

Coquitlam

For Council

December 5, 2008
Our File: 08-3360-20/08 014065 RZ
Doc #: 684998.v1

To: City Manager
From: General Manager Planning and Development
Subject: **Austin Heights Neighbourhood Plan - Local Government Act Section 879 Consultation Requirements and Work Plan/Schedule**
For: **Council**

Recommendation:

- A. That Council, with regard to Citywide Official Community Plan Austin Heights Neighbourhood Plan, having given consideration to the requirements of Section 879 and other relevant sections of the *Local Government Act (LGA)*:
 1. Direct staff to seek input from interested parties in the following manner:
 - Form a Public Advisory Group comprised of residents, interest groups and businesses and conduct Public Advisory Group meetings during the development of the Austin Heights Neighbourhood Plan;
 - Conduct Public Open Houses/Workshops during the development of the Austin Heights Neighbourhood Plan, each of which is to be advertised in the newspaper and on the City's website;
 - Attend City-sponsored community events in the Austin Heights Neighbourhood Plan area, to inform and consult with the public on the plan and plan process; and,
 - Use the City's website to inform and consult with the public on the development of the Austin Heights Neighbourhood Plan.
 2. Direct staff to advise and consult with:
 - The Board of Metro Vancouver;
 - TransLink, as the CWOCP directly affects the level and type of transportation service they provided in the Austin Heights Neighbourhood;
 - The Cities of Burnaby and New Westminster, given that these municipalities are closest in proximity to the Austin Heights neighbourhood.
 - School District No. 43;
 - Ministry of Environment; and,
 - Fisheries and Oceans Canada.
 3. Direct staff to provide Council with summary reports at key milestones on the results of all consultation.

Recommendation cont'd/

4. *Not* require consultation with:
 - the Board of any other Regional District, except as noted herein, since none are considered to be affected by the subject policy review;
 - any School District Board, greater boards or improvement districts, other than as noted herein, as none are considered to be affected by this application; nor
 - any other Provincial or Federal government body or agency, other than as noted herein, as none are considered to be affected by this application.
- B. That Council authorize the Austin Heights Neighbourhood planning process and schedule as outlined in staff's report dated December 5, 2008.

Executive Summary:

A key element of Coquitlam's overall growth management framework outlined in the Citywide Official Community Plan and the Southwest Coquitlam Area Plan, is the "centre's" strategy which recognizes the importance and role of the City's neighbourhood centres in supporting the efficient delivery of services and in supporting future employment and population growth and change. The City's neighbourhood planning program is recognized as a critical mechanism for the City to work with residents, property owners and businesses to develop locally based community visions and prepare land use and servicing plans to support neighbourhood goals and aspirations.

The Austin Heights commercial centre and the Poirier Recreation Complex play key roles in the day-to-day lives of Southwest Coquitlam residents. These two amenities and the residential area that surrounds them have yet to be the subject of a neighbourhood plan.

A comprehensive, early and ongoing public consultation program has been prepared for the development of the Austin Heights Neighbourhood Plan (AHNP). The program includes a variety of approaches and techniques to inform, consult, and involve the public during the AHNP process, including the formation of a community-based Public Advisory Group, a series of community workshops, tours, public open houses, a range of education and communication tools, liaison with government agencies and authorities and progress reports to Council.

The development of the AHNP will be a multi-phase 18-month process starting in January 2009 that will include providing background information to inform people's ideas, a visioning process which will include illustration of plan options, a process to select a preferred plan and the development of and consultation on goals, objectives and policies. The plan making process will also be guided by a sustainable neighbourhood framework presented as part of the recent Southwest Coquitlam Area Plan Update. The AHNP will be a detailed neighbourhood plan which, in addition to providing guiding policy on the economic, social and environmental future of the neighbourhood, will include a land use plan to guide future development.

Background:

Among the City's Community Planning priorities for 2009/2010 is the development of an Austin Heights Neighbourhood Plan. The purpose of this report is to provide Council with an outline of the public engagement elements of the plan development process which will satisfy the requirements of the *Local Government Act* - Section 879 (Attachment 1), and to outline a proposed work plan and schedule.

The City's Neighbourhood Planning Program is directed at neighbourhoods experiencing or expected to experience significant pressure of growth and/or changes or where other local issues warrant more detailed planning. Neighbourhood plans are prepared in close consultation with area residents, property owners, businesses, other interest groups and government agencies. The Neighbourhood Plan includes a community-based vision and goals and objectives which are accompanied with a set of supporting policies regarding land use (and land use designations), policies respecting housing choices, transportation choices, environmentally sensitive areas, parks and open space, community services, urban design including form and character of development. The proposed neighbourhood plan boundaries are highlighted in Attachment 2.

