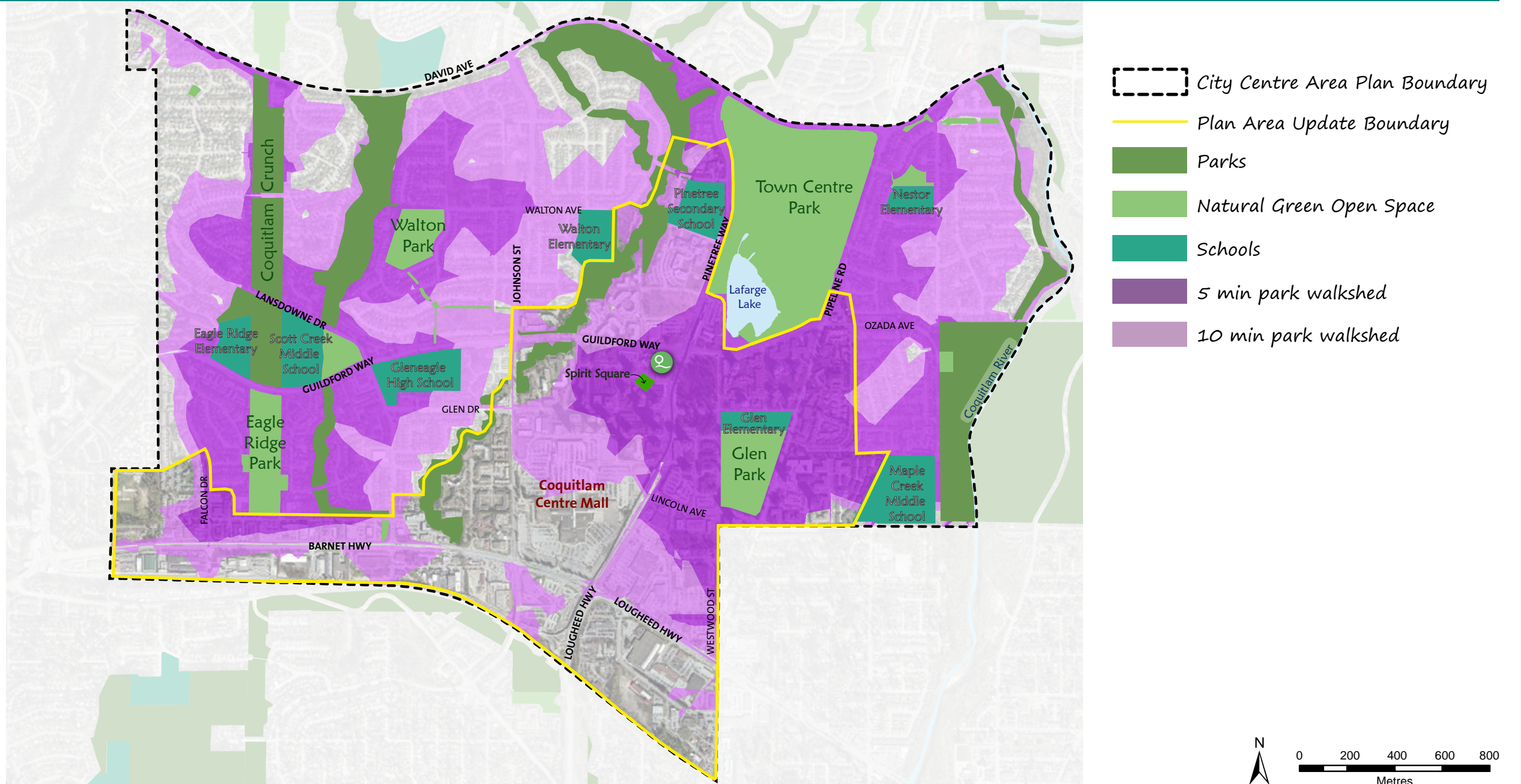
Types of PSPGs

There are various forms of PSPGs that developers may choose to provide. They can vary in size and be either pathways or open spaces, such as (see example images):

- Plazas
- Gardens
- Parkettes
- Squares
- Pavilions
- Courtyards
- Walkways/laneways
- Mid-block pedestrian connections
- Boulevards/ landscaped setbacks and medians

In designing these spaces consideration should be given to integrating green infrastructure, where appropriate, into the urban environment.

