

PART A BACKGROUND

1.0 Plan Format

Format of this Document

This document is organized into two parts.

Part A provides:

- a description of the overall development concept.

Part B includes:

- Contents of the now rescinded Bylaw No. 3368, 2000 which contains Council's policies and guidelines related to land use, transportation, parks, community and leisure services and utilities which support the development concept.

1.1 Area Plan Consolidation

- The Northeast Coquitlam Area Plan is a consolidated version of the Northeast Coquitlam Official Community Plan. The Area Plan was condensed to eliminate outdated material, policies redundant with the Citywide Official Community Plan, detailed background and historical explanations, and policies/plans which have been implemented.
- The Schedules such as the Land Use Designation Map which provide critical information to the Northeast Coquitlam Area Plan have been updated to include Council-adopted amendments only.
- Schedules which are referred to in this Area Plan pertain to the Northeast Coquitlam Area Plan and can be found at the end of Part B in this Area Plan.

DEVELOPMENT CONCEPT

2.0 Overall Development Concept

Proposed Development Concept The majority of the overall land base is included within designated parks, nature reserves or agricultural lands. Future development has been directed therefore to land outside of these areas, at the base of Burke Mountain.

Major Components Major components of the overall development concept include:

- one walkable, village node or centre which serves as a focal point for the area's employment, shopping, educational, recreational and social uses and for future direct transit service between Northeast Coquitlam and Coquitlam's Regional Town Centre;
- a mix of transit-supportive land use types and densities within the proposed urban development "village" area;
- a concentration of residential land uses within a ten minute walk of the village centre with land use intensity decreasing in a concentric manner as distance from the village centre increases;
- opportunities for lower density suburban and rural residential development in areas beyond the village area;
- protection of areas of high environmental sensitivity;
- protection of lands within the Agricultural Land Reserve for agricultural uses;
- a network of active and passive parks and leisure opportunities;
- a transportation network which accommodates the need of cars, transit, bicycles and pedestrians and which includes new east/west connections across the Coquitlam River at David Avenue and a second, more southerly crossing and improvements to the north/south capacity of Coast Meridian Road and Fremont Street.

2.1 Residential Development

Residential Development

In addition to emphasizing ground-oriented housing, the plan provides the framework for a diverse mix of housing types at densities ranging between those of large lot, detached homes and apartments. The reasons for this include:

- the need to house the growing population of Coquitlam, including people of all ages, as their housing needs change;
- a growing regional demand for mid-density housing forms that retain a close connection to the ground (i.e. principal entry is from outside, and is at ground level; or within one flight of stairs to ground level; dwelling has private outdoor space at ground level);
- a means of preserving substantial portions of the environmentally sensitive land in the area;
- the need to build at higher densities and in a pattern that will support a viable transportation system, connecting the area to jobs and community-wide amenities;
- developing a municipal infrastructure (roads, sewers, etc.) that is affordable both to build and to maintain; and
- the desire to create a complete residential community that can meet the lifelong needs of its residents.



Residential Area

2.1 Residential Development cont'd/

Planning for a mix of households, ages and incomes

Generally, residential densities decrease with distance from the village centre. The proposed residential mix can accommodate residents from all age and income groups to ensure that Northeast Coquitlam evolves into a socially diverse community. The plan proposes a total of approximately 7,590 residential units.

2.1.1 Future Urban Development Area - The Village Concept

Towards a more complete and transit-oriented urban village

To ensure that the area develops in a manner that is compact, transit supportive and ultimately more sustainable, a more intensively urbanized village area has been delineated (Map 3). This urban development area has been conceptualized as a more complete community within which amenities are clustered. A variety of residential uses within the area ensures that housing opportunities exist for a broad cross section of the community. Other village uses include institutional, commercial, retail and related employment opportunities, all of which are easily accessible to most residents. By defining a more urban "village" area, the plan establishes a context for future urban growth having a compact form that is relatively more affordable to service and that will support an economically viable transit system.

A Community Focus

A "neighbourhood park" is the focal point of the village centre. Here, frequent and rapid bus service is envisioned as providing a convenient linkage to the Coquitlam Town Centre. With key community amenities such as a day-care, grocery and other retail facilities, immediately adjacent to the transit hub, pedestrian and transit activity can become a viable and enjoyable experience.

**2.1.1 Future Urban Development Area - The Village Concept
cont'd/**

A Community Focus

Facilities that are likely to be major transit trip generators such as the secondary school, the community centre, commercial and employment uses as well as higher intensity residential uses and clustered primarily around the village core and along anticipated transit routes. Conceptually, the village core has been designed in a concentric arrangement so that most community facilities are within a short walk of one another.

*Future
Neighbourhoods*

The "village" area has been divided into proposed neighbourhoods defined by major roads and/or natural features. These neighbourhoods each of which is identified by a letter are shown on Map 4. Specific details regarding the precise configurations of neighbourhoods and specific locations of the residential units as well as other land uses will be determined through future more detailed neighbourhood by neighbourhood land use planning processes which are linked to the plan's overall phasing strategy. The neighbourhood planning processes will include public consultation with area residents and will consider and respect existing land uses and the aspirations of residents and property owners within each neighbourhood plan area.

*Community Design
Principles*

The village concept for Northeast Coquitlam is founded on the following basic community design principles and goals that, as development occur, should continue to guide the implementation of the plan.

- 1. *Create a sense of place, of neighbourhood and of community that builds upon what is locally inherent and enduring (e.g. topography, ravines, views) yet establishes a unique "village" character.***

The plan recognizes the critical significance of the environmentally sensitive ravine corridors that traverse the south-facing slopes of the study area. These natural channels are among the basic organizing elements of the landscape of Northeast Coquitlam. Balanced with the patterns of the natural environment, the land use plan integrates the community needs of a future urban population. A framework of streets organizes the built environment at a pedestrian scale to create a village character that is specific to this location.

2.1.1 Future Urban Development Area - The Village Concept
cont'd/

2. *Establish a varied and equitable mixture of land uses, household types, building forms and socio-economic groups.*

Community Design Principles

A more complete community is envisioned for Northeast Coquitlam with local facilities and amenities commensurate with the build-out population. Places to live, places to shop, places to work, places to learn and places to play are all provided within the community. An extensive array of housing types at various residential densities will ensure that a diverse population that includes families, singles, seniors and young people can reside in the Northeast Sector.

3. *Encourage all modes of transport especially walking, cycling and public transit.*

In terms of basic community organization, primary facilities are clustered within an area that is geographically delineated by a ten-minute walking radius of the village centre. In terms of physical structure, the major street network provides nearly level walking and cycling connections across the major ravines between the various village facilities. At a detailed design level, the plan provides the framework for the evolution of human-scaled, pedestrian-oriented streetscapes that will make walking and cycling a safe and enjoyable experience.

4. *Create a more compact community form in order to preserve open space and natural systems, reduce resource and energy consumption and provide a greater number of local amenities closer to home.*

As noted, the plan integrates the needs of a future urban community within the natural pattern of streams and ravines. With a concentration of future population within the village area, vehicle trips can be reduced because of the ease of access to many local amenities. The more compact urban form means that the developable land resource is efficiently utilized while preserving significant natural features.

2.1.1 Future Urban Development Area - The Village Concept cont'd/

5. *Rekindle the spirit of the public realm, especially the streets that are the veins of the community.*

Community Design Principles

Guidelines will be needed to ensure that buildings are oriented to the streets with doors, windows and front porches which make the streets comfortable civic spaces instead of just arteries for vehicular traffic. The sidewalk, separated from the travel lanes of the road by street trees and boulevards, yet overlooked by homes and shops, is the stage for the social and civic life of the community.



2.1.2 Lower Density Suburban Development Opportunities

Lower Density Suburban Development

The plan also provides opportunities for lower density, suburban residential opportunities outside of the urban development or village area. Areas that are typically located at higher elevations and where accessibility tends to be somewhat constrained because of physical realities such as steep topography or major ravines provide opportunities for residential development of lots of not less than one acre providing that servicing issues, especially sewage treatment, can be addressed. Low density, residential uses (minimum lot size of 555 square metres) are proposed for areas outside of the proposed village area and tend to be located on steeper hillsides and at higher elevations towards the boundary of Pinecone Burke Provincial Park.

2.1.3 Rural Residential Development Opportunities

Rural Residential Development

Rural residential opportunities (minimum lot size of two hectares or five acres) are accommodated on lands generally located at the periphery of the plan area along Quarry Road. These rural areas are not expected to be provided with full municipal services within this plan's twenty year time horizon.

2.1.4 Subdivision Prior to Urban Services

Subdivision Prior to Urban Development

Northeast Coquitlam is characterized by a multi ownership, fragmented land ownership pattern. Given this situation and the proposed development phasing strategy to implement this plan, some property owners may have to wait until intervening parcels of land are serviced before realizing development to urban densities consistent with the overall plan. Council recognizes this situation and will consider rural residential development proposals in advance of urban services in areas identified in the plan for urban development provided that it does not impede the ultimate land use and development pattern envisioned by the plan and necessary approvals for sanitary sewage disposal from the Ministry of Health are in place.

2.2 Transportation

Increasing choices for residents

The Plan's transportation policies are aimed at increasing transportation choices for the community and achieving a balance between mobility, environmental quality, transportation quality and affordability. While improved transportation connections between Northeast Coquitlam and other parts of the City and the Region are vitally important to community growth, increasing transportation choice is a fundamental feature of the plan by addressing needs for roads, transit, bicycles and pedestrians. It is the intent of this plan to provide an interconnected system of streets which provides multiple route options as well as facilitates the safe and efficient movement of pedestrians, bikes and cars while minimizing the impacts on surrounding land uses. An important aspect of sustainability is travel demand reduction. In addition to substituting one mode of travel for another, the amount of travel per capita should also decrease. A sustainable community should also substitute information exchange for travel where possible. Employment, education and leisure activities which can be accomplished through communication channels rather than traveling to another destination should be fostered.

2.2 Transportation cont'd/

*Regional
Transportation
Planning Context -
Transport 2021*

The transportation component of the plan has been based on the implementation of regional improvements in Transport 2021 and the City's Strategic Transportation Plan. The regional transportation improvements originally slated for 2006 that are significant to Northeast Coquitlam include rapid transit to Coquitlam Regional Town Centre and the widening of the Barnet and Lougheed Highways to accommodate High Occupancy Vehicle operations.¹

Another significant regional improvement to Northeast Coquitlam is the construction of David Avenue between Pipeline Road and Coast Meridian Road complete with the Coquitlam River and Hockaday Creek crossings. This improvement has been identified in TransLink's 2005-2007 Three-Year Plan and Ten-Year Outlook, Strategic Transportation Plan Amendment adopted by the TransLink (GVTA) Board in February 2004.¹

It is the intent of this plan to co-ordinate and phase transportation improvements with expected future levels of growth in Northeast Coquitlam.

Road Network

The plan envisions streets that are more than just utility corridors. Instead, streets are seen as an important element of the public realm, along with parks and open spaces, and as such, efforts are made to ensure they are comfortable for pedestrians and cyclists. Due to the sloping terrain, primary streets that unite key community facilities have been oriented in an east-west direction so that grades remain relatively gentle and walkable.

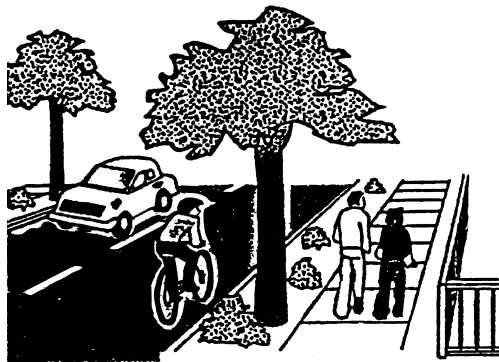
The proposed long-term major road network is shown on Map 5. Existing roads in Northeast Coquitlam cannot accommodate planned growth levels. A comprehensive evaluation of transportation options indicated that two new east-west connections across the Coquitlam River are required to initiate major development. The City will need to undertake more detailed planning of these crossings to address environmental issues associated with the Coquitlam River. Rehabilitation and upgrading of the north-south arterial roads, such as Coast Meridian Road, are also needed to support travel between Northeast Coquitlam and Port Coquitlam and other destinations. The City will work with the City of Port Coquitlam in ongoing planning of transportation-related initiatives.

2.2 Transportation cont'd/

Road Network Planning Principles

The following principles will guide implementation of an effective road network in Northeast Coquitlam:

- The road network should be a multi-use facility;
- Land requirements and the social, environmental and financial costs of transportation infrastructure should be minimized;
- The safety and efficiency of the road network should be supported by the plan;
- The road network should be based on a hierarchy of roads;
- Redundancy of the road network should be encouraged (This means that for any given trip i.e. walking/cycling or vehicle, there should be several possible routes which disperses traffic across the road network, minimizing the potential for large congested intersections and potential delays);
- Access to major destinations should be direct;
- Access on arterial roads should be managed;
- Roadways should be no more than four lanes;
- The road network should enhance the character of the community;
- Involve the community in the planning, design and implementation of roadway network facilities.



Multi-Modal Road Network

2.2 Transportation cont'd/

Transit - Encouraging a viable alternative to the car

Transit service will play a significant role as an alternative to single occupant vehicles. Conventional and community-based transit services plus a direct rapid bus link between the village core in Northeast Coquitlam and planned rapid transit in Coquitlam's Town Centre, via a new crossing of the Coquitlam River, will ensure convenient access to other parts of the City.

Transit Planning Principles

The following principles will guide implementation of an effective transit system in Northeast Coquitlam:

- Development patterns along transit corridors should be of a higher density;
- Land uses should be mixed and concentrated at key nodes and/or along transit corridors;
- The road network should provide for efficient transit operation;
- Alternative transit models should be adopted;
- Multi modal connections with transit should be available;
- Transit supportive "Transit Demand Management" strategies should be implemented;
- Transit travel times should be competitive with those of the automobile;
- Minimum service frequencies should be 15 and 30 minutes during peak and off peak periods, respectively;
- Transit should be reliable by providing on-time service;
- Security and safety of transit users should be a priority;
- Involve the community in the planning and design of transit services.

Walking and Cycling

Cycling and walking are growing in popularity as a form of commuting, shopping and recreation. The plan provides for a broad framework for bicycle and pedestrian systems through the area with linkages to other parts of the City and Port Coquitlam. Proposed primary local area bicycle and pedestrian networks are highlighted on Maps 6 and 7.