Public Consultation:

Proposed Public Consultation Program

A comprehensive, early and ongoing public consultation program has been prepared for the development of a neighbourhood plan for Austin Heights. The program includes a variety of approaches and techniques to inform, consult, and involve the public during plan development. The public consultation program has been designed to meet three goals:

1. to identify key planning issues that will affect Austin Heights over the next twenty years;
2. to involve as many people as possible within time and resource constraints; and
3. to engage citizens in a meaningful dialogue about the future of Austin Heights and to incorporate their input during every step of the process.

a) Public Advisory Group

A Public Advisory Group (PAG) will be formed that includes a broad representation of interests within the Austin Heights area, including residents, business operators, a representative of the Austin Heights Business Improvement Association, the development community such as Greater Vancouver Home Builders Association and the Urban Development Institute, seniors, the arts and cultural community, community associations, residents with disabilities and environmental stakeholders. The primary purpose and role of the advisory group will be to provide input and a variety of perspectives on this neighbourhood's role and function within the City, and to comment and advise on project deliverables throughout the plan preparation process.

Proposed Public Consultation Program cont'd/

Letters of interest will be solicited from volunteers who would like to participate on the PAG. The request for volunteers will be advertised in the local newspaper as well as posted at community facilities in the Austin Heights neighbourhood. Staff will ask Council to appoint suggested PAG members via a future staff report. A Terms of Reference for the PAG, which will identify its purpose and role, representation, terms of appointment, and procedures, will be included.

b) Community Workshops/Public Open Houses

Four community workshops or open houses will take place at strategic milestones in the process to obtain public feedback and comment and report progress made to date. In each Phase, the workshops/open houses will permit the public to see the progression of the plan making process from startup to completion. Written comments on the plan will be collected at each open house. A summary of each open house including public comments will be forwarded to Council.

c) Education and Communication (Ongoing)

This process is committed to broadening public engagement in the development of the neighbourhood plan and this will be achieved through the use of the following:

- City press releases
- Advertisements in local community media (e.g., newspapers)
- City's website to include:
 - Staff reports and updates to Council,
 - Austin Heights Neighbourhood Plan Public Advisory Group membership and role,
 - Plan development project timeline
 - Workshop, tour, and open house meeting dates, presentation boards, surveys and survey findings,
 - Plan development bulletins,
 - Contact information (e.g., e-mail address, telephone number) to allow the public to ask questions and comment on the plan and plan process on an ongoing basis,
 - E-mail Notification Network for the public to subscribe in order to receive updates and information on the AHNP process.

d) Progress reports to Council

Council will be presented with a series of progress reports at key milestones in the planning process.

Proposed Public Consultation Program cont'd/

e) Liaison with Government Agencies and Authorities

Consideration has also been given to consultation requirements with a number of agencies and authorities. Staff is recommending that the Austin Heights Neighbourhood Plan application be referred to Metro Vancouver, TransLink, School District 43, the Cities of Burnaby and New Westminster, the Ministry of Environment and Fisheries and Oceans Canada.

Proposed Work Plan:

Plan Development Phasing and Schedule

It is proposed that preparation of the AHNP will have four phases, occurring over an 18 month period. At the end of the process, in mid 2010, a draft neighbourhood plan will be presented to Council.

Phase 1: Discovering – Existing Conditions and Assets Assessment - Winter 2009

The purpose of this phase is to develop a detailed understanding of the neighbourhood and build relationships with stakeholders and the community. Key tasks include completing background research and organizing site tours, recruiting and appointing Public Advisory Group (PAG) members and holding the first two PAG meetings, initiating external consulting studies, holding a neighbourhood plan public kick-off event, and presenting findings of background research at a Public Open House. Deliverables include:

- Background documents
- Kick-off event (1)
- Public Advisory Group meeting (1)
- Public Open House (1)
- Council report (3)

Phase 2: Visioning – Creating a Vision, Goals and Objectives - Spring 2009

The purpose of this phase is to develop a vision, goals, and objectives for both the residential and commercial areas of the neighbourhood, in consultation with the Public Advisory Group. Key tasks include organizing site tours of relevant residential infill and “Main Street” examples in other parts of Metro Vancouver, holding a visioning session with the Public Advisory Committee, and holding a design workshop with the Public Advisory Committee (open to the public) to explore urban design options for the commercial and residential areas in the neighbourhood. Deliverables include:

- Plan vision, goals, and objectives
- Public Advisory Group meetings (3), including two Precedent Site Tours and one design workshop
- Public Open House (1)
- Council report (1)

Plan Development Phasing and Schedule cont'd/

Phase 3: Planning – Creating and Evaluating Plan Options - Summer/Fall 2009

The purpose of this phase is to create an evaluation framework for plan options (based on vision, goals and objectives) in consultation with the Public Advisory Group and further explore/refine plan options developed at the design workshop. Key tasks include consulting with external stakeholders and presenting plan options to the public at an Open House. Deliverables include:

- Plan evaluation framework
- Draft plan options
- Public Advisory Group meeting (1)
- Public Open House (1)
- Options review workshop PAG (1)
- Council report (1)

**Phase 4: Adoption – Selecting Preferred Option and Final Public Consultation
Winter/Spring 2010**

The purpose of this phase is to select a preferred option in consultation with the Public Advisory Group and Council, prepare and conduct a detailed review of policies and schedules, and submit the AHNOP by way of a CWOCP amending bylaw for Council's consideration. Key tasks include a Council Workshop to review options, selection and refinement of a preferred plan, detailed technical and public review of the preferred plan, and the AHNP/bylaw adoption process. Deliverables include:

- Draft and finalize plan
- Extensive review process
- Public Advisory Group meetings (2-3)
- Public Open House (1)
- Council Workshop (1)
- Council report (1)
- Public Hearing (1)

Technical Working Group:

A cross-departmental staff Technical Working Group (TWG) will also be formed for this project to ensure broad corporate goals and objectives are considered during the planning process. The TWG will provide comment and review of deliverables at strategic points.

