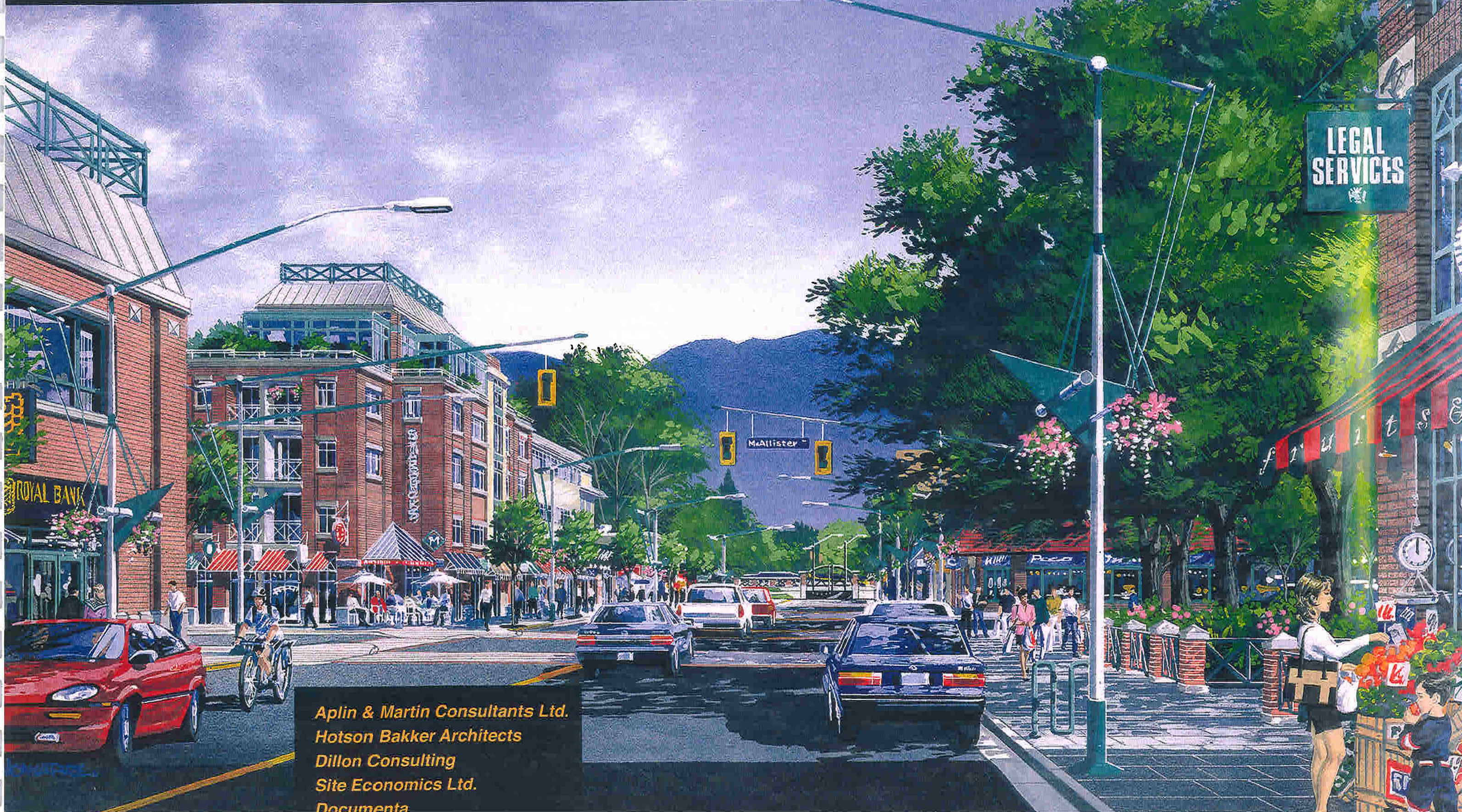


City of Port Coquitlam

Downtown Plan '98



Aplin & Martin Consultants Ltd.
Hotson Bakker Architects
Dillon Consulting
Site Economics Ltd.
Documenta

CITY OF PORT COQUITLAM

DOWNTOWN PLAN '98

PREPARED BY:

**Aplin & Martin Consultants Ltd.
Hotson Bakker Architects
Dillon Consulting Ltd.
Documenta Architectural Photogrammetry
Site Economics Ltd.**

May 1998

96277

WELCOME TO MY DOWNTOWN CIRCA 2016

Downtown Port Coquitlam is the dynamic centre of a small, livable city - the envy of the Greater Vancouver region. At its core is a lively "high street" retail district - with one-of-a-kind shops, restaurants, specialty food stores and personal services.

Shaughnessy Street is lined with adolescent maple trees and decorative street lamps; there are places to sit and chat with other shoppers. It is distinguished by seasonal banners, which showcase the work of local artists, and special street signs depicting the "high street" logo. At noon hour, café life spills onto the sidewalk as patrons enjoy their meals al fresco - amidst the colourful shop windows and outdoor produce displays.

During the evening, Shaughnessy Street is the favourite promenade of local residents - perfect for an after work stroll or a late night coffee. Within a block or two of the high street, one can take in a show at the Performing Arts Centre (on the old Elks' Hall site), or go for a jog along the Port Coquitlam Trail - perhaps to view spawning salmon in the Coquitlam River.

When taking the Red Bridge into town, I like to take the scenic drive along Maple Street - which really gives the city its park-like quality, and brings me closer to nature. On the way home, I stop off at the Europe Bakery to pick-up my favourite cookies and some Black Forest cake. When I really need to drive, to run errands or purchase larger items, there is convenient parking close to the high street, and at nearby Shaughnessy Station.

I grew up on Kelly Street, and raised my own family around the corner on Donald. Today, my wife and I live in a nice apartment on McAllister, above a bookstore and gallery. Everything we need is within walking distance. The many new trails and bikeways provide a safe and convenient alternative to driving downtown. When we want to venture a little further, we have public transit at our doorstep.

I love to sit in the gardens at City Hall, and walk through Elk's Park to see my grandchildren on Donald Street. Like many of her neighbours, my daughter redeveloped our old family property a few years ago, and built three townhomes on the 50-foot lot. She, her husband and younger children live in a half duplex; her married daughter in the other half. The coach house is rented out to a young

couple. They did such a nice job, they even saved my old apple tree in the back yard.

My daughter runs an interior design business in a strata unit on the old Port Coquitlam Building Supplies' site. Her business is thriving, and she attributes this to the synergy created by other similar businesses in the area.

Two of my grandchildren attend Riverside Secondary School; one works part-time at the Royal Bank on the high street, and the other at Canadian Tire at Shaughnessy Station. I am an avid reader, and volunteer my time at Terry Fox Public Library - reading stories to pre-school children.

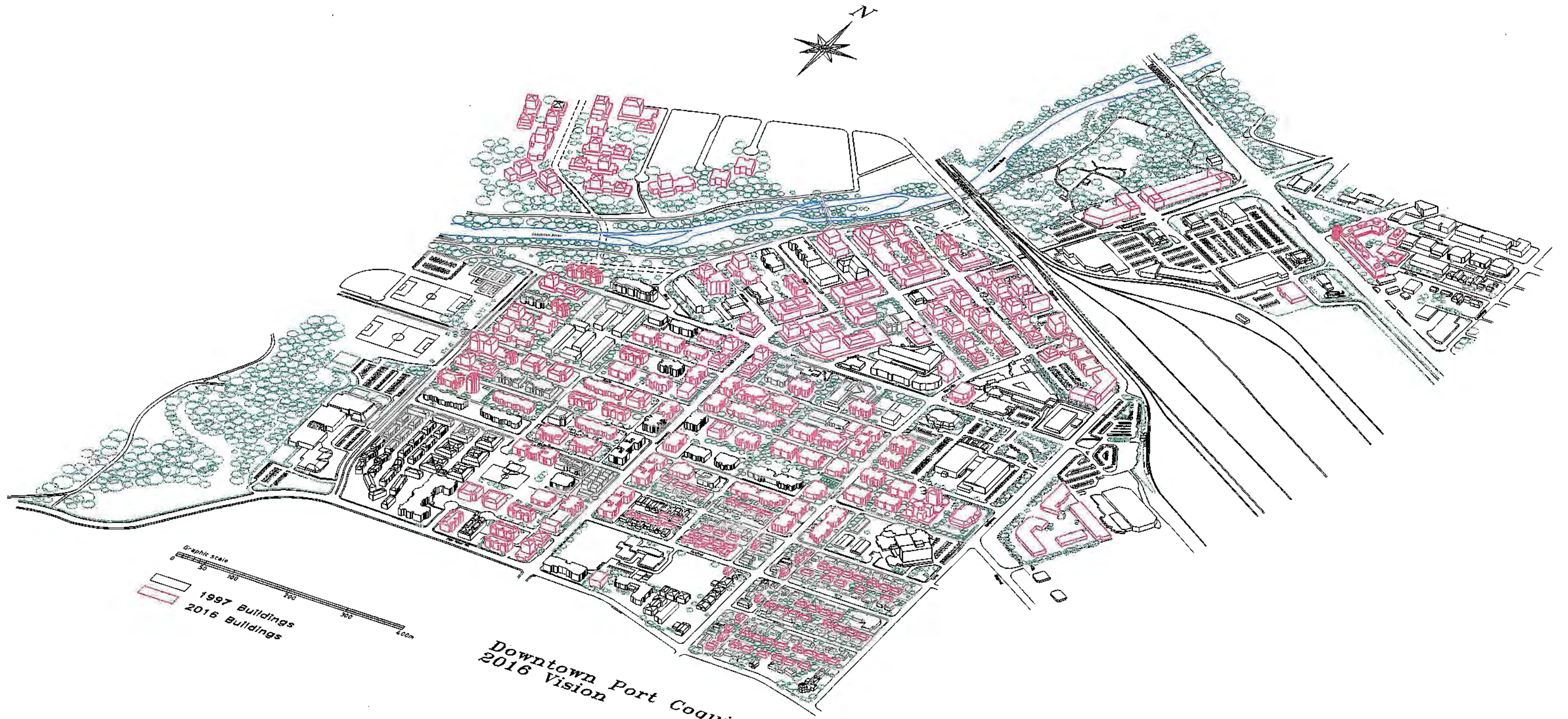
We like to visit friends in Vancouver once a month - so we board the West Coast Express to catch a matinee or have lunch in Chinatown. Riding back with the commuters reminds me of the years I spent lined up on the Lougheed or Highway #1, trying to make it home on time for supper. I wouldn't trade this time of my life for anything.

In my retirement, I've really come to appreciate my community. No matter where I go, it's always nice to come home. This is a place where people know your name and care about you, and it is still a wonderful place in which to raise a family. In fact, it is home to people of all ages and backgrounds. Almost 12,000 more people live in the area than 20 years ago. While many changes have occurred over the years, new buildings and landscaping have enhanced our cherished small town character.

The people of Port Coquitlam have a strong sense of what is important. They have worked together to build a shared vision they had some 20 years ago. What they've built is a modern city, with a new civic centre, apartments rises by the river and a fancy Oxford Street overpass.

But, they knew what was valuable twenty years ago, and worked to preserve and enhance those elements as well. That is why we have human-scale development, a vibrant downtown core, beautiful tree-lined streets, varied housing types, an impressive park and trail system, a publicly-accessible and healthy riverfront, long-established shops and services, and superlative recreational facilities.

Yes, Port Coquitlam is a modern city, but its Downtown still has "small town" heart and soul.



Downtown Port Coquitlam
2016 Vision

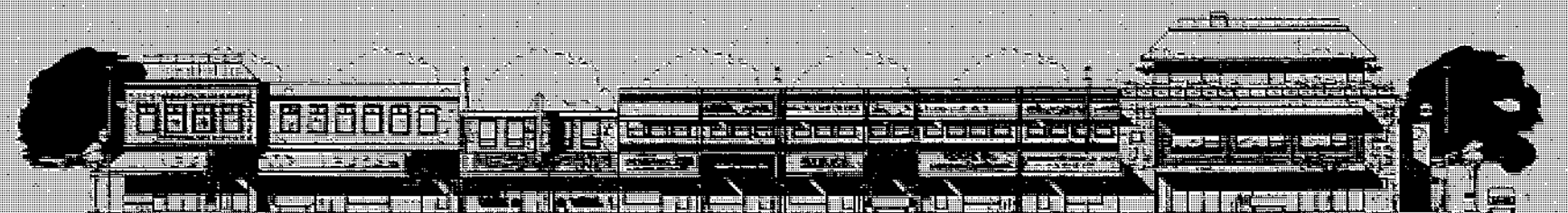
TABLE OF CONTENTS

1.0	INTRODUCTION.....	5			
1.1	PURPOSE OF DOWNTOWN PLAN '98.....	5			
1.2	PLANNING APPROACH.....	5			
2.0	THE VISION	6			
2.1	VISION STATEMENT.....	6			
2.2	SHAUGHNESSY "HIGH-STREET".....	6			
2.3	DOWNTOWN PLAN '98 OBJECTIVES.....	6			
3.0	TOWARDS A PLAN.....	8			
3.1	DOWNTOWN OPPORTUNITIES.....	8			
3.2	THE BUILDING BLOCKS	8			
3.2.1	City-owned Lands: Building Block #1.....	8			
3.2.2	Residential Precincts: Building Block #2.....	10			
3.2.3	Downtown Gateways: Building Block #3	12			
3.2.4	Shaughnessy High Street: Building Block #4.....	13			
3.2.5	Civic Centre Precinct: Building Block #5.....	16			
3.2.6	Arts - Enterprise Precinct: Building Block #6.....	17			
3.2.7	Downtown Residential Mixed Use District: Building Block #7.....	18			
3.2.8	Parks, Recreation And Public/Private Greenways: Building Block #8.....	20			
3.2.9	Roads, Parking, and Circulation: Building Block #9	21			
4.0	2016 LAND USE PLAN.....	26			
4.1	LAND USE CONCEPT.....	26			
4.2	PROPOSED LAND USE DESIGNATIONS	26			
4.2.1	High Street Commercial.....	26			
4.2.2	Shopping Centre Commercial	27			
4.2.3	Arts-Enterprise Commercial.....	27			
4.2.4	Civic Centre	27			
4.2.5	Downtown Residential Mixed Use	27			
4.2.6	Apartment (Mid-Rise) Residential	27			
4.2.7	Apartment (Low-Rise)/Townhouse Residential	27			
4.2.8	Infill Residential.....	28			
4.3	Downtown 2016	28			
5.0	DESIGN CONCEPT.....	29			
5.1	DOWNTOWN CHARACTER.....	29			
5.2	OVERALL DESIGN GUIDELINES	30			
5.2.1	Commercial Areas	30			
5.2.2	Residential Areas	34			
5.3	Shaughnessy "High Street" Precinct	38			
6.0	IMPLEMENTATION.....	41			
6.1	REGULATORY FRAMEWORK	41			
6.1.1	Official Community Plan Amendments.....	41			
6.1.2	Zoning Bylaw Amendments.....	41			
6.1.3	Development Permit Guideline amendments	41			
6.2	SHORT & LONG TERM ACTIONS	41			
6.2.1	City of Port Coquitlam.....	42			
6.2.2	Downtown Port Coquitlam Business Improvement Association (BIA)	42			
6.2.3	Downtown Business and Property Owners	43			

LIST OF PLATES, PLANS AND SKETCHES

		After Page No.			After Page No.
Frontispiece	PORT COQUITLAM DOWNTOWN: CIRCA 2016				
Plate No. 1	Apartment Mid-rise Precinct Reeve Street & Kelly Street (view east)	11	Plan No. 3.10	Building Block #9: Transportation System	22
Plate No. 2	Residential Precincts - Form & Character	11	Plan No. 4.1	Official Community Plan, Bylaw 2848, 1993	26
Plate No. 3	Landmark Major Gateway at Shaughnessy	13	Plan No. 4.2	Proposed Land Use Designations, 2016	26
Plate No. 4	Shaughnessy High Street, 2016 (View North)	15	Plate No. 4.3	Port Coquitlam Downtown Form, 2016	28
Plate No. 5	High Street - Form & Character	15			
Plate No. 6	Leigh Square - Civic Centre (View North)	17			
Plate No. 7	Residential Mixed-use Precinct McAllister Street (View West)	19			
Plate No. 8	Mixed-use - Form & Character	19	Sketch No. 1	Public Oriented Ground Floor	30
Plate No. 9	Lions Park Gateway/Greenway (View North-west)	21	Sketch No. 2	Continuous Character on Ground Floor	31
Plate No. 10	Shaughnessy High Street Underpass/ Gateway (View North)	23	Sketch No. 3	Continuous Weather Protection	32
Plate No. 11	Shaughnessy High Street Character	37	Sketch No. 4	Off-street Parking Lots	33
Plate No. 12	Shaughnessy Street Elevations	38	Sketch No. 5	Street Animation	33
			Sketch No. 6	Public Access/Open Spaces Within Private Developments	35
Plan No. 3.1	1997 Land Uses	8	Sketch No. 7	Units Addressing the Street	35
Plan No. 3.2	Building Block #1: City Owned Lands:	9	Sketch No. 8	Living on the Ground Floor	36
Plan No. 3.3	Building Block #2: Residential Precincts	11	Sketch No. 9	Building Entrance Identification	36
Plan No. 3.4	Building Block #3: Downtown Gateways	13	Sketch No. 10	Vertical Expression of Dwelling Unit	37
Plan No. 3.5	Building Block #4: Shaughnessy High Street	15			
Plan No. 3.6	Building Block #5: Civic Centre Precinct	17			
Plan No. 3.7	Building Block #6: Arts-Enterprise Precinct	18			
Plan No. 3.8	Building Block #7: Mixed-use Precinct	19			
Plan No. 3.9	Building Block #8: Parks, Recreation & Greenways	20			

1.0 INTRODUCTION



1.0 INTRODUCTION

1.1 PURPOSE OF DOWNTOWN PLAN '98

The purpose of Downtown Plan '98¹ is twofold:

- Firstly, the Plan will articulate a Vision of what the core area of the City of Port Coquitlam could ultimately look like in 20 years or so, as the community grows from the current population of about 46,000 to almost 67,000 persons by the year 2016.
- Secondly, the Plan will outline a Path or "road plan" which will assist in guiding the community towards realizing the Vision.

The Plan is intended to be a portrait of the "Shape of Things to Come" for the business and residential heart of Port Coquitlam. The portrait painted is one of a bright future. As with any planning forecast, there are subjective elements that reflect the optimism of the local community and its desires and hopes for the area. At the same time, technical forecasts also clearly indicate that most City growth will occur in the Downtown as the community expands. This growth is a significant opportunity to build on changes which have been occurring in recent years and which continue in the Downtown, to create a community "Place" which can offer a unique experience as a "Place to Live, Work, Do Business and enjoy Leisure Time."

Based upon the understanding gained and dialogue with the community, the 20 year time horizon represents a reasonable target to realize the Vision, recognizing that planning is somewhat of an inexact science and future unforeseen events could see the various Plan components being completed either earlier or later than anticipated.

Regardless, the Plan is intended to serve as the broad blueprint to guide future change in the downtown. Consequently, it is anticipated and expected that ongoing initiatives by the various downtown "Partners" will be necessary to effectively implement the strategies and policies presented.

¹ The Downtown Plan '98 will also be referred to as the Plan. The two terms will be used interchangeably throughout the document.

1.2 PLANNING APPROACH

Downtown Plan '98 builds upon the land use and urban design policies for Downtown Port Coquitlam, which are contained in the City's Official Community Plan (OCP), 1993. The essence of OCP policies for the downtown is to strengthen the City's traditional commercial and social focus by encouraging commercial redevelopment, densification of surrounding downtown residential neighbourhoods, and establishing a formal urban design theme, which draws from the architectural design and materials of the historic, restored City Hall.

The preparation of a Downtown Plan provides the opportunity to evaluate current OCP policies for Downtown Port Coquitlam, and to implement a set of detailed land use and design tools to guide the downtown's development over the next 20 years.

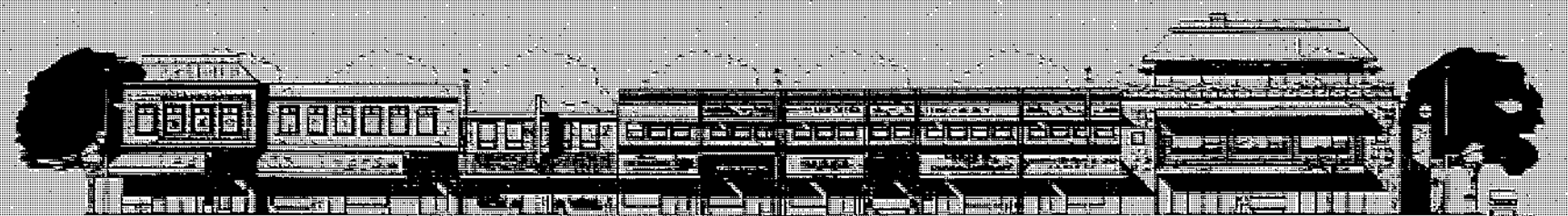
The strategies and policies contained in Downtown Plan '98 are based on an in-depth analysis of Downtown Port Coquitlam's opportunities and challenges - including its economic position within the city and region. The technical assessments were complemented with input and opinions from the community, including downtown residents, the downtown business community, elected officials and municipal staff. These analyses have guided the creation of new land use designations, and the definition of "activity precincts" and "character areas" within the downtown.

The technical assessments as well as a summary of the community consultation program and comments received will be contained in a separate Downtown Plan '98 Technical Report.²

Downtown Plan '98 further defines the OCP's land use and urban design policies and provides a set of implementation tools, as the basis for adjustments to the OCP, Zoning Bylaw (No. 2240), 1987, and other key components of Port Coquitlam's management framework for community planning and development.

² The Technical Report will be submitted as part of the final document package.

2.0 THE VISION



2.0 THE VISION

Downtown Plan '98 is founded on a guiding vision for the future - which is based on the wishes of the community and a realistic assessment of the downtown's role and function, its economic and land use opportunities, and its evolving urban design character.

2.1 VISION STATEMENT

Downtown Plan '98 is introduced with a narrative entitled "Welcome to My Downtown." It describes Downtown Port Coquitlam around the year 2016 - from the perspective of a fictional long-time resident. This personal account provides a realistic resident perspective on the Downtown Plan - i.e., what the community should truly look and feel like 20 years from now. It also gives meaning to the proposed land use designations, and how they translate into a living, working city.

"Downtown Port Coquitlam: Circa 2016 (Frontispiece) which accompanies the narrative, provides a physical illustration of the form and extent in the downtown, should Downtown Plan '98's strategies and policies be effectively implemented over the next two decades.

The importance of "Vision" cannot be overstated in the planning process. Downtown Plan '98, while comprehensive in its scope, is only a tool for achieving a shared community goal - i.e., a guiding vision for the future.

The following Mission Statement provides a framework for policy development and monitoring the success of Plan implementation:

"Downtown Port Coquitlam will become the dynamic centre of a small, vibrant, livable city. At its core will be lively "High Street" retail district - with one-of-a-kind shops, restaurants, specialty food stores and personal services. It will also be characterized by attractive residential areas, with a variety of housing catering to many needs; a network of pedestrian and bicycle pathways; a wide array of public parks and amenities; and an impressive civic precinct."

2.2 SHAUGHNESSY "HIGH-STREET"

While the term "High Street" is not commonly used it is very appropriate in the context of Downtown Plan '98.

A "High Street" describes a more traditional downtown thoroughfare (i.e. Main Street) which offers an array of specialized as well as daily commercial goods and services, and leisure and civic facilities in a pedestrian oriented physical environment. Buildings are street focussed and oriented to foster lively street activity. Presently, Shaughnessy Street embodies some of the "High Street" elements and has significant potential to blossom and provide a very attractive and lively "High Street" experience in the next few years.

