CITY OF PORT COQUITLAM

OFFICIAL COMMUNITY PLAN BYLAW, 2013

BYLAW No. 3838

Whereas an Official Community Plan was adopted by Official Community Plan Bylaw, 2004, No. 3467;

And whereas Metro Vancouver has adopted a Regional Growth Strategy that requires member municipalities to adopt updated Regional Context Statements in their Official Community Plans by July 29, 2013;

And whereas amendments to the Official Community Plan have been prepared to include a new Regional Context Statement along with various revisions, updates and housekeeping changes and after First Two Readings of this Bylaw the Council has:

(a) considered the amendment to the plan in conjunction with its financial plan;

(b) determined that no applicable waste management plan exists for consideration;

(c) determined that consultation is not required with School District No. 43 or provincial and federal ministries and their agencies; and

(d) referred the amendment bylaw to Metro Vancouver, TransLink, the Agricultural Land Commission, the City of Coquitlam, the District of Pitt Meadows and the Kwikwetlem First Nation

Now therefore the Municipal Council of The Corporation of the City of Port Coquitlam, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited for all purposes as the "Official Community Plan, 2013, No. 3838".

2. The Official Community Plan marked as Schedule "A" is attached hereto and forms part of the Bylaw and is designated as an Official Community Plan of the City of Port Coquitlam and applies to all areas of the City.

Read a first time by the Municipal Council and given an affirmative vote by the majority of all members of the Council this 13th day of May, 2013.

Read a second time by the Municipal Council and given an affirmative vote by the majority of all members of the Council this 13th day of May, 2013.

And whereas the required time limits have been observed, the required Notices have been published, and a Public Hearing has been held this 10th day of June, 2013.

Second reading rescinded this 10th day of June, 2013.

Read a second time by the Municipal Council, as amended and given an affirmative vote by the majority of all members of the Council this 10th day of June, 2013.

Read a third time by the Municipal Council and given an affirmative vote by the majority of all members of the Council this 10th day of June, 2013.

Adopted by an affirmative vote of a majority of all members of the Municipal Council of the Corporation of the City of Port Coquitlam this 9th day of September, 2013.

GREG MOORE **SUSAN RAUH**
Mayor **Corporate Officer**

RECORD OF AMENDMENTS

BYLAW NO.	AMENDED SECTION	DATE
3847	Environmental/Customer Service	2013 12 18
3884	Map 16	2015 10 24
3942	Temp. Building/Structures	2016 05 09
3996	Section 9.5	2017 04 11
4046	Section 7.2, Map 16	2018 04 24
4075	Aggie Park Amendments	2020 06 23
4133	Map 22 (watercourse identification)	2019 07 23
4161	Map 16, Section 7.6, and 8.2	2020-02-25
4195	8.2, 9.5, Map 16	2020-11-10
4329	Map 22	2023-09-26
4361	Sections 7, 8, and 9 (Intensive Light Ind.)	2024-05-14
4373	Small-Scale Multi-Unit Housing Legislation	2024-06-25
4422	Housing Policies	2026-02-10
4443	Sections 7,8 and 9 (Housing, Int. Land Use)	2026-07-14
4456	Section 9, Subsection 9.2	2026-10-06

POCOPLAN
Planning Our Community

CITY OF PORT COQUITLAM

Official Community Plan









Dedication

In the dictionary if one was to look up the definition of visionary they would find it stated “full of foresight and imagination.” In 2003, Port Coquitlam’s Director of Development Services Ernie Levesque, had a vision to have the community take part in re-writing the City’s Official Community Plan, which would guide growth and development for the next 10 years. With a Task Force of volunteers from the community, input from the community, direction from City staff and much work from all, this unique concept was undertaken and completed in late 2004.

The visionary of this project however, passed away before the project was completed and in honour of his dedication to our City, we the PocoPlan OCP Task Force would like to dedicate this Official Community Plan to Ernie Levesque.

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1.0 Introduction



1.1 Purpose and Content of the Official Community Plan

The Official Community Plan (OCP) is the City's vision for the future growth and development of the community. The vision reflects the ideas and input of the people who live and work in Port Coquitlam and who participated in the preparation of the Plan. The vision is communicated in words and maps throughout this Plan and will be realized by the changes to be seen in the community as new development occurs, new residents settle, and new businesses are established.

This Plan was originally adopted June 27, 2005, to provide the City with a guide for its development over the next ten years by establishing policies, designating land for specified uses, and defining guidelines that regulate the form and character of development. It was substantially updated and amended in 2013 to include a new Regional Context Statement and comply with Metro Vancouver's Regional Growth Strategy.

The OCP focuses on land use, but it is also concerned with factors important to quality of life. It provides for the integration of land use, economy, environment, transportation, community facilities and services into a broad strategy to direct growth and development. An OCP must include targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions proposed with respect to achieving those targets.

The OCP was prepared under the authority of the *Local Government Act*, which states that an OCP is a statement of objectives and policies to guide decisions on planning and land use management. Specifically, the *Act* requires the Plan to include statements and map designations respecting the following:

1. the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least five years; the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
2. the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;
3. restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
4. the approximate location and phasing of any major road, sewer and water systems;
5. the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites;
6. other matters that may, in respect of any plan, be required or authorized by the minister.

An OCP must also include housing policies respecting affordable rental and special needs housing. An OCP may include the following:

1. policies relating to social needs, social well-being and social development;
2. policies respecting the maintenance and enhancement of farming on land in a farming area or in an area designated for agricultural use in the community plan; and
3. policies relating to the preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity.

This OCP does not include policies for future sand and gravel extraction because the City does not have areas of sand and gravel deposits.

The OCP addresses the City's role in the Region and its relationships with neighbouring municipalities and other levels of government. It must include a regional context statement which shows how the OCP is consistent with the Regional Growth Strategy, or how it will be made consistent over time.

PocoPlan Official Community Plan Review

This Official Community Plan is the result of an ambitious two-year public process called "PocoPlan". The most significant part of the process was the establishment of a Task Group composed of local residents who assisted in the preparation of the Plan and encouraged community participation.

PocoPlan had many significant achievements including the Challenges and Choices Report, PocoPlan Workbook, Workshops and Open Houses, and the Castle Park Elementary School Art Project. The comments of PocoPlan participants are included in the Plan. PocoPlan was a true community planning process and the results are reflected in this OCP.

The land use designations of the OCP apply to all lands within and under the jurisdiction of the City of Port Coquitlam.

The *Local Government Act* states that an OCP does not commit or authorize a municipality to proceed with any project that is specified in the Plan, however, all bylaws enacted or works undertaken by a Council after the adoption of an OCP must be consistent with the Plan

Notwithstanding any other provisions of this Bylaw, all lands within the Agricultural Land Reserve (ALR) are subject to the provisions of the *Agricultural Land Commission Act* and the regulations and orders of the Agricultural Land Commission (ALC). The legislation and regulations generally prohibit or restrict non-farm uses and subdivision of ALR lands, unless otherwise permitted or exempted.

1.2 Related Plans

The OCP works in conjunction with other City plans to ensure that the community develops in a coordinated manner and that City services are provided effectively and efficiently. The *Local Government Act* requires that the OCP be considered in conjunction with the City's **Financial Plan** and **Waste Management Plan**, if applicable. These Plans must be reviewed to ensure that public infrastructure investment for roads, water, and sewer and drainage systems is coordinated with development.

The City adopted a **Corporate Strategic Plan - Vision 2020** in 2011. It establishes a comprehensive, long-term direction for the City and five outcomes: sustainable future, sense of community, strategic delivery of services, economic strength and community well-being.

The 1998 **Downtown Plan** guides the redevelopment of the City Centre and its key components have been incorporated into the OCP through policies and DPA guidelines. The **Downtown Street Beautification Plan** adopted in 1999 guided an ambitious streetscape improvement project that was completed in 2000. This Plan also specifies the streetscape improvements required with new development and is implemented through land use regulations and guidelines. A **Downtown Pedestrian Circulation Study** completed in 2011 updates the guidelines.

The City adopted a **Master Transportation Plan** in 1999 to provide a framework for a multi-modal transportation system to improve mobility and access in Port Coquitlam. Much of this Plan has now been implemented and a comprehensive update process has been initiated.

The **Greenways Plan** adopted by Council in 1999 continues to guide decisions related to preserving natural areas in Port Coquitlam. The **Cultural Policy and Plan** adopted in 2001 identified steps to promote cultural development in the community including leadership, access, facilities and resources. The 2003 **Leigh Square Feasibility Study** followed up on this work and led to development of the award-winning Leigh Square Community Arts Village. The **Parks, Recreation, and Culture Master Plan** was endorsed by Council in 2007 to serve as a planning tool to guide Council's decisions.

The **Corporate & Community Climate Action Plan** was endorsed by Council in 2010 as a guiding document for climate action policies and initiatives that can be implemented at the local government level. Based on this work, the OCP sets the City's target for reduction of greenhouse gas emissions and includes supportive policies to achieve this target.

The **Heritage Strategic Plan** was received and a strategy for its implementation endorsed by Council in 2010. A comprehensive inventory of heritage resources was completed in 2012.

The **Environmental Strategic Plan** endorsed by Council in 2011 sets environmental goals, objectives and strategic directions, describes actions to achieve these goals and identifies an environmental mission to show leadership in supporting a healthy environment.

2.0 Community Vision



The Corporate Strategic Plan – Vision 2020 defines Port Coquitlam's community vision as follows:

> "Port Coquitlam is a happy, vibrant, safe community with healthy, engaged residents and thriving business, supported by sustainable resources and services."

The five strategic outcomes to achieving this vision are:

- A **Sustainable Future** for the City's finances, the environment and its social resources to create a complete and sustainable community;
- A **Sense of Community** with safe, engaged and active residents in a healthy community that embraces inclusiveness;
- **Economic Strength** ensured by decisions to support business, facilitate goods movement and protect agricultural lands;
- **Community Well-being** providing for the safety of residents, businesses and property, the infrastructure to sustain the quality of life and by valuing parks and natural areas; and
- **Strategic Service Delivery** that strengthens public confidence, promotes a team environment and maintains a healthy workplace.

The OCP contributes to the vision by planning for growth management, sustainability, housing, neighbourhoods, design, economic development, environment, parks, transportation, community services and utilities.

3.0 Objectives



The following objectives reflect shared community values and provide a framework for the OCP policies.

Growth Management – Plan for the orderly and efficient development of land for housing, businesses, jobs, community amenities and facilities.

Sustainability – Improve the social, environmental and economic well-being of the community through planning and land use management.

Housing and Neighbourhoods – Facilitate the provision of housing that provides residents with choice in housing form, location, tenure and price; facilitate neighbourhood identity and connections between residents.

Economy – Facilitate business and employment opportunities in the industrial, retail, office, service, public and agricultural sectors in support of a diversified local economy and a higher quality of life in the community.

Environment and Parks – Protect environmentally sensitive areas, provide adequate park space in the community and establish links between public open spaces.

Transportation – Ensure that the transportation network is safe and efficient, and accommodates different modes of travel for pedestrians, bicycles, bus and rapid transit, trucks, and private passenger cars.

Design - Ensure that development improves the appearance of buildings, public spaces and streetscapes in a manner that is reflective of the community's context and heritage and respectful of the natural setting and existing built environment.

Community – Ensure that public and private services and facilities, such as those for arts and culture, recreation, library, fire, police, education, faith, health and social needs, are provided to meet the present and future needs of residents.

Utilities and Services – Ensure the efficient provision of water, drainage, liquid and solid waste, and other utility services throughout the community while accommodating changing technology and new regulatory requirements for these services.

4.0 Policies and Land Use Designations



The vision of the OCP is implemented through its policies and land use designations. The implementation of these components establishes the development pattern of the community and manages its growth.

The policies are the City's statement of priorities for growth and development. The policies address the issues facing the community and legislative requirements for planning and land use and reflect community input. The policies are considered in the development review process and ultimately help Port Coquitlam achieve its community vision and OCP objectives.

The OCP does not include policies for every matter included in the *Local Government Act*. For example, there is no policy for future sand and gravel extraction because the municipality does not have any sand or gravel deposits.

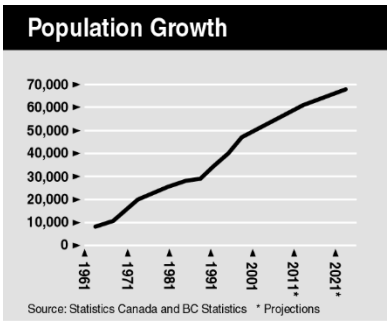
The land use designations and map illustrate the desired development pattern for the City and are discussed in more detail in Section 8.2.

5.0 Community Context



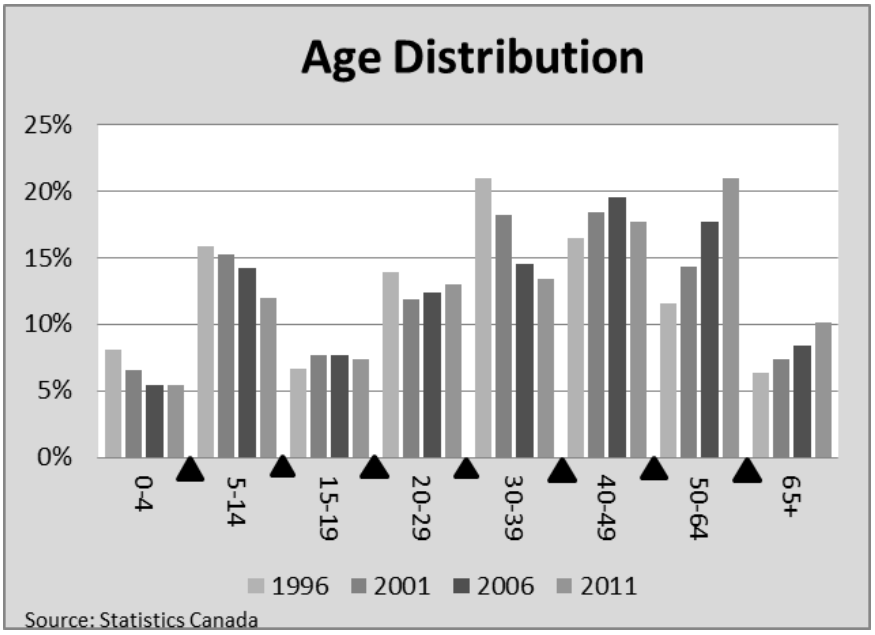
5.1 History and Population

The original inhabitants of the Port Coquitlam area were the Coast Salish people, who utilized the abundant local resources for hunting, gathering and fishing. The first European settlers arrived in the mid-1800s and Canadian Pacific Railway Company (CP Rail) in 1886. CP Rail subsequently moved its freight yard and operations to the area in 1911, a decision which had significant impact on the growth and physical development of the community.



The City of Port Coquitlam was incorporated March 7, 1913. Early years were characterized by slow development due to global economics and repercussions from the First and Second World Wars. The population steadily increased with the establishment of numerous industries and the availability of affordable land and housing in attractive locations. Between 1991 and 1996, Port Coquitlam was the fastest growing community in the Lower Mainland with a population increase of almost 27%. Growth rates have remained above the regional average at about 10% between 1996 and 2001, 3% between 2001 and 2006, and 7% between 2006 and 2011.

The Regional Growth Strategy includes population projections that indicate the population of Port Coquitlam will reach approximately 68,000 by 2021 and 76,000 by 2031. A rough population capacity estimate for Port Coquitlam is 80,000. The City will continue to review and revise these figures as part of on-going research and as more accurate data becomes available.



The population is representative of a diverse number of age groups, ethnicities, languages and lifestyle choices. Despite an increase in the percentage of older adults, Port Coquitlam remains a relatively young community with 68% of the population under the age of 50 (2011 data). Compared to other municipalities in the Lower Mainland, there is a higher percentage of children and a lower percentage of older adults.

Port Coquitlam has also experienced increased immigration. Between 1991 and 2006 there was a 9% increase in the number of community members who were born outside of Canada, and a 15% increase in the number of residents who have a mother tongue (language first learned and still understood) other than English. In addition, the City has been part of the regional trend to a higher number of single parent and non-traditional household structures. These changing demographic trends have impacts on the types of housing, community services, and infrastructure needs of the community.

Port Coquitlam Quick Statistics:

- *26% of residents consider themselves to be a visible minority (2006)*
- *28% of the population was born outside of Canada (2006)*
- *The average number of people per family is 3.0 (2011)*
- *51% of residents are legally married (2011)*
- *17% of households are single parent families; 82% of these are female (2011).*
- *The unemployment rate is 4.9, lower than the provincial average of 6.0 (2006)*
- *Average family income is $66,000 (2006), which is slightly lower than $68,000 in 2001*
- *The number of residents with post-secondary education has increased by 13% since 1991 (2001)*
- *The percentage of multi-family dwelling units compared to single-family dwelling units has risen from 48% (2001) to 58% (2011)*

Source: Statistics Canada 2001, 2006, and 2011 Census

5.2 Land Use

The City of Port Coquitlam is bounded by the Fraser, Pitt and Coquitlam Rivers and has a land base of just over 28 square kilometres. Several factors have contributed to the development pattern of the City. For example, the Lougheed Highway and the CP Rail tracks historically bisected the City, defining a "north" and "south" side of the community. Movement between the two sides was limited by the CP Rail yards until the opening of the Coast Meridian Overpass in March 2010. This major construction spanning the rail yards added a third north-south transportation link, significantly improving community access to facilities, services and employment. Transportation corridors such as the Mary Hill Bypass and the Fraser River also help shape the distribution of land uses within the City.

Of the limited amount of vacant land remaining in the City, most is designated for light industrial and commercial purposes and is located in the Dominion Triangle area. There is also some vacant land intended for residential uses in the Dominion Avenue and South Shaughnessy areas and adjacent to the Coquitlam River. Growth in all sectors will primarily be through redevelopment.

The biggest employers in Port Coquitlam vary from industrial related businesses (such as transportation and manufacturing) to public services, large format retail and restaurants.

5.3 Growth and Change

Over 5,600 new housing units were built between 1991 and 2001; 2900 were added between 2001 and 2011. The relative percentage of single-detached homes in the City has significantly decreased with the rising supply of multi-family housing such as duplexes, townhouses and apartments. Higher density developments are currently concentrated in the Downtown and near commercial areas, parks and transit services. Future development of new higher density residential developments will involve lot consolidation and redevelopment.

The most significant commercial growth over the last two decades has been in the Dominion Triangle. Most new development in the City will involve the redevelopment of existing sites.

Industry continues to play a significant role in the community, with almost 400 hectares of land designated in four industrial areas. Industrial development in the City has increased significantly over the last two decades. The Davies area and Meridian Industrial Parks are developed to capacity, and a limited amount of industrial land is left for build-out in the Mary Hill Industrial Estates and Broadway areas. Industrial uses are now being developed in the Dominion Triangle.

The City has seen significant changes in residential development with the most significant recent growth along Dominion Avenue and in the Downtown. There are now only a few isolated parcels of vacant lands designated for residential development in the City. Low-density residential neighbourhoods dominate the City's land base with over one-third of the land designated and zoned for this type of development. However, as almost all of this land is developed, new lower density developments will largely be through infill and subdivision of larger parcels.

Over 5,600 new housing units were built between 1991 and 2001; 2900 were added between 2001 and 2011. The relative percentage of single-detached homes in the City has significantly decreased with the rising supply of multi-family housing such as duplexes, townhouses and apartments. Higher density developments are currently concentrated in the Downtown and near commercial areas, parks and transit services. Future development of new higher density residential developments will involve lot consolidation and redevelopment.

6.0 Regional Context Statement

"Metro 2050 – Regional Growth Strategy" (Bylaw 1339, 2022) was endorsed by the City of Port Coquitlam on June 28, 2022, and adopted by Metro Vancouver as the Regional Growth Strategy on February 24, 2023. The City of Port Coquitlam is required by the *Local Government Act* to include, in its OCP, a Regional Context Statement which identifies the relationship between the OCP and the Regional Growth Strategy and, as applicable, identify how the OCP will be made consistent with the Regional Growth Strategy over time.

The Regional Growth Strategy sets out five goals to guide the actions of Metro Vancouver and its member municipalities in achieving a vibrant, diverse, prosperous and sustainable Region:

(1) Create a compact urban area

(2) Support a sustainable economy

(3) Protect the environment, address climate change, and respond to natural hazards

(4) Provide diverse and affordable housing choices, and

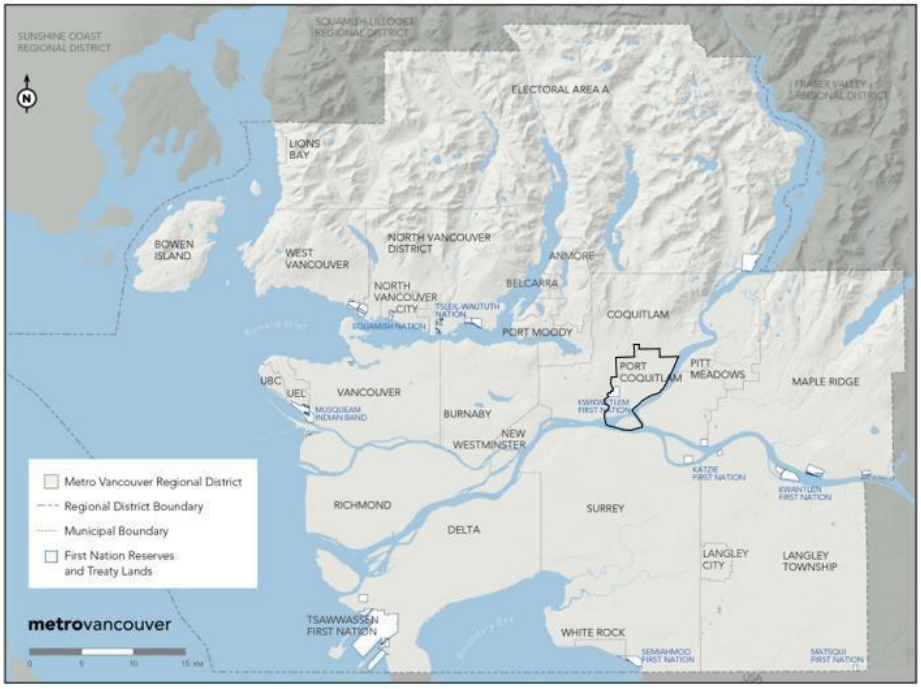
(5) Support sustainable transportation choices.

These goals are consistent with the vision and policies of this OCP. This Regional Context Statement describes how the OCP addresses the five major goals and the strategies of the Regional Growth Strategy and outlines actions that will be taken by the City to fulfill the required municipal roles and to achieve population and employment projections.

Within the Urban Containment Boundary of the Regional Growth Strategy, the City of Port Coquitlam may amend this OCP to adjust the boundaries of regional land use designations from one regional designation to another, provided such adjustments satisfy its requirements that the aggregate area of all proximate sites so re-designated does not exceed one hectare. Larger sites of up to three hectares may be re-designated from Industrial to General Urban if they are on the edge of an industrial site and within 150 metres of TransLink's Frequent Transit Network, or re-designated to Employment if the site is within 250 metres of TransLink's Frequent Transit Network. Altogether, such re-designation of lands cannot exceed two percent of the City's total lands within each applicable regional land use designation.

The City of Port Coquitlam may amend this OCP to adjust the boundary of the Municipal Town Centre, provided such adjustment satisfies the requirements set out in the Regional Growth Strategy and its guidelines for urban centres and frequent transit development areas.

Map 1 – Port Coquitlam within Metro Vancouver



Source: Metro 2050 – Regional Growth Strategy

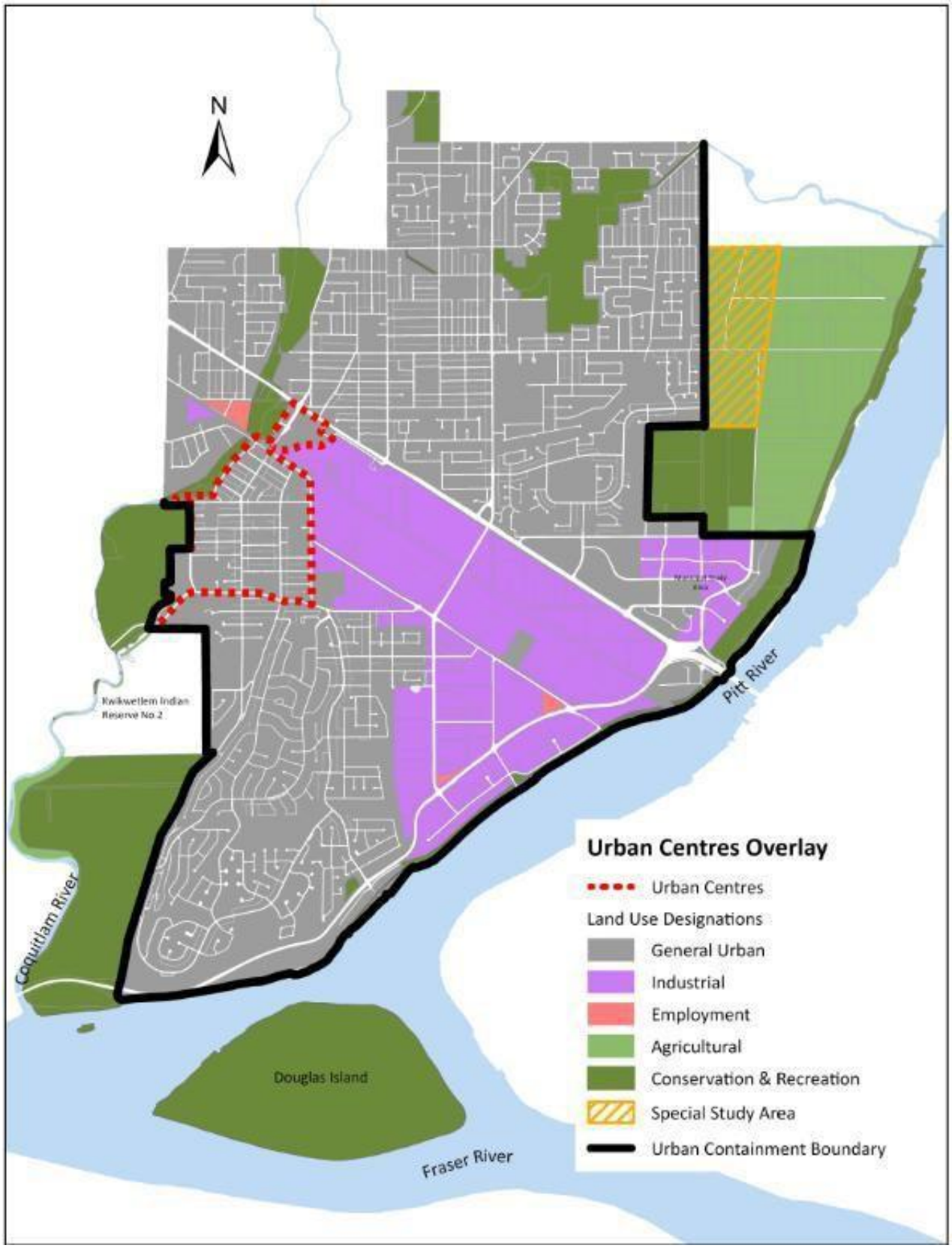
To assist Port Coquitlam in long-range planning the Regional Growth Strategy provides projections for the following:

Year	2021	2030	2040	2050
Population	64,260	71,650	78,680	84,820
Dwelling Units	23,870	27,390	30,780	33,770
Employment	28,350	32,320	35,990	38,900

The Regional Growth Strategy in Map 2 sets out the regional land use designations. Map 2 of OCP illustrates how these designations apply to Port Coquitlam.

Appendix 1, Statement of Compliance between the Policies of the OCP and Regional Growth Strategy, identifies how the policies of this Plan comply, or over time intend to consistent with the Regional Growth Strategy. The Regional Context Statement is integral too, and forms part of this Plan.

Map 2 – Regional Land Use Designations, Municipal Town Centre and Urban Containment Boundary



7.0 Policies



7.1 Growth Management and Sustainability

The objective for growth management and sustainability is to plan for the orderly and efficient development of land for housing, businesses, jobs, community amenities and facilities and to improve the social, environmental and economic well-being of the community through good planning and land use management.

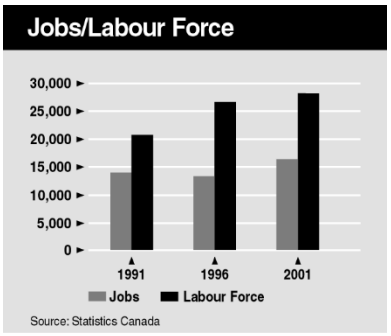
Growth Management

"We are a wonderful small city... Let's foster this!"
PocoPlan Participant

Port Coquitlam is a balanced community with residential, commercial, and industrial areas and many community amenities and natural areas for people to enjoy. The OCP guides its land use and development; however, it also manages growth and change in the community. The OCP and planning processes provide a framework in which the City can make decisions about change while acknowledging differing opinions about how this change will occur.

In planning and managing growth, the City faces a number of challenges. As there is little vacant land for new development, redevelopment will

occur in existing neighbourhoods. The number of residents in the labour force far exceeds the number of people who work in the City and a balance in this ratio is desirable so that more residents can work close to where they live rather than having to travel elsewhere in the Region.



Map 3 shows the location of lands within the ALR. An estimated 382 hectares of land is in the ALR including Colony Farm Regional Park and the Carnoustie Golf Course. As much of this land is used for recreation, housing and hobby farms rather than farming, the City should look at ways of using it for its intended purpose.

Pursuant to Council's resolution in adopting this OCP on June 27, 2005, the future Fremont Connector road alignment must be reviewed following completion of a comprehensive technical, environmental, social and economic evaluation process on all the alternatives in a transparent evaluation process that provides opportunities for input from regulatory stakeholders and public consultation. The review could include examining the potential for alternative land uses for affected parcels, as well as the potential for enhancements or improvements to remaining agricultural lands.

Climate change has emerged as one of the most significant environmental challenges. Strongly related to the use of fossil fuels, the emission and concentration of greenhouse gas emissions in the atmosphere has risen steadily leading to increased average temperatures and a host of local and global impacts. The primary sources of GHG emissions from human activity in Port Coquitlam are energy use from burning fossil fuels in buildings, transportation systems and industrial processes. Managing patterns of settlement and land use and controlling development to reduce community GHG and air emissions is integral to the OCP.

Port Coquitlam, as part of the Metro Vancouver Region, must work cooperatively with other municipalities, Metro Vancouver and other levels of government to ensure managed growth throughout the Region.

Sustainability

Historically, society has accepted growth and change with marginal consideration for the long-term negative impacts on society and the environment. It was accepted that resources would be used without being replaced, green space would be lost, and pollution and waste would increase. Development patterns raised concerns about sprawl, land consumption, loss of farmland, automobile-oriented commercial development such as "big box" retail, habitat and stream destruction, waste production, air pollution, greenhouse gases, energy consumption, reduced economic efficiency and infrastructure costs. The benefits of growth, in the form of jobs, better roads and housing, and advances in the quality of life, were seen as more important to society and humankind. This approach causes concern for many people because it is not considered to be sustainable.

Sustainability is often defined as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs." *(The Bruntland Report, Our Common Future: World Commission on Environment and Development, 1987)*

"Smart growth" is a collection of urban development strategies to reduce sprawl and encourage development that is fiscally, environmentally and socially responsible. Smart growth is development that

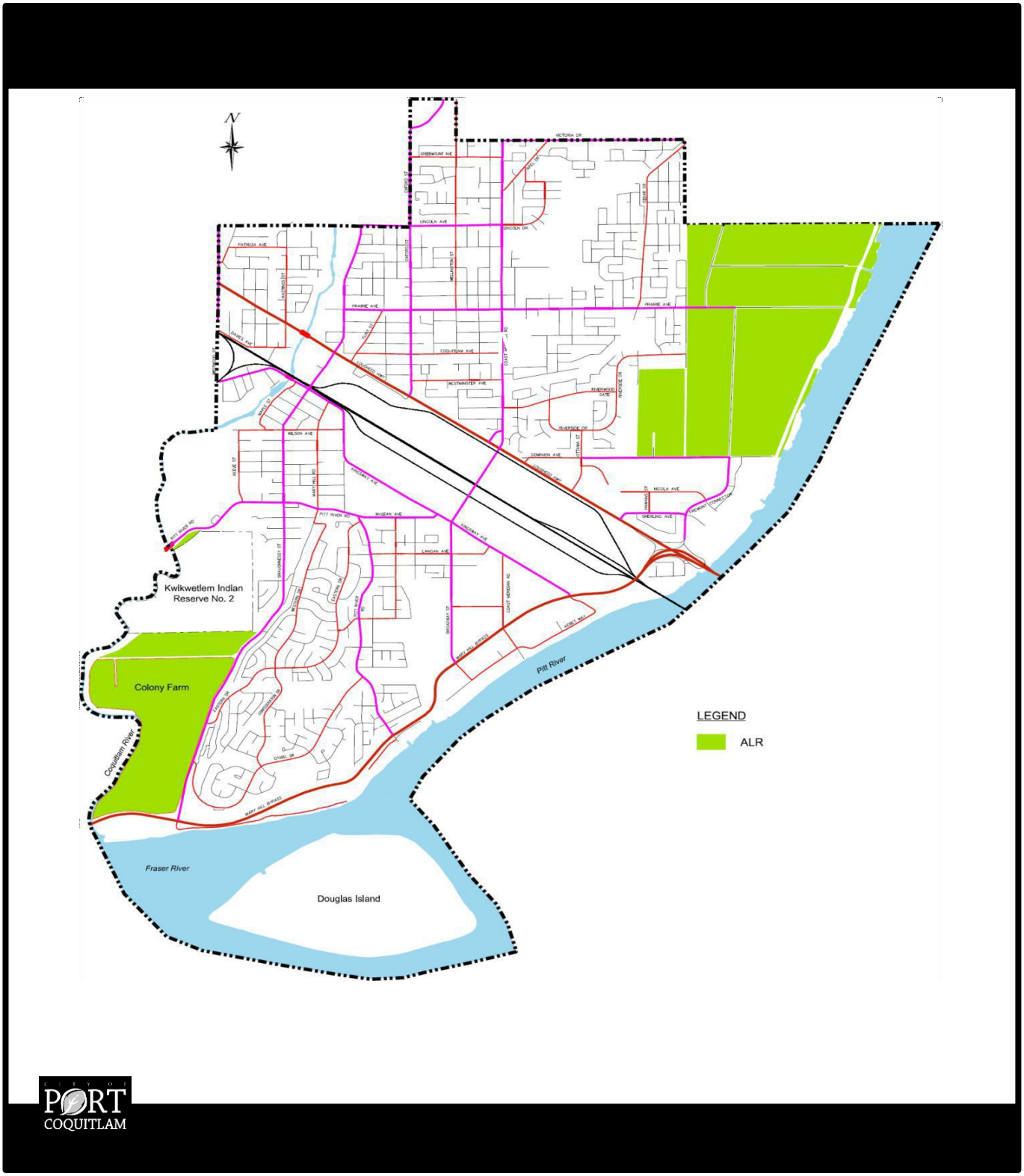
enhances quality of life, protects the environment, and uses tax revenues wisely with strategies which focus on compact communities, affordable housing, transportation, economic development, agricultural land, green space, alternative development standards, and community involvement.

Port Coquitlam can be more sustainable and "smart" as it grows by incorporating new ideas and approaches into planning and development. These ideas and approaches are expressed in this OCP and, together, will result in a more integrated approach to community development that considers the City's economic, environmental and social future.

Policies for Growth Management and Sustainability:

1. Incorporate sustainable development and "smart growth" principles and practices into community planning.
2. Ensure development is carried out in a systematic and orderly manner and is accompanied by adequate services and facilities.
3. Work towards developing a complete community with a balance of residential, commercial, and industrial development and with adequate community amenities and facilities.
4. Work towards achieving a jobs/labour force balance by creating more opportunities for Port Coquitlam residents to work in their own community.
5. Continue to participate in regional planning with Metro Vancouver and member municipalities.
6. Support the protection and enhancement of Agricultural designated land in the ALR.
7. Consider appropriate alternative uses for lands within the ALR which have been severed or impacted by the construction of the Fremont Connector.
8. Work towards achieving a target to reduce greenhouse gas emissions of 8% below 2007 levels by 2017.
9. Attain corporate and community-wide energy reductions and efficiencies through application of smart growth principles to land use and development decisions; in construction and alteration of buildings and services; by alternate transportation provisions; and, with public information and related initiatives.
10. Encourage the development of community energy systems including the use of district heating and cooling, cogeneration, waste heat recovery, thermal storage and local sources of renewable energy to meet energy needs efficiently and cost-effectively.

Map 3: Agricultural Land Reserve



7.2 Housing and Neighbourhoods

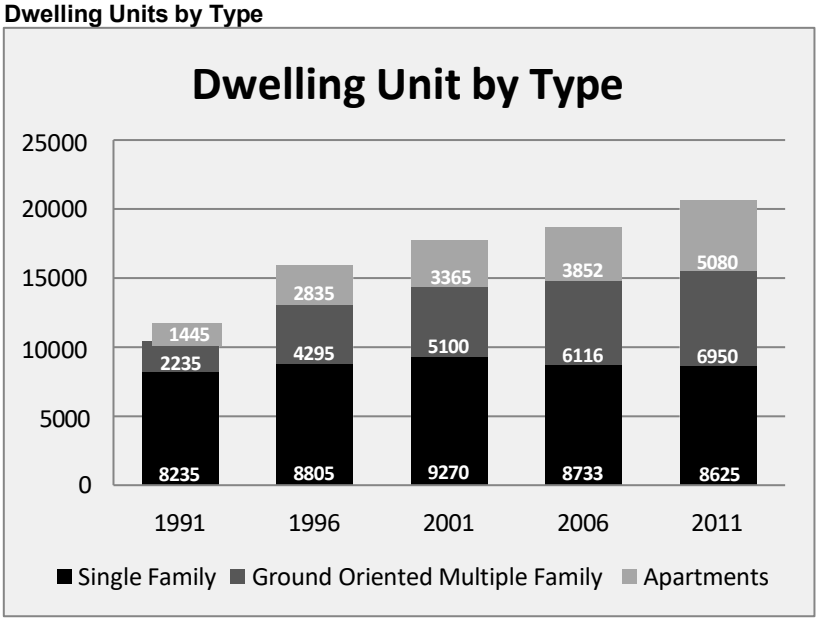
The objectives for housing and neighbourhoods are to facilitate the provision of housing that provides residents with choice in housing form, location, tenure and price and to facilitate neighbourhood identity and connections between residents.

Housing

Housing, like food and clothing, is a basic human need. The homes and neighbourhoods in which residents live influence their quality of life and how they function as individuals in society. Communities are made up of a diverse mix of people including singles, couples, families, the young and old, and people with special needs. They live in different types of housing including detached houses, townhouses, apartments, secondary suites, mobile homes, and special needs housing. They own and rent their homes through the market and non-market housing sectors.

> ***"Make better use of residential land, more compact housing areas, better support of transit, and control of urban sprawl."***
> ***PocoPlan Participant***

Dwelling Units by Type

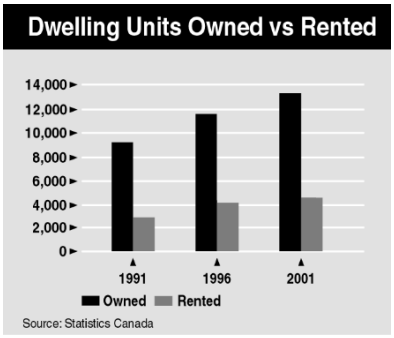


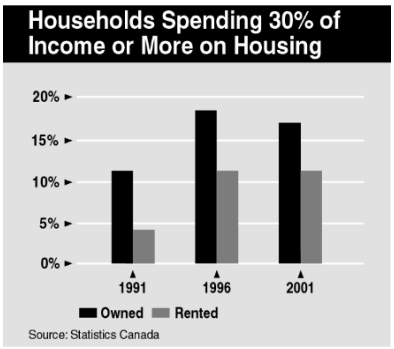
Residential developments are distributed throughout Port Coquitlam including older neighbourhoods with single-detached houses, newer neighbourhoods with a variety of housing types including townhouses, and the Downtown and Northside centres with concentrations of apartment buildings. Recent Census figures show that multiple family housing is continuing to increase as a proportion of the total number of housing units. The percentage of households that own their homes versus renting their homes had not changed significantly between 1991 and 2001 but increased slightly to 80% of homes being owned and 20% rented by 2006.

Changes in the population and a limited supply of land will create new challenges for housing. The population is aging; however, young people will still form a higher proportion of the population in the future. It is a given that the demand for new housing will continue. Household size is getting smaller therefore the demand for smaller size units may increase.

Port Coquitlam has a limited supply of vacant land for new housing therefore some redevelopment will need to occur as infill in existing neighbourhoods. Many people want to live in ground-oriented housing (with a patio or grass area) but not everyone can afford to buy a house so the City needs to provide options such as duplexes and townhouses. As people age, they may want to stay in their neighbourhood but need different types of housing. Others may want to stay in their current home creating a situation where some people are "over-housed" by choice.

Housing affordability is becoming a real concern in Metro Vancouver due to increasing population and land costs. There were an increasing number of households that were spending 30% or more their income on housing although this percentage stabilized between the 1996 and 2001 Census. The federal and provincial governments have reduced their role in the provision and regulation of non-market housing and housing for people with special needs. The City needs to consider its role in these sectors. Some local governments are active in housing programs such as leasing City land, developing non-market housing, and providing grants to non-market housing organizations. A density bonus program has been established whereby developments are permitted additional floor area in exchange for payment that may be used to provide public amenities or special needs housing.





Housing Development

New residential development includes new residential neighbourhoods such as the Dominion Riverfront, new subdivisions, and redevelopment with new houses, duplexes, triplexes, townhouses, rowhouses, or apartment buildings. Apartments are permitted above the ground floor office, and retail uses in the Downtown and other commercial areas. Secondary suites are permitted in single-detached houses, duplexes and triplexes and accessory dwelling units are permitted where accessory to single-detached houses.

The City does not have much land available for new residential lots although there is some opportunity to create new lots through consolidation and subdivision of existing lots. This can have an impact on the character of the neighbourhood if smaller lots (33 and 40 feet wide) are introduced into areas that have mostly larger lots (50 feet wide). The OCP includes policies to guide decision-making on appropriate locations for subdivision for new residential lots.

Non-market housing is a broad category that is generally defined as housing for that is made available for rates below market values. This may include government subsidized housing, as well as housing that is provided by other agencies on a non-profit basis.

The OCP designates several areas for future multiple family residential developments. Most of these areas currently include a mix of housing types. It is important that these areas redevelop in a coordinated fashion and that the design improves the appearance and character of the neighbourhood.

Market Housing is generally defined as housing provided by the private sector at rates that reflect market values.

Non-Market and Special Needs Housing

The City is home to several non-market housing developments managed through B.C Housing, non-profit societies and cooperatives. In 2012 there were 1084 units comprised of 550 units for families and 534 units for seniors, people with disabilities and single occupants. Non-market housing is important to the housing stock because it provides safe, affordable, rental housing for people who have low incomes and cannot afford market housing.

Affordable housing is generally defined as housing for which the occupant is paying no more than 30 percent of his or her income for gross housing costs, including utilities

Special needs housing for people with physical, mental and lifestyle challenges, such as drug and alcohol addictions, is also available in the community. This housing ranges from small, independent group homes to larger licensed facilities. These places are important to the community because they provide homes for people who are vulnerable or face significant challenges in their lives. It is a community responsibility to ensure that these homes are safe for the residents and that they become part of the community. However, the location and capacity of these houses and facilities sometimes causes concern for local residents. The City works with the housing providers, Fraser Health and the Provincial Government to ensure that these houses and facilities are integrated into the neighbourhood.

Transit-Oriented Areas (TOAs)

The *Local Government Act* and applicable Regulations require municipalities to designate lands within certain distance around prescribed transit stations as Transit-Oriented Area (TOAs). Within the TOAs, local governments are required to adhere to minimum densities and heights on lands within a set distance tier when amending a zoning bylaw to permit a residential use, and are prohibited from establishing requirements for off-street residential parking spaces (other than for use by a person with disabilities).