2.2 Transportation cont'd/

*Pedestrian and
Bicycle Planning
Principles*

The following principles will guide implementation of an effective pedestrian and cycling network throughout Northeast Coquitlam:

*Pedestrian
Planning Principles*

- A continuous network of attractive, safe and direct pedestrian facilities is essential throughout Northeast Coquitlam;
- Pedestrian systems should be planned and designed for persons of all physical abilities;
- Connections to park trail systems and to other parts of the City and Port Coquitlam are necessary features of an overall pedestrian system;
- Pedestrian systems should provide direct access to transit service;
- Intersection design should place a high priority on the access requirements and safety of pedestrians;
- Pedestrians should be adequately separated from vehicle traffic on all public roadways;
- Personal security aspects of the pedestrian system need to be addressed at the planning, design and operation stages;
- Areas around schools and playgrounds should be maintained as pedestrian-friendly environments;
- Pedestrian-oriented environments should be encouraged as a means of creating "people places" within the community;
- Pedestrian facilities should be designed and maintained using recognized standards;
- Involve the community when planning and implementing pedestrian facilities.



Pedestrian Oriented Environment

2.2 Transportation cont'd/

Bicycle Planning Principles

- A continuous network of attractive, safe and direct bicycle facilities is essential;
- The planning and design of bicycle facilities should accommodate persons of all ages and cycling abilities;
- Bicycle facilities should be designed to encourage predictable bicyclist behaviour;
- Every street should be considered a cycling street and all locations accessible by motor vehicle should be accessible by bicycle;
- Connections to other parts of the City, adjacent municipalities and provincial facilities must be achieved to ensure an integrated system;
- Adequate end of trip facilities should be provided at major destinations;
- Personal security and safety should be a priority in the planning and development of bicycle facilities;
- Access to public transit by cyclists should be promoted to maximize multi modal transportation opportunities;
- Standards for the design, location and maintenance of bicycle facilities should be followed;
- Complementary programs, including awareness, encouragement, education and enforcement should be initiated and actively supported;
- Involve the community in the planning, design and implementation of bicycle facilities.

2.3 Economic and Commercial Development

*Long-Term
Economic
Benefits*

Through the analysis of a number of economic impact indicators, the proposed development plan for Northeast Coquitlam is anticipated to generate significant economic benefits for the City and the Region as the community is built out and by ongoing activities of residents. From a local employment perspective, the plan seeks a greater balance between opportunities to work and live in the same community. Given the location of Northeast Coquitlam relative to major transportation facilities and major markets, as well as the competitive advantages of other nearby employment centres such as Coquitlam Town Centre and Mayfair/Pacific Reach as well as within Port Coquitlam, many of the jobs that will be generated by the proposed major community facilities, schools and retail/commercial and office development in the proposed village, once the significant employment during the construction phase is completed.

Additional economic development opportunities exist in Northeast Coquitlam in two key areas:

- capitalizing on the area's most significant competitive advantage of a "City in Nature": specifically related to Northeast Coquitlam's physical setting in proximity to large areas of provincially and regionally significant natural areas, and;
- supporting information based/high technology opportunities by fostering the development of a "Smarter Community" through encouraging investment in infrastructure such as fiber optics and high speed communication links.

These opportunities can provide the basis for broadening the long range economic development vision which can work towards encouraging future employment in Northeast Coquitlam.

*Commercial
Development -
The Village Centre*

The plan accommodates commercial land uses which will be required to serve the needs of area residents. One of the major components of the overall development concept is the village centre which is envisioned as an attractive, pedestrian-oriented and vibrant focus for the community. The village centre will provide for a mix of uses including retail, commercial services, offices, residential, educational and other institutional uses along a pedestrian-oriented "main street". The plan has been formulated to be open to the opportunity for a mix of commercial uses in the village centre.

2.3 Economic and Commercial Development cont'd/

*Commercial
Development -
The Village Centre*

The village centre is also seen as the focus of future, direct bus service between Northeast Coquitlam and Coquitlam Town Centre (proposed SkyTrain service and existing West Coast Express service).



Character Sketch of "Main Street"

*Serving the
Community*

The plan also accommodates a limited amount of convenience retail and personal service activities intended primarily to serve residents from adjacent neighbourhoods in areas designated for neighbourhood commercial uses.

Based on commercial planning and development assessment forecasts for Northeast Coquitlam, approximately 177,000 square feet of commercial floor space and a total land area requirement of up to 14 acres will be required over 20 years to serve the needs of area residents.

*Home-Based
Entrepreneurs/
Business*

Throughout Northeast Coquitlam, home occupations (home-based business and manufacturing) will also be encouraged. In order to facilitate the approval of these uses, the plan's implementation strategy recommends that the zoning and building regulations be examined to identify potential barriers and to develop a supportive policy and regulatory framework. Home-based business and manufacturing are topics which will need further exploration but may provide opportunities to increase local employment and economic vitality while alleviating the need for commuting. Over the life of the plan, should new employment opportunities and uses wish to locate in the Northeast, these proposals could be reviewed.

2.4 Energy Efficiency and Conservation

Promoting Energy Efficiency

The City recognizes that land use and transportation planning, site planning, neighbourhood and building design can have a profound effect on energy related air emissions. Major components of the development concept are consistent with the goals and objectives of encouraging more energy efficient neighbourhoods and buildings. The transit oriented, compact urban form, proposed land use densities and mixes and the establishment of a major activity centre in the form of a village centre will help to reduce energy consumption and costs for residents and the City (see Appendix A).

The Plan includes policies outlining the City's support for planning, design and construction of energy efficient neighbourhoods and buildings along with several strategies related to land use and transportation planning, energy supply options, building design and site planning aimed at reducing energy consumption.

2.5 Parks, Open Space and Leisure Facilities

Towards a Healthy and Active Community

The plan's parks and open space policies aim to provide an integrated system of parks, open space and leisure facilities throughout the area in order to meet the passive and active recreational needs of existing and future residents. Plan policies reflect the need to make the best use of Northeast Coquitlam's magnificent natural setting and to recognize the natural recreational value provided by such areas as the Pinecone-Burke Provincial Park, Minnehada Regional Park, Widgeon Marsh Regional Park Reserve and Addington Point Nature Reserve. The plan also integrates and builds upon regional initiatives such as the Regional Greenways plan. Parks such as Coquitlam River Park, Victoria Park, Harper Park and Freemont Park remain as integral parts of the overall parks system.

In addition, more specialized public parks or open space areas are envisioned within Northeast Coquitlam include:

A Comprehensive Parks System

Major City Park - is a large area that may draw users from other areas of the City. A major City park typically includes a unique natural area or topographic feature and amenities for active recreation such as a group of sports fields, hiking/walking trails and any number of other recreation opportunities.

2.5 Parks, Open Space and Leisure Facilities cont'd/

A Comprehensive Parks System

Neighbourhood Parks - are typically located within a five minute walk of most local residents. Playground equipment or typical "tot lot" amenities are intended to be provided. Adjacent residences should face the public space for passive surveillance and security; in fact, depending on the specifics of detailed subdivision planning, some homes may even front directly onto the neighbourhood parks.

More formal neighbourhood parks or civic squares are envisioned for the heart of the village centre. They are intended to be the landscaped focal points of the community. Formal plazas, gazebos or bandstands and gardens as well as manicured greens are envisioned within these urban parks to provide a social gathering place and a setting for passive recreational activities.

Linear Parks - are continuous "greenway" areas that traverse the study area. These spaces provide a limited degree of environmentally sensitive, off-street trail connection to the major facilities located in the village area and to the waterfront trail network. Provided that areas of high environmental sensitivity are protected, linear parks are ideal for the development of recreational trail networks for walking, running or cycling. Generally, a natural landscape treatment is anticipated within these park corridors. It is the intent of this plan to coordinate with and assist in the implementation of the Regional Greenway network.

School/Park Sites - are larger than neighbourhood parks and are intended to provide a broader range of open space and active park amenities for Northeast Coquitlam. These sites are to be jointly developed for use as the site of educational facilities as well as active recreational activities. Typically, level playing fields (washrooms, children play areas, tennis/multi-courts, amenities for youth recreation, trails and linkages to a trail system) and associated facilities are envisioned for the School/Park sites.

Environmentally-Sensitive Areas - are areas that have been generally delineated as having potentially high value and significance in terms of their environmental sensitivity. Typically, these areas are associated with ravines and watercourses that bisect the study area.

2.5 Parks, Open Space and Leisure Facilities cont'd/

*Functional and
Accessible
Neighbourhood
Parks*

As part of the plan's goal to foster a diverse, complete community and to foster a sense of community and social well-being, the overall development concept proposes that public spaces and facilities which are functional and accessible for all ages, abilities, incomes and cultural backgrounds be provided as an integral design component in each neighbourhood area.

*Parks Planning
Principles*

The following principles which were adopted as part of the City's Parks Master Plan will help guide future planning and decision making related to parks. The City will embrace the vision of Coquitlam as:

- a community that believes in wellness, actively pursuing individual and community well-being through a set of strengthened community focuses;
- a green "City in the Park" committed to stewardship of the environment;
- known for quality parks and recreation facilities, serving all ages including youth;
- proud of its pathway and trail system, providing access to parks and natural areas and linking to the regional network and wilderness to the north;
- a model of local and regional cooperation and collaboration;
- the City will balance park and facility development across the City so that all areas have access to a full range of services;
- planning for substantial growth which must be matched by additional recreational services, both parks and facilities, if quality of life is not to be compromised;
- acquiring land for future needs in a timely and cost effective manner;
- environmental protection;
- use the total urban realm for leisure;
- building flexibility into the system;
- strengthen user groups and community partnerships to effectively manage and protect assets and to provide input into future directions.

2.5 Parks, Open Space and Leisure Facilities cont'd/

Parks Planning Principles



Pinecone Burke Provincial Park

2.6 Institutional and Community Services

Towards a Complete Community

The plan envisions Northeast Coquitlam as a "complete" community and provides the conceptual framework for the development of a wide variety of institutional and community services that will be needed to serve existing and future residents.

Schools

Leigh Elementary School currently serves the area. Schedule 'B' of the Northeast Coquitlam Area Plan identifies four additional school sites to serve Northeast Coquitlam. These sites would include one secondary and middle school site, and three elementary school sites. In addition, Schedule 'B' also designates one potential school site in the Northwest quadrant, adjacent the Coquitlam River.

2.6 Institutional and Community Services cont'd/

Community Services and Facilities

Victoria Park Hall has served for many years as a social focus for the community. This use continues to be recognized in the plan.

The plan envisions a number of additional facilities to serve the needs of the local community:

Transit Hub - As a more complete and sustainable community, the village core is envisioned as a convenient transit hub. Located at the heart of the village, the transit lay-by is immediately adjacent to a number of key amenities. This will encourage "trip chaining" or the combining of various errands into one trip (e.g. drop a child off at day-care, go to the bank, pick up a coffee and embark on a bus trip). The convenience of having a number of key facilities clustered at one location will result in a notable reduction in local travel demands.

Community Centre - A community centre is intended to be developed near the village core. This location is convenient to all residents and establishes a prominent landmark near or in the village centre.

Day-care Centre - This land use is best accommodated near a transit hub where the journey to work begins and ends. A large day-care facility is envisioned on a site facing the neighbourhood park in the Village Centre, perhaps jointly developed with seniors housing. Smaller day-care facilities within neighbourhoods or associated with individual homes are also envisioned.

Fire Hall - Through discussions with the Coquitlam Fire Department, a 0.4 hectare site has been identified along David Avenue west of the village centre. The site is adequate in size, enjoys good vehicular access possibilities and is uphill from most of the village area (important for emergency response in winter conditions).

Community Policing Office - A storefront police office could be accommodated within any of the commercial floor space available in the village centre. While the police office could locate within one of the three small neighbourhood commercial centres, it is recommended that the community police function occupy a visibly prominent location on the main street within the village core.

2.6 Institutional and Community Services cont'd/

Community Services and Facilities

Religious Institutions - A religious institution is envisioned within the proposed village core area. Provided that access, parking and design issues can be satisfied, other sites for religious institutions could be compatible in other neighbourhoods.

Care Facility - Housing for seniors is an important need in a community; its presence allows people to continue to reside in their community as they get older. In Northeast Coquitlam, the most suitable location is at the village centre since all key amenities and services (especially convenient transit) are available. Seniors housing could be situated on a site facing the village green. Seniors housing is regarded as compatible with all urban uses in the village and, contingent upon physical design sensitivity as well as parking and access considerations, should be encouraged in any neighbourhood.

Library - A library is an important civic institution and should be located at the heart of the community. As a stand-alone building, the library could be situated on a site adjacent to the village green and transit hub. Alternatively, library facilities could be accommodated within any of the commercial floor space available in the village centre. It is highly recommended that this significant public use should be located in the core commercial area close to other community amenities and the transit hub.

Recycling Centres - An appropriately designed central recycling depot is intended to be developed within the Northeast Coquitlam Village Core in order to promote and support recycling activities and other environmentally green programs.

Public Works Yard - An interim staging site for operations and maintenance services in the northeast sector has been designated at the existing reservoir site on Harper Road. The City will continue to explore other sites which could accommodate a public works yard over the long term. Any decision determining the proposed site will need to consider traffic impact, compatibility in terms of design, noise, lighting with adjacent uses, screening, landscaping and architectural sensitivities and other performance criteria.

Community Gardens and/or Markets - Due to the broad mix of housing types in the plan area, many residents are likely to desire the shared benefits of community gardens. This opportunity may exist on an interim basis in local parks, school/park sites and utility corridors.

2.7 Natural Resource Management and Environmental Protection

Balancing Environmental Protection and Urban Development

The diversity of natural features ranging from floodplain areas of the Coquitlam and Pitt Rivers, important fish and wildlife habitat areas, to steep slope areas on Burke Mountain are among Northeast Coquitlam's many assets. While recognizing the link between urban growth and the impacts of development on natural ecosystems, plan policies and guidelines balance the housing, mobility, social, recreational and leisure needs for a growing population with the needs to protect areas of high environmental sensitivity and to steer development away from areas of high geotechnical or flood risk. The potential for geotechnical events in certain areas of Northeast Coquitlam is high due to unique factors in this area, including high precipitation and steep topography. Much of the plan area is already included within protected areas such as the Pinecone-Burke Mountain Provincial Park, Minnehada Regional Park, Widgeon Marsh Regional Park Reserve and Addington Point Nature Reserve. The plan recognizes these areas and contains policies and development guidelines aimed at protecting other areas of high environmental significance.