2.3 DOWNTOWN PLAN '98 OBJECTIVES

Critical to articulating a twenty year Vision and planning strategy for the Downtown was the need to define key community objectives. These objectives essentially represent future desires, that is "what the Downtown should be" in the eyes of the users--the residents, businesses, shoppers and others interested in the area.

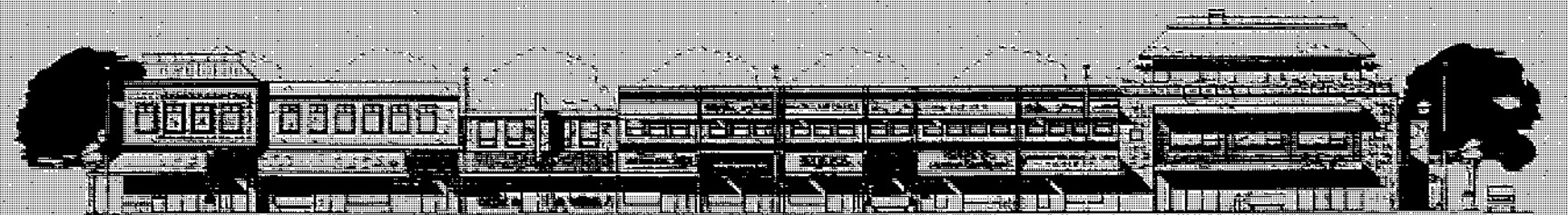
A Vision and planning strategy that successfully satisfies these desires must be able to weigh the community needs against the current realities. Consequently, it is necessary to gain an understanding of the Downtown's present situation, its assets and opportunities, physical and otherwise, as well as any challenges that must be addressed if the vision is to be realized.

Within this framework, the following objectives were established for the Downtown Plan '98 Study.

1. To gain a clear understanding of Downtown Today, specifically:
 - Present roles as a place to live, work, conduct business and pursue leisure;
 - The land use pattern and physical character which has evolved in

-
- response to defined roles; and
 - The impacts resulting from satisfying these roles, particularly with respect to the Downtown circulation system.
2. To determine the scope and extent of Downtown Tomorrow, that is, future growth which must be accommodated in response to City and Regional demands;
 3. To identify other community needs for the downtown;
 4. Based upon growth forecasts and community needs, to define the downtown's future roles as a place to live, work, do business and pursue leisure;
 5. To determine the physical implications of forecast growth, particularly with respect to new housing, business and leisure needs;
 6. To identify current downtown opportunities and challenges to realization of the defined future roles, in particular, the overall impacts of forecast growth on the downtown circulation network;
 7. To examine the current planning strategy for Port Coquitlam's Downtown, as defined by the objectives, policies and strategies contained in the existing Official Plan, and determine the relevance in the face of this more focused assessment of the area;
 8. To prepare a comprehensive long term downtown planning strategy that provides the means to effectively exploit identified opportunities as well as overcome any noted challenges, including establishment of an effective planning and urban design "toolbox" to assist the municipality in guiding and managing future growth within the City core;
 9. To construct a downtown plan which clearly articulates what the community wants the character of the area to become, namely:
 - The vibrant "heart" of the City;
 - A place which has defined physical and functional identities;
 - A place which offers a built environment that is attractive as well as human in focus and scale;
 - A place that supports and focuses a range of residential, commerce, leisure, and cultural activities in a coherent organized manner that expresses Port Coquitlam's identity.
 10. To ensure that as the Downtown physically evolves, provision is made to ensure effective movement of persons and goods within and through the area in a manner which increases the priority given to pedestrians and non-motorized vehicles at the same time recognizes the need for efficient vehicle movement; and
 11. To present Downtown Plan '98 in a form which says to the wider community that Port Coquitlam's "heart" is and will increasingly become over the next two decades a unique place within the Greater Vancouver Region to live, work, shop and enjoy.

3.0 TOWARDS A PLAN



3.0 TOWARDS A PLAN

3.1 DOWNTOWN OPPORTUNITIES

In 1997, most of the ingredients for a successful, thriving downtown are already in place in Port Coquitlam. These include:

- A traditional main street retail district;
- Substantial new commercial investment - i.e., "Shaughnessy Station," "Michael's on Wilson," "Lattay's" and other projects;
- Significant public-sector investment - i.e., restored City Hall, Provincial Court House, West Coast Express commuter rail station, the new Red Bridge, Riverside Secondary School and Reeve Park amenities;
- Considerable diversified multi-family housing development over the past decade; and
- Proximity to extensive active and passive leisure amenities including the Coquitlam River Park system, Lions Park (trails, picnic areas) and Reeve Park (tennis courts, etc.).

The existing downtown land uses', highlighting key activities, are presented on Plan No. 3.1.

It is apparent, however, that none of these perceived "catalysts" has yet succeeded in unleashing Downtown Port Coquitlam's true potential. This is because most of these elements remain disjointed, rather like "unorganized pieces" of a "picture puzzle" and do not create any real synergy in the downtown.

The purpose of the Downtown Plan '98 is, therefore, to tie together these various elements, and introduce new elements in an organized manner to ensure the catalyst potential of identified opportunities is realized in reshaping the downtown. In other words, the Plan presents the completed picture puzzle.

3.2 THE BUILDING BLOCKS

The "Downtown Port Coquitlam: Circa 2016" (Frontispiece) is an illustration of what Downtown Port Coquitlam could look and feel like 20 years from now. To make this vision a reality, a number of "building blocks" are identified which need to come together over space and time.

These building blocks comprise the various key components of Downtown Plan '98 - i.e., proposed land use designations, urban design character, and pedestrian and vehicular circulation. Using the "picture puzzle" analogy again, the building blocks are the key puzzle pieces. Downtown Plan '98 identifies and puts them together and in doing so largely completes the puzzle. Putting these key pieces in place makes the task of completing the ultimate picture much easier as other pieces or elements can be organized within the substantial framework formed by the key building blocks.

The building blocks are detailed in Sections 3.2.1 to 3.2.10, and are identified as follows:

1. City-Owned Lands
2. Residential Precincts³
3. Downtown "Gateways"
4. Shaughnessy "High Street" Precinct
5. Civic Centre Precinct
6. Arts-Enterprise Precinct
7. Downtown Mixed-Use Precinct
8. Parks, Recreation & Greenways
9. Transportation and Parking

3.2.1 City-owned Lands: Building Block #1

As a major landowner in the downtown, the City of Port Coquitlam can play a very influential role in reshaping the area, in accordance with a shared community vision for the future. City-owned lands are sizable and strategically located within the Plan area, and provide an opportunity to kick-start development via catalyst projects.

1997 CONTEXT

³ Precincts are areas within a defined boundary or boundaries characterized by the same land use designation and activities.

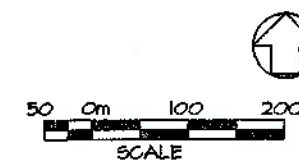


PORT COQUITLAM
DOWNTOWN PLAN,
'98

LEGEND

- Commercial
- Single Detached Residential
- Townhouse
- Apartment Low Rise
- Institutional
- Industrial
- Parks, Recreation & Green Space
- Vacant

1997
LAND USES

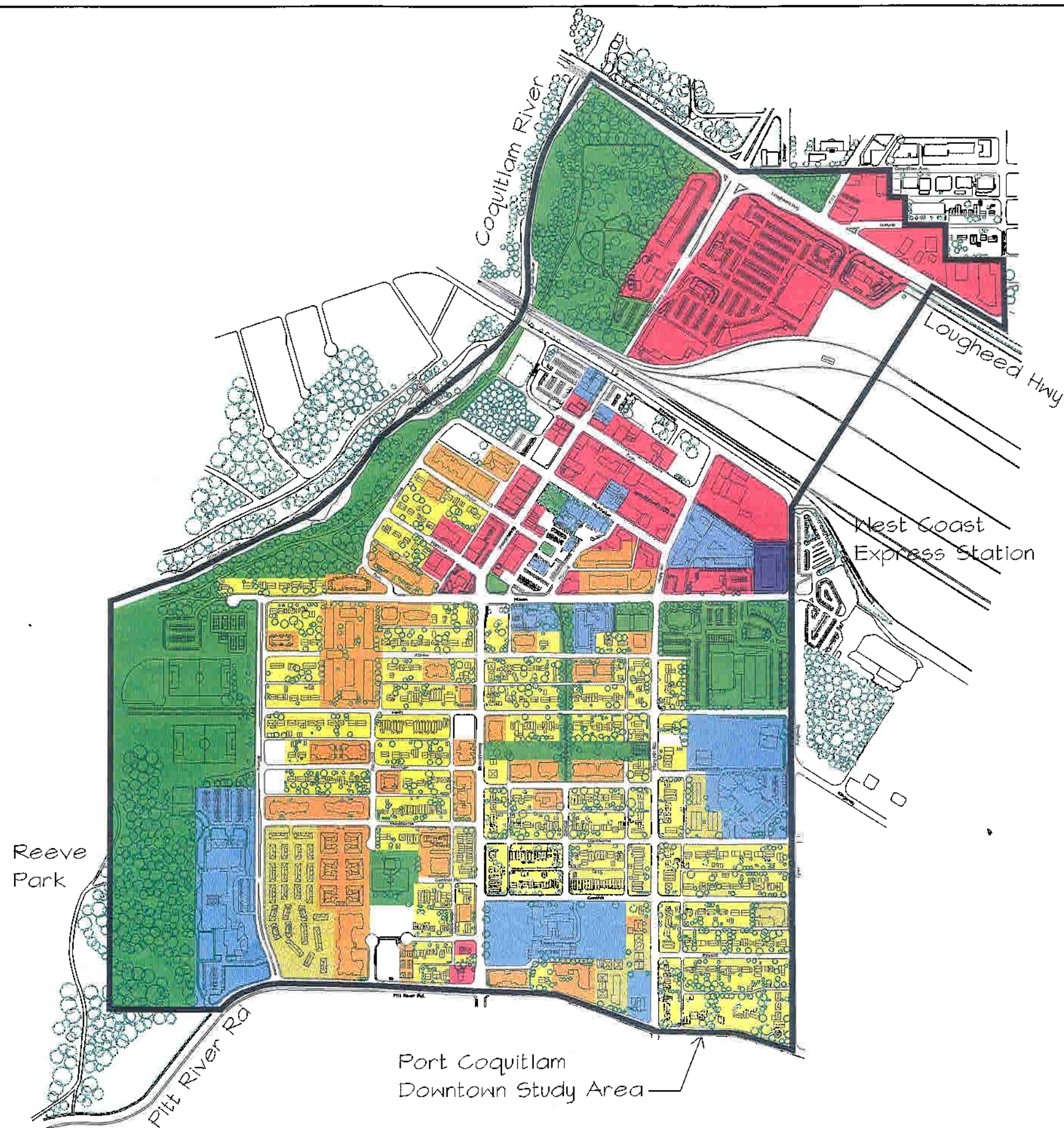


**APLIN
MARTIN**
CONSULTANTS LTD.

201-12448 88 Avenue, Surrey, B.C. Canada V3R 3E5
(604) 597-0000 Fax 597-8041

PLAN No:

3.1



1997 CONTEXT

- The City owns 36 properties that have redevelopment potential as single sites or assembled together. These parcels range in size from a standard City lot (typically 4,100 sq. ft.) to the former City Works Yard (3.6 acres). Plan No. 3.2 shows the location of the key sites.
- Currently, the parcels are vacant, have older single family homes, parking lots, or private institutional uses on them. In the context of a downtown, these sites are under utilized. The lack of large vacant sites in the downtown creates the need for site assembly. This may partially explain the slow re-development occurring in the core.

a) Opportunities

Several of the parcels are strategically located within the downtown:

- Sites abutting City Hall have potential for conversion to civic uses;
- The Old Firehall site is riverside property, prime for residential apartments; and
- The southeast corner property at Shaughnessy and Wilson provide the opportunity for a landmark building.

b) Challenges

- Currently, an obstacle to fully realizing the potential of these properties is the lack of a complete inventory of City owned lands.
- A second challenge is determining the best use of these lands (in concert with this Plan) and their potential market value. This analysis will help determine how the City should proceed with development of each site, selling the lands and earmarking the funds to develop other aspects of the downtown environment or possibly using properties for land swaps to obtain key properties necessary to implement the Plan.

2016 STRATEGY AND POLICY RECOMMENDATIONS


For the City to realize the development potential of its downtown sites, the following program of actions is proposed. Plan 3.2 highlights the strategy proposed.

- a) City owned lands should be developed in accordance with proposed land use designations contained in Downtown Plan '98;
- b) A proper inventory of city-owned lands should be converted into a database for marketing and vending purposes.
- c) Initial reuse of key vacant sites could start out as special event venues staged by the City, BIA or other groups, etc. As the sites are developed, formal facilities for these events and activities may be incorporated into the overall development. The following are examples of possible events/activities: musical performances, open air markets, outdoor performance/theatre; public art displays; meeting forums, Visitor Information Centre, etc.
- d) Appropriate venues for outdoor use of Civic properties include: Leigh Square, the Elk's parking lot, vacant lands on Kingsway, the old Firehall site or elsewhere in the core area;
- e) Creating a sense of excitement at Wilson/Shaugnessy would establish a psychological "gateway" to the High Street, which over time would become a physical gateway;
- f) The City should actively promote the downtown's development potential through its Economic Development function, GVRD literature and other publications such as the new Economic Magazine (to be published the fall of '98) and agencies;
- g) Redevelopment of City-owned parcels should be aggressively promoted through public proposal calls;
- h) Another redevelopment option is creating a joint venture model whereby the City of Port Coquitlam contributes land, and a private developer provides financing and development expertise;
- i) The site could be used in negotiations with developers to build needed infrastructure such as road improvements on a river crossing;
- j) Certain properties offer the potential for land transfer to allow the City to



PORT COQUITLAM
DOWNTOWN PLAN,
'98

LEGEND

 City Owned Sites

CITY OWNED
LANDS
Building Block #1



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD

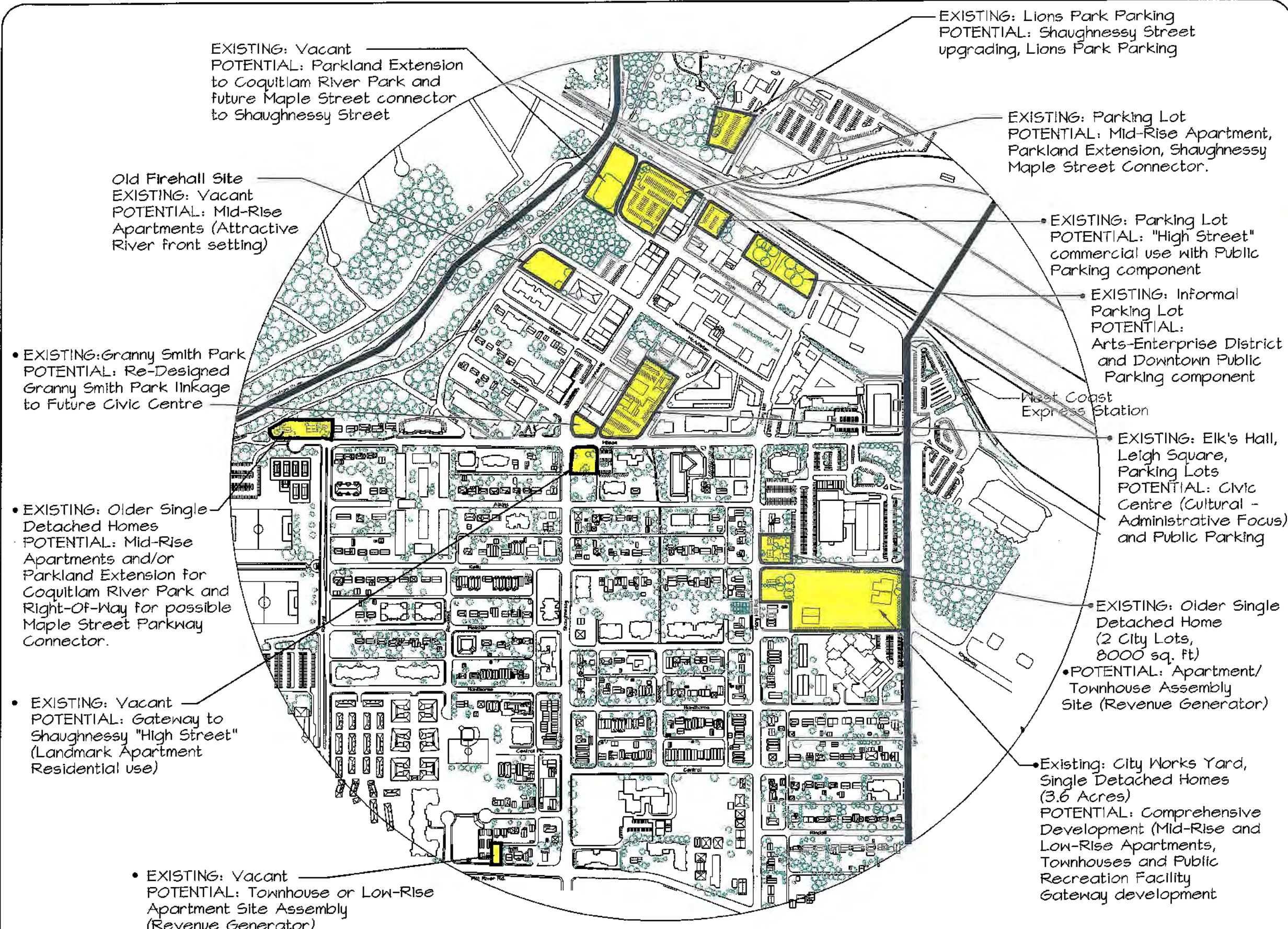
201 - 12448 82 Avenue, Surrey, B.C. Canada V3W 3E9
(604) 597-9053 Fax 597-9061

PLAN No.

3.2

46277

JANUARY 1998



NOTES:
• BASE PLAN SHOWS EXISTING 1997 LAND USE.

- acquire other key downtown property required to develop necessary public improvements (e.g. new road connection).
- k) Revenue from the sale of City-owned lands could fund development of new public amenities such as the envisioned civic centre/theatre/housing project on the Elk's Hall/parking lot site; and
- l) Each site should be studied in detail to establish its highest and best land use within the context of this Plan.
- m) Acquire Post Office site for civic purposes.

3.2.2 Residential Precincts: Building Block #2

Residential neighbourhoods are one of the key foundations of a healthy dynamic downtown. A community that has the fortune of livable and strong neighbourhoods surrounding a core of retail, business, civic and recreation activities creates a stable population for continuing growth and prosperity. When carefully planned, this can create a high quality environment for its citizens.

1997 CONTEXT

- Since 1992 almost 800 new homes have been built in the downtown residential neighbourhood, representing almost one-third of the City's growth during this period. This significant activity reflects the attractiveness and opportunities offered in the downtown as a residential environment.
- Almost exclusively, this activity was in the form of multiple housing including low-rise apartments and townhomes.
- Despite the extensive multi-family activity, the most significant demographic feature that distinguishes South Port Coquitlam (the area south of the CP Rail line) which includes the Downtown, from the GVRD average is the significant number of children in traditional families and fewer seniors. Young families with above average incomes appear to be the optimal future market as they are entering their peak consumer years. Reflecting the recent family oriented demand, the average household size in the City is 2.9 persons, well above the regional average of 2.6.

- Currently there are 399 units that have approved development permits awaiting construction. The market is already pushing change in the downtown and it is estimated to continue into the next 20 years.
- Though "high rise" residential apartments are permitted under the existing OCP, the downtown is only partially redeveloped with low-rise three and four storey apartments and townhouses. In fact, new single family and duplex homes have in a limited manner been built on apartment designated sites. This may be due to difficulty in assembling the smaller City lots for apartment sites; the preference of individual builders and that the local real estate market does not warrant high rise development at this time.
- The result has been sporadic redevelopment in the core area, with poorly defined residential precincts:
 - There is no defined multi-family district - as development has occurred in various parts of the study area, in a piecemeal fashion;
 - Older single-family areas (especially west of Shaughnessy) have taken on a "let go" appearance as they await redevelopment; and
 - Other single-family areas (i.e., southeast corner of the study area) remain relatively pristine.

a) Opportunities

- Port Coquitlam is projecting a community -wide growth from about 46,000 to just over 67,000 persons between 1996 and 2016.
- South Port Coquitlam, covers the area south from the CP Rail line and includes the Downtown, is anticipated to grow from 20,646 persons in 1996 to about 32,000 persons by the year 2016, or about 55 percent of the total city growth.
- There are very limited residential development opportunities in south Port Coquitlam outside of the Downtown Neighbourhood. Consequently, the Downtown area is forecast to accommodate the greater portion of the nearly 12,000 new residents in this part of the City by the year 2016.
- The additional 12,000 persons will require somewhere between 4,000 and 5,000 new homes in the Downtown. An annual demand in the order of 250 new homes, largely multiunit, will have to be met. As noted earlier, the

greater majority of this total for South Port Coquitlam will have to be located in the Downtown.

- The potential exists to successfully accommodate the forecast growth and in doing so to create a vibrant, healthy Downtown neighbourhood that offers a diverse range of housing options in this a pedestrian focussed environment. In order to meet forecast demands, certain changes are required in the form of a modified residential land use strategy for the downtown.
- Regarding the relationship between the downtown core and surrounding neighbourhoods, the public indicated through a community questionnaire that a small compact and convenient downtown is an asset of Port Coquitlam.
- The convenience of walking 10 to 15 minutes or driving for 5 five minutes from home to the downtown core is an attractive way of life for residents. Additionally, the neighbourhoods surrounding the core have an emerging physical character. This can create identifiable (single-family and low-rise multi-unit) neighbourhoods, each with a strong sense of place. It can also provide a variety of housing forms for a range of life cycles.
- The streets fronting the open space and recreation lands along the Coquitlam River provide prime high rise sites to overlook these amenities.

b) Challenges

- Meeting the projected housing needs for the downtown in a new urban form that connects residents to the downtown's amenities is key for the future plan.
- Defining and encouraging character housing areas while encouraging variety/choice in housing type and form must be a principle for shaping the residential precincts.
- Capitalizing on the walkability of the downtown and the City's natural amenities can be achieved through building pedestrian focused streetscapes that invite activity, offer residents a sensory experience.

2016 STRATEGY AND POLICY RECOMMENDATIONS

Plan No. 3.3 presents the 2016 Downtown residential strategy, which aims to establish three well-defined residential precincts. To realize the envisioned downtown environment the following must be addressed:

- a) Encourage mid-rise apartment (up to 9 storeys) development on selected sites that overlook or abut key amenities, i.e., City Works Yard, Maple and Reeve Street parkways, or are situated at designated gateway locations (Wilson and Shaughnessy, Shaughnessy and Pitt River Road). Where economically viable, these developments could include sites adjacent to the High Street;

Plate 1 provides a sense of the residential atmosphere intended for the proposed Apartment Mid-rise/ Townhouse Precinct, specifically at the Reeve Street park entrance at Kelly Street.

- b) Continue encouragement of the predominant housing form (low rise apartments and townhouses), as part of an Apartment Low-rise/Townhouse Precinct placing a strong emphasis on quality design, construction and exterior finish;
- c) A street orientation at ground level should be encouraged in all new developments to create a more lively, pedestrian-friendly streetscape (i.e., ground-level units with private entrances to the street);
- d) Strengthen the well-maintained single family character of the southeast part of the Downtown through creation of the Residential Infill Precinct. This will allow only infill development that has a single-family character and small townhouse scale (3-4 units). Appropriate guidelines for building and landscape design, siting and mapping will need to be established;

Plate 2 offers some good examples of the form and character of developments possible within the proposed Apartment Mid-rise/Townhouse Precinct and the Residential Infill Precinct.