Resource Requirements:

The planning process is being lead and coordinated by a Planner within the Community Planning Division. Given the comprehensive scope of the work, particularly planned public consultation and technical analysis components related to residential intensification as well as competing community planning priorities, specialized professional expertise in urban land economics, urban design and architecture will be needed to help explore the residential land use and village centre revitalization components of the AHNP. The funds to support these resources are included within the Planning and Development Department's annual expenditure allocation in the approved 2008-2012 Capital Plan.

Sustainable Neighbourhood Framework

A draft Sustainable Neighbourhood Framework (Attachment 3) was developed during the Southwest Coquitlam Area Plan update process, to use as a template for exploring more sustainable approaches to the City's neighbourhood planning process. This framework will guide the Austin Heights Neighbourhood planning process and policy development.

Conclusion:

The purpose of this report is to provide Council with an outline of the recommended public consultation and engagement elements for the development of the Austin Heights Neighbourhood Plan to satisfy *Local Government Act* Section 879 consultation requirements and to delineate a proposed work plan and schedule. The *LGA* defines the scope of what Council is required to consider with respect to public consultation for an OCP amendment. Accordingly, staff has developed a comprehensive and ongoing approach to respond to these statutory requirements.

The Austin Heights Neighbourhood Plan will be the first neighbourhood plan for this area. It is intended to articulate the neighbourhood's vision for future land use and other infrastructure and servicing decisions by identifying goals, objectives, and policies. The process of developing the plan will focus on addressing the many growth and change pressures and related issues that are and/or will occur in the Austin Heights residential area, commercial centre, and transportation corridors.



J.L. McIntyre, MCIP
PB/NC/lmc

Attachments:

1. *Local Government Act* (LGA) Requirements for Public Consultation
2. Proposed Austin Heights Neighbourhood Plan Boundary
3. Draft Sustainable Neighbourhood Framework

The report was prepared by Pat Bell, Community Planner and reviewed by Nadia Carvalho, Community Planner and Rob Innes, Manager of Community Planning.

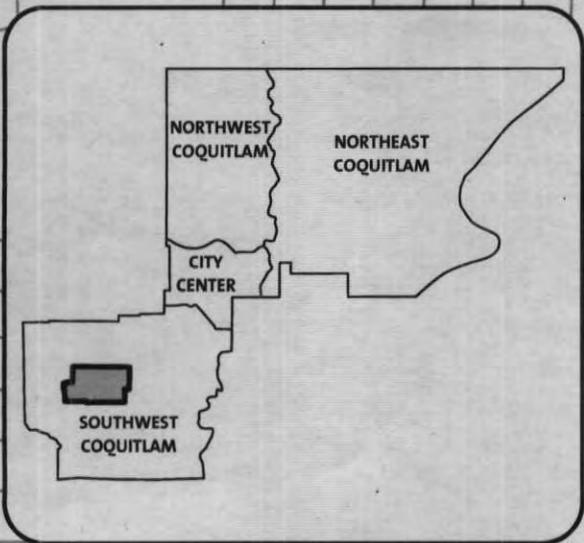
Attachment 1

Local Government Act (LGA) Requirements for Public Consultation

Section 879 of the *LGA* requires that Council, prior to adopting an Official Community Plan (OCP) or amending an existing OCP, must provide one or more opportunities, in addition to the Public Hearing, it considers appropriate for consultation with persons, organizations and authorities it considers would be affected. In particular, Council must:

- a) consider whether the opportunities for consultation with one or more of the persons, organizations and authorities should be early and ongoing;
- b) specifically consider whether consultation is required with:
 - i) the Board of the Regional District in which the area covered by the Plan is located, in the case of a Municipal OCP;
 - ii) the Board of any Regional District that is adjacent to the area covered by the Plan;
 - iii) the Council of any municipality that is adjacent to the area covered by the Plan;
 - iv) First Nations;
 - v) School District Boards, Greater Boards and Improvement District Boards;
 - vi) the Provincial and Federal Governments and their agencies.

PROPOSED AUSTIN HEIGHTS NEIGHBOURHOOD PLAN BOUNDARY



LEGEND

- Proposed Austin Heights Neighbourhood Plan Boundary
- Coquitlam Area Plans

Date Created: November 28, 2009
Map Projection: UTM NAD83
Prepared By: Planning & Development
Source: City of Coquitlam - OCP GIS Layer

0 2 4 8 12
Kilometers



Attachment 3

Sustainable Neighbourhood Framework (Draft)

1.0 Purpose

The following themes form the basis of a preliminary sustainable neighbourhood framework that will be used to guide the preparation of more detailed neighbourhood plans to advance the goals and policies in the Southwest Coquitlam Area Plan. The purpose of this framework is to provide a clear understanding of the role and interrelatedness that land use, community design, associated transportation infrastructure, and other considerations play in developing more sustainable communities. Options generated through neighbourhood planning processes will be evaluated based on this framework.