FIGURE 4.6 PARKS WATERSHED

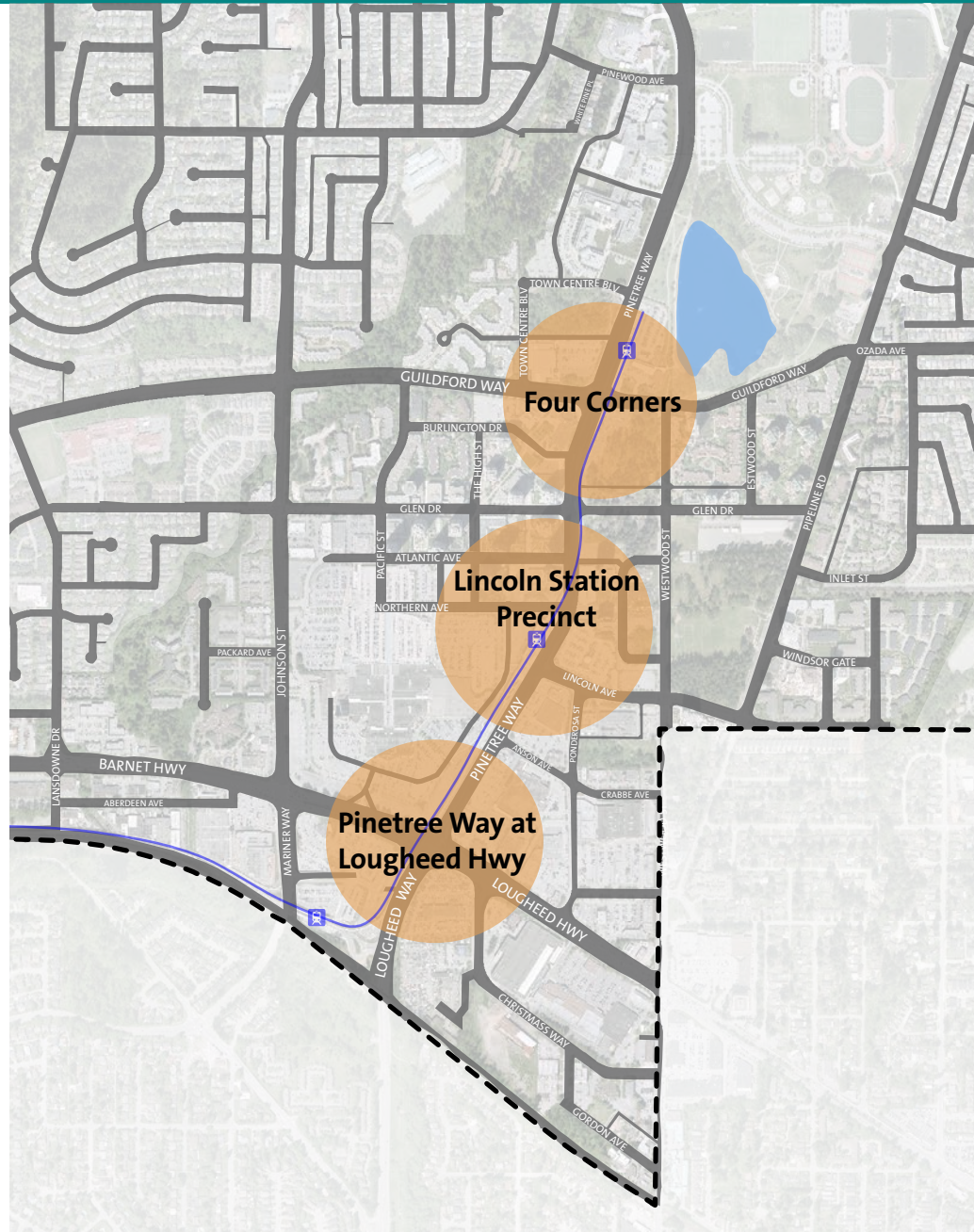


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Section 05

Precincts

The City Centre Area is composed of a number of sub-areas each characterized by different land uses; from mixed-use commercial and residential uses in the core, to low-density residential uses in adjacent neighbourhoods. Three distinct precincts are of strategic importance to City Centre, and if developed with bold, visionary planning, will help define a 'sense of place' for the downtown.