Terrain and Watershed Management

Several watercourses traverse the area including Hyde and Smiling Creeks which discharge into DeBoville Slough. The watersheds of these two creeks comprise roughly 1450 hectares of lands and drain the slopes of Burke Mountain. Sediment erosion and transport occurs in the upper reaches of the streams with major deposition occurring at lower elevations in Port Coquitlam and in Partington Creek below Oliver Road within Coquitlam. Drainage problems presently occur in Port Coquitlam and at Cedar Drive where Hyde and Partington Creeks reach flatter, lowland areas. The hydraulic capacity of Partington Creek has been reduced by sediment deposition despite the annual removal of sediment loads deposited at the corner of Oliver Road and Cedar Drive.

Future urban development in Northeast Coquitlam will lead to an increase in the amount of impervious land cover which will lead to increase runoff into area watercourses. Plan policies provide a framework, including a set of principles, for future stormwater management planning which integrate overall objectives of protecting people and property while respecting the natural environment and promoting ecological sustainability.

2.7 Natural Resource Management and Environmental Protection cont'd/

Terrain and Watershed Management

The plan recognizes the important roles of watercourses as fundamental components of the City's drainage and flood control systems as well as their significance in supporting valuable fish habitat. The dual roles of watercourses in Northeast Coquitlam will be integrated and balanced through ongoing planning and implementation of stormwater management systems. To that end the plan makes reference to and relies on the provisions of Integrated Watershed Management Plans and the City of Coquitlam Stormwater Policy and Design Manual, as supplemented to include low impact development policy and procedures.

The plan recognizes that wise management of the area's water and land resources is necessary to ensure their long-term sustainability. The overall development concept recognizes areas of high environmental sensitivity such as major watercourses and ravines and which have been used as primary determinants of community structure and design by including them within protected areas or within the plan's proposed network of open spaces. The proposed compact urban form also provides opportunities for protecting natural habitat areas. The plan contains policies and development guidelines which are aimed at protecting valuable fish and wildlife habitat, valuable watershed areas, gravel extraction areas, floodplain areas, steep slope areas and hazard lands.

Fraser River Estuary Management Plan - Protecting the Economic and Environmental Assets of the Pitt River

The Pitt River, including its foreshore areas are within the estuary area and as such, are subject to the policies and strategic directions contained within the Fraser River Estuary Management Plan (FREMP).

In 1996, the City worked in partnership with other FREMP partners including senior government, the GVRD in undertaking the Area Designation Process for the Pitt River foreshore. Map 9 identifies the area designations which were agreed to by the agencies involved for the foreshore areas along the Pitt River. A description of these area designations is included in Appendix B.

2.7 Natural Resource Management and Environmental Protection cont'd/

Hillside Development: Seeking Opportunities to Protect Significant Trees and Greenways

The City also recognizes the value which residents place on the image of Burke Mountain as a green backdrop for the area. Much of Northeast Coquitlam is contained within the Pinecone-Burke Provincial Park, Minnekhada Regional Park, Widgeon Marsh Regional Park Reserve and City parks which provide significant opportunities to retain this image. Policies in the plan are aimed at encouraging the protection of significant stands of trees, providing corridors or greenways which link natural areas such as watercourses, ravines and large forested areas.

2.8 Agricultural Land

Protecting a Limited and Valuable Resource

The development concept provides for the continued use of lands within the Agricultural Land Reserve for primarily agricultural uses. The plan encourages agricultural practices which recognize environmental sensitivities particularly related to watercourses in the DeBoville Slough area.

2.9 Servicing

Sanitary Sewers

With the exception of the River Springs, Parkridge Estates, Oxford Heights and Glenbrook Drive area, much of the plan area is not serviced with municipal sanitary sewer works. In some of these areas, homeowners have been experiencing problems with individual septic systems raising the potential for public health and environmental concerns related to surface water.

The City has begun to address the need for sewers by extending sewer trunks from the Greater Vancouver Regional Sewer system in Port Coquitlam to Coast Meridian Road and Galloway Avenue, and to the River Springs areas. Future planned extensions of the trunk sewer system are shown on Map 10. Extensions to these systems will be based on the overall development planning strategy.

Water Supply

The Greater Vancouver Water District (GVWD) currently supplies the area with potable water through the Oxford Heights watermain. The demand in Northeast Coquitlam for water, in terms of adequate fire flows and domestic consumption, will increase dramatically as the plan is implemented and development takes place. The water system itself will have to be expanded significantly to supply these increased demands. Five pressure zones, together with a new water supply main, population growth in the plan area.

2.9 Servicing cont'd/

Water Supply

Keeping future demand to a reasonable and more sustainable level will require the City to develop a comprehensive water conservation program that includes lawn watering restrictions and metering and billing for water and an energy efficient approach to the design and operation of a future supply system. The proposed water supply concept is shown on Map 11.

2.10 Development Phasing

Encouraging an Efficient, Staged Development Pattern

Map 12 highlights the proposed urban development phasing strategy for Northeast Coquitlam. The intent of this strategy which is based on the logical extension of engineering infrastructure, is to encourage a contiguous and efficient development pattern and extension of utilities which will be required to serve future population growth. The phasing strategy will also act as a guide for other agencies such as the School District and utility companies such as BC Hydro, BC Telephone and others as they plan future service extensions.

2.11 Development Reserve

Development Reserve

In Northeast Coquitlam, topographical constraints significantly limit the amount of land available for development. The plan strives to efficiently utilize the land resource. The village area is centered on the most favourably sloped lands. The plan, however, recognizes that a number of developable areas (slopes less than 30 percent) exist around the periphery of the study area, many of them separated by steep slopes or ravines.

The Development Reserve designation is intended to recognize potentially developable sites which are either located at higher elevations or are separated by steep slopes or ravines from major urban development areas. Development of these lands is generally seen to be beyond the twenty-year planning horizon of this plan. This designation implies that these lands may be physically capable of accommodating future urban land uses but servicing and access issues must first be addressed.

PART B POLICIES AND GUIDELINES

1. PLAN GOALS

The overall goal of this plan is to provide a general policy framework which balances the needs of a rapidly growing urban population with the needs for protection and enhancement of areas of high environmental sensitivity. This plan provides the framework for the orderly development of a livable community which provides opportunities for a diverse mix of housing types, commercial, retail and community leisure needs, a strong orientation to transit, while recognizing and protecting areas of high environmental sensitivity and the area's agricultural and recreational land base. The plan aims to:

Plan Goals

- protect areas of high environmental sensitivity;
- promote efficient use of resources such as land, capital, infrastructure and energy;
- address long range regional and local housing needs by providing a mix of housing types while respecting the aspirations and lifestyles of existing residents;
- increase transportation choice for residents;
- foster a diverse community in terms of people, land use, housing mix and services;
- promote community and social well-being.

A Policy Framework For A More Sustainable Community

As a policy framework, the plan also serves as a guide and basis for:

- decision making by Council in consultation with the public and staff with respect to future land uses and the delivery of services and utilities to the area;
- preparing more detailed neighbourhood-based and service plans;
- assessing future development proposals for their achievement of planning objectives;
- preparing and implementing necessary land use and servicing regulations and guidelines and capital expenditures.

Inter-Municipal Cooperation

The City recognizes that implementation of the Northeast Area Plan will require the cooperation of neighbouring municipalities, particularly the City of Port Coquitlam and the City of Port Moody. The City of Coquitlam will continue to work on issues of mutual interest with Port Coquitlam and Port Moody regarding ongoing and future land use, transportation, watershed and service planning in Northeast Coquitlam.

2. PLAN POLICIES

The following policies reflect Council's commitment to the principles and goals of this plan and its implementation. Plan policies also reflect Council's commitment to existing and future residents and businesses in planning and developing a phased, livable, diverse community which balances longer term community interests with the needs of current residents.

A. Land Use Policies

The plan's land use policies are intended to provide a long range, policy framework which will lead to the phased development of a livable community which provides opportunities for a diverse mix of housing types, commercial, retail, institutional and community leisure needs while recognizing and protecting the area's agricultural and recreational land base and areas of high environmental sensitivity.

A-1.0 Land Use Designations

*Future
Development
Pattern*

The land use designations on Schedule B to this plan establish an overall pattern for future development in Northeast Coquitlam by identifying the general location of various land uses and densities. These designations are general and schematic in nature. More precise definition of these designations will occur as part of more detailed neighbourhood planning processes.

The purpose of the land use designation is to provide a general framework for the location of various land uses and densities, so as to accommodate new development, but also to maintain and protect existing resources or development, wherever appropriate. The general intent of each land use designation is set out below.

Neighbourhood Centre – The intent of this designation is to accommodate a mix of residential and commercial uses along with civic, institutional and park and open space uses within a neighbourhood core serving residents in northeast Coquitlam. The neighbourhood centre is envisioned as a primarily pedestrian-oriented area with street front shops along a “main street” corridor.

Neighbourhood Commercial - The intent of this designation is to accommodate a limited amount of convenience retail and personal service uses intended to primarily serve residents from adjacent residential areas. The designation accommodates apartment residential uses which are located above the ground level commercial space.

A-1.0 Land Use Designations cont'd/

Village - High Density - The intent of this designation is to accommodate predominantly residential development at average densities of 50 to 60 units per hectare.

Village - Medium Density - The intent of this designation is to accommodate residential development at average densities of 25 to 30 units per hectare.

Village - Lower Density - The intent of this designation is to accommodate residential development at average densities of 10 to 20 units per hectare.

Medium Density Apartment – The intent of this designation is to accommodate townhouse and apartment developments at medium densities up to eight storeys around the Neighbourhood Centre.

Townhousing Residential – The intent of this designation is to accommodate ground-oriented multi-family homes.

Compact One-Family - The intent of this designation is to accommodate compact, strata lot development with lots being a minimum of 375m² in size. This designation is limited to Strata Plan NW939, NWD (commonly known as River Springs).

Compact Low Density Residential – The intent of this designation is to accommodate detached single-family homes on smaller lots.

Baycrest Low Density Residential – The intent of this designation is to accommodate detached single-family homes and ground-oriented residential infill.

Large Single Family - The intent of this designation is to accommodate low density, urban residential uses with a minimum lot size of 555 square metres (6,000 square feet).

Suburban Residential (One Acre) - The intent of this designation is to accommodate a residential environment consisting of single family homes on individual lots of not less than one acre (.4047 ha).

Rural Residential and Resource - The intent of this designation is to accommodate residential uses on a large acreage with a minimum lot size of two hectares (five acres) without full municipal services. This designation also recognizes the topographical constraints in the northern sector of the plan area and accommodates limited quarrying, forestry and minor outdoor recreational uses.

A-1.0 Land Use Designations cont'd/

Civic and Major Institutional - The intent of this designation is to accommodate certain civic and institutional buildings, such as the Burke Mountain Fire Station.

School – The intent of this designation is to accommodate Leigh Elementary School and other school sites.

School/Park - The intent of this designation is to accommodate joint use school/park sites.

Parks and Recreation - The intent of this designation is to delineate those lands being used or intended to be used as public parks.

Environmentally Sensitive Areas - This designation is intended to delineate lands intended to remain generally in a natural state and to be used for passive recreation and protection of critical natural environment such as fisheries or wildlife habitat.

Open Space – The intent of this designation is to accommodate green space and outdoor recreation opportunities. (Supplementing existing and proposed parks)

Extensive Recreation - The intent of this designation is to provide for and accommodate private, outdoor recreational uses such as firing ranges, golf courses, marinas and sports clubs.

Protected Resource - Watershed - The intent of this designation is to provide for the protection of the Coquitlam Lake watershed.

Agricultural - This designation provides for and accommodates the continued preservation of lands within the Agricultural Land Reserve for agricultural uses.

Development Reserve - This designation applies to certain lands on the north and east periphery of the area generally designated by this plan for urban development. These lands are seen as having possible future urban development potential by virtue of their location and slopes of 30 percent or less, but cannot be adequately serviced and/or accessed by road and trunk services. The Development Reserve designation defers urban development of these lands until such time as the relevant infrastructure issues can be resolved at which time re-designation can be considered under Policy A-1.2. This designation also provides for interim rural residential development, with a minimum lot size of five acres.

*Relationship to
Zoning Bylaw*

**Policy A-1.1 Relationship of Zoning Bylaw to
Corresponding Land Use Designations**

In order to give effect to the Land Use Designations, Council will only give favourable consideration to rezoning applications which are in accord with Schedule "B". The land use designations on Schedule "B" shall correspond with the zone designations of the Zoning Bylaw, as indicated in Table 1. It should be noted that certain designations, particularly in the future urban area, may not yet have implementing zones. The creation of these zones is anticipated in the plan implementation strategy.

Policy A-1.2 Redesignation of Development Reserve

Council will give consideration to applications to amend this plan to redesignate lands designated Development Reserve to Land Use Designations allowing for urban or suburban development, only when:

1. Arrangements to provide water supply and sanitary and storm sewer service to the lands under application have been demonstrated to be technically feasible and achievable within the time frame for proposed development;
2. Arrangements to provide vehicular, pedestrian and bicycle access, and where applicable, potential transit access, have been demonstrated to be technically feasible and achievable within the time frame for proposed development;
3. A draft scheme of neighbourhood development substantially consistent with or clearly capable of being made consistent with the applicable policies of "Section D – Neighbourhood Plan Policies" of the Northeast Coquitlam Area Plan has been submitted; and
4. Potential school capacity including any required school sites, sufficient to accommodate the demand likely to be generated by development of the lands under application, has been demonstrated to be achievable.

**Policy A-1.3 Procedures for Applications to Amend this
Plan**

The procedures whereby an owner of lands to which this Area Plan applies may make application to amend the plan are the procedures set out in Section 405 – Official Community Plan Amendments of the City of Coquitlam Zoning Bylaw No. 3000, 1996, as amended from time to time.