There are three TOAs in Port Coquitlam; these TOAs includes lands adjacent to the Lincoln and Coquitlam Central SkyTrain Stations, and the West Coast Express Station in Downtown Port Coquitlam. Appendix 2 includes maps which serve to establish the designated TOA's in Port Coquitlam and identify the location of the tiers; the prescribed residential density and height for these TOAs are listed in the Table below:

Transit-Orient Areas – Minimum Allowable Density and Building Height				
Category	**Tier**	**Distance**	**Minimum Allowable Density (FAR)**	**Minimum Allowable Height (Storeys)**
Category 1: SkyTrain in Metro Vancouver	2	200 - 400m	Up to 4.0	Up to 12
	3	400 - 800m	Up to 3.0	Up to 8
Category 2: West Coast Express Station	4	200m or less	Up to 4.0	Up to 12
	5	200 - 400m	Up to 3.0	Up to 8

Residential properties within these TOAs have also been given a Frequent Transit Development (FTD) land use designation; consideration for development of these properties will be considered in accordance with applicable OCP policies as well as the *Provincial Policy Manual: Transit-Oriented Areas.*

Policies for Housing:

1. Designate land for a variety of housing types to accommodate different housing needs for the growing population in Port Coquitlam.
2. Consider rezoning of property within a Residential land use designation to facilitate subdivision into smaller lots; if the rezoning would result in one or more of the following public benefits:
   a. dedication of lands for roads, parks, watercourse protection, trail connections or similar public purposes;
   b. installation of off-site infrastructure such as sidewalks, street trees and lighting for the subject property and, where appropriate, extension of this infrastructure to address gaps in service or connections within the immediate area;
   c. retention of a heritage-listed home or landscape feature; or
   d. design and construction of buildings and landscaping to achieve a superior quality of design and enhanced fit with the established neighbourhood character.
3. Permit small lot, single-detached residential uses in areas designated Small Lot Residential subject to City bylaw requirements.
4. Permit development of areas designated Apartment Residential and High-Density Apartment Residential when the remaining lots on that block, if consolidated, are of sufficient size to permit further multiple family residential development. Consider rezoning to permit infill development of a lot or lots when the remaining lots on that block, if consolidated, are of insufficient size to permit an apartment building.

"Community concerns must be managed if Port Coquitlam is going to redevelop the older residential neighbourhoods with newer increasing density options. "
PocoPlan Participant

5 Consider a density bonus program to permit additional density for a development providing community amenities, and/or special needs housing.

6. Explore opportunities to support and encourage the development of rental housing, where appropriate, to ensure that this option is available to households that do not want to or cannot afford to own their home.

7. Examine opportunities to encourage the continued availability of housing at an affordable rate to first-time homeowners.
8. Establish a policy for non-market housing that also addresses the City's role in this sector.
9. Assess the need for community care facilities, assisted living residences, and special needs housing for people with physical, mental, and lifestyle challenges and permit these uses in residential and institutional areas subject to City bylaw requirements.
10. Support homelessness response in the Tri-cities as a collaboration between Port Coquitlam, Coquitlam and Port Moody and continue to participate in collaborative planning solutions for independent and supportive housing to help people move out of homelessness.
11. Consider rezoning property within a Frequent Transit Development (FTD) land use designation to facilitate transit-oriented development where the development will achieve the following:
    a. A density and building height no greater than the prescribed Transit-Oriented Areas minimum allowable density and building height;
    b. A mix of residential and commercial uses where the development is located on lands in the Downtown, or adjacent to Lougheed Highway or Westwood Street;
    c. Replacement of any existing commercial floor space on the property with that of a similar quantity;
    d. Residential uses which include a mixture of housing size and tenure that align with identified housing need;
    e. Provision of amenities to meet the needs of the proposed development;
    f. Provision of childcare facilities to meet neighborhood needs where appropriate;
    g. Building and site design that encourages: compatibility to surrounding development through building height transitions and, where appropriate, ground-oriented residential forms fronting local roads; a strong relationship to the street, an attractive public realm, and appropriate distance between buildings;
    h. A balance of private and public amenity space, such as parks, plazas, courtyards and pathways to meet the needs of the proposed development;
    i. Enhanced pedestrian and bicycle route linkages through and around the development;
    j. Vehicular access from lanes or secondary streets or consolidated if from an arterial road;
    k. Adequate servicing which limits impacts to existing public services, utilities and infrastructure.
12. Consider rezoning property within an Intensive Frequent Transit Development (IFTD) land use designation to facilitate transit-oriented development where the development will achieve the following:
    a. A density and building height greater than the prescribed Transit-Orient Areas minimum allowable density and building height;
    b. A mix of residential and commercial uses where the development is located on lands in the Downtown, or adjacent to Lougheed Highway or Westwood Street;
    c. Replacement of any existing commercial floor space on the property with that of a similar quantity;
    d. Residential uses which include a mixture of housing size and tenure that align with identified housing need;
    e. Provision of amenities to meet the needs of the proposed development;
    f. Provision of childcare facilities to meet neighborhood needs where appropriate;
    g. Building and site design that encourages: compatibility to surrounding development through building height transitions and, where appropriate, ground-oriented residential forms fronting local roads; a strong relationship to the street, an attractive public realm, and appropriate distance between buildings;
    h. A balance of private and public amenity space, such as parks, plazas, courtyards and pathways to meet the needs of the proposed development;
    i. Enhanced pedestrian and bicycle route linkages through and around the development
    j. Vehicular access from lanes or secondary streets or consolidated if from an arterial road;
    k. Adequate servicing which limits impacts to existing public services, utilities and infrastructure.
13. Encourage housing affordability across the housing spectrum.
14. Encourage the supply of rental housing by ways of retention, renewal, and development of secure,

purpose-built rental housing.

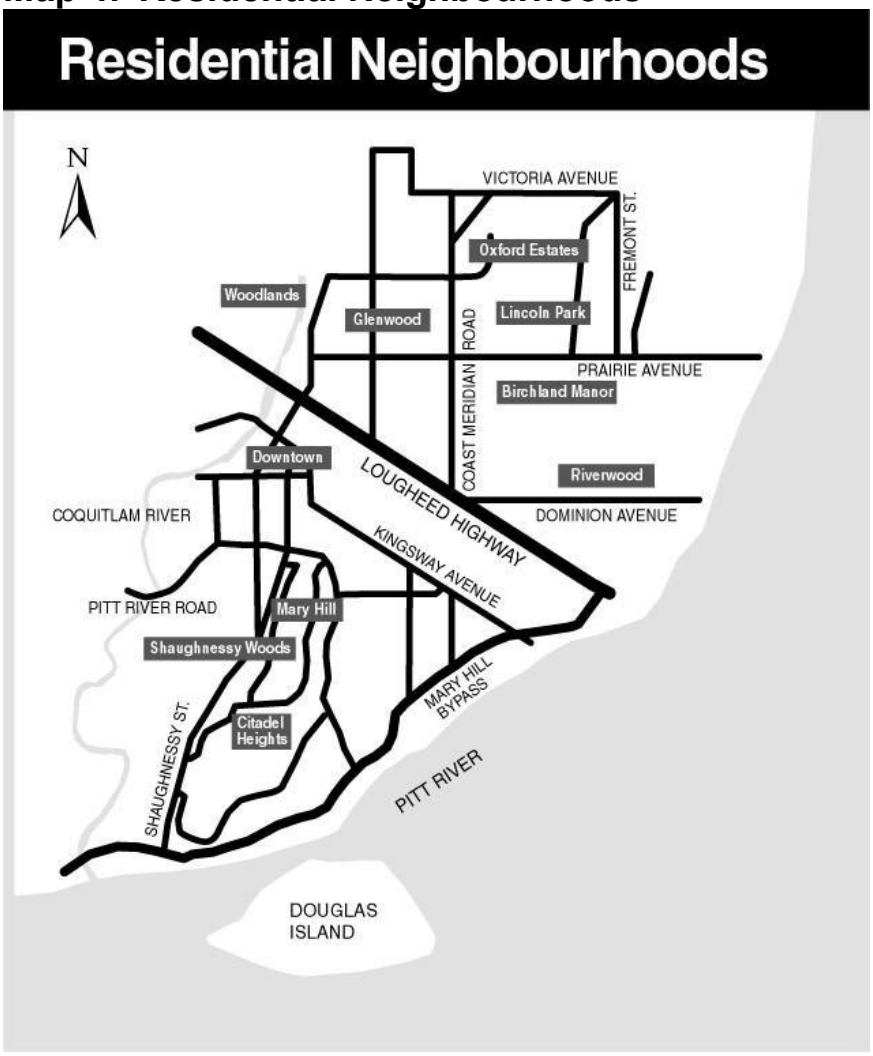
15. Support stable and affordable housing for populations more represented in core housing need such as low-income seniors.
16. Encourage new multi-unit residential developments to contain two and three bedrooms to support family friendly housing and to encourage the incorporation of family friendly features and amenities within new residential developments such as secure child care space, play areas, and larger family sized units to support households with children.

Neighbourhoods

Neighbourhood identity is important for people and it is the connections made with neighbours that can make a vibrant community and many Port Coquitlam residents identify with a particular neighbourhood. Established residential neighbourhoods include Lincoln Park and Mary Hill which developed from the 1950s onwards, Riverwood and Citadel Heights which developed in the 1980s and 90s and the Dominion Avenue and Fremont neighbourhoods currently being developed. The Downtown is developing as a mixed-use neighbourhood.

Connections can be fostered by ensuring neighbourhoods have parks, local commercial areas, pleasant streets, and homes that present a friendly "face" to the street while meeting the need for household privacy. Sometimes it is difficult to introduce non-residential uses into an existing neighbourhood or after an area is developed so these uses should be planned ahead of time or considered as areas re-develop.

Map 4: Residential Neighbourhoods



It is also important to protect the residential character of neighbourhoods. Increasing density and redevelopment in existing neighbourhoods will have an impact on the appearance and function of these areas. There are increasing numbers of people who operate home-based businesses, who are becoming a significant part of the local economy. Home-based businesses provide opportunities for many people but need to be regulated to ensure that they do not negatively impact residential uses. Home-based businesses are also discussed in the Economy section of this OCP.

The City has a unique area along Argue Street near the Fraser River that combines marine related businesses and residences. People have lived and run their businesses on these properties for many years and they are an important part of the Fraser River economy. This Plan recognizes the special character of this area by designating it as Marine Traditional Commercial.

Policies for Neighbourhoods:

1. Provide opportunities for neighbourhoods to have adequate commercial and community services so that residents do not have to drive elsewhere for these services.
2. Provide for neighbourhood identification through streetscape improvements, signage, and appropriate design.
3. Ensure that neighbourhoods are buffered from the impacts of adjacent non-residential uses through appropriate zoning regulations.
4. Ensure that home-based businesses operate with consideration for the residential focus of the neighbourhood.
5. Require that the design of multiple family housing complements the existing character of the area.
6. Promote the retention of long-established, private marine businesses and residential uses along the Argue Street waterfront by designating this area Marine Traditional Commercial.
7. Consider multiple family residential development in the Dominion Triangle when the proposal is integrated with high employment generating industrial uses and is designed to accommodate changing needs and circumstances including families, aging in place and housing choice.

7.3 Economy

The objective for the economy is to facilitate business and employment opportunities in the industrial, retail, office, service, public and agricultural sectors in support of a more diversified local economy and a higher quality of life in the community.

A vibrant and strong economy is an essential ingredient in a complete community; one that is healthy and attractive to residents and business owners. A complete community means residents have the opportunity to live, work, shop and play, all without having to leave the City. More complete communities can also afford to make the necessary infrastructure, service and facility improvements to ensure the community's needs are met.

"Increasing local employment reduces pressure on our main arterial routes during peak load times."
PocoPlan Participant

Economic Development

As the City grows it needs to respond to the changing needs of the community and determine what directions to be pursued and what actions to be taken to strengthen and diversify its economy. In some areas, such as the unemployment rate, average family income and new business start-ups, the City is in line with or better than the regional average. However, only 20% of the population live and work in the City and research indicates that people who live and work in the same community are also more likely to patronize local retail and service establishments. In addition, almost 15% of the population has an average income below the low-income cut-off line, which is defined as the income needed for adequate housing, food, and clothing.

"By spreading out businesses we defeat the feeling of a close knit community!"
PocoPlan Participant

Other factors also need to be considered when assessing the City's economic situation. In 2012 there were over 700 licenced accessory home businesses indicating the number of small and successful home-based businesses is growing. The City needs to be aware of the impacts these businesses may have on residential neighbourhoods and the viability of existing and new commercial office space. The tourism industry is also an area that is increasing in regional significance and opportunities, especially with the success of the 2010 Olympics.

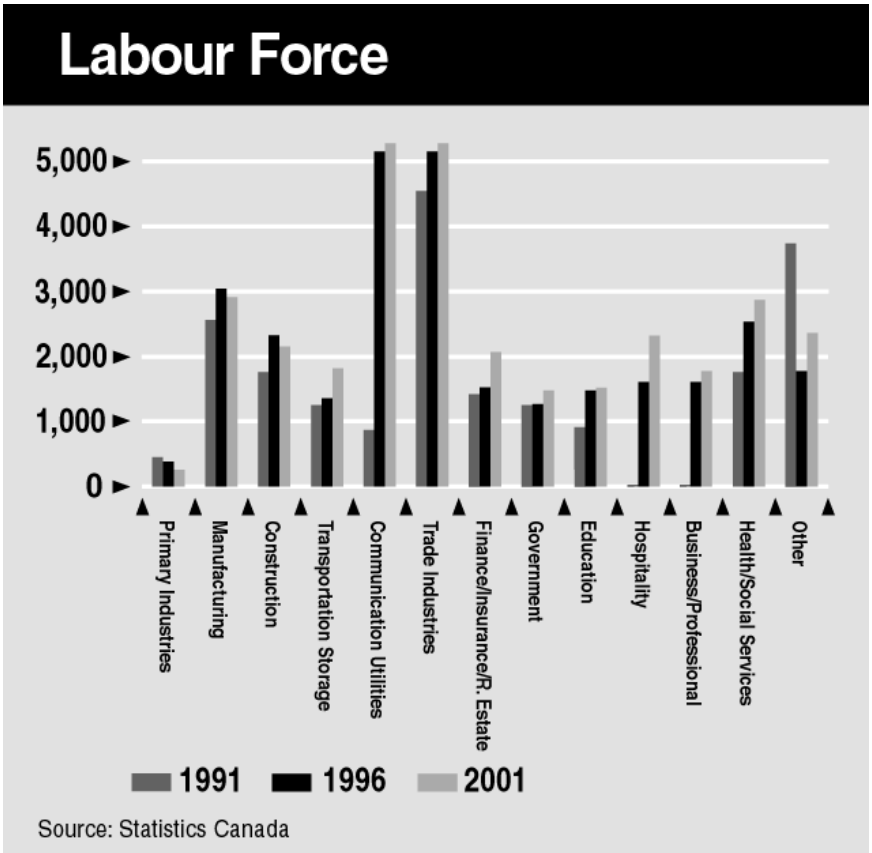
The Regional Growth Strategy includes an employment target of 35,000 jobs in the City by 2041. The City has a rough employment capacity of approximately 42,000 jobs but specific employment projections and targets have not been established. The City will need to examine employment projections and strategies for accommodating projected employment growth.

A healthy economy is needed to remain attractive to potential residents, visitors and investors alike. However, there is a challenge in providing the

appropriate services and infrastructure to meet the needs of the community and it is important to ensure that the City promotes an emergent business industry, a wide range of business types and enterprises, an equitable tax base distribution, and the availability of local employment and business opportunities.

The City also needs to consider impediments to development and businesses. Matters such as tax rates, business license fees, application processing time, and Development Cost Charges all affect the growth of the community.

"Port Coquitlam's downtown area should always be promoted as our primary City Centre to produce community spirit. The downtown is the identity of our City."
PocoPlan Participant



Policies for Economic Development:

1. Support a balanced economy by encouraging a mix of retail, commercial, service and industrial uses.
2. Examine ways to encouraging a range of employment opportunities in the community. Consider establishing employment targets and projections.
2. Allow for a range of home-based businesses while still maintaining the residential character of residential neighbourhoods.
3. Ensure all new commercial and industrial development contributes to the necessary upgrading of municipal services, including but not limited to, roads, bicycle paths, pedestrian sidewalks and trails, and utilities.

4. Ensure adequate access, parking and transportation options for commercial and industrial businesses.
5. Retain the existing industrial and commercial land designations for future economic development and employment generation.
6. Ensure design of industrial and commercial development is compatible with surrounding development and does not adversely impact nearby residential neighbourhoods.
7. Encourage Port Coquitlam to be a viable tourist destination by promoting historical, cultural and natural assets.

"Port Coquitlam needs corner stores so you don't have to get in your car to get a loaf of bread or a carton of milk."
PocoPlan Participant

Commercial Lands and Development

Port Coquitlam currently offers a variety of commercial activities including community commercial uses (such as the Downtown), general highway uses, and large "big box" type development. Several small neighbourhood commercial nodes are located in residential neighbourhoods and are designed to meet the needs of the local residents. Traditional marine activity also remains active in several select localities on the Pitt and Fraser Rivers while accessory home-based businesses are growing in popularity. Map 5 shows the location of commercial areas.

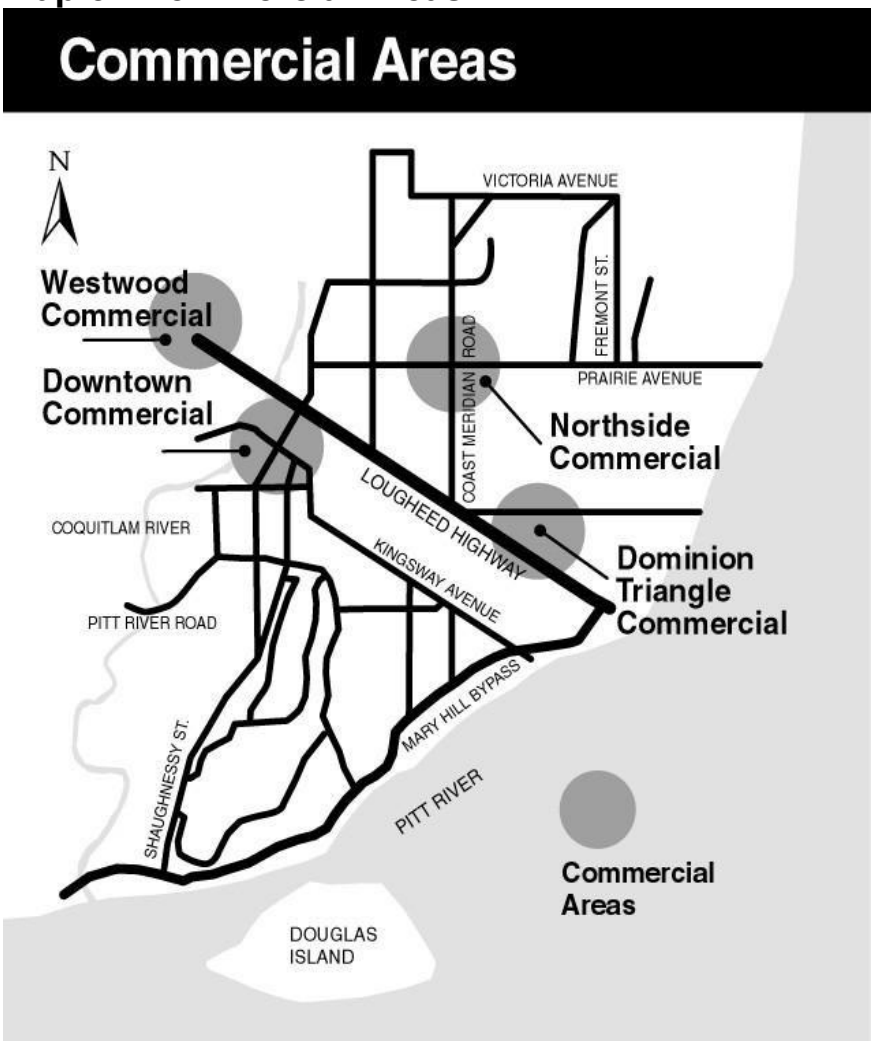
"Some home-based businesses (e.g. accounting or software development) don't require commercial or industrial facilities and don't increase local traffic. It enables parents to spend more time with pre-school and elementary school children and reduces daycare costs for families."
PocoPlan Participant

A diverse mix of commercial activity can help stimulate the local economy and provide incentives for both residential and economic growth in a community. However, if commercial mix is not carefully controlled, market forces could suppress the community and local commercial area in favour of convenient highway and large-format retail districts. The result would be that potential businesses and customers would be drawn away from the traditional centres of the City negatively impacting the economic viability of these areas. This would radically alter the form and character of the community.

Policies for Commercial Lands and Development:

1. Reinforce the Downtown as the primary City centre with a vibrant commercial core and a densified residential population. Encourage municipal serving community facilities to locate in the Downtown when appropriate.
2. Encourage a wide range of commercial businesses, but maintain a distinction between the types of retail and services that are permitted in the established commercial areas. In particular:
   - Commercial uses which serve a regional population and require greater parking considerations may locate in Highway Commercial areas of the City adjacent to major arterial roads. Where appropriate, commercial retail uses should also be encouraged to locate in the Downtown in a compatible built form and character.

Map 5: Commercial Areas



- Commercial uses that serve a more local or neighbourhood population should be encouraged to locate in Neighbourhood Commercial areas and the Downtown.
- Community Commercial uses, such as small retail, offices, and personal services should be discouraged from locating in Highway Commercial or Industrial areas.
- Office uses should be encouraged to locate in the Downtown and Neighbourhood Commercial areas with increased residential density and close to public transportation choices.

3. Reinforce and enhance the distinct identity of the established commercial centres. Contain future commercial development to these areas and discourage changes in commercial land use designations.
4. Support the development of small pedestrian-oriented neighbourhood commercial sites to serve the local population. In particular, encourage

an appropriate neighbourhood commercial development in the Citadel area.

5. Support the development of marine-related activities on the Pitt River, in particular those that incorporate public waterfront access.
6. Encourage new commercial development in the Downtown and Northside commercial areas to be at least two stories in height. Mixed retail, office and/or residential development will also be encouraged.
7. Support the regional Urban Centres concept and transit-oriented development by encouraging mixed-use commercial and residential development along Westwood Street in proximity to the Coquitlam Town Centre.
8. Encourage new residential developments within areas designated High Density Apartment Residential to include commercial uses to service the day to day needs of the residents. Commercial uses should be located at the street level and, where applicable, orientated toward land uses such as commercial, industrial or major community facilities rather than toward adjoining residential areas.

"We need more local employment opportunities."
PocoPlan Participant

Industrial Lands and Development

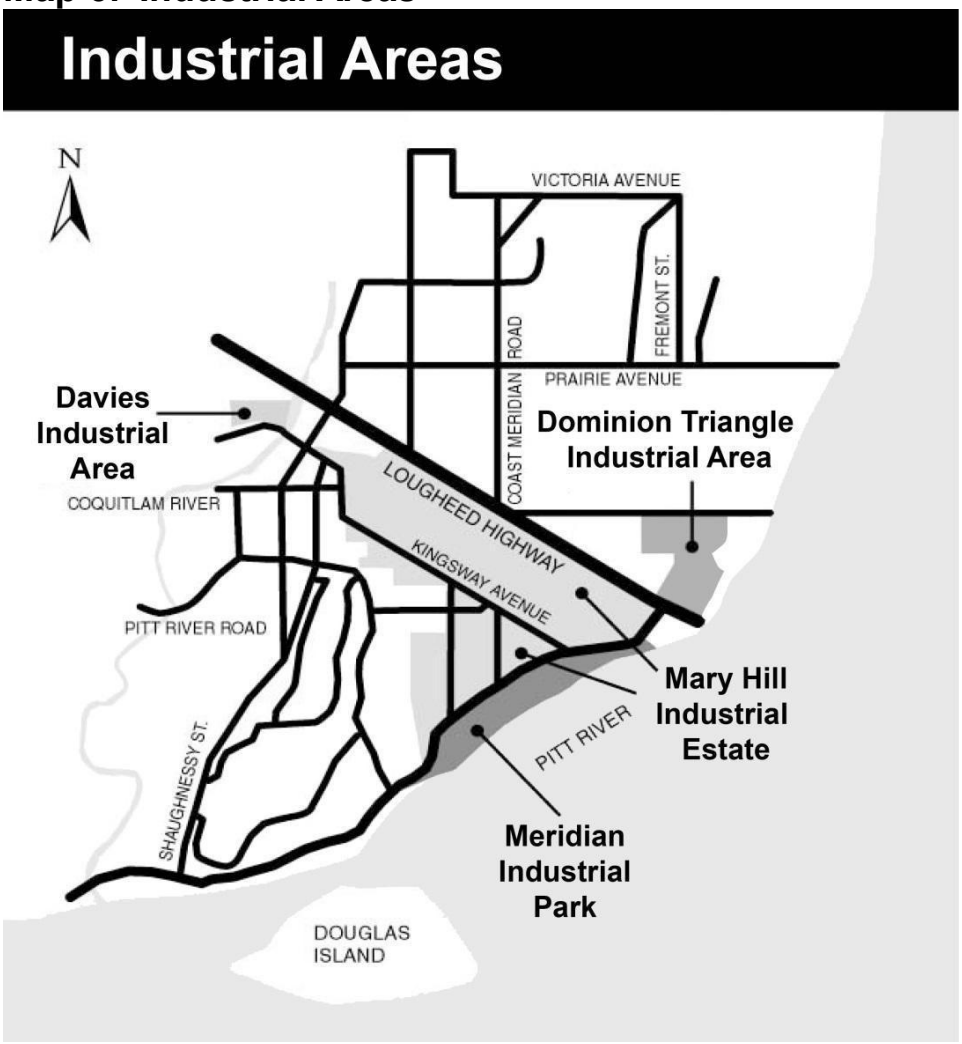
Beginning with the CP Rail yards in the late 1800s, industry has always been an integral component to the development of Port Coquitlam. Today over 400 hectares of land is designated for industrial businesses in four distinctive industrial areas. Map 6 shows the location of areas with industrial land use designations. The Mary Hill Industrial Estate, Meridian Industrial Park, and Davies Industrial Area are zoned and developed for industrial purposes. The type of industrial uses in these areas ranges from light industrial to multi-tenant warehouses, single tenant manufacturing and heavier industrial operations. The Dominion Triangle is the remaining area with lands designated and partially zoned for industrial uses and it is starting to develop.

"More 'community commercial' is needed in areas where increased density is proposed. Walking should be possible if a jug of milk is needed. We need a commercial area or store for Citadel Heights!!!"

Industrial businesses are essential to maintaining a healthy and balanced economy by providing employment, supporting associated business activities and contributing to the municipal tax base. However, it is a challenge to retain industrial lands when aesthetically pleasing options bringing higher land values, such as residential uses, are presented. The City needs to ensure that its bylaws and development policies accurately reflect the form, character and types of uses that will be most beneficial to the City as a whole.

High infrastructure costs associated with servicing industrial lands can result in a need for land uses in addition to industrial uses to provide for an economically feasible development. Recognizing the need for an area development plan that will detail the land use, subdivision pattern, and infrastructure required to promote high levels of employment and ensure compatibility of new industrial development with surrounding developments, the area shown as the Dominion Triangle Industrial Area is further defined as a Study Area on Map 2 of this OCP.

Map 6: Industrial Areas



"It is extremely important to retain all the agricultural land and with today's technology and variety there is no reason why all agricultural land cannot be more viable and offer greater returns."
PocoPlan Participant

"Having commercial and industrial uses in Port Coquitlam creates jobs for people close to home, reducing commuting along with other environmental impacts."
PocoPlan Participant

Policies for Industrial Lands and Development:

1. Protect existing and designated industrial areas to ensure adequate land for industrial uses.
2. Through an area planning process, examine innovative approaches to for lands within the Dominion Triangle Industrial Area to promote high employment generation compatible with adjacent commercial and residential areas.
3. Ensure that heavy industrial areas, which involve the use of heavy machinery and require more outdoor space, are located in central areas of industrial parks so they are buffered by lighter industrial uses to residential areas.
4. Where appropriate, encourage new types of light, knowledge based and high technology industry to be located in light industrial areas. Discourage office-based businesses and commercial retail uses in all industrial areas.
5. Encourage attractive industrial development through appropriate landscaping elements, building design, open space and preservation of view and scenic areas.

6. Consider opportunities for intensification of industrial activities, where contextually appropriate and where any additional non-industrial uses are limited, industrial serving and supportive of the primary industrial function.

Agriculture

The City has 230 hectares of land that are zoned and designated for agriculture and regulated as part of the ALR in the northeast sector of the City. The ALR also includes lands in Colony Farm Regional Park, the Carnoustie Golf Course and the Blakeburn Lagoons.

Currently the agricultural lands sustain a mix of berry farming, nursery uses and hobby farms. Agriculture is important to society because it provides a food source and jobs, is an economic contributor, and provides a lifestyle and housing choice for people. Agricultural lands also provide important green and open spaces for the community and future generations to enjoy but can pose a challenge for landowners to sustain viable uses. In Port Coquitlam the viability of agriculture is limited because of small lot sizes, soil conditions, and changing ownership, which has seen people buying property for residential purposes only. The City needs to work with landowners to increase ways to make the lands productive and viable.

Policies for Agriculture:

1. Develop ways to support agricultural lands, businesses and enterprises by:
   - Exploring alternative and innovative activities and uses that are appropriate to agricultural lands and conform to the regulations contained in the *Agricultural Land Commission Act*.
   - Working with federal, provincial, and regional government agencies to develop supportive policies.
   - Ensuring adjacent uses are compatible and/or sufficiently buffered.
   - Examining municipal bylaws to ensure regulations are supportive of agricultural uses.
   - Regulating non-agricultural uses, such as estate houses, on agricultural land.
   - Limiting further subdivision and non-farm uses.
   - Identifying opportunities to support the agricultural community by establishing an advisory committee or an initiating an agriculture strategy.

7.4 Environment and Parks

The objective for environment and parks is to protect environmentally sensitive areas, provide adequate park space in the community and establish links between public open spaces.

Environment

Port Coquitlam is located in a magnificent setting bounded by the Fraser, Pitt, and Coquitlam Rivers and the mountains to the north. It benefits from the many natural areas and watercourses located throughout the City. The environment and the quality of the air, water, vegetation, and wildlife are important to individual well-being and community livability.

> ***"Once our green spaces are gone it will be almost impossible to recreate them so we have to look out for them now."***
> ***PocoPlan Participant***

The main watershed is the Coquitlam River while the northern part of the City drains to the Pitt River via Hyde Creek and Cedar Creek. The topography of the area is primarily low relief although the Mary Hill area does rise and descend to the Fraser River. Low relief combined with fine, silty soils results in poor drainage of the City's lowlands. Approximately 45% of Port Coquitlam is located within the floodplain of the Pitt, Fraser, and Coquitlam Rivers. The City is protected from flooding by a system of dikes and pump stations.

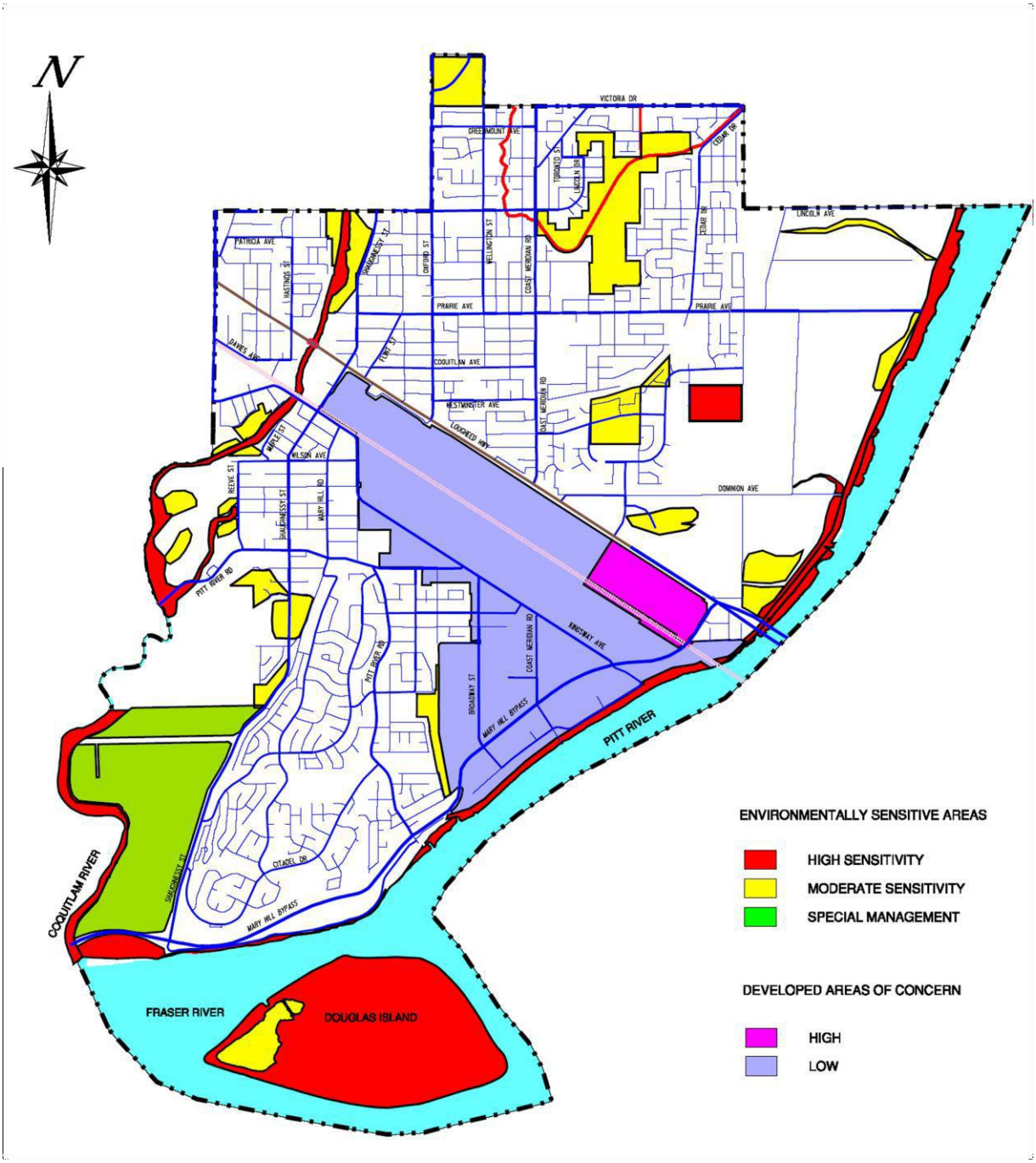
Various types of forest occur in Port Coquitlam, especially along the rivers and in isolated stands within the City. Extensive tracts of field, thicket and hedgerow are found in Colony Farm Regional Park, parts of the Dominion Triangle, and in the Agriculture Land Reserve area. Wet habitats, such as bog and marsh, are found in and around the Kwikwetlem Indian Reserve #2, portions of Douglas Island, and along river foreshores.

The urbanized areas of Port Coquitlam do not provide much habitat for wildlife. Birds of prey are found near open areas such as Colony Farm Regional Park, where the fields sustain various rodents. Congregations of waterfowl such as ducks and herons are found along the foreshore of the Pitt and Fraser Rivers and at the mouth of the Coquitlam River. The watercourses support fish and are part of the overall watershed drainage system. The various creeks and rivers throughout the City provide spawning and rearing habitat for several species of salmon and trout.

An environmental assessment of the City was completed in 1992 and areas of concern were identified. These areas are shown on Map 7 and the OCP policies highlight special requirements for these areas. There are DPAs for environmentally sensitive areas and for watercourse protection. The Environmental Strategic Plan identifies strategic directions to achieve Port Coquitlam's environmental goals.

All levels of government are involved in managing and regulating activities that affect the environment. Federal and Provincial Ministries have a significant role through legislation and programs. The Fraser

Map 7: Environmental Assessment



River Estuary Management Program coordinates project review for development on the Pitt River and Fraser River foreshore. The City also has its own policies and programs in the form of a Greenways Plan, DPAs, Soil Removal and Deposit Bylaw, Tree Protection Bylaw and a program for community environmental initiatives.

There are many challenges for the environment. As the City develops and population increases there are impacts on the environment. Growth must be managed and monitored to minimize negative effects on the environment, particularly fish and wildlife habitats. The natural environment is managed and regulated by different levels of government, which sometimes results in complexity and overlapping responsibility. There are sites that need to be remediated because of past industrial or commercial activities.

Policies for Environment:

1. Protect areas of environmental sensitivity, including land and water, through development control and the securing of these areas in public ownership where appropriate.
2. Protect areas of high environmental sensitivity by not permitting development on these sites.
3. Require that development proposed on environmentally sensitive areas provide environmental studies and plans to minimize the impact on and to preserve as much of the significant, natural site features, such as creeks, streams, trees and vegetation, as possible, and where this is not possible to provide compensation and mitigation.
4. Protect watercourses and adjacent riparian areas through the DP process and consider variances to development regulations to support protection of the environment.
5. Work cooperatively with Federal and Provincial Government environmental agencies to ensure effective management of the natural environment.
6. Require appropriate soil analysis and remediation prior to development for areas of concern for contamination.
7. Consider low impact development standards for implementation through the Zoning Bylaw, Building Bylaw, and Subdivision Servicing Bylaw.
8. Promote the preservation and planting of trees through DPAs and development control, road infrastructure projects, and the Tree Protection Bylaw.
9. Require landscaping, preferably with native trees and plants, on intensive residential, commercial, and industrial development sites.
10. Support the work of environmental stewardship groups.
11. Support and participate in programs to improve air and water quality.
12. Monitor the impact of noise on the livability of the community and take appropriate City action to regulate the impacts, if necessary.

Parks

Parks and open space in Port Coquitlam provide places for relaxation and activity. These spaces are often natural areas with environmental value. Shared, private open space is often provided in townhouse developments. The Parks, Recreation and Culture Master Plan sets out standards for a hierarchy of parks and open space as follows:

1. Neighbourhood Open Space (e.g. school/park sites, tot lot play areas)

2. City Recreation Open Space (e.g. Lion's Park)
3. City Athletic Parks (e.g. Gates Park)
4. Natural Areas (e.g. Hyde Creek Nature Reserve)
5. Traboulay PoCo Trail

The standards for parks and open space, the amount of space required to meet the standard, and the existing space are shown below. The amount of land existing exceeds the amount of land required because certain categories have a surplus of land.

Public Open Space Inventory and Requirements (2004)

Category	Standard (hectares per 1,000 population	Examples	Amount Required (hectares)	Amount Existing (hectares)	Amount Needed to Meet Standard (hectares)
Neighbourhood Open Space	1.6 ha per 1,000	School/Park sites	86.4	66.2	20.2
City Recreation Open Space	0.75 ha per 1,000	Lion's Park	41.0	35.2	5.6
City Athletic Parks	0.65 ha per 1,000	Thompson Park	35.0	45.5	0
Natural Areas	No Standard	Hyde Creek Nature Reserve	71.0	119.7	0
Traboulay, PoCo Trail and Internal Trails	No Standard		35.0	36.0	0
Total			**268.5**	**302.8**	**25.8**

Source: City of Port Coquitlam Parks, Recreation and Culture Master Plan 1990. (Figures updated in 2004)

To ensure there is adequate park space throughout the community, the OCP designates land Park and Recreation and Park Reserve. Consistent with the requirements of the *Local Government Act*, the City requires a 5% dedication of land or cash-in-lieu payment for all subdivisions and then uses the funds to purchase park sites. The City also collects Development Cost Charges for new development to fund park acquisition and development.

The Traboulay PoCo Trail is one of the City's premier amenities because it encircles the entire municipality and provides links to the Downtown, residential areas, and parks. It is approximately 25 kilometres long and amounts to 25 hectares of linear open space.

The City is well served with natural areas and a regional park but there is a shortage of neighbourhood open space and recreation areas. As the population grows there will be increasing demand for park space and this

Parks are generally defined as preserved open areas which provide opportunities for a variety of recreation activities.

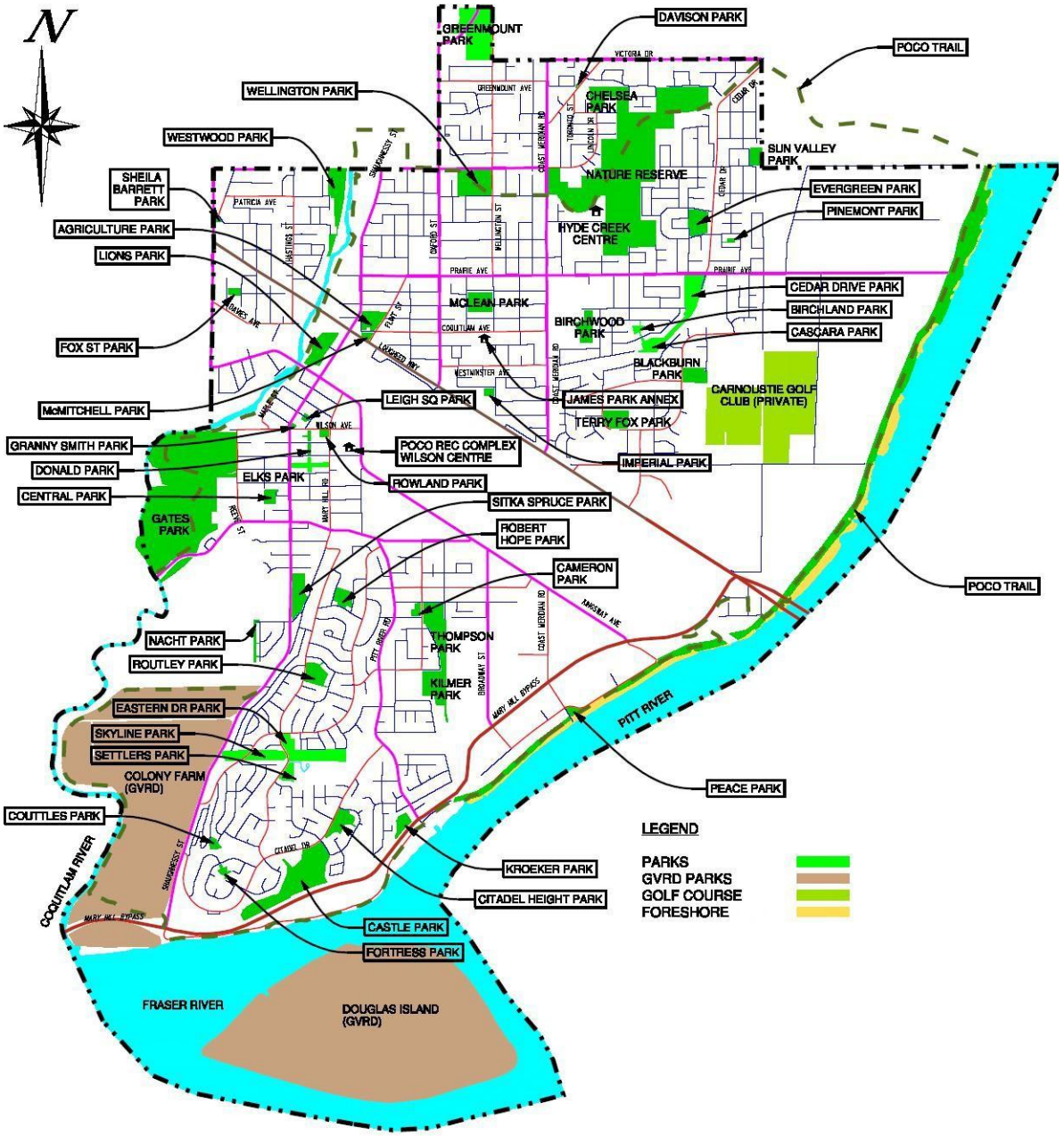
Park Reserves are generally defined as preserved natural areas which function primary as nature reserves for passive recreation and enjoyment.

will be most noticeable in areas with multi-family residential housing, which have limited outdoor recreation space. The City's parks and recreation facilities are shown on Map 8.

Policies for Parks:

1. Work towards providing a hierarchy of parks and open space throughout the community, based on the standards in the City's Parks, Recreation, and Culture Master Plan.
2. Require dedication of park space in the form of 5% of land or cash-in-lieu for all subdivisions in accordance with the *Local Government Act*.
3. Maintain areas designated as Park Reserve as natural areas for passive recreation with limited improvements such as trails, seating, and interpretative signage.
4. Require the provision of private, shared open space for the use of residents in townhouse developments.
5. Continue to maintain and improve the Traboulay PoCo Trail and ensure that the Trail and associated trail network are consistent with pedestrian/cyclist objectives of the Master Transportation Plan.
6. Support improved connections between parks and open space by continuing to implement the Greenways Plan and recognizing the policies and plans contained in the Metro Vancouver Northeast Sector Recreational Greenways Plan.
7. Support community ownership of the parks and open space system through community gardens and stewardship programs, where appropriate.