- e) Introduce mixed-use mid-rise apartment residential developments (see Building Block No. 7) on downtown commercial designated lands in the historic core, thereby increasing the population surrounding the proposed "High Street"; and
- f) Assist in creating a continuous pedestrian/bicycle trail network linking to



PORT COQUITLAM DOWNTOWN PLAN, '98

LEGEND

RESIDENTIAL PRECINCTS

- Apartment Mid Rise
- Apartment Low Rise/
Townhouse
- Residential Infill

RESIDENTIAL PRECINCTS Building Block #2



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD

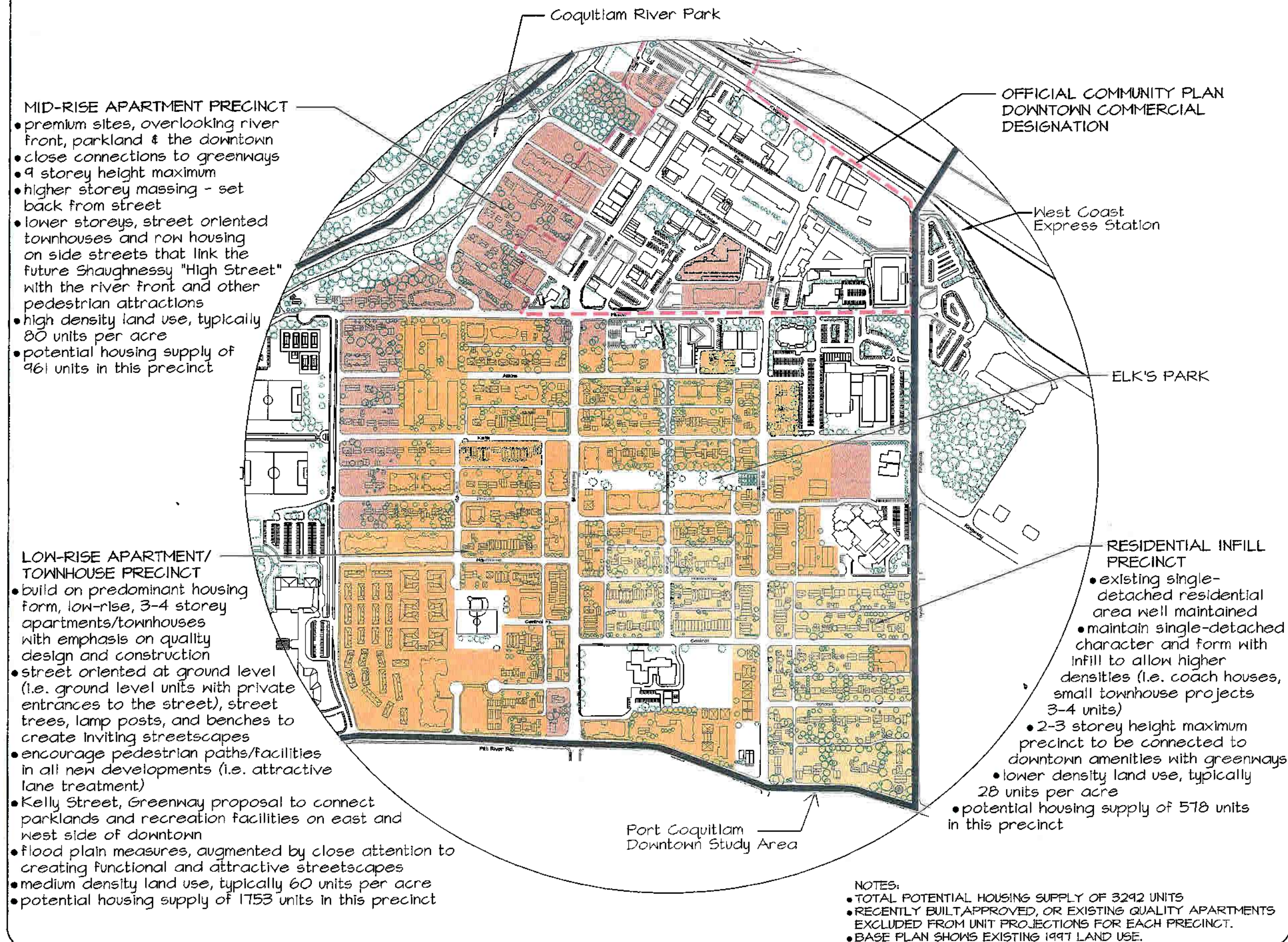
281-12440 62 Avenue, Surrey, B.C. Canada V3H 5E0
(604) 597-9050 Fax 597-9061

PLAN No.

3.3

96277

JANUARY 1998





PORT COQUITLAM
DOWNTOWN PLAN,
'98

APARTMENT
MID-RISE
PRECINCT
Reeve St & Kelly St
(view east)



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD

221-45419 St. Joseph, Surrey, B.C. Canada V3R 2B9
(604) 587-0000 Fax (604) 587-0001

PLATE No:

1



PORT COQUITLAM
DOWNTOWN PLAN,
'98



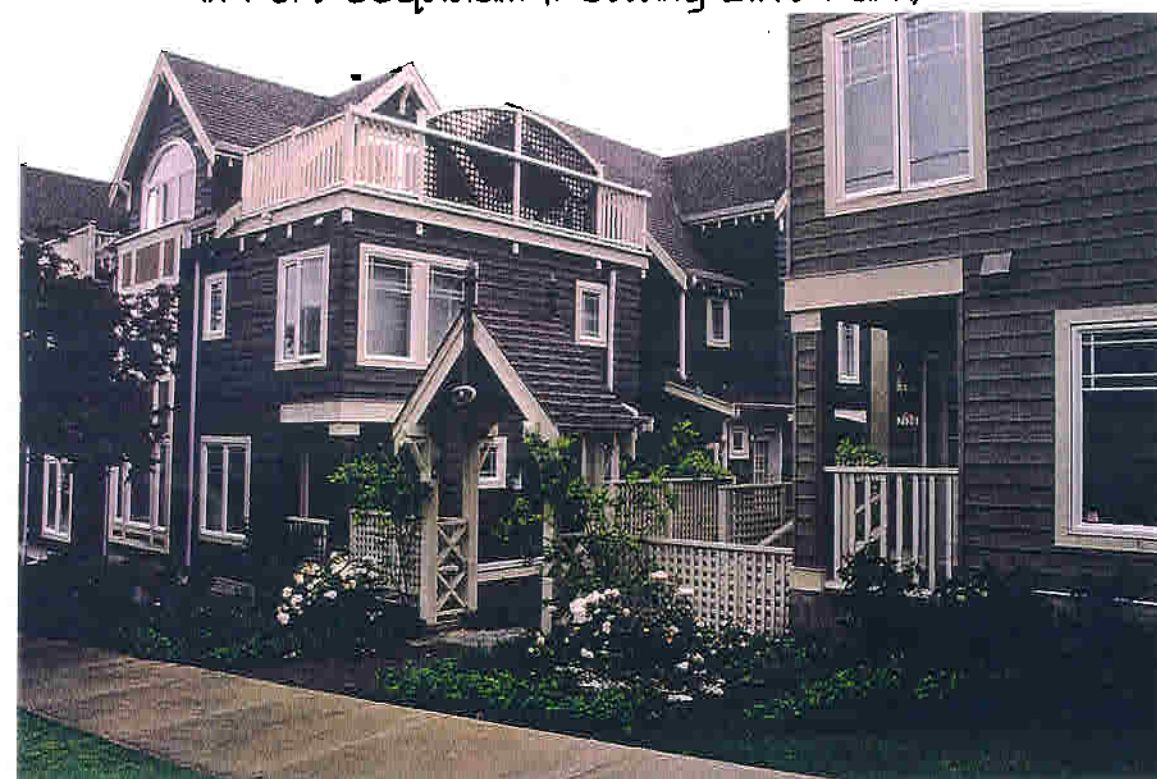
Street Oriented
Low-Rise Apartments/Townhouses



Recent Low-Rise Apartment Development
in Port Coquitlam (Abutting Elk's Park)



Small Scale Townhouses - Single-Detached Character



RESIDENTIAL
PRECINCTS
FORM &
CHARACTER



**APLIN
MARTIN**
CONSULTANTS LTD

201-12448 83 Avenue,
Surrey, B.C. Canada V3W 3E9
(604) 597-9058 Fax 597-9061

PLATE No:

2

the City's overall pathway system by encouraging pedestrian paths/facilities in all new developments.

3.2.3 Downtown Gateways: Building Block #3

Gateways mark entrance and provide distinct recognition for a geographic area by defining its "edges." They can serve as navigational landmarks for residents and visitors and capture a strong identity for an individual area.

1997 CONTEXT

a) Opportunities

- Given its adjacent location to the Coquitlam River, and man-made transportation corridors such as the CP Railway tracks, Shaughnessy Street underpass and Lougheed Highway, and the shift in the plan grid at Shaughnessy and Wilson Streets - there are a series of entries or potential "gateways" into downtown Port Coquitlam.
- While these may be perceived of as traffic obstacles or visual barriers, particularly in the case of the railway underpass - there is an opportunity to create some excitement and a sense of arrival in the Downtown from various entry points - whether one enters by foot, bicycle, transit or private automobile.
- The recently approved mixed-use project proposed at Flint and Lougheed Highway has a landmark column element. This element could be represented in future downtown buildings at strategic locations and in particular, as part of any future re-development of the existing commercial strip block backing onto Lions Park at Shaughnessy Street and Lougheed Highway.
- The three most identifiable potential major Gateways are: the central Gateway at Shaughnessy and Wilson Streets, the northern gateway at Shaughnessy and Lougheed Highway, and the railway underpass.

The Shaughnessy/Wilson intersection is the southern gateway into the Shaughnessy "High Street." This gateway also marks the shift in the City's grid system at Wilson Street (from north-south to northeast-southwest). Only the downtown area from Wilson to Lougheed has this orientation, as the area north of Lougheed reverts back to north-south.

Shaughnessy also changes character from residential to commercial at Wilson. Wilson Street provides a defined "edge" to the Downtown retail district.

- The Shaughnessy and Pitt River Road intersections offer a central access point for the overall downtown area. This intersection serves as a minor gateway and has the potential to formalize the identity of the area.
- Similarly, the Kingsway/Tyner intersection also has the potential to service as a minor downtown gateway from the east, particularly within the context of potential pre-development of the City's former Public Works Yard for a major multi-use complex.
- Minor gateway potential is offered in the context of the recently approved mixed-use development on Lougheed Highway at Flint.

b) Challenges

- A gas station, Granny Smith Park, an older private residence and a vacant lot shape the Shaughnessy/Wilson intersection.
- The underpass, serving as the main throughway to the north downtown, is under designed based on its current traffic volumes. Additionally the underpass pedestrian environment is very inhospitable and un-inviting.
- The Shaughnessy/Pitt River Road intersection has a recently built four to five storey apartment building on the northeast corner. This existing building is elevated higher than the structures on each side of the street. A gas station and a mixed-use convenience store with a video shop and apartments on the second floor occupy the other prominent corner (northwest).
- The Lougheed and Shaughnessy junction is defined by the Shaughnessy

Station shopping centre with its prominent entry feature and the old style and auto oriented commercial mixed-use strip mall that backs onto Lions Park.

- Most of the existing land uses at each potential gateway location identified does not capitalize on these landmark spaces.

2016 STRATEGY AND POLICY RECOMMENDATIONS

Plan No. 3.4 outlines proposals related to creation of downtown Gateways. To formalize these gateway opportunities the following should be addressed:

- a) The four corners at Shaughnessy and Wilson represent an important opportunity to develop landmark gateway space in the City:
 - i) City-owned lands on the southeast corner should be developed with a landmark residential building(s), to be mirrored on the southwest corner;
 - ii) Similarly, landmark commercial buildings should be developed north of Wilson Street;
 - iii) Re-development of these corner parcels should respond to/and complement the existing Granny Smith Park (southwest corner).

Plate 3 illustrates what the Wilson/Shaugnessy Gateway could look like as a response to the proposed strategy and development guidelines provided in the Plan.

- b) Future landmark building designs should follow the urban design guidelines established in section 5.0 of Downtown Plan '98 (establishing sense of quality permanence and warmth). The urban design elements should also respond to the established scale and character of the restored City Hall;
- c) The future High Street commercial mixed land use at Shaughnessy and Lougheed Highway across from Shaughnessy Station should be designed to define a major landmark Gateway and incorporate similar design elements as the approved mix use project at Flint and Lougheed will help identify and tie together the northern entrance to downtown Port Coquitlam;
- d) The Shaughnessy Street railway underpass must be improved (for function

and aesthetics) for pedestrians and redesigned for vehicles to reduce congestion. The design elements for the underpass should reflect similar elements used for all other proposed gateways. Through thoughtful re-design, a public eyesore and bottleneck could become an exciting gateway opportunity and an impressive north entry to the Shaughnessy High Street. (Plate No. 8 presents an artist's interpretation of the upgraded underpass);

- e) Re-development of the City's Public Works Yard should address the site's potential to serve as a minor gateway; and
- b) The northwest corner at Pitt River Road and Shaughnessy should be designed as a minor gateway with possible incorporation of the existing neighbourhood commercial uses and gas station.

3.2.4 Shaughnessy High Street: Building Block #4

1997 CONTEXT

- Port Coquitlam's commercial core has two rather distinct shopping areas, both focussed on Shaughnessy Street but physically separated by the Kingsway, the CP Rail lines and the underpass. The function of each area is also fundamentally different.
- The north Downtown is predominantly auto-oriented. The area is dominated by the Shaughnessy Station shopping centre. It has several hundred thousand square feet of retail area, which includes major retail anchors. Situated at the high traffic volume intersection at Shaughnessy and Lougheed Highway, good regional access is provided. Shaughnessy Station also serves as the northern gateway to Downtown.
- The south Downtown is the older more traditional pedestrian oriented street front commercial district of the City. Approximately 88 small to medium sized businesses are located in one and two storey buildings on small lots. The customer base tends to be more localized to the southern part of Port Coquitlam than the north Downtown shopping area which has a wider City-wide customer appeal.
- Shaughnessy Street has historically been Port Coquitlam's "Main Street" for downtown activities including shopping, commerce, business, civic, cultural, and recreational pursuits.

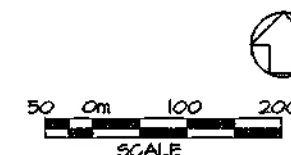


PORT COQUITLAM DOWNTOWN PLAN, '98

LEGEND

- High Street Commercial
- Apartment Mid-Rise
- Mixed-use
- Apartment Low-Rise Townhouses
- Proposed park and Recreation

DOWNTOWN GATEWAYS Building Block #3



**APLIN
MARTIN**
CONSULTANTS LTD

201-12446 82 Avenue, Surrey, B.C. Canada V3W 3S9
(604) 597-9060 Fax 597-9061

PLAN No:

3.4

46277

JANUARY 1998

RAILWAY UNDERPASS (MAJOR/GATEWAY)

- Re-design of underpass to enable pedestrian/cyclist movement through the downtown.
- Design elements to be consistent with "High Street" theme (i.e. similar materials, plantings, lighting fixtures)

SHAUGHNESSY/WILSON CORNERS (MAJOR GATEWAY)

- Entrance to future "High Street" to be formed by landmark buildings with a mix of retail, office uses, and visitor centre
- Form to follow "High Street" character
- Link to future adjacent Civic Centre
- Landmark Residential on corners south of Wilson: mid-rise apartment use maximum 9 storey higher-height storey massing to be set back from the street

Shaughnessy Lougheed Corner (Major Gateway)

- Future "High Street" mixed use to include landmark form used at Wilson/Shaugnessy gateway and to complement development at Lougheed Highway and Flint

Approved Mixed Use Project (Minor Gateway)

- Landmark form to be included at future Shaughnessy/Lougheed "High Street" use

Kingsway/Tyner Gateway

- Major Road highlighting East entrance to the downtown
- Envisioned Comprehensive Development (mid-rise and low-rise apartments, townhouses, and public recreation facility) on city works yard site
- Major downtown public facilities present (Pro Rec Centre, Hawthorne Care Centre)

SHAUGHNESSY/PITT RIVER ROAD CORNERS (MINOR GATEWAY)

- Southern gateway to downtown neighbourhoods
- Future landmark buildings with mid-rise apartment use primarily, some neighbourhood commercial uses, and a re-configured gas station
- Higher storey massing (mid-rise apartment) to be set back from the street
- Lower storey massing to reflect recent low rise apartment on opposite corner

NOTES:

- BASE PLAN SHOWS EXISTING 1997 LAND USE



PORT COQUITLAM
DOWNTOWN PLAN,
'98

LANDMARK
MAJOR
GATEWAY
Shaughnessy & Wilson
(view north)



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD

201-4544 82 Avenue, Surrey, B.C. Canada V0W 1S9
(604) 587-9000 Fax 587-9001

PLATE No:

3

- Shaughnessy Street is also the downtown's principal arterial road, its main promenade street, and an important transit hub. Shaughnessy is a central part of a pedestrian network that links businesses with residential neighbourhoods, schools, parks and other amenities, including the riverfront.
- An important objective of Downtown Plan '98 is to strengthen Shaughnessy Street's historic position, while recognizing that its economic role and function have changed in recent years. Restoring the vibrant activity on selected parts of Shaughnessy Street can be enabled by creating a "High Street" commercial precinct through reshaping land use and built form. As such, the Plan defines an appropriate form and character for Shaughnessy Street, and identifies the ingredients of a successful "High Street".

a) Opportunities

- The following comments were collected from community questionnaires. When asked what were downtown Port Coquitlam's assets, the following were offered regarding local business in the downtown:

- "Friendly merchants and staff";
- "Walkable commercial area";
- "Close proximity of shopping to home"; and
- "Small individual specialty shops."

These comments highlight key positive elements of Shaughnessy Street.

- Additionally, Shaughnessy has many of the foundations for a "High Street," namely it is:
 - A major road;
 - A main shopping promenade;
 - Convenient to residential neighbourhoods;
 - Connected to the river front and City parks; and
 - A public transit hub.

- The primary trade area of the historic south downtown retail street is the South Port Coquitlam residential neighbourhood which includes the Downtown. This area has potential for both increased residential growth and commercial activity mainly through the role and function of a small convenient neighbourhood service centre for downtown residents. Additionally it could serve all Port Coquitlam residents and regional customers in terms of a niche market such as pleasure shopping in a quaint, streetfront pedestrian friendly atmosphere. As the residential areas of the Downtown are redeveloping and growing and housing needs are expected to continue to increase, the population base of the Downtown's trade area will create demand for commercial services and products. South downtown will become increasingly successful as an important neighbourhood shopping district.
- Reflecting the forecast growth in trade area population, an additional 380,000 square feet of new retail space will be required in the north downtown for the next ten-year period. As noted on Plan number 3.5 the three identified sites in the north downtown can accommodate approximately 119,000 - 238,000 square feet (based on 50-90% lot coverage). Additionally, the current re-development of the "Frisco" site will accommodate another 55,000 square feet of retail space. Thus a total of 174,000 - 293,000 square feet of space is available for retail use. The 87,000 - 206,000 square foot shortfall would likely have to be accommodated in the south downtown area.
- The south downtown area will require close to 170,000 square feet of new retail space in the same ten year period to adequately service its growing trade area. The additional retail shortfall of 89,600 - 135,900 square feet in the north downtown increases the future retail space demand to 257,000 - 376,000 square feet. Most of this development is anticipated to be limited to small scale and replacement space as existing stores are replaced.
- The combined growth forecast to serve the expanding population is a significant opportunity to affect change in the Downtown's two retail core areas.
- The conclusion is that based upon the forecast demand, that while the north Downtown will clearly see further significant expansion, there is more than sufficient demand to ensure the south Downtown will become a more vibrant commercial focus, providing steps are taken to improve the area's attractiveness.

b) Challenges

- The historic south Downtown must become a coherent, attractive, diverse, neighbourhood shopping district which offers an alternative to shopping malls in terms of convenience goods and services. The core should become an inviting location to go for an urban walk, enjoy street ambiance and do a little shopping at locally owned business. Specialty stores, like the successful Europe Bakery, which are able to attract customers from a wide area, should be encouraged.

The following conditions should be addressed:

- The lack of a focal point for the downtown inhibits a cohesive sense of place or identity for the downtown commercial core;
- The aging buildings and street utilities create unpleasant environments;
- General lack of attractive street furniture and non-descript sidewalks.
- Generally unattractive business facades.
- Through commuter traffic increases congestion on Shaughnessy Street;
- Poor directional signage to off-street parking areas.
- Street front office and personal service uses on Shaughnessy Street interrupts the flow of retail shopping; and
- The allowance of retail commercial uses on downtown side streets dilutes the limited retail activity on Shaughnessy Street. Retail business is spread out over 13 city blocks in the core.

2016 STRATEGY AND RECOMMENDATIONS

Plan No. 3.5 presents the strategy for the Downtown's commercial core area. To achieve the vital downtown commercial core envisioned, the following policies are recommended:

- a) Shaughnessy Street should be made the focus of "High Street" retail activity in Port Coquitlam. Elements of High Street Precinct environment include:
- Continuous ground retail frontages;

- Apartments/offices above grade;
- Convenient, well signed public parking areas;
- One-of-a-kind specialty retail shops (e.g., book stores, gift shops, clothing, etc.);
- Daily needs retail (bakery, drug store, shoe repair, hardware, etc.);
- Professional/personal services (e.g., hair salon);
- Pedestrian amenities: attractive sidewalks, ornamental lighting, distinct street signs, weather protection (i.e., awnings/canopies), outdoor seating, street trees, flower baskets, street banners, phone booths, other street furniture, drinking fountains, bicycle racks, etc.;
- Attractive street facades;
- Dining variety (e.g. coffee bistros, specialty restaurants); and

b) Defining the downtown core boundaries through creation of gateways at Shaughnessy and Wilson (major gateway), the underpass (major gateway), and Shaughnessy and Lougheed (major gateway) will help strengthen the core's identity;

c) Focusing retail shopping on the first floor enables a mutual synergy between all the shops of Shaughnessy Street between Wilson Street and the underpass.

d) Professional and personal service uses on the second and/or third floor with residential above the offices should be encouraged.

e) Beautification and design improvements to the sidewalks and street fronts will create an attractive pedestrian environment that people will be drawn to; Plate 4 illustrates the "High Street" atmosphere implied in the proposed strategy and policies; and

f) Plate 5 presents an example of commercial mixed-use developments in high street environments in a variety of building styles suggested for the Shaughnessy High Street.

Re-routing commuter traffic off Shaughnessy Street and ensuring on-street parking will reduce congestion and help emphasize Shaughnessy as an outdoor pedestrian shopping street;



PORT COQUITLAM DOWNTOWN PLAN, '98

LEGEND

COMMERCIAL PRECINCTS

High Street

Shopping Centre

P Potential Public
Parking Facility

* Potential Sites
for Future Retail
Demand in the
North Downtown

SHAUGHNESSY HIGH STREET Building Block #4



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD.

201-12448 82 Avenue,
Surrey, B.C. Canada V3W 3E9
(604) 597-9058 Fax 597-9061

PLAN No.