FIGURE 5.1 PRECINCTS

PRECINCTS

Three key areas along the Pinetree Way transportation and commercial corridor are of strategic importance in City Centre (Figure 5-2):

- Four Corners at Pinetree Way and Guildford Way,
- The major areas adjacent to the intersection of Lougheed Highway and Pinetree Way, and
- The area surrounding Lincoln Station.

These areas form an ‘spine of activity’ and represent opportunities for bold and visionary planning, urban design and architecture that sets a precedence of architectural excellence and public realm planning for the downtown.

FOUR CORNERS

The Four Corners Precinct, located at the intersection of Pinetree Way and Guildford Way is of strategic importance to the City of Coquitlam and encompasses the civic hub of City Hall, the education hub of Douglas College, as well as the recreation and cultural hubs of Town Centre Park, the Aquatic Centre and the Evergreen Cultural Centre.

The lands that make up the Four Corners Precinct are City-owned, and the City has been contemplating the future of this precinct for more than a decade with extensive discussion having taken place with Council in 2012. A summary of the 2012 discussions is provided in Figures 5-3 and 5-4, which highlights Key City Objectives and Development Factors related to the future development opportunities of these sites.

As a vital part of the future planning for City Centre, the Four Corners Precinct has been identified in this booklet. However, Community Planning staff is currently working with Parks, Recreation and Culture and Strategic Initiatives regarding the future of this area and will be organizing a Four Corners-specific workshop with Council.

PINETREE WAY AT LOUGHEED

The Pinetree-Lougheed Precinct, located at the intersection of Pinetree Way and Lougheed Highway serves as a prominent entrance into the City Centre for travelers entering the area from the East, South and West. The precinct also marks the merging of two proposed “character street” types (Pinetree Way and the Urban Boulevard) and therefore provides a unique opportunity through the design and use of plazas, architectural form and density to create an iconic statement announcing one’s arrival into Coquitlam’s downtown.

A regional transit hub to the southwest of the precinct, which includes the TransLink bus loop, Coquitlam Central Station and the West Coast Express provides a great opportunity for a creative urban design solution. Figures 5.5 and 5.6 highlight development considerations and early ideas for inspiring the future planning of this precinct.

LINCOLN STATION PRECINCT

The Lincoln Station Precinct is at the ‘heart’ of the downtown. Easily accessible from Pinetree Way and the Lincoln Station, this precinct provides an opportunity to create a ‘node of activity’ in the central core. This could include a ‘office hub’ as several developers have commitments to provide office development in close proximity to Lincoln Station.

FIGURE 5.2 FOUR CORNERS PRECINCT - DEVELOPMENT CONSIDERATIONS

Site A - 1210 Pinetree Way

2012 Key City Objectives

- Public benefit/amenity
- Respond to transit proximity
- Active and complementary ground floor uses to enliven site and link to Douglas College
- North-south pedestrian connections
- Gateway feature on SE corner of site identifying entrance into City Centre

Development Factors

- Non-park uses requires public process to raise title
- Existing aquatic facility & parking
- Sensitivity to existing residential (west)

Site D - 1198 Pinetree Way

2012 Key City Objectives

- Activate Spirit Square frontage
- Activate Burlington/Pinetree frontage
- City revenue
- Add jobs/population

Development Factors

- Design integration with Bosa site for parking
- Small/irregular parcel shape may impact parking and loading
- Mandatory commercial street frontage along Pinetree Way and Burlington Drive in existing CCAP
- Need to activate Spirit Square interface
- Used as temporary vehicle parking for Glen Pine Pavilion and City Hall visitors