Map 8: Parks and Recreation



7.5 Transportation

The objective for transportation is to ensure that the transportation network is safe and efficient, and accommodates different modes of travel for pedestrians, bicycles, bus and rapid transit, trucks, and private passenger cars.

A community's transportation system is fundamental to its development. The transportation system must meet the mobility needs of the communities attaining cost efficiency and maintaining, or even improving the character and livability of the City. As land is developed and the population and workforce grow, the demand on the transportation system increases. It is crucial that the system match the pace of development so that it functions efficiently and enables us to be mobile in day-to-day activities. Transportation also supports the economy by ensuring the efficient movement of goods and services.

> ***"Until we abandon the idea that one person per car is ok we will forever have transportation problems. We need a new mindset."***
> ***PocoPlan Participant***

Port Coquitlam has a multi-modal transportation system that includes over 180 kilometres of municipal roads, two Provincial Highways (Mary Hill Bypass, and Lougheed Highway east of Ottawa Street), components of the TransLink Major Road Network including Lougheed Highway west of Ottawa Street and the Coast Meridian Highway and overpass, conventional and community shuttle bus routes, the West Coast Express, and CP Rail. There is also a growing pedestrian and bicycle network with links to the Traboulay PoCo Trail, which is part of the Trans Canada Trail.

The City faces many challenges in planning for transportation. In 2001, 80% of the Port Coquitlam labour force commuted to work outside the City and used the road network of other municipalities, although this was reduced to 76% by 2006. Commuters from other municipalities travel to and through Port Coquitlam. The development of the northeast area of Coquitlam will inevitably increase traffic volumes through Port Coquitlam.

The City funds its transportation improvements using annual property tax revenues, Development Cost Charges, Reserve Funds, funds from the federal and provincial governments, TransLink and public/private partnerships. The City continually faces challenging decisions in determining priorities for transportation network improvements. The road network, cycling facilities, pedestrian improvements, and support to the transit system are all competing for funding. The City also recognizes the need to integrate transportation demand management (TDM) strategies into its improvement programs in concert with the support for sustainable transportation choices as set out in the Regional Growth Strategy. Further, the City recognizes the important role of transportation policies such as TDM in shaping travel mode choices and the support they lend to the Region's growth management plan.

In 2004 TransLink adopted the Ten-Year Outlook and Three-Year Financial Plan that included funding for the Coast Meridian Overpass Project, a major project which substantially improved the north-south connections in the community. Other significant regional transportation improvements have included: the Port Mann Bridge, Golden Ears Bridge, Pitt River Bridge, David Avenue Connector, Mary Hill Bypass and the Evergreen Line. These projects have major impacts on the transportation network in Port Coquitlam.

The recommendations of the City's Master Transportation Plan 2000 and Strategic Plan 2002 are incorporated into the OCP. The update to the Plan initiated in 2011 is expected to result in amendments to this OCP.

Policies for Transportation:

1. Implement transportation improvements for pedestrians, bicycles, transit, trucks and private passenger cars in an orderly and efficient manner in accordance with the City's Master Transportation Plan.
2. Work cooperatively with the Ministry of Transportation and Infrastructure and its subsidiaries, TransLink and other municipalities to plan and implement an integrated, efficient regional and local transportation system while advocating for improvements in Port Coquitlam.
3. Ensure regional and provincial authorities fulfill their mandates that will allow the City to reach its economic development potential when planning and implementing major improvements to the transportation system.
4. Support travel demand management initiatives to reduce the use of single-occupant vehicles including:
   - Parking management programs to reflect shared parking, transit usage and mixed and higher-density land use;
   - Transit priorities on strategic locations of the local and regional road networks;
   - Employee incentives for car pools and transit;
   - High occupant vehicle lanes on Lougheed Highway and the Mary Hill Bypass.
5. Evaluate GHGs in transportation planning and transportation choices and advocate for decisions under the authority of regional, provincial and federal authorities to achieve reductions in GHG emissions in their transportation system operations and investments and regulation of vehicles.

Road Network

The City's road network is organized into a hierarchy of classified highways: arterial, collector and local roads. The road network is the main conveyor of all modes of travel while providing access to existing and planned development in the City. The major road network showing routes for goods and services vehicles is shown on Map 9a.

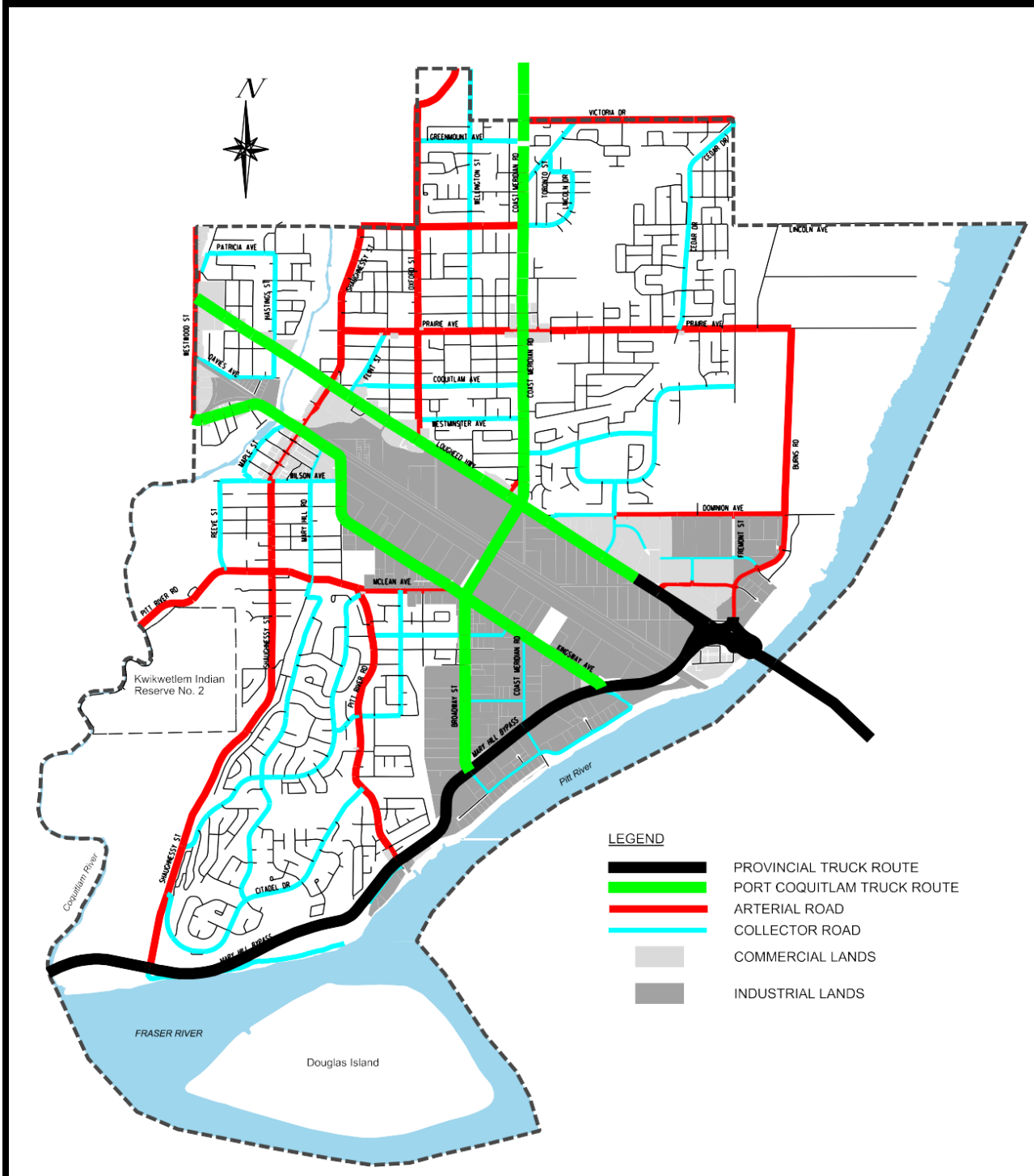
TransLink is the agency that coordinates the planning and maintenance of the regional Major Road Network. TransLink responsibilities have included funding for major capital projects such as the Coast Meridian Overpass and the Golden Ears Bridge, an annual Minor Capital Works program, and the planning and administration of rapid transit in the Region.

Within the City of Port Coquitlam, the Ministry of Transportation and Infrastructure has jurisdiction over the Mary Hill Bypass and the section of Lougheed Highway east of Ottawa Street including the Pitt River Bridge.

Policies for the Road Network:

1. Implement a road network hierarchy which includes the following projects (*this list does not include all projects and is not listed in order of priority. Furthermore, an update to the Master Transportation Plan is in process. The 2013 OCP update identifies those works constructed as of March 2013*):
   - Coast Meridian Overpass to connect Coast Meridian Road (North) to Broadway Street (*constructed*).
   - Dominion Street widened to arterial standards between Ottawa and the Pitt River dike and to collector standards between Ottawa and Lougheed Highway (*constructed*).
   - Grade-separated interchange of the Mary Hill Bypass at Lougheed Highway (*constructed*).
   - Fremont Connector as an arterial between Dominion Avenue and the Lougheed Highway (*constructed*).
   - Fremont Connector from Dominion Avenue to Victoria Drive using a combination of Burns Road and future alignments (*note: proposed corridor is located in the ALR and requires the approval of the ALC; see also Council resolution June 2005*).
   - Widening of Lougheed Highway to provide increased capacity.
   - Lincoln Avenue Connector project by the City of Coquitlam.
   - Broadway Street from Mary Hill Bypass to Kingsway Avenue re-constructed to arterial standards (*constructed*).
   - Pitt River Road between Cameron Avenue and Mary Hill Bypass widened to arterial standards (*substantially constructed*).
   - Industrial Avenue extended as a collector road through to Broadway Street (*constructed*).
   - Ottawa Street between Dominion Avenue and Riverside Drive widened to arterial standards (*constructed*).

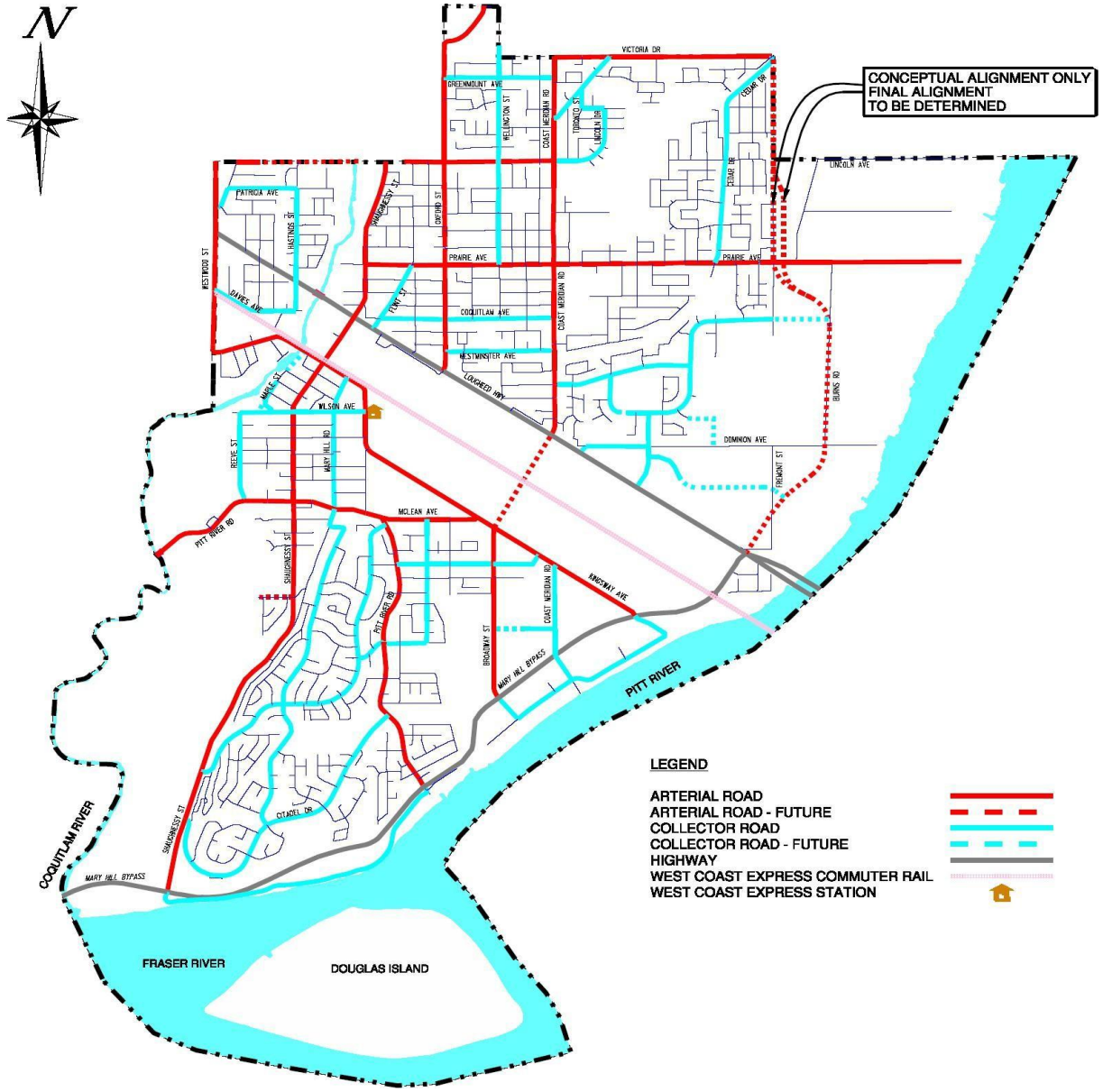
Map 9a: Major Road Network



CITY OF PORT COQUITLAM

The City of Port Coquitlam Official Community Plan

Map 9b: Transportation Network (2005)



Undertake preliminary design and securing of land and rights-of-way for all transportation improvements.

3. Remain flexible in implementing road network improvements so that improvements can be integrated and supportive to new development, redevelopment, and higher density areas.
4. Protect all existing lanes in Port Coquitlam, encourage the creation of new lanes where possible, and discourage property access from collector and arterial streets.
5. Maintain the character and livability of residential neighbourhoods by minimizing the impacts of transportation projects while balancing the need for efficient area-wide circulation and accessibility.
6. Undertake appropriate traffic calming measures in accordance with the City's Traffic Calming Guidelines.
7. Ensure that all road infrastructure projects accommodate pedestrian needs and improve the safety and appearance of the street through the use of appropriate sidewalk widths and materials, traffic signals/timing, lighting, street trees, visibility, curbs, and ramps.
8. Ensure there are adequate parking and loading facilities in the community by:
   - Establishing off-street parking and loading requirements for all development;
   - Managing on-street parking;
   - Implementing a strategy to manage parking in the Downtown.

Public Transit

Bus transit service in Port Coquitlam is operated by Coast Mountain Bus Company, a subsidiary of TransLink. Long-term planning and overall administrative responsibilities are assumed by TransLink. Current bus services include conventional and community shuttle buses throughout the community. The West Coast Express commuter rail service also operated by TransLink has a station on the eastern edge of the Downtown. This service is currently one-way during rush hours with service to downtown Vancouver in the morning and service from downtown Vancouver in the afternoon. The City would like to see two-way service offered in the future.

The City has participated and needs to continue to be involved in planning for rapid transit to the Northeast Sector. The routing and the capability and ease of extending the Evergreen Line from Coquitlam Town Centre into the City are key considerations.

Policies for Public Transit:

1. Work cooperatively with TransLink and subsidiary companies, Coast Mountain Bus Company and West Coast Express, to:
   - Improve conventional and community shuttle bus services in Port Coquitlam with frequent and convenient connections to Downtown Port Coquitlam, the Northside commercial centre, and regional destinations such as the Coquitlam Town Centre, Metrotown, Guildford and downtown Vancouver,
   - Extend the commuter rail service hours and improve to bi-directional service for the weekdays, and introduce a weekend service in the future.
   - Provide frequent and convenient connections between Port Coquitlam and the Expo and Millennium SkyTrain stations;
   - Ensure adequate transit services for people with special physical needs and equipment such as electric powered carts.

2. Continue with Port Coquitlam's role as a member municipality in the planning and implementation of the Northeast Sector Rapid Transit Project according to the budget and timeline set forth by TransLink.
    - Ensure the routing and the operational plan of the rapid transit line will allow for timely extension with satisfactory level of service into Port Coquitlam, and future connection to the municipalities east of Pitt River.
    - Review and plan for a viable rapid transit corridor with alternative routings and stations in the City concurrently with the Northeast Sector Rapid Transit Project.

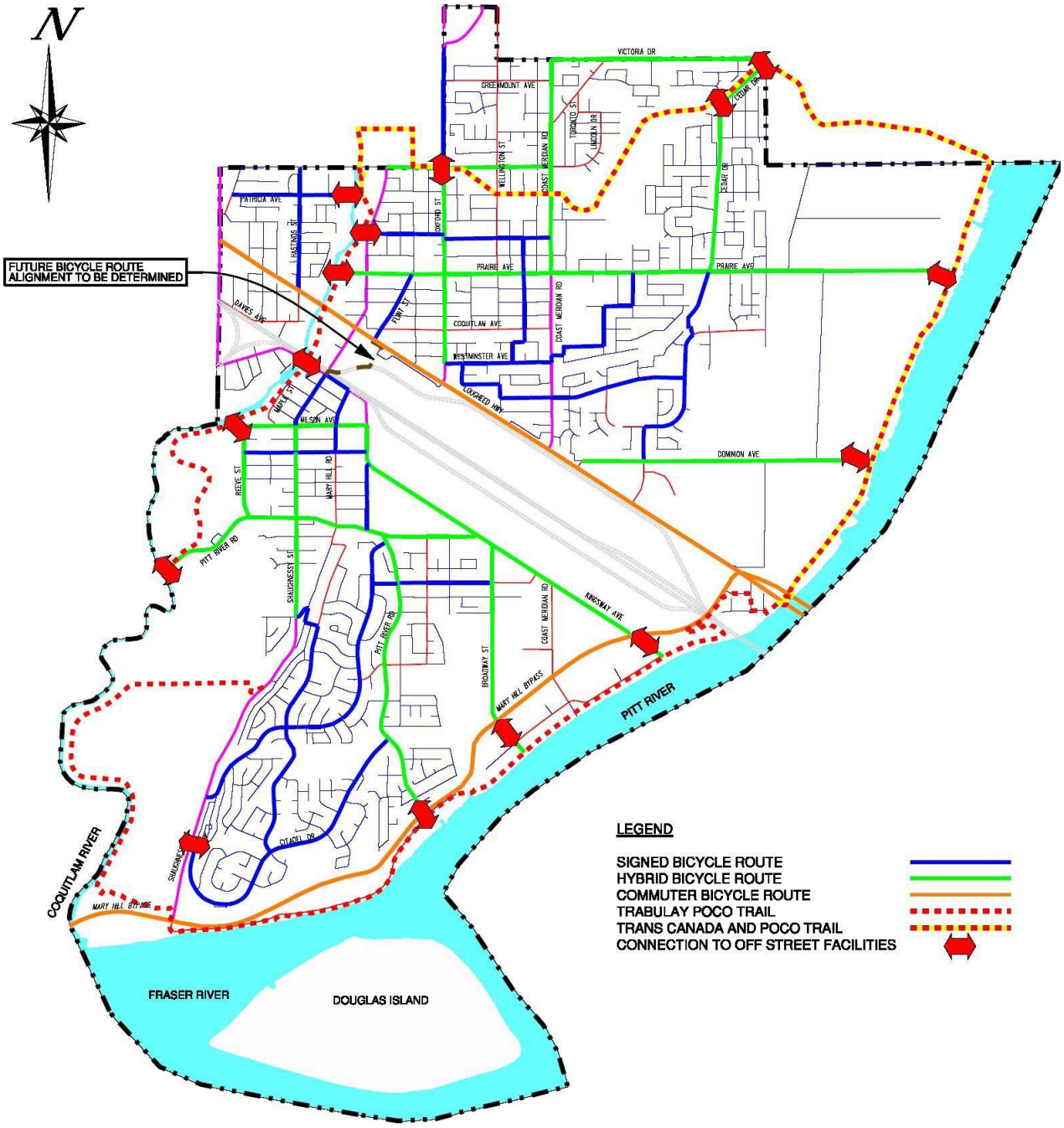
Cycling and Walking

Cycling and walking are alternative, healthy ways of moving around the community and people bike and walk for pleasure or to go to work. The City's cycling network is shown on Map 10. The Master Transportation Plan includes provision for cycling and pedestrian network improvements.

Policies for Cycling and Walking:

1. Facilitate opportunities for cycling by:
    - Preparing a cycling network plan composed of on and off-street routes that are integrated with the City's trail network and the regional cycling network.
    - Providing bicycle lanes on major roads and trip-end facilities at transit terminus and at civic facilities, where possible.
    - Requiring bicycle parking and trip-end facilities in major developments.
2. Facilitate opportunities for pedestrians and walking in the community by preparing a trails network plan that connects neighbourhoods to parks, schools, open space and commercial centres with links to the Traboulay PoCo Trail.

Map 10: Bicycle Route Network



Freight Rail and Marine Transportation

CP Rail is a prominent feature of the City's transportation network, and the rail yard occupies a significant portion of the lands in Port Coquitlam. Its extensive rail yard bisects the entire length of the City and, as a result, the planning and operation of CP Rail's facilities have significant impact on the City's development and accessibility. As well, CP Rail is a significant employer and its rail facilities provide the service for the West Coast Express.

The City has an extensive shoreline along the Pitt River and Fraser River with viable opportunities for marina related industries and water borne transportation.

Policies for Freight Rail and Marine Transportation:

1. Liaise with CP Rail regarding operations and planning for the improvement of railway crossings and rail yard facilities in Port Coquitlam.
2. Work cooperatively with Port Metro Vancouver and the Fraser River Estuary Management Program regarding marine transportation opportunities on the Pitt River and Fraser River.
3. Ensure road transportation connections are adequately provided to and integrated with all potential marine development sites.

7.6 Design

The objective for design is to ensure that development improves the appearance of buildings, public spaces and streetscapes in a manner that is reflective of the community's context and heritage, and respectful of the natural setting and existing built environment.

> ***"I agree with design guidelines but want to make sure that innovation and imagination is not overly constrained."***
> ***PocoPlan Participant***

As Port Coquitlam grows, the built environment (buildings, public spaces and streets) of the City is being transformed. It has single-detached neighbourhoods, townhouse and apartment areas, a traditional downtown, well-designed industrial/warehouse buildings and expanding auto-oriented commercial centres. Many of these developments have unique design elements designed to suit the context of the area. For example, highway commercial developments at Ottawa Street, Nicola Avenue and Fremont Village include large properties dominated by expansive parking lots but they have been designed with building features and landscaping to minimize the "warehouse" or "big box" style appearance of the buildings.

The pattern of land uses and the design of these buildings have impacts on the streetscape and the way residents view and interact with the City. Commercial and residential neighborhoods can be pleasant and comfortable or monotonous and uncomfortable depending on the inter-relationships between land use, building form, street activity and appearance, and public space. Well-designed neighborhoods are more appealing to residents, visitors, investors and business operators; they encourage pride, community interaction, and can assist in crime prevention.

The City has various mechanisms to regulate and promote attractive streets and buildings. Municipal bylaws help regulate development patterns, green space requirements, building siting, construction specifications, and street design and layout. In addition, the Official Community Plan includes DPAs, which specify the design of multi-family, commercial and industrial development. The 1998 Downtown Plan and Downtown Street Beautification Plan details even more specific policies and design specifications for the downtown area.

Design also provides an opportunity to incorporate sustainable principles and practices in development. LEED™ (Leadership in Energy and Environmental Design) is a program being considered by many local governments to make development more sustainable. It includes standards for water preservation and efficiency, conservation of materials and resources, recycling, indoor environmental quality and sustainable site planning. Examples of LEED™ in practice include: limiting the amount of impervious surface (less pavement), "naturescape" landscaping (use of drought resistant, native plants), and on-site source control of water drainage.

However, the City faces a challenge in establishing design standards and guidelines, which contain a balance between local government design requirements, architectural originality and creativity, and development economics. Building and development design must also consider technical requirements such as flood proofing and accessibility, parking and transportation, physical constraints and environmental impacts.

Policies for Design:

1. Encourage all new development, buildings and streetscapes to present a coordinated appearance with an appropriate balance of built and natural elements by ensuring new small-scale multi-unit housing, commercial, industrial and multiple family residential development follows design principles contained in the DPA guidelines.
2. Ensure that new development considers technical requirements; such as those for Crime Prevention Through Environmental Design, flood hazard, soil stability, and design for people with accessibility needs.
3. Promote building design and streetscapes that help retain a small-town atmosphere and promote the community's unique heritage and culture.
4. Continue to recognize areas that have unique character or identity and encourage new development in these areas to be designed with a coordinated approach that reflects this character or identity.
5. Explore ways to better emphasize public urban spaces such as parks, paths, trails, squares, streets, plazas and civic buildings.
6. Ensure bylaw regulations, such a zoning, building, site servicing and parking, also result in good design and reinforce design policies.
7. Encourage all City road projects to improve the appearance, function, and safety of streetscapes through sidewalk design and finishes, street lighting, trees, and street furniture.
8. Encourage multiple family residential developments:
    a) In areas designated Apartment Residential, to be low to mid-rise in format and remain consistent with the form and character of existing development; and
    b) In areas designated Downtown Commercial or High-Density Apartment Residential, to be low to mid-rise in format and remain consistent with the form and character of existing development, except Council may consider a comprehensive development zone to accommodate a proposal with a high density and mid to high-rise format where the proposal is designed to:
        i) incorporate a mix of land uses including multiple family residential use and commercial or community amenity space;
        ii) achieve a high level of environmental performance standards to LEED™ (Silver) Certification or equivalency;
        iii) fit the context of the site with a site-specific design developed in consideration of the development's contribution to the urban form, location and streetscape and its impact on access to sunlight for key public and private spaces;
        iv) incorporate substantive landscape elements to create an attractive pedestrian realm and utilize the parking podium for open space purposes; and,
        v) provide sufficient on-site parking to meet the specific requirements of the development as determined by traffic and parking analysis.
9. Support the implementation of public art and culture initiatives where it fits with the character of the neighbourhood.

10. Support provincial initiatives to ensure the BC Building Code and other development regulations promote implementation of sustainable design principles and practices to apply in site development and building construction and renovation.
11. Require that all development in the floodplain comply with flood proofing requirements, except where exempted.
12. Ensure residential development in the Dominion Triangle is designed to:
    i) Incorporate a mix of multiple family housing forms that respond to the context of the site and the City's housing needs;
    ii) Provide an appropriate amount and form of community amenity space;
    iii) Achieve a high level of environmental performance standards and integrate measures to minimize GHG emissions;
    iv) Provide safe and attractive pedestrian connections to public amenities, commercial services and schools; and,
    v) Provide a compatible transition to adjacent land uses through appropriate urban design.

7.7 Community

The objective for community is to ensure that public and private services and facilities, such as those for arts and culture, recreation, library, fire, police, education, faith, health and social needs, are provided to meet the present and future needs of residents.

A community is defined not only by its physical features but also by the quality of life it is able to provide to its members. For most, an appealing community is not only an attractive and affordable place to live; it also means the availability of facilities, services and programs to keep community members safe, happy, healthy and involved. Facilities and services such as schools, libraries, hospitals, police, fire, health, social assistance and recreation opportunities are an essential component of day-to-day life.

> ***"Municipalities cannot do everything. They need support from the entire community. The community has to be educated about all the issues."***
>
> ***PocoPlan Participant***

As Port Coquitlam grows, the demand for these facilities and services is increasing. Choices need to be made about how they are going to be provided and who will be providing them. The Corporate Strategic Plan - Vision 2020 touches on many of these issues and identifies a strategy for how the City will address them. In order to meet these needs, there is an increasing role for citizens and business owners to become more involved in the community and in providing community services through partnerships and coordinated activities.

Social Issues

Social issues affect the well-being of any community, and the manner and degree to which they are addressed has impacts on its residents. The residential population of the City has grown and evolved to include a more diverse mix of ages, ethnicities, incomes and backgrounds. The demographic structure indicates that the City's residents are relatively young. In addition, like other communities in the Lower Mainland, Port Coquitlam experienced significant immigration between 1991 and 2001: 20% of community members defined themselves as immigrants and over 22% considered themselves a visible minority. While the average family income and education levels had risen over decade, 15% of the population still has an average income below the low-income cut-off line. And the structure of families in the community has changed, with a decrease in the number of married couples and a higher percentage of single parent families.

> ***"Find ways of working cooperatively with local non-profit organizations which promote social justice issues."***
>
> ***PocoPlan Participant***

At the same time, the federal and provincial governments' support and programs for groups such as the homeless, impoverished, disabled, youth, immigrants and seniors have started declining. With these shifting demographics and changes to provincial assistance programs, the City is facing increasing pressure to provide more social services and facilities.

The City has a challenge in trying to find the funding and resources to provide these services, and must rely on assistance from community groups and agencies. In some cases, such as income assistance programs, the City cannot afford to provide support, and its role is limited to monitoring the policies and programs of other levels of government and serving as an advocate for those adversely impacted by the reduction in services. The following policies do not imply City funding or responsibility for services rather they are provided to highlight increasing concern about social issues in the community.

Policies for Social Issues:

1. Maintain a role for the City in monitoring and facilitating solutions to social issues and problems.
2. Continue to liaise with other government agencies and community groups to ensure that sufficient social services and facilities are provided to keep pace with development and population growth.
3. Encourage the federal and provincial governments to provide social assistance programs that enable all families to have adequate housing, food, and clothing.
4. Encourage partnerships and support for community groups and agencies in providing essential social services to the community.
5. Support programs and policies that recognize the diverse and multicultural nature of the community.

Civic Involvement

Participating in one's community can take on many different forms and intensities depending on interests, family commitments and available time. Some members sit on committees, or volunteer for events, while other simply stay informed though Council meetings and Public Hearings. Community involvement is good for individual well-being, contributes to quality of life and helps residents feel connected to their community. It also helps the City better respond to the needs and wishes of its citizens and businesses, making the community a better place to live.

> ***"The more that people are involved in their community, the better the community will be."***
>
> ***PocoPlan Participant***

Community involvement however can be a challenge to administer and promote. Many community members do not have the time to participate in the community due to work, family or other commitments. The City must ensure that information is available in a variety of mediums so that all citizens are able to stay informed about civic matters. The City must also explore new input approaches to ensure that those who do want to be involved in civic matters have the opportunity to do so.

Policies for Civic Involvement:

1. Ensure that civic related information is consistently available to the community by exploring innovative approaches and enhancing mediums such as newspaper, website, displays, notice boards, events and meetings.
2. Examine alternative methods of gaining public involvement and input, which better respond to the realities of community members' daily lives.
3. Encourage citizen involvement in civic committees, associations and events and maintain a City program to recognize and appreciate the work of volunteers.

Community Facilities and Services

The facilities and services that a community provides are fundamental to the quality of life of its residents. Port Coquitlam offers a range of facilities, services and programs, which include arts and culture, parks, recreation, leisure and education. Many of these facilities and services are provided by the City, such as parks, recreation fields, complexes and senior centers.

> ***"Community recreation is not a business and should not be run as such. It is an integral aspect of a community."***
> ***PocoPlan Participant***

Other facilities and service, such as the library and public schools, are provided by others with input from the City. Still others are private establishments such as places of worship, independent schools and child care facilities. Port Coquitlam also works with and supports community and regional advocacy groups in areas such as heritage, and arts and culture. The City monitors these services and facilities, and where suitable, works to ensure the appropriate levels of service are available to suit the diverse needs of residents.

However, as the community grows there are increased demands for community facilities, programs and services. For example, there was a 55% increase in public school student enrolment between 1993 and 2003. In the 2002/2003 school year there were over 10,200 students enrolled in Port Coquitlam's 20 elementary, middle and senior schools. In addition, there were over 900 students enrolled in independent schools. The location of existing schools is shown on Map 11.

Community participation in recreational programs has also steadily increased over the last decade. The City tailors its recreational and leisure facilities and services to respond to the demographics of the community. For example, as Port Coquitlam has a large number of younger families and residents, it is important that programs are designed to respond to the needs of these participants. The City has also recently addressed the growing demand for arts and culture programs, facilities and opportunities in the City through the development of the Leigh Square Arts Village in the Downtown.

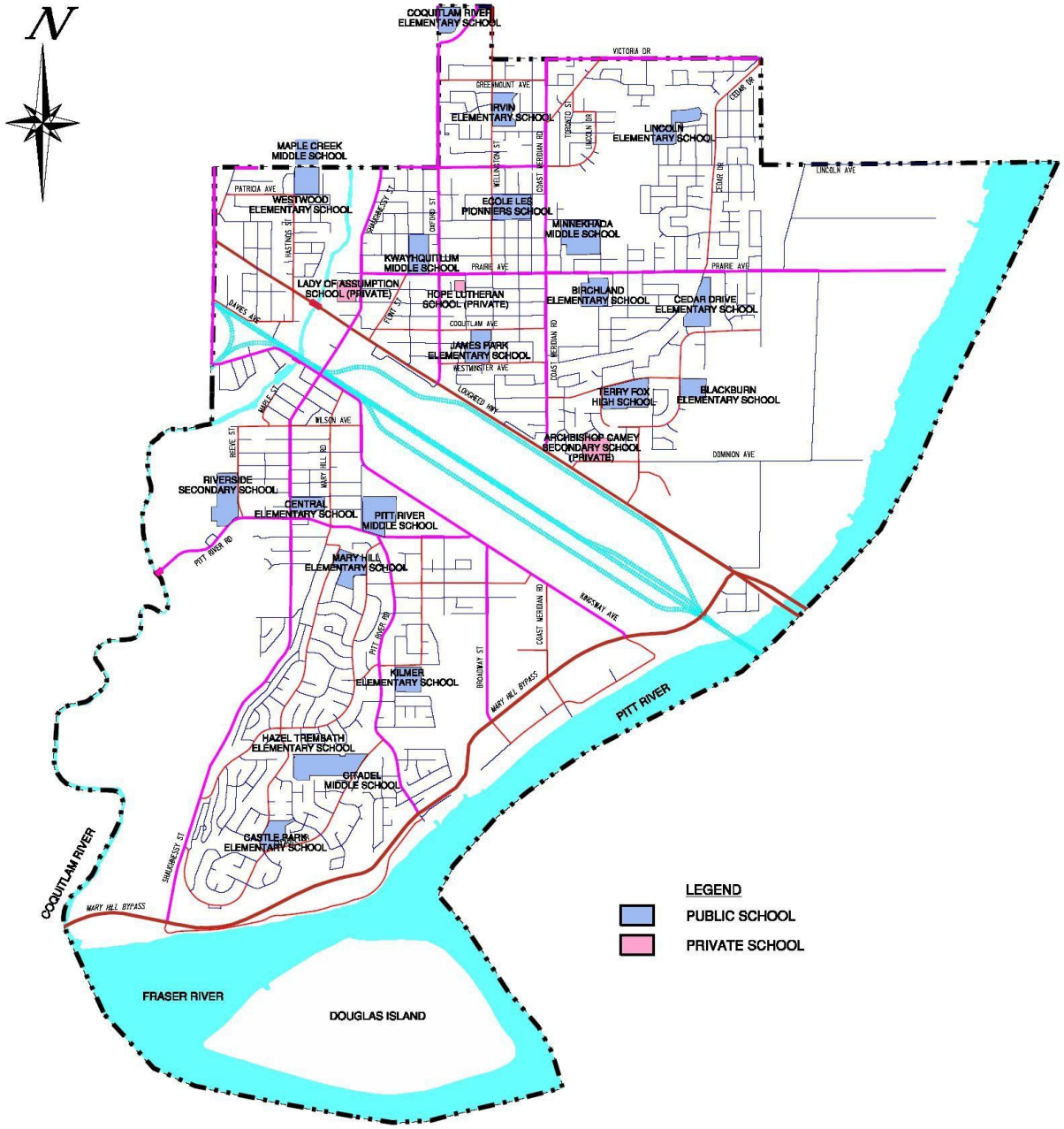
However, choices need to be made regarding how to fund these facilities, programs and services. The City faces increasing challenges in delivering the appropriate level and types of services to the community. To do this, the City could explore alternative organization and funding structures, sources and opportunities.

The City is home to places of worship serving many different faiths. These facilities vary in size and location. The City endeavors to ensure that these facilities are a benefit to the community in terms of design and fit into the neighbourhood.

Policies for Community Facilities and Services:

1. Ensure that sufficient arts, culture, recreation and leisure services and facilities are available to meet the needs of a growing and diverse population through a combination of public, private, and non-profit endeavors.
2. Work with the Fraser Valley Regional Library to maintain sufficient library services to serve the diverse needs of the community.
3. Work with the School District to plan for public schools, promote the development of joint parks/school sites and the community use of schools.
4. Encourage a variety of educational services and opportunities including private and commercial educational facilities.
5. Encourage a sufficient number of childcare facilities throughout the community, including residential areas when appropriate, and in areas close to educational and business facilities.
6. Consider exploring new and innovative funding approaches and partnership opportunities to support the development of new and improved park and recreational facilities.
7. Use the City's Parks, Recreation and Cultural Master Plan as a guide for the development of additional park and recreation space in the community.
8. Explore opportunities to support a wide range of sports programs within the community.
9. Explore opportunities to celebrate the community's vibrant culture and heritage through festivals, events and celebrations.
10. Establish a focus for arts and culture in the community through the development of the Leigh Square Community Arts Village.
11. Consider proposals for places of worship based on response to local need, location near arterial and collector streets, compatibility with the neighbourhood, impact on adjacent land uses, adequate lot size, and the provision of adequate parking. Discourage places of worship from locating in the Agricultural Land Reserve.
12. Support the work of community groups that promote awareness and conservation of heritage resources in Port Coquitlam.

Map 11: Schools



Public Health and Safety

The availability of adequate health and safety programs and services is of utmost importance to residents and business owners in the community. Key services offered in the community include fire prevention and protection, policing and crime response, community health and hospital services and emergency preparedness. While the City does not directly administer all of these programs and services, it does work closely with many agencies and other levels of government to ensure the community's present and future needs are met.

The City needs to respond and adjust to changes within these other levels of government and agencies. For example, the delivery of policing services evolves with changes or restructuring of the RCMP. The City has also experienced impacts as the result of recent structural and delivery changes within the regional and provincial health agencies.

With the increase in and aging of the population, the City faces a challenge in continuing to ensure health and safety programs and services are able to effectively meet the needs of the community. There is an increasing emphasis on proactive measures such as education, prevention and preparedness, as well as involving the public to make the community safer for residents, businesses and visitors alike.

"Core services are probably best offered by government (municipal or otherwise) as public accountability is important."
PocoPlan Participant

Policies for Public Health and Safety:

1. Work with Fraser Health to ensure sufficient private and public health services are available for residents.
2. Work with the RCMP to ensure the City's safety needs are being met as the population grows and changes.
3. Continue to provide the appropriate level of fire and rescue services.
4. Ensure that development complies with building and fire requirements so that safety standards are being met.
5. Continue to promote the value of volunteer involvement as key in keeping the community healthy and safe.
6. Promote proactive education and awareness campaigns as key methods of preventing crime, fire and health risks to the community.
7. Continue to provide emergency preparedness education programs in the community.
8. Recognize that health and safety issues are not isolated to one community and work in conjunction with other municipalities, levels of government, public health authorities and community groups to ensure a broader focus in dealing with these issues and in assessing the overall health implications of proposed development and infrastructure investment.

7.8 Utilities and Services

The objective for utilities and services is to ensure the efficient provision of water, drainage, liquid and solid waste, and other utility services throughout the community while accommodating changing technology and new regulatory requirements for these services.

The basic City services include roads and streets, water supply, stormwater drainage, solid waste collection, and sanitary sewers. Other utility services such as natural gas, electricity, telephone (land and cellular) and others are provided by non-municipal enterprises. As land is developed and as the population increases these services will need to be upgraded or expanded. The City collects development cost charges (DCCs) from development to help offset the cost of this work.

> ***"Public utilities must remain just that – public. Services must remain at acceptable levels."***
>
> ***PocoPlan Participant***

Water

The City obtains its water from the Greater Vancouver Water District (GVWD) system and distributes water to residents and users through its network. The City's system is funded from water rates generated and managed as a utility. The GVWD supply mains are located along the Lougheed Highway, Westwood Street and Woodland Avenue. Pressure reducing valve stations are located at the connection points along the GVWD main. There are two pump stations on the south side of the City that help to maintain adequate water pressure to areas of higher elevation such as Mary Hill and Citadel Heights.

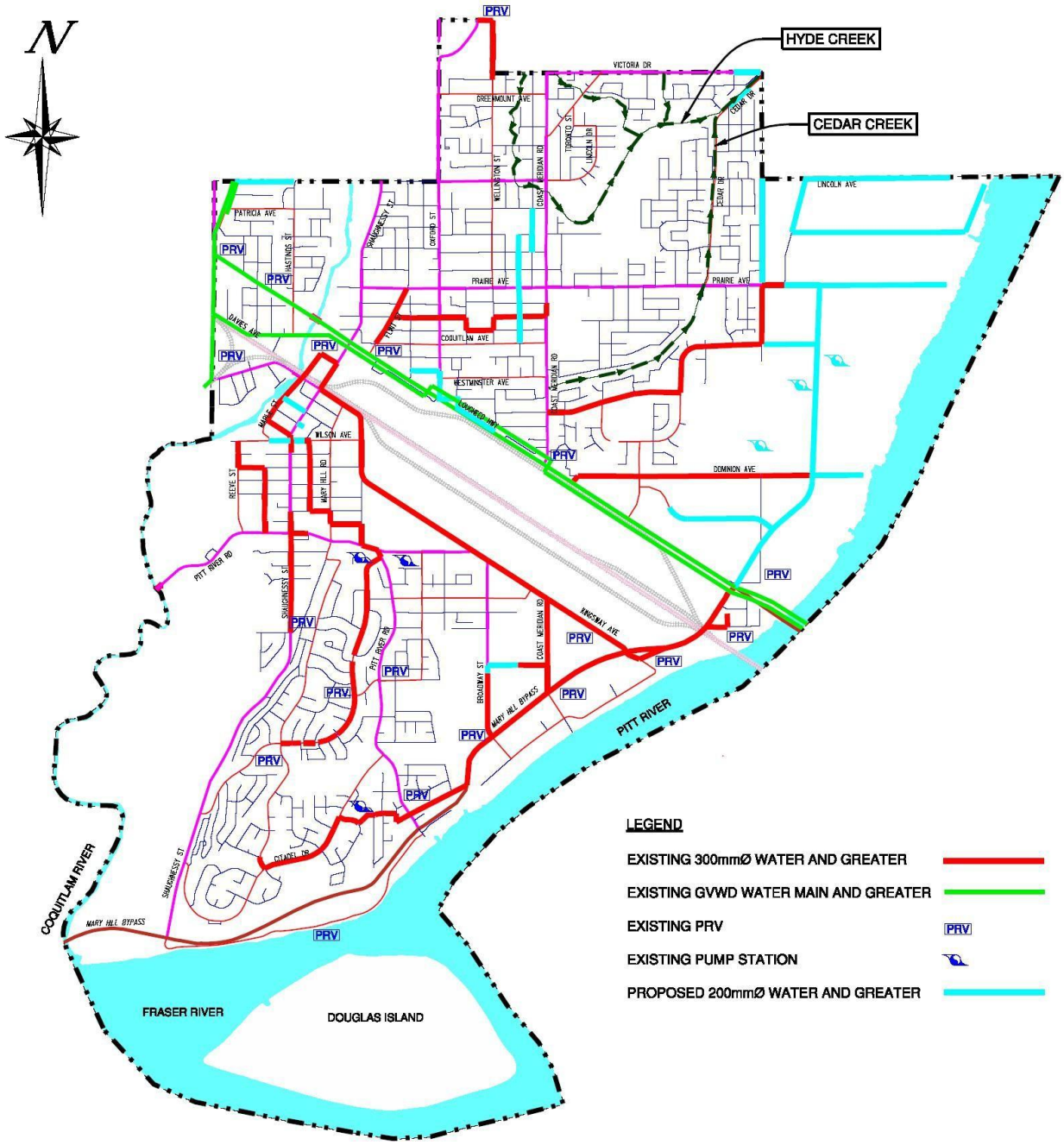
Improvements to the GVWD system over the next few years, including the construction of water purification facilities (filtration), will result in significant increases in the cost of treated drinking water and will ultimately result in higher water rates which could drive the demand for introduction of water conservation initiatives such as water meters, low flow toilets and further watering restrictions.