Table 1 - Relationship of Zoning Bylaw to Corresponding Land Use Designations

Land Use Designation	Corresponding Zone(s)
Neighbourhood Centre	C-3 Low-Rise Commercial C-5 Community Commercial in accordance with Schedule H, in the Partington Creek Neighbourhood Plan RM-4 Multi-Storey High Density Apartment Residential, in accordance with Schedule H in the Partington Creek Neighbourhood Plan RM-3 Multi-Storey Medium Density Apartment Residential, in accordance with Schedule H in the Partington Creek Neighbourhood Plan RM-2 Three-Storey Medium Density Apartment Residential, in accordance with Schedule H in the Partington Creek Neighbourhood Plan RT-2 Townhouse Residential, in accordance with Schedule H in the Partington Creek Neighbourhood Plan P-1 Civic Institutional, in accordance with Schedule H in the Partington Creek Neighbourhood Plan CD Comprehensive Development, in accordance with Schedule H in the Partington Creek Neighbourhood Plan
Neighbourhood Commercial	C-2 General Commercial
Village – High Density	<i>To be determined</i>
Village – Medium Density	<i>To be determined</i>
Village – Low Density	<i>To be determined</i>
Medium Density Apartment	RM-2 Three-Storey Medium Density Apartment Residential RM-3 Multi-Storey Medium Density Apartment Residential P-5 Special Park
Townhousing Residential	RTM-1 Street-Oriented Village Home Residential RT-2 Townhouse Residential C-1 Local Commercial P-1 Civic Institutional
Conventional Townhomes	RT-2 Townhouse Residential
Street-Oriented Village Homes	RTM-1 Street-Oriented Village Home Residential
Compact One-Family	RS-5 One-Family Compact (Strata Lot) Residential restricted to Strata Plan NW 939, NWD (commonly known as River Springs)
Compact Low Density Residential	RS-7 Small Village Single Family Residential RS-8 Large Village Single Family Residential RS-9 Large Single Family Residential P-1 Civic Institutional

Northeast Coquitlam Area Plan

Land Use Designation	Corresponding Zone(s)
Baycrest Low Density Residential	RS-7 Small Village Single Family Residential RS-8 Large Village Single Family Residential RS-9 Large Single Family Residential P-1 Civic Institutional RT-1 Infill Residential RT-3 Multiplex Residential
Small Village Single Family	RS-7 Small village Single Family Residential
Large Village Single Family	RS-8 Large Village Single Family Residential
Large Single Family	RS-1 One-Family Residential (650m ²) RS-3 One-Family Residential (555m ²) (where Council has determined subsequent to a Public Hearing that a minimum lot size of 555m ² is appropriate) RS-9 Large Single Family Residential
Executive Single Family	RS-10 Executive Single Family
Estate Single Family	RS-11 Estate Single Family
Suburban Residential	RS-2 One-Family Suburban Residential P-1 Civic Institutional (in Partington Creek Neighbourhood)
Rural Residential and Resource	A-3 Agricultural and Resource
Civic and Major Institutional	P-1 Civic Institutional P-2 Special Institutional, in accordance with Policy A-7.9 (in Partington Creek Neighbourhood and Smiling Creek Neighbourhood Plan) ³
School	P-1 Civic Institutional
School/Park	P-1 Civic Institutional
Parks and Recreation	P-1 Civic Institutional P-5 Special Park ⁴
Linear Park	P-3 Special Recreation P-5 Special Park
Environmentally Sensitive Area	P-5 Special Park
Open Space	P-1 Civic Institutional P-5 Special Park
Extensive Recreation	P-3 Special Recreation
Protected Resource – Watershed	A-3 Agricultural and Resource
Agricultural	A-3 Agricultural and Resource
Development Reserve	A-3 Agricultural and Resource

A-2.0 RESIDENTIAL DEVELOPMENT POLICIES

Intent

- To provide for a mix of residential types and densities which help address the City's long range housing needs, particularly related to future demand for ground-oriented housing;
- To support the overall development concept of a safe, compact, complete and transit-oriented community;
- To provide a range of affordable housing opportunities for residents of all ages and income groups;
- To support the development of affordable and special needs housing;
- To provide residential development opportunities which will also help protect or enhance areas of high environmental sensitivity, support improved transportation options, make more efficient use of infrastructure and to promote a sense of community in new residential areas;
- To protect existing residential areas within future neighbourhoods consistent with the goals and aspirations of existing residents and to ensure that future residential development is compatible with and respects existing housing development.

Policy A-2.1 Residential Development Areas

Four residential development areas are identified in the Plan:

- Existing Urban Development Areas
- Future Urban Development Areas - Village Area
- Lower Density Suburban Development Areas
- Rural Residential Development Area

Policy A-2.1.1 Existing Urban Development Areas

Existing Urban Development Areas

- a) Residential development on lots of a minimum of 375m² shall be permitted in areas designated for Compact One Family Residential uses on Schedule "B";
- b) Residential development on lots of a minimum of 555m² shall be permitted in areas designated for Large Single Family Residential uses on Schedule "B".

Policy A-2.1.2 Future Urban Development Areas - Village Area

a) Village High Density Area

- i. This area is the future heart of Northeast Coquitlam. Centered on a future transit hub, this area is intended as the focus of the most intensive pedestrian activity and includes the proposed mixed use (residential and

Policy A-2.1.2 Future Urban Development Areas - Village Area cont'd/

commercial) village core plus adjacent, predominantly residential areas. Average residential densities ranging from 50 to 60 units per hectare/uph (20-24 units per acre/upa) are accommodated in this area.

Permitted Densities and Building Types

- ii. Permitted residential densities and building types in areas designated for Village - High Density uses on Schedule "B" shall include:
 - mixed residential and commercial uses (maximum gross floor area of 1.4);
 - apartments (maximum of four storeys, density of 99 uph) (40 upa);
 - stacked townhouses (maximum density of 64 uph) (26upa);
 - street-oriented townhouses (maximum density of 32 uph) (13 upa);
 - small village single family (maximum density of 20 uph (8 upa);
 - large village single family (maximum density of 16 uph) (6 upa);

Residential Type and Density Targets

- iii. Future neighbourhood planning processes will determine more precise locations for future residential land uses based on a number of factors including existing land uses, physical constraints and opportunities of the land, the goals and aspirations of property owners and residents and the target mix of housing types and potential residential yields indicated on Schedule C to this plan.

b) Village - Medium Density Area

- i. This area is typically within a five minute walk of the core, linked to key community facilities with a higher proportion of ground-oriented units. Average residential densities ranging from 23-30 units per hectare (9-12 units per acre) are accommodated in this area.

Permitted Densities and Building Types

- ii. Permitted residential densities and building types in areas designated for Village – Medium Density uses on Schedule “B” shall include:
 - apartments (maximum of four storeys, density of 99 uph) (40 upa);
 - stacked townhouses (maximum density of 64 uph) (26 upa);

Policy A-2.1.2 Future Urban Development Areas - Village Area cont'd/

Residential Type and Density Targets

- street-oriented townhouses (maximum density of 32 uph) (13 upa);
- small village single family (maximum density of 20 uph) (8 upa);
- large village single family (maximum density of 16 uph) (6 upa).

iii. Future neighbourhood planning processes will determine more precise locations for future residential land uses based on a number of factors including existing land uses, physical constraints and opportunities of the land, the goals and aspirations of property owners and residents and the target mix of housing types and potential residential yields indicated on Schedule C to this plan.

c) Village - Lower Density Area

Permitted Densities and Building Types

i. This area is beyond a ten minute walk of the core and has a higher proportion of lower density residential uses. Average residential densities ranging from 10 to 20 units per hectare (4-8 units per acre) shall be permitted in this area.

- ii. Permitted residential densities and building types in areas designated for Village – Lower Density uses on Schedule “B” shall include:
- street-oriented village homes (maximum density of 37 uph) (15 upa);
 - conventional townhomes (maximum density of 30 uph)(12 upa);
 - small village single family (maximum density of 25 uph) (10 upa);
 - large village single family (maximum density of 20 uph) (8 upa);
 - large single family (maximum density of 14 uph) (6 upa).

Residential Type and Density Targets

iii. Future neighbourhood planning processes will determine more precise locations for future residential land uses based on a number of factors including existing land uses, physical constraints and opportunities of the land, the goals and aspirations of property owners and residents and the target mix of housing types and potential residential yields indicated on Schedule C to this plan.

Policy A-2.2 Lower Density Suburban Development Area

a) Large Single Family Residential

Residential development on lots of a minimum of 555m² shall be permitted in areas designated for Large Single Family Residential on Schedule “B”.

b) Suburban Residential

Residential development on lots of a minimum of one acre shall be permitted in areas designated for Suburban Residential uses. A sanitary sewage disposal system approved by the BC Ministry of Health is necessary for development in this area.

Policy A-2.2.4 Rural Residential and Resource Development Area

- a) Residential development on lots of a minimum of five acres shall be permitted in areas designated for Rural Residential uses. A potable water supply and sanitary sewage disposal system approved by the BC Ministry of Health is necessary for development in this area.

Policy A-2.2.5 Secondary Suites

Secondary Suites

- a) Accessory dwelling units shall be permitted on lots within single family areas subject to consistency with Council's adopted secondary suites policy and compliance with applicable zoning, building, fire, health and safety regulations.

Policy A-2.2.6 Non-Market Affordable and Special Needs Housing

Special Needs and Affordable Housing

- a) Council is committed to accepting, in appropriate locations and as an appropriate share of the City's housing stock, residential projects or dwelling units oriented to those persons who have special housing needs because of income, age or disability. Council is also committed to working with other levels of government and local housing agencies to address affordable and special housing needs and to identify potential development sites.

Special Needs and Affordable Housing and Neighbourhood Plans

- b) Council will work with other public bodies and the private sector to encourage that a proportion of new units in large scale developments are available for non-market and/or special needs housing. Special needs and non-market affordable housing shall be compatible in terms of scale, form and character with adjacent land uses.

Innovative Proposals

- c) Council encourages innovative residential development proposals which address affordable and/or special housing needs.

Policy A-2.2.7 Siting of Residential Structures

Recognize and Respecting Nature

- a) Home builders should be encouraged to site residential structures in such a manner as to take advantage of scenic views, natural vegetation and topography.

Policy A-2.2.8 Subdivision Prior to Urban Services

Subdivision Prior to Urban Services

- a) The City will consider rural residential development proposals in advance of urban services in areas identified by the plan for longer term urban development provided that it does not impede the ultimate land use and development pattern envisioned by this plan.

Protecting Future Development Potential

- b) In addition to the regular subdivision application requirements as per the City of Coquitlam Subdivision and Development Servicing Bylaw, subdivision and development proposals in areas prior to the extension of urban services will be subject to the following requirements:
- Preparation of a concept plan prepared that demonstrates how the overall planned housing targets could be achieved in the context of the specific proposal may be required;
 - Siting of new lots and homes in a way which does not impede ultimate development in the future and which is compatible with adjacent development;
 - Availability of municipal water;
 - Provision of a sewage disposal system that is satisfactory and approved by the Provincial Ministry of Health;
 - Adequate provision for management of on and off site stormwater runoff;
 - Identification and where feasible, protection of significant trees;
 - Provision of adequate buffering with adjacent land uses.

Policy A-2.2.9 Infill Residential Development

Infill Residential Development

- a) New residential development shall respect existing housing development and shall be integrated in a sensitive manner by minimizing potential impacts related to design and housing form and physical impacts such as drainage and erosion control.

*Guide to Best Site
Development
Practices*

Policy A-2.2.10 Best Site Development Practices

- a) In order that the visual impact of future residential development in Northeast Coquitlam is suitable to the hillside conditions of the area, the City has developed a “Guide to Best Site Development Practices” to help ensure that house design is sensitive to the area's natural features and steep topography, and significant trees are retained whenever it is safe and practical to do so.

Policy A-2.2.11 – Townhouse Residential Development Permit Areas

The City welcomes and encourages innovative design solutions to achieve high quality urban environments that are walkable and liveable. All Development Permit Area Guidelines that apply to the Northeast Area Plan area are located in Part 4 of the CWOCP.

A-3.0 ENERGY EFFICIENCY AND CONSERVATION POLICIES

- To encourage the planning, design and construction of energy efficient neighbourhoods and buildings;
- To encourage reductions in energy consumption and costs;
- To improve community livability by reducing local sources of pollution by reducing the need for transportation (particularly single occupant vehicles use), reducing energy consumption and increasing the use of cleaner energy alternatives;
- To foster the development of new energy supply options.

Policy A-3.1 Strategies to Encourage Energy Efficient Neighbourhoods

- a) The City promotes the following strategies which support the planning, design and construction of energy efficient neighbourhoods and which are intended to guide implementation of this plan, particularly the development of neighbourhood plans.

i) Land Use Strategies

- Encourage a mix of land uses and densities throughout neighbourhoods;
- Establish dwelling unit and density targets for future neighbourhoods;
- Foster the development of mixed use, pedestrian oriented village centre;

Policy A-3.1 Strategies to Encourage Energy Efficient Neighbourhoods cont'd/

- Promote a contiguous development pattern through staged development plans;
- Promote local employment sources;
- Direct higher density uses to arterials and future transit routes.

ii) Transportation Strategies

- Encourage a multi modal street design which accommodates transit, bicycles, pedestrians and high occupancy vehicles. Important design features include:
 - narrower streets and traffic calming features;
 - street trees and landscaping which can provide shade and reduce heat absorption;
 - an inter connected street network;
 - bicycle lanes and signals;
 - bus lanes and transit amenities such as shelters.
- Develop a comprehensive parking plan to complement the overall development concept. The plan should address the following features which promote energy efficiency:
 - parking supply ratios which consider the availability of other travel options;
 - shared parking;
 - parking pricing to encourage transit and HOV use;
 - parking location and design which encourages transit use pedestrian activity.
 - develop effective bicycle and pedestrian networks and supportive facilities and amenities;
 - encourage trip reduction measures such as vanpools and ridershare programs, employer trip reduction programs.

iii) Energy Supply Strategies

- Encourage and examine the feasibility of district energy supply options in Northeast Coquitlam, particularly the village centre;
- Encourage the development of other alternative energy supply options;
- Encourage multi-use buildings to take advantage of waste heat utilization and opportunities for on site energy supply options.

iv) Building Design and Site Planning Strategies

- Encourage multi use buildings which can share energy needs;
- Encourage landscaping which can buffer buildings from wind and sun and help reduce heating and cooling needs;
- Locate streets and buildings so that solar access is preserved;

Policy A-3.1 Strategies to Encourage Energy Efficient Neighbourhoods cont'd/

- Encourage building design and features (windows, colours) which reduce energy needs;
- Promote environmentally sound buildings;
- Encourage the use of local or recycled construction materials;
- Encourage the installation of water efficient appliances.