2.0 Sustainable Framework Themes

Land Use Planning

Goal: Plan for complete, compact communities that contain a mix of residential, commercial, employment, active and passive recreational, and cultural uses in order to establish livable, sustainable and enduring neighbourhoods that provide for a high quality of life through such measures as a mix of land uses, green development and healthy natural environments.

Solid Waste Reduction

Goal: Reduce the amount of solid waste going to disposal facilities and improve opportunities that increase reuse, recycling and composting.

Transportation and Accessibility

Goal: Design and implement measures that will expand transportation choices for a mix of land uses and neighbourhoods, particularly bicycle, pedestrian and transit infrastructure that will contribute to the reduction of vehicle kilometres travelled per resident, business owner and employee.

Housing

Goal: Expand the range of housing choices in neighbourhoods that meet the needs of a diversity of household incomes, ages, abilities and tenures (including both market and non-market opportunities).

Energy Demand and Supply

Goal: Encourage the planning, design and construction of energy efficient neighbourhoods and buildings and implement where possible alternative energy sources and systems such as district and renewable energy.

Air Quality and Greenhouse Gas Emissions

Goal: Reduce emissions of greenhouse gases and common air contaminants and increase opportunities for sequestration of greenhouse gases through measures such as retention and enhancement of vegetation and trees where possible, the management of transportation demand and appropriate land use solutions.

Water and Soil Conservation

Goal: Remove or remediate contaminated soils, conserve drinking water, manage stormwater and preserve natural stream systems that recognize, integrate and balance the role of watercourses as fundamental components of the City's drainage and flood control system and in providing and contributing to valuable fish habitat.

A Vital Economy

Goal: Support for a variety of service and employment uses to support local residents and beyond through measures such as home based businesses, high speed communication links, flexible developments, and business improvement associations.

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Coquitlam

For Committee

March 20, 2009

Our File: 13-6480-20/09/1

Doc #: 766563.v1

To: City Manager

From: General Manager Planning and Development

Subject: **Austin Heights Neighbourhood Plan – Status Report**

For: **Land Use and Economic Development Standing Committee**

Recommendation:

That the status report dated March 20, 2009 from the General Manager Planning and Development regarding the Austin Heights Neighbourhood Plan update be received for information.

Background:

This report provides Council with a summary of progress to date on the Austin Heights Neighbourhood Plan (AHNP) process which was endorsed by Council on December 8, 2009. Based on input received through a number of interactive public consultation opportunities with business and property owners, staff will continue working with the community to develop a vision and land use plan for Austin Heights for Council's consideration. The AHNP supports the City's goals expressed in both the 2006 Corporate Strategic Plan and the Citywide Official Community Plan to support a growing and changing population by strengthening established neighbourhoods and commercial areas.

Neighbourhood Plan Process:

The AHNP process has four phases:

1. Existing Conditions and Assets Assessment (Winter 2009);
2. Creating a Vision, Goals and Objectives (Spring 2009);
3. Creating and Evaluating Plan Options (Summer/Fall 2009);
4. Selecting Preferred Option and Final Consultation (Winter/Spring 2010).

The process to develop the AHNP involves a comprehensive, public consultation program incorporating a variety of approaches and techniques to inform, consult and involve the public. Key elements of this public consultation program include:

PWS

Neighbourhood Plan Process: cont'd/

- **The Austin Heights Neighbourhood Plan web page** which includes a series of background reports highlighting existing conditions, trends, challenges and opportunities (the webpage rec'd approximately 350 visits to date);
- **Direct Mail** about the planning process was distributed to study area residents and property owners in January 2009;
- **"Austin Heights Trivia Challenge"** (held during the month of January) and **Community Questionnaire** (made available to residents throughout January and February 2009 – Attachment 1);
- **Public Advisory Group (PAG)** - authorized by Council on February 16, 2009 met for the first time in late February 2009, and again in early March 2009; and
- **The Interactive "Big Ideas" Open House (March 5th, 2009)** – invited the community to review and comment on the existing assets and conditions, trends, challenges and opportunities and to provide commentary to help shape the vision for the AHNP (approximately 60 people attended the open house) through a number of interactive activities. Written comments received at the Open House are included in Attachment #2.

Key themes emerging from the written comments received through the Community Questionnaire and at the Open House include an appreciation for the Austin Heights neighbourhood because of its proximity to amenities and to the local serving commercial district. The participants in both the community questionnaire and the Open House expressed a desire for enhancements to the commercial district, the need for road, traffic and pedestrian realm improvements and an interest in having more housing choice in the area.