3.5

NORTH SHAUGHNESSY "HIGH STREET" PRECINCT

- Proposed Retail and Mixed-Use
- Street Oriented Developments
- Potential for Enhanced Major Gateway Treatment at Lougheed Highway to complement existing feature at Shaughnessy Station
- Rear Treatment of Buildings to enhance relationship with Lions Park
- Include prominent Entry Feature to Lions Park

SOUTH SHAUGHNESSY "HIGH STREET" PRECINCT

- Shaughnessy Street has the foundations of a "High Street" environment namely:
 - major road status;
 - historic main promenade between Wilson and Kingsway;
 - convenience to residential neighbourhoods;
 - connected to the river front and city parks via side streets
 - main public transit hub for the City
- Envisioned Shaughnessy "High Street" includes:
 - apartments/offices above grade;
 - one of a kind specialty retail (niche retail market) (e.g. bookstores, gift shops, etc.)
 - daily needs retail (bakery, drug stores, shoe repair and hardware);
 - professional/personal services (e.g. hair salon; and
 - pedestrian amenities such as: sidewalks, pavers, ornamental lighting, thematic street signs, weather protection (i.e. awnings/canopies, outdoor seating, street trees, flower baskets etc.)
- Market Focus of South Shaughnessy "High Street":
 - concentrate retail business of the south downtown on ground floor of "High Street" to create synergy between all businesses
 - build on existing service to local residential areas
 - develop niche market (pleasant, attractive Shopping Street) to serve all of Port Coquitlam

NORTH DOWNTOWN CORE
(CP RAIL LINE DELINEATES BOUNDARY)
modern auto-oriented shopping centre servicing all Port Coquitlam with major retail anchors situated at an intersection that provides regional access (high traffic volume).

OFFICIAL COMMUNITY PLAN
DOWNTOWN COMMERCIAL
DESIGNATION
(limited retail business is spread
over 13 blocks, diluting
commercial activity)

West Coast
Express Station

SOUTH DOWNTOWN CORE (CP RAIL
LINE DELINEATES BOUNDARY)
An out-moded pedestrian and street
front commercial district characterized by
small businesses on narrow city lots serving
local residential areas south of the
CP Rail line

NOTES:
• BASE PLAN SHOWS EXISTING 1997 LAND USE



PORT COQUITLAM
DOWNTOWN PLAN,
'98

SHAUGHNESSY
HIGH STREET
2016
(view north)



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD

241-12410 88 Avenue, Surrey, B.C. Canada V3W 5B7
(604) 597-0000 Fax 597-9001

PLATE No.

4



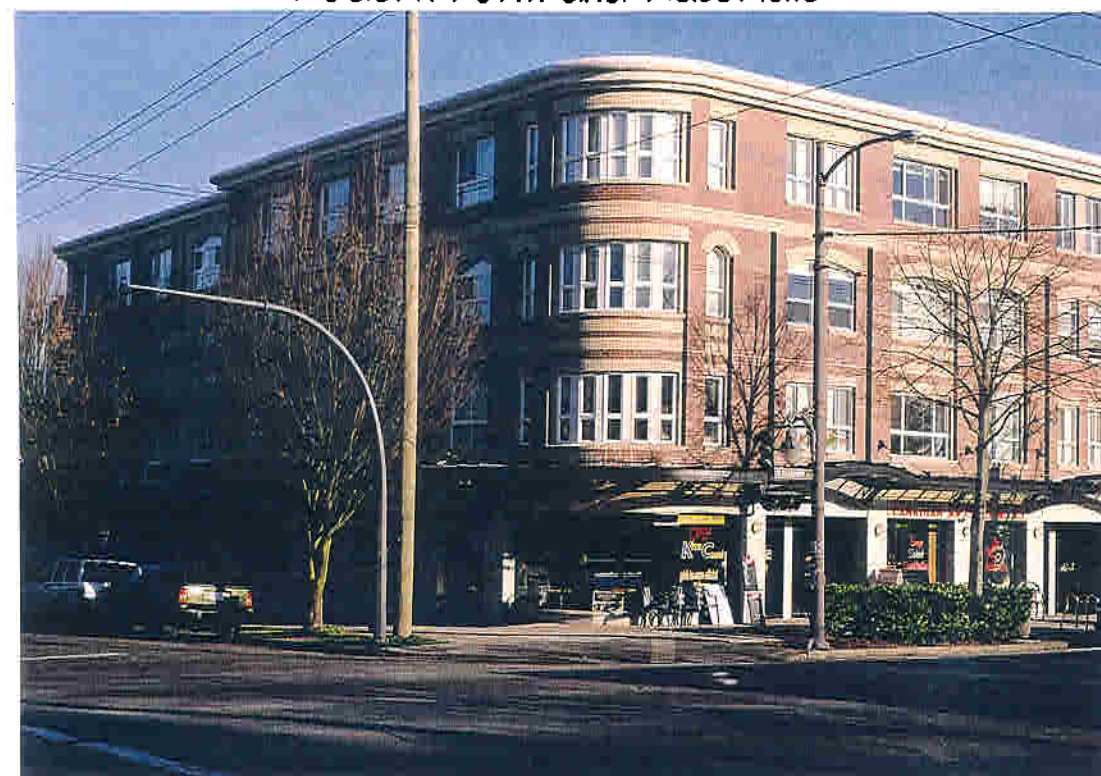
PORT COQUITLAM
DOWNTOWN PLAN,
'98



Blend of Traditional and
Modern Form and Materials



Modern Form and Character



Traditional Form and Materials, Corner Detailing



Traditional Form and Materials

HIGH STREET
FORM &
CHARACTER



**APLIN
MARTIN**
CONSULTANTS LTD

201-12448 83 Avenue,
Surrey, BC Canada V3W 3E9
(604) 597-9058 Fax 597-9061

PLATE No:

5

- Allowing commercial uses on side streets of Shaughnessy only where demand exceeds the available space on Shaughnessy and would not divert retail activity from the "High Street";
- Where appropriate, new commercial development on the High Street should be double fronting, to enhance access to rear parking areas, and to improve connectivity between "High Street" shops and neighbouring residential developments;
- Side streets flanking the High Street will also provide street parking and access to off-street parking. The pedestrian character of these streets is equally important, as these streets will link the High Street to the other public amenities and to surrounding residential areas; and
- Special attention should be given to signage - to unify and reinforce the "High Street" character. Improve the visibility of south Downtown through the addition of large new signs on the Lougheed Highway.

3.2.5 Civic Centre Precinct: Building Block #5

Attractive and functional civic spaces provide communities with public arenas for expression, learning, & identity.

1997 CONTEXT

- Downtown Port Coquitlam is graced by the form, design and use of the historic City Hall and gardens, and the new courthouse complex. Other public buildings include the library, health centre and recreation centre in addition to the local schools and parks. The buildings and spaces create a strong public presence in the downtown core.
- Currently the Elks Hall, adjacent parking areas, City Hall offices and Leigh Square are well used by the private members attending the Hall, civic employees and downtown shoppers looking for moderately scarce parking. Each of these needs could be supported within a Civic Centre or relocated to other City owned lands in the Downtown (i.e. the City Works Yard). Several under used spaces (lots) in the core area could be re-developed to create a Civic Centre to focus for public spaces and activities in the downtown.

a) Opportunities

- The City Hall is an important focus of activity for the community as an administrative centre. This active civic space could be greatly enhanced with the addition of a cultural focus i.e. civic theatre/community hall/meeting-display areas.
- The nearby Elks Hall and adjacent parking lots (including Leigh Square) have excellent potential for redevelopment for a Civic Centre.
- The adjacent restaurant business "Michael's" has an established banquet facility for serving cultural events and activities.
- These properties are centrally located in the downtown and adjacent to City Hall, offering the potential for a strong civic administrative and cultural core for the community.

b) Challenges

- Identifying a range of cultural activities and spaces desirable in Port Coquitlam that reflect the community's identity and future is key to a successful Civic Centre. Relocating the existing uses (possibly via a land swap) or incorporation into a redeveloped space within a Civic Centre is key particularly for the parking lots. Downtown merchants and shoppers have repeatedly expressed the need for more convenient parking, thus existing and additional parking should be planned for.
- Development of a Civic Centre may be costly and the City may not have the resources (human and financial) to initiate such an ambitious project within the foreseeable future.
- The unique function and role of a Civic Centre should be represented into its physical form Civic space and buildings should be well defined, identifiable, and visually stimulating to attract interest. The key to well attended and active cultural spaces is convenient access. Vehicle and pedestrian access to a new centre must be addressed.

2016 STRATEGY AND POLICY RECOMMENDATIONS

Plan No. 3.6 outlines the overall strategy to create a Civic Centre Precinct. The following policy recommendations should guide the concept of the Civic Centre:

- a) The existing Elks' Hall and adjacent parking lots (including Leigh Square) should be further studied as an appropriate location for a new Civic Centre Precinct which could include multi-purpose theatre/hall, with community meetings rooms, an arts centre and indoor/outdoor exhibition space for markets, auctions, fairs, displays (for events and displays such as a Christmas light presentation) - i.e. a cultural focus for the city. Plate 6 presents a conceptual image of a Civic Centre Precinct focussed on Leigh Square;
- b) To help initiate the project a public/private partnership could be investigated. Combining the proposed civic uses with high density residential, public/private office space and retail (if viable) could act as a catalyst for redevelopment of the subject area;
- c) A centralized parking structure could be included in the overall design of the subject area to provide needed downtown parking for shoppers and public/private employees;
- d) In the context of this Civic Centre Precinct redevelopment concept (and in keeping with the City's overall pedestrian/bicycle network) the pedestrian environment must be enhanced through the extension of existing and proposed linear parks and pedestrian routes into the core area. This will provide convenient and attractive access encouraging residents to visit and patronize the centre (i.e. linkage from City Hall gardens through the Civic Centre to Elks Park); and
- e) Visual excitement is proposed to be generated through the building form. An interesting, unique, and inviting physical environment would serve to draw people to this area. The designs should address the linkage to the High Street commercial area envisioned, City Hall complex and the envisioned downtown gateway at Shaughnessy and Wilson.
- f) Purchase of the Post Office site for civic use will increase civic presence in this precinct.

3.2.6 Arts - Enterprise Precinct: Building Block #6

1997 CONTEXT

- Specialized employment areas can help create a dynamic mix of commerce activities and can establish a local crafts economy. Key commercial uses with support services in close proximity (a well defined district) can create a commercial synergy that adds economic diversity and character to a community.
- The City lands off Kingsway are across from the rail lands which are within the designated Mary Hill Industrial Estate. These rail lands and adjacent Port Coquitlam Building Supplies site have historically been used for industrial purposes. Within the context of potential Downtown redevelopment over the next two decades and recognizing the current business activity, options for the Building Supplies site should be examined with the owner.
- The surface parking lots on the City owned lands along Kingsway, a major road, present an unappealing view of the downtown to passing traffic.
- The new Provincial Courthouse complex abuts the Port Coquitlam Building Supplies site; and
- The West Coast Express Station is across the street from this industrial site. This industrial use hides the West Coast Express Station from the downtown core and detracts from the new Provincial Courthouse complex.

a) Opportunities

- The OCP designates much of the core area for "Downtown Commercial" uses. A commercial analysis undertaken in 1997 indicates that there is little forecast demand for more retail/office space in Downtown Port Coquitlam within the 20-year Downtown Plan '98 period. Thus, there is an opportunity to introduce a new set of land uses and to create a more diverse and dynamic mix of activities in the Downtown.
- Lands situated along Kingsway, bordering the railway yards, are not required for additional retail, and are poorly suited for residential use. An "Arts and Enterprise" designation would allow for a mix of arts-related



PORT COQUITLAM DOWNTOWN PLAN, '98

LEGEND

- Civic Centre Precinct
- Proposed Greenways
- OCP Local Bicycle Path
- OCP Regional Bicycle Path
- Potential Public Parking

CIVIC CENTRE PRECINCT Building Block #5



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD

804-10448 88 Avenue, Surrey, B.C. Canada V3R 0E8
(604) 577-0008 Fax 607-1041

PLAN No:

3.6

96277

JANUARY 1998

Widen either vehicle lanes or sidewalk
of the Shaughnessy underpass to add
bicycle and pedestrian capacity

City Hall and Gardens

West Coast
Express Station

Opportunity for
Pedestrian Activated
Traffic Light

Provincial
Courthouse
Complex

Proposed
Greenways

Regional Bicycle Path

Elks Park and Greenway to
downtown core
Greenway through Elks Park to
accommodate cyclists as well
as pedestrians

Local Bicycle Path

Granny Smith Park

CIVIC CENTRE PRECINCT

- Cultural activity focus,
potential uses:
 - multipurpose theatre/hall
 - community meeting rooms (for
local clubs and organizations)
 - an arts centre: and
 - exhibition space for outdoor/
indoor markets, auctions, fairs,
displays (i.e. Christmas light
display)
- Combining high density
residential (i.e. seniors
housing), public/private office
space and retail (if viable)
with civic uses could catalyse
re-development of the site.
- Potential centralized
parking component to
provide convenient parking
for downtown shoppers
and employees.
- Civic Centre design
to be visually stimulating,
unique, and have an inviting
pedestrian environment.
- Linkages to be created
through physical design to:
Granny Smith Park,
envisioned gateway at
Shaughnessy and Wilson, City Hall
and gardens, and Future Shaughnessy
"High Street".

NOTES:

- BASE PLAN SHOWS EXISTING 1997 LAND USE



PORT COQUITLAM
DOWNTOWN PLAN,
'98

LEIGH SQUARE
CIVIC CENTRE

(view north)



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD

101-12610 46 Avenue, Surrey, B.C. Canada V3W 2E9
(604) 597-0000 Fax 597-9001

PLATE No:

6

studio, office, warehouse, secondary retail and small-scale manufacturing.

- Re-development for these types of activities would inject a creative/productive element to the downtown area, while complementing the retail focus of the High Street. This designation would also be compatible with new downtown apartment residential uses, which could include loft apartments in mixed-use buildings.
- Development of City-owned lands for arts-enterprise related uses could make redevelopment of the Port Coquitlam Building Supplies' site more viable, and could establish a special character for this "fringe" area.
- The City owned properties off Kingsway may also be a suitable location for a centralized public parking structure for downtown shoppers and workers.

b) Challenges

- As retail floor space is proposed to be focused on the future Shaughnessy "High Street" a new set of land uses must be introduced to diversify and characterize the downtown.
- The industrial/parking land uses along Kingsway (including city owned sites) are now inappropriate for the envisioned downtown and must be re-developed in the context of the adjacent rail lines, the new Provincial Courthouse complex and the West Coast Express Station. Connecting the station to the downtown and enhancing the courthouse are key challenges for successful re-use of these sites.
- Re-development of the lands abutting the rail lines on Kingsway should reflect the industrial history of this area as well as add a range of uses that reflect the future urban focus of the downtown and the local and regional economies.
- The noise and vibration from passing trains discourages any residential use of the Kingsway sites.

2016 STRATEGY AND POLICY RECOMMENDATIONS

To address these downtown core needs and changing market place the following should be addressed.

- a) As shown on Plan No. 3.7, a specialized Arts-Enterprise Precinct is proposed on the city owned Kingsway sites and the Port Coquitlam Building Supplies site;
- b) Create a character area for the downtown that would allow a mix of arts-related studios, office, warehouse, secondary retail, small scale manufacturing, and a public/private post secondary institution or training centre;
- c) Incorporate into an Arts-Enterprise development in City-owned land, a public parking component to serve the Downtown retail core;
- d) A public/private partnership could be utilized to initiate re-development of the City owned lands and the Port Coquitlam Building Supplies site; and
- e) the physical form of the precinct should have a strong streetscape and the height and massing should complement the adjacent Provincial Courthouse complex and provide linkages to the West Coast Express Station.

3.2.7 Downtown Residential Mixed Use District: Building Block #7

Mixed-use areas that emphasize residential use can introduce diversity into the core by creating a population for downtown commercial and cultural activities. A community living in the downtown core can enable vibrant active streetscapes.

1997 CONTEXT

- The OCP designates much of the core as downtown commercial. As noted earlier the forecast for significant retail/office space in the South Downtown is low. The result is too much land under the Downtown Commercial designation.
 - The side streets off Shaughnessy that have single storey commercial uses are underutilized and have little street activity.
- a)



PORT COQUITLAM DOWNTOWN PLAN, 98

LEGEND

Commercial
Arts/Enterprise

Potential Downtown
Parking

ARTS-ENTERPRISE PRECINCT Building Block #6



NOT TO SCALE

**APL
MARTIN**
CONSULTANTS LTD

204 - 10448 80 Avenue, Surrey, B.C. Canada V3V 3E9
(604) 587-0008 Fax 587-0081

PLAN No:

3.7

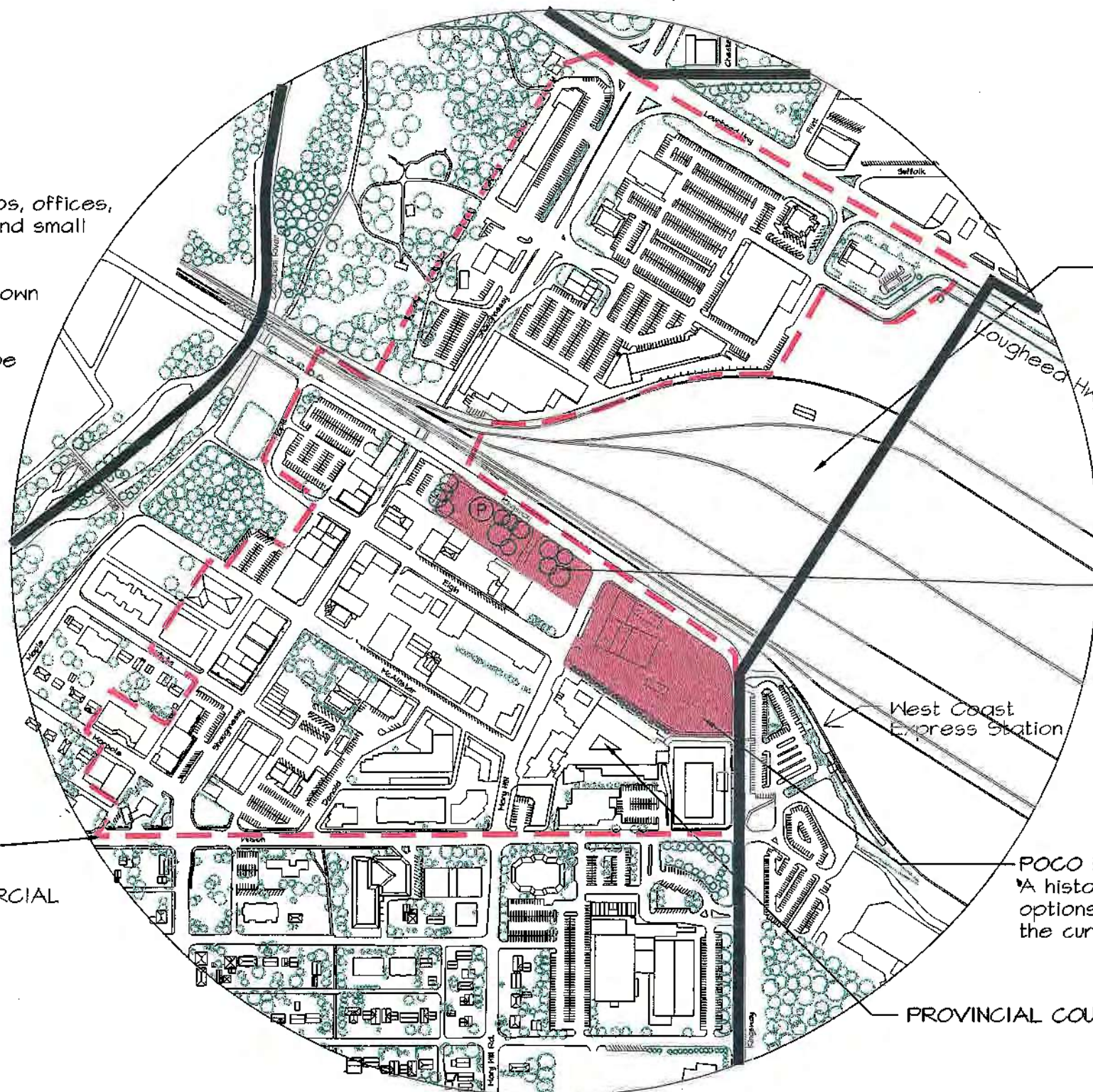
96277

JANUARY 1998

ARTS-ENTERPRISE PRECINCT

- Incorporate arts-related studios, offices, warehouses, secondary retail and small scale manufacturing.
- Potential for centralised downtown parking structure.
- Design & Form of precinct to be urban, reflecting a downtown setting and the historical industrial use of the sites.
- Strong streetscape design. (street trees, lamp posts, etc.) Enhance the walkway linkage to the West Coast Express Station.
- 5-9 Storey height maximum. Where abutting the Provincial Courthouse the height and massing to complement the 2-3 storey Courthouse Complex.

OFFICIAL
COMMUNITY PLAN
DOWNTOWN COMMERCIAL
DESIGNATION



RAIL LANDS
Historic industrial use
essential to the City
that emits noise and
vibration

CITY OWNED LANDS
INCLUDED IN PRECINCT
Potential catalysts to
re-develop adjacent
sites in the envisioned
precinct

POCO BUILDING SUPPLIES SITES
A historic industrial form; examine
options for site while recognizing
the current business activity

PROVINCIAL COURTHOUSE COMPLEX

NOTES:
• BASE PLAN SHOWS EXISTING 1997 LAND USE

a) Opportunities

- The downtown core can be formed into special districts. The envisioned "High Street" will focus commercial activity on Shaughnessy Street, thereby opening up commercially designated lands on the quieter side streets between Shaughnessy and Mary Hill Road for other more appropriate uses. The nearby shopping amenities, natural park lands (Coquitlam River Park), recreation facilities, and natural amenities such as the mountain views provide a convenient and potentially attractive place to live in the downtown.
- The resident population of the downtown is expected to grow by almost 12,000 persons by the year 2016 to meet these housing demands, therefore more residential designated land will be needed.
- Downtown Plan '98 focuses retail and service uses on Shaughnessy Street and re-designates much of the remaining commercial lands for downtown residential uses, in a mixed-use context. With a shrinking of the "red" area on the current OCP map, there is an opportunity to bring higher density residential uses closer to the core, to support a thriving High Street.
- Mixed-use developments have the advantage of incorporating secondary retail, personal service and office uses that may already be located on low rise commercially designated lands.
- They allow for flexible mixing of uses to address the realities of the market place. Should demand for commercial space increase in the future, it can be accommodated on these lands.

b) Challenges

- Key for a vibrant core is creating a new range of uses on the side streets in the context of a low forecast for office/retail space and too much land designated for downtown commercial uses.
- Less commercial designated lands provide an opportunity to introduce medium rise, higher density residential into the core to support a thriving "High Street."
- Creating a mixed-use district that emphasizes residential use with flexibility to accommodate the marketplace.
- Creating a physical form that emphasizes the streetscape.

2016 STRATEGY AND POLICY RECOMMENDATIONS

Plan No. 3.8 presents the land use strategy to create a Residential Mixed Use Precinct focussed on side streets off Shaughnessy Street.

- a) The main emphasis for the mixed-use areas is residential with "flex space" for ground floor office, personal service, and secondary retail uses.
- b) The following principles should be addressed to create a strong streetscape with the building form:
- Street oriented residential uses, with private entrances off the street;
 - Narrow retail frontages;
 - Offices on upper storeys only;
 - Consistent scale and massing;
 - Pleasant pedestrian environment;
 - Residential character is more urban (hard edged) than the rest of the plan area;
 - No setbacks from front and side lot lines; and
 - Suitable for row-housing, loft apartments, apartment blocks with townhouses or retail at grade, with upper-storey offices.
- c) Street oriented residential units could be converted to specialty boutique-style retail/office space if the demand is there (at the development stage or subsequent retrofit of a mixed-use building).

Plate 7 illustrates the physical design elements intended for this area as applied to a key block on the north side of McAllister Street looking west to the pedestrian bridge crossing of the Coquitlam River.

Plate 8 presents several examples of mixed use and mid and low-rise residential with ground floor retail.



PORT COQUITLAM DOWNTOWN PLAN, '98

LEGEND

Downtown Residential/
Mixed-use

Potential Downtown
Parking Component

MIXED-USE PRECINCT Building Block #7



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD

294-10448 36 Avenue, Surrey, B.C. Canada V3W 3G2
(604) 277-9208 Fax (604) 277-9201

PLAN No.