Site B - 1205 Pinetree Way

2012 Key City Objectives

- Public benefit/amenity
- Maximize integration with/support transit
- Maximize assets/location of site
- Leverage value for cultural/civic improvements or other priority
- Strong gateway to Town Centre Park

Development Factors

- Integrate/replace/expand/relocate cultural centre
- Maintain public connections around lake
- Viewed by public as part of Town Centre Park however the OCP designation of the Evergreen Cultural Centre site is Civic Major Institutional

Site E - 1210 Pinetree Way

2012 Key City Objectives

- Future space needs of City Hall/Public Safety
- City revenue
- Add jobs/population

Development Factors

- Used as vehicle parking for City Hall and Public Safety staff
- Well-finished, pedestrian-oriented edges along Guildford and Burlington critical
- Needs sensitive west interface with existing residential
- North-south right-of-way/future connection of The High Street to Guildford Way

Site C - 3038 Guildford Way

2012 Key City Objectives

- City revenue
- Improve connection between core and existing residential neighbourhood to east
- Close to SkyTrain and amenities, add jobs and population near transit
- Views
- Density opportunities for office and potential hotel use
- Potential for improved north-south and east-west connections

Development Factors

- Mandatory commercial frontage along Pinetree Way in existing CCAP
- Need for comprehensive site design with properties to south
- Effective design interface with SkyTrain guideway
- Wooded site – public perception/expectations
- Currently portion used as SkyTrain parking