Phase 1 of the process is now complete. Based on public input received in this phase, staff will continue working with the PAG in developing a local vision and goals and land use plan for the neighbourhood for Council's consideration. In the next phase, staff are also undertaking more detailed residential and commercial market assessments and urban design analysis to support plan development.

Next Steps:

The key next steps in this process include:

- Site Tours with Council, the Technical Working Group and the Public Advisory Group regarding best practices for sensitive residential infill and main street options in the Lower Mainland;
- Public Advisory Group Meeting – April 7, 2009;
- Full Day Design Charette with the PAG, representatives from the TWG and Council Members – April 18, 2009;
- Public Open House #2 (June – TBD).

Staff will continue to provide Council with updates about the planning process at key milestones.



J.L. McIntyre, MCIP

NC/ms

Attach.

- Austin Heights Neighbourhood Plan Online Questionnaire Responses (Attachment 1) Doc #767627.v2;
- Austin Heights Neighbourhood Plan Open House No. 1 Comments, Thursday, March 5, 2009 (Attachment 2) Doc #766028.v2.

This report was prepared by Nadia Carvalho, Planner 2 and reviewed by Rob Innes, Manager, Community Planning.

Austin Heights Neighbourhood Plan Online Questionnaire Responses

Q1: What are the three things you like best about Austin Heights?

The Most Frequently Mentioned Themes Include:

- Close distance to amenities (15 responses)
- Good shopping options, good mix of small businesses (13 responses)
- Walkability (11 responses)
- Great parks (6 responses)
- Sense of community/distinct neighbourhood (4 responses)
- Good public transportation, proximity to SkyTrain (3 responses)
- Recreation centre, community services (3 responses)
- Low-rise nature of the neighbourhood, no high rise condo towers (3 responses)
- Central location in Metro Vancouver (2 responses)
- Trees and greenery (2 responses)

Q2: What three things would you change about Austin Heights?

The Most Frequently Mentioned Themes Include:

- Better parking areas and access (8 responses)
- Spruce up parts of the commercial district (7 responses)
- Changes to the retail mix (6 responses)
- Road maintenance/improvements (6 responses)
- Pedestrian realm improvements (5 responses)
- More pedestrian friendly (4 responses)
- Improve cycling routes and access (3 responses)
- Less traffic on Austin and Ridgeway (3 responses)
- Improve appearance of residential neighbourhood (3 responses)
- More street trees and plants (3 responses)
- Better snow removal (3 responses)
- Clean up the area (2 responses)
- More left turn lights off Austin (2 responses)
- Slow speed limit in commercial area (2 responses)
- More unified look to commercial area (2 responses)
- Remodel the Safeway (2 responses)
- Work on Austin Heights "branding" (2 responses)

Q3: Why did you choose to live in Austin Heights? If you are not a resident, why do you like to visit Austin Heights?

The Most Frequently Mentioned Themes Include:

- Nearby amenities (8 responses)
- Close to schools, transit, or work (6 responses)
- Affordable housing (4 responses)
- Good location to Coquitlam and other municipalities (3 responses)

Austin Heights Neighbourhood Plan Online Questionnaire Responses

Q3: Why did you choose to live in Austin Heights? If you are not a resident, why do you like to visit Austin Heights? cont'd/

- Parks and outdoor recreation (3 responses)
- 30 years ago it was a quiet and green community outside of the City (3 responses)
- Grew up in the area (3 responses)
- Convenient place to drive through and shop to/from work (2 responses)
- Walkable (2 responses)
- Good accessibility for seniors (2 responses)
- Close to good shopping areas (2 responses)
- Good community (2 responses)

Q4: What's one great idea you feel would help make Austin Heights an even better neighbourhood?

The Most Frequently Mentioned Themes Include:

- Community garden (3 responses)
- Clean up old store fronts (3 responses)
- Redevelop Austin with mixed use (3 responses)
- Infill Housing / More duplexes and lane-way cottages (2 responses)
- Easier Parking (2 responses)
- Shut down traffic on major street in Austin Heights for a festival (2 responses)
- Place limit on size of houses in residential area (2 responses)

Other Ideas Which Were Mentioned Only Once Include:

Housing

- Gentrification
- Keep apartments <3 storeys
- Take advantage of the vistas via taller buildings
- Create small urban villages to reduce reliance on cars
- Keep multiple family dwellings out of single family zones

Sustainable Transportation

- More frequent bus service
- Benches and shelters at more of the bus stops along Austin
- Bring rapid transit to the fringe
- More dedicated bike paths

Commercial Area

- Add a Tim Horton's
- Give Austin Heights residents a special card for discounts at local shops
- Walking plaza along Austin
- Incentives to property owners on Austin to redevelop and add more retail space and make better use of storefront commercial space
- Commercial signage bylaws to bring beauty and uniformity to signs and advertising along Austin

**Austin Heights Neighbourhood Plan
Online Questionnaire Responses**

Q4: What's one great idea you feel would help make Austin Heights an even better neighbourhood? cont'd/