Map 12 illustrates the major water network for the City. Future extensions or upgrading of water mains are planned in the northeast sector, where new commercial and industrial development is expected. Certain areas of designated Downtown and Residential Apartment may also require upgrading as development occurs.

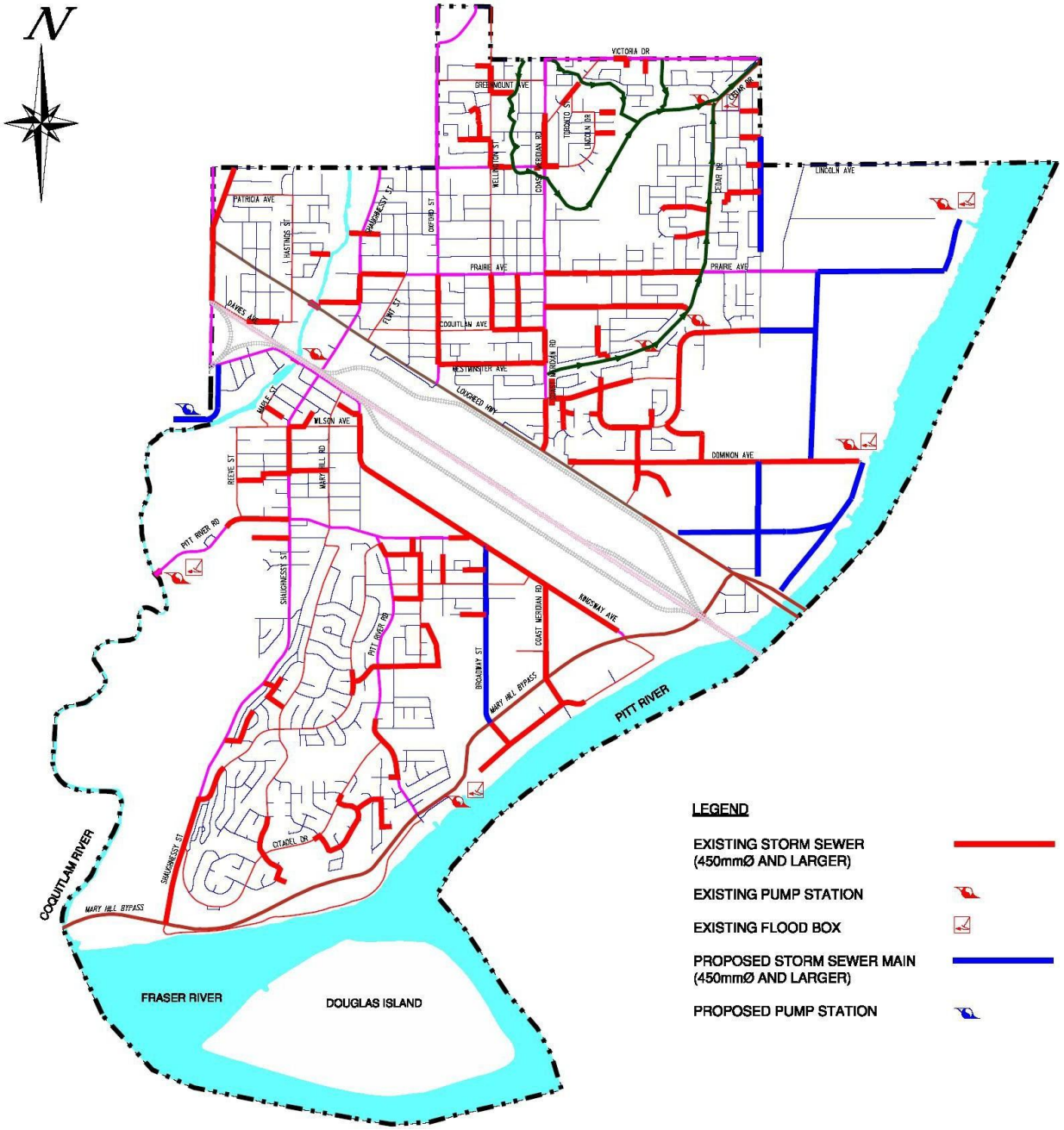
Drainage

Drainage of stormwater runoff is conveyed by a system of storm sewers, open ditches, culverts, and sloughs and discharged to receiving waters as shown in Map 13. The north side of the City generally drains into Coquitlam River and Pitt River or Cedar Creek on the Cedar Drive right-of-way, which conveys the drainage out to Deboville Slough and Pitt River. The south side of the City drains into the Pitt and Coquitlam Rivers. Runoff drains into the receiving waters through flood boxes

Map 12: Water Network



Map 13: Drainage Network



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during low tides or is pumped out through pump stations during high tides. There are three main pump stations located at: Dominion Street (east end) and the dike, Harbour Street and the dike, and Reeve Park Station off of Pitt River Road. The City's drainage system also depends on watercourses for carrying runoff, which raises concerns about how the quality and quantity of the runoff impacts the watercourses and adjacent riparian areas.

"I would like to see less "hard" infrastructure (ditches, pumps, etc.) and more "soft" infrastructure (erosion preventing trees. less building in steep, wet land)."
PocoPlan Participant

Development may impact the drainage system by increasing peak flows (e.g. during heavy rain), causing erosion, and sedimentation; reducing base flows and groundwater recharge; and impacting riparian areas adjacent to the watercourses that take runoff.

A newer approach to drainage integrates stormwater management and environmental management within the defined watershed. This approach seeks to incorporate techniques that better manage the water as it is conveyed through creeks and streams. It also looks to better on-site management by considering the amount of pervious versus impervious surface on land and introducing best management practices.

Over 45% of Port Coquitlam is located in the floodplain of the Coquitlam, Pitt and Fraser Rivers as shown on Map 14. A series of 200-year (design return) standard dikes have been constructed to protect the City from flooding. The diking system extends from the south end of Meridian Industrial Park to the northern boundary of the City along parts of the Coquitlam River from Colony Farm, north to the Coquitlam River Bridge.

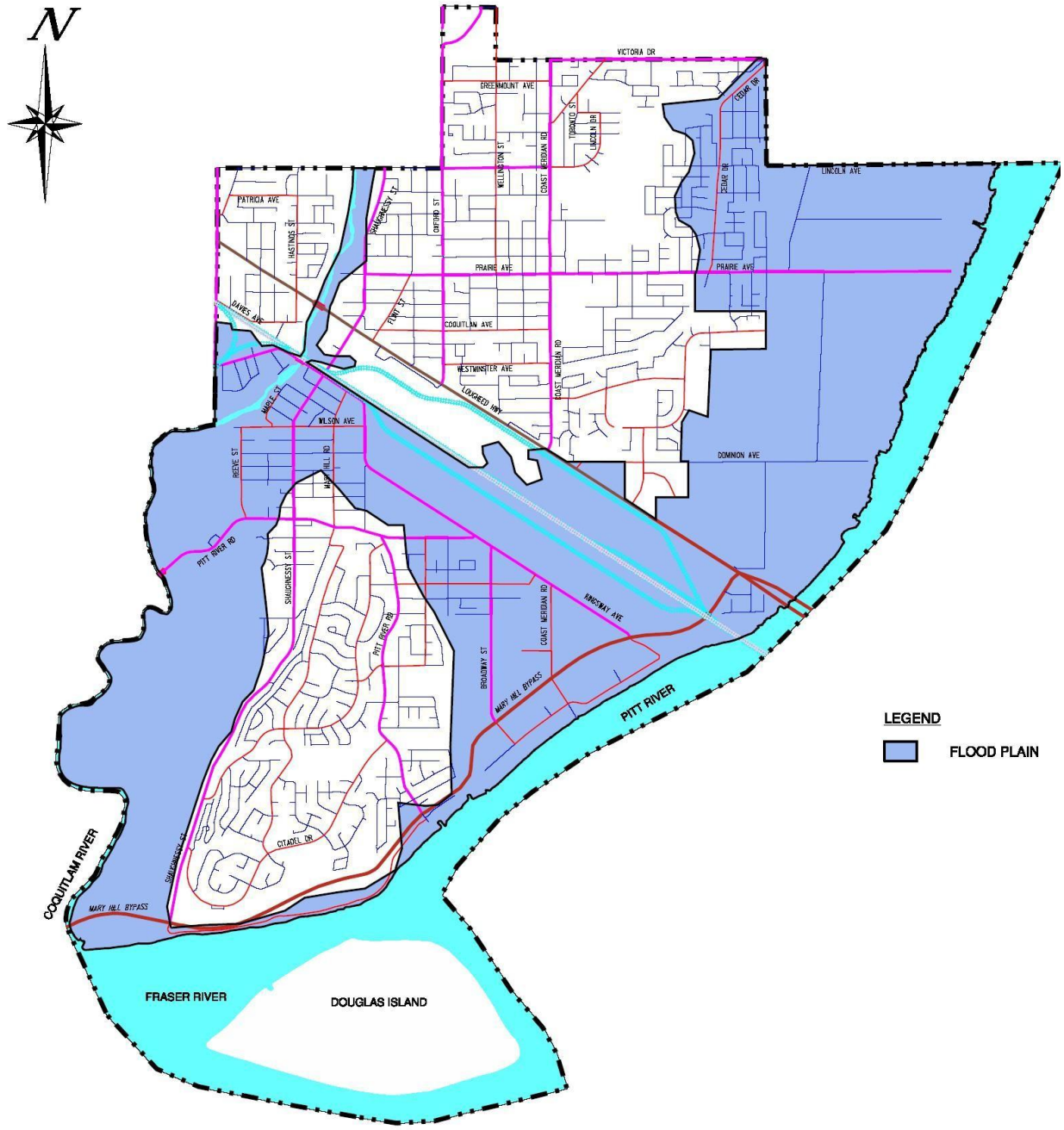
Floodplain management has changed as the provincial government has reduced services and support. Local government is now responsible for establishing its own regulations, under a framework of the Province for development in the floodplain. Approval of the Province is no longer required for subdivision in the floodplain and the City is responsible for dike maintenance.

Sanitary Sewer

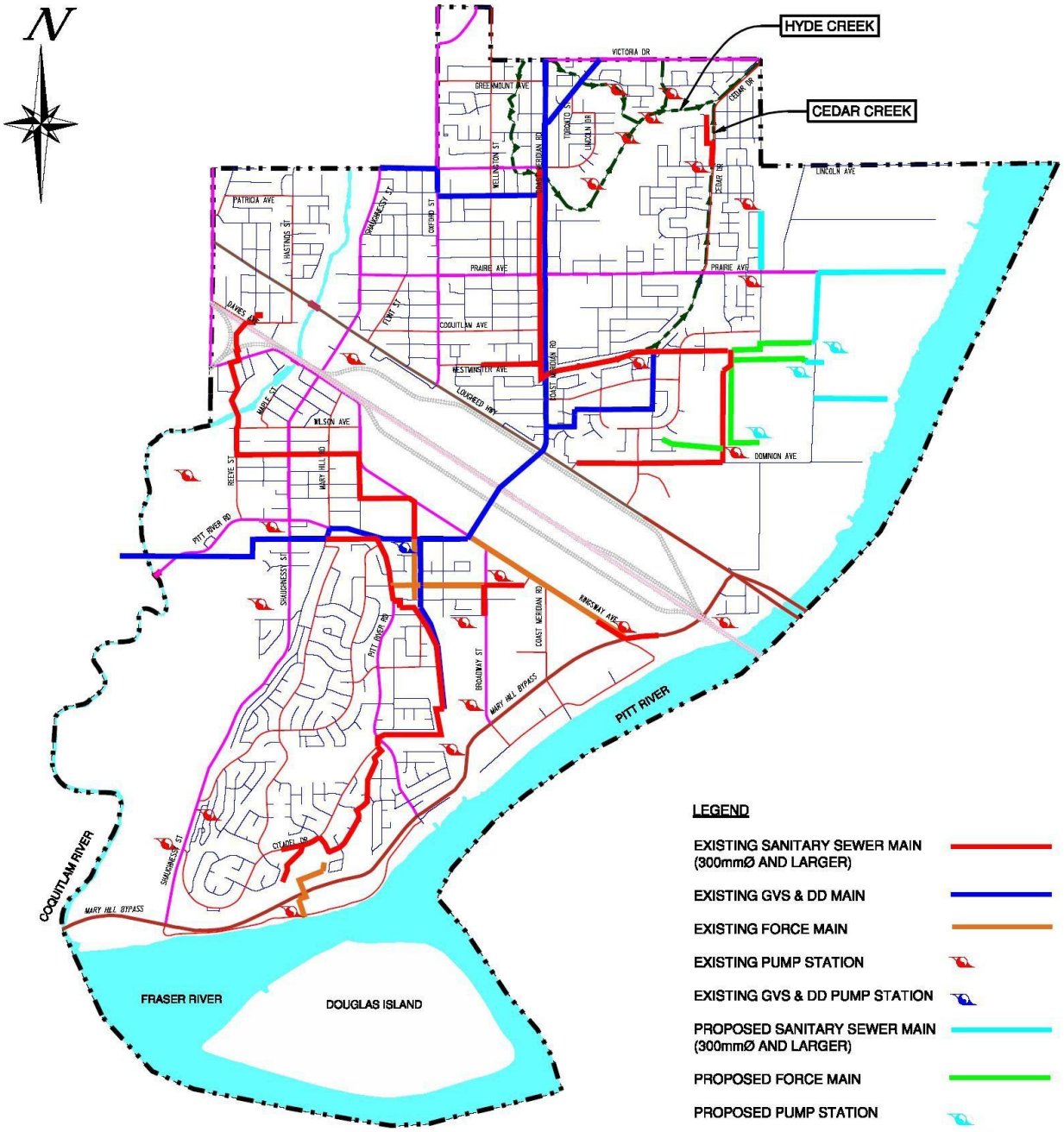
The City owns and operates the sanitary sewer system, which is connected to the Greater Vancouver Sewerage and Drainage District (GVSDD) trunk sewer mains. The sanitary sewer system, which is illustrated in Map 15, services the entire City with the exception of the agricultural areas, which are individually serviced by septic fields and/or pump-out tanks. A system of pump stations supplements the municipal gravity system and discharges into the GVSDD system, which carry sewage to the Annacis Island treatment plant.

The City considers that the system is adequate in most parts of the community. As areas such as the Downtown, Dominion Triangle and north side Apartment designated lands develop, upgrading of the system

Map 14: Floodplain



Map 15: Sanitary Sewer Network



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in these areas may be required. Expansion of the system into the agricultural areas is subject to approval from the Agricultural Land Commission. Expansion of the sanitary sewer system would also require the approval of the Metro Vancouver Board and compliance with the Regional Growth Strategy. Similar to many other municipalities, Port Coquitlam needs to reduce/eliminate storm water seepage into the sanitary sewer system, which leads to a heavier demand on waste water treatment plants. The City initiated an Inflow and Infiltration Program in 1999 and is continuing the program annually. The program involves testing, monitoring, detection and repairs to the damaged portions of the sewer system. The repairs will reduce and eliminate storm water seepage into the sanitary system.

Solid Waste and Recycling Services

The City has implemented an automated system for the collection of garbage, recycling and green waste. Solid waste management becomes increasingly important as a community grows and the amount of solid waste increases. It is a community responsibility to adopt waste reduction measures rather than assuming that waste can always be shipped to landfills outside the community.

Non-Municipal Utilities and Services

Development requires the provision of utilities such as natural gas, electricity, telephone (land and cellular) and cable. The companies providing these services are responsible for upgrading and extension of services. It is preferable that the utilities be located underground, where appropriate, for protection, safety, and aesthetic reasons with the exception of cellular phone service towers which must be located above ground. The size and location of these towers is a concern for some people in the community. The City needs to cooperate with providers to ensure that residents and businesses have access to services while considering the visual impacts on the neighbourhood.

The City also has a role in promoting energy efficiency as a component of land use and development planning. Climate change and greenhouse gases are a concern for everyone. The responsible location of land use, site planning, and building design can all contribute to a reduction in energy use. If consumption is reduced, the City and its residents may be able to reduce energy costs and global environmental impacts.

Policies for Utilities and Services:

1. Ensure the efficient and reliable delivery of safe drinking water to meet the needs of the community.
2. Consider the implementation of a water conservation program that may include a universal water metering program.
3. Maintain a drainage system that provides efficient service, is designed to accommodate new development, focuses on service to developed areas, and minimizes environmental impacts.
4. Explore integrated stormwater management practices and alternative development standards for managing stormwater by increasing pervious surfaces, improving on-site water management and revising City infrastructure specifications.
5. In partnership with the Provincial Government develop a comprehensive approach to flood protection in terms of maintaining and upgrading the dike system and regulating development in the floodplain.
6. Maintain a sanitary sewer system that provides efficient service, is designed to accommodate new development, focuses on service to developed areas, and minimizes environmental impacts.
7. Provide efficient solid waste services for a growing community with an emphasis on the five Rs of ‘reduce, reuse, recycle, recover and residual disposal”.

8. Cooperate with other utility providers to ensure that services are provided where needed while minimizing neighbourhood impacts.
9. Consider energy efficiency principles and practices in land use planning, site planning, and building design.

8.0 Implementation



The OCP is implemented through various bylaws, plans, and policies.

8.1 Development Control

While the OCP establishes general land use designations and policies for future development it is the **Zoning Bylaw** that establishes the specific uses permitted on property and the regulations for density, form, siting, height and other aspects of development. The application of the Zoning Bylaw must be within the context of the OCP. Another level of development control is that of **Development Permit Areas** (DPAs), which are designated in Section 9 of this OCP. DPAs can be used to regulate the site planning, design and landscaping of intensive residential, commercial, and industrial developments; protection of the natural environment; protection of development from hazardous conditions; and, environmental conservation.

The **Subdivision and Servicing Bylaw** specifies the regulations for parcel layout in the subdivision of land and prescribes the servicing requirements for the provision of roads and public utilities as part of the subdivision and building processes. The City collects **Development Cost Charges** (DCCs) to pay for services required as a result of new development. There are DCCs for water, sewer, drainage, highways and parks. The City also collects regional DCCs on behalf of the GVSDD.

The City requires **5% dedication of parkland** for all new subdivisions. The dedication is of the land area or an equivalent payment of money in lieu. These funds are placed into a Reserve Fund and are used for parkland acquisition.

The **Building and Plumbing Bylaw** regulates the construction of buildings and structures and their compliance with the B.C. Building Code. The **Business Bylaw** provides for the licencing and regulation of businesses.

The City may issue **Temporary Use Permits** in certain circumstances, such as for a real estate sales building. Lands in the City will be considered for temporary uses in accordance with the provisions of Section 921 of the *Local Government Act*. All applicants seeking approval of a Temporary Use Permit must obtain a supporting resolution of Council and each approved permit will set specific guidelines or conditions of use, including a termination date of up to three years from date of approval. A permit may be renewed for up to an additional three-year period, allowing for a maximum of six years, subject to a supporting resolution from Council.

Other levels of government exert control and regulation over the use of land in municipalities. For example, the Ministry of Transportation and Infrastructure controls land along provincial highways and the Fraser River Estuary Management Program coordinates project review for development along the Fraser River shoreline. Intergovernmental and interagency relations are discussed in Section 8.4.

8.2 OCP Land Use Designations and Zoning

The OCP land use designations and maps set the pattern for development in the community by identifying where certain types of development will occur. The land use designations are illustrated in Map 16. Each designation is described as follows:

Agricultural – The Agricultural designation allows for agricultural uses. All land designated Agricultural is also in the ALR.

Apartment – The Apartment Residential designation allows for lower profile attached residential uses (three or four storey) and infill developments.

Comprehensive Residential – The Comprehensive Residential designation allows for truly sustainable community developments having a mix of attached, ground-oriented residential and apartment dwelling units and may include complementary community commercial uses such as child care facilities and medical services.

Downtown Commercial – The Downtown Commercial designation allows for a higher density of development appropriate to the Downtown, including residential uses above the first storey.

Frequent Transit Development – The Frequent Transit Development designation allows for comprehensive mixed-use (residential and commercial) and residential development located in close proximity to a frequent transit station or hub with density and building height no greater than the prescribed Transit-Oriented Areas minimum allowable density and building height.

General Industrial* [1] – The General Industrial designation allows for typical industrial uses.

Heavy Industrial* – The Heavy Industrial designation allows for uses that may produce noise, odours, and vibrations and that may also have outdoor operations.

High-Density Apartment – The High-Density Apartment Residential designation allows for higher profile attached residential uses (over three storeys) and infill developments.

Highway Commercial – The Highway Commercial designation allows for highway-oriented commercial uses that attract a regional market and require more parking than local commercial uses. Permitted uses will include auto-related retail and service, building and gardening supplies, supermarkets and recreation facilities.

Institutional – The Institutional designation identifies sites used for public and private institutional uses

such as churches and government buildings.

Intensive Frequent Transit Development – The Intensive Frequent Transit Development designation allows for mixed use (residential and commercial) or residential development located in close proximity to a transit station or hub with density and building height greater than the prescribed Transit-Orient Areas minimum allowable density and building height.

Light Industrial* – The Light Industrial designation allows for clean, business industrial, and advanced technology uses which serve as a transition between the industrial and nearby commercial, residential, and agricultural uses.

Local Commercial – The Local Commercial designation allows for corner stores intended to serve the immediate neighbourhood.

Marine Commercial – The Marine Commercial designation allows for a mix of marine-related and multiple-family residential uses.

Marine Traditional Commercial – The Marine Traditional designation allows for a mix of single-detached residential and marine-related uses in the Argue Street area near the Fraser River.

Neighbourhood Commercial – The Neighbourhood Commercial designation allows for commercial uses intended to serve the larger neighbourhood. Development could include retail and office uses in a building up to four storeys with residential uses above the first storey.

Park and Recreation – The Park and Recreation designation is intended for active public parks and recreation uses; it also allows for some commercial recreational uses such as golf courses.

Park Reserve – The Park Reserve designation identifies park lands that function primarily as nature reserves.

Residential – The Residential designation allows for single-detached, two and three-unit attached residential, and townhouse uses.

Rowhouse - The Rowhouse designation allows for rowhouse uses.

Small Lot Residential – The Small Lot Residential designation allows for single-detached, two and three-unit attached residential, and townhouse uses.

School – The School designation identifies public and private school sites.

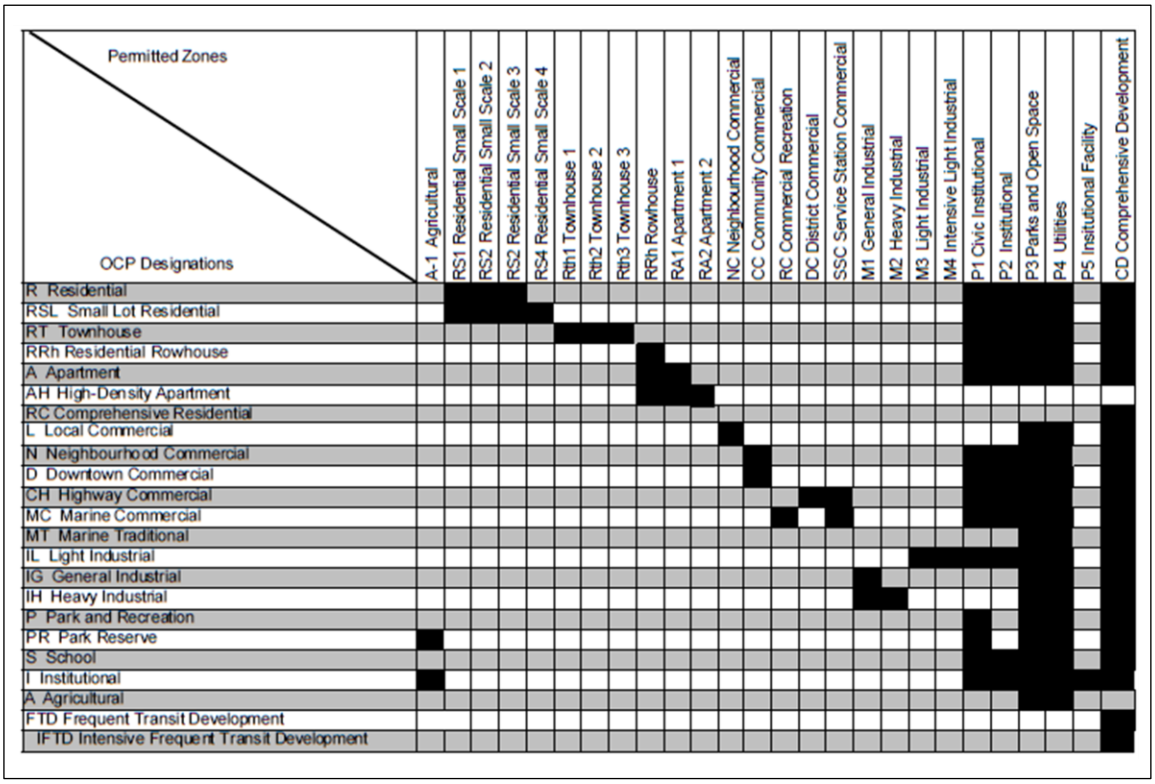
Townhouse – The Townhouse designation allows for attached residential uses.

While the OCP sets the general pattern of development, it is the Zoning Bylaw that regulates the specific uses and the scale of development that will occur on land. The table below shows the zones permitted in each OCP land designation. The table shall be used as a guide for decision-making on the suitability of a zone within a particular designation. Other zones may be used within a particular designation provided that the associated regulations conform to the intent and policies of the designation.

Comprehensive development zones, typically used to allow for a mix of uses on a site-specific basis, must comply with applicable policies of this Plan.

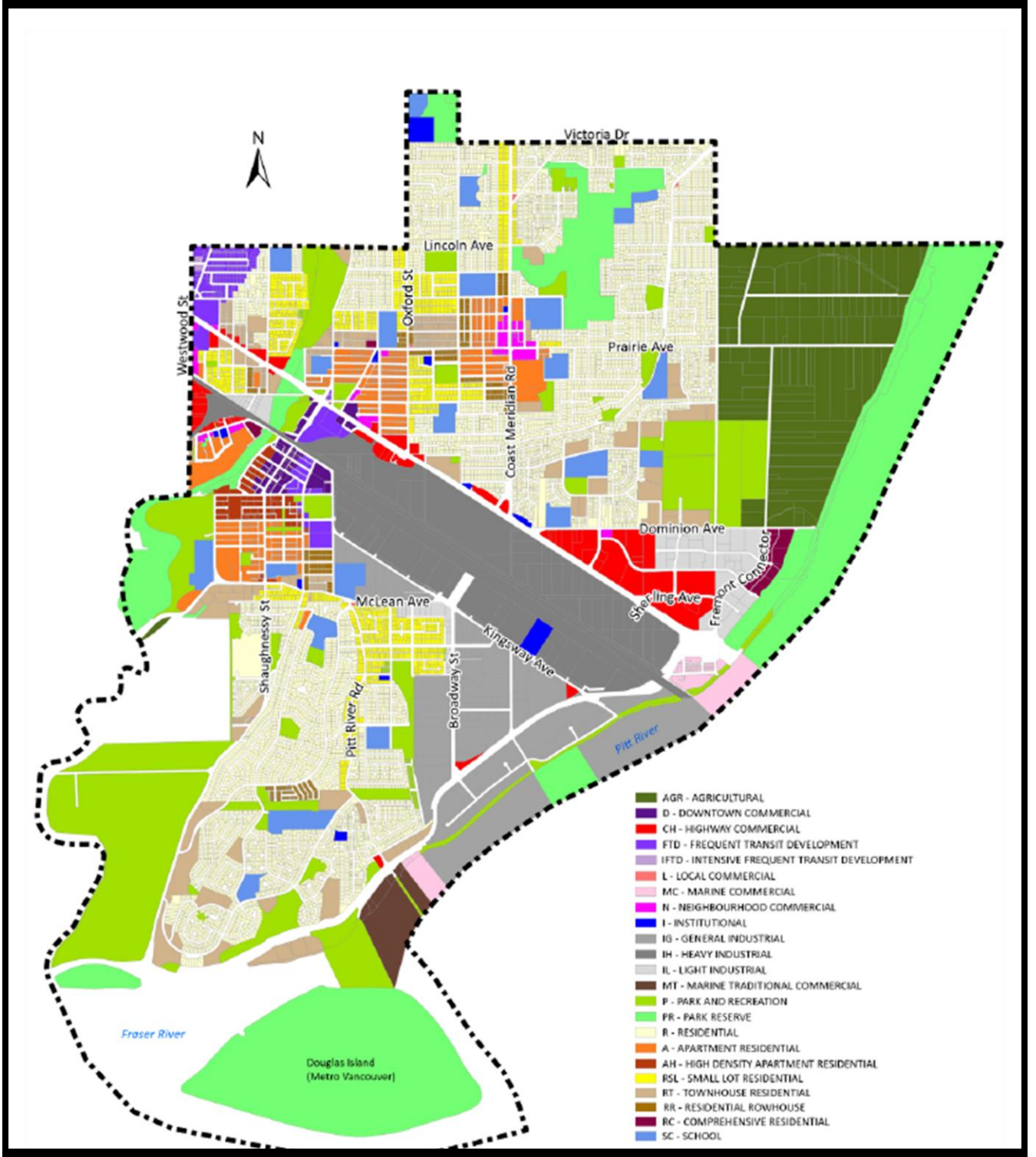
The zones include those established by the "City of Port Coquitlam Zoning Bylaw, 2008, No. 3630".

Table of OCP Designations and Permitted Zones



[1] *Medium and large format retail, residential uses with the exception of caretaker accommodation and free-standing offices are excluded from all Industrial designations.

Map 16: Land Use Designations



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8.3 Plan Amendment

The OCP is a long-term plan that is required to be reviewed every five years and revised every ten years to ensure that it is current and relevant. Communities change and there are external influences which can affect land and development, and which must be considered as the OCP is implemented. The City also prepares other plans and policies which may result in amendments to the OCP. Council may consider periodic amendments to the Plan where appropriate.

8.4 Intergovernmental and Inter-Agency Relations

The City liaises with many government authorities and agencies in both its day-to-day activities and long-term planning. There are also legislation and regulation requirements at the federal and provincial level that affects development. Key authorities and agencies include:

Adjacent Municipalities - City of Coquitlam, District of Pitt Meadows
Canadian Pacific Railway
Federal Government – Transport Canada, Fisheries and Oceans Canada
Fraser River Estuary Management Program
Fraser Valley Regional Library
Kwikwetlem First Nation
Metro Vancouver
Port Metro Vancouver
Provincial Government – various Ministries
School District No. 43
TransLink
Utilities and Services - Telus, B.C. Hydro, Fortis

These authorities, agencies, and companies have a significant impact on development in the community. Cooperation and coordination with them is essential to realizing the objectives of the OCP.

9.0 Development Permit Areas



9.1 Introduction

The *Local Government Act* provides that Development Permit Areas (DPAs) may be designated to control certain types of development for purposes including:

- protection of the natural environment, its ecosystems and biological diversity;
- protection of development from hazardous conditions;
- protection of farming;
- revitalization of an area in which a commercial use is permitted;
- establishment of objectives for the form and character of intensive residential, multi-family, commercial and industrial developments.
- Establishment of objectives to promote energy conservation, water conservation and reduction of greenhouse gas emissions.

The DPAs define the objectives that justify the designation and specify guidelines respecting the manner by which the objectives will be addressed. A Development Permit (DP) may vary or supplement the regulations of bylaws such as zoning, subdivision and servicing, and parking if the variance is in accordance with the guidelines of this OCP. A DP cannot vary or supplement the use or density of a development from that permitted in the bylaws except where land is designated for the protection of development from

hazardous conditions, in which case the use or density may be varied but only as they relate to health, safety, or protection of property from damage.

DPAs are designated for:
- the Downtown,
- the Northside Centre,
- Intensive Residential Development Areas,
- Commercial Development Areas,
- Industrial Development Areas,
- Environmentally Sensitive Areas,
- Watercourses,
- Areas with Hazardous Conditions, and
- Environmental Conservation Areas.
- Small-Scale Multi-Unit Housing

9.2 Exemptions

Notwithstanding that a development is proposed in an area designated as a DPA under this OCP, a DP will not be required when:

1. A proposed development is limited to subdivision;
2. The proposed alterations or additions are to an existing building or structure where the works:
    a) do not significantly alter the appearance of the building or structure and do not exceed $100,000.00, or
    b) is an addition to an existing industrial building located in an industrial zone and is in keeping with applicable design guidelines and fully complies with the regulations of the Zoning Bylaw; or
    c) are accessory buildings and located in the RS1, RS2, RS3 and RS4 zones, or
    d) in the P1 or P2 zone, are for works other than a new building.
3. The proposed advertising signs are in full compliance with the Sign Bylaw, or when signs attached to a building are located within specified sign bands or other pre-designed sign areas. A DP is required for any new sign or alteration to a sign, other than a text change, when a DP was issued to the property on which the sign is located and that DP regulated signs as part of the overall development.
4. A proposed development in the RS1, RS2, RS3 and RS4 zones that is limited to a principal dwelling and a secondary suite.
5. A proposed development is limited to:
    a) a seasonal or special event facility, or
    b) a storage container; or
    c) an accessory industrial building or structure.
6. A proposed development is limited to buildings and landscaping authorized by a temporary use permit.

The preceding exemptions do not apply to the Watercourse Protection DPA. An Environmental Conservation DP is not required for prefabricated buildings or structures such as portables.

9.3 Downtown

This area is designated as a DPA under Section 919.1(1) (e) and (f) of the *Local Government Act* for the establishment of objectives and the provision of guidelines for the form and character of intensive residential development and commercial development in the Downtown.

1. Boundaries

The boundaries of the DPA - Downtown are shown on the map titled "Development Permit Area – Downtown" which forms part of the Official Community Plan. Intensive Residential Development shall be defined to include residential development within the following zones: RTh1 (Townhouse 1), RTh2 (Townhouse 2), RTh3 (Townhouse 3), RRh (Rowhouse), RA1 (Apartment 1) and RA2 (Apartment 2), NC (Neighbourhood Commercial), CC (Community Commercial), and CD (Comprehensive Development). Commercial Development shall be defined to include commercial development within the following zones: NC (Neighbourhood Commercial), CC (Community Commercial), DC (District Commercial), SSC (Service Station Commercial), and CD (Comprehensive Development).

2. Objectives

The objectives of the DPA are to:

a. promote the development of a "High Street" along the commercial segments of Shaughnessy Street that concentrates retail, office, and residential activity into an attractive, pedestrian oriented environment.

b. ensure consistency and coordination of architectural form, massing, and siting of new commercial, mixed-use and residential development.

c. reinforce the role of the Downtown as the economic and cultural centre of the community through the creation of a distinctive office, shopping and residential precinct.

d. create a sense of community in intensive residential areas by improving the relationship and connection between public and private space along intensive residential streets.

3. Guidelines

a. Design Character

i. All Developments:

The character of the City Hall and its historic importance in the community shall be recognized. New buildings, structures or the re-facing, renovation or reconstruction of existing buildings or structures in the Downtown must incorporate architectural elements, details, massing, scale and exterior design that reflects, or is sympathetic to, the character of the City Hall and the early 20th century time period in which the City Hall was constructed.

All buildings, structures, expansions or additions should be architecturally coordinated and compatible with surrounding developments. Due consideration should be given to the

relationship between buildings and open areas, location of access points, location of garbage areas and utility kiosks, efficiency of on-site circulation, and overall visual impact of buildings.

All buildings should include generous applications of brick masonry on the ground floor facade. Masonry elements should extend to the upper storeys to create a unified effect.

ii. Commercial Developments:

All buildings and structures are encouraged to have brick masonry facades, wrought iron railings, and heavy cornice detailing, where appropriate. Other acceptable materials for construction or renovation include, but are not limited to, wood siding, split face concrete, stone, and masonry. Imitation stone and brick, aluminium or vinyl siding, shakes or shingles, asphalt shingles and glazing panels are unacceptable finish materials.

Commercial development should be built to the front property line articulated with generous areas of clear glass windows and doorway entrances set back into retail units. If a wall faces a street, blank building facades should be minimized or treated to provide pedestrian interest.

Large-scale commercial businesses with wide frontages are encouraged to incorporate smaller retail frontages along the main street to maintain continuous street character and to provide pedestrian interest. Weather protection for pedestrians should be provided along these frontages.

iii. Intensive Residential Developments:

Buildings shall be designed with wall, roof, and ground plane materials that are durable, authentic and of consistently high quality. Simulated building materials should not be used unless made of recycled materials. Acceptable materials include but are not limited to:

- brick;
- acrylic stucco (rain screen application);
- wood and metal roof shingles;
- brick, pre-cast and in-situ concrete paving;
- wood decks, trellises, guards and handrails;
- glass and vinyl windows and doors;
- wrought iron handrails and architectural metal details.

Buildings of two to four-storeys in height should express the individuality of units through vertical expression of facades.

Main entrances to intensive residential buildings should be clearly identified in the streetscape. Entrance definition may be achieved by canopies, gateways, rows of tree plantings, lighting or special paving or entry walkways.

Where townhouse and apartment developments face streets, regardless of form or density, ground floor units should have individual front doors that are directly accessible and visible from the street.

Ground floor dwelling units located at or near grade on streets or public pathways may be raised a minimum of 0.6 metres (2 feet) to aid in the privacy of the dwelling units. Screening around private outdoor space should not be solid and should not exceed a height of 1.2 metres (3.9 feet).

b. Siting, Height and Massing of Buildings

i. All Developments:

All developments located at an intersection will be encouraged to have additional front yard setbacks to create an opening of the urban space at the street corner. The dimensions of the urban space so created must be appropriately proportioned to the volumetric dimensions of the building, and appropriately related to the existing or proposed urban space expansion in other corner properties of the intersection.

Development of the expanded corner-yard setback to permit public access and pedestrian nodes shall be encouraged.

Commercial Developments:

Notwithstanding any provisions of the Zoning Bylaw, ground floor building walls that front onto commercial streets must be set back a minimum of 1.0 metre (3.3 feet) and may be set back no more than 2.0 metres (6.5 feet) from the property line in order to create outdoor activity and seating areas or colonnades.

All commercial buildings shall have the appearance of being three to five storeys in height.

Any portions of a commercial building or a mixed-use commercial/residential building above the three storeys shall be recessed in order to reduce the volumetric impact of the building on the street.

ii. Intensive Residential Developments:

Articulation of the building facades through the use of variable setbacks on all front, rear and side yards is required.

Notwithstanding any provisions of the Zoning Bylaw, and to support the pedestrian scale desired for Downtown streets, portions of any building not exceeding three storeys in height may have their front yards reduced to not less than 2.5 metres (8.2 feet) providing that remaining portions of the building must have increased front yard setbacks such that the average front yard setback is not less than 4.0 metres (13.1 feet).

Notwithstanding the above paragraph, no intensive residential building shall be sited within 7.5 metres (24.6 feet) of Pitt River Road.

Reductions in the side yard requirements for building walls containing windows in habitable rooms will be discouraged.

Any portion of a building above three storeys should be set back in order to reduce the volumetric impact of the building on the street and surrounding properties.

Any intensive residential building adjacent to residential designated land should set back all floors above two storeys on the sides of the building facing the residential designated lands.

c. Parking, Vehicular Access and Circulation

i. All Developments:

Parking in commercial and intensive residential buildings will be encouraged, where possible, to locate in underground or multi-level structures.

Where parking is provided at street level, it shall not be located within any front yard or side yard facing a street.

Where lane access is available, access to parking areas from a street will generally not be permitted.

Corner properties without lane access will be encouraged to have vehicular access off the lesser of the two roads fronting the development.

Where surface visitor parking spaces are provided at the rear of a building, there must be direct access from the parking area to an entrance to the building.

ii. Commercial Developments:

Parking structures shall not be located adjacent to an active retail street unless the structure is enclosed at the street edge, for a least its full height, with retail uses.

Where lanes are not available, shared access to parking areas will be encouraged to reduce the number of driveway openings onto streets and to reduce conflicts between driveways and pedestrian movements.

Mixed-use developments shall be designed so as to ensure that appropriate separation between on-site commercial and residential vehicular movements exist.

d. Street Environment

i. All Developments:

Garbage and recycling bin areas shall not be located in front yard areas or facing onto primary streets. They should be located to permit access and pick-up directly from a lane or secondary street. Bins should not be located in an area where pick-up vehicles must stop and empty the containers while parked on a sloped surface. Location of garbage or recycling bins in an underground structure is discouraged and is only permitted if access and pick-up is possible without interfering with other vehicular movements.

Utility kiosks should be located as unobtrusively as possible and in rear lanes whenever possible.

Streetscape dimensions and design should conform to the standards of the appropriate type of street that is classified in the 1999 Downtown Street Beautification Plan.

ii. Commercial Developments:

Weather protection, including awnings, structural canopies, covered arcades, colonnades and built overhangs, should be provided at the first storey of buildings. All weather protection shall be architecturally integrated into the building.

Weather protection elements, including awnings and canopies, shall not extend continuously across the full width of a building. Entranceways to individual stores may be distinguished with a change in shape of the canopy or awning.

The colour of canopies and awnings shall correspond to an accent colour used on the building and must be compatible with the building and surroundings. Overly bright, fluorescent or neon colours will not be acceptable.

A clear height of 2.5 metres (8.2 feet) shall be maintained from the sidewalk level to the bottom of any overhead structure or object within the setback.

Abrupt grade changes and transitions between private property and the sidewalk shall be avoided. If unavoidable, barriers such as a raised planter, permanent railing or wing wall should be considered to eliminate hazard to pedestrians.

Fixtures within setback areas should be designed and located for pedestrian safety, universal accessibility, visibility and stability.

Paving of private property adjacent to public sidewalks should relate to public sidewalk paving. Any accent paving to complement decorative public sidewalks should be square or rectangular in pattern and colours should be earth tones. Paving of private property should complement both the public sidewalk and the architecture and detailing of the building.

iii. Intensive Residential Development:

Utility kiosks located along a street should be screened to the full extent permitted by the utility's standards using dense shrubs and/or structural screens consistent with wall and fence designs. Any kiosks that remain visible should be painted a colour that blends into the surroundings.

e. Landscaping

i. All Developments:

Parking areas visible from a street, lane or adjacent residential development should be screened with substantial landscaping. Inter-planting of the parking areas with trees is

required. Any solid structures or heavy landscaping to be used for screening should permit sufficient visibility for safety surveillance.

Retention of mature trees to integrate into the overall landscaping is encouraged. Landscaped areas fronting onto streets shall use trees whenever possible.

Native trees and plants should be used for landscaping, where possible.

All vegetation used for landscaping shall be mature and of a quality acceptable to the Municipality. All planting must comply with the standards of, or similar to, those endorsed by the B.C. Society of Landscape Architects (BCSLA) and the B.C. Nursery Trades Association (BCNTA), and which are specified in the *British Columbia Landscape Standard*.

All materials, other than vegetation, used for landscaping shall be "non-skid" type and of durable quality.

Where retaining walls are required, the use of brick or stone is encouraged.

ii. Commercial Developments:

Landscaping in containers should be provided along commercial storefronts.

New developments along commercial streets shall provide street trees in accordance with the recommended species, standards and location specified in the Downtown Street Beautification Plan, 1999.

iii. Intensive Residential Developments:

Landscaping for intensive residential developments should be in keeping with the pedestrian oriented character of the streetscape. Trees and shrub buffers along the property line should not block eye level visual connections.

Fences and walls adjoining a street should not exceed 1.2 metres (4 feet) in height.