A-4.0 COMMERCIAL DEVELOPMENT POLICIES

Intent

- To accommodate commercial land uses which will be required to serve the needs of area residents;
- To provide the framework for the development of an attractive, transit- and pedestrian-oriented and vibrant mixed use village core which will become the community focus for Northeast Coquitlam;
- To provide for the compatible development of home-based businesses, neighbourhood commercial land uses in neighbourhood areas.

Policy A-4.1 Neighbourhood Centre Commercial Development

The Vision

- a) Development in the Neighbourhood Centre designation shall reflect the City's vision to create a pedestrian-oriented centre and will include retail and personal service land uses at street level with residential and other commercial uses above the first floor. The centre is also envisioned as a focus for key civic and institutional uses such as a community centre and commercial recreation complex with transit service to neighbouring residential areas and Coquitlam City Centre.
- b) Commercial or mixed-use buildings generally four storeys in height may be considered where transition is desirable between areas designated for higher and lower building forms in the Neighbourhood Centre.

Proposed Uses

Policy A-4.2 Neighbourhood Commercial Development

Compatibility with Adjacent Uses

- a) Development in the Neighbourhood Commercial designation shall consist of a limited amount of convenience retail and personal service uses intended primarily to serve residents from adjacent residential neighbourhoods. This designation also accommodates apartment residential uses which will be located above ground level commercial space.
- b) Development in the Neighbourhood Commercial designation shall be designed to be compatible in terms of form, scale, character, off-street parking and site development with adjacent residential uses.

A-5.0 ECONOMIC DEVELOPMENT POLICIES

Intent

- To promote and encourage the development of a strong economic and employment base in Northeast Coquitlam;
- To encourage economic activities and development which support the plan's overall goals and draws on the area's competitive advantage related to its proximity to provincially and regionally significant natural outdoor recreation areas;
- To foster development of a "Smart Community" which takes advantage and makes the best use of emerging information technologies;
- To encourage compatible home-based entrepreneurs and businesses.

Policy A-5.1 Encouraging Compatible Outdoor Recreation Uses

Outdoor Recreation

The City will encourage compatible outdoor recreation opportunities by both the public and private sector. The City will work in partnership with the Provincial Government in the planning for Pinecone Burke Provincial Park and the GVRD in planning for Minnekhada Regional Park and Widgeon Marsh Regional Park Reserve.

Policy A-5.2 Encouraging Compatible Tourism Related Uses

Tourism

The City will encourage compatible tourist opportunities which draw on the area's physical setting and proximity to significant natural areas.

Policy A-5.3 Fostering a "Smart" Community

"Smart" Community

The City will encourage and promote investment in infrastructure such as fiber optics and high speed communication links in Northeast Coquitlam.

Policy A-5.4 Strengthening the Agricultural Sector

Agricultural Sector

The City will continue to strengthen the area's agricultural sector and encourage diversification in this sector. Council recognizes the importance of maintaining and upgrading irrigation, drainage and dyking works that are related to maintaining the agricultural capability of agricultural lands. The City will assist the work of the Provincial Dyking Commission in this effort. To ensure the long term economic viability of farm operations, Council accepts the importance of retaining large land holdings, and discouraging fragmentation of parcels into smaller agricultural units.

Policy A-5.5 Encouraging Compatible Home-Based Business

Home-Based Business and Entrepreneurs

The City encourages compatible home-based businesses and entrepreneurs and will examine its current zoning and building regulations to identify barriers and develop a set of regulations which support these initiatives.



Image of Mixed Use "Main Street"

A-6.0 PARKS, OPEN SPACE AND LEISURE FACILITY POLICIES

Intent

- To provide an integrated network of parks, open space and leisure facilities throughout Northeast Coquitlam which will meet the passive and active leisure and social needs for residents of all ages, incomes and cultural backgrounds;
- To develop a parks and open space system which clearly recognizes the magnificent natural setting of Northeast Coquitlam and provides protection for areas of high environmental sensitivity;
- To establish an overall framework which will guide implementation of an effective parks, open space and leisure facilities system in Northeast Coquitlam;
- To provide a network of natural open space or greenways to support natural ecosystems and habitat and provide outdoor recreation opportunities which are sensitive to and respectful of wildlife, bird and fish habitat.



Character Sketch of Neighbourhood Park

Policy A-6.1 General Distribution

Location of Future Parks

The general distribution of parks, open spaces and leisure facilities throughout Northeast Coquitlam is identified on Schedule "B". The specific locations, configurations and boundaries of these areas will be determined through more detailed neighbourhood plans.

Policy A-6.2 Community Input in Future Planning

Community Input

The City will work with area residents in developing and implementing local parks, open space and leisure facilities plans and the integration of these amenities into future neighbourhoods in Northeast Coquitlam.

Policy A-6.3 Meeting Diverse Needs

Meeting Diverse Needs

The City will encourage the development of a parks, open space and leisure system which provides opportunities for people of all ages, cultural background, abilities and a variety of interests.

Policy A-6.4 Joint School and Park Sites

Joint School and Parks Sites

To facilitate the development of playing fields of adequate size to permit community use, parkland will be developed in conjunction with new school sites.

Policy A-6.5 Major City Park

Major City Park

The City will explore, through its own efforts and in cooperation with the City of Port Coquitlam and other partners, the development of a major city park in Northeast Coquitlam comprising a complex of competition-sized sports fields, concessions, washrooms, children and youth play facilities, perimeter trail and family recreation area.

Policy A-6.6 Future Pitt River Waterfront Park

Future Pitt River Waterfront Park

The City will explore possibilities of locating a waterfront park, including boat launch facilities, along the west bank of the Pitt River. The location of the park should be integrated with trail and other open space opportunities.

Policy A-6.7 Open Space/Greenway Planning

The Vision

- a) The City supports the planning and development of a comprehensive open space/greenway network which will connect linear park areas, key facilities and residential neighbourhoods and environmentally sensitive areas to support natural ecosystems and provide corridors for fish and wildlife habitat and ecologically sensitive outdoor recreation opportunities. Access and development in areas of high environmental sensitivity will be limited.

Linear Parks

- b) Areas which are designated for linear park uses are envisioned as continuous greenway areas which provide a degree of off-street connection to key facilities in the village core and to proposed linear park areas along the Coquitlam River, Pitt River and DeBoville Slough.

Partnerships

- c) The City will continue to work with the GVRD, senior governments, the City of Port Coquitlam and other partners in planning and development of a comprehensive linear park/greenway system for Northeast Coquitlam.

Linkages with future Provincial, Regional and Municipal trails

- d) Opportunities for linkages with future trail systems in Pinecone Burke Provincial Park and other regional and inter-municipal networks such as the Trans-Canada Trail will be encouraged and explored by the City.

Public Access along the Coquitlam and Pitt Rivers and utility corridors

- e) The City will work with private property owners and utility companies in planning public access to Coquitlam River, Pitt River and utility corridors and the development of trails along these linear features.

DeBoville Slough Trails

- f) Securing public access to trails along DeBoville Slough is a high priority and the City will work with the Provincial Dyking Commission to achieve this goal.

Policy A-6.8 DeBoville Slough Management Plan

DeBoville Slough Management Plan

The City will work with the Provincial Dyking Commission, Ministry of Environment, Lands & Parks, the GVRD and other stakeholders to develop a management plan for the DeBoville Slough.

Policy A-6.9 Leisure Facilities

- Future Community Centre*
- a) A multi-purpose community centre, which will serve residents of all ages and abilities, is proposed over the long-term near or in the proposed village centre.
- A Common Community Services Facility - "Co-location"*
- b) The City will work with School District #43, local police services and social service agencies to encourage the development and integration of community services in a common facility in Northeast Coquitlam as population and community needs warrant.
- Partnerships with Port Coquitlam*
- c) The City will work with the City of Port Coquitlam in developing leisure service and facility plans and programs.

Policy A-6.10 Golf Course Development

Locational Criteria and Development Guidelines for Golf Course Development

Council may give consideration to applications for golf course development where Council is satisfied that the following locational and development criteria have been met:

- *Environmental Protection* - Detailed environmental inventories, assessments and impact assessments shall be prepared to the satisfaction of Council;
- *Land Capability* - No portion of a golf course shall contain Class 1, 2 or 3 soils under improved conditions (drained or irrigated). Non-agricultural lands shall be the preferred location of golf courses;
- *Accessibility* - Golf courses shall have safe and direct access to an arterial or collector road;
- *Services* - Appropriate municipal water and sewer services shall be available;
- *Public Access* - Where possible, public trails shall be integrated into the overall design. Coquitlam residents shall be allowed to play on the course at reasonable times;
- *Residential Development* - As part of a golf course, residential development shall be limited to those areas that are already contiguous to urban development areas and which work towards achieving the overall residential density and housing unit targets for the respective neighbourhood area;

Policy A-6.10 Golf Course Development cont'd/

*Locational Criteria
and Development
Guidelines for Golf
Course Development*

- *Pest Management* - A pest management plan, emphasizing:
 - planning and managing ecosystems;
 - identifying potential pest problems;
 - monitoring populations of pests and beneficial organisms;
 - establishing injury thresholds in making treatment decisions;
 - reducing pest populations to acceptable levels using strategies that combine biological, physical, cultural, mechanical, behavioural and chemical controls and evaluating effectiveness of treatments;

shall be prepared for review by the City's Leisure & Parks Services and approval by the BC Ministry of Environment, Lands & Parks - Pollution Prevention and Remediation Branch.

Policy A-6.11 Extensive Recreation Uses

*Extensive Recreation
Uses*

The Plan designates the Pitt River Boat Club, the Swiss Canadian Mountain Club and the Port Coquitlam and District Hunting and Fishing Club for Extensive Recreation uses. This designation provides for and accommodates existing, private, low intensity outdoor recreational uses such as firing ranges, marinas and boat clubs.

A-7.0 Institutional and Community Service Policies

Intent

- To ensure that future institutional and community service needs of existing and future residents are met in a timely and cost effective manner;
- To ensure that a system of community services and facilities which will serve all residents is established by the City or in partnership with other agencies, jurisdiction and levels of government.

Policy A-7.1 School Planning

Long-Term School Needs - Consultation with School District #43

- a) The City has worked closely with the School District in the planning process to ensure that long-term public school needs are addressed in the community plan and will continue to work with the School District to ensure that sufficient school sites are acquired to serve anticipated needs.

General Distribution and Location of Future Schools

- b) Schedule "B" shows schematically the general locations for elementary, middle and secondary schools which will be needed in the future. The exact locations, configurations and boundaries of these sites will be determined through neighbourhood plans for each neighbourhood and in consultation with School District #43. Final site sizes will also be determined in consultation with School District #43.

Joint School/ Park Sites

- c) The City and School District will pursue the development of joint recreational and educational facilities, particularly community schools in Northeast Coquitlam.

Policy A-7.2 Fire and Rescue Service

Existing Fire Protection Service

- a) In the short term, fire protection service to Northeast Coquitlam will continue to be provided from the Town Centre Fire Station and from the auxiliary fire station on Coast Meridian at Highland.

Joint Service Delivery Opportunities Coquitlam and Port Coquitlam

- b) The City will work with the City of Port Coquitlam to explore opportunities to enhance fire protection service for Northeast Coquitlam residents.

Future Fire and Rescue Service

- c) In the long term, the development concept for Northeast Coquitlam envisions that fire protection service will be delivered generally from a site within the Village Centre which is shown schematically on Schedule B. The location and configuration and boundaries of this site will be determined through more detailed neighbourhood plans for the area.

Policy A-7.3 Future Library Services

Future Library Branch

The City will work with the Coquitlam Library Board to establish a library branch within the proposed village centre.

Policy A-7.4 Location of P-4 Day-care Centres

General Location and Compatibility

Council will give consideration to applications for purposes of child minding services, nursery schools, kindergartens, day-care centres and out of school day-care centres in any part of the plan area designated for residential uses provided that the proposed buildings have the general character of a single family residence in regard to size, shape and exterior appearance.

Policy A-7.5 Location of Places of Worship

General Location, and Development Guideline for Places of Worship

Council will give consideration to applications for P-2 Special Institutional zoning within the plan area for the purpose of developing places of worship provided that:

- the proposed site shall have convenient access to a collector or arterial street, such that traffic generated by the place of worship will not tend to use local residential streets for access;
- the proposed site shall form a buffer between residential and non-residential areas and major roads.

Future Cemetery and Memorial Park

Policy A-7.6 Future Cemetery/Memorial Park

The City will explore the potential of incorporating a public cemetery or memorial park into Harper Park.

Policy A-7.7 Recycling Centres

Recycling

In the short term, the Plan envisions a central recycling depot be provided at the City works yard site on Harper Road. This will be incorporated into longer term plans to identify and develop a City works yard site in Northeast Coquitlam. Recycling centres will also be encouraged in the Village Centre.

Policy A-7.8 Future Works Yard Site

Future Works Yard Site

The civic and major institutional designation on Harper Road accommodates a City water reservoir and will, in the short term, accommodate limited City operations, maintenance and recycling services for Northeast Coquitlam. The City will continue to explore alternative locations in Northeast Coquitlam which can accommodate a works yard over the long term. Potential sites will be evaluated against performance criteria relating to traffic impact, compatibility with surrounding land uses in terms of traffic, noise, lighting, dust and alternative uses for that site. The City will ensure that a future public works yard is effectively landscaped and screened from surrounding land uses and is sensitive in terms of architecture and design with adjacent development.

*Civic and Major
Institutional Daycare
Centres*

Policy A-7.9 Civic and Major Institutional Daycare Centres

Council will consider applications for P-2 Special Institutional zoning within the Plan area for the development of childcare facilities provided that such consideration will take into account the following:

1. The site should have convenient access to a collector or arterial street such that traffic generated by the daycare will have less of an impact on local residential streets for access. Preference should be given to sites that add a buffer for residential uses from collector or arterial streets.
2. To ensure activated street frontages with natural surveillance, building design along public pedestrian corridors should include windows, entrances, building articulation, appropriate landscaping, and pedestrian scale lighting.
3. Where appropriate, the design and location of main building entrances should address surrounding streets to improve the relationship between the building and public realm.

A-8.0 AGRICULTURAL POLICIES

Intent

- To retain lands within the Provincial Agricultural Land Reserve for agricultural purposes;
- To encourage compatibility with adjacent non-agricultural land uses;
- To protect areas of high environmental sensitivity;
- To encourage opportunities for community-based food production.