Other

- Plant boulevard trees wherever sidewalk space or homeowner agreement permits
- A yearly event/festival (hats off day, etc)
- More services for seniors (people to shovel snow, do repairs, etc)
- Promote history of Austin Heights (walking tours, artefacts in neighbourhood)
- Have an "electronic community" – a City-sponsored webpage for the community to post pictures and contacts.
- Repair our roads
- Provide adequate parking for the ice rink and pool.
- Improve the overall appearance of the neighbourhood (sidewalks, curbs, streetlights, lanes, etc.) from looking so rundown

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN OPEN HOUSE No. 1 COMMENTS Thursday, March 5, 2009

Housing

1. ***What kind of community should Austin Heights be twenty years from now? Who will live here? What kind of housing is needed to support the population?***

Limit House Sizes

- No big houses with suites
- Limit house size to 2500 sq.ft. That is more than sufficient for families that live in Austin Heights. Huge houses require a lot of energy to heat, a lot of furniture, a lot of material to build them. Over consumption of resources. Allow more sq.ft. of a fully equipped rental suite is included
- Limit housing footprints for single family. Require landscape as part of zoning
- Limit house sizes, too many large homes
- A smaller house will leave more room on the lot for trees and gardens. Gardening is #1 hobby for couples as they get older. Also in future we may want to grow more of our own food. More space free on the lot gives more room for children to play outside
- In the future when fuel prices go sky high, today's enormous houses will have to be divided up into suites because most people won't be able to afford to heat such a large place

Housing Choice

- Must have affordable housing – rented to owned – for all ages. Good setbacks, green spaces, utilization of native trees, mixed types of housing
- Mixed housing – high-rise, low-rise, mixed, single family, pocket communities
- Households have too many cars which need to be parked on streets, creating streets that look like parking lots and hazards for cyclists and pedestrians
- Apartments near Gatensbury near King Albert look dilapidated. New buildings = 4-level condos

Higher Density

- Higher density north of Austin – 10 storeys + with business/professional on bottom floor
- Consider higher densities on Austin to provide more housing options, support businesses and encourage reinvestment

On Street Parking

- Houses need front driveways as need place for company to park. Do not park on street then street becomes lane

Other

- Wouldn't want to see too many high-rises because I don't want the area to look like Metrotown
- Reuse, recycle. The most important is REUSE. Don't knock down existing buildings and send them to the landfill when they are still useful or can be renovated. Make use of existing housing stock
- How will primary and secondary building heights be calculated on sloping lots i.e. alley access garage house
- Austin is a gateway – needs to be better first impression
- Encourage opportunities to create a more bustling community

Housing cont'd/**2. How can Austin Heights ensure that it continues to be an inclusive community given the challenges presented by housing affordability?***Provide Housing Choices*

- Variety of housing options including senior's options and family options. Some condos, three bedroom
- Mixed housing that is affordable NOT all high end, too much of that now. Spaces for children
- Lifecycle housing options – apartment/condo/townhouse/single family
- No high-rises

Higher Densities

- Higher density to put more \$ into aesthetics of project i.e. landscaping maintenance, security. Greater improvement to the public space frontage. Increased tax base
- Within core area higher densities to support transit improvements, better shops – customer base, greater safety due to more active streets
- Higher density zoning around Austin Heights shopping area from Blue Mountain and King Albert to Gatensbury and Austin

Balance Between Rental and Owned Homes

- Balance between rental and owned, currently top heavy on rental properties
- Affordable housing – rental/buy

Other

- Safeway to redevelop and include Ridgeway
- Co-op housing is an important option for Austin Heights

3. What design elements help to define the character of Austin Heights' residential neighbourhoods?

- Landscaping, variety of building styles, cul-de-sacs
- The historical nature of the area should be exploited, make people aware of character by promoting architecture that exposes this
- Make more use of balconies facing south for restaurant, etc.
- Mixed designs, mixed housing options, greenery and walking access
- Family friendly – affordable, yards/gardens, safe for kids

4. Other Comments?

- Increase setbacks
- Off-street parking for primary vehicle and suites
- Make apartment housing better looking
- Look for good design, not stuff that is supposedly trendy (x2)
- Any higher density houses should be on Austin and connector roads first, being that people that live on these roads have to deal with the increase in traffic that comes with higher density

Distinct Neighbourhoods

1. *What helps to define Austin Heights? The commercial area? The housing options? The access to amenities? The streetscape? The architectural styles?*

- Compact, accessible, eclectic, complete, welcoming
- More patios on both sides of Austin, more flowers
- Why only one set of soccer goal posts on Winslow field?
- Help keep the churches visible and accessible
- Library
- Small commercial area; access to amenities; lots of mature trees; established feel – people live here; planted boulevard, lots of family friendly housing close to services
- Responsible property owners have a greater commitment to the community
- The view! Create a south-looking viewpoint/park. Small shops are great
- Please more sidewalks. I have lived on Madore Avenue 60 years – no sidewalks, no curbs
- Keep 'big box' or franchise type business out or to a minimum

2. *What are some of the things the City could do to improve the unique aspects and the quality of experience in Austin Heights?*