3.8

96277

JANUARY 1998

COQUITLAM RIVER PARK

OFFICIAL
COMMUNITY PLAN
DOWNTOWN COMMERCIAL
DESIGNATION

CITY HALL AND GARDENS

West Coast
Express Station

PROVINCIAL COURTHOUSE
COMPLEX

DOWNTOWN RESIDENTIAL/MIXED-USE PRECINCT

- Introduce mix of Mid-Rise apartment lofts, studios, with flexible space for personal services, secondary retail and office uses on lands designated Downtown Commercial
- Form and Design to comprise:
 - narrow retail frontages
 - offices on upper storey's only
 - urban residential character (hard edged)
 - no set backs from front and side lot lines; and
 - Row housing townhouses along side streets that link downtown amenities
- 9 storey height maximum, higher storey massing, set back from street
- Reduce maximum height where adjacent to prominent civic building (city hall, provincial courthouse)
- Lower massing on McAllister and Elgin to be street oriented flexible space (i.e. private entrances on ground level units) that can be converted to secondary retail office uses where marketable
- High density land use, typically 80 units per acre
- Potential housing supply of 480 units in this precinct

NOTES:

- TOTAL POTENTIAL HOUSING SUPPLY OF 560 UNITS.
- RECENTLY BUILT, APPROVED OR EXISTING QUALITY DEVELOPMENTS EXCLUDED FROM UNIT PROJECTIONS FOR THE PRECINCT.
- BASE PLAN SHOWS EXISTING 1997 LAND USE.



PORT COQUITLAM
DOWNTOWN PLAN,
'98

RESIDENTIAL
MIXED-USE
PRECINCT
(McCallister view west)



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD.

101-12418 St. James, Surrey, B.C. Canada V3V 0G2
(604) 897-0000 Fax 897-0001

PLATE No:

7



PORT COQUITLAM
DOWNTOWN PLAN,
'98

MIXED USE
FORM &
CHARACTER



**APLIN
MARTIN**
CONSULTANTS LTD.

201-12448 82 Avenue,
Surrey, B.C. Canada V3W 3E9
(604) 597-9058 Fax 597-9061

PLATE No:

8



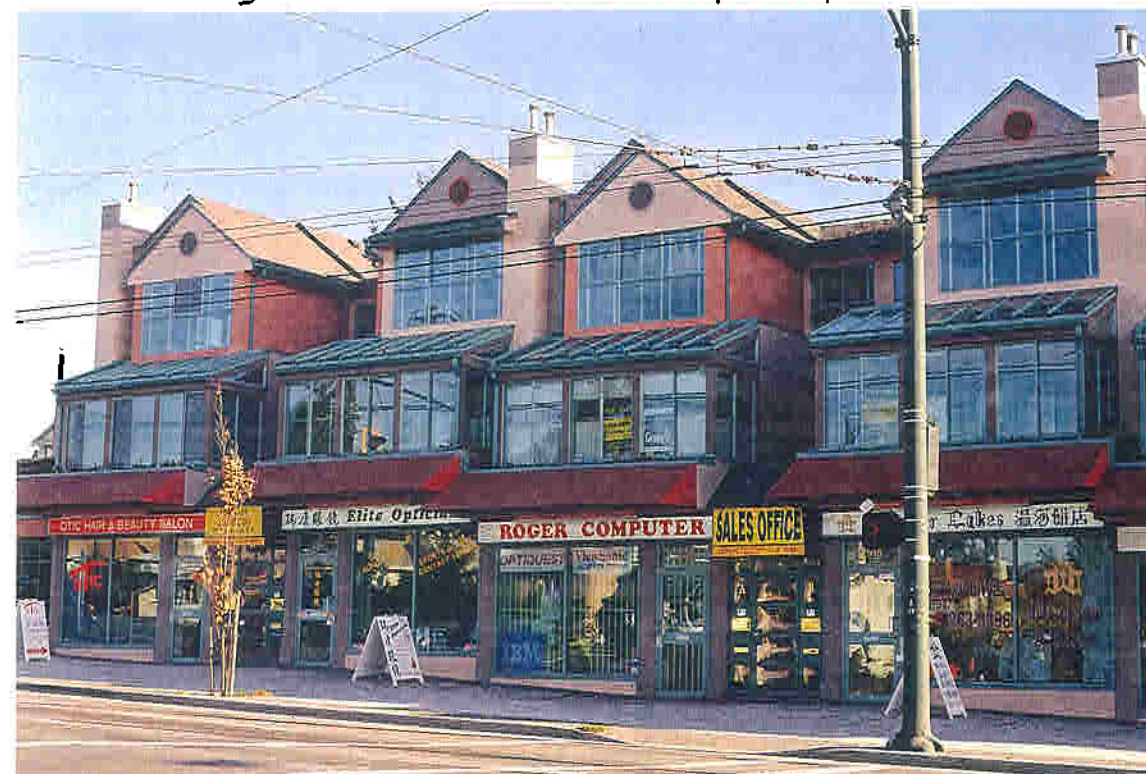
Mid-Rise Complex, Modern Style
with Corner Emphasis



Mid and Low-Rise Form, Higher
Massing Setback, Corner and Open Space Detail



Low-Rise Apartment and Ground Floor
Detail Emphasizing Traditional Urban Character



Stacked Townhouses and
Ground Floor Detail

3.2.8 Parks, Recreation And Public/Private Greenways: Building Block #8

Pedestrian linkages for downtown amenities and envisioned character areas is key to enabling an attractive, convenient and lively downtown.

1997 CONTEXT

- One of the Downtown Plan's primary objectives is to link the various "elements" that the City already has in place - i.e., established residential areas, Shaughnessy Street retail, restored City Hall, courthouse, parks, trails and other public amenities. Enhancement of the City's parks and open space system is the primary means of achieving this objective.

a) Opportunities

- Port Coquitlam's natural amenities, the mountain views and the Coquitlam River, create a strong natural setting for a vibrant downtown. Blending the Downtown with the river can be an achievable objective.
- Existing recreation facilities are distributed primarily in two areas on the east and west boundaries of the downtown. The compact size of the downtown enables pedestrian and bicycle movement.
- Elks Park is an excellent pedestrian greenway concept that can be built upon. The existing path system along the river can be connected to the envisioned downtown neighbourhoods and districts.
- The older developed majority of the downtown that is currently redeveloping allows for the potential to "green" these residential areas.
- The compact size of the downtown enables pedestrian and bicycle movement.

b) Challenges

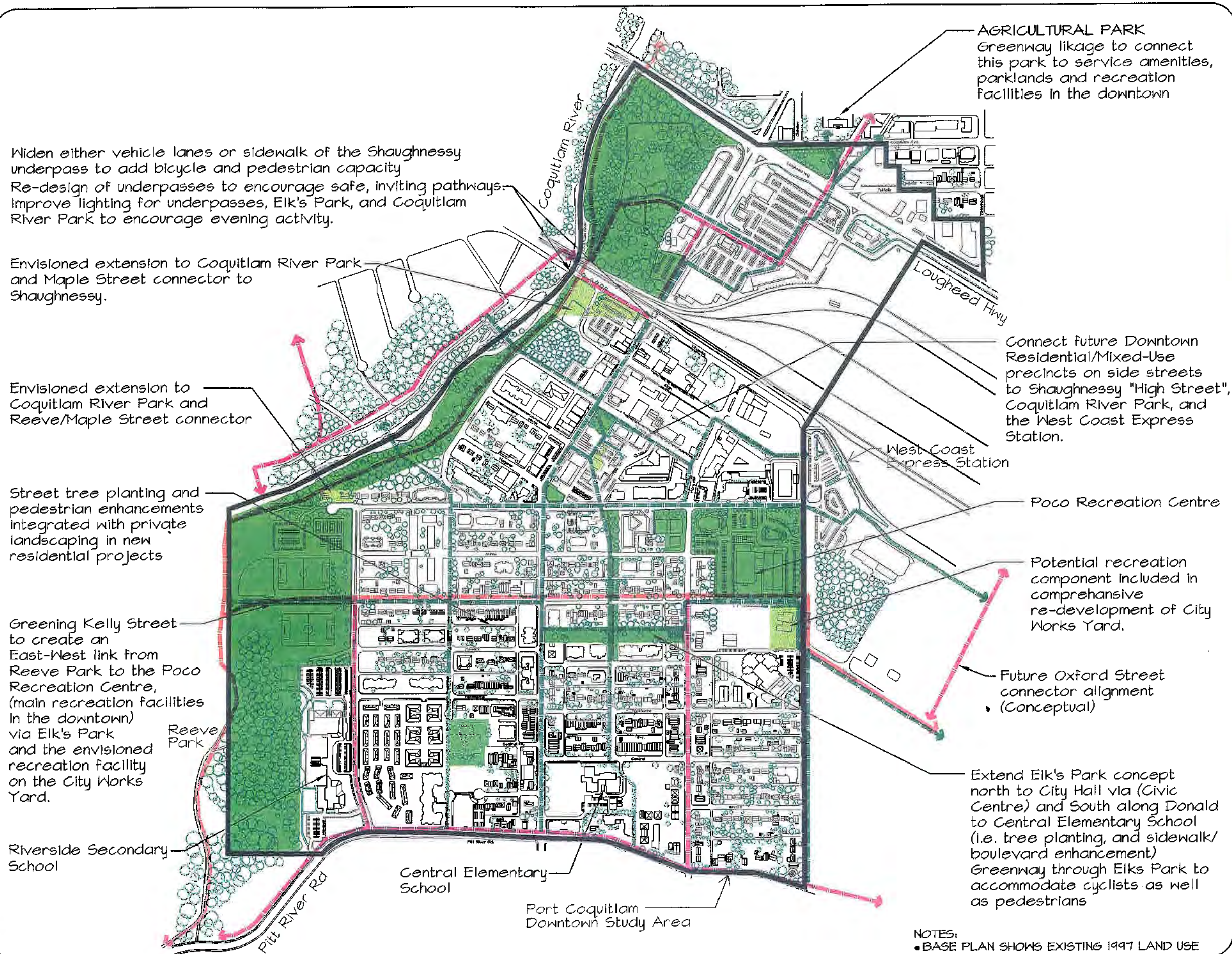
- Lion's Park environment, specifically the pedestrian underpass at Lougheed Highway and the Kingsway, and poor connections to Shaughnessy street are weak and require some redesign;

- Most downtown streets do not accommodate or emphasize the pedestrian or cyclist environment; and
- The downtown's diverse and ample parkland and recreation facilities are not linked by clearly defined greenways.

2016 STRATEGY AND POLICY RECOMMENDATIONS

Plan No. 3.9 presents the proposed strategy for downtown parks, recreation areas and greenways. To link the downtown's various areas and enable strong pedestrian use of the streets, the following should be addressed.

- a) Build upon the strong pedestrian Elks Park concept by extending Elks Park south along Donald to the elementary school via special tree planting and sidewalk/boulevard enhancement. Additionally, extending Elks Park north to City Hall via the envisioned Leigh Square Civic Centre will create strong connections between these amenities.
- b) Improve pedestrian underpasses along the Port Coquitlam Trail and Shaughnessy Street.
- c) Include in the proposed Oxford Street overpass a pedestrian/bicycle trail system.
- d) Green Kelly Street to link the Port Coquitlam Recreation Centre, Terry Fox Library, Rowland Park and work yards site (future recreation component) to the other major park and recreation area to the east, Reeve Park and Coquitlam River Park.
- e) Connecting Aggie Park with greenways to downtown amenities can foster pedestrian/cyclist movement through the downtown to north Port Coquitlam.
- f) Examine improved lighting in Elks Park and the riverfront can improve pedestrian safety and foster activity into the evening.
- g) "Greening" downtown streets:
 - i) Enhance the pedestrian environment through the introduction of street trees, street furniture, and weather protection;
 - ii) Plant trees along Kelly Street to create a "green" pedestrian link between the Port Coquitlam Recreation Centre, Terry Fox Library and

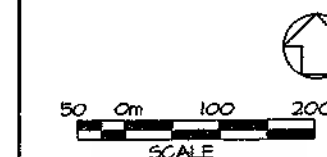


PORT COQUITLAM DOWNTOWN PLAN, '98

LEGEND

- Existing Park/Recreation Lands
- Proposed Park/Recreation Lands
- Proposed Greenways
- OCP Local Bicycle Path
- OCP Regional Bicycle Path

PARKS, RECREATION & GREENWAYS Building Block #8



APL/M
MARTIN
CONSULTANTS LTD

201-12448 82 Avenue,
Surrey, B.C. Canada V3W 3E9
(604) 597-9068 Fax 597-9061

PLAN No.

3.9

Works Yard site (development opportunity) to the south, with Reeve Park and Riverside Secondary School to the north; and

- iii) Enhance east-west pedestrian/bicycle movements between the West Coast Express Station and proposed Oxford Street Overpass to the Shaughnessy High Street through the "greening" of McAllister, Elgin and Wilson Streets in the proposed mixed-use precinct.
- h) Integrate street tree planting and pedestrian enhancements with private landscaping in new residential projects.
- i) Extend the Coquitlam River Park with City lands south of the Kingsway as a way of extending the public green space system towards the downtown core. The park extension would ideally occur within the context of the construction of the proposed Maple Street - Elgin Street - Shaughnessy Street connector system and re-development of adjacent lands for High Street retail and Apartment -Mid-rise residential activities.
- j) Enhance east-west pedestrian/bicycle movements between the West Coast Express station and proposed Oxford Street Overpass to the Shaughnessy "High Street" through the "greening" of McAllister, Elgin and Wilson Streets in the proposed mixed-use precinct; and
- k) Within the context of future High Street re-development in the north Downtown on lands west of Shaughnessy Street, abutting Lions Park, improve the entry to Lions Park thereby strengthening the pedestrian connectivity between the Shaughnessy Station area and the River. Plate No. 9 depicts what the entry could look like, including specialized paving at pedestrian crosswalks, signage, decorative lighting and street focussed retail extending towards the park.
- l) Use stamp concrete or asphalt to highlight crossings of roads where greenways and bicycle paths are built in order to make the crossings more visible and to add some architectural highlights. Also landscape features such as raised areas could be incorporated into crosswalks.

3.2.9 Roads, Parking, and Circulation: Building Block #9

1997 CONTEXT

- Downtown Plan '98 comprises a number of complimentary land use building blocks that are served by the transportation system. The key building blocks that will be facilitated by attention to the transportation are as follows:
 - Residential and Mixed-Use Precincts: The Plan promotes residential and mixed use development in the downtown in place of an expanded retail commercial core;
 - Downtown "Gateways": The Plan promotes development of landmark projects at strategic locations to facilitate traffic movement, and create prominent gateway entries to the Downtown;
 - Shaughnessy "High Street": The Plan promotes consolidation of retail activities along the City's traditional retail thoroughfare and continues emphasis as a feature of downtown;
 - Civic Centre Precinct and Arts-Enterprise Precinct: The Plan introduces new land use developments that will create a parking demand; and
 - Maple Street Parkway: The Plan promotes development of the river side corridor for more intense mid-rise (up to 9 storeys) residential activities with the potential to create a riverside parkway.
- Results of the network assessment conducted are presented in the Technical Appendix Report. Highlights include:
 - i) The Oxford Overpass (or alternate crossing of the CPR Yard) is needed regardless of projected or planned growth in the downtown. This is needed to accommodate the demand for travel between southeast Port Coquitlam and north Port Coquitlam. The single crossing of the Lougheed Highway at Shaughnessy is insufficient;
 - ii) Traffic along Shaughnessy is at capacity;
 - iii) A shortage of parking (200 spaces now and up to 500 in 10 years)



PORT COQUITLAM
DOWNTOWN PLAN,
'98



LIONS PARK
GATEWAY/
GREENWAY
(view northwest)



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD

291-10040 80 Avenue, Surrey, B.C. Canada V3V 0E9
(604) 597-0000 Fax 597-1001

PLATE No.

9

- iv) in the south Downtown has been projected; and Pedestrian/bicycle linkages between residential areas and the retail/business core are inadequate. A particular deficiency is the current Shaughnessy underpass connection between north and south Downtown. As both sections grow, provision of improved linkages will become more important.

2016 STRATEGY AND POLICY RECOMMENDATIONS

A major component of the Downtown Plan will be a proposed circulation system (i.e., road improvements, traffic circulation, etc.) - designed to maintain efficient flow of traffic through the High Street and the larger downtown area.

At the same time, pedestrian circulation will be strengthened to make walking and cycling downtown more pleasant and comfortable.

The road network in the downtown Port Coquitlam area is very diverse and serves a variety of regional, local and transit traffic demands. Furthermore, various land uses in the downtown area contribute to the unique behavior of traffic generation in Port Coquitlam.

a) Road Classification

- The plan acknowledges and seeks to take advantage of this diversity by providing a road network classification system in the downtown area. This will assist in the planning, assignment of priorities, and implementation of improvements necessary to realize the Vision for the downtown. The classification system for the downtown area includes:
 - **Arterial Roadway:** The main function of the arterial roadway network for the downtown is to convey regional traffic. The secondary function is to provide access to the balance of the road network.
 - **Local Collector Roadway:** The main function of the local collector roadway network is to convey local traffic to/from downtown land uses and to the arterial roadway network.
 - **Local Access Roadway:** The main function of the local access

roadway network is to provide access to property.

- **Transit Routes:** The plan includes bus routes to be designated in the classification system to aid in design criteria.
- **Pedestrian and Cycling Pathways:** Many of the building blocks emphasize the need to incorporate local travel through walking and cycling. Therefore a component of the network will be designated for pedestrian and cycling use.

Plan No. 3.10 presents the following recommended network improvements.

b) Road Network Improvements

A number of road network improvements have been conceptualized based on apparent existing deficiencies and where the new demand will come from. The suggested improvements are as follows:

i) Oxford Railway Overpass:









The Oxford Overpass is needed to accommodate the demand for travel between southeast Port Coquitlam and north Port Coquitlam. The single crossing of the Lougheed from Shaughnessy is insufficient. This crossing is needed based on current land use demand. Therefore, it is considered very important for the success of the Downtown Plan '98.

ii) Shaughnessy "High Street":

The Plan promotes consolidation of ground floor retail with mixed office/residential on upper storeys along this thoroughfare and continued emphasis as a feature of the downtown. Shaughnessy is acknowledged to be very busy now and improvements will be needed to assist this element of the plan. Furthermore, treatments to the corridor to enhance capacity and parking will be needed. The Shaughnessy "High Street" corridor will include the rear lane network, particularly to the westerly lane as well as the main street in developing potential local traffic solutions and off street parking improvements.



Coquitlam River
Crossing & Bury/
Wilson Re-Alignment
& Oxford Connector

-  Maple Street Parkway
-  Maple Street Extension
-  Conceptual Kingsway Connector
-  Shaughnessy/Maple One Way Connector
-  Kingsway/Tyner Intersection Improvements
-  Shaughnessy West Lane Upgrading
-  Flint Street Pedestrian Overpass
-  Potential Public Parking Facility

TRANSPORTATION
IMPROVEMENTS
Building Block #9



APLIN
MARTIN
CONSULTANTS LTD

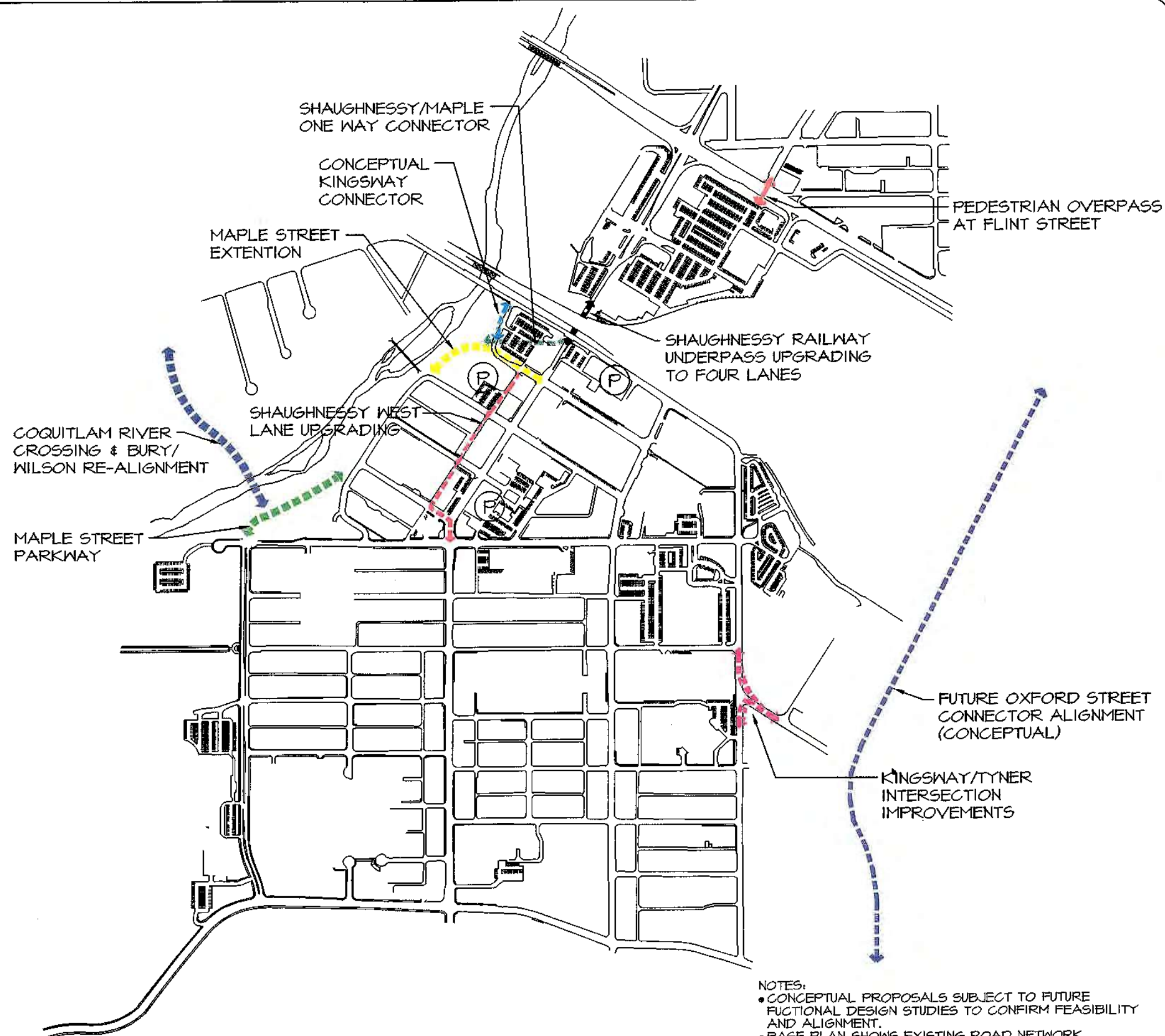
201-12449 82 Avenue, Surrey, B.C. Canada V3W 3E8
(604) 597-9000 Fax 597-9001

PLAN No:

3.10

96277

JANUARY 1998



NOTES:

- CONCEPTUAL PROPOSALS SUBJECT TO FUTURE FUNCTIONAL DESIGN STUDIES TO CONFIRM FEASIBILITY AND ALIGNMENT.
- BASE PLAN SHOWS EXISTING ROAD NETWORK.