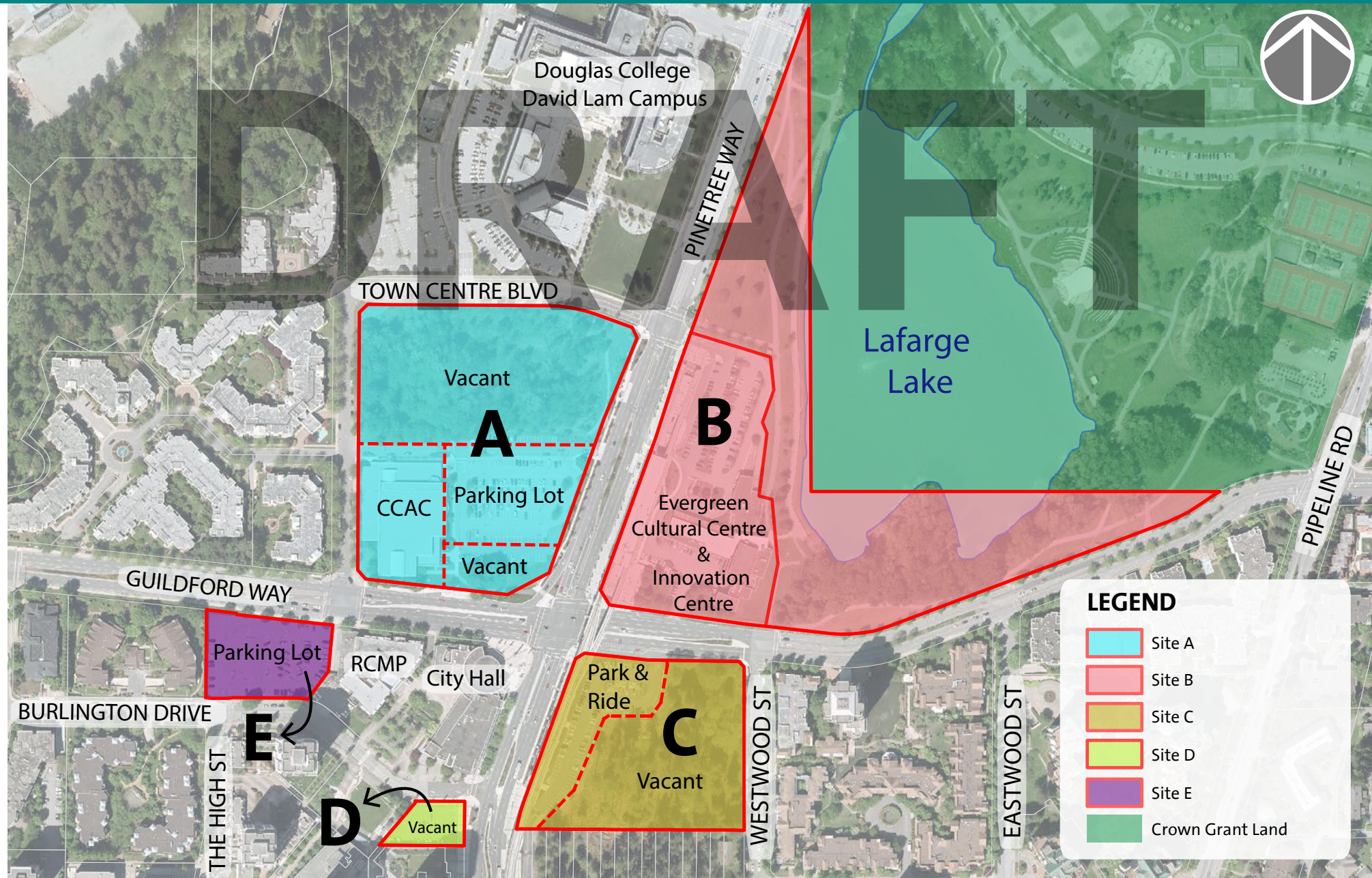
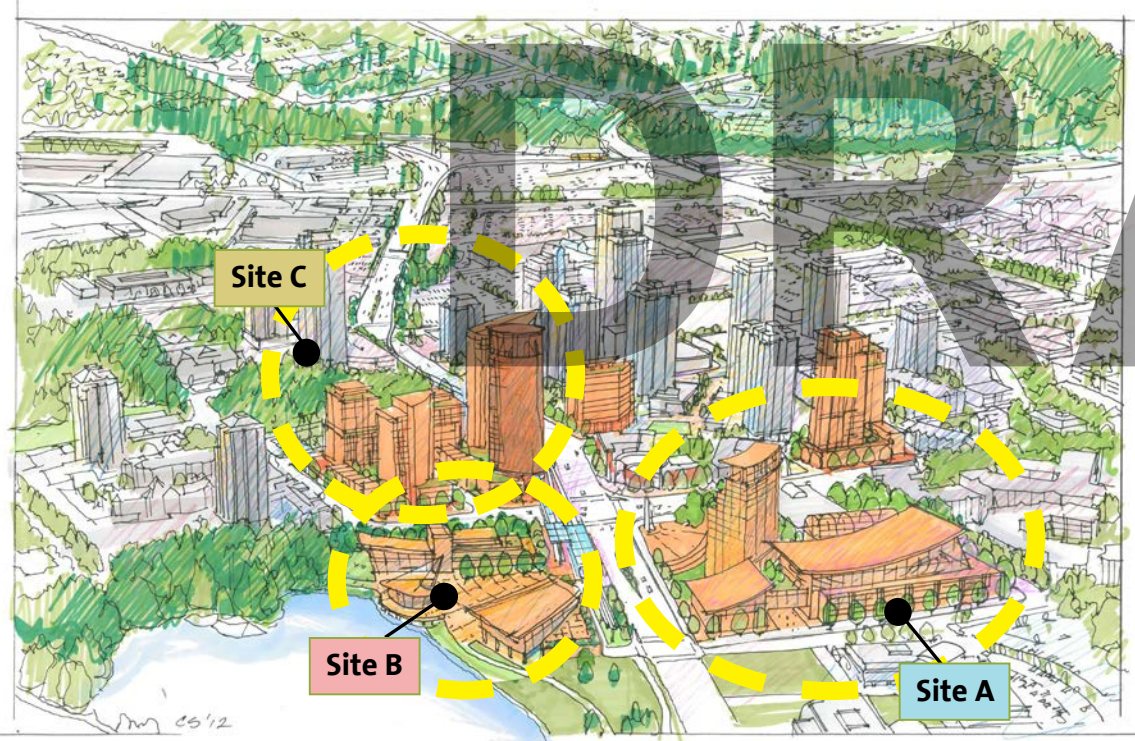