Sidewalks

- Sidewalk set back from street buffer area; too close currently with fast, fast traffic, wider sidewalks to accommodate minimum of four people
- Make/enforce property garbage and recycling
- Better quality development/design, not trendy, back to basics
- Off-leash dog walk area, mom and pop businesses supported and retained
- City lots (parking) as those behind Joey Beans (across lane) perhaps some residential corners could be redesignated

Mixed Use Buildings

- No towers!! Perhaps small shops with nice quality living spaces, two to three storeys maximum over stores
- Update new building i.e. high-rises with shops at the street level and perhaps offices on 2nd and 3rd floors, underground parking

Other

- Buses passing Winslow and stopping near Dogwood Pavilion, seniors need this route
- Garbage pickup, attractive signs, flower planters
- Clean up the drug and homeless problem

3. *What role does transportation planning (for pedestrians, bicycles and cars) play in creating a sense of place?*

- The sidewalks are too close to the traffic and pollution of cars on Austin. Can we bring in sidewalks a meter?
- Translink should be on time and runs frequently (#97 bus runs way more than #152), people should drive more slowly for pedestrians and bicycles
- Pedestrian and bike friendly, bike racks, bike lanes where feasible
- Safe access for all ages/stages is essential
- Transportation is essential and must be part of the plan
- Transportation planning is vitally important, walkways with seats in commercial area, Barcelona, Spain got it right.

Vital Economy**1. How can we create accessible, attractive pedestrian-friendly retail areas?***Higher Density*

- Need to increase the density, combination of commercial at street level and residential above e.g. Newport Village, Shaughnessy Port Coquitlam
- Higher density zoned all along transportation corridors both sides of retail areas. Why have SkyTrain if we don't use it?

Sustainable Transportation

- Pedestrian and bicycle friendly, vibrant crosswalks with more visibility, bike racks, angled parking areas are awkward, wider sidewalks, foliage, planters
- Good transit/bike access; bike/scooter parking facilities, staggered buildings, sidewalk planters

Other

- Put rhododendrons in business area landscaping, beautiful colour in spring, green all year round, must water them in the summer and fertilize them
- Cherry blossom trees, small and family-owned stores and restaurants, no Walmart, Safeway, big retail stores
- Don't plan to spend so much money that business rents will go up to the point that modest businesses are driven out. Be modest in planning the business area – strive for attractiveness and a low budget
- More policing enforcements
- No more apartments, we have enough and they look like hell and house a lot of undesirables
- No high-rises (over 3 storeys) 24-hr police station, 30 kph speed Blue Mountain to Gatensbury, deal with druggies, prostitutes

2. What is needed to maintain and enhance retail vibrancy in Austin Heights?

- King Albert Avenue needs paving by the Blue Mountain Park, terrible potholes, many attendees at the park
- Increased density to support commercial businesses, allow some tower development, aesthetic streetscapes, some pedestrian only street areas
- Remember Granville Street? No residential allowed over commercial – a vital area died – prostitutes and druggies took over. Three to four storeys high commercial bottom storeys, residential above, keep our commercial corridor a vital community concern
- Finish small details and repair them quickly when vandalized
- Keep small businesses – encourage diversity. Do a quality job, attend to detail
- Community garden i.e. Nelson and Austin, public parking so people can get out and walk, traffic calming on King Albert, Nelson, Marmont North
- More family-oriented events at Blue Mountain park, needs ads in local and provincial paper, multi-cultural grocery stores
- Former site of gas station at Nelson and Austin – do whatever is necessary to get this site cleaned up and functional. Wouldn't it be lovely to have a mini park on that site with trees, benches and even a fountain

3. What role does quality design play in increasing the success of the Austin Heights commercial area?

- You should tell us. However, look at the European model

Compact, Complete Community**1. What is needed to help reinforce the vitality and sustainability of Austin Heights as a complete neighbourhood?**

- Bicycle lanes please
- People of all ages, access/accessibility east for area residents – walk to work, shopping, doctors, etc and small cafes
- Provide a wider range of housing choices
- Containers with more trees

2. How can we create more high-quality job opportunities in Austin Heights, close to where residents live?

- We should have a job board that all retailers can post
- Build a website - austinheights.ca??
- Design zoning to make space for good businesses, not big but niche services
- Mix of professional people – doctor, dentist, optician, etc. all of which we have now – specialty stores – food gifts, etc. restaurants and cafes

3. What role does good quality design play in creating more livable communities?

- Build the right “bones” and the rest will happen
- Planning for adequate access to community resources, as well as public access to these resources is really important
- Good quality livable and friendly – design is critical

Environment**1. How can neighbourhood residents be encouraged to maintain or increase the amount of vegetation, particularly trees, on their property?***Recycling of Organic Material*

- Green box program; community garden with compost area
- Kitchen scrap composting program, more comprehensive recycling depot like Burnaby's, municipality provided organic compost