The road improvements involve the upgrading of Shaughnessy Street from Wilson to the Railway Underpass including the lane network parallel to this section of Shaughnessy.

iii) Shaughnessy Railway Underpass:

The plan involves the reconstruction and widening of the existing CPR Railway Underpass. The emphasis will be on accommodating two additional lanes and enhancing pedestrian and/or cycling capacity. Plate 10 presents a future view of the underpass looking north, highlighting improvements that include the additional north-bound lane, the additional southbound/right-merge lane to the Maple Street connector, gateway treatment of the structure and a separation of pedestrian/bicycle paths from the roads.

iv) Downtown "Gateways":

The plan promotes Gateway development at locations at Wilson/Shaughnessy, Wilson and Pitt River, the CPR, Lougheed and Shaughnessy railway underpass, and Kingsway/Tyner. Traffic volumes and vehicle classification (trucks and buses) will figure predominantly in the redesign of these intersections.

v) Maple Street Parkway:

The plan promotes development of the river side corridor including locating the higher density residential development here. An alternate (to Shaughnessy) route is required to serve urban arterial and collector needs in this corridor. This will also help by diverting some rush hour (commute) traffic from Shaughnessy Street onto Maple Street. This road network improvement involves constructing a new roadway from the north limit of Reeve to the Shaughnessy Railway Underpass. To protect the Poco Trail, additional land may be required. Care is required in designing portions of this parkway, given its proximity to the Poco Trail and River. The Maple Street Parkway concept is illustrated on Plan 3.10.

Two significant components are identified:

- Shaughnessy/Elgin/Kingsway Connector - Maple Street would extend north to link with Elgin Street and Shaughnessy Street via a system of partial one-way (Shaughnessy Street link) and two-way roads. A further link to Kingsway would also be built to maintain/improve the current Elgin/Kingsway connector, thereby enhancing downtown access from the north-west part of the City.

A two phased program is possible.

Phase I: Extend Maple between McAllister and Elgin; access Maple via right turn from Shaughnessy to Elgin.

Phase II: Connect Maple to Shaughnessy, north of Elgin, introducing a one-way routing south from Shaughnessy Street to Maple Street at the time the overpass is updated.

- Reeve Street Connector - This connection would link Maple Street to Reeve Street at Wilson Street via a route paralleling Port Coquitlam Trail. It could be constructed as part of the Phase II Maple connector to Shaughnessy Street.
- Further detailed functional design studies and environmental assessments will be necessary to confirm the routing of both components, particularly the environmental impacts on lands along the Coquitlam River.

vi) New Coquitlam River Crossing and Bury/Wilson Realignment:

- To integrate the neighbourhood west of the Coquitlam River with the Downtown a new crossing of the River is proposed. The plan includes the realignment of Bury and Wilson to optimize traffic movements through the area.
- As with the Maple Street Parkway connector, particularly the



PORT COQUITLAM
DOWNTOWN PLAN,
'98

SHAUGHNESSY
HIGH STREET
UNDERPASS/
GATEWAY
(view north)



NOT TO SCALE

**APLIN
MARTIN**
CONSULTANTS LTD

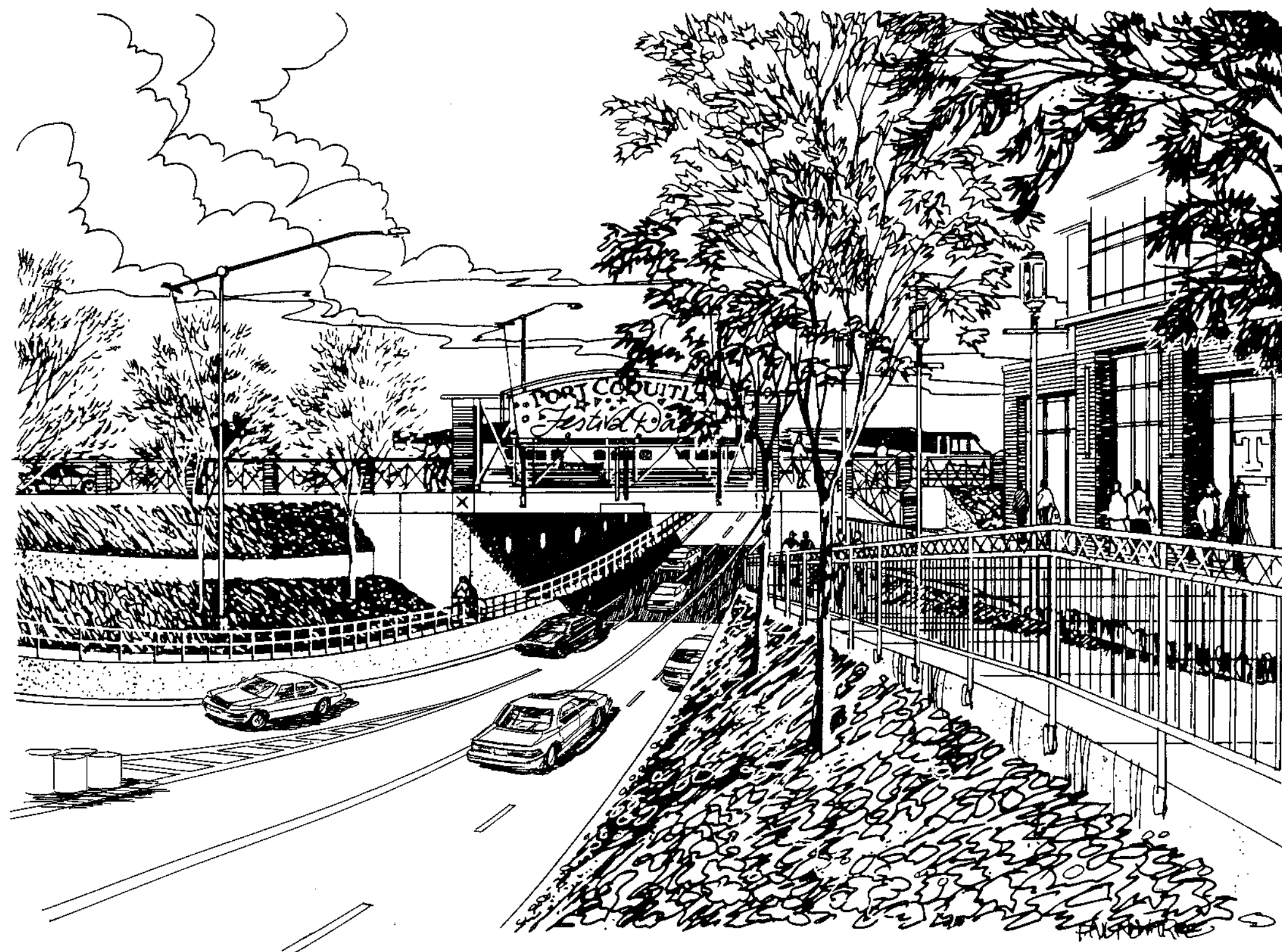
501-10410 55 Avenue, Surrey, B.C. Canada V3W 3J9
(604) 597-0050 Fax 597-0081

PLATE No:

10

96271

JANUARY 1998



possible link to Reeve Street, the bridge proposal is conceptual only and will require a functional design study and environmental assessment to confirm the need, alignment and standard of crossing required.

vii) Kingsway Tyner Intersection

- Some re-design of Kingsway at Tyner may be necessary, to improve the intersection to accommodate future development in the area and the Oxford Street Overpass, and to provide a more efficient alternative commuter route to Shaughnessy Street. Upgrading could take place in conjunction with future gateway re-development on the City's Public Works Yard property.

viii) Shaughnessy Cross Streets

- Several downtown streets (Marpole, Whyte, Elgin, and McAllister) have 20 metre right-of-ways, and presumably lower traffic volumes to the west of Shaughnessy Street. This presents a potential opportunity to create wider sidewalks with bulbs and/or angled parking at these intersections with Shaughnessy.

c) Parking

- The Planning department of the City of Port Coquitlam completed a 'Downtown Core Off-Street Parking Study' in May of 1995. The strategies and policies presented in the study promote effective ways of planning for future anticipated needs. Relevant components of this study are:
 - Raise awareness of the location of all-day parking areas for downtown employees;
 - Allow use of government building parking lots during evenings and weekends;
 - Improve access, circulation, and capacity of existing parking facilities;
 - Negotiate provision of public parking facilities with development applicants;

- Convert, pave, and improve available lots into all day parking facilities;
- Improve pedestrian linkages between parking facilities and demand centres;
- Promote alternate travel modes with less parking requirements; and
- Review time limitations/restrictions of street parking with downtown merchant groups;
- The use of parking meters may have to be examined sometime in the future if vehicle turnover to accommodate customer needs is required.

- These strategies provide a solid framework for implementation into the downtown plan. However, some projected deficiencies will remain. The Downtown Plan therefore: includes the following additional measures:

- Encourage all new residential to provide 100 percent of their own projected needs;
- Development of a multi level garage in/near the Civic Centre precinct to accommodate projected shortage;
- Development of public parking facilities as part of the re-development of key blocks along Shaughnessy and Kingsway. Plan 3.10 presents potential locations for new public policy.
- Development of a signage system to direct traffic to off-street parking facilities

d) Pedestrian and Cycling Pathways

- Many of the building blocks emphasize the need to facilitate local travel through walking and cycling. This becomes more important with the Plan's emphasis on new and higher density residential development in the downtown. A viable and attractive alternate to the car for local travel is essential to the success of the plan. A component of the road network will be designated for pedestrian and cycling use with design features included to address their needs. Furthermore, a dedicated network of pedestrian and cycling

linkages will be developed, within existing and future greenway links and/or as designated lanes within existing and proposed roads. Plan 3.9 outlines the proposed network.

e) Circulation

- The improvement of signal operations in the main corridor on Shaughnessy Street from Wilson to the Lougheed Highway will benefit traffic flow through the area. Signal coordination technology and programming will be included in the upgrading of the "High Street". These improvements become even more important as the plan for a higher density residential development is implemented.

f) Transit

- Downtown Port Coquitlam should continue to serve as the transit hub for the city - but the location of bus stops should be re-examined, as should pedestrian connections between the downtown and the West Coast Express station.

4.0 2016 LAND USE PLAN



4.0 2016 LAND USE PLAN

4.1 LAND USE CONCEPT

The concept of a defined commercial core area, supported by medium and high density residential neighbourhoods, with impressive public amenities is a principal tenet of the current OCP.

Downtown Plan '98 for Port Coquitlam represents a fine-tuning of existing OCP policies - based on detailed technical analyses (land use, economic function, transportation issues and urban design elements), and an assessment of development activity since the current OCP was adopted. Plan No. 4.1 presents the existing OCP designations in the downtown. From the assessments conducted and the development activity that has resulted in response to the current plans and policies, as reflected in the 1997 Land Use Plan (Plan No. 3.1), certain adjustments are deemed appropriate to achieve the stated Plan objectives.

The Downtown land use concept is focused on encouraging and re-inforcing a traditional "high street" retail mixed use district on Shaughnessy Street, flanked by a dynamic mix of supporting uses - including downtown residential mixed use and arts-enterprise related retail and service uses, located within a half block of the high street.

The strategy of flexible mixed use development is the underlying foundation of the Plan. The emphasis and mix of uses are tailored to the specific needs of individual area.

The remainder of the Downtown Plan area is residential in character - ranging from mid-rise (up to 9 storeys) towers and four-storey apartment buildings to small- and medium-scale townhouse developments. All areas of the Downtown are linked by a grid street system, and a series of pedestrian and cycling routes.

4.2 PROPOSED LAND USE DESIGNATIONS

In order to articulate the land use concept, a series of new and redefined land use designations have been introduced in the Downtown Plan. These are presented on Plan No. 4.2 and described below:

The designations reflect the building block land use strategies described in Section 3.0 which are now combined to complete the Downtown Vision for 2016.

4.2.1 High Street Commercial

- The City of Port Coquitlam's OCP designates the majority of the Downtown business area as "Downtown Commercial," with no distinction between Shaughnessy Street and flanking commercial streets.
- Downtown Plan '98 recognizes Shaughnessy Street's role as the city's primary retail street - or "high street." Elgin, McAllister, Mary Hill and Wilson Streets are secondary retail streets, and have a profoundly different character - i.e., mix of retail, restaurant, service commercial, office, residential, parking and vacant lots.
- The "high street" commercial portion of Shaughnessy Street includes both sides of the street, from Wilson to the railway underpass; the west side of the street, from the railway underpass to Lougheed Highway, and the north side of Lougheed Highway east from Flint. Traditional downtown retail/business activities will be concentrated in these areas and as mandatory uses on the ground floor. Service office and residential activities will be permitted. Permitted heights will typically be up to three storeys although portions of corner blocks may be permitted to reach five storeys. The urban design features of the high street are described in Section 5.2.

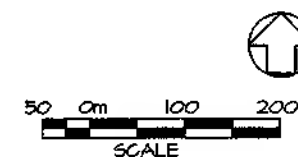


PORT COQUITLAM
DOWNTOWN PLAN,
'98

LEGEND

- P Parks and Recreation
- PR Park Reserve
- RT Townhouse
- A Apartment
- AH High-density Apartment
- D Downtown Commercial
- CH Highway Commercial
- IG General Industrial
- IH Heavy Industrial
- Sc School

OFFICIAL
COMMUNITY PLAN
BYLAW 2848 1993

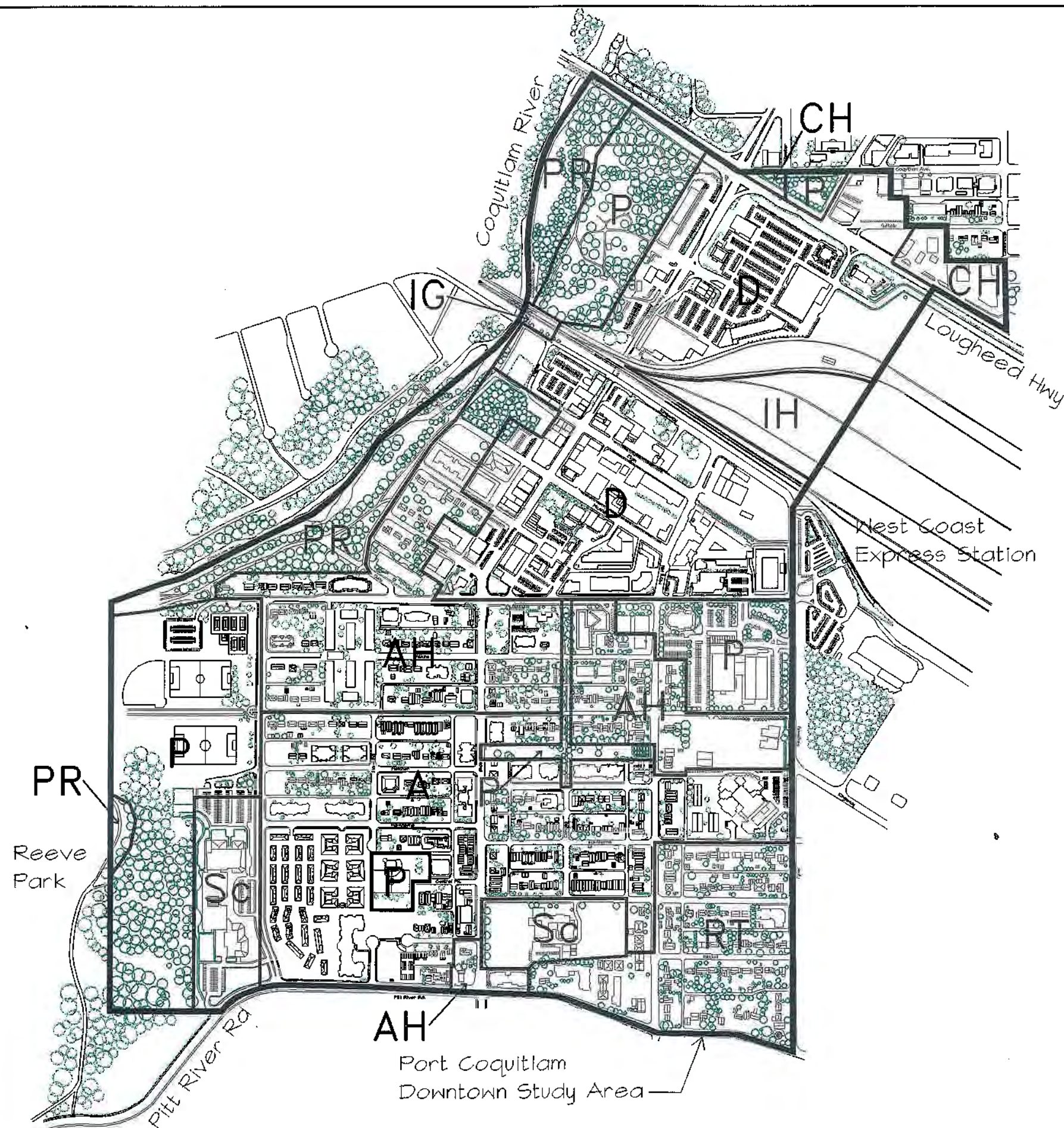


**APLIN
MARTIN**
CONSULTANTS LTD

601-1046 82 Avenue, Surrey, B.C. Canada V3P 5E2
(604) 527-2026 Fax 527-5061

PLAN No:

4.1





PORT COQUITLAM DOWNTOWN PLAN, '98

LEGEND

Commercial

- High Street
- Arts-Enterprise
- Shopping Centre

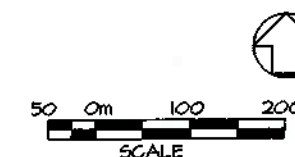
Residential

- Downtown Mixed Use
- Apartment Mid Rise
- Townhouse/
Apartment Low Rise
- Residential Infill

- Civic Centre
- Institutional
- Industrial
- Parks, Recreation
& Green Space

- Greenways
- Conceptual Street
Extensions

PROPOSED LAND USE DESIGNATIONS

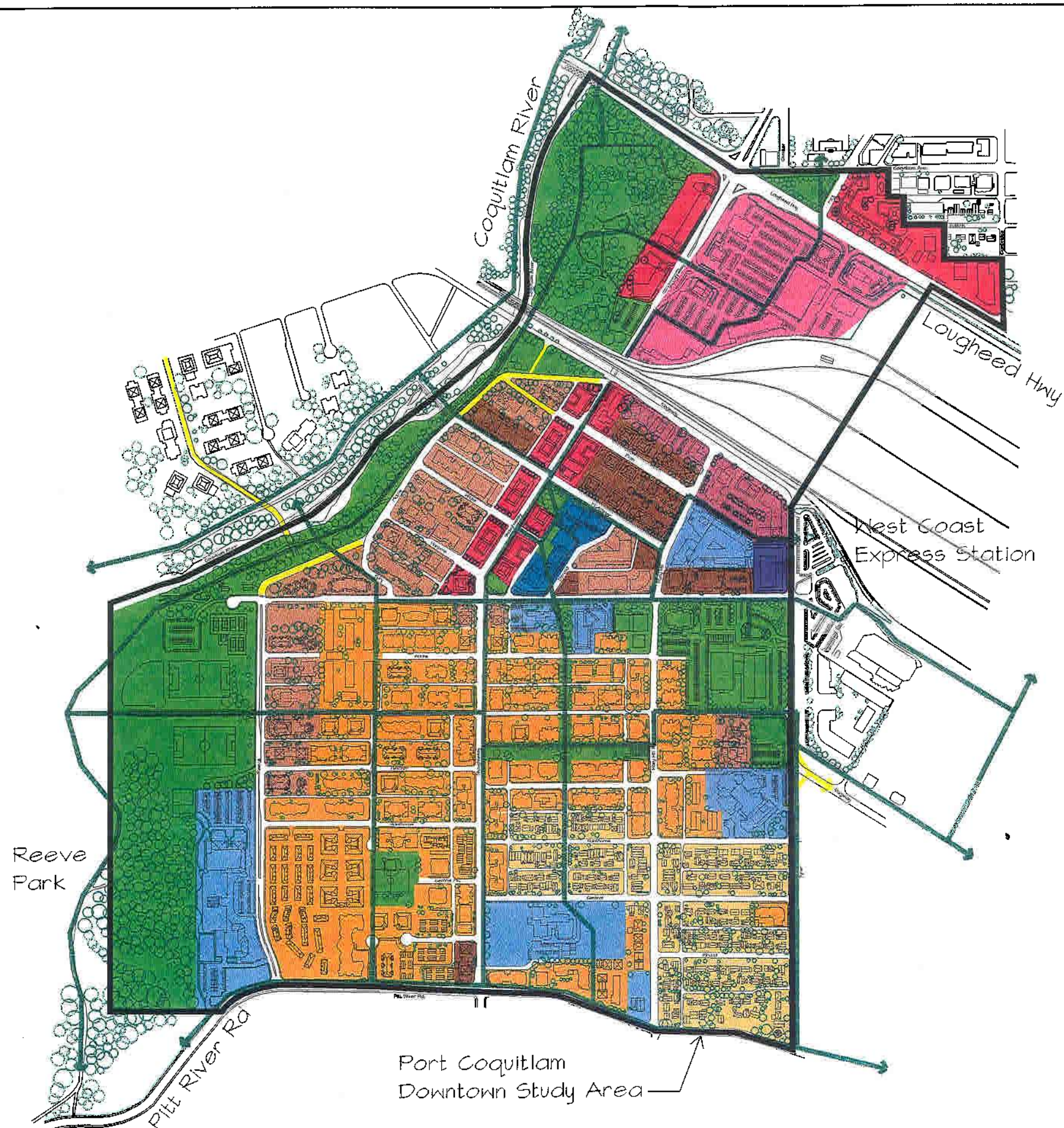


**APLIN
MARTIN**
CONSULTANTS LTD.

801-15048 St. James, Surrey, B.C. Canada V3W 1G8
(604) 597-9008 Fax: 597-9081

PLAN No:

4.2



Port Coquitlam
Downtown Study Area

4.2.2 Shopping Centre Commercial

- This designation applies to the existing "Shaughnessy Station" shopping centre. It is intended to differentiate automobile-oriented retail uses, from the more pedestrian-oriented "high street."

4.2.3 Arts-Enterprise Commercial

- Vacant properties along Kingsway (across from rail yards) are designated "Arts/Enterprise Precinct," and allow for a mix of arts-related studio, office, warehouse, secondary retail and small-scale manufacturing. These lands would also be suitable for off-street parking facilities.
- The intent is to allow for a vibrant mix of non-residential uses, within a themed, quasi-industrial enterprise environment.

4.2.4 Civic Centre

- This designation includes the existing City Hall complex, as well as Leigh Square, the Elks' Hall and adjacent parking areas-which are seen as appropriate for additional civic facilities (i.e., theatre, community meeting rooms, indoor/outdoor exhibition areas, offices, parking), developed as part of a comprehensive mixed (public-private) land use project.
- This area would be linked to other public amenities and services via a pedestrian/greenway network.
- A significant use could also include a public parking facility.
- A residential component catering to specialized needs (e.g., lifestyle, seniors, conjugate care) should be a consideration.

4.2.5 Downtown Residential Mixed Use

- The "Downtown Residential Mixed Use" designation represents an injection of urban residential uses into the core of the city, on lands previously slated for commercial development. While allowing for a mix of uses, including secondary retail - the emphasis is on housing, both apartments and street-oriented townhouses.
- Ground floor space could be either residential or retail/office, however the design should be flexible enough to accommodate continuous change of use on the ground floor in response to market condition. Retail activities could include restaurants, residential services and specialty boutique shops. Developments in these areas could be to a height of 6 and 9 storeys.

4.2.6 Apartment (Mid-Rise) Residential

While a sizable area of Downtown Port Coquitlam is designated for high density (high rise) development in the current OCP - no high rise buildings have been constructed in the Downtown. This has largely been a function of housing price levels, and a local market unable to support the cost of concrete construction. Low-rise, wood-frame apartments and townhouses have tended to predominate.

Nonetheless, there are a number of undeveloped properties - particularly along Maple Street - which would be appropriate for a taller building form - more appropriately termed "mid rise" at 6 to 9 storeys. The intent of this designation is to provide long-term opportunities for premium residential sites, adjacent to a unique riverside environment; and to allow for greater variety in housing types.