Policy A-8.1 Land Uses Within the Agricultural Land Reserve

Land Uses Within the Agricultural Land Reserve (ALR)

Lands within the Agricultural Land Reserve shall continue to be preserved for agricultural uses and practices or other land uses which are consistent with the intent of the *Agricultural Land Reserve Act* and the *Farm Protection Act*.

Policy A-8.2 Agriculture and the Protection of Environmentally Sensitive Areas

Agriculture and Environmentally Sensitive Areas

The City supports environmentally sound agricultural uses and practices which are consistent with the Ministry of Agriculture, Fisheries and Food's *Environmental Guidelines*.

Policy A-8.3 Land Uses Adjacent to Agriculture Areas

Adjacent Land Uses

In order to foster the preservation and continuing use of agricultural lands, development of properties adjacent to the ALR shall be evaluated in terms of their compatibility with agricultural land. Criteria such as land use, density, road layout, storm water runoff, traffic generation and crop and livestock protective measures will be examined.

Policy A-8.4 Subdivision of Agricultural Lands

Subdivision in the Agricultural Land Reserve

To ensure the long-term economic viability of farm operations, the City recognizes the importance of retaining large land holdings, and discouraging fragmentation of parcels

Policy A-8.5 Community Gardens

Community Gardens

The City will encourage and work with community-based partners to explore and where feasible, develop opportunities for local community gardens.

A-9.0 NATURAL RESOURCE MANAGEMENT AND ENVIRONMENTAL PROTECTION POLICIES

Intent

- To provide for the wise management and stewardship of the area's water and land-based resources to ensure their long-term sustainability.
- To avoid and mitigate the impacts of urban development in hazardous lands or in areas of high environmental sensitivity.

Policy A-9.1 Integrated Stormwater Management Planning

Integrated Stormwater Management Planning

The City requires the development and implementation of a stormwater management system which clearly recognizes, integrates and balances the role of watercourses as fundamental components of the City's drainage and flood control system and in providing and contributing to valuable fish habitat.

Policy A-9.2 Stormwater Management Planning Principles

Principles

The following principles will guide the development of stormwater management plans for Northeast Coquitlam:

- protection of human health and safety are prime considerations;
- stormwater will be regarded as a resource rather than a waste product to be conveyed away as quickly as possible;
- co-operation with the City of Port Coquitlam in watershed management in Northeast Coquitlam is critical;
- an integrated ecosystem, watershed management approach which recognizes the inter-relatedness between water resources and surrounding land, air and receiving water environment;
- the role of the public and community stakeholders is recognized to assist in defining community watershed planning and management goals and values;
- stormwater management policies and practices will be based on sound science related to hydrology and environmental resources and other community goals related to land use planning and engineering operations;
- the use of effective Best Management Practices for watershed management will be identified to guide regulations and operating practices and procedures.

Policy A-9.3 Master Watershed Planning

Watershed Plan Elements

- a) A master watershed plan for Northeast Coquitlam is envisioned as incorporating a combination of:
- structural measures which are suitable for the steep terrain of Northeast Coquitlam such as diversion and detention facilities that will maintain base flows into streams yet detain and divert high flows into DeBoville Slough;
 - non-structural measures such as bylaws, policies and guidelines that will protect riparian zones, encourage on-site stormwater detention and enhance stormwater quality. Specifically, the City will continue to examine its zoning and subdivision regulations and standards as well as its road construction projects from the perspective of reducing the amount of impervious surfaces. A Stormwater Policy and design manual will be developed to provide guidelines for stormwater management in Northeast Coquitlam and throughout the City. The City will also encourage innovation in land development which reduces impervious surfaces.

Phased Approach

- b) The City will undertake a phased strategy to prepare integrated stormwater management plans for:
- Hyde Creek;
 - Smiling Creek;
 - Fox, Star and Partington Creek System.
- c) Stormwater management plans shall be undertaken as a component of more detailed neighbourhood plans.

Policy A-9.4 Pitt River Foreshore - Support for the Fraser River Estuary Management Plan

Pitt River Foreshore

The City will continue to work with its partners in the Fraser River Estuary Management Plan to ensure that foreshore development along the Pitt River supports the overall goals and intent of *Fraser River Estuary Management Plan* and accompanying area designations.

Policy A-9.5 Watercourse Protection

Watercourse Protection

Northeast Coquitlam contains a number of watercourses which are known for their fisheries values. Development in areas along watercourses will be regulated to protect known fisheries values. Watercourses are also fundamental components of the area's drainage system. The maintenance of drainage capacity and flood control functions of watercourses is also recognized. Lands designated as Environmentally Sensitive Areas are related primarily to major watercourses and ravine areas.

Policy A-9.6 Stream Classification

*Stream
Classification*

The City will continue to implement a stream classification system which will assist in further developing watercourse and streamside protection policies for Northeast Coquitlam.

Policy A-9.7 Watercourse Protection Development Permit Area

The City welcomes and encourages innovative design solutions to achieve high quality urban environments that are walkable and liveable. All Development Permit Area Guidelines that apply to the Northeast Area Plan area are located in Part 4 of the CWOCP.

Policy A-9.8 (Repealed)

Policy A-9.9 Coquitlam Lake Watershed Area

*Coquitlam Lake
Watershed Area*

The area designated on Schedule "B" as Protected Resource is part of the Coquitlam Lake Watershed, under the administration of the Greater Vancouver Water District and is intended by this plan to be protected for that use and compatible activities.

Policy A-9.10 Floodplain Management

*Floodplain
Management*

Portions of the Pitt River and Coquitlam River floodplains are contained within the Plan area and are outlined on Schedule "F". Such areas shall be directed towards limited use, subject to appropriate floodproofing measures.

Policy A-9.11 Use of Floodplain Land

*Use of Floodplain
Land*

- a) Land subject to a general liability to flood should, where possible, be used for parks, open space, recreation or agricultural uses. The Pitt River floodplain land north and south of the DeBoville Slough shall be retained in agricultural use. Development in the floodplain shall be based on criteria set out in Schedule 519 of the City of Coquitlam Zoning Bylaw No. 3000, 1996, or its successors.
- b) Where there is no alternative land available, and where buildings or mobile homes to be used for habitation, business or the storage of goods damageable by floodwaters are to be located or constructed in any area liable to flooding, floodproofing of such buildings or mobile homes to standards specified by the Province of British Columbia and the City of Coquitlam Zoning Bylaw No. 3000, 1996, or its successors, shall be encouraged, or required, as applicable.

Policy A-9.12 Development Subject to Flooding and Erosion

Siting/Construction of Buildings in the Floodplain

The siting and construction of buildings or additions to buildings near watercourses or in the floodplain of the Coquitlam River or Pitt River shall comply with the setbacks and minimum floor elevations prescribed by Section 519 to the Zoning Bylaw or its successors.

Policy A-9.13 Development on Steep Slopes

Geotechnical Hazard Risk Identification

a) Future development areas will be analyzed for annual return frequencies for events such as unstable soil, seismic instability, flooding.

Conditions of Development on Steep Slopes

b) Except where permitted by Council under a Development Variance Permit based on qualified geotechnical engineering advice, no building or building additions shall be sited on a slope in excess of 30 percent and where sited adjacent to, or near such slopes, shall maintain the setbacks from the slope toe and crest prescribed in Section 519 of the Zoning Bylaw. Setbacks from the toe of steep slopes need to be reviewed on a case-by-case basis where mountain streams are concerned.

Policy A-9.14 Removal and Deposit of Soil

Compliance with Conservation Bylaw

a) The Conservation Bylaw shall provide for appropriate control over the removal and deposit of soil or similar material on lands in Northeast Coquitlam.

Environmental Considerations

b) Applications for removal and/or deposit of soil and similar material under the Conservation Bylaw shall take into account effect on the natural environment including stability and prevention of erosion.

Policy A-9.15 Tree Protection and Management

Tree Protection and Management

a) The City encourages the preservation of natural vegetation, particularly significant trees and the replanting of appropriate trees in development areas.

Tree Protection Criteria

b) Tree protection measures, including the retention and/or planting of vegetation and trees in order to protect riparian areas and control drainage and erosion in Development Permit Areas in Northeast Coquitlam shall generally be consistent with the City's "*Habitat Protection Tree Replacement*" criteria.

Neighbourhood Plans

c) As part of the neighbourhood planning processes, the City will encourage the identification of important greenways to provide opportunities for the preservation of natural vegetation, particularly significant trees.

Policy A-9.16 Gravel Extraction Areas

*Gravel Extraction
Areas*

Guidelines and regulations governing gravel pit development procedures, including public safety, drainage, pollution control and reclamation measures prescribed by the Ministry of Energy and Mines shall be adhered to by aggregate extraction operators. The approximate location and area of sand and gravel deposits that are possible for future extraction are conditionally shown on Schedule "E".

Policy A-9.17 Reclamation of Old Quarry Sites

*Reclamation of
Old Quarry Sites*

Before any reworking of an old quarry site or commencement of a new quarry, sand or gravel extraction operation, worked-out areas shall be reclaimed and a reclamation plan established for new areas. Work will be carried out under the jurisdiction of the Ministry of Energy and Mines, and the regulations contained in the City of Coquitlam Soil Removal Regulation Bylaw No. 1914, 1988, as amended.

B. TRANSPORTATION POLICIES

Intent

- To provide a framework for a safe, efficient, economical transportation system which serves all modes including pedestrians, bicycles, transit and automobiles which will be needed to serve future needs in Northeast Coquitlam.
- To provide for a safe, convenient and accessible movement of people and goods throughout Northeast Coquitlam to other parts of the City and the region.
- To identify transportation infrastructure and services that support more transit-oriented communities resulting in the improvement of the region's air quality.
- To co-ordinate and phase transportation improvements with expected future levels of growth in Northeast Coquitlam with the City of Port Coquitlam.
- To minimize the negative impacts of future transportation infrastructure on existing residential areas.

B-1.0 DEVELOPING A MULTI-MODAL TRANSPORTATION SYSTEM

Increasing Choice - A Multi-Modal System

Council will encourage the development of a multi modal transportation system which places priority on pedestrians, cyclists, transit, goods movement and private automobiles in Northeast Coquitlam, consistent with the City's Strategic Transportation Plan.

Policy B-1.1 Addressing Regional and Local Transportation Issues and Needs

Regional and Inter-Municipal Co-operation

Council will work with TransLink, the City of Port Coquitlam and the City of Port Moody to improve the people and goods moving capacity, including transit services on major transportation links from Northeast Coquitlam to other parts of the City and the region. The City is committed to the provision of a safe and reliable road network, including rural roads, throughout Northeast Coquitlam.

Policy B-1.2 Proposed Road Network

*Principal Arterial
Corridors - General
Location*

- a) The proposed arterial and collector road network is shown on Schedule "B" to this plan. Principal arterial corridors for Northeast Coquitlam include:
- David Avenue from the Coquitlam River to Freemont Street;
 - Coast Meridian Road from the Port Coquitlam boundary to Harper Road;
 - A second, more southerly crossing of the Coquitlam River;
 - Freemont Street from the Port Coquitlam boundary to David Avenue; if the second crossing is determined to be not feasible, the extension of Freemont Street to connect with the Lougheed Highway is required.
- b) These alignments are general and schematic in nature. Specific alignments will be identified during more detailed neighbourhood planning.

Policy B-1.3 Transit Priority Emphasis

*Transit Priority
Measures*

- a) Road network development with an emphasis on transit priority measures including the early introduction of transit routes to the area, will be part of the development phasing strategy.
- b) Road rights-of-way within Northeast Coquitlam will accommodate all modes of transportation including pedestrians, bicycles, transit, automobiles and commercial vehicles. Transit priority measures in particular, which will work towards ensuring reliable and competitive alternative to private automobile use will be incorporated into future planning and design of road network improvements.

Policy B-1.4 Road Rights-of-Way

Road Rights-of-Way

Appropriate right-of-way widths will be determined in accord with the classification of the roadway. The conveyance of property for daylighting triangles and corner roundings will be required for rezoning, subdivision, severance and site plan control stages of development.

Policy B-1.5 Future Major Road Network

*Major Road Network -
Future Roads*

The City will promote the inclusion of David Avenue, Coast Meridian Street and Freemont Street into the regional Major Road Network (MRN).

Policy B-1.6 Road Classification

Road Classification

The road classification system for Northeast Coquitlam shall designate:

Lanes

a) **Lanes**

- *Main Street Alley* - a narrow, secondary street located along the backs of mixed-use, commercial and/or residential land uses in the village core that would primarily be serviced at the front by a Main Street. Main Street Alleys provide for loading and delivery functions and access to rear parking.
- *Alley* - a narrow, secondary street located along the backs of residential and other land uses in the Village (medium and low density areas) that provides access to individual driveways and/or garages.

Local Streets

b) **Local Streets** which primarily provide for land access and movement of traffic from all abutting properties and distribute these trips to the collector system and which may provide for on-street parking. Local Streets will include:

- *Grid Streets* - local streets which form a grid system with short blocks and frequent intersections and serving both a circulation and access function.
- *Access Streets* - a short, local street that has only two vehicular connections to the street system, serving an access function only.
- *Close* - a very short, local street with one vehicular access to the street system i.e. a cul-de-sac for vehicular movements) exclusively serving an access function.

Policy B-1.6 Road Classification cont'd/

Collector Streets

- c) **Collector Streets** which may accommodate transit services are intended to link local streets and arterial roads, while giving full access to bordering properties and on-street parking opportunities. Collector streets include:
- *Main Street* - a primary shopping street serving high traffic volumes, high pedestrian demand, high on-street parking turnover and frequent transit vehicles.
 - *Community Collector Streets* - link higher density areas in the village centre providing mobility and accessibility with local transit service penetrating into neighbourhoods.
 - *Standard Collector Streets* - link neighbourhoods for both mobility and accessibility but emphasize land access. Standard collector streets serve smaller traffic volumes than community collectors but still may accommodate transit vehicles.¹

Arterial Streets

- d) **Arterial Streets** provide traffic mobility, goods movement, transit service and emergency services. Arterial streets are intended to be multi-modal facilities and are intended to primarily expedite people and goods to and from Northeast Coquitlam. Arterial corridor intersections will be limited to arterial and collectors roads. Direct access to properties adjacent arterial roads will be limited; access to these lands is intended to be served by rear lane systems or side roads. The maximum number of lanes on arterials will be limited to four lanes, plus turning lanes at intersections or mid-block areas as required, therefore on-street parking cannot be accommodated. Transit amenities such as bus priority measures at intersections, shelters, landing areas and benches shall be incorporated into the road elements. Pedestrian crossings shall be located at intersections or in the mid-block, if located in the mid-block, appropriate transportation infrastructure will be required.