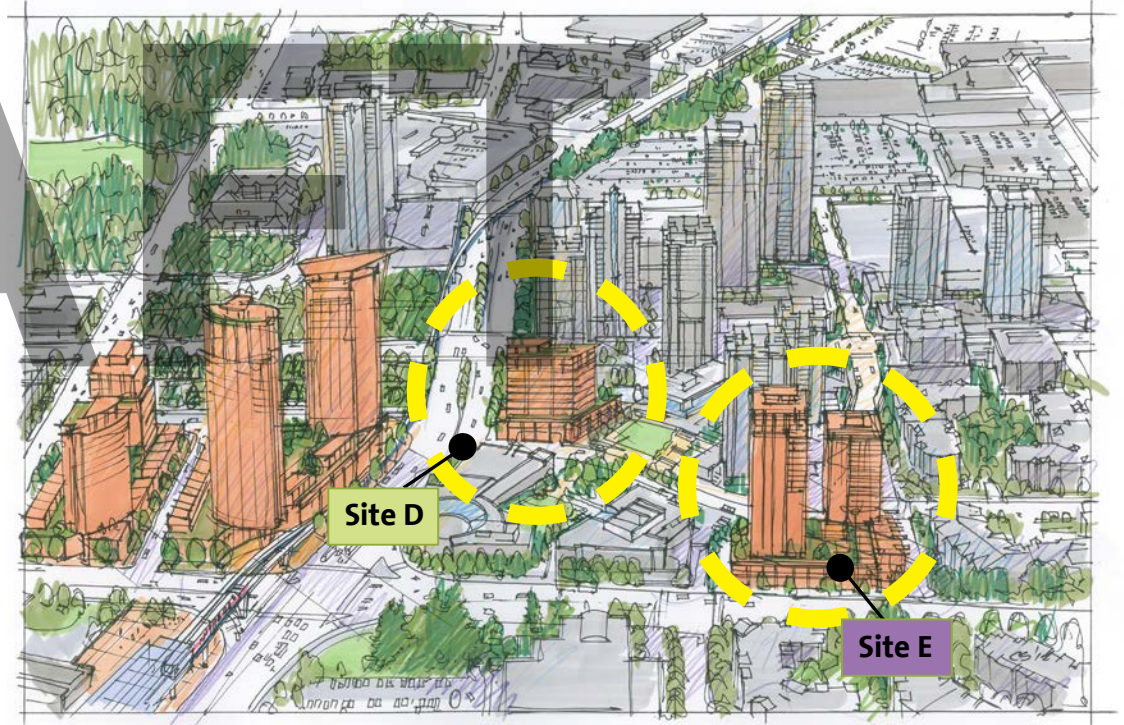