4.2.7 Apartment (Low-Rise)/Townhouse Residential

Low-rise (3 storey) apartments are the predominant housing form in Downtown Port Coquitlam. A number of projects have been developed in recent years and, for the most part, these have been well-designed, and well-received in the market place. Further housing of this type is encouraged, but there should be a greater emphasis on quality design, construction and exterior finish.

A street-orientation at ground level should be required in all new developments to create a more lively, pedestrian-friendly streetscape. Ground level apartment units should have exterior entries, similar to townhouses.

4.2.8 Infill Residential

Despite a multi-family residential designation - many areas of Downtown Port Coquitlam remain undeveloped - and are characterized by either "let go" holding properties, or relatively intact single-family streetscapes. In fact, many new single-family and duplex units have been built on potential multi-family sites.

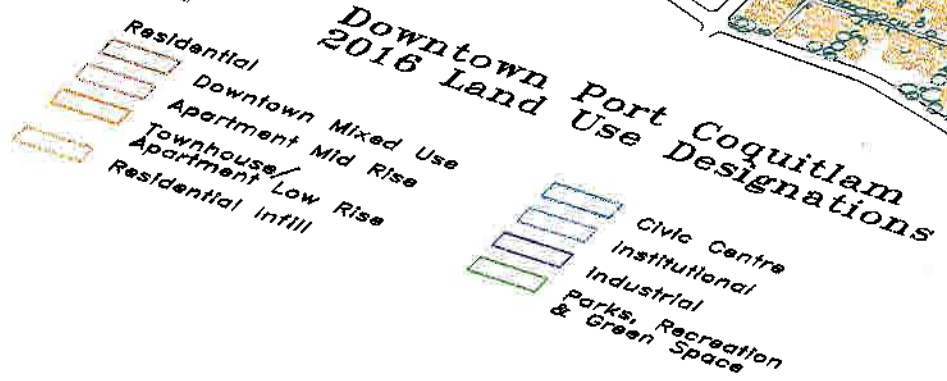
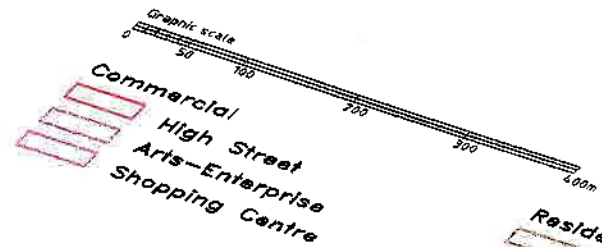
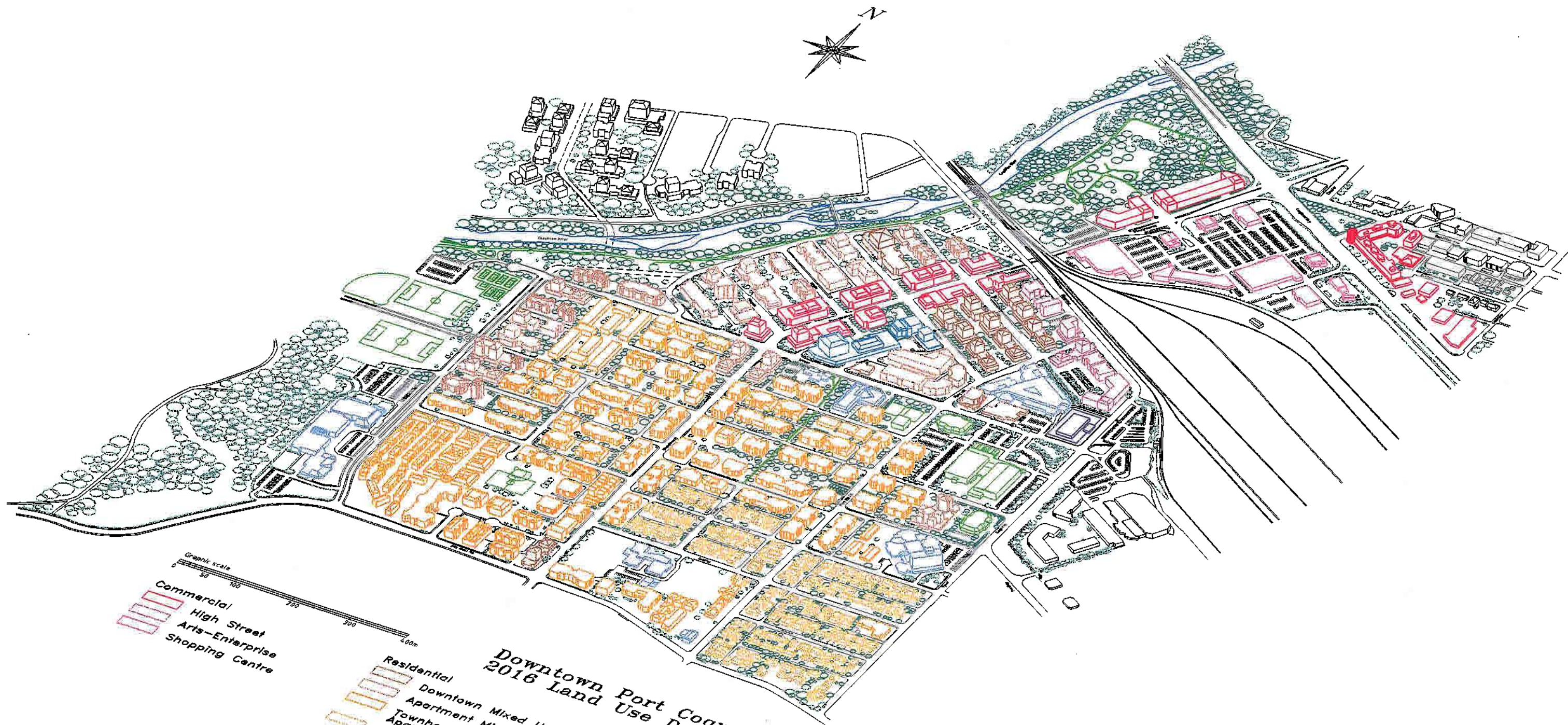
In the southeast part of the study area, there is an opportunity to maintain an established single-family streetscape character, while allowing for needed densification. Infill development, i.e., small scale (3-4 unit) townhouse projects, on existing single-family lots would eliminate the need for land assembly, and would allow for a more gradual transition of neighbourhoods.

There are numerous successful examples of this form of infill housing in Greater Vancouver, and it is considered very appropriate for Downtown Port Coquitlam. This type of housing can be developed at traditional townhouse and low-rise apartment densities, without introducing a radically different built form to the neighbourhood.

4.3 Downtown 2016

Plan No. 4.3 presents a physical representation of the downtown as it could look in twenty years in response to the land use strategy and urban design concept presented in Downtown Plan '98.

While many of today's positive elements will still be evident, Port Coquitlam's downtown will look significantly different than it does today. However, through sensitive management of new development the changes should be viewed in a very positive way and as described in the opening narrative, the downtown will be a very livable environment, human in scale and an enjoyable place to live, work, do business and visit.



5.0 DESIGN CONCEPT



5.0 DESIGN CONCEPT

5.1 DOWNTOWN CHARACTER

Many ingredients of the Downtown Vision are already in place in Port Coquitlam. Elements such as the restored City Hall and its gardens, the new Provincial Court House, some of the more recent multiple housing developments, Shaughnessy Station and the new Red Bridge "Gateway" set the tone and character for the overall urban design concept for downtown Port Coquitlam.

Downtown Port Coquitlam's unique physical character has evolved over many years, but has seen some major transformations in more recent years. The underlying physical character of the downtown is based on a very distinctive framework, which is comprised of the following components:

- **A Traditional Survey Grid**
Downtown Port Coquitlam was laid out in grid pattern of streets, lanes and smaller lots. The result is smaller scale buildings in the downtown area (compared to adjacent municipalities) and a finer grain movement of both vehicles and pedestrians. This quality must be retained in the future development of the downtown. New development on large sites (e.g. Public Works Yard) should introduce a grid pattern to tie into the surrounding pattern of roads and greenways.
- **Grid Shift**
This fine grain pattern is marked by a major shift in its orthogonal grid at Wilson Avenue. This break in the pattern divides the mostly commercial use of the downtown to the north, and the primarily residential use to the south. This land use and grid shift should be reflected in future development, particularly at the intersection of Shaughnessy and Wilson.
- **The Rail Corridor**
Another major "break" in the downtown is created by the rail corridor which divides the more pedestrian oriented and civic function of the

"traditional" downtown, from the automobile-oriented highway commercial development to the north. With the proposed widening of Shaughnessy at the rail underpass, care should be taken to ensure that a welcoming and pedestrian-friendly "gateway" is developed. What is currently perceived to be a negative physical condition should be converted into a positive opportunity.

- **The River**
Port Coquitlam is unique in that it is surrounded by three rivers: Coquitlam River, Pitt River and Fraser River. These rivers are significant natural assets to Port Coquitlam and provide the basis for the area's extraordinary park belt system. Port Coquitlam's parks and trail system should be carefully maintained and enhanced. High density development along the Coquitlam River in downtown Port Coquitlam should be carefully designed to take advantage of this major amenity.

The Coquitlam River establishes both a major boundary and edge to the western part of the downtown.

- **Flood Plain**
A major portion of the downtown lies adjacent to the Coquitlam River, and falls within the river's flood plain. This topographic feature has a major influence on the design of structures, and the relationship that buildings have to the public streets of the downtown. Careful attention will be required, especially with residential developments in this area, to ensure pedestrian-friendly streets are maintained.

In addition to this broader framework, a series of more detailed physical attributes define the character of Port Coquitlam. These include:

- The generous application of brick to existing and new developments;
- The use of red brick in particular is evident, this feature should be maintained in future development;
- Extensive landscaping, street trees and greenways define a strong natural setting for Port Coquitlam; and

- Multiple doorways and entries on the street are what support “people-friendly” pedestrian environments - Newer multiple developments in the downtown demonstrate how this can be achieved in larger residential developments.

Further details on the technical assessment conducted in relation to the downtown’s urban design elements, including definition of character areas, street types, built form and typology character, pedestrian networks, pedestrian amenities, street furniture and sidewalk treatment, are provided in the Downtown Technical Report, which is submitted under separate cover.

Given the compact scale of downtown Port Coquitlam, all policies that will support pedestrian activities should be encouraged. Easy pedestrian access to the highly attractive parks network and traditional downtown shopping should be enhanced.

5.2 OVERALL DESIGN GUIDELINES

The desired character for downtown Port Coquitlam is illustrated through the series of character plates and sketches which appear throughout Downtown Plan '98. The purpose of these Overall Design Guidelines is to outline the aspirations for a vital and attractive physical environment. These guidelines identify design objectives for the commercial and residential areas of downtown and are intended to provide general direction for both private and public sector developments.

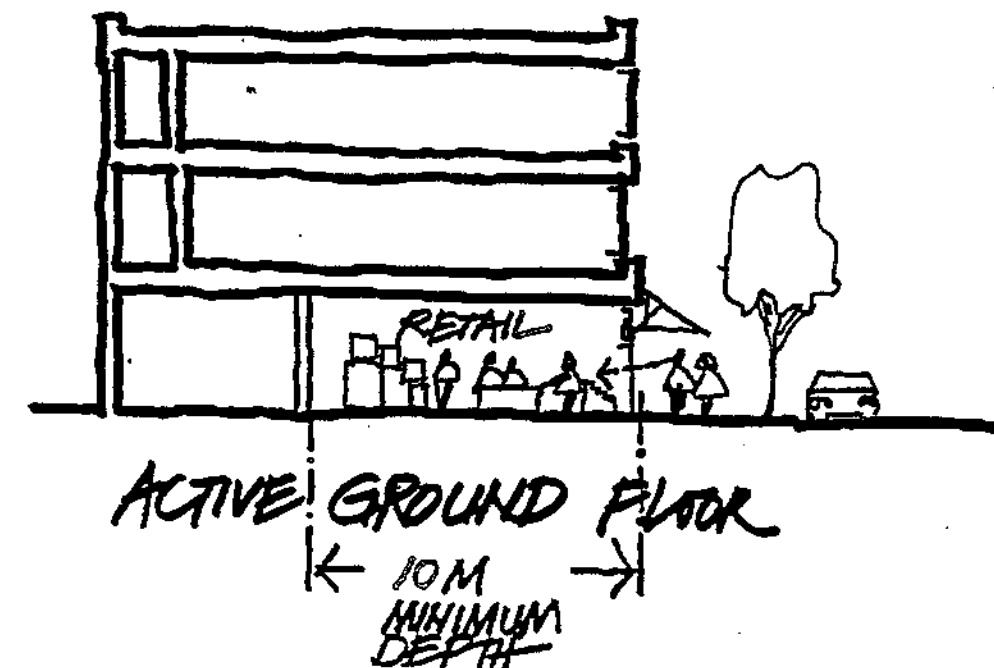
5.2.1 Commercial Areas

Plate 11 illustrates many of the following design guidelines proposed for the Shaughnessy High Street Precinct.

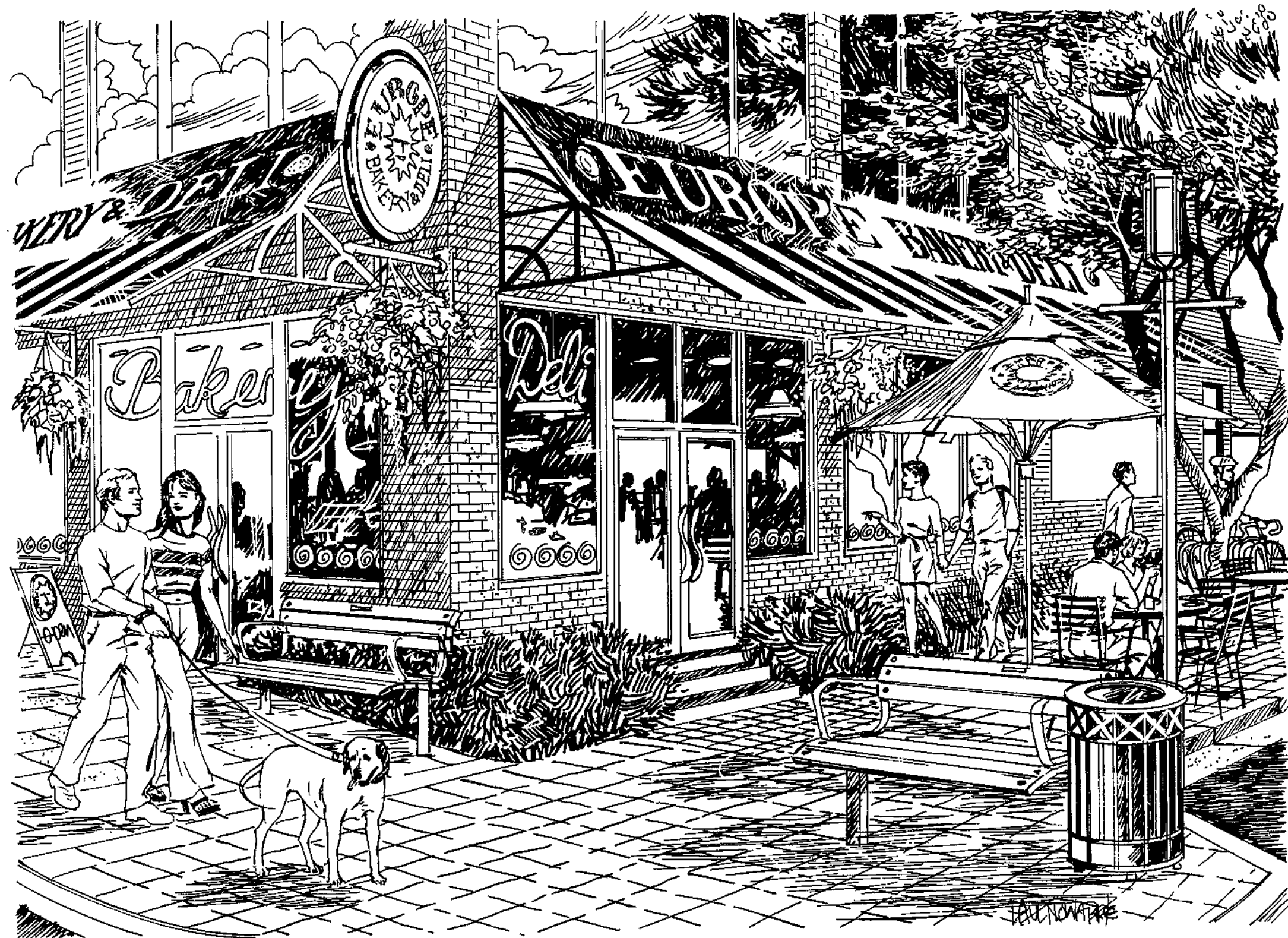
- a) **A Public Oriented Ground Floor (Sketch 1)**
Ground floor uses in all new commercial or mixed use developments should be oriented to public activity.
- The ground level is where people walk and drive, and where people expect to find the goods and services they need. If street frontages are active, then the city is vibrant. It is anticipated that these will be primarily retail uses, including specialty shops, grocery stores,

restaurants, hair salons, news stands, flower shops and branch banks. Other uses such as cinemas, cabarets and other entertainment venues and service uses should be carefully selected on the basis that they contribute to an active pedestrian precinct character.

- A minimum 10 metre (or 30 foot) depth of commercial retail floor space is suggested in all shops fronting the pedestrian corridors and other designated shopping streets.



Sketch 1
“Public Oriented Ground Floor”



PORT COQUITLAM
DOWNTOWN PLAN,
'98

SHAUGHNESSY
HIGH STREET
CHARACTER
Shaughnessy &
White Street



NOT TO SCALE

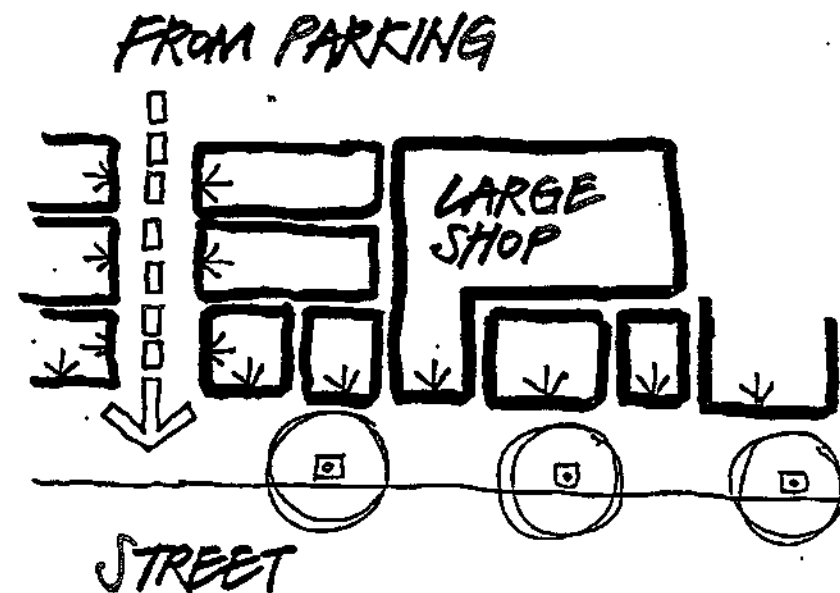
**APLIN
MARTIN**
CONSULTANTS LTD

201-1848 82 AVENUE, SURREY, B.C. CANADA V3Y 0C9
(604) 581-9001 FAX 581-9001

PLATE No:

11

- b) **Continuous Character of Ground Floor**
A continuous and interesting store front character is appropriate for new developments. (Sketch 2)



Sketch 2
 "Continuous Character on Ground Floor"

- A high degree of visibility into the store front should be achieved from the sidewalk to augment passer-by interest in the pedestrian precinct. A high standard of storefront display and illumination is envisaged.
- To further promote pedestrian interest, it is preferable that developments be comprised of a number of shops of limited frontage. Large scale commercial businesses with wide frontages, are not appropriate along downtown streets. Blank facade segments on buildings should also be avoided.
- Ground floor facades should be composed primarily of clear glass for windows and doorway entrances into shops. Even entrances to

underground parking should be enclosed with glazed overhead doors, to simulate a storefront character.

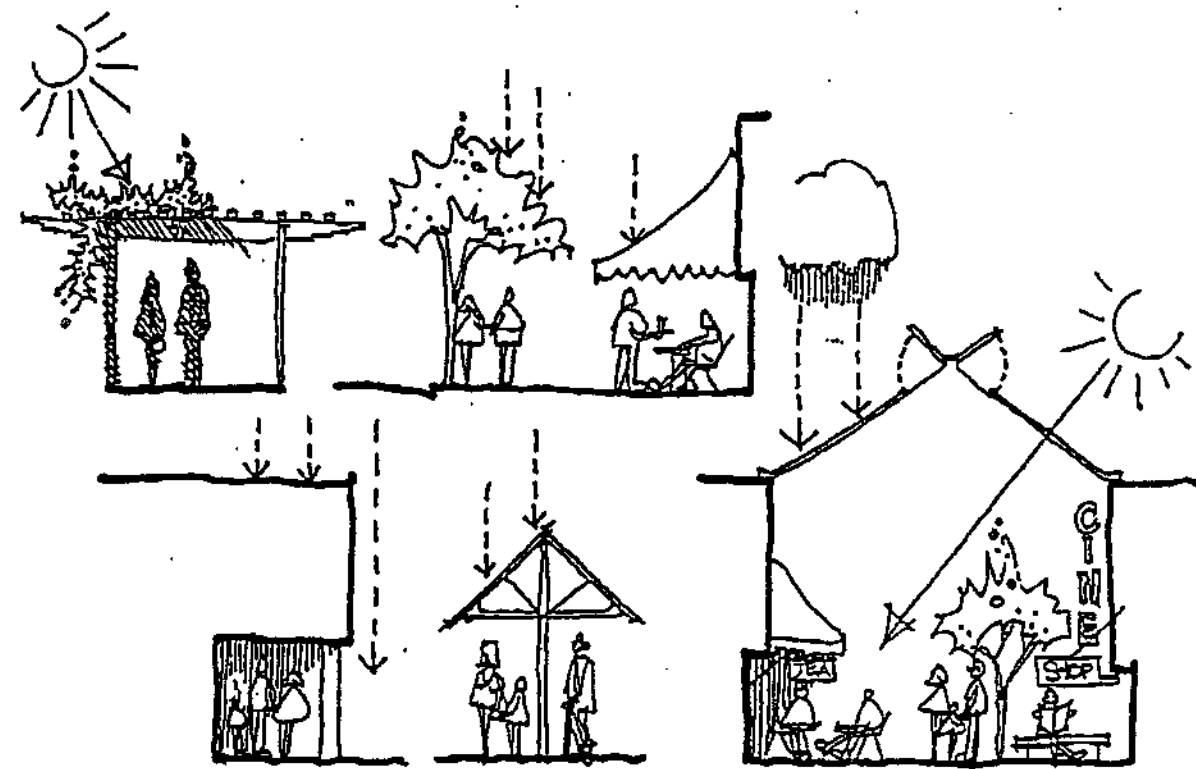
- Where appropriate, pedestrian entrances may open onto a walkway leading from interior atria or parking areas behind buildings on the street.
- Entry plazas to residential developments along commercial streets should be small and carefully designed, so as to maximize the continuous storefront character of the street.

c) **Definition of Street Space**

- A street wall should be required for all parcels with frontage on commercial streets.
- The street is defined where the sidewalk meets the building facade. The relationship of the sidewalk and building facade "edge" establishes the limits of public activity, and much of the character of the pedestrian environment.
- In some cases, it may be appropriate to set the building line back from the right-of-way or dedication line to create colonnades or outdoor activity and seating areas. If such areas of pedestrian amenity are provided, the set back of the street wall may be increased.
- An appropriate scale of development for the street is three, possibly four storeys in height measured from the sidewalk grade. Storeys above this height should be set back from the building line in order to maintain the appropriate scale of the street wall along the street.

d) **Continuous Weather Protection (Sketch 3)**

- To enhance pedestrian use on the street in inclement weather, and to help provide for year-round activity, weather protection at the first storey of buildings should be provided.
- Devices such as awnings, covered arcades, colonnades and built overhangs not only provide weather protection but also lend an appropriate pedestrian scale to the continuous street facade.