Policy B-1.7 Alternative Street Standards

Alternative Street Standards

The City will continue to examine current road standards and make necessary amendments to the City of Coquitlam Subdivision and Development Servicing Bylaw which support the overall sustainable development concept for Northeast Coquitlam.

Policy B-1.8 Coquitlam River South Crossing Feasibility

Coquitlam River South Crossing Feasibility

The City, in conjunction with Port Coquitlam, will investigate the feasibility of a south crossing of the Coquitlam River. Alignment options and functional designs should be prepared and reviewed based on service, environmental, social and financial impacts and benefits.

Policy B-1.9 Functional Design Requirements

Functional Road Design

The City will prepare functional designs of planned arterial roadway improvements for Northeast Coquitlam for the purpose of budgeting.

Measures to reduce the impact of noise and vibration from traffic on existing and future residential areas will be undertaken as part of future planning and design of roads and other transportation infrastructure.

Policy B-1.10 Future Road Network Planning

Future Road Network Planning

The City will update the road network plan every five years to confirm the short- and long-term need for planned road network improvements. The impact of future roads will be evaluated in terms of impact on existing residential areas and other service, community, financial and environmental impacts.

Policy B-1.11 Transportation Component of Neighbourhood Plans

Transportation Planning and Neighbourhood Plans

The City consistent with its Traffic Calming Policy will require that transportation plans be prepared as part of the more detailed neighbourhood planning stages. This will support and maintain linkages between land use and transportation and to develop local and collector street systems.

Policy B-1.12 Community Input - Traffic Calming

Community Input - Traffic Calming

The City, consistent with its Traffic Calming Policy will work with residents and other community stakeholders to evaluate the need for traffic calming measures in neighbourhoods, commercial areas and other locations where significant negative impacts from traffic occur.

Policy B-1.13 Traffic Impact Studies

Traffic Impact Studies

The City requires traffic impact studies for development which will demonstrate how the safe and efficient movement of people and goods, via walking, bicycles, transit and automobile will be achieved.

Policy B-1.14 Subdivision and Road Allowances

Subdivision and Road Allowance

Any subdivision of adjacent lands shall provide adequate road allowance for designated roads.

Policy B-1.15 Additional Building Setbacks - Designated Arterials

Additional Building Setbacks – Designated Arterials

As the designated arterial roads are developed, the Schedule under Section 518 of the Zoning Bylaw shall be amended from time to time to provide an additional building setback along these roads.

Policy B-1.16 Parking Management Strategies

Parking Management Strategies

The City will investigate the feasibility of parking management strategies including on-street parking.

B-2.0 GOODS MOVEMENT POLICIES

Goods Movement

a) Designated goods movement routes in Northeast Coquitlam include David Avenue, Coast Meridian and Victoria Drive.

Transport of Aggregate Material

b) Quarry operators active on the east side of Burke Mountain shall be required to transport aggregate material from the area by barge on the Pitt River rather than by truck along Quarry Road.

B-3.0 TRANSIT PLANNING POLICIES

Policy B-3.1 Regional Coordination

Co-ordination with Greater Vancouver Transportation Authority (TransLink)

The City, in co-ordination with TransLink will develop effective strategies for the provision of transit service in Northeast Coquitlam including rapid bus service between the village centre and Coquitlam Regional Town Centre and more community-based bus service.

Policy B-3.2 Co-ordination of Local Transit Service

Co-ordination of Local Transit Service

The City will co-ordinate local transit service plans with Port Coquitlam, Port Moody and TransLink to ensure that direct and convenient service is provided for regional commuters.

Policy B-3.3 Development of a Transit Supportive Network

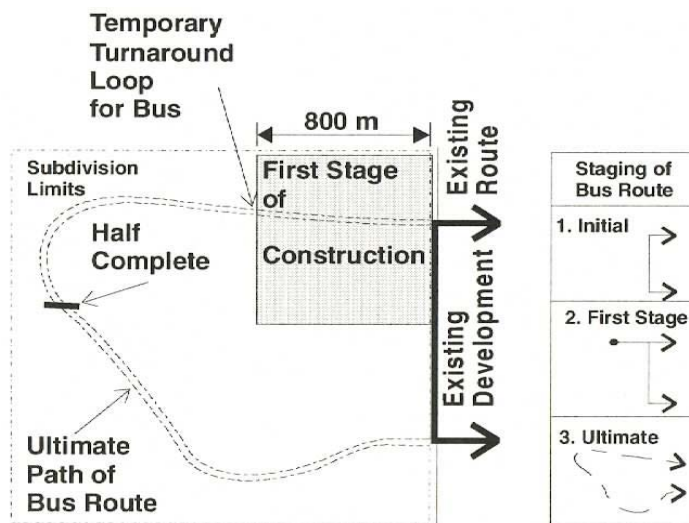
Development of a Transit Supportive Network

- a) The City will encourage the development of a road and pedestrian network plan that supports the movement of transit vehicles in a direct and efficient manner in Northeast Coquitlam, maximizing the attractiveness of transit as an alternative to the automobile. Transit priority measures such as bus bays, bus-only turns, priority traffic entry, parking prohibitions along certain roadways and dedicated bus lanes to minimize delay to transit vehicles will be evaluated and where appropriate, incorporated into the design and construction of road network improvements.
- b) The City will encourage higher density land uses and compact community development that generate pedestrian activity and transit ridership.
- c) The City will promote mixed land uses that facilitate shorter trip distances and increased transit use.
- d) Transit planning and design, including the identification of future bus routes and stop locations and other supportive facilities will be developed as an integral component of the neighbourhood and subdivision planning process.

Policy B-3.3 Development of a Transit Supportive Network
cont'd/

Development of a Transit Supportive Network

- e) The City will strive to develop a pedestrian system within the Village Area that includes suitably spaced bus stops supporting the GVTA goal of providing transit service within 400 metres walking distance of 90 percent of the residents and 200 metres walking distance of 65 percent of the population.
- f) The City will work closely with the GVTA in all pertinent areas of planning and design including transit route planning, selection of appropriate transit services, land use and transportation planning, road design and site design to ensure that the transit system provides the optimum level of service throughout Coquitlam.
- g) The City will work with the GVTA to maximize community input into the planning and provision of transit services and to promote the use of public transit as an environmentally friendly and practical mode of transportation through awareness and public education programs.



Road development should proceed construction to permit attractive bus routing

Development of a Transit Supportive Network

B-4.0 TRAVEL DEMAND MANAGEMENT POLICIES

Policy B-4.1 City Support

City Support

The City will support Travel Demand Management (TDM) measures that promote and encourage increased transit ridership, alternative modes of travel, transit incentive programs and will work in co-ordination with TransLink to promote the use of public transit as an environmentally friendly and practical mode of transportation through awareness, encouragement and education programs.

Policy B-4.2 Regional Co-ordination

Co-ordination with TransLink and the Province

The City will co-ordinate TDM activities and initiatives with the Province and TransLink, confirming respective roles required to achieve a region-wide reduction in the growth rate of single occupant vehicle (SOV) travel.

Policy B-4.3 Comprehensive TDM Strategy

Comprehensive TDM Strategy

The City will implement individual TDM initiatives in co-ordination with each other and other Transportation Plan initiatives to ensure that the full impact of a comprehensive TDM strategy can be achieved and alternatives are available, including:

- a) The City will coordinate its efforts role in promoting and increasing awareness of transportation choices through the development of strategies aimed at ride sharing, increased transit ridership, use of non-motorized transportation modes, alternative work arrangements and trip reduction programs with TransLink and other relevant agencies;
- b) The City will encourage ride sharing programs such as TransLink initiated carpool/vanpool and ride matching services, employment based programs such as ride sharing, guaranteed ride home, variable work hours and telecommuting;
- c) The City will promote transit choice by installing transit priority treatments, ensuring the provision of transit-oriented development, encouraging major employers to provide transit passes to employees, reducing growth of SOV trips to the workplace and minimizing the need to provide SOV parking for employees;

Policy B-4.3 Comprehensive TDM Strategy cont'd/

*Comprehensive
TDM Strategy*

- d) Increasing non-motorized transportation modes can be achieved by co-ordinating bicycle and pedestrian plans with other modes to provide a multi-modal transportation system, promoting the expansion of TransLink's bicycle locker and "Bike Racks On Buses" program, and ensuring that neighbourhood traffic management plans emphasize pedestrian and cycling facilities;
- e) The City shall support alternative work arrangements such as variable work hours, promoting the use of home office technology, and educational opportunities for students by supporting the installation of higher speed communication connections via fibre optics and high-speed telecommunications;
- f) The City shall promote trip reduction strategies such as "Employer Trip Reduction Programs", and parking management measures such as pricing, flexible parking requirements, and appropriate on-street management.

B-5.0 BICYCLE PLANNING POLICIES

Policy B-5.1 Development of an Integrated Bicycle System

*Bicycle Network
Design Guidelines*

- a) Bicycle facility development including on-street, off-street and end-of-trip facilities shall include:
- i. Higher classification roads such as Coast Meridian Road, Mitchell Street and Princeton Avenue are to accommodate hybrid bicycle lanes to provide direct bicycle access within Northeast Coquitlam, as well as to and from other areas of the City and Region. A conventional cycling lane is to be provided along the proposed David Avenue and Guildford Way corridors;
 - ii. Lower classification roads such as Soball Street, Oxford and Kingston Streets are to provide collector and local access throughout the area via signed bicycle routes.

Policy B-5.2 End-of-Trip Facilities

End-of-Trip Facilities

The City shall encourage and support end-of-trip facilities such as secure, short-and long-term parking, bicycle racks, showers, change rooms and locker facilities.

Policy B-5.3 Bicycle/Transit Integration

*Bicycle/Transit
Integration*

The City will encourage the integration of bicycle facilities and transit through the provision of safe and secure bicycle parking at the transit exchange, as well as increasing the number of buses with bicycle racks. Integration of bicycle access to SkyTrain in the Town Centre, and on SkyTrain vehicles will also be encouraged.

Policy B-5.4 Community Input

Community Input

The City will create a Citizens Advisory Committee, with representation from Northeast Coquitlam, which will be dedicated to bicycling issues to serve as an advisory body and resource to the City. This Committee may take the form of a combined Bicycle/Pedestrian Advisory Committee.

Policy B-5.5 Awareness, Education, Safety, Enforcement Programs

*Awareness, Education,
Safety, Enforcement
Programs*

The City shall initiate and support awareness, encouragement, education, safety and enforcement programs.

B-6.0 PEDESTRIAN PLANNING POLICIES

Policy B-6.1 Development of an Integrated System

*An Integrated
Pedestrian System*

The City shall endeavour to provide an attractive, safe, direct and integrated pedestrian system, where through the use of connected sidewalks, multi-use pathways and trails, residents will be encouraged to use the system for recreational opportunities.

Policy B-6.2 Development of Walkways

*Development of
Walkways*

The City will support the development of walkways by requiring sidewalks to be installed on all municipal roads, that direct connections are provided to transit facilities, and that in areas where pedestrian volumes may be high, wider sidewalks are provided.

Policy B-6.3 Boulevards

Boulevards

Through the use of boulevards, the City will ensure that pedestrians are adequately separated from vehicular traffic and potential obstructions are kept outside the minimum clear distance for sidewalks.

Policy B-6.4 Pedestrian Planning in Neighbourhood Plans

*Pedestrian Planning in
Neighbourhood Plans*

Through neighbourhood plans, the City shall ensure the development of a system of multi-use pathways and provide connections where opportunities exist such as between land parcels, along utility corridors, shorelines, ravines and linear parks.

Policy B-6.5 Community Input

Community Input

The City will create a Citizens Advisory Committee dedicated to pedestrian issues to serve as an advisory body and resource to City staff. This Committee may take the form of a combined Bicycle/Pedestrian Advisory Committee.

Policy B-6.6 Pedestrian/Vehicle Space Ratio

*Balancing Pedestrian
and Vehicle Space*

In commercial areas, the City will strive to achieve a 50/50 ratio of walking space to vehicle space, and designate the pedestrian realm as the focus of the commercial node.

Policy B-6.7 Intersection Design

Intersection Design

Intersection design shall place a high priority on the access requirements and safety of pedestrians through balancing traffic operational requirements with pedestrian needs.

Policy B-6.8 Safety and Security

Support for Safety and Security Measures

The City shall support safety and security measures such as informal surveillance through planning and design of public and private areas, and promoting education and awareness programs focused on pedestrian safety.

Policy B-6.9 Safety and Security School and Playground Areas

Safe and Secure Pedestrian Environment

The City will ensure that areas around schools and playgrounds are maintained as pedestrian-friendly environments through the use of designated routes and crossings, the installation of traffic calming measures to slow traffic and to support programs such as school patrols, "walking" school bus, Safe Route to School and the Parent Parking Patrol.

Policy B-6.10 Accessibility

Accessibility

The City shall ensure that the pedestrian system is planned and designed using recognized standards for persons of all physical abilities through the use of curb ramps at intersections and mid-block crossings, and the provision of minimum clearances around street furniture, utility poles and landscaping.

C. SERVICES AND UTILITIES

Intent

- To provide a conceptual framework for the provision of full municipal services to future urban development areas in Northeast Coquitlam in a phased, logical, efficient and coordinated manner;
- To ensure that environment values and considerations are accounted for during the planning, design and construction of utility systems in Northeast Coquitlam;
- The extension of utilities should not place a financial burden to citizens of Coquitlam resident in Northeast Coquitlam.

C-1.0 SANITARY SEWERS POLICIES

Policy C-1.1 Sanitary Sewer Trunk Extension

Trunk Extension

A sanitary sewer trunk will be extended from the Greater Vancouver Sewerage and Drainage District (GVS&DD) trunk system to service the balance of the Fraser Sewerage area.

Policy C-1.2 Servicing in Future Urban Areas

Servicing in Future Urban Area

All new development within the urban designations will be serviced with sanitary sewer.

Policy C-1.3 Sanitary Sewer and Neighbourhood Plans

Sanitary Sewer Planning and Neighbourhood Plans

Sanitary sewer planning will be required as part of future neighbourhood plans.