All developments along intensive residential streets shall provide street trees in accordance with the recommended species, standards, and location specified in the 1999Downtown Street Beautification Plan.

f. Signage

i. Notwithstanding any provision of the Sign Bylaw all signs and signage should be architecturally coordinated with the overall design of buildings and landscaping. Acceptable signage in commercial areas include: signs on canopies and awning drops, projecting or suspended signs at right angles to the street, fascia signs, door and window signs, and sandwich board signs.

ii. Retail signage shall contribute to the active retail character of the Downtown and be oriented to pedestrians rather than to automobiles.

iii. Freestanding signs may be permitted only when all buildings in a development are set back at least 7.5 metres (24.6 feet) from any street.

iv. Freestanding signs shall not exceed 2.4 metres (8 feet) in height, providing however, that the provision of the Sign Bylaw will apply to those properties located north of the CP Rail tracks.

g. External Lighting:

i. No commercial yard or building shall be illuminated, or contain light sources that illuminate, adjacent or nearby residential designated properties to an intensity similar to or higher than the levels of illumination that are created by existing street lights on the said residential designated properties.

h. Safety and Security

i. All developments shall be designed for safety and security by incorporating the principles and guidelines of Crime Prevention Through Environmental Design (CPTED) including:

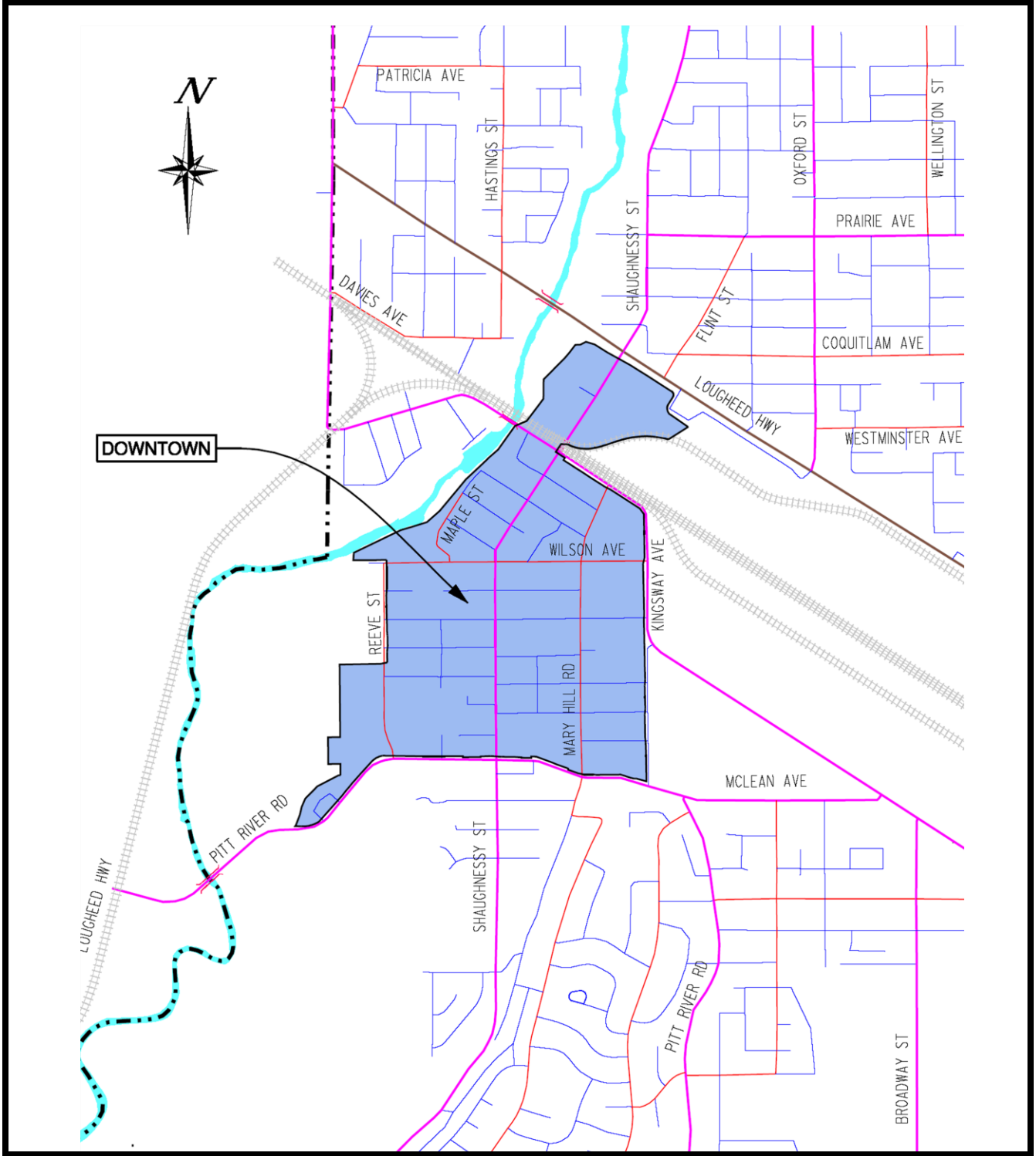
- *Access Control* (guidance of people coming and going from the building or site by the placement of real and perceived barriers) including: minimizing the number of entrances and exits; installing signage, fencing, landscaping, lighting, vandal resistant materials, and hardware to improve control of access, using appropriate elevations and grading; improving access for police and security personnel, and implementing target-hardening measures after development.
- *Surveillance* (placement of features, uses, activities, and people to maximize visibility) including: ensuring unimpeded sightlines, reducing concealment opportunities, improving lighting and placement of windows, increasing pedestrian and street traffic, and installing alarms and cameras.
- *Territoriality* (design which promotes definition and ownership of space) including: use of appropriate entrances, exits, windows, glazing, landscaping, signage, fencing, art, colour, lighting, stairs, public furniture, pavement treatments, elevations and grades, land use mix, activity, traffic calming devices, alarms, and cameras.
- *Maintenance* (continued use of space for intended purpose and expression of ownership) including: regular cleaning and repair, maintenance of landscaping, and prompt repair of vandalism and removal of graffiti.

i. Implementation:

i. To facilitate implementation of these guidelines, any DP issued for property within this DPA may, subject to the restrictions of the Local Government Act and unless otherwise specified in the above guidelines, vary or supplement any provisions of the bylaws regulating zoning, parking, works and services, drainage, signs, screening, landscaping and subdivision.

ii. Minor alterations to an approved DP, which do not change the intent of the guidelines, may be permitted without an amendment of the DP, subject to the approval of the Director of Development Services.

Map 17: Development Permit Area - Downtown



CITY OF PORT COQUITLAM

The City of Port Coquitlam Official Community Plan

9.4 Northside Centre

This area is designated as a DPA under Section 919.1(1)(e) and (f) of the *Local Government Act* for the establishment of objectives and the provisions of guidelines for the form and character of commercial and intensive residential development.

1. Boundaries

The boundaries of DPA – Northside Centre are shown on the map titled "Development Permit Area – Northside Centre" and which forms part of the Official Community Plan. Intensive Residential Development shall be defined to include residential development within the following zones: RTh1 (Townhouse 1), RTh2 (Townhouse 2), RTh3 (Townhouse 3), RRh (Rowhouse), RA1 (Apartment 1) and RA2 (Apartment 2), NC (Neighbourhood Commercial), CC (Community Commercial), and CD (Comprehensive Development). Commercial Development shall be defined to include commercial development within the following zones: NC (Neighbourhood Commercial), CC (Community Commercial), DC (District Commercial), SSC (Service Station Commercial), and CD (Comprehensive Development).

2. Objectives

The objectives of the DPA are:

a. To facilitate the orderly development of the area and to encourage co-ordination of the siting, form and volume of new commercial and residential buildings and their area for parking, storage and landscaping.

b. To control the interface between intensive residential and commercial development and the interface between intensive residential and/or commercial development and other land uses in the area, by implementing adequate buffering between the land uses and regulating the volumetric proportion of the commercial and intensive residential structures.

c. The Northside area of the City provides a distinctive cultural and economic focus. It is a principal objective that development proposals, by adhering to development guidelines applicable to this area, promote a sense of co-ordination, visual interest and scale that reinforces the role of the Northside commercial area as a focal point of the community.

3. Guidelines

a. Character of Buildings

i. All buildings, structures, expansion or additions thereto shall be architecturally co-ordinated and should be planned in a comprehensive manner, giving consideration to the relationship between buildings and open areas, efficiency of the circulation systems, visual impact and design compatibility with the surrounding developments.

ii. Planning of all buildings subject to DPs shall be made with due consideration to the relation between height, site coverage, yard setbacks and to surrounding properties and streets.

b. Siting and Access

i. All developments:

All developments located at an intersection will be encouraged to have additional front yard setbacks to create an opening of the urban space at the street corner. The dimensions of the urban space so created must be appropriately proportioned to the volumetric dimensions of the building, and appropriately related to the existing or proposed urban space expansion in other corner properties of the intersection.

Garbage and recycling bin areas should be located to permit access and pick-up directly from a lane or street. The bins should not be located in an area where pick-up vehicles must stop and empty the containers while parked on a sloped surface. Location of garbage or recycling bins in an underground structure is discouraged; it may only be permitted if access and pick-up is possible without interfering with other vehicular movements.

Development of the expanded corner-yard setback to permit public access and use will be encouraged.

ii. Commercial developments:

Within commercial areas, a continuous facade of development facing the street with minimum front yard setbacks and with minimum breaks in continuity, will be encouraged.

Mixed-use buildings should be designed so as to ensure that appropriate separation between on-site commercial and residential vehicular movements exist.

iii. Intensive residential developments:

Townhouses or apartments shall not back on to public roads. Any fencing along public roads must provide for direct pedestrian access to the residential units by the provision of appropriately designed gates.

Articulation of the building facades through the use of variable setbacks on all front, rear and side yards is required.

Notwithstanding any provisions of the Zoning Bylaw, portions of any building not exceeding three storeys in height may have their front yards reduced to not less than 2.5 metres (8.2 feet) providing that remaining portions of the building must have increased front yard setbacks such that the average front yard setback is not less than 4.0 metres (13.1 feet).

Reductions in the side yard requirements for building walls containing windows in habitable rooms will be discouraged.

Any portion of a building above three storeys should be recessed in order to reduce the volumetric impact of the building on the street and surrounding properties.

Any residential building adjacent to single-detached designated lands should recess all floors above two storeys on the sides of the building facing the single-detached designated lands.

c. Height

i. All commercial buildings fronting public streets should be two to three storeys in height to reinforce the pedestrian scale of the Northside area.

ii. Any portions of a commercial building or a mixed-use commercial/residential building above three storeys should be recessed in order to reduce the volumetric impact of the building on the street and surrounding properties.

d. Parking

i. Parking in commercial and intensive residential buildings will be encouraged to locate in underground or multi-level structures.

ii. Where parking is provided at street level, it shall not be located within any front yard or side yard facing a street.

iii. Where lane access is available, access to parking areas from a street will not be permitted.

iv. Corner properties without lane access will be encouraged to have vehicular access off the lesser of the two roads fronting the development.

v. Where lanes are not available, shared access to parking areas will be encouraged to reduce the number of driveway openings onto streets and to reduce conflicts between driveways and pedestrian movements.

vi. Where surface visitor parking spaces for intensive residential buildings are provided at the rear of the property, there must be direct access from the parking area to an entrance to the building.

e. Landscaping

i. Parking areas visible from a street, lane or adjacent residential development should be screened with substantial landscaping. Interplanting of the parking areas with trees is required. Any solid structures or heavy landscaping to be used for screening should permit sufficient visibility for safety surveillance.

ii. Retention of mature trees to integrate into the overall landscaping is encouraged. Landscaped areas fronting onto streets shall use trees whenever possible.

iii. Native trees and plants should be used for landscaping, where possible.

iv. All vegetation used for landscaping shall be mature and of a quality acceptable to the Municipality. All planting must comply with the standards of, or similar to, those endorsed by the B.C. Society of Landscape Architects (B.C.S.L.A.) and the B.C. Nursery Trades

Association (B.C.N.T.A.), and which are specified in the *British Columbia Landscape Standard*.

v. All materials, other than vegetation, used for landscaping shall be "non-skid" type and of durable quality.

f. Safety and Security

i. All developments shall be designed for safety and security by incorporating the principles and guidelines of Crime Prevention Through Environmental Design (CPTED) including:

- *Access Control* (guidance of people coming and going from the building or site by the placement of real and perceived barriers) including: minimizing the number of entrances and exits; installing signage, fencing, landscaping, lighting, vandal resistant materials, and hardware to improve control of access, using appropriate elevations and grading; improving access for police and security personnel, and implementing target-hardening measures after development.
- *Surveillance* (placement of features, uses, activities, and people to maximize visibility) including: ensuring unimpeded sightlines, reducing concealment opportunities, improving lighting and placement of windows, increasing pedestrian and street traffic, and installing alarms and cameras.
- *Territoriality* (design which promotes definition and ownership of space) including: use of appropriate entrances, exits, windows, glazing, landscaping, signage, fencing, art, colour, lighting, stairs, public furniture, pavement treatments, elevations and grades, land use mix, activity, traffic calming devices, alarms, and cameras.
- *Maintenance* (continued use of space for intended purpose and expression of ownership) including: regular cleaning, repair and maintenance of landscaping, and prompt repair of vandalism and removal of graffiti.

g. Signage

i. Notwithstanding any provision of the Sign Bylaw, all signs and signage should be architecturally coordinated with the overall design of buildings and landscaping. Free standing signs may be permitted only when all buildings in a development are set back at least 7.5 metres (24.6 feet) from any street.

ii. Freestanding signs shall not exceed 2.4 metres (8 feet) in height.

h. External Lighting

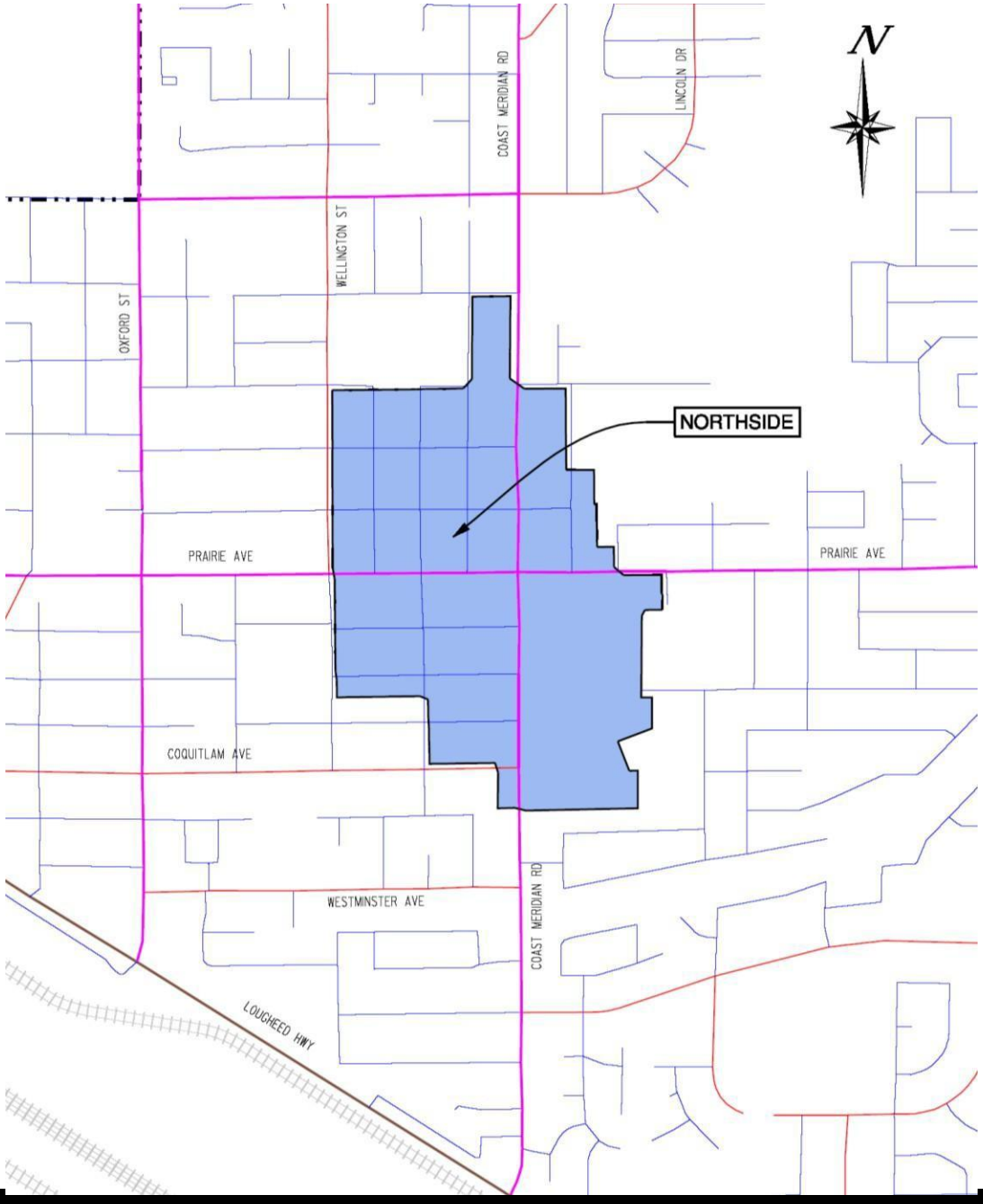
i. No commercial yard or building shall be illuminated, or contain light sources that illuminate, adjacent or nearby residential designated properties to an intensity similar to or higher than the levels of illumination that are created by existing street lights on the said residential designated properties.

i. Implementation

i. To facilitate implementation of these guidelines, any DP issued for property within this DPA may, subject to the restrictions of the *Local Government Act* and unless otherwise specified in the above guidelines, vary or supplement any provisions of the bylaws regulating zoning, parking, works and services, drainage, signs, screening, landscaping and subdivision.

ii. Minor alterations to an approved DP, which do not change the intent of the guidelines, may be permitted without an amendment of the DP, subject to the approval of the Director of Development Services.

Map 18: Development Permit Area - Northside



9.5 Intensive Residential

These areas are designated as DPAs under Section 919.1(1)(e) for the form and character of intensive residential development.

1. Boundaries

DPA – Intensive Residential applies to all residential development within the following zones: RTh1 (Townhouse 1), RTh2 (Townhouse 2), RTh3 (Townhouse 3), RTh4 (Townhouse 4), RRh (Rowhouse), RA1 (Apartment 1) and RA2 (Apartment 2), NC (Neighbourhood Commercial), CC (Community Commercial), and CD (Comprehensive Development).

DPA – Intensive Residential applies to RTh4 (Townhouse 4) development within the following zones: RS1 (Residential Small-Scale 1), RS2 (Residential Small-Scale 2), RS3 (Residential Small-Scale 3), RS4 (Residential Small-Scale 4).

2. Objectives

The objectives of the DPA are:

a. To facilitate the orderly development of the area and to encourage coordination of the siting, form, and volume of intensive residential buildings and their areas for parking, storage, and landscaping.

b. To control the interface between intensive residential and other buildings and the interface between intensive residential and other land uses in the areas, by implementing adequate buffering between the land uses and regulating the proportion of the intensive residential and other land use structures.

3. Guidelines

a. Character of Buildings

i. All buildings, structures, and expansion or additions thereto shall be architecturally coordinated and should be planned in a comprehensive manner, giving consideration to the relationship between buildings, open areas and other features, efficiency of the circulation systems, visual impact and design compatibility with surrounding development.

ii. Planning of all buildings subject to DPs shall be made with due consideration to the relation between building height, site coverage, yard setbacks and in relation to surrounding properties, streets and other features.

iii. Buildings shall be designed with wall, roof, and ground plane materials that are durable, authentic and of consistently high quality. Simulated building materials should not be used unless made of recycled materials.

iv. Buildings of two to four-storeys in height should express the individuality of units through vertical expression of facades.

vi. Main entrances to intensive residential buildings should be clearly identified in the streetscape. Entrance definition may be achieved by canopies, gateways, rows of tree plantings, lighting or special paving or entry walkways.

vii. Where townhouse, rowhouse and apartment developments face streets, regardless of form or density, ground floor units should have individual front doors that are directly accessible and visible from the street.

viii. Ground floor dwelling units located at or near grade on streets or public pathways may be raised a minimum of 0.6 metres (2 feet) to aid in the privacy of the dwelling units. Screening around private outdoor space should not be solid and should not exceed a height of 1.2 metres (3.9 feet).

b. Siting and Access

i. Houses, townhouses, row houses or apartments shall not back onto public roads. Any fencing along public roads must provide for direct pedestrian access to the residential units by the provision of appropriately designed gates.

ii. Articulation of the building facades through the use of variable setbacks on all front, rear and side yards is required.

iii. Reductions in the side yard requirements for building walls containing windows in habitable rooms will be discouraged.

iv. Garbage and recycling bin areas should be located to permit access and pick-up directly from a lane or street. The bins should not be located in an area where pick-up vehicles must stop and empty the containers while parked on a sloped surface. Location of garbage or recycling bins in an underground structure is discouraged; it may only be permitted if access and pick-up is possible without interfering with other vehicular movements.

c. Landscaping

i. Parking areas visible from streets and adjacent residential buildings should be screened by substantial landscaping. Interplanting of the parking areas with trees is required.

ii. Retention of mature trees to integrate into the overall landscaping is encouraged. Landscaped areas fronting onto streets shall use trees whenever possible.

iii. Native trees and plants should be used for landscaping, where possible.

iv. All vegetation used for landscaping shall be mature and of a quality acceptable to the Municipality. All planting must comply with the standards of, or similar to, those endorsed by the B.C. Society of Landscape Architects (B.C.S.L.A.) and the B.C. Nursery Trades Association (B.C.N.T.A.), and which are specified in the *British Columbia Landscape Standard*.

v. All materials, other than vegetation, used for landscaping shall be "non-skid" type and of durable quality.

d. Safety and Security

i. All developments shall be designed for safety and security by incorporating the principles and guidelines of Crime Prevention Through Environmental Design (CPTED) including:

- *Access Control* (guidance of people coming and going from the building or site by the placement of real and perceived barriers) including: minimizing the number of entrances and exits; installing signage, fencing, landscaping, lighting, vandal resistant materials, and hardware to improve control of access, using appropriate elevations and grading; improving access for police and security personnel, and implementing target-hardening measures after development.
- *Surveillance* (placement of features, uses, activities, and people to maximize visibility) including: ensuring unimpeded sightlines, reducing concealment opportunities, improving lighting and placement of windows, increasing pedestrian and street traffic, and installing alarms and cameras.
- *Territoriality* (design which promotes definition and ownership of space) including: use of appropriate entrances, exits, windows, glazing, landscaping, signage, fencing, art, colour, lighting, stairs, public furniture, pavement treatments, elevations and grades, land use mix, activity, traffic calming devices, alarms, and cameras.
- *Maintenance* (continued use of space for intended purpose and expression of ownership) including: regular cleaning and repair, maintenance of landscaping, and prompt repair of vandalism and removal of graffiti.

e. Location Specific Guidelines

The areas subject to location specific guidelines are shown on the map titled "DPA – Intensive Residential – Location Specific Guideline Areas".

i. South Mary Hill

View corridors for existing residences must be identified in the design process and protected where possible.

Notwithstanding any provision of the Zoning Bylaw, no intensive residential building shall be sited within 7.5 metres (24.6 feet) of Mary Hill Road and all yards facing these streets shall be used exclusively for landscaping and/or outdoor recreation; except that these setbacks may be dedicated to an alternate use, when in the opinion of the Municipality, a significant improvement to the design is achieved by doing so.

ii. Westwood

Where possible, vehicular access to intensive residential developments should be achieved from a road other than Westwood Street, or from a rear lane.

Residential development fronting Westwood Street will only be encouraged when located in an upper level, above one or two floors of commercial use.

iii. Aggie Park

Development located at an intersection will be encouraged to have additional front yard setbacks to create an opening of the urban space at the street corner. The dimensions of the urban space so created must be appropriately proportioned to the volumetric dimensions of the building, and appropriately related to the existing or proposed urban space expansion in other corner properties of the intersection.

Development of the expanded corner-yard setback to permit public access and use should be encouraged.

Notwithstanding any provision of the Zoning Bylaw, no intensive residential building shall be sited within 7.5 metres (24.6 feet) of Shaughnessy Street, Prairie Avenue, Oxford Street, or Lougheed Highway and all yards facing these streets shall be used exclusively for landscaping and/or outdoor recreation; except that this setback may be dedicated to an alternate use, when in the opinion of the municipality, a significant improvement to the design is achieved by doing so.

Where possible, vehicular access to intensive residential developments fronting Shaughnessy Street, Prairie Avenue or Oxford Street should be achieved from a side street or a rear lane, in consideration of the heavy traffic on the aforementioned roads.

Notwithstanding any provision of the Zoning Bylaw, portions of a building not exceeding three storeys in height may have their front yards reduced to not less than 5.5 metres (18 feet). Remaining portions of a building must have larger front yard setbacks such that the average front yard setback is not less than 7.0 metres (23 feet).

Any portion of a building above three storeys should be recessed in order to reduce the volumetric impact of the building on the street and surrounding properties.

Any intensive residential building adjacent to residential designated lands should recess all floors above two storeys on the sides of the building facing the designated lands.

Parking will be encouraged to locate in underground or multi-level structures.

Where parking is provided at street level, it shall not be located within any front yard or side yard facing a street.

Where lane access is available, parking access from a street will be discouraged.

Where surface visitor parking spaces are provided at the rear of the property, there must be direct access from the parking area to an entrance to the building.

A comprehensive development restricted to affordable rental housing and ground-level commercial uses may be located at 2117 Prairie Avenue (north-west corner of Prairie Avenue and Flint Street). A mixed-use building with a height of up to 5 storeys may be located on the east part of the site and townhouse buildings have a height of up to 3 storeys located within the west part of the site, subject to all required on-site parking being located under the

buildings and accessed from the lane. The mixed-use building should be articulated but recessed upper floors and increased building setbacks from the corner are not required. Ground floor commercial uses shall be designed to minimize potential impacts on adjacent residential areas by providing a high level of pedestrian accessibility connecting the commercial entries to the streets, being oriented to the street, and limiting exterior lighting and signage. Substantial landscaping and screening along the west and north (lane) property lines shall be provided to maximize privacy. Free standing signs and neon signage are discouraged.

iv. Pitt River Road West

Notwithstanding any provisions of the Zoning Bylaw no intensive residential buildings shall be sited within 7.5 metres (24.6 feet) of Pitt River Road or Shaughnessy Street.

All yards facing the above streets shall be used exclusively for landscaping and/or outdoor recreation; except that these yards may be dedicated to an alternate use, when in the opinion of the Municipality, a significant improvement to the design is achieved by doing so.

Where possible, vehicular access to intensive residential development fronting Shaughnessy Street or Pitt River Road should be achieved from a side road or a service lane, in consideration of the heavy traffic on the aforementioned roads.

v. Mary Hill Road West

Notwithstanding any provisions of the Zoning Bylaw no intensive residential buildings shall be sited within 7.5 metres (24.6 feet) of Mary Hill Road or Shaughnessy Street.

All yards facing the above streets shall be used exclusively for landscaping and/or outdoor recreation; except that these yards may be dedicated to an alternate use, when in the opinion of the Municipality, a significant improvement to the design is achieved by doing so.

Where possible, vehicular access to intensive residential development fronting Mary Hill Road or Shaughnessy Street should be achieved from a side road or a service lane, in consideration of the heavy traffic on the aforementioned roads.

vi. Pitt River Road South

Notwithstanding any provisions of the Zoning Bylaw no intensive residential buildings shall be sited within 7.5 metres (24.6 feet) of Pitt River Road or Citadel Drive.

All yards facing the above streets shall be used exclusively for landscaping and/or outdoor recreation; except that these yards may be dedicated to an alternate use, when in the opinion of the Municipality, a significant improvement to the design is achieved by doing so.

Where possible, vehicular access to intensive residential development fronting Pitt River Road should be achieved from a side road or a service lane, in consideration of the heavy traffic on the aforementioned roads.

vii. Coquitlam River North

Mixed-use commercial/residential buildings will be encouraged on the south side of Kingsway Avenue to act as interface between the commercial developments along Kingsway Avenue and the residential developments along the Coquitlam River. Mixed-use buildings shall be designed so as to ensure that appropriate separation between on-site commercial and residential vehicular movements exist.

Residential development fronting Kingsway Avenue will only be encouraged when located in an upper level, above one or two floors of commercial use.

Where possible vehicular access to intensive residential developments should be achieved from a side road or a rear lane.

Any portion of a building above three storeys should be recessed in order to reduce the volumetric impact of the building on the street and surrounding properties.

A comprehensive development restricted to affordable rental housing and a childcare facility may be located at 2471 Gately Avenue. Buildings with a height of up to 6 storeys may be located on the site. All buildings shall have a high-quality architectural character but recessed upper floors are not required.

Vehicle access shall only be permitted from Gately Avenue and garbage and recycling storage must be located within any yard facing a street. Amenities including vehicle and bicycle washing facilities, children outdoor play areas, outdoor seating and garden plots are to be provided on the site. The site shall be designed to provide a high level of pedestrian accessibility connecting the buildings and ground floor unit entries to the streets. Where landscape retaining walls are proposed or underground structures protrude above grade, the use of brick or stone cladding is required. All signs and signage should be architecturally coordinated with the overall design of buildings and landscaping.

viii. Riverwood

Where possible, vehicular access to intensive residential developments should be achieved from non-arterial or non-collector roads or from a rear lane. Where unavoidable, shared access will be encouraged to minimize the number of driveways openings onto arterial and collector roads.

Vehicular access from Dominion Avenue to intensive residential developments will not be permitted.

Vehicular access to intensive residential developments from Fremont Street will be discouraged; where access from Fremont Street is unavoidable, turning movements may be restricted.

ix. Pitt River Bridge

Exterior storage shall be limited to domestic garbage containers and shall be enclosed by an architecturally-integrated opaque or translucent screen having a height of not less than 2.0 metres (6.6 feet).

Vehicle access to properties should be obtained from side streets or rear lanes, where possible.

Any portions of buildings above the second storey should be recessed in order to reduce the volumetric impact of the building from the street level.

Mixed-use commercial/residential buildings shall be designed so as to ensure that appropriate separation between on-site commercial and residential vehicular movements exist.

Development adjacent to the Pitt River shall provide open space amenity areas for public access to the dike and river.

Front yards and rear yards immediately adjacent to the Mary Hill Bypass or the Lougheed Highway are to be screened by substantial landscaping, a landscaped berm, or a combination thereof, with a minimum 2.0 metre (6.6 feet) height. Solid fences in place of a landscaping screen shall not be permitted.

x. Argue Street

Exterior storage shall be limited to domestic garbage containers and shall be enclosed by an architecturally-integrated opaque or translucent screen having a height of not less than 2.0 metres (6.6 feet).

All new developments must meet municipal floodplain elevation requirements (200-year flood level of the Pitt, Fraser and/or Coquitlam rivers)

Notwithstanding any provisions of the Zoning Bylaw, siting of all buildings and their height must take into consideration the protection of view corridors benefiting properties located north of the Mary Hill Bypass.

Parking requirement relaxations shall be discouraged.

xi. Citadel Landing

Exterior storage shall be limited to domestic garbage containers and shall be enclosed by an architecturally-integrated opaque or translucent screen having a height of not less than 2.0 metres (6.6 feet).

Mixed-use buildings should be designed so as to ensure that appropriate separation between on-site commercial and residential vehicular movements exist.

Siting and height of all buildings and structures must take into consideration the protection of view corridors benefiting properties located north of the Mary Hill Bypass.

Developers of intensive residential buildings in excess of four storeys are required to submit a detailed view analysis in order to assess view impacts for residents north of the Mary Hill Bypass.

Reductions in the side yard requirements for residential building walls containing windows in habitable rooms will be discouraged. Relaxations in side yard requirements may be considered for portions of a building wall that does not contain windows.

Front yards and rear yards immediately adjacent to streets are to be screened by substantial landscaping, a landscaped berm, or a combination thereof, with a minimum 2.0 metre height (6.6 feet).

xii. Triangle

Residential high-rise buildings shall be designed as slender, articulated towers responding architecturally to their highly visible and landmark location.
The design and fenestration of buildings shall achieve a high level of environmental performance incorporating sustainable design principles such as solar orientation and day lighting within dwelling units. The design of dwelling units shall also consider views opportunities and privacy for residents.

At the ground level, building façades with public accessibility shall have a pedestrian-oriented design and scale incorporating building interest and articulation, strong sense of entry, weather protection, a high quality of materials and substantive landscaping.

Multi-level residential parking areas are encouraged in underground or building podium locations. The exterior of a parking podium shall be integrated into the overall massing of the building and suitably treated by design, materials and landscaping to create an attractive street wall.

xiii. Dominion Riverfront

Dominion Riverfront shall be comprehensively-planned as a sustainable neighbourhood providing a mix of townhouses and low-rise apartments within a well landscaped setting. A high level of connectivity afforded by internal roads designed with a pedestrian focus, accessible pathways, common outdoor spaces and access to a common recreational facility will facilitate the development of a strong sense of community.

Buildings shall be designed with differing architectural and landscape expressions: apartment buildings of a similar contemporary west coast style; townhouses of contextually appropriate expressions of contemporary west coast and vernacular saltbox designs; and, the amenity building as a signature building with a west coast contemporary theme. A cohesive design scheme for the streets and pathways including street furniture, lighting, landscaping and signage shall unite all phases of the development. The siting and design of the buildings shall transition between light industrial developments to the south to agricultural lands to the north. Each development shall achieve a high-performance environmental standard.

Townhouses shall be designed to delineate the individual dwelling units. End units shall present attractive and articulated facades including fenestration.

Entry features to sites and building entries shall be low to the ground and subtle, creating an inviting, barrier-free character. The front entries to townhouses adjacent to the Fremont Connector and Dominion Avenue and apartment units and townhouses shall face the street and provide direct access. Front yards may be defined by landscaping and low fencing not to exceed 1 metre in height.

The central, north/south spine road and the central, east/west cul-de-sac will serve as the backbone of a neighbourhood circulation and green space system, linking the outdoor amenity spaces on each parcel with the common open space and amenity facility.

Building siting and open spaces shall provide for permeability of views, including an open space with a minimum width of 11 metres between the amenity building and residential buildings.

Buildings shall be sited to maximize solar orientation. Site circulation shall provide for service vehicle access to individual garages.

Building heights and setbacks may be varied to create an urban feel while maintaining adequate space for landscaping, privacy and light penetration into living spaces. Requirements for outdoor areas associated with a development may be varied to create larger, usable spaces available to all residents of the neighbourhood.

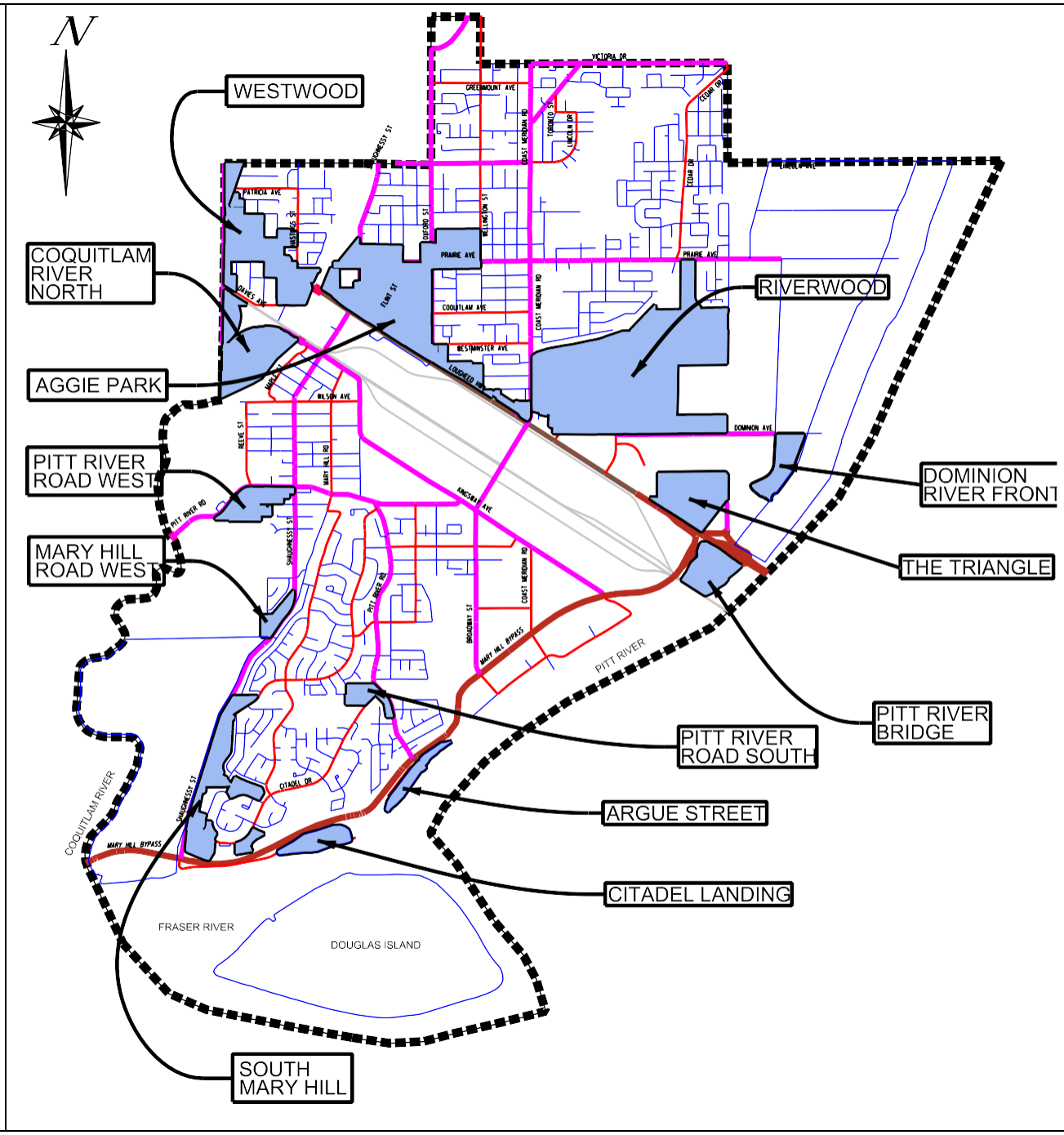
Generous and environmentally appropriate landscaping will be located throughout the site, including street trees, rain gardens and planting native and drought-tolerant plant species.

f. Implementation

i. To facilitate implementation of these guidelines, any DP issued for property within this DPA may, subject to the restrictions of the *Local Government Act* and unless otherwise specified in the above guidelines, vary or supplement any provisions of the bylaws regulating zoning, parking, works and services, drainage, signs, screening, landscaping and subdivision.

ii. Minor alterations to an approved DP, which do not change the intent of the guidelines, may be permitted without an amendment of the DP, subject to the approval of the Director of Development Services.

Map 19: Development Permit Area – Intensive Residential Location Specific Guideline Areas



9.6 Commercial

These areas are designated as DPAs under Section 919.1(1)(f) of the *Local Government Act* for the establishment of objectives and the provision of guidelines for the form and character of commercial development.

1. Boundaries

DPA – Commercial applies to all commercial development within the following zones: NC (Neighbourhood Commercial), CC (Community Commercial), LFC (Large Format Commercial), HC (Highway Commercial), SSC (Service Station Commercial), and CD (Comprehensive Development). Lands within the Downtown DPA and Northside Centre DPA are excluded.

2. Objectives

The objectives of the DPA are:

a. To facilitate the orderly development of the area and to encourage coordination of the siting, form, and volume of commercial buildings and their areas for parking, storage, and landscaping.

b. To control the interface between commercial and other uses in the area by implementing adequate buffering between the land uses and regulating the proportion of the structures.

c. To screen and/or enhance the view of the uses along major highways and arterial streets, from residential areas, and to present an orderly image of the area.

3. Guidelines

a. Character of Buildings

All buildings, structures, renovations and additions shall be architecturally co-ordinated and planned in a comprehensive manner, giving consideration to the relationship between buildings and the street, efficiency of circulation systems, visual impact and design compatibility with surrounding development.

The maximum height of a commercial building within a designated Commercial Location Specific Guideline Area shall be three storeys. A mixed commercial / residential building may be up to four storeys in height subject to an appropriate site context. The residential portion of a mixed commercial/residential building should be set back from the street frontage to break down the building massing and enhance the amenity of the residential units

Planning of all buildings subject to DPs shall be made with due consideration to the relation between building height, site coverage, yard setbacks and in relation to the surrounding properties, streets and other features.

Exterior storage, where permitted, shall be enclosed by an architecturally-integrated opaque or translucent screen having a height of not less than 2.0 metres (6.6 feet).

b. Siting and Access

i. Loading spaces shall not be permitted in front yards or side yards that face onto streets.

ii Garbage and recycling bins areas should be located to permit access and pick-up directly from a lane or street. The bins should not be located in an area where pick-up vehicles must stop and empty the containers while parking on a sloped surface. Location of garbage or recycling bins in an underground structure is discouraged; it may only be permitted if access and pick-up is possible without interfering with other vehicular movements.

iii. Where lanes are not available, shared access to parking areas will be encouraged to minimize the number of driveways opening onto streets and to reduce conflicts between vehicular and pedestrian movements.

iv. Mixed use developments shall be designed so as to ensure that appropriate separation between on-site commercial and residential vehicular movements exist.

c. Parking

i. Where parking is provided at street level it shall not be encouraged to locate within any front yard or side yard facing a street.

d. Landscaping

i. Parking areas visible from streets and adjacent residential buildings should be screened by substantial landscaping. Interplanting of the parking areas with trees is required.

ii. Retention of mature trees to integrate into the overall landscaping is encouraged. Landscaped areas fronting onto streets shall use trees wherever possible.

iii. Solid fences in place of landscaping screens along borders shall not be permitted.

iv. Native trees and plants should be used for landscaping, where possible.

v. All vegetation used for landscaping shall be mature and of a quality acceptable to the Municipality. All planting must comply with the standards of, or similar to, those endorsed by the B.C. Society of Landscape Architects (B.C.S.L.A.) and the B.C. Nursery Trades Association (B.C.N.T.A.), and which are specified in the *British Columbia Landscape Standard*.

vi. All materials, other than vegetation, used for landscaping shall be "non-skid" type and of durable quality.

e. Signage

i. All signs and signage should be architecturally coordinated with the overall design of buildings and landscaping.

ii. Free-standing signs shall be incorporated into the design of the landscaped areas.

iii. Free-standing signs may be permitted only when all buildings in a development are set back at least 6 metres (19.7 feet) from any street.

f. External Lighting

i. No commercial yard or building shall be illuminated, or contain light sources that illuminate adjacent or nearby residential designated properties to an intensity similar to or higher than the levels of illumination that are created by existing street lights on the said residential properties.

g. Safety and Security

i. All developments shall be designed for safety and security by incorporating the principles and guidelines of Crime Prevention Through Environmental Design (CPTED) including:

- *Access Control* (guidance of people coming and going from the building or site by the placement of real and perceived barriers) including: minimizing the number of entrances and exits; installing signage, fencing, landscaping, lighting, vandal resistant materials, and hardware to improve control of access, using appropriate elevations and grading; improving access for police and security personnel, and implementing target-hardening measures after development.
- *Surveillance* (placement of features, uses, activities, and people to maximize visibility) including: ensuring unimpeded sightlines, reducing concealment opportunities, improving lighting and placement of windows, increasing pedestrian and street traffic, and installing alarms and cameras.
- *Territoriality* (design which promotes definition and ownership of space) including: use of appropriate entrances, exits, windows, glazing, landscaping, signage, fencing, art, colour, lighting, stairs, public furniture, pavement treatments, elevations and grades, land use mix, activity, traffic calming devices, alarms, and cameras.
- *Maintenance* (continued use of space for intended purpose and expression of ownership) including: regular cleaning, repair and maintenance of landscaping, and prompt repair of vandalism and removal of graffiti.

h. Location Specific Guidelines

The areas subject to location specific guidelines are shown on the map titled "DPA – Commercial – Location Specific Guideline Areas".

i. Westwood

Commercial development along Westwood Street will be encouraged to minimize the amount and impact of front yard parking by providing appropriate landscaping to soften the visual impact of parking areas from the road.

Vehicular access to commercial development shall not be permitted from Fox Street or Woodland Drive.

Mixed-use developments shall be designed so as to ensure that appropriate separation between on-site commercial and residential vehicular movements exist.

Where lanes are not available, shared access to parking areas will be encouraged to minimize the number of driveways opening onto streets and to reduce conflicts between vehicular and pedestrian movements.

All commercial developments backing onto Woodland Drive or Fox Street shall provide an attractive, substantial visual buffer from these streets, by way of landscaping and fencing, to the satisfaction of the Municipality.

Parking and/or open space storage areas facing Woodland Drive or Fox Street will be discouraged and where unavoidable, screening by means of fencing and landscaping, to the satisfaction of the Municipality, must be provided. Any solid structures or heavy landscaping to be used for screening should permit sufficient visibility for safety surveillance.

No commercial free-standing signs will be permitted facing Woodland Drive, Fox Street, Lancaster Street, Hastings Street, Jervis Street, or Raleigh Street.

ii. Aggie Park

All developments located at an intersection will be encouraged to have additional front yard setbacks to create an opening of the urban space at the street corner. The dimensions of the urban space so created must be appropriately proportioned to the volumetric dimensions of the building, and appropriately related to the existing or proposed urban space expansion in other corner properties of the intersection.