FIGURE 5.3 FOUR CORNERS PRECINCT - IDEAS FROM 2012 TO BE REVISED

Site A, B & C



Site D & E



Site A

- Retained CCAC
- Major new recreation facilities pending future Parks Master Planning needs assessment & business case
- Gateway feature on SE corner of site

Site B

- Enhanced and/or rebuilt Cultural Centre
- Restaurant
- Enhanced park connection
- New sports complex or civic facility

Site C

- Mixed-use
- Residential
- Office
- Retail

Site D

- Residential for seniors; supportive housing (low parking requirement)

Site E

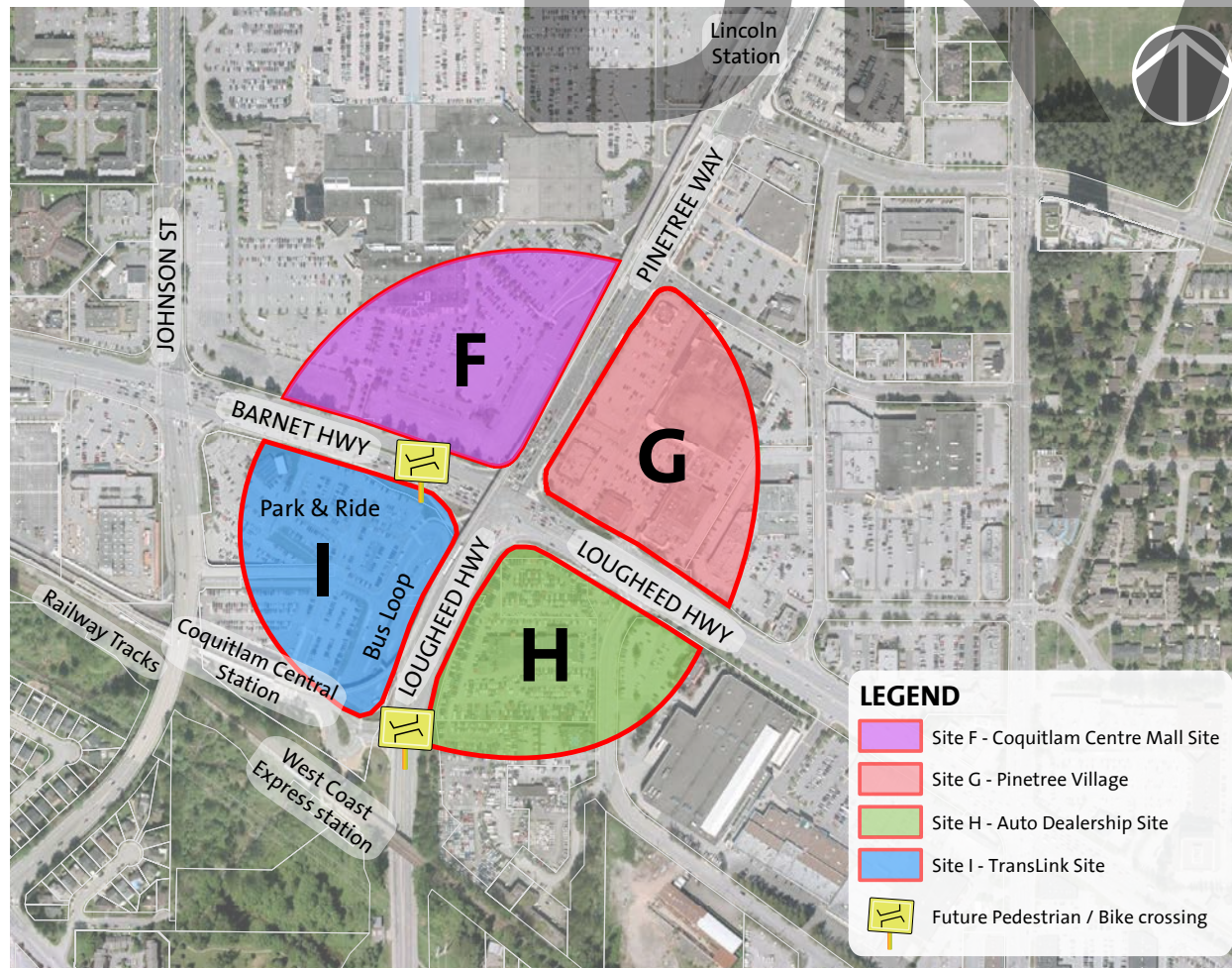
- Residential towers
- Ground oriented residential to west
- Commercial/office to activate ground floor
- Office on levels 2 & 3

Part of the CCAP Process will investigate the future of Four Corners in greater detail.

FIGURE 5.4 PINETREE AT LOUGHEED - DEVELOPMENT CONSIDERATIONS

KEY OVERALL OBJECTIVES FOR PINETREE AT LOUGHEED

- Provide a gateway into the City Centre core.
- Integrate public plazas into the City Centre core to create street vibrancy and activity.
- Leverage intersection's location as a transportation nexus (proximity to SkyTrain, the West Coast Express, and many bus routes along with the junction of two regional Major Road Network corridors).
- Enhance the public realm experiences of Pinetree Way, Lougheed Highway, and Barnet Highway as Character Streets.