C-2.0 WATER SUPPLY POLICIES

Policy C-2.1 Service of New Development

Water Supply

All new development within the urban designations will be required to be serviced to full municipal services. The City will ensure the provision of a safe, reliable, efficient and sustainable water supply to Northeast Coquitlam. Detailed water supply planning will be required as part of the development of neighbourhood plans.

Policy C-2.2 Energy Efficiency

Energy Efficiency and Water Conservation

Energy efficiency goals and objectives will be incorporated into the design and operation of the water supply system. The City will continue to implement and monitor existing water conservation programs such as lawn watering restrictions and will explore and if feasible, implement other water conservation measures such as metering, use of rain barrels.

D. NEIGHBOURHOOD PLAN POLICIES

Intent

- To identify key neighbourhood planning and design elements and principles which will guide implementation of the plan and the development of livable neighbourhoods in Northeast Coquitlam.

D-1.0 LAND USE AND COMMUNITY DESIGN PRINCIPLES

Land Use and Community Design Principles

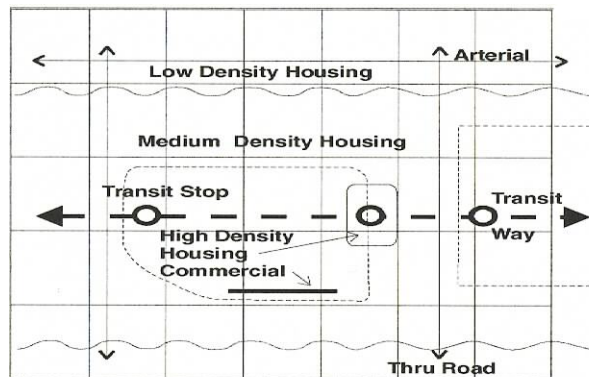
The following principles and guidelines shall guide the detailed implementation of the Plan and the preparation of neighbourhood-based land use and transportation plans:

- a) Integrate natural drainage systems and other environmentally sensitive areas into neighbourhood design;
- b) Create a sense of place, of neighbourhood and of community that builds upon what is locally inherent and enduring (e.g. topography, ravines, views) yet establishes a unique character. Landmark public amenities shall be located so that they terminate the view along primary neighbourhood streets;
- c) Respect the aspirations and lifestyles of existing residents by protecting existing residential areas within future residential neighbourhoods and ensure that future residential development is compatible in terms of form and density with the established residential character of the area;
- d) Schools and neighbourhood parks should be designed as a focal point and help define the character for each neighbourhood. Park size should be analyzed on a site specific basis to relate park activities to terrain conditions and resident needs. Parks and open space areas may be designed to accommodate necessary stormwater detention and retention facilities;
- e) Establish a varied and equitable mixture of land uses, household types, building forms within each neighbourhood;
- f) Direct higher residential densities and mixed use developments along transit corridors; to support fixed route/fixed schedule transit service to the area, land use densities of at least 7 units per hectare are required to support peak bus service every 30 minutes and at least 20-30 units per acre to support peak bus service every 10 minutes. Encourage transit-friendly site planning and designs;

D-1.0 LAND USE AND COMMUNITY DESIGN PRINCIPLES
cont'd/

*Land Use and
Community Design
Principles*

- g) Create a more compact community form in order to preserve open space and natural systems, reduce resource consumption and provide a greater number of amenities closer to home;
- h) The public realm, especially public streets, shall be designed to encourage and foster a pedestrian environment. Development shall be oriented to public streets;
- i) A pedestrian-friendly streetscape not dominated by driveways and garage doors is desired in residential neighbourhoods. Where the garage door faces the street, at least 35 percent of the overall grade level street front dwelling width should consist of building elements other than the garage door. Recessing the garage door slightly, allowing the modest projection of covered porches and variations in front setbacks are some of the means of creating attractive, pedestrian-oriented streetscapes.
- j) Neighbourhoods bordering arterial roads shall ensure that rear lanes are developed to provide access to the adjacent land parcels and to underground parking lots.
- k) Where an adjacent or nearby transit stop exists, direct pedestrian access to the transit stop from the entrance of neighbouring multi-family, commercial and institutional buildings shall be incorporated into the site design.



Land Use and Transit Planning

D-2.0 TRANSPORTATION AND CIRCULATION GUIDELINES

Transportation and Circulation Guidelines

- a) Encourage all modes of transport especially walking, cycling and public transit. Within the village area, a five minute walking distance to transit and community services and amenities is desirable.
- b) Transportation planning shall be an integral component of neighbourhood planning processes in order to support and maintain the linkages between land use and transportation and to develop the local and collector street systems.
- c) Consistent with City traffic calming policies, traffic calming measures in neighbourhoods where significant impacts as a result of traffic occur will be developed and implemented. Residents and other key interests will be extensively involved in problem identification, option evaluation and selection of preferred alternative.
- d) The City shall require traffic impact studies for developments that are expected to create operational problems associated with the safe and efficient movement of traffic, pedestrians, bicycles and transit vehicles. Improvements identified as a result of the study will be the responsibility of the developer and implemented as a condition of site plan approval.

Streets and Grids

- e) Establish an interconnected street system. Prominent neighbourhood facilities such as schools and parks shall be directly accessible by the neighbourhood street network.
- f) The street is a critical component of the public realm of the community; pedestrians, cyclists, transit vehicles and automobiles should all be sensitively accommodated within street rights of way.
- g) Because of the importance of a pedestrian friendly public realm that enhances neighbourhood safety, housing and other buildings should not "turn their back" to face away from the street.
- h) The street pattern should be simple, memorable and direct. An interconnected grid pattern, modified only as necessary to respond to the steep topography and unique natural features of Northeast Coquitlam, is to provide the basic structure of each future urban neighbourhood.

D-2.0 TRANSPORTATION AND CIRCULATION GUIDELINES
cont'd/

- i) A typical urban block having a width of generally 70 to 80 metres and a length of 160 to 240 metres is the recommended basic organizing element of the street system in each neighbourhood in the urban development "village" area.
- j) Because the village centre is the focus of pedestrian activity, blocks should be smaller the closer they are to it.
- k) Cul-de-sac roads are discouraged because they inhibit through connection of some modes of travel. Where a discontinued street pattern must be used because of topographic or other physical site constraints, through pedestrian and bicycle connections should be provided.
- l) Pedestrian and cyclist circulation should be encouraged along public streets where casual surveillance ("eyes on the street") from adjoining buildings and activities can help to maintain a safe and enjoyable environment. Other safety and security planning considerations include:
 - i. the orientation of building and dwelling frontages to face the street and to overlook pedestrian facilities, including walkways, parking areas and transit stops;
 - ii. the provision of adequate external lighting for non-daylight hours;
 - iii. landscaping, including planting or fencing, which does not obstruct the visibility of pedestrians or provide secluded areas for potential offenders to hide;
 - iv. the provision of direct and well-lit walkways;
 - v. avoiding the need for pedestrian underpasses which make surveillance difficult.
- m) Streets should converge on significant community amenities and public buildings such as schools, community centres, parks, commercial areas and transit stops.
- n) In accordance with its importance as a central transit hub, a small transit exchange is proposed at the village's geographic centre and should be designed to provide optimal comfort and convenience to transit users; amenities such as shelters, community notice boards, telephones, benches, planters and bicycle lockers should be provided.
- o) The detailed design of street standards for the village area should accommodate the needs of transit vehicles to facilitate their movements and to provide convenient locations for stops especially at key community facilities.

Transit

D-2.0 TRANSPORTATION AND CIRCULATION GUIDELINES
cont'd/

- p) Transit stops should provide well-lit, visible and comfortable waiting areas, appropriate for year round weather conditions, with conveniences such as benches, shelters and telephones. Ideally, transit stops should be located adjacent to retail uses, daycares and other activities.

Rear Lanes

To help create pedestrian-friendly streets and to take advantage of minimum lot widths, rear lanes are encouraged in residential areas. However, where site development constraints such as steep topography, natural features, environmentally sensitive areas, and/or parcel size or configuration would limit vehicular access, then front-loaded street access may be provided.¹

D-3.0 SPECIAL STUDY AREA

Special Study Areas identified in Schedule "A" of neighbourhood plans will require an OCP amendment. Any proposed land use changes will:

- i. be subject to technical review, including the assessment of park, servicing and infrastructure requirements;
- ii. public consultation; and
- iii. must consider the character of the neighbourhood and adjacent land uses.

APPENDIX A

Achievements in Sustainability

Achievement in Sustainability

In many respects, the recommended land use plan for Northeast Coquitlam represents a significant departure from conventional approaches to community design. The basic composition of the community, for example, includes a much broader range of closely integrated land uses and anticipates a greater variety of residential housing opportunities. In addition, the streetscape experience envisioned by the way buildings relate to the sidewalk and how the automobile will be accommodated will result in a community that possesses a more village-like character. Land use planning concepts embodied in the recommended plan for Northeast Coquitlam reflect current knowledge and understanding of contemporary community design.

Measuring Sustainability - Livability and Resource Efficiency Indicators

One of the decision making tools used during the planning process involved the use of a Geographic Information System-based evaluation model called INDEX which measured the options against a set of livability and resource efficiency indicators which were defined through the planning process and which were based on the overall planning principles. Energy consumption, waste generation, capital, operating and maintenance costs of infrastructure, air pollution, auto dependency, housing mix and the proximity to and availability of key community services such as transit, shopping, parks and open space was measured for each option.

As a concrete measure of sustainability, the INDEX model was applied to an existing conventionally developed area of the City. Populated with the same database, the INDEX model measured a total of 57 indicators; these results were compared to those generated from the Nodal Land Use plan (a refined version of which is the recommended land use plan). For nearly all indicators, the model demonstrated a marked improvement towards sustainability.

The Ranch Park/Riverview Heights community was selected as a baseline for the comparative work because of its physical similarities to Northeast Coquitlam. The conventional area is comparable in size (land area) to the village area of the recommended plan and the topographic conditions evident in the baseline community are similar. Ranch Park/Riverview Heights is considered to be typical of a conventional development approach. The number of different land uses is limited, they are highly segregated and the predominant housing form is large lot single-family.

APPENDIX A cont'd/

Achievements in Sustainability cont'd/

*Key Sustainability
Achievements -
Northeast Coquitlam*

Scores for the vast majority of the indicators measured show that significant progress towards improved sustainability has been achieved. For each of the six sustainable planning principles that were developed prior to the initiation of the land use study, the relevant indicators illustrate these improvements. Some key sustainability benefits of proposed land use plan for Northeast Coquitlam over the more conventional suburban area include:

- 30 percent less infrastructure capital and operating costs
- 24 percent less car emissions
- 20 percent less land covered in streets
- 70 percent less travel distance to shopping
- 20 percent increase in household proximity to parks and open space
- 250 percent increase in the number of key community facilities and amenities
- 400 percent increase in local job opportunities.

Within the context of current trends in the Greater Vancouver region, the sustainability benefits of the recommended land use plan are noteworthy. According to GVRD research, the total distance travelled by automobiles throughout the region is increasing at three times the rate of population growth. In comparison with the conventional suburban model, the recommended land use plan for Northeast Coquitlam, however, will result in an 11 percent reduction in the distance travelled for personal vehicle trips. Not only does the recommended plan help to arrest this alarming trend but it offers a significant improvement to an unsustainable situation (Northeast Coquitlam Land Use Planning Study, 1998).

APPENDIX B

FREMP Area Designations - Northeast Coquitlam

Note: The landward boundaries of the management units of most of Coquitlam's shoreline, which is dyked, were set at the crest of dykes. For undyked areas, like Widgeon Creek/March and DeBoville Slough, the inland boundaries extended upstream to cover areas under tidal influence, and upland to include the high water mark.

Management Unit	Designation	Description
IV-3.1	Cr	<p><i>From the middle of Widgeon Creek to the mouth of Widgeon Slough</i></p> <ul style="list-style-type: none"> the unit includes the Widgeon Park Reserve, owned and managed by GVRD Parks GVRD to develop a management plan that will outline the long-term uses of the area and maintenance requirements recognition of passive recreation use recognition of Widgeon Slough Channel; periodic maintenance of channel may be required recognition of the existing GVRD facilities along Widgeon Slough, the recreational boat storage and docking structures, and their ongoing requirements and maintenance. Facility repair and upgrade to retain the existing footprint.
IV-3.2	C	<p><i>From the mouth of Widgeon Slough to the mouth of Munroe Creek</i></p> <ul style="list-style-type: none"> recognition of existing residences; no expansion of shore-based water accessed allowed
IV-3.3	Wc	<p><i>From the mouth of Munroe Creek to the upstream boundary of Coquitlam Quarry</i></p> <ul style="list-style-type: none"> recognition of existing residential uses complete with mooring facilities
IV-3.4	I	<p><i>Coquitlam Quarry: from upstream boundary of Quarry to downstream end of slide</i></p> <ul style="list-style-type: none"> recognition of industrial use (quarry operations) and loading facilities

Northeast Coquitlam Area Plan

APPENDIX B cont'd/

Management Unit	Designation	Description
IV-3.5	C	<p><i>From downstream end of slide to cable marker upstream of Little Norway</i></p> <ul style="list-style-type: none"> • the outlet of McIntyre Creek is noted • key fisheries and habitat area requiring ongoing protection
IV-3.6	Cw	<p><i>From cable marker upstream of Little Norway to beginning of mudflat</i></p> <ul style="list-style-type: none"> • recognition of the archaeological value of the unit • recognition of modest accommodation with minimum moorage at Little Norway
IV-3.7	Clr	<p><i>Addington Point from beginning of mudflat to the wing dolphin upstream of the DeBoville Slough</i></p> <ul style="list-style-type: none"> • recognition of the conservation value of the Pitt-Addington Wildlife Management Area • recognition of passive recreation use along the dykes • recognition of the maintenance requirements of the pump station • 1 refers to log storage around DeBoville Slough
IV-3.8	Crw	<p><i>DeBoville Slough from wing dolphin upstream of slough to Coquitlam/Port Coquitlam boundary (Lincoln Avenue)</i></p> <ul style="list-style-type: none"> • recognition of the conservation value of the unit (waterfowl habitat area) • recognition of recreational value of the dykes • recognition of dyke maintenance • recognition of navigation channel and its maintenance requirements • recognition of existing marina • w refers to the existing marina; no expansion allowed
IV-3.9	Clr	<p><i>Goose Island</i></p> <ul style="list-style-type: none"> • recognition of active use by water skiers and for other aquatic sports • recognition of day use and primitive boat camping • no facilities to be allowed on the island