Development of the expanded corner-yard setback to permit public access and use should be encouraged.

Commercial development along Lougheed Highway will be encouraged to minimize the amount and impact of front yard parking by providing appropriate landscaping to soften the visual impact of the large parking areas from the Lougheed Highway.

Direct vehicle access to commercial properties along the Lougheed Highway should be obtained from a side street or rear lane; where unavoidable, turning movements may be restricted.

Any portions of a commercial building or a mixed-use commercial/residential building above two storeys should be recessed in order to reduce the volumetric impact of the building on the street.

Parking will be encouraged to locate in underground or multi-level structures.

Where parking is provided at street level it shall not be located within any front yard or side yard facing a street.

Where lane access is available, parking access from a street will be discouraged.

Free-standing signs shall not exceed 2.4 metres (8 feet) in height, except that for commercial properties fronting Lougheed Highway, the limitations in the Sign Bylaw, including any amendments or additional regulations Council may adopt from time to time, will apply.

The intensive Residential Location Specific Guidelines for Aggie Park shall apply to commercial uses at 2117 Prairie Avenue (north-west corner of Prairie Avenue and Flint Street).

iii. Coquitlam River North

Commercial development along Kingsway Avenue and Westwood Street will be encouraged to minimize the amount and impact of front yard parking. Where parking is located in the front yard, appropriate landscaping shall be provided to soften the visual impact of the large parking areas from the road.

No loading areas are permitted to face onto Kingsway Avenue or Westwood Street.

Where lanes are not available, shared access to parking areas will be encouraged to minimize the number of driveway openings onto Kingsway Avenue and Westwood Street to reduce conflicts between vehicular and pedestrian movements.

Mixed-use commercial/residential buildings will be encouraged on the south side of Kingsway Avenue to act as interface between the commercial developments along Kingsway Avenue and the residential developments along the Coquitlam River. Mixed-use buildings shall be designed so as to ensure that appropriate separation between on-site commercial and residential vehicular movements exist.

Any portions of a commercial building or mixed use building above two storeys should be recessed in order to reduce the volumetric impact of the building on the street. Mixed use commercial/residential developments along Kingsway Avenue should not exceed three stories in height. The residential portion of the building should have a minimum set back from the street of 6 meters.

The intensive Residential Location Specific Guidelines for Coquitlam River North shall apply to commercial uses at 2471 Gately Avenue.

iv. Dominion Triangle

Notwithstanding any provisions of the Zoning Bylaw, no buildings shall be sited within 9 metres (29.5 feet) of Lougheed Highway.

Vehicle access to and from Dominion Avenue will be discouraged. Where access to and from Dominion Avenue is unavoidable turning movements may be restricted.

Parking will be encouraged to locate in multi-level structures.

Where parking is provided at street level it shall not be encouraged to locate within any front yard or side yard facing a street.

Parking for commercial developments situated along and west of Ottawa Street may be located in front yards or side yards facing a street provided that adequate landscaping is provided to minimize the visual impact of the parking area from the road.

Free-standing signs facing or with direct view to Dominion Avenue shall not exceed 2.4 metres (8 feet) in height and shall not be illuminated except by external source.

All new development must meet municipal flood proofing requirements (200-year flood level of the Pitt, Fraser and/or Coquitlam rivers.)

v. Pitt River Bridge

Loading spaces shall not be permitted to face the Mary Hill Bypass or the Pitt River.

Vehicle access to properties should be obtained from side streets or rear lanes, where possible.

Any portions of buildings above the second storey should be recessed in order to reduce the volumetric impact of the building from street level.

Mixed-use commercial/residential buildings shall be designed so as to ensure that appropriate separation between on-site commercial and residential vehicular movements exist.

Development adjacent to the Pitt River shall provide open space amenity areas for public access to the dike and river.

Front yards and rear yards immediately adjacent to the Mary Hill Bypass or the Lougheed Highway are to be screened by substantial landscaping, a landscaped berm, or a combination thereof, with a minimum 2.0 metre (6.6 feet) height. Solid fences in place of a landscaped screen shall not be permitted.

vi. Mary Hill Industrial Estate

Notwithstanding any provision of the Zoning Bylaw, a rear yard setback of no less than 7 metres (23 feet) shall be provided for properties that back onto the Mary Hill Bypass and/or Kingsway Avenue.

Notwithstanding any provision of the Zoning Bylaw, a front yard setback of no less than 7 metres (23 feet) shall be provided for properties that front onto the Mary Hill Bypass and/or Kingsway Avenue.

Vehicle access to individual uses from the Mary Hill Bypass will be discouraged; where unavoidable turning movements may be restricted.

Side yards and rear yards immediately to the Mary Hill Bypass and/or Kingsway Avenue are to be screened by substantial landscaping, a landscaped berm, or a combination thereof, with a minimum height of 2.0 metres (6.6 feet). Solid fences in place of a landscaping screen shall not be permitted, but fencing may be used in addition to, and where it complements, landscaping.

vii. Coquitlam River North

Commercial developments along Kingsway Avenue and Westwood Street will be encouraged to minimize the amount and impact of front yard parking. Where parking is

located in the front yard, appropriate landscaping shall be provided to soften the visual impact of the large parking areas from the road.

No loading areas are permitted to face onto Kingsway Avenue or Westwood Street.

Where lanes are not available, shared access to parking areas will be encouraged to minimize the number of driveway openings onto Kingsway Avenue and Westwood Street and to reduce conflicts between vehicular and pedestrian movements.

Any portions of a commercial building above two storeys should be recessed in order to reduce the volumetric impact of the building on the street.

iix. The Triangle Large Format Retail and Mixed-Use Centre

Building designs shall be composed of simple, modern building forms accented with the decorative weather protection and signage that alludes to industrial and railway imagery.

Buildings shall be located and oriented to facilitate pedestrian connections between parking areas, commercial and residential uses and neighbouring parcel development.

Building and parking configurations shall be planned to permit future intensification or densification of uses.

Rooftop units and other mechanical equipment shall be screened or hidden from parking and public areas, including views from residential units, through the use of roofing, decorative screening or high parapets.

Building articulation is encouraged. Buildings adjacent to each other shall be differentiated by varied building heights, forms and massing.

Mixed-use buildings shall be designed to ensure appropriate separation between on-site commercial and residential vehicular movements. Pedestrian entries to each use shall be distinct. Parking for mixed-use developments is encouraged to be located underground or within the building.

The design and fenestration of buildings shall achieve a high level of environmental performance incorporating sustainable design principles. The design of dwelling units within mixed use buildings shall also consider view opportunities, day lighting and privacy for residents.

On-site landscaping shall be planned on a comprehensive basis and provide substantive landscaping to minimize the visual impact of parking areas from public streets, reduce the urban heat island effect of large paved surfaces, and promote pedestrian accessibility between parking areas and buildings.

Signage shall be architecturally coordinated with the overall design of the building and in accordance with an overall sign concept for the site.

Free-standing signs shall not exceed 2.4 metres (8 feet) in height unless the sign is in accordance with an overall sign concept and is not illuminated except by external source.

ix. Pitt River Bridge

Loading spaces shall not be permitted to face the Mary Hill Bypass or the Pitt River.

Vehicle access to properties should be obtained from side streets or rear lanes, where possible.

Any portions of buildings above the second storey should be recessed in order to reduce the volumetric impact of the building from the street level.

Mixed use commercial/residential buildings shall be designed so as to ensure that appropriate separation between on-site commercial and residential vehicular movements exist.

Development adjacent to the Pitt River shall provide open space amenity areas for public access to the dike and river.

Front yards and rear yards immediately adjacent to the Mary Hill Bypass or the Lougheed Highway are to be screened by substantial landscaping, a landscaped berm, or a combination thereof, with a minimum 2.0 metre (6.6 feet) height. Solid fences in place of a landscaping screen shall not be permitted.

i. Implementation

i. To facilitate implementation of these guidelines, any DP issued for property within this DPA may, subject to the restrictions of the *Local Government Act* and unless otherwise specified in the above guidelines, vary or supplement any provision of the bylaws regulating zoning, parking, works and services, drainage, signs, screening, landscaping, and subdivision.

ii. Minor alterations to an approved DP, which do not change the intent of the guidelines, may be permitted without an amendment of the DP, subject to the approval of the Director of Development Services.

A. A DP is not required for development in this Watercourse DPA unless the development involves:

i. removal, alteration, disruption, or destruction of land or vegetation;
ii. disturbance of soils;
iii. construction or erection of buildings or structures;
iv. creation of non-structural impervious or semi-impervious surfaces;
v. flood protection works;
vi. construction of roads, trails, docks, wharves and bridges;
vii. provision and maintenance of sewer and water services;
viii. development of drainage systems;
ix. development of utility corridors; or
x. subdivision as defined in section 872 of the *Local Government Act*.

B. DPs are not required for the following activities within a Watercourse DPA:

a. Activities occurring outside of an actual or potential Watercourse Protection Area, which, in the opinion of the City based on information provided pursuant to Section 44 (i) of the City of Port Coquitlam Development Procedures Bylaw 2001, No. 3296 do not impact upon an existing or potential Watercourse Protection Area as defined in Section 4 of these Guidelines;

b. Remedial or emergency actions, approved by the City or other Government agencies with appropriate authority, to address significant emergencies, risks, hazards, or dangers to persons or property, provided such actions have been found necessary by a qualified professional and approved by the City in writing, and are the minimal actions required to mitigate the emergency, risk, hazard, or danger;

c. Dike maintenance activities approved by the City, in writing provided such activities avoid critical habitat use times and peak bird nesting periods;

d. Maintenance of drainage systems, storm water discharge sites and drainage works or structures approved by the City in writing;

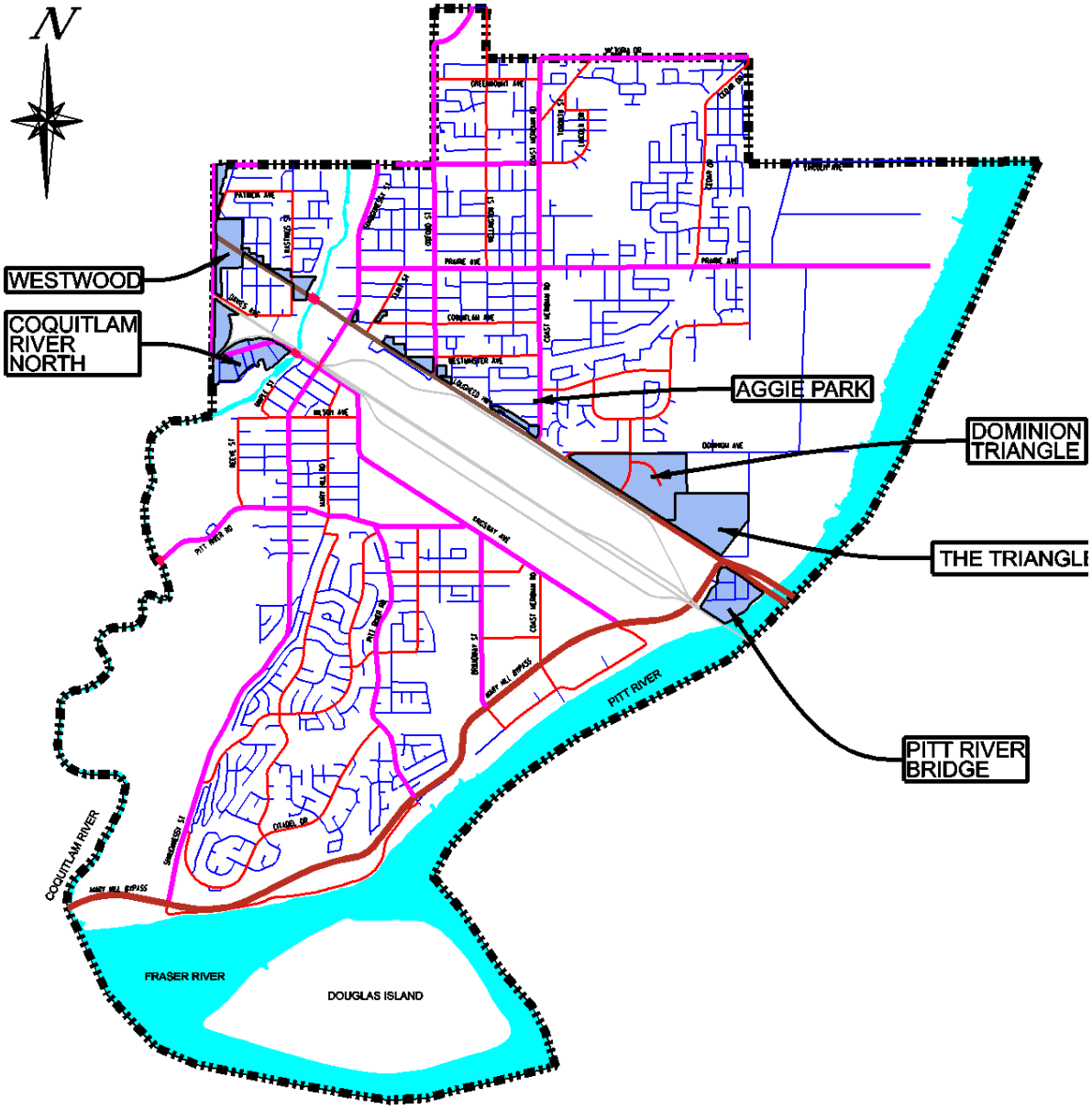
e. Where the work is to reconstruct an existing building or structure on the same footprint as the pre-existing building or structure; and

f. Reconstruction of a driveway subject to construction of pervious materials, width of less than four metres, and determination that the alignment minimizes potential impact.

Provided such activities are carried out under the supervision of a qualified professional and implemented in a manner that:

i. Uses appropriate environmental protection measures and conforms to best management practices for riparian habitat protection;
ii. Preserves, restores, or enhances the fish and habitat values of the Watercourse Protection Area; and
iii. Does not lead to harmful alteration, disruption or destruction of natural features, functions, or conditions that support fish life processes or habitat.

Map 20: Development Permit Area – Commercial Location Specific Guideline Areas



The City of Port Coquitlam Official Community Plan

9.7 Industrial

These areas are designated as DPAs under Section 919.1(1)(f) of the *Local Government Act* for the establishment of objectives and provision of guidelines for the form and character of industrial development.

1. Boundaries

DPA – Industrial applies to all industrial development within the following zones: M1 (General Industrial), M2 (Heavy Industrial), M3 (Light Industrial), M4 (Intensive Light Industrial) and CD (Comprehensive Development).

2. Objectives

The objectives of DPA – Industrial are to:

a. facilitate the orderly development of the area and to encourage coordination of the siting, form, and volume of new industrial buildings and their areas for parking, storage, and landscaping;

b. control the interface between industrial and other uses in the area, by implementing adequate buffering between land uses and regulating the proportion of industrial structures; and

c. screen and/or enhance the view of the industrial uses along major highways, arterial streets, and adjacent uses and present an orderly image of the area.

3. Guidelines

a. Consider opportunities for intensification of industrial activities, where contextually appropriate and where any additional non-industrial uses are limited, industrial serving and supportive of the primary industrial function.

a. Character of Buildings

All buildings, structures, and expansion of additions thereto shall be architecturally coordinated and should be planned in a comprehensive manner, giving consideration to the relationship between buildings and open areas, efficiency of the circulation systems, visual impact and design compatibility with the surrounding developments.

Planning of all buildings subject to DP shall be made with due consideration for the relationship between building height, site coverage, yard setbacks surrounding properties and streets.

Exterior storage, where permitted, shall be enclosed by an architecturally integrated opaque or translucent screen having a height of not less than 2.0 metres (6.6 feet).

c. Siting and Access

Loading spaces shall not be permitted in front yards or side yards that face onto streets.

d. Landscaping

i. Parking areas visible from a highway, street, lane or adjacent residential development should be screened with substantial landscaping. Interplanting of the parking areas with trees is required.

ii. Retention of mature trees to integrate into the overall landscaping is encouraged. Landscaped areas fronting onto streets shall use trees whenever possible.

iii. Native trees and plants should be used for landscaping, where possible.

iv. All vegetation used for landscaping shall be mature and of a quality acceptable to the Municipality. All planting must comply with the standards of, or similar to, those endorsed by the B.C. Society of Landscape Architects (B.C.S.L.A.) and the B.C. Nursery Trades Association (B.C.N.T.A.), and which are specified in the British Columbia Standard (B.C.S.L.A. and B.C.N.T.A., 1984), or as it may be amended.

v. All materials, other than vegetation, used for landscaping shall be "non-skid" type and of durable quality.

e. Safety and Security

i. All developments shall be designed for safety and security by incorporating the principles and guidelines of Crime Prevention through Environmental Design (CPTED) including:

- *Access Control* (guidance of people coming and going from the building or site by the placement of real and perceived barriers) including: minimizing the number of entrances and exits; installing signage, fencing, landscaping, lighting, vandal resistant materials, and hardware to improve control of access, using appropriate elevations and grading; improving access for police and security personnel, and implementing target-hardening measures after development.
- *Surveillance* (placement of features, uses, activities, and people to maximize visibility) including: ensuring unimpeded sightlines, reducing concealment opportunities, improving lighting and placement of windows, increasing pedestrian and street traffic, and installing alarms and cameras.
- *Territoriality* (design which promotes definition and ownership of space) including: use of appropriate entrances, exits, windows, glazing, landscaping, signage, fencing, art, colour, lighting, stairs, public furniture, pavement treatments, elevations and grades, land use mix, activity, traffic calming devices, alarms, and cameras.
- *Maintenance* (continued use of space for intended purpose and expression of ownership) including: regular cleaning and repair and maintenance of landscaping.

f. Signage

i. Notwithstanding any provision of Sign Bylaw, all signs and signage should be architecturally coordinated with the overall design of buildings and landscaping.

ii. Free-standing signs shall be incorporated into the design of the landscaped areas.

iii. Freestanding signs may be permitted only when all buildings in a development are set back at least 6 metres (19.7 feet) from any street.

g. External Lighting

i. No industrial yard or building shall be illuminated, or contain light sources that illuminate adjacent or nearby residential designated properties to an intensity similar to or higher than the levels of illumination that are created by existing street lights on the said residential designated properties.

h. Area Specific Guidelines

The areas subject to location specific guidelines are shown on the map titled "DPA – Industrial – Location Specific Guideline Areas".

i. Mary Hill and Coast Meridian

Notwithstanding any provision of the Zoning Bylaw, a rear yard setback of no less than 7 metres (23 feet) shall be provided for properties that back onto the Mary Hill Bypass and/or Kingsway Avenue.

Notwithstanding any provision of the Zoning Bylaw, a front yard setback of no less than 7 metres (23 feet) shall be provided for properties that front onto the Mary Hill Bypass and/or Kingsway.

Vehicle access to individual uses from the Mary Hill Bypass will be discouraged; where unavoidable, turning movements may be restricted.

Side yards and rear yards immediately adjacent to the Mary Hill Bypass and/or Kingsway Avenue are to be screened by substantial landscaping, a landscaped berm, or a combination thereof, with a minimum 2.0 metre (6.6 feet) height. Solid fences in place of a landscaping screen shall not be permitted, but fencing may be used in addition to, and where it complements, landscaping.

ii. Coquitlam River North

Industrial development along Kingsway Avenue and Westwood Street will be encouraged to minimize the amount and impact of front yard parking. Where parking is located in the front yard, appropriate landscaping shall be provided to soften the visual impact of the large parking areas from the road.

No loading areas are permitted to face onto Kingsway Avenue or Westwood Street.

Where lanes are not available, shared access to parking areas will be encouraged to minimize the number of driveway openings onto Kingsway Avenue and Westwood Street and to reduce conflicts between vehicular and pedestrian movements.

Any portions of a building above two storeys should be recessed in order to reduce the volumetric impact of the building on the street.

iii. Dominion Triangle

Vehicle access to industrial and business industrial uses from Dominion Avenue will be discouraged. Where access from Dominion Avenue is unavoidable, turning movements may be restricted.

Parking will be encouraged to locate in multi-level structures.

Where parking is provided at street level, it shall be discouraged from locating within any front yard or side yard facing a street.

All landscaping fronting streets shall use trees whenever possible. Solid fences in place of landscaping screens along borders shall not be permitted.

Free-standing signs facing, or with a direct view to, Dominion Avenue shall not exceed 2.4 metres (8 feet) in height and shall not be illuminated, except by an external source.

iv. McLean/Broadway

Notwithstanding any provisions of the Zoning Bylaw, all buildings and structures within this area must not exceed a height of 9 metres (29.5 feet).

Notwithstanding any provisions of the Zoning Bylaw, the distance between the rear face of any building in this area and the closest lot line of property designated for Residential use in the Official Community Plan must be at least 20 metres (66.0 feet).

All landscaping fronting the street shall use trees whenever possible.

Freestanding signs shall be incorporated into the design of the landscaped areas and shall not exceed 2.4 metres (8 feet) in height.

v. Pitt River Bridge

Loading spaces shall not be permitted to face the Mary Hill Bypass or the Pitt River.

Vehicle access to properties should be obtained from side streets or rear lanes, where possible.

Development adjacent to the Pitt River shall provide open space amenity areas for public access to the dike and river.

Front yards and rear yards immediately adjacent to the Mary Hill Bypass or the Lougheed Highway are to be screened by substantial landscaping, a landscaped berm, or a combination thereof, with a minimum 2.0 metre (6.6 feet) height. Solid fences in place of a landscaping screen shall not be permitted.

vi. South Lougheed

Notwithstanding any provision of the Zoning Bylaw, a rear yard setback of no less than 9 metres (29.5) shall be provided for properties that back onto the Lougheed Highway and Mary Hill Bypass.

Notwithstanding any provision of the Zoning Bylaw, a front yard setback of no less than 9 metres (29.5) shall be provided for properties that front onto the Lougheed Highway and Mary Hill Bypass.

Development along the Lougheed Highway and Mary Hill Bypass will be encouraged to minimize the amount and impact of front and side yard parking. Where parking is located in the front or side yard, appropriate landscaping shall be provided to soften the visual impact of the large parking areas from the road.

Vehicle access to individual uses from the Lougheed Highway and Mary Hill Bypass will be discouraged and, if this is unavoidable, turning movements may be restricted.

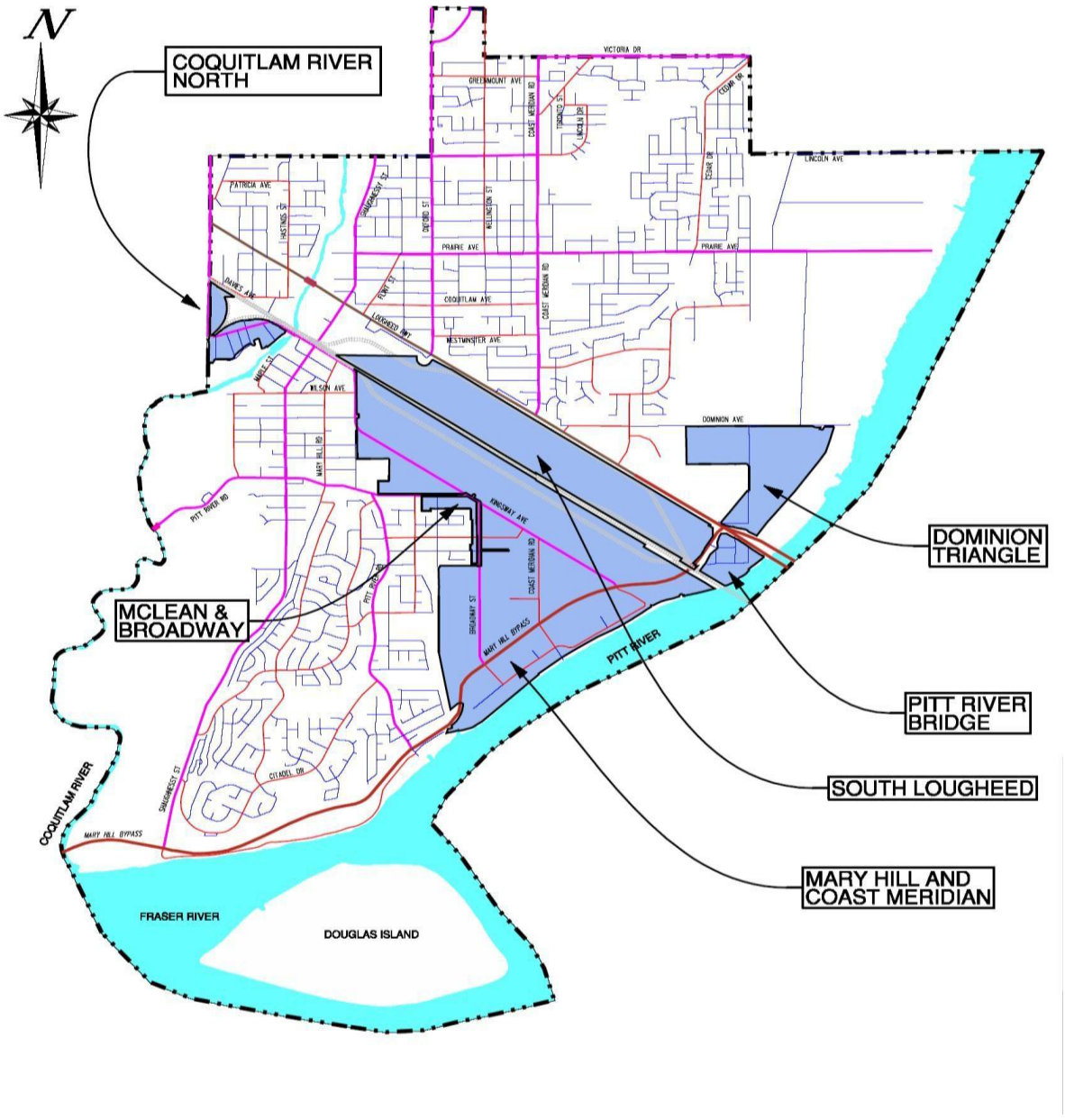
Side yards and rear yards immediately adjacent to the Lougheed Highway and/or Mary Hill Bypass shall be screened by substantial landscaping, a landscaped berm, or a combination thereof, with a minimum height of 2 metres (6.6 feet). Solid fences in place of a landscaping screen shall not be permitted, but fencing may be used in addition to, and where it complements, landscaping.

i. Implementation

i. To facilitate implementation of these guidelines, any DP issued for property within this DPA may, subject to the restrictions of the *Local Government Act* and unless otherwise specified in the above guidelines, vary or supplement any provision of the bylaws regulating zoning, parking, works and services, drainage, signs, screening, landscaping and subdivision.

ii. Minor alterations to an approved DP that do not change the intent of the guidelines may be permitted without an amendment of the DP, subject to the approval of the Director of Development Services.

Map 21: Development Permit Area –Industrial Location Specific Guideline Areas



9.8 Watercourse Protection

These areas are designated as DPAs under the Local Government Act, Section 919.1(1)(a) and (b) for the protection of the natural environment, its ecosystems and biological diversity and for the protection of development from hazardous conditions.

1. Definitions

Active floodplain means an area of land within a boundary that is indicated by the visible high-water mark or water level of a stream that is reached during annual flood events as evidenced by riparian area conditions described in the definition of "riparian area".

Class A Watercourse means a watercourse identified as "Class A" and "Class A (O)" on the map titled "DPA – Watercourse Protection".

Class B Watercourse means a watercourse identified as "Class B" on the map titled "DPA– Watercourse Protection".

Crest of the dike is defined as the edge of the crown of the dike on the wetted river side of the dike.

Existing vegetation means native and non-native vegetation.

Fish means all life stages of

a. salmonids,
b. game fish, and
c. regionally significant fish.

Fish bearing watercourse means a watercourse in which fish are present or potentially present if introduced barriers or obstructions are either removed or made passable for fish. Fish bearing watercourses include, but are not limited to, watercourses identified as Class A Watercourses as defined in this bylaw.

Fish habitat means the areas in or about a stream such as, spawning grounds and nursery, rearing, food supply and migration areas, on which fish depend directly or indirectly in order to carry out their life processes.

Invasive species are plant species that compete for space, light, water, and nutrients with endemic riparian species of the City. Invasive species include, but are not limited to, Himalayan blackberry, American bittersweet, Scotch broom, purple loosestrife, English ivy, Himalayan Balsam, Japanese knotweed, giant knotweed, morning glory, and vinca. As well, reed canary grass may be invasive where it will compete with planted stock.

Natural boundary means the visible high-water mark of any lake, river, stream or other body of water where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the body of water a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself.

Non-fish bearing watercourse means a watercourse that is not inhabited by fish; and provides water, food and nutrients to a downstream fish bearing watercourse or other water body. Non-fish bearing watercourses include, but are not limited to watercourses identified as Class B in this bylaw.

Non-permanent watercourse means a watercourse that typically contains surface waters or flows for periods less than 6 months in duration, as confirmed by a qualified professional.

Permanent structure means any building or structure that was lawfully constructed, placed or erected on a secure and long-lasting foundation on land in accordance with any local government bylaw or approval condition in effect at the time of construction, placement or erection.

Permanent watercourse means a watercourse that typically contains continuous surface waters or flows for a period more than 6 months in duration, as confirmed by a qualified professional.

Potential vegetation is considered to exist if there is a reasonable ability for regeneration either with assistance through enhancement or naturally, as confirmed by a qualified professional, and is considered to not exist on that part of an area covered by a permanent structure.

Qualified Professional means an applied scientist or technologist specializing in an applied science or technology relevant to the matters dealt with in this watercourse protection DPA designation including, but not necessarily limited to, agrology, biology, engineering, geology, hydrogeology, landscape architecture, architecture, land surveying, or land use planning and

a. who is registered in BC with their appropriate professional organization, and acting under that association's Code of Ethics and subject to disciplinary action by that association, and
b. who, through demonstrated suitable education, experience, and accreditation and knowledge relevant to the particular matter, may be reasonably relied upon to provide advice within their area of expertise.

Riparian area means the area adjacent to a stream that may be subject to temporary, frequent or seasonal inundation, and supports plant species that are typical of an area of inundated or saturated soil conditions, and that are distinct from plant species on freely drained adjacent upland sites because of the presence of water.

Top of the bank means:
a. the point closest to the boundary of the active floodplain of a watercourse where a break in the slope of the land occurs such that the grade beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the break, as confirmed by a qualified professional, and

b. for a floodplain area not contained in a ravine, the edge of the active floodplain where the slope of the land beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the edge, as confirmed by a qualified professional.

Watercourse Protection Area means an area adjacent to a stream that links aquatic to terrestrial ecosystems and includes both the riparian area vegetation and the adjacent upland vegetation that exerts an influence on the stream, the width of which is determined in accordance with these Guidelines.

Watercourse means a watercourse or source of water supply, whether usually containing water or not, a pond, lake, river, creek, brook, ditch and a spring or wetland that is integral to a watercourse and provides fish habitat. It includes surface drainage works that are inhabited by or provide habitat for fish.

Wetland means land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal conditions that supports vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, fens, estuaries and similar areas that are not part of the active floodplain of a stream.

2. Location and Boundaries

The Watercourse Protection DPA includes all lots, any portion of which is:

- Within 50 meters (164 feet) of the top of the bank of a watercourse as shown by the area delineated as a DPA on the map titled "DPA– Watercourse Protection"; or
- Within 50 meters (164 feet) of the top of the bank of a watercourse as listed in Schedule A to this DPA; or
- Within 50 meters (164 feet) of the natural boundary, top of the bank, or the crest of the dike, whichever is farthest from the midline of the Coquitlam River, Pitt River, or Fraser River as shown on the map titled "Development Permit Area – Watercourse Protection" or as listed in Schedule A to this DPA.

The Watercourse DPA is in relation to the watercourses listed in Schedule A to this DPA determined by the actual location of a fish bearing watercourse or a non-fish bearing watercourse. The map titled "Development Permit Area – Watercourse Protection" shows the approximate location of known Class A and Class B watercourses only.

The location of the natural boundary, top of the bank and crest of the dike on the Coquitlam River, Pitt River, or Fraser River must, for the purposes of applying these guidelines, be confirmed on the ground by a qualified professional, as provided in these guidelines.

The Watercourse Protection DPA is not a development setback area but an area within which proposals to develop or otherwise alter land must be considered through a DP process as required in these guidelines.

3. Objectives

The watersheds and watercourses of the City are foundations for important natural environments, ecosystems, and biological diversity. Water and nutrients typically flow down through the watercourses of a watershed. Watercourses and riparian vegetation provide essential habitats for supporting a diversity of plants, invertebrates, fish, birds, mammals, and other wildlife. Watercourses support salmonoids that are important commercial, recreational, aboriginal, and natural resources. They also serve as natural systems for storage, drainage, and purifying water. Watercourse zones also have aesthetic, microclimatic, and landscape character values.

Urban watercourses and riparian areas have been adversely affected by land development, erosion, pollution, and other human disturbances.

The Coquitlam River, Pitt River, Fraser River support important salmon populations and other fish species. These rivers are therefore key resources for important natural environments, ecosystems, and biological

diversity. They provide essential habitats for a diversity of plants, invertebrates, fish, birds, mammals, and other wildlife. They provide drainage for the City and present some risk of flooding to areas along their banks. As major rivers they have significant aesthetic, microclimatic, recreation, and landscape character values. Land development, channelization, diking, erosion, siltation, pollution, and other human disturbances have adversely affected these rivers.

Because of their environmental importance and sensitivity, the conservation of the City's watercourses and rivers is deemed essential to the public interest. The goals of these guidelines is to protect these watercourses and rivers within the City through the conservation and restoration of riparian areas while at the same time recognizing that riparian areas provide other public and private amenities such as trails, yards and gardens.

The objectives of the DPA are:

a. To protect and conserve the natural environments, ecosystems, and biological diversity of watercourses and rivers, and to restore or enhance these habitats to an ecologically healthy condition by:

   - Protecting, conserving, restoring or enhancing aquatic and riparian habitats,
   - Preventing harmful alteration to aquatic and riparian habitats,
   - Controlling soil erosion and sedimentation in runoff water,
   - Prohibiting obstruction, impeding, and diversion of watercourses,
   - Maintaining, restoring, and, where possible, enhancing the capacity of watercourses for passage of fish,
   - Prohibiting the polluting of watercourses and the discharge of deleterious substances to watercourses, and
   - Conserving wildlife and wildlife habitats in the urban environment.

b. To maintain drainage and flood protection function of the watercourses and rivers by:

   - Maintaining natural runoff regimes,
   - Maintaining drainage capacity and flood protection systems, and
   - Avoiding slope instability in lands adjacent to watercourses.

c. To facilitate development that is compatible with the conservation of the watercourses and rivers by:

   - Considering watercourse areas in the design of neighbourhoods and development sites,
   - Encouraging development that maintains the aesthetic value, landscape character, and microclimate of watercourse areas, and
   - Using innovative and flexible regulations and incentives that are compatible with watercourse conservation.

d. To regulate development activities within and near the watercourses and rivers to achieve the above goals by:
   - Using best management practices for development activities near watercourses,
   - Establishing guidelines and standards for development near watercourses, and
   - Regulating instream work and construction.

4. Guidelines for Determining Watercourse Protection Areas

A. Determination of Watercourse Protection Areas

i. Watercourse Protection Areas are to be established in accordance with their habitat value and potential impacts from adjacent development and for that purpose the permit applicant must submit to the City the information required under Division 10 – Watercourse Protection DPs under the City of Port Coquitlam Development Procedures Bylaw 2001, No.3296.

ii. Except for variations provided for in the guidelines for this DPA, Watercourse Protection Areas are those areas determined with reference to the following existing or potential vegetation conditions by measuring away from the top of the bank on either side of a watercourse and, for the Coquitlam River, Pitt River, and Fraser River, by measuring away from the top of the bank or the crest of the dike, whichever is greater:

a. intact and continuous areas of existing or potential vegetation equal to or greater than 50 metres (164 feet) wide;

b. limited but continuous areas of existing or potential vegetation equal to 30 metres (98.4 feet) wide or discontinuous but occasionally wider areas of existing or potential vegetation between 30 metres (98.4 feet) and 50 metres (164 feet) wide;

c. narrow but continuous areas of vegetation equal to 15 metres (49.2 feet) wide or discontinuous but occasionally wider areas of existing or potential vegetation between 15 metres (49.2 feet) and 30 metres (98.4 feet) wide, and

d. very narrow but continuous areas of vegetation up to 5 metres (16.4 feet) wide or discontinuous but occasionally wider areas of riparian vegetation between 5 metre (16.4 feet) and 15 metres (49.2 feet) wide but interspersed with permanent structures.

iii. With reference to existing or potential vegetation conditions in paragraph (ii), Watercourse Protection Areas for all *fish bearing watercourses*, whether or not identified as Class A Watercourses, are:

a. if subparagraph (ii)(a) or (ii)(b) applies, at least 30 metres (98.4 feet) wide measured perpendicularly away from the top of the bank except in an agricultural, single residential or duplex zone, at least 15 metres (49.2 feet);

b. if subparagraph (ii)(c) or (ii)(d) applies, the greater of the widths determined under (ii)(c) or (ii)(d) or at least 15 metres (49.2 feet) wide measured perpendicularly away from the top of the bank, bank except in an agricultural, single residential or duplex zone, at least 15 metres (49.2 feet).

iv. With reference to existing or potential vegetation conditions in paragraph (ii), Watercourse Protection Areas for the Coquitlam River, Pitt River and Fraser River are:

a. if subparagraph (ii)(a) or (ii)(b) applies, at least 30 metres (98.4 feet) wide measured perpendicularly away inland from the top of the bank or the crest of the dike of the Coquitlam River, Pitt River, and Fraser River, whichever is greater;

b. if subparagraph (ii)(c) or (ii)(d) applies, the greater of the widths determined under (ii)(c) or (ii)(d) or at least 15 metres (49.2 feet) wide measured perpendicularly away from the top of the bank or the crest of the dike, whichever is greater, of the Coquitlam River, Pitt River, and Fraser River.

v. With reference to existing or potential vegetation conditions in paragraph (ii) Watercourse Protection Areas for all *non-fish bearing watercourses*, whether or not identified as Class B Watercourses, are:

a. if subparagraph (ii)(a) or (ii)(b) applies, at least 30 metres (98.4 feet) wide measured perpendicularly away from the top of the bank for all *permanent watercourses*;

b. if subparagraph (ii)(a), (ii)(b) or (ii)(c) applies, at least 15 metres (49.2 feet) wide measured perpendicularly away from the top of the bank for *non-permanent watercourses*;

c. if subparagraph (ii)(c) applies, at least 15 metres (49.2 feet) wide measured perpendicularly away from the top of the bank for *permanent watercourses*;

d. if subparagraph (ii)(d) applies, at least 5 metres (16.4 feet) and up to 15 metres (49.2 feet) wide measured perpendicularly away from the top of the bank for all *permanent* or *non-permanent watercourses*.

B. Variations in Watercourse Protection Area Boundaries

i. In determining the boundaries of a Watercourse Protection Area as defined in section A, the City may make allowances for one or more of the following in varying the boundaries of the Watercourse Protection Area:

a. The potential to provide greater opportunity for watercourse protection than would be achieved under section A.

b. The existence of obstacles which impair the ability to designate Watercourse Protection Areas in accordance with subsection 4A, including but not limited to the following:

- biophysical condition;
- existing parcel sizes;
- existing roads, works and services;
- proposed roads, works and services needed to provide access or services to otherwise developable land;
- the existence of artificial controls on the high-water mark or water level of a watercourse.

The onus lies with the owner to demonstrate to the satisfaction of the City that varying the Watercourse Protection Area is necessary due to the above circumstances, and such variance is necessary in order to allow use of a site for a use permitted under existing zoning.

ii. Where a variation from a Watercourse Protection Area as defined in Section B is allowed, the City may require either or both of the following:

a. that the required Watercourse Protection Area width be averaged across the lot or lots to achieve the required area of protection.

b. that provisions be included within a DP requiring protection, restoration, or enhancement of watercourse or river environments on the development site if possible, or if this is not possible, elsewhere within the watershed area of the watercourse or river.

5. Preserving, Protecting and Enhancing Watercourse Protection Areas

A. Free of Development

i. All areas of land within the Watercourse Protection Area must remain free of development, except in accordance with such conditions as the City may specify on the basis of the Environmental Protection Plan and Watercourse Protection Area Management Plan prepared by the applicant in relation to the proposed development under Division 10 of the City of Port Coquitlam Development Procedures Bylaw 2001, No. 3296.

ii. The onus is on the owner to preserve and protect all areas that might be included within the potential Watercourse Protection Area pending establishment of the Watercourse Protection Area as provided in Section 4A of these guidelines.

iii. Where a Watercourse Protection Area is disturbed prior to their establishment, the owner may be required to restore or enhance the Watercourse Protection Area to a natural condition as a requirement of a DP.

B. Access

Where the City determines that access to Watercourse Protection Areas is appropriate for compatible activities, this access must be carefully planned, designed and managed. Planning, design, and management of access shall conform, where possible, to *Access Near Aquatic Areas: A Guide to Sensitive Planning, Design and Management*, which is published by Fisheries and Oceans Canada and the B.C. Ministry of Environment, 1997.

C. Implementation

i. Where a permit is required under any bylaw of the City adopted under Subsection 8(3)(m) of the Community Charter relating to the removal and deposition of sand, gravel and soil, the City may waive the requirement for such permit, provided that the:

a. City's permit requirements for removal and deposit of sand, gravel and soil are incorporated into a DP issued under these guidelines, and

b. Effect of the DP issued under these guidelines is to ensure that the removal or deposit of sand, gravel or soil is accomplished in accordance with the requirements of that bylaw.

ii. Where a permit is required under any bylaw of the City adopted under Subsection 8(3c) of the Community Charter relating to the protection of trees, the City may waive the requirement for such permit, provided that the:

a. A City's permit requirements for the protection of trees are incorporated into a DP issued under these guidelines, and

b. Effect of the DP issued under these guidelines is to ensure that the protection of trees is accomplished in accordance with the requirements of that bylaw.

iii. The Director of Development Services may, in writing, approve minor alterations to an approved DP, without an amendment of the DP, provided that any alterations do not materially change the extent to which the development complies with these guidelines.

iv. A subdivision shall not be approved unless uses permitted under existing zoning can be accommodated in the lot area of each lot exclusive of the Watercourse Protection Areas as defined in subsection B.

v. To facilitate implementation of these guidelines, any DP issued for property with a Watercourse DPA may, subject to the restrictions of the *Local Government Act* and unless otherwise specified in the above guidelines, vary or supplement any provisions of the bylaws regulating zoning, parking, works and services, drainage, signage, screening, landscaping and subdivision.

6. Watercourse Protection Area Management

The following requirements and guidelines apply to all Watercourse Protection Areas under a DP unless the City determines such requirements are not necessary or appropriate for conserving the Watercourse Protection Area.

A. General Vegetation Requirements

i. A qualified professional, acceptable to the City, shall supervise riparian vegetation planting and other works for preservation, protection, restoration, and enhancement of riparian vegetation in Watercourse Protection Areas.

ii. Existing natural vegetation in Watercourse Protection Areas shall be preserved, protected, restored or enhanced. All mature and significant trees and natural shrubs shall be retained, except where removal is approved in writing by the City.

iii. A DP may require works to be constructed to preserve, protect, restore or enhance watercourse and Watercourse Protection Areas.

iv. A DP may require protection measures including that vegetation or trees be planted or retained in order to preserve, protect, restore, or enhance fish habitat or riparian areas; control drainage, control erosion; or protect banks.

B. Species Selection

i. Vegetation species planted in a Watercourse Protection Area shall be native riparian species to the area, and selected for erosion control and fish and habitat values.

ii. Vegetation species may be selected to increase capacity for safety surveillance, visibility, views, and desirable sun angles provided such species also maintain flood safety and enhance the fish and habitat values of the Watercourse Protection Area.

iii. Where possible, riparian species should be salvaged from the development site and replanted as part of required planting.

C. Trees

i. Vegetation in a Watercourse Protection Area must include at least one native or non-native tree for every 25 square metres (269 square feet). Where trees must be planted to achieve this requirement, they should be planted at a spacing of 4.0 metres (13 feet) to 7.0 metres (23 feet), and all trees must be a minimum of 2.0metres (6.6 feet) tall.

ii. Coniferous species must account for 50 percent of the total trees on site, including existing and planted trees. Recommended trees include Douglas fir, western red cedar, big-leaf maple, red alder, and bitter cherry.