Sketch 3
"Continuous Weather Protection"

c) Taller Building Set Back

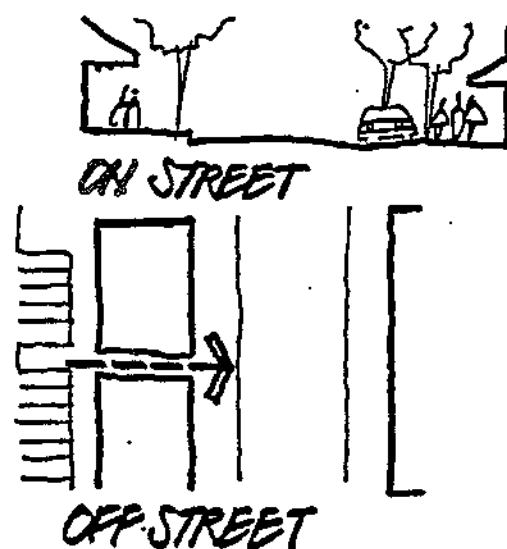
- Taller structures should be set back from the street to minimize shadow impacts and to maintain the three to four storey character on the street.

f) Convenient Parking

- To maximize the viability of the street for retail and other uses, parking should be both sufficient and convenient.
 - i) On-street Parking
 - Streets should incorporate, wherever possible, short term parking on both sides of the street.

ii) Off-street Lots

- In the short to mid-term, surface parking lots can be located behind street buildings, and linked to the street via pedestrian ways through, or between, these buildings to link to the street. In the long term, areas given over to surface parking will most likely evolve into other development sites or elements of the open space system. (Sketch 4)



Sketch 4
"Off-street Parking Lots"

iii) Parking Structures

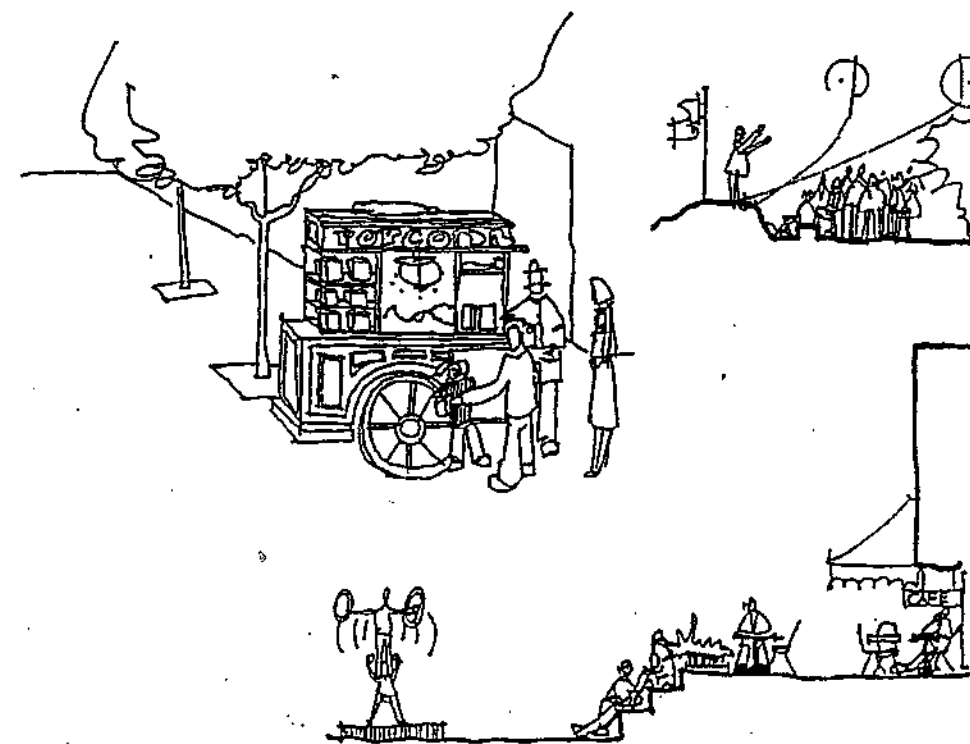
- Parking structures should not be located adjacent to an active retail street unless the structure is enclosed at the street edge, for at least its full height, with retail uses. Access to such parking structures should not be made from the retail street but from flanking streets or lanes intersecting the retail street.

g) Retail Signage

- Retail signage should contribute to the active retail character of the downtown and be oriented to pedestrians rather than automobiles.
- Signage should be incorporated as an integral design element of buildings. Acceptable signage types include: signs on awning drops; projecting or suspended signs at right angles to the street; fascia signs (where it is evident that they are compatible with the overall architecture of the building i.e. form, colour, size etc.); door and window signs.

h) Animation of the Street

- Street vending/commercial kiosks/cafes/ street performances and small scale commercial operations in temporary locations should be encouraged, particularly for special occasions, for example, City and/or sponsored events, to add to the quality of the street.
- The sale and eating of pretzels, hot chestnuts, popcorn, ice cream, hot dogs and special coffees on the street add to the recreational activities of the pedestrian corridor. Street performers also animate the street and draw eager audiences. Qualitative controls and application procedures should be developed to judge which proposals for street activities are appropriate.
- In addition, provision should be made in the design of streets, plazas and squares for servicing the needs of these special events and activities with electrical power and water connections.



Sketch 5
"Street Animation"

i) Design of the Public Domain

- The streetscape and other elements of the public domain should be designed to establish a specific character, or sense of place, for downtown Port Coquitlam.
- Street furniture for the downtown should provide amenities to maximize user comfort and interest with the goal of enticing pedestrians to use the streets on a regular basis. As well as providing for the functional requirements of the streetscape, its planned furnishings should highlight opportunities for defining the character of Port Coquitlam.
- The City of Coquitlam should build on the furniture types already developed around City Hall. Benches, trash receptacles and the lower level light standards should be used throughout the downtown.
- A paving pattern similar to that surrounding City Hall should be used at all street intersections. Long stretches of sidewalk should be cast-in-place concrete with an approximate 24" x 48" running bond joint pattern to tie into the paving patterns at intersections.
- Street lights on Shaughnessy should be distinctive to highlight Port Coquitlam's main street. A fixture similar to the one on the Red Bridge should be modified to allow for seasonal banners and festive lighting.

j) Retaining Existing Trees

- It is highly recommended that "pockets" of existing trees be retained throughout the downtown to add a distinctive quality.
- Groups of existing trees will have the most significant impact at the terminus of roadways, view corridors and within both public and private open spaces.
- The retention of existing trees is difficult and a "tree management" manual should be in place with guidelines to spell out replacement and maintenance requirements and ongoing understorey enhancement.

k) Character Trees

- A distinctive street tree, unique to Port Coquitlam, will enhance the character of the streetscape in the downtown.
- The planting of trees within the downtown has many positive effects such as spring flowering, cooling in summer heat, colour in the fall and interesting textures and shapes in the winter. Trees set a scale for human use and will be vital to downtown's success.
- Deciduous street trees of a similar size and identical species should be used for the main pattern along the major streets. It is important that these trees be specimen trees at a minimum size of 75 centimeters (3 inch) caliper with a 2.1 metre (7 feet) standard to allow pedestrians adequate headroom to pass.

5.2.2 Residential Areas

Many of the general guidelines identified for the commercial areas will have applicability to the residential areas of Port Coquitlam as well. Issues related to trees, street trees and street furniture are good examples.

a) Public Access to Private Development (Sketch 6)

- Larger projects should contribute to the network of semi-public open spaces in the downtown by allowing for public use of a portion of sites.
- These semi-public open spaces should be urban in character to reflect the pedestrian concept for Port Coquitlam. This urban character should be reflected in the design of plazas and walks, appropriate plantings and leisure activity opportunities for residents. A percentage of open space should be set aside for resident use only.

c) Living on the Ground Floor (Sketch 8)

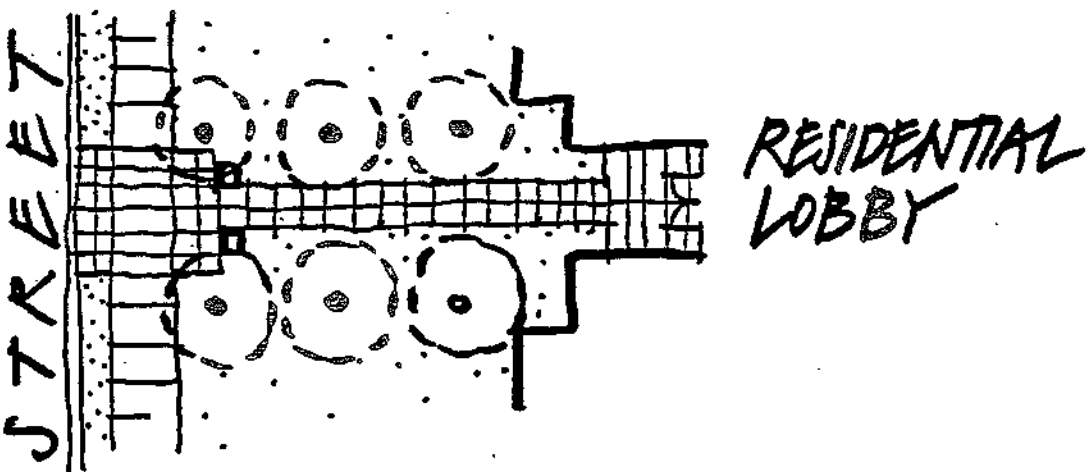
- Where dwelling units are located at or near grade on streets or public pathways they should be elevated a minimum of 0.6 metres (2 feet) to ensure a degree of privacy for indoor and outdoor areas of the unit.
- By raising living areas, i.e., using terraces and decks - the private resident has a sense of overview or ownership over the public street. Not only does this approach aid in the privacy of the dwelling, it also helps monitor the safety of pedestrians through visual surveillance by the neighbourhood.



Sketch 8
"Living on the Ground Floor"

d) Identification of Building Entrances (Sketch 9)

- Entrance lobbies to upper levels of multi-family residential buildings should be clearly identified in the streetscape.
- Possible solutions include:
 - Entrance canopies extending to the property line.
 - Gateways, special paving on entry walks, rows of tree planting or pairing of light standards leading to the lobby door.



Sketch 9
"Building Entrance Identification"

e) A Vertical Expression of Dwelling Units (Sketch 10)

- Buildings two to four storeys in height should express the individuality of units through a vertical expression of the facade.
- This architectural treatment in low-rise buildings increases diversity and character along urban streets, as opposed to long, monotonous faces. Changes of material, colour and roof treatment will contribute to this aesthetic.



Sketch 10
Vertical Expression of Dwelling Unit

f) Setbacks for Taller Buildings

- Residential buildings taller than four storeys should step back above the four storey line.
- The intent of this guideline is to ensure that downtown buildings maintain a predominantly four storey street scale.

g) Landscaping in Scale with Development

- Landscaping for developments should be in keeping with the pedestrian oriented character of the streetscape. Landscaping on roof tops is appropriate where those roofs can be viewed from above.
- Where view blockage by trees is not an issue, a hierarchy of tree planting should be incorporated, lower near the building and higher further away. This transition in sizes will allow sunlight to enter the living units and still allow views out to the north mountains or to the west and the Coquitlam River. Street furnishings in private development located at or near the public street should be complementary in design and colour with the street furnishings for the downtown.

i) Retaining Walls

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

ii) Fences and Walls

- Fences and walls adjoining streets should not exceed 1.2 metres (4 feet) in height. This will allow passers-by a view into and out of developments.

iii) Street Trees

- All developments should contribute to the pattern and type of street trees selected for the downtown, installing these trees at the time of development.

h) Using Materials of Quality

- Buildings should be designed with wall, roof and ground plane materials that are durable, authentic and of consistently high quality.
- This guideline strives to achieve quality development in all wood frame construction in the downtown. Simulated building materials should not be used if possible. Acceptable materials should include:
 - Brick veneer;
 - Acrylic stucco, rain screen application;
 - Metal panel roofing;
 - Wood and metal roof shingles;
 - Brick, precast and in-situ concrete paving;
 - Wood decks, trellises, guards and handrails;
 - Glass and aluminum windows, doors, guards and handrails; and
 - steel doors, guards, handrails, fences, canopies, sunscreens and other architectural metal details.

i) A West Coast Colour Palette

- Projects should develop a colour palette that contains a high grey content, consistent with our west coast environment.
- Deep, rich colours and greys work well in our climate. White and soft pastel colours are more suited to southern climate where there is a predominance of sunshine. Variety of colour is encouraged in projects, even within individual buildings.

5.3 Shaughnessy “High Street” Precinct

Shaughnessy, particularly between Wilson and the railway, has the capacity to become Port Coquitlam’s “High Street”, a unique retail experience in the region. A number of key initiatives are already in place to fulfill this potential including a Business Improvement Association and a variety of annual events.

Improvements to existing storefronts and buildings, and future developments are important and necessary activities to further transform Shaughnessy Street into Port Coquitlam’s High Street.

Plate 12 shows the exiting situation of the west side of Shaughnessy between Whyte and McAllister. Computerized architectural photogrammetry was used to generate two-dimensional and three-dimensional modeling of the streetscape. This drawing technique is highly accurate in representing existing building details and can be used in a scaleable manner as the base for conceptual building design as shown in the future streetscape scene. The planning illustrates how the buildings and facades could be improved and hints at the potential of the whole street. For illustrative purposes only, it is assumed in this drawing that future redevelopment of the Royal Bank site will occur. The new development illustrates the use of brick, a corner mix of uses, and a recessed upper storey. Earlier, Plate No. 4 provided some illustration of the potential re-development of this area.

The rest of the drawing illustrates the change in physical environment associated with improvements to existing storefront buildings and streets.

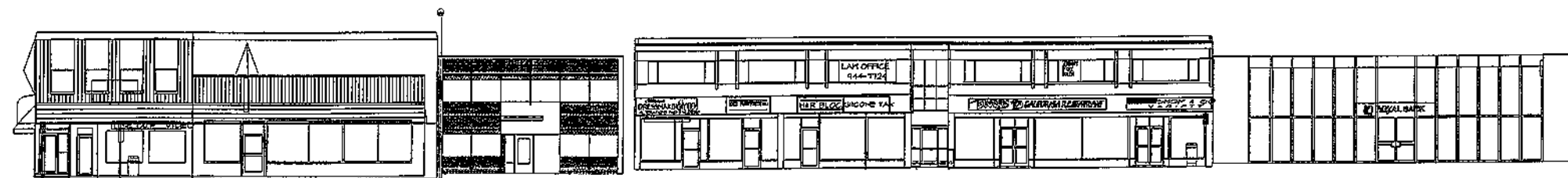
The following are a list of improvements that should be considered by building/property owners and businesses as part of ongoing programs to improve the Shaughnessy Street streetscape environment.

a) The Storefront

- The Window Display
Window displays should entice the passer-by to look and enter a retail premises. Colour lights and kinetic displays can all contribute to a successful window display. They should be changed frequently especially for special holidays or special events. Vacant storefronts

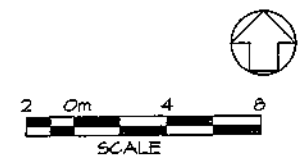


WHYTE STREET



McALLISTER STREET

SHAUGHNESSY
STREET
ELEVATIONS



APLIN
MARTIN
CONSULTANTS LTD

201-12448 St. Avenue, Surrey, B.C. Canada V3W 3E9
(604) 597-5088 Fax 607-9061

PLATE No:

12

should be kept interesting by allowing various community groups or organizations to display their information, such as local students' artwork, or a police safety program.

- **The Canopy**

Canopies provide pedestrian comfort, sheltering pedestrians from rain or the sun, making it more comfortable to stop and admire a window display. Attractive canopies can also create a positive image for a business. Signage should only be placed on the skirt of the canopy to make it visible to passing vehicles and pedestrians. Canopies can be made of canvas or vinyl on an aluminum frame or, for higher quality, of steel and glass.

- **Signage**

Bright, vibrant signage attracts attention and should be located so as to make it visible from the street and sidewalk. Restaurants should display their menus to allow the passer-by to peruse the selection. Blank side walls that flank a vacant lot or a street corner should have a mural to either advertise the business or display an example of local artwork.

- **Security**

Devices used to secure commercial business should be transparent to the store design. Security bars and screens can project a certain negative image, and therefore should be incorporated into the window display, installed behind the display window or be able to be removed during the day.

- **Lighting**

For a good part of the year, the business day occurs during dim light levels or in the dark, making it important to consider the appearance of a business during these times. Window displays should be generously illuminated. Fascia signs, located on the front face of the store, and canopies should be back-lit to increase their visibility at night and to provide better illumination on the street.

b) **The Sidewalk**

- **Sidewalk Displays**

In addition to an attractive window display, a vibrant and dynamic sidewalk display will entice a passer-by and identify business on the street. Green grocers and other retailers can display their merchandise on sidewalk displays, bakeries can staff an outdoor table; cafes can provide outdoor seating.

- **Freestanding Signage**

Freestanding signs should be more than just a sign; they are part of the street furniture, therefore quality is very important. They should be kept as small as possible so as to minimize the impact to pedestrians while still conveying the information in quick and concise manner. They should be kept either directly against the storefront, such as in an entryway, or out by the curb. They must be kept away from bus stops where the circulation of pedestrians is high and wheelchair access to the bus must be maintained.

c) **The Rear of Buildings**

- **Signage**

Installing business or identification signage at the rear of a business (in the lane) will help passers-by to orient themselves and, if applicable, to identify the availability of a rear entry or customer parking; the business title and address are critical. This will also assist the RCMP in identifying the rear entrance to the building in the case of an emergency.

- **Lighting**

To help maintain security in the lanes, lighting with or without motion sensors will increase visibility and help to catch the attention of passers-by.

- **Cleanliness**

As with the image at the front of a business, the image at the rear is also important. To help beautify the lanes, litter must be removed

trellis or planting, and also removed regularly. The rear of the building must be maintained to project a positive image, including fresh paint, working light fixtures and maintained signage.

Should there be a vacant site, such as the one used for customer parking, planting should be used to minimize the effect to the street.

6.0 IMPLEMENTATION



6.0 IMPLEMENTATION

6.1 REGULATORY FRAMEWORK

The implementation of the Downtown Plan will require amendments to the City of Port Coquitlam's development policies and regulatory bylaws, as outlined below:

6.1.1 Official Community Plan Amendments

The City of Port Coquitlam's "Official Community Plan October, 1993" provides the City with a guide for the development by designating all lands for a specific land use. The OCP also provides for the integration of environment, land use, transportation, community facilities and services into a broad strategy to direct growth and development in the City.

Downtown Plan '98 provides the basis for fine-tuning OCP land use and development policies specific to the City's downtown area. It also puts forward new commercial and residential land use designations.

The OCP will need to be amended to reflect the detailed policies of Downtown Plan '98. In particular, the following sections of the OCP should be reviewed:

- 3.0 The Policy Plan
 - 3.1 General Development Policies
 - 3.2 Physical Environment Policies
 - 3.3 Residential Areas Policies
 - 3.4 Commercial Areas Policies
 - 3.5 Industrial Areas Policies
 - 3.7 Parks and Recreation Policies
 - 3.10 Roads and Transportation Policies

- 4.0 The Land Use Plan
 - 1. Residential
 - 2. Townhouse
 - 3. Apartment
 - 4. High-Density Apartment
 - 5. Downtown Commercial
 - 6. Highway Commercial

6.1.2 Zoning Bylaw Amendments

Regulations which govern uses permitted, form, siting, height and density of development, are contained in the "Port Coquitlam Zoning Bylaw, 1987, No.2240." The application of the Zoning Bylaw should be within the context of the policies of the OCP.

With adoption of Downtown Plan '98, and corresponding amendments to the OCP, the Zoning Bylaw will also require review and amendment. It is likely that existing residential and commercial zones may need modification and/or new zones may need to be drafted to accommodate proposed uses.

6.1.3 Development Permit Guideline amendments

The form and character of Downtown Port Coquitlam are, in part, governed by the objectives and guidelines for "Development Permit Area VI - Downtown." These design criteria will need to be reviewed in the context of the Downtown Design Concept - Section 5.0 of Downtown Plan '98.

6.2 SHORT & LONG TERM ACTIONS

Downtown Plan '98 articulates a vision for the downtown and provides an overall framework for realizing this vision. Section 6.2 of Downtown Plan '98 identifies the key partners in the community-building process. There are immediate actions that can be taken by each of the partners in this process in the near and distant future.

6.2.1 City of Port Coquitlam

The City of Port Coquitlam is responsible for promoting land development and business opportunities in the Downtown through its economic development function. The Downtown Plan can serve as an important promotional tool for City Staff, in getting people excited about the future and encouraging them to invest in the Downtown.

The City also has a considerable portfolio of Downtown properties - both residential and commercial sites. Development of City-owned lands, either through the sale of these lands, or through joint-venture agreements, will provide a catalyst for further private investment.

Downtown Plan '98 provides the City of Port Coquitlam with the basis for determining the highest and best use of City-owned lands, and for realizing the catalyst potential of these lands to stimulate private-sector investment in the downtown. Actions which must be undertaken include:

Short Term Actions

- Amendments to the City of Port Coquitlam's regulatory framework (i.e., OCP, Zoning Bylaw, Sign Bylaw, etc.) to enable implementation of the Downtown Plan;
- Physical upgrading of Shaughnessy Street (i.e., pedestrian environment: sidewalks, signage, lighting, street trees, etc.);
- Prepare an overall marketing plan for Downtown businesses (BIA).
- Complete an inventory of all City-owned lands in the downtown, prepare development feasibility studies, and initiate an overall marketing and development strategy:
 - Key City lands that could be addressed as a first phase analysis include: properties along Kingsway and Maple Street, including the old fire hall site, and other smaller parcels.

Long Term Actions

- The proposed civic centre and Works Yard redevelopment would likely be considered over the longer term, given the magnitude of these projects and anticipated short-term market conditions;
- Undertake detailed feasibility study (design and costing) of proposed road, street, parkway, and parking improvements;

6.2.2 Downtown Port Coquitlam Business Improvement Association (BIA)

The Downtown Port Coquitlam Business Improvement Association (BIA), as an agency of downtown business and property owners, has a mandate to market and promote the downtown. Downtown Plan '98 and, in particular, the economic analysis (background report) provides the BIA with the basis for preparing a detailed marketing plan for the downtown. This document would include sections on: image-building, targeting of retail/service businesses, themed promotional events and, possibly, fund-raising activities.

Now in its second year, the Downtown BIA plays an important role in promoting Downtown Port Coquitlam as a place to shop and invest in. It is the collective voice of approximately 300 Downtown business and property owners, all of whom have made a significant investment in this community.

The BIA's mandate is primarily a marketing role but, marketing, in a broad sense, includes education and advocacy. As such, the BIA can promote member awareness and support for public realm improvements (i.e., street beautification and infrastructure repair) and corresponding private improvements (i.e., property redevelopment, façade rehabilitation, coordinated signage and window displays, etc.).

The BIA will therefore play an important role in promoting new construction and renovation, maintenance and upkeep of older properties, recruitment of new businesses and support for existing businesses.

6.2.3 Downtown Business and Property Owners

Downtown Plan '98 provides a vision for the future, that incorporates individual business and property owner aspirations', to base further investment in the community. The success of the Downtown Plan and vision will ultimately depend on business and property owners who support the overall concept. While the City and BIA have significant roles to play in developing the Downtown, it is the decisions and actions of individual business and property owners that will ultimately determine the look and feel of the downtown - through direct investment in their own premises.

A:\MSRP0001.doc