Site F - Coquitlam Centre Mall Site

Development Factors

- A large parcel with a single property owner.
- Strong gateway to City Centre.
- Highly visible commercial frontage opportunities onto Pinetree Way and Barnet Highway.
- Need for effective design interface with SkyTrain guideway along eastern edge of site.

Site G - Pinetree Village

Development Factors

- A large parcel with a single property owner.
- Highly visible commercial frontage opportunities onto Pinetree Way and Lougheed Highway.
- Existing light column at south-west corner of site serves as welcoming gateway into City Centre.

Site H - Auto Dealership Site

Development Factors

- Strong gateway to City Centre.
- Highly visible commercial opportunities for both Lougheed Highway frontages.
- Transit-Oriented Development Strategy identifies a pedestrian/bike crossing north-south segment of Lougheed Highway.
- CP rail line to the south of the site.

Site I - TransLink Site

Development Factors

- A large parcel with a single property owner.
- Strong gateway to City Centre.
- Transit hub that includes a bus exchange, SkyTrain station, West Coast Express station, and a Park and Ride facility.
- Highly visible commercial frontage opportunities onto Barnet Highway.
- Ideal site for increased office and commercial development given immediate transit proximity.
- Need for effective design interface with SkyTrain guideway along eastern edge of site.
- Transit-Oriented Development Strategy identifies a pedestrian/bike bridge crossing on Lougheed Highway.
- CP rail line to the south of the site.

FIGURE 5.5 PINETREE AT LOUGHEED - POTENTIAL USES



Concept of Future Civic Plaza Adjacent to Lansdowne Station
(Source: Dialog Design)



Commercial-Broadway Station's Safeway Redevelopment
(Source: Bing Thom Architects, Westbank Projects, Crombie REIT)



Rendering of Future Transit Plaza in Oakridge Redevelopment
(Source: Stantec)

DEVELOPMENT IDEAS

- Four large plazas facing the intersection to encourage activity, vibrancy and a sense of arrival. As there are four different property owners, each plaza will be unique and situated above grade to mitigate street noise. The buffering between vehicles and the plazas could be enhanced through the use of plantings along the street front edges of the corner intersection plazas.
- Each of the four corner plazas could include rain protected covered areas for pedestrians in the form of public art.
- Each of the four corner plaza designs should respond to sunlight access and traffic noise suppression.
- Each of the four corners should incorporate public art or other visual interesting features (e.g., fountains, green walls, lighting, and/or exceptional architectural design).
- Active commercial uses at grade with office and/or residential uses above, framing and reinforcing the Lougheed Highway, Pinetree Way, and Barnet Highway streetspace corridors.
- Building height and density could be used on each corner to create a landmark that clearly defines a gateway into the downtown.
- Density bonusing could be used to offset the cost of the plazas and exceptional architectural and urban design features provided.
- The Urban Boulevard Character Street will serve as a visual transition into the core through streetscaping and the creation of street walls.
- Future Master Plans will need to consider interface issues and land use/pedestrian integration.

FIGURE 5.6 LINCOLN STATION PRECINCT

KEY DEVELOPMENT CONSIDERATIONS FOR LINCOLN STATION PRECINCT

- Strategically situated in the Core of City Centre.
- Adjacent to high frequency transit via Lincoln Station.
- Adjacent to the major arterial road of Pinetree Way.
- Several developers that have experience in delivering and managing office and commercial and development oversee large tracts of property in the area.
- Two developers have banked office space commitments within close proximity to Lincoln Station:
 - Morguard: 171,360 ft² (14,820 m²)
 - Unimet: 154,520 ft² (15,920 m²)

DEVELOPMENT IDEAS

- A plaza with public art near the corner of Pinetree Way and Northern Avenue could serve as a pedestrian gateway from Lincoln Station.
- Possible synergies of locating recreation, entertainment, and commercial uses adjacent to a SkyTrain station.
- Opportunity to cluster office development around a SkyTrain station.

D R A I