D. Shrubs and Groundcovers

i. Native shrubs and groundcovers, excluding grasses and annuals, should cover at least 50 percent of the Watercourse Protection Area, excluding the unvegetated portion of the watercourse channel. To achieve this requirement, additional shrubs and groundcover planting may be necessary, in addition to existing vegetation.

ii. Recommended shrub species include red-osier dogwood, salmonberry, thimbleberry, Indian-plum, beaked hazel, red elderberry, red flowering currant for wet sites or native rhododendron, Salal, Nootka rose and Oregon grape for dry sites. Recommended groundcovers include sword fern, lady fern, deer fern, and goat's beard.

E. Site Preparation

i. Native soil from the site should be used for riparian planting, where possible. Where soils have been modified by fill placement, excavation or other activities, additional organic materials or other admixtures should be incorporated prior to planting. The applicant should undertake soil testing where necessary and ensure that the quality of the soil is suitable for plant growth.

ii. Bark mulch, gravel, polyethylene sheeting, or cinder stone are not to be used in riparian areas. Temporary straw or leaf mulch or erosion control matting should be used where erosion protection is needed.

iii. In areas of exposed soil, a general-purpose seed mix should be used to provide erosion protection. Approximate seed mixes include turf mixes in residential situations and reclamation mixes

including a component of fall rye in areas where taller grass growth is not a problem. Grass seeding is not required in areas where groundcovers are established.

F. Invasive Plant Species

i. Invasive plant species must be controlled.

ii. All stems and roots of invasive species must be removed from the riparian area prior to planting.

iii. Vegetated riparian areas must be kept free of the invasive species listed above for five years following planting.

iv. Methods of removing invasive species shall be identified in the Riparian Planting Plan, and approved by the City.

7. Maintenance

A. A DP may include provisions for the following vegetation maintenance activities in a Watercourse Protection Area:

i. Maintenance of trees to improve safety, health, and stability, including stabilization treatments as necessary to ensure a windfirm edge, such as feathering, sail pruning, topping, and removal of unsound trees.

ii. Maintenance of vegetation in a Watercourse Protection Area, to improve safety surveillance, visibility, views, and desirable sun angles.

B. Where any such maintenance activities specified in section 7A above are included in a DP, these activities must be carried out under the supervision of a qualified professional and implemented in a manner that:

i. Complies with the DP;

ii. Uses appropriate environmental protection measures and conforms to best management practices for riparian habitat protection;

iii. Preserves, restores, or enhances the fish and wildlife habitat values of the Watercourse Protection Area; and

iv. Does not lead to harmful alteration, disruption or destruction of natural features, functions, or conditions that support fish life processes or wildlife habitat.

8. Exemptions

A. A DP is not required for development in this Watercourse DPA unless the development involves:

i. removal, alteration, disruption, or destruction of land or vegetation;

ii. disturbance of soils;

iii. construction or erection of buildings or structures;

iv. creation of non-structural impervious or semi-impervious surfaces;

v. flood protection works;

vi. construction of roads, trails, docks, wharves and bridges;

vii. provision and maintenance of sewer and water services;

viii. development of drainage systems;

ix. development of utility corridors; or

x. subdivision as defined in section 872 of the *Local Government Act*.

B. DPs are not required for the following activities within a Watercourse DPA:

a. Activities occurring outside of an actual or potential Watercourse Protection Area, which, in the opinion of the City based on information provided pursuant to Section 44 (i) of the City of Port Coquitlam Development Procedures Bylaw 2001, No. 3296 do not impact upon an existing or potential Watercourse Protection Area as defined in Section 4 of these Guidelines;

b. Remedial or emergency actions, approved by the City or other Government agencies with appropriate authority, to address significant emergencies, risks, hazards, or dangers to persons or property, provided such actions have been found necessary by a qualified professional and approved by the City in writing, and are the minimal actions required to mitigate the emergency, risk, hazard, or danger;

c. Dike maintenance activities approved by the City, in writing provided such activities avoid critical habitat use times and peak bird nesting periods;

d. Maintenance of drainage systems, storm water discharge sites and drainage works or structures approved by the City in writing;

e. Where the work is to reconstruct an existing building or structure on the same footprint as the pre-existing building or structure; and

f. Reconstruction of a driveway subject to construction of pervious materials, width of less than four metres, and determination that the alignment minimizes potential impact.

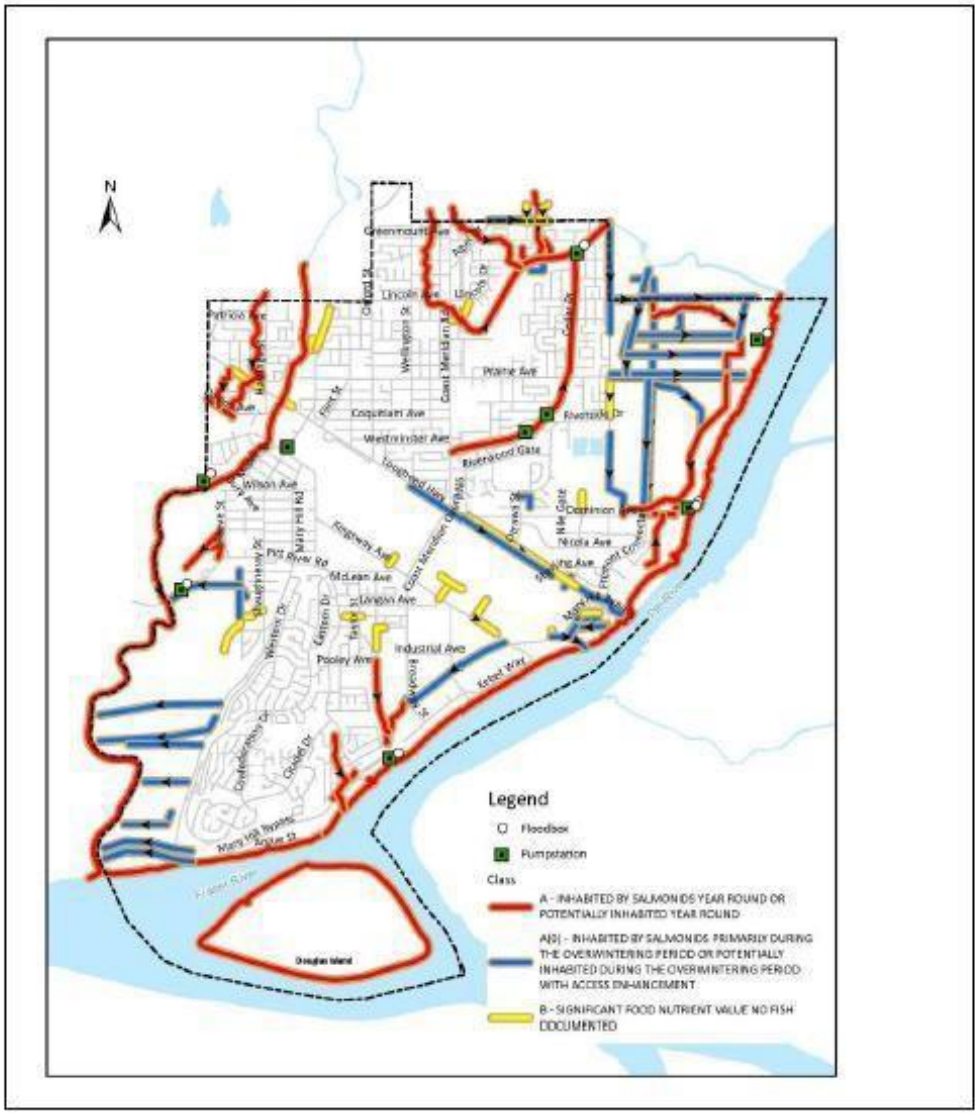
Provided such activities are carried out under the supervision of a qualified professional and implemented in a manner that:

i. Uses appropriate environmental protection measures and conforms to best management practices for riparian habitat protection;

ii. Preserves, restores, or enhances the fish and habitat values of the Watercourse Protection Area; and

iii. Does not lead to harmful alteration, disruption or destruction of natural features, functions, or conditions that support fish life processes or habitat.

Map 22: Development Permit Area – Watercourse Protection



THE WATERCOURSE CLASSIFICATION SHOWN ON THIS MAP SHALL BE USED ONLY AS A GUIDELINE. FURTHER ENVIRONMENTAL ASSESSMENT MAY BE REQUIRED TO VERIFY THE ACCURACY OF THE CLASSIFICATION. THE DATA PROVIDED IS COMPILED FROM VARIOUS SOURCES AND IS NOT WARRANTED AS TO ITS ACCURACY AND SUFFICIENCY BY THE CITY OF PORT COQUITLAM.

THE PHRASE "NO FISH DOCUMENTED" FOR STREAM CLASSIFICATION B IMPLIES THAT FISH PRESENCE IS UNKNOWN. HOWEVER, BASED ON HABITAT CHARACTERISTICS SUCH AS STREAM GRADIENT, ACCESS AND PROXIMITY TO KNOWN FISH-BEARING WATERS (AND LIMITED SAMPLING RESULTS) IN MOST CASES IT MAY BE INTERPRETED AS "NO FISH ARE PRESENT"

BROWN SHADED AREA REPRESENTS RIPARIAN CORRIDORS (60 METERS)

PORT COQUITLAM

The City of Port Coquitlam Official Community Plan

This Watercourse Protection DPA applies to the following watercourses:

Coquitlam River
Fraser River
Pitt River
Smiling Creek
Watkins Creek
Hyde Creek
Cedar Creek
Fox Creek
Maple Creek
Reeve Creek
Brown Creek
Baker Creek

Watercourses on the:

North and South Sides of Lougheed Highway
South Side of Victoria Drive
North and South Sides of Laurier Avenue
North and South Sides of Prairie Avenue
South Sides of Lincoln Drive
North and South Sides of Fremont Street
North and South Sides of Devon Avenue
North and South Sides of Burns Road
North and South Sides of Mary Hill Bypass

Watercourses:

West of Shaughnessy Street within Colony Farm area
Leading to Reeve Street Pump Station
Located within the Agricultural Land Reserve
South of Dominion Avenue, within Dominion Triangle
East of Mary Hill Bypass, South of Lougheed Highway
North and South of Kingsway
East of Thompson Park

9.9 Natural Environment Protection

These areas are designated as DPAs under Section 919.1(1)(a) of the *Local Government Act* for the protection of the natural environment, its ecosystems and biological diversity.

1. Boundaries

The boundaries of Areas 1, 2, 3, 4, and 5 of DPA – Natural Environment Protection are shown on the map titled "DPA – Natural Environment Protection".

2. Objectives

The objective of this DPA is to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area. To fulfill this objective, development will also be expected to maintain appropriate setbacks as specified by DPA – Watercourse Protection when it is adjacent to creeks and rivers. Environmentally sound engineering practices will be applied to address offsite and onsite environmental concerns. The sequencing and timing of construction in the areas may be restricted to minimize impacts on wildlife.

3. Guidelines

a. Environmental Assessment

i. Development proposals in Areas 1, 2, and 3 shall include an environmental impact assessment prepared by qualified geo-technical, soils and/or environmental specialists. Submissions shall include, where applicable:

- soils analysis and their capacity to accommodate development and any appropriate soils handling procedures that may be necessary.
- slope analysis including recommendations for appropriate building setback or stabilization approaches.
- proposed site drainage methods.
- identification of the 200-year floodplain boundary.
- identification of wildlife species occurrence and significance of such occurrence.
- establishment of potential buffer zones to ensure that modifications to surface and ground water regimes and vegetation cover do not contribute to the loss of important vegetation.
- identification of vegetation communities based on study undertaken at appropriate times of the year, with comments on rarity and frequency of occurrence in Port Coquitlam, ways and means to mitigate potential fish impacts on rivers and streams and to enhance fish habitat.
- ways and means to mitigate fish impacts on rivers and streams and to enhance fish habitat.

ii. In Area 2 (Colony Farm), the environmental impact assessment must also address the following:

- habitat requirements for existing wildlife species in terms of types and amounts and optimal locations/orientations of old fields to maintain the diversity of wildlife.

- offsite and onsite drainage implications of flood-proofing any potential development area to the 200-year flood line.

iii. Development proposals in Areas 4 and 5 shall include an environmental impact assessment prepared by qualified geo-technical, soils, and/or environmental specialists. The assessment shall outline any potential impacts of the development on the Pitt River edge and foreshore and shall indicate measures that will be taken to mitigate such impacts.

b. Landscaping

i. Retention of mature or significant stands of trees to integrate into the overall landscaping is encouraged.

ii. All landscaping fronting streets shall use trees whenever possible.

iii. All sites shall have continuous landscaping borders that abut any surface parking areas. These landscaped areas should be comprised of ground covers and shrubs, and trees appropriate to the surroundings.

iv. All vegetation used for landscaping shall be mature and of a quality acceptable to the Municipality. All planting must comply with the standards of, or similar to, those endorsed by the B.C. Society of Landscape Architects (B.C.S.L.A.) and the B.C. Nursery Trades Association (B.C.N.T.A.), and which are specified in the *British Columbia Landscape Standard*.

v. All materials, other than vegetation, used for landscaping shall be "non-skid" type and of durable quality.

c. Character of Buildings:

i. All buildings and structures are subject to design review to ensure that the siting and design are appropriate to site conditions.

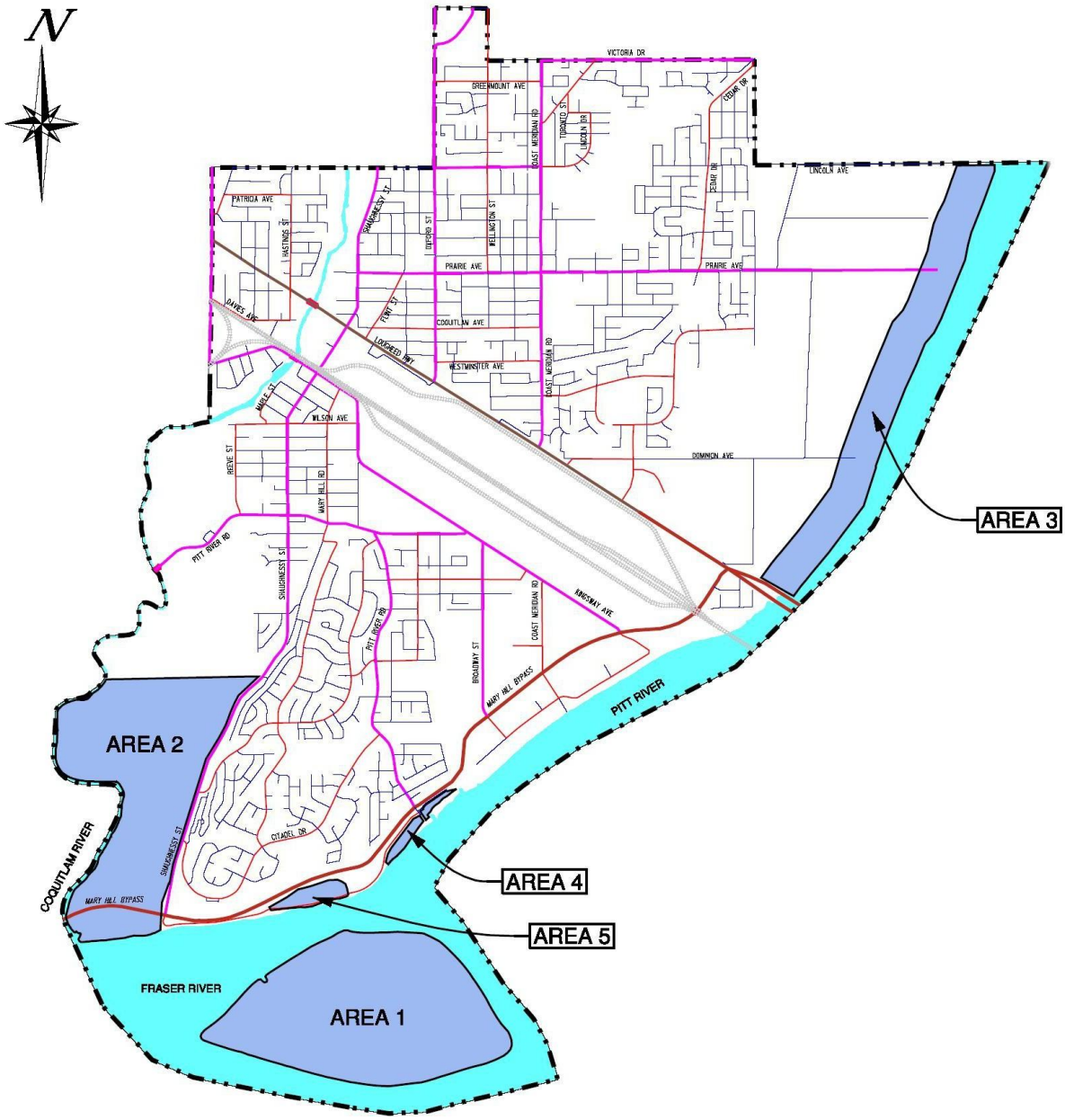
ii. Planning of all buildings subject to DPs shall be made with due consideration to the relation between building height, site coverage, yard setbacks and in relation to surrounding properties and streets.

d. Implementation

i. To facilitate implementation of these guidelines, any DP issued for properties within this DPA may, subject to the restrictions of the *Local Government Act*, and unless otherwise specified in the above guidelines, vary or supplement any provisions of the bylaws regulating zoning, parking, works and services, drainage, signs, screening, landscaping and subdivision.

ii. Minor alterations to an approved DP, which do not change the intent of the guidelines, may be permitted without an amendment of the DP, subject to the approval of the Director of Development Services.

Map 23: Development Permit Area – Natural Environment Protection



9.10 Hazardous Conditions

This area is designated as a DPA under Section 919.1(1)(b) for the protection of development from hazardous conditions

1. Boundaries

The boundaries of DPA – Hazardous Conditions are shown on the map titled "DPA – Hazardous Conditions" which forms part of the Official Community Plan.

2. Objective

The objective of the DPA is to ensure that all new developments give due consideration to the steep slopes in this area.

3. Guidelines

a. Slope Retention

i. For properties where the slope of the land exceeds 15%, development plans must include provision for site retention through landscaping and man-made retention.

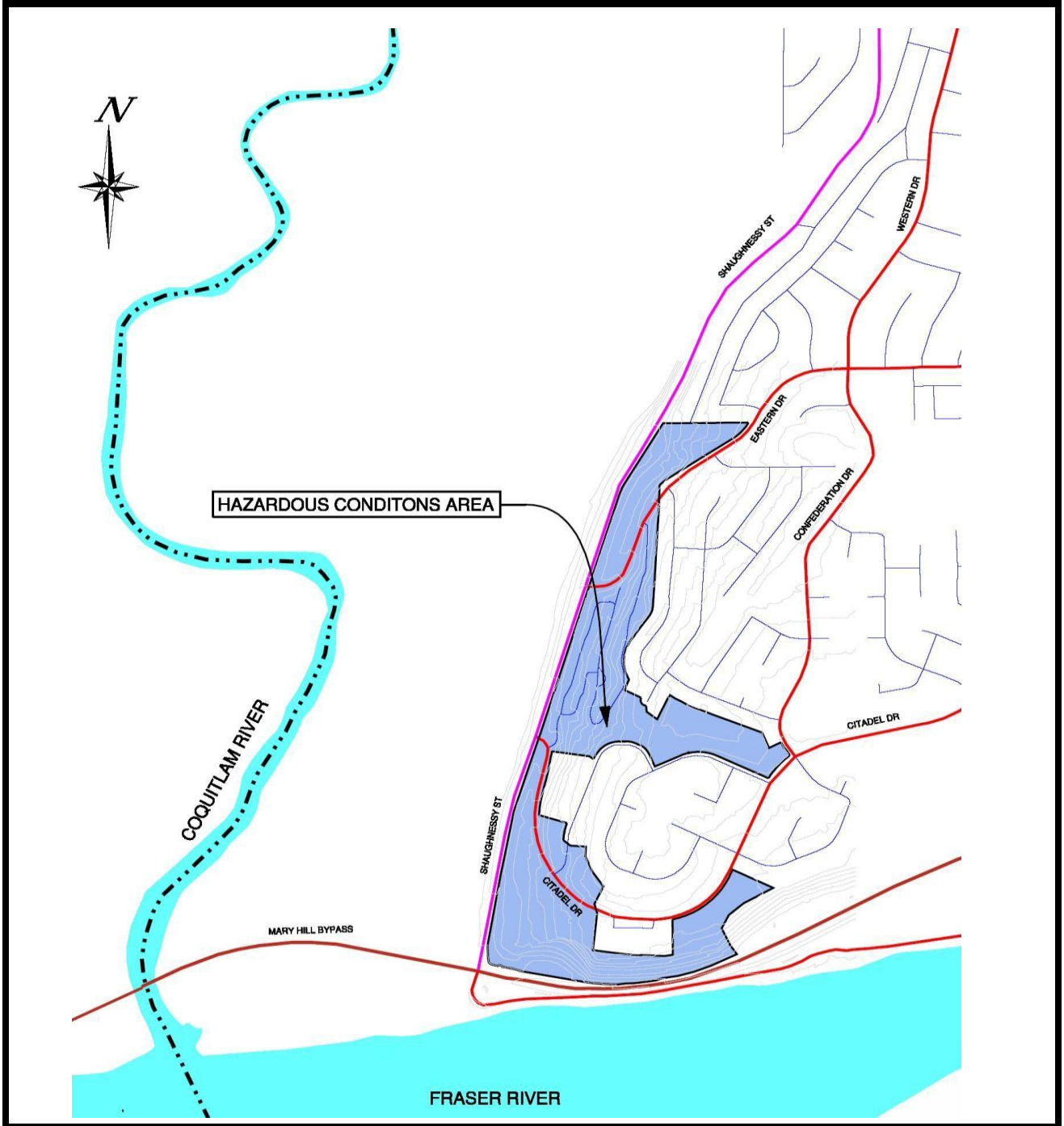
ii. All lot grading and excavation work shall be designed by a professional engineer specializing in geo-technical work.

b. Implementation

i. To facilitate implementation of these guidelines, any DP issued for property within this DPA may, subject to the restrictions of the *Local Government Act* and unless otherwise specified in the above guidelines, vary or supplement any provisions of the bylaws regulating zoning, parking, works and services, drainage, signs, screening, landscaping and subdivision.

ii. Minor alteration to an approved DP, which do not change the intent of the guidelines, may be permitted without an amendment of the DP, subject to the approval of the Director of Development Services.

Map 24: Development Permit Area – Hazardous Conditions



CITY OF PORT COQUITLAM

The City of Port Coquitlam Official Community Plan

9.11 Environmental Conservation

These areas are designated as DPAs under Sections 919.1(h), (i) and (j) of the *Local Government Act* for the establishment of objectives to promote energy conservation, water conservation, and reduction of greenhouse gas emissions (GHGs).

1. Location and Boundaries

The Environmental Conservation Development Permit Area includes the Downtown, Northside Centre, Intensive Residential, Small-Scale Multi-Unit Housing, Commercial and Industrial Development Permit Areas and lands within the Institutional Zones P1 and P2.

2. Objectives

The objectives of this DPA designation are:

1) to encourage sustainable development and building design;
2) to make efficient use of energy, water and other resources; and
3) to reduce waste, pollution and environmental degradation.

3. Guidelines

a. Energy Conservation

i. A combination of passive design strategies shall be considered in the design of development proposals including:
- massing and orientation of buildings to take advantage of site-specific climate conditions such as solar access and wind;
- cool roof designs to reduce heat absorption and heat build-up and improve energy efficiency, such as green roofs or materials with a high solar reflectance;
- shading devices, overhangs, and landscaping to shelter peak summer exposure while enabling light penetration during winter months;
- location and size of windows to increase opportunities for natural ventilation and distribute natural daylight into interior spaces; and
- high performance glazing or thermal breaks in windows, doors, and frames.

ii. Surface parking areas shall incorporate:
- light-coloured, reflective paving materials; and
- trees and other landscaping to maximize shading.

iii. Use of on-site or locally-shared alternative or renewable energy systems is encouraged.

iv. Installation of energy-efficient machinery, equipment and systems shall be considered in the design of buildings and landscaping, including:

- timer and/or sensor control systems to deliver light only when required;
- use of renewable energy sources for lighting and mechanical systems; and,
- Energy Star rated appliances.

b. Water Conservation

i. An integrated stormwater management plan shall be provided that will treat and retain storm water and reduce irrigation needs. The following elements shall be considered in the design:
   - pervious surface areas and permeable or porous paving materials in on-grade parking areas;
   - bio-swales and rain gardens;
   - stormwater capture, treatment and storage for landscape irrigation or other purposes;
   - retention or restoration of forest, wetland, and other high-value vegetation;
   - automated, high-efficiency mechanical irrigation systems;
   - sufficient depth of topsoil or composted materials for well-rooted plantings; and
   - drought-tolerant and indigenous tree, shrub, and plant species and other xeriscaping techniques.

c. GHG Emission Reduction

i. Developments shall be designed to utilize building materials that include:
   - recycled and renewable products, and
   - locally or regionally-sourced products

   with low volatile organic compound off-gassing potential.

ii. Adequate storage space for garbage, recycling and organic materials shall be provided in easily accessible, secure locations.

iii. The recycling and reuse of demolition, building and landscape waste materials is encouraged.

iv. The following elements are encouraged:
   - end-of-trip facilities for cyclists including lockers, showers, wash basins and change rooms
   - alternatives to garbage disposal units such as compost bins and provision for green waste collection
   - garden plots and complementary facilities (e.g., tool sheds, composting facilities, source of water)
   - electric vehicle charging stations and pre-wired infrastructure.

d. Implementation

i. To facilitate implementation of these guidelines, any development permit issued for properties within this Development Permit Area may, subject to the

restrictions of the *Local Government Act,* and unless otherwise specified in the guidelines, vary or supplement any provision of the bylaws regulating zoning, parking, works and services, drainage, signage, screening, landscaping and subdivision.

ii. Minor alterations to an approved development permit which do not change the intent of the guidelines may be permitted without an amendment of the development permit, subject to the approval of the Director of Development Services.

9.12 Small-Scale Multi-Unit Housing

These areas are designated as Development Permit Areas (DPAs) under Section 488(1)(e) of the *Local Government Act* for the establishment of objectives and the provision of guidelines for the form and character of intensive residential development.

1. Boundaries

DPA – Small-Scale Multi-Unit Housing (SSMUH) applies to all residential development within the following zones: RS1 (Residential Small Scale 1), RS2 (Residential Small Scale 2), RS3 (Residential Small Scale 3), RS4 (Residential Small Scale 4), and CD (Comprehensive Development)

2. Objectives

The objectives of the DPA are:

a. To facilitate orderly development through the coordination of the siting, form, and volume of small-scale multi-unit housing buildings and their areas for parking and landscaping.

b. To control the interface between small-scale multi-unit housing and other buildings and the interface between small-scale multi-unit housing and other land uses in the area, by implementing adequate buffering between the land uses and regulating the proportion of the small-scale multi-unit housing and other land use structures.

c. To promote the development of small-scale multi-unit housing that is designed with a high quality of architectural character and integrates well into the surrounding neighbourhood context

3. Design Guidelines

a. *Site Planning*

i. Small-scale multi-unit housing development should be planned in a comprehensive manner that considers the interface between the site, adjacent development, other land uses in the area, and its relationship to the public realm.

ii. The siting and design of buildings should be sensitive to the transition between adjacent uses. Consider the visual impact of buildings, and the relationship between building height, site coverage, yard setbacks and massing in relation to surrounding properties, roads and other features. Building form and height should be complimentary to the height and scale of adjacent buildings.

iii. The design of the site should consider access to and efficiency of pedestrian, bicycle and vehicular circulation systems.

iv. Site planning should consider opportunities to retain and integrate mature trees and existing natural site features. Site planning shall also consider impact to mature trees and their root systems on adjacent lands.

v. Consideration should be given to the relationship between buildings, open areas, adjacent development and other features. Consideration should be given to preservation of view corridors in highly sloped areas.

vi. Site planning shall consider the location and impact of third-party utilities such as clearance from overhead and pad mounted electrical utilities as required by the Canadian Electrical Code.

b. Public Realm and Streetscape

i. Buildings should be sited to face roads, with facades articulated through the use of variable setbacks on front, rear and side yards. Consideration should be given to maintaining adequate space for landscaping, privacy and light penetration into living spaces. Where buildings face more than one road, each road-facing façade shall be designed with equal architectural emphasis.

ii. Fencing along public roads should be ornamental, high quality, durable and be visibly permeable and designed for physical separation instead of visual separation. Artistic elements are encouraged.

iii. Parking shall be located in a rear yard where the lot abuts a lane to limit visual impact to the public realm. Where a lane is not available, design consideration shall be given to providing a driveway to access rear yard parking. Shared access may be considered, where feasible, to minimize the number of driveway openings onto roads. Parking in a front or exterior side yard is discouraged and shall only be considered for lots without lane access and a lot width less than 12m meter wide. Onsite parking shall not be designed to be parallel to an adjacent lane or road.

iv. Entrances and exits to parking areas shall be located and designed to reduce potential modal conflicts, maintain visual sight lines and limit impact to the transportation network.

c. Building Design

i. All Development

Buildings shall be architecturally coordinated and provide a high quality of design. Building design should avoid repetition and monotony through subtle design variation between buildings on neighbouring properties.

Buildings shall be designed to minimize their bulk with articulation, stepping back of upper storeys, and use of varied architectural elements. Articulation of the building facades through the use of variable setbacks on all front, rear and side yards is required. The uppermost storey shall be stepped back from the lower storeys in order to reduce the volumetric impact of the building on the street and surrounding properties.

Avoid a long continuous front façade for buildings designed with side-by-side dwelling units by staggering unit siting, varying roof height or utilizing other architectural treatments.

Where housing units are located adjacent to roads, these units should be designed to have their front doors directly accessible and visible from the road. Buildings located on corner lots shall be designed to provide a street presence on both roads.

The design, siting and orientation of windows, balconies, patios and decks shall consider visual privacy between onsite dwelling units and adjoining properties. All housing units must have reasonable access to daylight.
Building lighting should be designed to minimize light spillage onto adjacent properties.

Buildings should be designed with wall, roof, and ground plane materials that are durable, authentic and of consistently high quality. Simulated building materials should not be used unless made primarily of recycled materials or achieve a high standard of fire resistance.

Garbage and recycling storage shall be located within a secure building or structure and shall not be located in any yard facing a road.

ii. Accessory Dwelling Unit (to be applied to accessory dwelling unit in addition to all other design guidelines).

Accessory dwelling unit buildings shall be designed to appear secondary or accessory to the principal building. Accessory dwelling units shall also not include rooftop decks and any stairs accessing upper storeys must be enclosed within the building.

For a lot with lane access, the accessory dwelling unit building façade facing the lane shall include architectural elements to avoid an appearance of a blank wall and minimize the visual impact of garage doors.

d. Landscaping

i. Landscape design shall create landscaped division between public, semi-private and private realms. This should be achieved through varying heights of plant material, use of low retaining walls, planters, fences, screens and gates.

ii. A pedestrian pathway shall be provided connecting all dwelling unit entries to a fronting road. The pathway shall consist of a minimum 1-meter wide unobstructed hard surfaced pathway connecting unit entries to a fronting road.

iii. Exterior lighting should be integrated into the landscape design and include pedestrian scaled lighting along pathways. All exterior lighting shall be dark-sky compliant, capped, or full cut-off lighting to reduce light pollution. Exterior lighting should be designed to minimize light spillage onto adjacent properties.

iv. Landscape design shall include a mixture of tree, shrub, grasses, ground cover and perennial plants. Tree selection shall optimize tree canopy and provide a mixture of

deciduous and conifer species. A minimum of two trees shall be provided on the site with a minimum of one tree located in the front yard.

v. Where vehicle access is provided from a road, the visual impact of driveways in the front or exterior side yard should be minimized by a paved surface limited to a maximum of 5 m (16 ft.) in width.

vi. Privacy between properties should be provided by the use hedges, fences or planting beds along interior side yard lines to create appropriate screening. Open parking spaces should be screened with landscaping or fencing.

vii. Maximize permeable surfaces for driveways, paths and patios through the use of materials such as permeable unit pavers, porous paving materials, plastic grids, and gravel.

viii. Native and drought tolerant trees and plants should be used for landscaping.

ix. All vegetation used for landscaping shall be mature and of a quality acceptable to the Municipality. All planting must comply with the standards of, or similar to, those endorsed by the B.C. Society of Landscape Architects (B.C.S.L.A.) and the B.C. Nursery Trades Association (B.C.N.T.A.), and which are specified in the *British Columbia Landscape Standard*.

x. All materials, other than vegetation, used for landscaping shall be "non-skid" type and of durable quality.

e. Safety and Security

i. All developments shall be designed for safety and security by incorporating the principles and guidelines of Crime Prevention Through Environmental Design (CPTED) including:

- Access Control (guidance of people coming and going from the building or site by the placement of real and perceived barriers) including: minimizing the number of entrances and exits; installing signage, fencing, landscaping, lighting, vandal resistant materials, and hardware to improve control of access, using appropriate elevations and grading; improving access for police and security personnel, and implementing target-hardening measures after development.
- Surveillance (placement of features, uses, activities, and people to maximize visibility) including: ensuring unimpeded sightlines, reducing concealment opportunities, improving lighting and placement of windows, increasing pedestrian and street traffic, and installing alarms and cameras.
- Territoriality (design which promotes definition and ownership of space) including: use of appropriate entrances, exits, windows, glazing, landscaping, signage, fencing, art, colour, lighting, stairs, public furniture, pavement treatments, elevations and grades, land use mix, activity, traffic calming devices, alarms, and cameras.

- Maintenance (continued use of space for intended purpose and expression of ownership) including: regular cleaning and repair, maintenance of landscaping, and prompt repair of vandalism and removal of graffiti.

f. *Implementation*

i. To facilitate implementation of these guidelines, any development permit issued for property within this DPA may, subject to the restrictions of the *Local Government Act* and unless otherwise specified in the above guidelines, vary or supplement any provisions of the bylaws regulating zoning, parking, works and services, drainage, signs, screening, landscaping and subdivision.

ii. Minor alterations to an approved DP, which do not change the intent of the guidelines, may be permitted without an amendment of the development permit, subject to the approval of the Director of Development Services.

Appendix 1 – Statement of Compliance between the Policies of the OCP and Regional Growth Strategy

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Targets

In the following section please outline the Official Community Plan policies (or equivalent) that demonstrate your member jurisdiction's contribution to reaching the regional federation's regional growth strategy targets. Please also provide supplementary information on how these policies, along with any other applicable plans or strategies, will work together to contribute to meeting these regional targets. For the environmental and housing targets, Metro 2050 recognizes that the targets are regional in scale and long term to the year 2050; member jurisdiction local context is expected.

Metro 2050 Regional Targets		
Goal 1 Create a Compact Urban Area Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	Section 5.1 History and Population contains historical population data, and population, dwelling unit, and employment projections. OCP Section 6.0 Regional Context Statement contains the projected growth numbers for population, dwelling unit and employment. The majority of the City of Port Coquitlam is within the Urban Containment Boundary as shown on Map 3 of the Regional Growth Strategy and Map 2 of the OCP. Land outside the Urban Containment Boundary is designated for Agriculture, Parks and Recreation and Park Reserve uses. In accordance with the *Local Government Act*, particularly sections pertaining to housing needs reports the City will review this plan as well as associated bylaw every five years and update each as required.	
1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth	Map 2 in the OCP shows the Port Coquitlam Urban Centre and specifically identified as a Municipal Town Centre in the RGS in Map 4. Currently, Port Coquitlam does not have a Frequent Transit Development Area as defined in the RGS.	

Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	Map 16 - Land Use Designations shows OCP land use designations in the Urban Centre that support infill and intensified residential and employment growth. The prominent land use designations in this area include Frequent Transit Development (FTD), Downtown Commercial (D), Apartment Residential (AH), Apartment Residential (A) and Townhouse Residential (RT) which support medium to high density forms of residential uses and in some instances such commercial uses. The OCP in Section 7.2 provides policy guidance on Housing and Neighbourhoods and Section 7.3 provides policy guidance on Economy. Port Coquitlam's Downtown Area is its only area considered an Urban Centre. Section 7.2 Housing and Neighbourhoods, Housing Development outlines how Port Coquitlam promotes development of dwelling units within the Urban Centre and frequent Transit Development Areas through Permitting Apartment and multifamily developments in the downtown. Section 7.3 Economy, Policies for Commercial lands and development states the intention to Reinforce the Downtown as the primary City centre with a vibrant commercial core and a densified residential population. Section 8.2 OCP Land Use Designations and Zoning describes the Downtown Commercial Land Use Designation to allow for a higher density of development appropriate to the Downtown, including residential uses above the first storey.	

	In keeping with the *Local Government Act* consideration will be given upon review of the OCP to identify targets for residential and employment growth that will be made consistent with the RGS over time.	
1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13 *1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** c) ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	Map 2 in the OCP shows the Port Coquitlam Urban Centre and specifically identified as a Municipal Town Centre in the RGS in Map 4. Currently, Port Coquitlam does not have a Frequent Transit Development Area as defined in the RGS. Map 16 Land Use Designations shows OCP land use designations in the Urban Centre that support infill and intensified residential and employment growth. The prominent land use designations in this area include Frequent Transit Development (FTD), Downtown Commercial (D), Apartment Residential (AH), Apartment Residential (A) and Townhouse Residential (RT) which support medium to high density forms of residential uses and in some instances such commercial uses. The OCP in Section 7.2 provides policy guidance on Housing and Neighbourhoods and Section 7.3 provides policy guidance on Economy. In keeping with the *Local Government Act* consideration will be given upon review of the OCP to identify targets for dwelling unit growth within the Urban Containment Boundary, dwelling unit and employment growth within the Urban Centre that will be made consistent with the RGS over time.	

Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	The OCP in Section 7.4 provides policy guidance on Environment and Parks including protecting environmentally sensitive areas, promoting preservation and planting of trees through Development Permit Areas and development control, road infrastructure projects, and the Tree Protection Bylaw. The OCP in Section 9, Development Permit Areas (DPAs), speaks to retention of mature trees and optimization of tree canopy through tree selection. Landscaped areas fronting onto streets are encouraged to use trees whenever possible. In keeping with the *Local Government Act* consideration will be given upon review of the OCP to identify targets for lands protected for nature and tree canopy cover that will be made consistent with the RGS over time.	The OCP is supported by Port Coquitlam's Urban Forest Roadmap, which outlines the goal of increasing canopy cover through targeting planting areas, building partnerships, reducing property owner responsibility, and prioritizing public spaces. The canopy cover in Port Coquitlam is 23.0%. The 2050 target canopy cover is 30%. The Urban Forest Roadmap provides relevant land use policies that support achieving this target.
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and **achieving a carbon neutral region by the year 2050**;	The OCP in Section 7.1 provides policy guidance on Growth Management and Sustainability including smart growth principles and working towards reducing GHG emissions of 8% below 2007 levels. In OCP Section 7.5 provides policy guidance on Transportation including evaluating GHGs in transportation planning and choices and advocating for senior governments to reduce GHGs in their operations, investments and regulations. The OCP land use designations and policies throughout the document	The OCP is supported by Port Coquitlam's 2025 Climate Action Plan, which contains actions that have been carefully defined to build on the climate action initiatives the City already has underway and reflect regional best practices to make climate action as affordable and cost-effective as possible, by: • Building on initiatives being led by Metro Vancouver, the Province and Federal government

	but specifically in Section 8.2 support a land use framework that have increased densities in the Urban Centre close to transit and services which contributes to overall emissions reductions. In keeping with the *Local Government Act* consideration will be given upon review of the OCP to identify GHG emissions reduction targets that will be made consistent with the RGS over time.	• Focusing on opportunities to embed climate change considerations into existing City plans, policies and programs • Prioritizing new projects and initiatives to leverage shared and external funding sources to amplify City funding
Goal 4 Provide Diverse and Affordable Housing Choices Target		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	The OCP in Section 7.2 provides policy guidance on Housing and Neighbourhoods including examine opportunities to encourage housing affordability across the housing spectrum and to support stable and affordable housing for populations more represented in core housing need. The OCP defines affordable housing as where the occupant is paying no more than 30 percent of income for gross housing costs, including utilities. In keeping with the *Local Government Act* consideration will be given upon review of the OCP to identify targets for affordable rental housing units that will be made consistent with the RGS over time.	Port Coquitlam received a Housing Target Order from the Province to complete 2,279 net new housing units by 2028. In the guidelines associated with that order, the City is recommended to complete 508 below-market rental units. Port Coquitlam's Housing Needs Report states that the city needs an estimated 1,136 affordable rental units or rental subsidies to address immediate housing need, which the City is working towards achieving. Port Coquitlam was a recipient of the Housing Accelerator Fund. One of the Initiatives is to develop an affordable housing grant program by the end of 2026.

Metro 2050 Goal 1: Create a Compact Urban Area

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Port Coquitlam's OCP directs growth within the Urban Containment Boundary and supports Transit Oriented Areas while preserving employment lands while allowing strategic intensification near transit.

Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	*See response in targets section*	
1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	*See response in targets section*	

1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	*See response in targets section*	

1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to: ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** *c)* ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***		

Strategy 1.1: Contain urban development within the Urban Containment Boundary

	Section	Policy	Applicable OCP Policies
Policy 1.1.9	**Adopt Regional Context Statements that:**		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	Please refer to Map 2
	b)	Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	*Please see response in Targets section*

	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	Section 7.8 acknowledges expansion of the sanitary sewer system would require approval of Metro Van Board and compliance with the Regional Growth Strategy. Port Coquitlam will work towards including a policy commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize	Section 7.2 Housing and Neighbourhoods, Policies for Neighbourhoods, Policy 3 is to ensure that neighbourhoods
		potential exposure of residents to environmental noise and other harmful impacts	are buffered from the impacts of adjacent non-residential uses through appropriate zoning regulations. Section 7.4, Environment and Parks, Policies for Environment, Policy 12 relates to monitoring the impact of noise on the livability of the community and take appropriate City action to regulate the impacts, if necessary. Section 8.2, OCP Land Use Designations and Zoning, contains the Light Industrial designation, allowing for clean, business industrial, and advanced technology uses which serve as a transition between the industrial and nearby commercial, residential, and agricultural uses.

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

	Section	Policy	Applicable OCP Policies
Policy	**Adopt Regional Context Statements that:**		

	a)	provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	*Please see response in Targets section*
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	See below
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	Map 2 – Regional Land Use Designations, Municipal Town Centre and Urban Containment Boundary. Port Coquitlam has an Urban Centre but does not have a Frequent Transit Development Area as identified in the RGS.
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	*Please see response in Targets section.*

	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Section 3.0, Objectives, Objective 3 Economy provides framework for the City to facilitate business and employment opportunities in the industrial, retail, office, service, public and agricultural sectors in support of a diversified local economy and a higher quality of life in the community. Policies discourage community commercial uses in highway commercial and industrial areas. Section 7.3 Economy, Policies for Commercial Lands and Development: Policy 2: states Community Commercial uses, such as small retail, offices, and personal services should be discouraged from locating in Highway Commercial or Industrial areas. Office uses should be encouraged to locate in the Downtown and Neighbourhood Commercial areas with increased residential density and close to public transportation choices. Policies for Industrial Lands and Development: Policy 4: Discourage office-based businesses and commercial retail uses in all industrial areas. Consideration will be given upon review of the OCP to work towards policies that strengthen office uses and employment within the Urban Centre.
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	The OCP is supported by the Parking and Development Management Bylaw, which states that parcels designated for Frequent Transit Development (FTD) by the

			Official Community Plan are exempt from residential off-street parking space requirements. This also aligns with the Provincial requirements of Bill 47 Transit Oriented Development Areas.
	v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	Section 7.7, Community, Policies for Public Health and Safety speak to emergency services, emergency preparedness, community health, community safety. Consideration will be given upon review of the OCP to work towards policies that accommodate urban densification and infill development in a resilient and equitable way.
	vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	Child care is broadly permitted in the land use designations in Section 8.2 OCP Land Use Designations and Zoning, including small scale businesses in residential areas with potential for larger scale child care businesses.
	vii)	consider the implementation of green infrastructure	Section 7.4 Environment and Parks, Policies for Environment speaks to protecting and enhancing areas of environmental sensitivity and require low impact development standards. Consideration will be given upon review of the OCP to work towards policies for the inclusion green stormwater and rainwater infrastructure in Urban Centres and frequent Transit Development Areas.
	viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	Port Coquitlam is in the process of developing an Amenity Cost Charge (ACC) Program to fund public amenities, including in key area of the city including Downtown

			and in Frequent Transit Development Areas.
	ix)	support the provision of community services and spaces for non-profit organizations	Section 7.7 Community, Policies for Community Facilities and Services, Policy 1: Ensure that sufficient arts, culture, recreation and leisure services and facilities are available to meet the needs of a growing and diverse population through a combination of public, private, and non-profit endeavors.
	x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	Section 7.3 Economy, Policies for Commercial Lands and Development: Policy 6: Encourage new commercial development in the Downtown and Northside commercial areas to be at least two stories in height. Policy 7: Support the regional Urban Centres concept and transit-oriented development by encouraging mixed-use commercial and residential development along Westwood Street in proximity to the Coquitlam Town Centre.
	xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Section 9.0 Development Permit Areas contains guidelines encouraging screening and noise mitigation from road to new residential developments.
	c)	Include policies for General Urban lands that:	
	i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2	Map 2 – Regional Land Use Designations, Municipal Town Centre and Urban Containment Boundary
	ii)	exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	Section 7.3 Economy reinforces the Downtown as the primary commercial core and municipal serving community facilities. The policies and land use designations of the OCP do not provide for major, new non-residential trip generating uses

			outside of the Municipal Town Centre or FTDAs. Consideration will be given upon review of the OCP to work towards policies that strengthen commercial focus of the Downtown and review policies which direct commercial uses which serve a regional population to Highway Commercial areas adjacent to major arterial roads.
	iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;	Section 7.2 Housing and Neighbourhoods provides ground oriented and infill housing (Small-Scale Multi-Unit Housing), low and midrise apartment are permitted in some of Residential, Small-Lot Residential, Townhouse, Apartment, and High-Density Apartment OCP land use designations (See Section 8.2 OCP Land Use Designation and Zoning). These designations apply to lands in the transition areas surrounding the Frequent Transit Development Areas. See Map 16: Land Use designations for the locations of parcels with these designations.
	iv)	encourage neighbourhood-serving commercial uses	Section 8.2 OCP Land Use Designations and Zoning outlines the Local Commercial, and Neighbourhood Commercial OCP Land Use Designations, intended to serve both large and small neighbourhoods. See Map 16: Land Use designations for the locations of parcels with these designations.
	d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of “non-residential Major Trip- Generating uses” that includes, but is not limited to, the following uses: office or	Consideration will be given upon review of the OCP to work towards including a definition of ‘non-residential Major Trip-Generating uses”

		business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	that includes its offices, business parks, and major shopping centres.
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	Consideration will be given upon review of the OCP to work towards identification of additional lands to be considered and designated as Frequent Transit Development (FTD) within Major Transit Growth Corridors.
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	Section 7.5 Transportation, Policies for Transportation, Policy 2: Work cooperatively with the Ministry of Transportation and Infrastructure and its subsidiaries, TransLink and other municipalities to plan and implement an integrated, efficient regional and local transportation system while advocating for improvements in Port Coquitlam.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	**Adopt Regional Context Statements that:**		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	The overall development pattern of Port Coquitlam is for a compact, mixed use community focused on a vibrant commercial core. As opportunities for greenfield development are limited, Port Coquitlam will become more compact over time. Section 7.5, Transportation, Policies for transportation call for improvements to increase transit, cycling, walking, a cycling network plan, policies to ensure that all road infrastructure projects accommodate pedestrian needs and a trails network that connects neighbourhoods to parks, schools, open space and commercial centres.

	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	Section 7.3, Economy, Policies for Commercial Lands and Development, reinforces the Downtown as the primary centre for municipal serving community facilities. Section 7.7, Policies for Community Facilities and Services, focuses arts and culture through the development of the Leigh Square Community Arts Village. Section 9.3, Downtown DPA Guidelines, contains objectives to reinforce the Downtown as the cultural centre of the community.
	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	Section 7.6, Design, Policy 5 explore ways to emphasize public urban spaces, and to better emphasize public urban spaces such as parks, paths, trails, squares, streets, plazas and civic buildings.
	d)	respond to health and climate change-related risks by providing equitable access to:	See below
	i)	recreation facilities	Section 7.7 Community, Policies for Community Facilities and Services contains policies to emphasize endeavors to improve quality and access to recreation facilities. See Map 8 for Port Coquitlam's recreation facilities.
	ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Section 7.4 Environment and Parks, Parks, contains a table of Public Open Space Inventory and Requirements.
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Section 7.5 Transportation, Policies for Cycling and Walking outlines how the City will facilitate opportunities for cycling and walking by a providing a cycling network plan, bicycle lanes on major roads, bicycle parking, and a trail network through commercial, parks, and residential areas.

			Consideration will be given upon review of the OCP to work towards policies for tree retention and planting.
	e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	Section 7.4 Environment and Parks, Policies for Parks, Policy 7: Support community ownership of the parks and open space system through community gardens and stewardship programs, where appropriate.
	f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	Consideration will be given upon review of the OCP to work towards policies that mitigate significant social and health impacts through design and infrastructure.
	g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	Section 7.6 Design, policy 2 ensures that new development considers crime prevention and design for people with accessibility needs. Section 9.0 Development Permit Areas provides guidelines for development.
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	Section 7.6 Design, Policy 3 looks to promote building design and streetscapes that help promote the community's unique heritage and culture and Policy 9 supports the implementation of public art and culture initiatives. Consideration will be given upon review of the OCP to work towards policies that to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres.
Strategy 1.4: Protect Rural lands from urban development			
Policy	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	Not applicable (there are no Rural designated areas)

	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	Not applicable (there are no Rural designated areas)
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Not applicable (there are no Rural designated areas)
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Not applicable (there are no Rural designated areas)
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	Not applicable (there are no Rural designated areas)

Metro 2050 Goal 2: Support a Sustainable Economy

Describe how the OCP and other supporting plans and policies contribute to this Goal:

One of the objectives of Port Coquitlam's OCP is to facilitate business and employment opportunities in the industrial, retail, office, service, public and agricultural sectors in support of a diversified local economy and a higher quality of life in the community.

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

	Section	Policy	Applicable OCP Policies
Policy 2.1.10	**Adopt Regional Context Statements that:**		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	Section 7.3, Economy, Policies for Commercial Lands and Development reinforce the Downtown as the primary city centre and commercial core. Section 7.3, Economy, Policies for Industrial Lands and Development direct appropriate uses to Heavy and Light Industrial areas. Mixed Employment areas are designated for Highway Commercial and Industrial employment uses. See Map 16 Land Use Designations.

	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	Section 7.3, Economy, Policies for Commercial Lands and Development encourage offices in the Downtown and identify the Downtown as the primary commercial core. Section 7.2, Housing and Neighbourhoods, Policies for Housing, Policy 11 contains considerations for rezoning of properties within the Frequent Transit Development Designation that includes a mix of commercial and residential uses.
	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	Section 7.3, Economy, Policies for Commercial Lands and Development reinforce Downtown as the primary City centre with a vibrant commercial core and support the regional Urban Centres concept and transit-oriented development by encouraging mixed use commercial and residential development along Westwood Street in proximity to the Coquitlam Town Centre. Consideration will be given upon review of the OCP to work towards policies that look at the future placement of institutional land uses.

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land

	Section	**Policy Text**	**Applicable OCP Policies**
Policy 2.2.9	**Adopt Regional Context Statements that:**		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	Industrial areas as identified in the RGS are shown on Map 2.
	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted	N/A
	c)	include policies for Industrial lands that:	See below

	i)	consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	Section 4.0 Policies and Land Use Designations, designates land for industrial uses. Section 7.3, Economy, Policies for Industrial Land and Development, contains policies to protect existing and designated industrial areas, ensure that heavy industrial areas are buffered by lighter residential uses, and discourage office based business and commercial retail uses in industrial areas. Section 9.7, Industrial DPAs, facilitates the orderly development and controls the interface between industrial and other uses.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Section 8.2, Land Use Designations and Zoning, defines the General Industrial designation as permitting typical industrial uses. Three industrial designations are defined including Light Industrial, General Industrial, and Heavy Industrial. Through the corresponding Zoning Bylaw regulations provide for accessory uses including commercial space and caretaker accommodation. Medium and large format retail, residential uses (with the exception of caretaker accommodation) and freestanding offices are excluded from all industrial designations.
	iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand- alone office uses, other than ancillary uses, where deemed necessary	Section 7.3, Economy, Policies for Industrial Land and Development, discourages office-based businesses and commercial retail uses in all industrial areas. Section 8.2, OCP Land Use Designations and Zoning, excludes office and residential uses as uses permitted within Industrial designations. As well, residential and commercial uses and zones are specifically restricted from industrial designations (refer to the table, OCP Designations and Permitted Zones).
	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any	The Dominion Triangle area is designated as a Municipal Study Area to promote high levels of employment and ensure

		unnecessary municipal policies or regulatory barriers related to development form and density	compatibility with surrounding developments. Consideration will be given upon review of the OCP to work towards policies that support of intensification and densification of Industrial lands
	v)	review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over-supply of parking	Section 9.7, Industrial Lands DPA, guides that loading spaces shall not be permitted in front yards or side yards that face onto streets. Section 9.7, Industrial Lands DPA, iii. Dominion Triangle guides that parking will be encouraged to locate in multi level structure.
	vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Consideration will be given upon review of the OCP to work towards exploring municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning.
	vii)	provide infrastructure and services in support of existing and expanding industrial activities	Section 7.3, Economy, Policies for Economic Development, speak to how the City can support industrial activities and how industrial developments can contribute to infrastructure serving industrial lands.
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	Section 7.5, Transportation, Policies for Freight Rail and Marine Transportation outlines how the City will liaise with CP rail, work cooperatively with Port Metro Vancouver and the Fraser River Estuary Management Program, and ensure transportations are integrated with marine development sites.
	ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Section 7.3, Economy, Policies for Industrial Lands and development relate to the planning of development in industrial lands. Section 9.7, Industrial Lands DPA, contains guidelines for the form and character of industrial development

	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	N/A
	d)	include policies for Employment lands that:	See below.
	i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	The areas designated Mixed Employment in Map 2 are designated Light Industrial or Highway Commercial in Map 16. The area adjacent to Coquitlam River North is a small pocket of land designated for Light Industrial uses but surrounded by residential and environmental uses. The area in the Mary Hill Industrial area provides for highway commercial, office and service uses which complement the adjacent industrial designation.
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	The areas designated Mixed Employment are not of sufficient size and are not in locations appropriate for large format retail development.
	iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	Section 7.3, Economy, reinforces the Downtown as the primary commercial core. Commercial uses which serve a regional population and require greater parking considerations are provided for in established Highway Commercial designations.
	iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	Not applicable. Mixed Employment designations are located outside of the Municipal Town Centre.
	v)	do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	The Light Industrial and Highway Commercial designations which apply to the Mixed Employment area do not include residential uses; with the exception of accessory caretaker accommodation, residential uses are not permitted in areas designated Mixed Employment.

	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Section 9.11 Environmental Conservation DPA, establishes objectives to promote energy conservation, water conversation, and reduction of greenhouse gas emissions for developments in Commercial and Industrial DPA, Northside Centre, and Downtown.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5)	Consideration will be given upon review of the OCP to work towards policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazard risks.
Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability			
Policy 2.3.12	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their juris- diction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	Agricultural areas as identified in the RGS are shown on Map 2.
	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Consideration will be given upon review of the OCP to work towards policies that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents.
	c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	Section 7.3, Economy, Policies for Agriculture, contains policies protecting agricultural land and discouraging non-agricultural uses.
	i)	assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	Section 8.2, OCP Land Use Designations and Zoning designates and describes Agricultural Land 230 hectares of land within the Agricultural Land Reserve (ALR) are designated Agriculture in the RGS (see Map 2) and Agriculture in the OCP (see Map 16). Policy 7.1.6, Section 7.1, Growth Management and Sustainability, supports the protection and

			enhancement of Agricultural designated land in the ALR. Section 7.3, Economy, Policies for Agriculture, contains policies supporting the regulation of non-agricultural uses and limiting further non-farm uses.
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	Section 7.3, Economy, Policies for Agriculture, contains policies protecting agricultural land and limiting further subdivision.
	iii)	support climate change adaptation including: • monitoring storm water, flooding, and sea level rise impacts on agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collabo- ration with other governments and agencies	Section 7.8, Policies for Utilities and Services, contains policies to work with the province to develop a comprehensive approach to flood protection and maintenance and upgrading of the dike system and regulating development in the flood plain. Section 7.6, Design, requires all development in the floodplain to comply with applicable flood proofing requirements.
	iv)	protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	Section 9.0, DPAs, regulates development for the protection of farming. Guidelines for intensive residential development in the Dominion Riverfront (Section 9.5 xv) require the siting and design to transition between residential and agricultural uses. Section 7.1, Policies for Growth Management and Sustainability, addresses a need to consider appropriate uses for ALR lands which may be impacted by the construction of the Freemont Connector. Section 7.5, Transportation, Policies for the Road Network, Policy 1 notes that the Fremont Connector corridor is in the ALR and requires the approval of the ALC
	v)	demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and	Section 7.3, Economy, Policies for Agriculture, contains policies to

		enhance primary agricultural production as defined by the *Agricultural Land Commission Act*	support agricultural land, businesses and enterprises.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Section 7.5, Transportation, Policies for the Road Network, Policy 1 notes that the Fremont Connector corridor is in the ALR and requires the approval of the ALC.
Policy 2.3.13	**Section**	**Policy**	**Supplementary Information**
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	Section 7.3 Economy, Agriculture policies includes identifying opportunities to support the agricultural community by establishing an advisory committee or initiating an agriculture strategy.

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Describe how the OCP and other supporting plans and policies contribute to this Goal:

The OCP provides for the protection of environmentally sensitive areas, the provision of adequate park space and the establishment of links between public open spaces.

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	See response in targets section	See response in targets section
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and achieving a carbon neutral region by the year 2050;	See response in targets section	See response in targets section

Strategy 3.1: Protect and enhance Conservation and Recreation lands

	Section	Policy	Applicable OCP Policies
Policy 3.1.9	**Adopt Regional Context Statements that:**		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	Conservation and Recreation areas are identified on Map 2.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	See below
	i)	drinking water supply areas	N/A
	ii)	environmental conservation areas	N/A
	iii)	wildlife management areas and ecological reserves	Watercourse Protection DPAs are indicated in Map 22. Natural Environment Protection DPAs are indicated in Map 23.

			Both the Natural Environment Protection and the Watercourse Protection DPA have objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area. Portions of these DPAs align with the Conservation and Recreation Land Use Designation and the Park Reserve designation as outlined in the RGS
	iv)	forests	Section 7.4 Environment and Parks, Policies for Environment contains policies related to natural environment and ecosystems, including forests. Section 9.11, Environmental Conservation DPAs, Part 3 Guidelines, Paragraph b. Water Conservation, Policy i. notes the following considerations for design of an integrated stormwater management plan for developments within this DPA, including the retention or restoration of forest, wetland, and other high-value vegetation.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	Section 7.4 Environment and Parks, Policies for Environment contains policies related to natural environment and ecosystems, including wetlands. Section 9.8 Watercourse Protection DPA has objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of wetlands by any proposed use or development within the area.
	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	Section 7.4 Environment and Parks, Policies for Environment contains policies related to natural environment and ecosystems, including riparian areas.

			Section 9.8 Watercourse Protection DPA contains objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of riparian areas by any proposed use or development within the area.
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	Section 7.4 Environment and Parks, Policies for Environment contains policies related to natural environment and ecosystems. Section 9.9, Natural Environment Protection DPA and Section 9.8 Watercourse Protection DPA have objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area.
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: o major parks and outdoor recreation areas; o education, research and training facilities, and associated uses that serve conservation and/or recreation users; o commercial uses, tourism activities, and public, cultural, or community amenities; o limited agricultural use, primarily soil-based; and o land management activities needed to minimize vulnerability / risk to climate change impacts	The main uses of these lands are parks and open space of varying sizes used for a variety of recreational and environmental purposes including but not limited to passive green spaces and natural open spaces with restricted access.
	c)	Include policies that:	See below
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	Section 9.9, Natural Environment Protection DPA and Section 9.8 Watercourse Protection DPA have objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area. The DPA includes associated guidelines that where applicable, the establishment of potential buffer zones to ensure that modifications to surface and ground

			water regimes and vegetation cover do not contribute to the loss of important vegetation.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	Lands with the regional land use designation of Conservation and Recreation are designated in the OCP as Agricultural or Parks. Section 7.3 Economy, Policies for Agriculture, Policy 1 is to limit further subdivision of agricultural lands. Section 7.4 Environment and Parks, Policies for Parks, Policy 3 is to maintain areas designated as Park Reserve as natural areas for passive recreation with limited improvements such as trails, seating, and interpretative signage.

Strategy 3.2: Protect, Enhance, Restore, and Connect Ecosystems			
	Section	**Policy Text**	**Applicable OCP Policies**
Policy 3.2.7	**Adopt Regional Context Statements that:**		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	*Please see response in Targets section*
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	See below
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	Section 7.4 Environment and Parks, Policies for Environment, contains policies relevant to the protection, enhancement, and restoration of ecosystems. Section 9.0 Development Permit Areas, have various development permit requirements supporting the protection, enhancement, and restoration of ecosystems. Section 9.9, Natural Environment Protection DPA and Section 9.8 Watercourse Protection DPA contain objectives to protect the natural environment of the areas within the

			DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area.
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	Consideration will be given upon review of the OCP to develop policies that will seek to acquire, restore, enhance, and protect lands that will further enable ecosystem connectivity in a regional green infrastructure network.
	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Section 9.9, Natural Environment Protection DPA and Section 9.8 Watercourse Protection DPA have objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area. All DPAs encourage the minimization of disturbances to ecosystems through low impact development practices that enable ecosystem connectivity
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	Section 9.9, Natural Environment Protection DPA and Section 9.8 Watercourse Protection DPA have objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area. The DPA includes associated guidelines that where applicable, identify the establishment of potential buffer zones to ensure that modifications to surface and ground water regimes and vegetation cover do not contribute to the loss of important vegetation.
	c)	Include policies that:	See below
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Section 7.3 Economy, Policies for Economic Development, Policy 7 encourages Port Coquitlam to be a viable tourist destination by promoting historical, cultural and natural assets. Section 9.9, Natural Environment Protection DPA and Section 9.8

			Watercourse Protection DPA contain objectives to protect the natural environment of the areas within the DPA, so as to mitigate potential disruption of the environment by any proposed use or development within the area.
	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	Consideration will be given upon review of the OCP to look at developing policies to enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	Section 7.4, Environment and Parks, Environment, refers to Port Coquitlam's Soil Removal and Deposit Bylaw, which outlines requirements for soil removal and deposit. Section 9.8, Watercourse Protection DPA, Subsection 6, Watercourse Protection Area Management, Paragraph F, Invasive Plant Species, contains policies relating to the management of invasive species. Consideration will be given upon review of the OCP to develop policies that will work towards reducing the spread of invasive species.
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	Section 1.2, Related Plans, refers to Port Coquitlam's Greenways Plan and Parks, Recreation and Culture Master Plan. Consideration will be given upon review of the OCP to look at developing policies to enable

			connectivity in a regional green infrastructure network.
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Section 7.8, Utilities and Services, Policies for Utilities and services: Policy 2 is to consider the implementation of a water conservation program that may include a universal water metering program. Policy 4 is to explore integrated stormwater management practices and alternative development standards for managing stormwater by increasing pervious surfaces, improving on-site water management and revising City infrastructure specifications. Section 9.11 Environmental Conservation DPA, Subsection 3, Guidelines, paragraph b, Water Conservation, contains policies on water conservation including language on integrated stormwater plans.

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

	Section	Policy	Applicable OCP Policies
Policy 3.3.7	**Adopt Regional Context Statements that:**		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	*Please see response in Targets section*
	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	See below
	i)	existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy	Section 9.11 Environmental Conservation DPA, Subsection 3, Guidelines, paragraph a, Energy Conservation, contains policies on greenhouse gas emission reduction including from transportation,

		systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure	construction, and demolition of buildings.
	ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	Section 7.5, Transportation, Policies for Transportation, contains policies on design, infrastructure, and programs to encourage forms of transportation alternative to driving personal vehicles.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Section 7.8, Policies for Utilities and Services, and Maps 12, 13 and 14 identify water, drainage and sanitary sewer facilities and upgrades which will serve the city and provide for the increased development in the Downtown.

Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

	Section	**Policy**	**Applicable OCP Policies**
Policy 3.4.5	**Adopt Regional Context Statements that:**		
	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	Section 7.8, Policies for Utilities and Services, contains policies to work with the province to develop a comprehensive approach to flood protection and maintenance and upgrading of the dike system and regulating development in the flood plain. Section 7.6, Design, requires all development in the floodplain to comply with applicable flood proofing requirements.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	Section 9.10, Hazardous Conditions DPA, provide for the protection of a steeply sloping area including landscaping and retention requirements, and requirement of a geo-technical engineer where necessary. Map 24: DPA – Hazardous Conditions indicates the Hazardous Conditions Area.
Policy 3.4.6	**Section**	**Policy**	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Section 7.8, Utilities and Services, Policies for Utilities and Services, provide for the planning, implementation, and delivery of municipal utilities and services, including:

			Policy 2: Consider the implementation of a water conservation program that may include a universal water metering program. Policy 9: Consider energy efficiency principles and practices in land use planning, site planning, and building design.
Policy 3.4.7	**Section**	**Policy**	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	Consideration will be given upon review of the OCP to look at developing policies that integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.
Policy 3.4.8	**Section**	**Policy**	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	Section 7.6, Design, requires all development in the floodplain to comply with applicable flood proofing requirements. Section 7.8, Utilities and Services, Policies for Utilities and Services, contains policies to work with the province to develop a comprehensive approach to flood protection and maintenance and upgrading of the dike system and regulating development in the flood plain. Section 7.7 Community, Policies for Public Health and Safety, contains policies on best practices for development and fire services.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Port Coquitlam's OCP and its supporting policies and plans work together to promote diverse and affordable housing choices through designating lands for a mix of housing types, supporting transit-oriented development and Affordable and Family Friendly Housing Policy, Density Bonus Policy and a suite of program and initiatives under the Housing Accelerator Fund.

Goal 4 Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*See response in targets section*	See response in Targets section The OCP Housing Policies are reflective of the Port Coquitlam's Housing Needs Report, which outlines the need for affordable rental housing units.

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs			
	Section	**Policy**	**Applicable OCP Policies**
Policy 4.1.8	**Adopt Regional Context Statements that:**		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	The OCP responds to Port Coquitlam's Housing Needs Report by providing for the indicated the need for 4,727 housing units over the next 5 years, and 15,249 units over the next 20 years. The key statement of need is also reflected within the OCP. Moving forward with the Province's proactive planning cycle the Housing Needs Report and OCP and Zoning Bylaw will continually be monitoring, review and respond to the community's housing needs.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Section 7.2 Housing and Neighbourhoods, Policies for Housing, speaks to methods of facilitating a variety of housing options by size, tenure, and affordability.
	c)	identify policies and actions that contribute to the following outcomes	See below
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Section 7.2 Housing and Neighbourhoods, Policies for Housing, speaks to methods of facilitating a variety of housing

			options by size, tenure, and affordability.
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	Section 7.2 Housing and Neighbourhoods, Policies for Housing, assess the need for and consider density bonus programming to facilitate special needs housing, this could include other development finance tools. The OCP is supported by the Port Coquitlam's Zoning Bylaw, which contains the regulation that at least 25% of the total number of dwelling units in a multi-family development with more than 10 units must be family-orientated dwelling units, and at least 5% of the total number of dwellings units within the development must have three or more bedrooms.
	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Section 7.2 Housing and Neighbourhoods, Policies for Housing, policies seek to explore opportunities to support and encourage the development of rental housing, where appropriate, to ensure that this option is available to households that do not want to or cannot afford to own their home. Section 7.2 Housing and Neighbourhoods, Policies for Housing, examine opportunities to encourage the continued availability of housing at an affordable rate to first time homeowners.
	iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	Section 5.3, Growth and Change recognizes that most of the land designated for residential development is already developed and new small-scale development will be largely infill and subdivision of larger parcels. Section 7.2, Housing, provides for small lot single-detached developments, duplexes, triplexes, secondary suites and innovative approaches for infill development

			and for redevelopment at higher densities. Land in and adjacent to the Municipal Town Centre is designated to provide for redevelopment of older neighbourhoods to higher density townhouse and apartment development.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Section 8.2 OCP Land Use Designation and Zoning and Map 16 show the Frequent Transit Development (FTD) designation that allows for comprehensive mixed use (residential and commercial) and residential development located in close proximity to a transit station.
	vi)	increased social connectedness in multi-unit housing	Section 7.6, Design, Policies for Design, Policy 8 encourages incorporating a mix of land uses including multiple family residential use and commercial or community amenity space in higher density designated areas Policy 12 ensures residential development in the Dominion Triangle is designed to provide an appropriate amount and form of community amenity space Location specific design guidelines encourages providing amenity space for residents, and providing access to natural amenities.
	vii)	integrated housing within neighbourhood contexts and high-quality urban design	Section 7.6 Design, Policies for Design, Policy 1 is to encourage all new development, buildings and streetscapes to present a coordinated appearance with an appropriate balance of built and natural elements by ensuring new small-scale multi-unit housing, commercial, industrial and multiple family residential development follows design principles contained in the DPA guidelines.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts	Section 9.10, Hazardous Conditions Development Permit area is

		and natural hazards	designated as a DPA for the protection of development from hazardous conditions. Section 9.11, Environmental Conservation DPA, identifies areas as DPAs for the establishment of objectives to promote energy conservation, water conservation, and reduction of greenhouse gas emissions.
Policy 4.1.9	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Please refer to Port Coquitlam's Housing Needs Report
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	Please refer to Port Coquitlam's Housing Needs Report
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	Please refer to Port Coquitlam's Housing Needs Report
	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Please refer to Port Coquitlam's Housing Needs Report
Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply			
Policy 4.2.7	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*Please see response in Targets section*
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Section 7.2 Housing and Neighbourhoods Policies for Housing look to encourage the supply of rental housing by ways of retention, renewal and development of secure, purpose built rental housing.

	c)	identify the use of regulatory tools that protect and preserve rental housing	Section 7.2, Housing and Neighbourhoods, Policies for Housing, explore opportunities to support and encourage the development of rental housing, where appropriate, and encourage the supply of rental housing by ways of retention, renewal and development of secure, purpose built rental housing and to ensure that this option is available to households that do not want to or cannot afford to own their home as well as encouraging affordability across the housing spectrum.
	d)	identify policies and actions that contribute to the following outcomes:	See below
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Section 7.2 Housing and Neighbourhoods, Policies for Housing, includes the considerations for rezoning of properties within the Frequent Transit Development (FTD) land use designation, provided the development achieves residential uses which include a mixture of housing tenure that align with identified housing need.
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Section 7.2, Housing and Neighbourhoods, Policies for Housing, is to explore opportunities to support and encourage the development of rental housing, where appropriate, to ensure that this option is available to households that do not want to or cannot afford to own their home and to encourage affordability across the housing spectrum.
	iii)	protection and renewal of existing non-market rental housing	Section 7.2, Housing and Neighbourhoods, Policies for Housing, includes policy to establish a policy for non-market housing that also addresses the City's role in this sector.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Section 7.2 Housing and Neighbourhoods Policies for Housing look to encourage the supply of rental housing by ways of retention, renewal and

			development of secure, purpose built rental housing.
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Section 9.11 Environmental Conservation Development Permit area notes the establishment of objectives to promote energy conservation, water conservation, and reduction of greenhouse gas emissions. The Environmental Conservation Development Permit Area includes the Downtown, Northside Centre, Intensive Residential, Small-Scale Multi-Unit Housing, Commercial and Industrial Development Permit Areas and lands within the Institutional Zones P1 and P2.
Policy 4.2.8	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Section 7.2 Housing and Neighbourhoods, Policies for Housing include exploring opportunities to support and encourage the development of rental housing and to encourage the supply of rental housing by ways of retention, renewal and development of secure, purpose-built housing.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	The City of Port Coquitlam's Business Bylaw provides for accommodation of tenants during renovations or repairs to rental apartment buildings.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Section 7.1 Growth Management and Sustainability, policies include to continue to participate in regional planning with Metro Vancouver and member municipalities.
Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
Policy 4.3.7	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	Section 7.2, Housing and Neighbourhoods, Policies for Housing, states that the City will explore opportunities to support and encourage the development of rental housing.

	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	Section 7.2 Housing and Neighbourhoods, Policies for Housing includes policy that identifies homelessness response in the Tri-cities is a collaboration between Port Coquitlam, Coquitlam and Port Moody and to continue to participate in collaborative planning solutions for independent and supporting housing for people to move out of homelessness. Section 7.7 Community, Social Issues, has policy which encourages partnerships and support for community groups and agencies in providing essential social services to the community.
Policy 4.3.8	**Section**	**Policy**	**Supplementary Information**
	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	Section 7.2 Housing and Neighbourhoods, Policies for Housing includes policy to support stable and affordable housing for populations more represented in core housing need.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	7.2 Housing and Neighbourhoods, Policies for Housing includes policy to assess the need for community care facilities, assisted living residences, and special needs housing for people with physical, mental or lifestyle challenges and permit these uses in residential and institutional areas subject to City Bylaw requirements.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	7.2 Housing and Neighbourhoods, Policies for Housing includes policy to support stable and affordable housing for populations more represented in core housing need and to identify homelessness response in the Tri-cities that is a collaborative between Port Coquitlam, Coquitlam and Port Moody and to continue to participate in collaborative planning solutions for independent and supporting housing for people to move out of homelessness

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

The OCP includes policies to add and improve upon active transportation routes, encourage transit use, work cooperatively with other levels of government to support sustainable transportation choices.

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

	Section	Policy	Applicable OCP Policies
Policy 5.1.14	**Adopt Regional Context Statements that:**		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Section 7.5, Transportation, Policies for Transportation, speak to supporting mode shift from personal vehicles.
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	Section 7.5, Transportation, Policies for Transportation, Policy 4, speaks to Transportation Demand Management.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Section 7.5, Transportation, Policies for Transportation, Policy 1 speaks to improving municipal infrastructure for transit, walking, cycling, and rolling.
	d)	support the transition to zero-emission vehicles	Section 7.5 Transportation, Policies for Transportation speak to implementing transportation improvements for transit, trucks and private passenger cars in an orderly and efficient manger in accordance with the City's Master Transportation Plan, which speaks to supporting zero-emission vehicles.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Section 7.5 Transportation, Policies for Transportation speak to implementing transportation improvements for transit, trucks and private passenger cars in an orderly and efficient manger in accordance with the City's Master Transportation Plan, which speaks to supporting implementation of greenways and bikeways.

	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Section 7.5 Transportation, Policies for Transportation speak to implementing transportation improvements for transit, trucks and private passenger cars in an orderly and efficient manger in accordance with the City's Master Transportation Plan, which speaks to supporting implementation of local active transportation and micro-mobility facilities.

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

	Section	Policy	Applicable OCP Policies
Policy 5.2.6	**Adopt Regional Context Statements that:**		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Please see Map 9a: Major Road Network and Map 9b: Transportation Network
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Section 7.5, Transportation, Policies for Road Network, speaks to supporting the optimization of the road network.
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	Section 7.5, Transportation, Policies for Transportation, Policy 2 is to work cooperatively with the Ministry of Transportation and Infrastructure and its subsidiaries, TransLink and other municipalities to plan and implement an integrated, efficient regional and local transportation system while advocating for improvements in Port Coquitlam. speaks to improving municipal infrastructure for
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	Section 7.5, Transportation, Policies for Freight Rail and Marine Transportation speak to protecting and enhancing routes for goods movement.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	Section 7.4 Environment and Parks, Policies for Environment, Policy 12 speaks to monitoring the impact of noise on the community and to take action where necessary.

	f)	identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	Section 9.11, Environmental Conservation DPA, Subsection 3, Guidelines, paragraph c, GHG Emission Reduction, encourages electric vehicle charging stations. Section 9.7, Industrial DPA, establishes objectives and provision of guidelines for the form and character of industrial development.

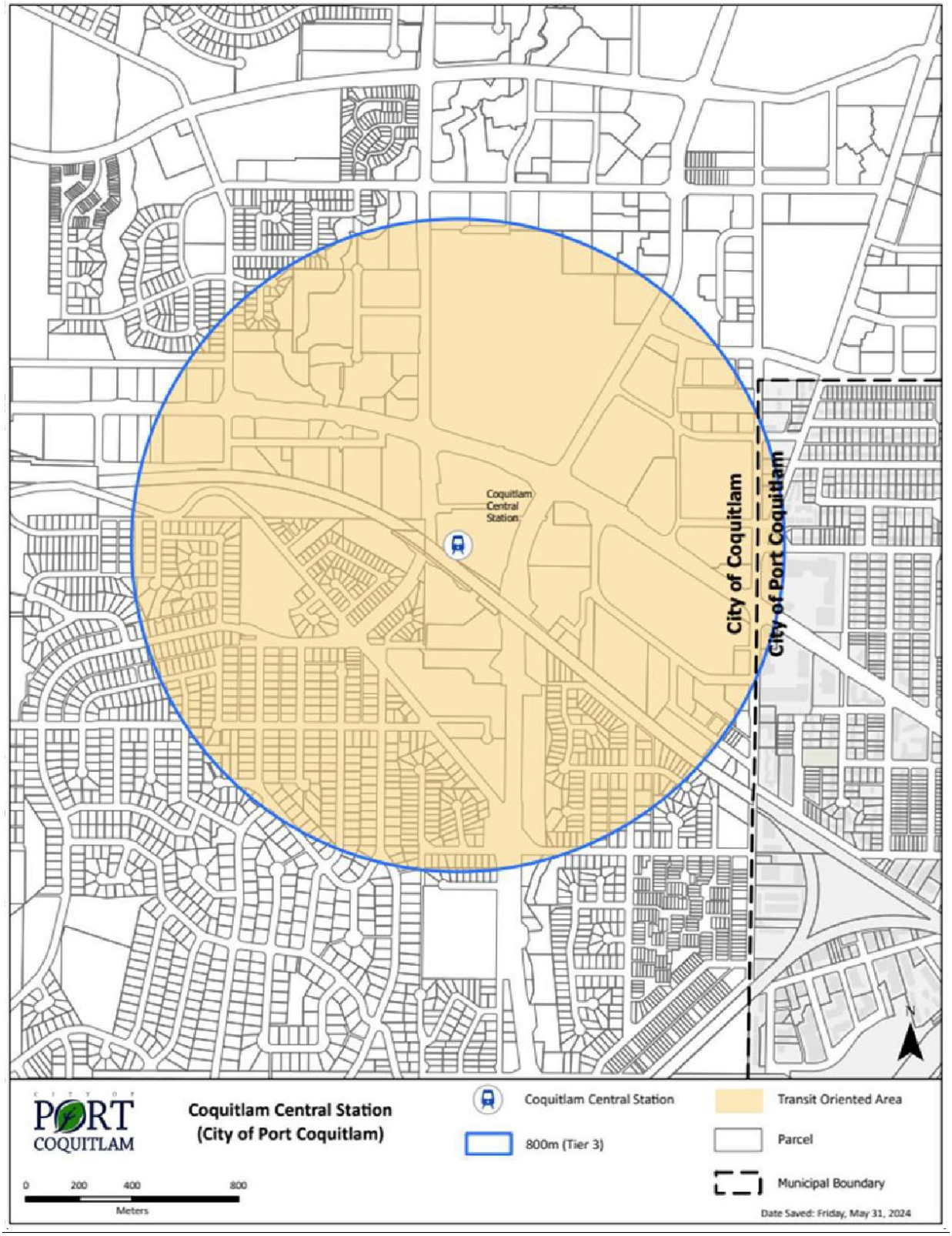
Metro 2050 Implementation

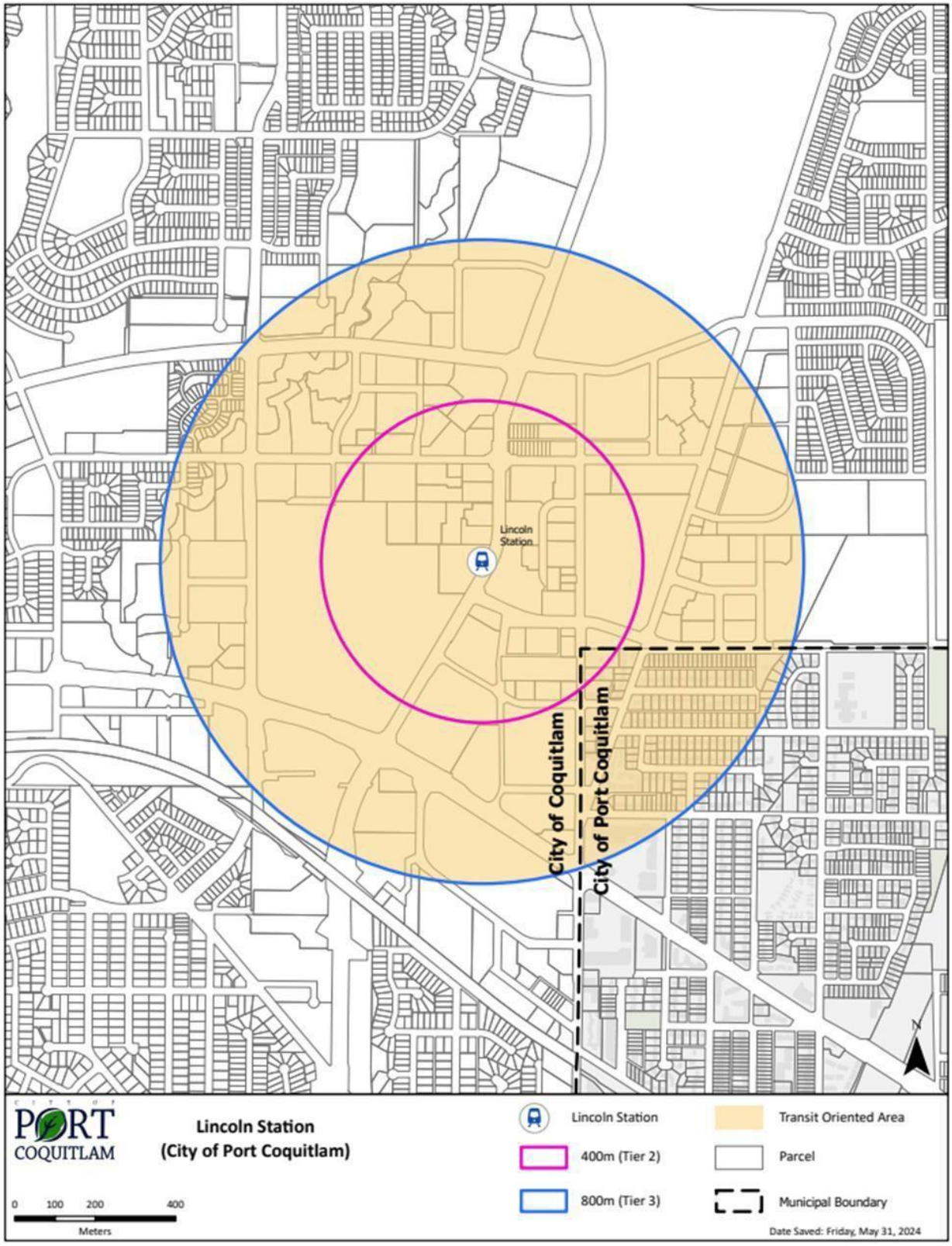
Metro 2050 includes some policies that can be used if the Member Jurisdiction includes language permitting them, either below or in statements elsewhere in the RCS.

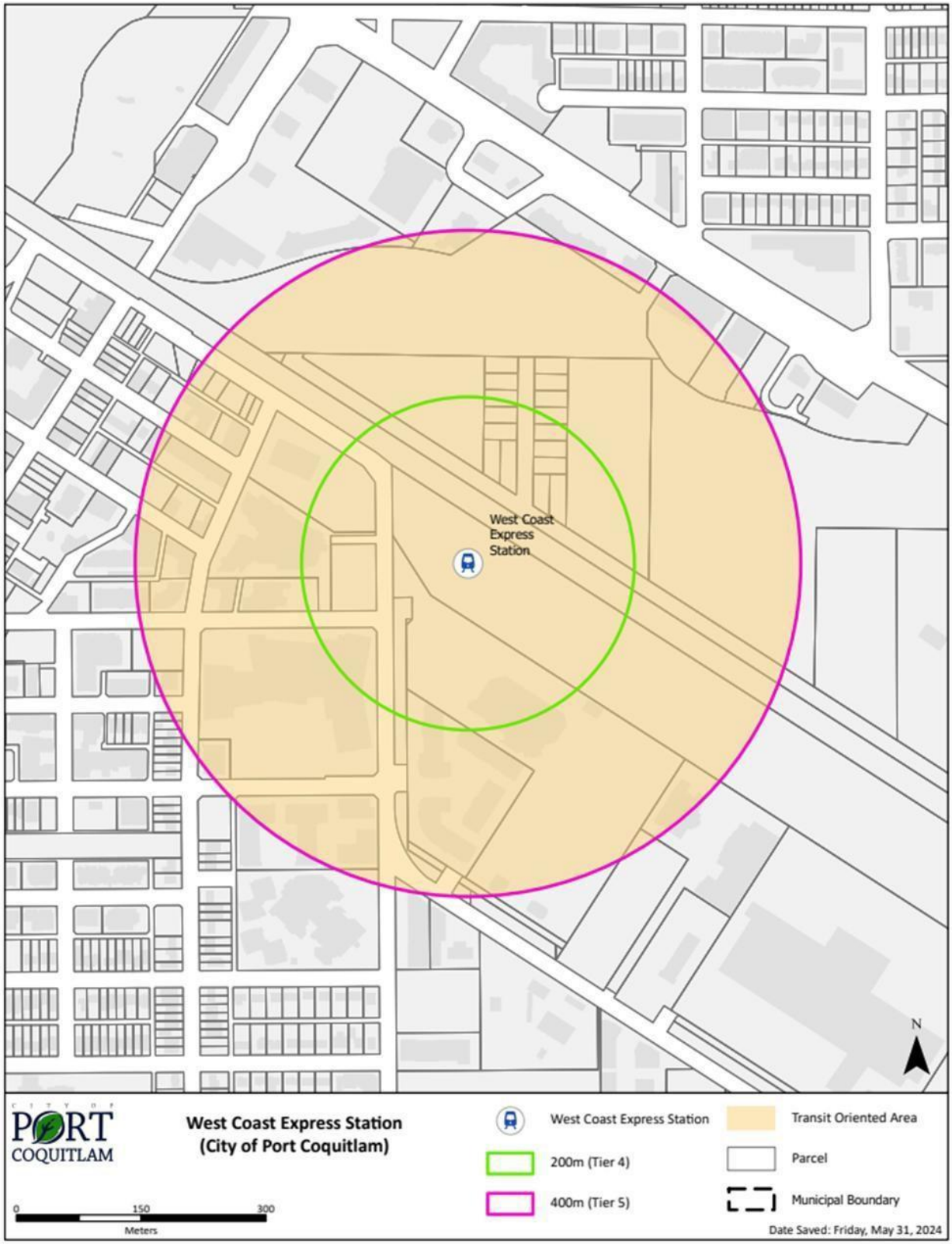
	Policy	Applicable OCP Policies
Policy 6.2.7	A member jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows: a) the member jurisdiction may re-designate land from one (1) regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare; b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the member jurisdiction may redesignate land: • from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or Metro 2050 - the regional growth strategy 87 F: Implementation • from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station, provided that: • the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and • the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares; c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the member jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.	The RCS hereby permits this.

	A member jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the regional growth strategy.	The RCS hereby permits this.

Appendix 2: Transit Oriented Area Maps




Lincoln Station
City of Coquitlam
City of Port Coquitlam
N
CITY OF PORT COQUITLAM
Lincoln Station
(City of Port Coquitlam)
0 100 200 400
Meters
Lincoln Station
400m (Tier 2)
800m (Tier 3)
Transit Oriented Area
Parcel
Municipal Boundary
Date Saved: Friday, May 31, 2024


West Coast Express Station
N
CITY OF PORT COQUITLAM
West Coast Express Station (City of Port Coquitlam)
0
150
300
Meters
West Coast Express Station
200m (Tier 4)
400m (Tier 5)
Transit Oriented Area
Parcel
Municipal Boundary
Date Saved: Friday, May 31, 2024