Other

- Promote 'natural' vegetation for homeowners . . . less lawn, more trees and plants. Natural vegetation will also require less watering and maintenance
- City should require landscaping on new construction i.e. a landscaping plan
- Garbage collection – pay by number of cans. People who conserve are penalized. I put out one can a month!
- City has not mitigated the loss of forest at the Poirier Library area since 2005. More trees must be planted! Please plant more trees on the east side of library and sports centre to create a noise and pollution barrier west side of Laurentian Cres. – must put a proper curb as has been destroyed by the construction vehicles. No parking, but trees and sidewalks
- Maintain daylighted creeks, wider setbacks, designate them as municipal parks
- Smaller houses will result in more green space on lots for children and gardens and trees. Limit house size to 2500 sq.ft.
- Can we go to green roof i.e. Flat roof green space
- Education about ecosystems, what creatures live there, value of trees and migratory birds, create green corridors for walking, dining, relaxing

Environment cont'd/**2. What are the opportunities to restore the creeks and ravines in Austin Heights?***Daylight Streams*

- Make them pedestrian and bike routes, well lit, benches maintained, garbage cans. Daylighted!
- This work has been started. Daylight creeks and ensure good setbacks, discourage dumping, very important – green corridors very important for wildlife

Other

- Accessible areas near the streams and creeks will allow people to get in touch with the beauty in their backyard. They will be more likely to feel strongly about protecting it.
- Permeable paving, storm water filtered by plants

3. What can we begin to do now that will help reduce air pollution and greenhouse gas production in Austin Heights?

- Incentives from City of Coquitlam – get rid of a car - \$1500?? Seminars about pollution and greenhouse gas, news/articles regarding environmental issue. Citywide 'clean-up' day April 1st
- Plant more native trees and plants and provide good walking/bikeways

4. Other Comments?

- Use vegetation native to this region requiring less water and maintenance
- Cul-de-sac green space, like in Vancouver West Side
- Increase setbacks
- Permeable Pavers for lanes. Green lanes and streets.
- We have Salmon and Beavers in the creeks. Keep them healthy!
- Please keep the ditches at the sports centre complex. Stormwater should be considered groundwater resources, not wasted by connecting with pipes. Should maximize the use of impervious area and promote green pavement.
- Glad to see an Integrated Watershed Management Plan being done

Community Services**1. What community services, facilities and organizations do you think help make Austin Heights a community?***Swimming Pools*

- Chimo pool vent noise has not been fully addressed. Residents on east side of the sports complex are still annoyed by the 24-hour noise, especially at night. This is a pollution City must address
- Put back the outdoor swimming pool in Blue Mountain Park
- What about the pools that have closed? We need parks and recreation

Other

- We already have a good range (as listed) current ones good, maybe a small branch library
- Let's have a residence for homeless people with addictions and mental illness to help them recover. Set it up near Blue Mountain Park so they can hasten healing by walking among the trees and grass
- Bookmobile so everyone has community access for books
- Como Lake United Church has excellent facilities and groups using it – Share, AA, Burke Mtn group, etc.
- Redevelop Safeway and adjacent land (former gas station)
- How do you increase density/services while maintaining low cost housing? On King Albert, etc.

Community Services cont'd/**2. What community services or facilities will be needed to ensure that the Austin Heights neighbourhood will be a place for everyone, including children, youth, families and single person households, new immigrants and an aging population?***Create a Welcoming Community for Immigrants*

- Mix of housing as now; immigrant services but as part of the community. Inclusiveness of all – focus on what is good and how we can all work together
- ESL for older immigrants who are quite lonely when husband and children out of home
- Community kitchen for low income immigrant families, to introduce immigrants to Canadian food (shopping, cooking)

Programs for Children/Youth

- Children are our most precious resource and we need to include them more in our lives and activities. As part of this having intergenerational dances would be great. I have mentioned this to some at Dogwood and also at Como Lake United Church. "Just Dance" in Vancouver is an excellent example
- Homework support (with/without tutor) for Como Lake Middle School

Programs for Adults/Seniors

- Take the post office on the NW corner of Nelson and Ridgeway and make a community centre with daycare and seniors drop in
- Community centre for public services e.g. ESL, adult education, groups, etc.
- More help for seniors like snow shoveling. Where are the youth, why do they not help anyone

Other

- Enforce snow shoveling bylaw for homeowners and apartment blocks
- Jazz, music in the park say every Thursday evening? Free shuttle bus to Poirier Centre
- Outdoor pools

3. What community services and facilities are important to people who live in multi-family households?

- Senior daycare
- Gym at recreation centre to complement youth activities and community events
- A community garden (organic) possibly in small section of Blue Mtn Park or in the Winslow Centre area (Burquitlam one is great and people make real connections. Important for the environment and survival too)
- Playgrounds/walkways, green spaces, availability of grocery shopping, professionals, transit child safe areas
- Pocket parks and green spaces, local coffee shops, cafes, recreation facilities

Transportation

1. *How might streetscape improvements attract more residents to walk to local destinations and the neighbourhood centre?*

Sidewalk Improvements

- More sidewalks along busy streets please – hopefully green type meaning impervious to allow recharge of stormwater
- Sidewalks both sides of street as people don't have the intelligence to cross the street
- Well maintained and lighted sidewalks (possibly also local police station – police foot patrols at night, lots of plants, places to sit)
- Safe, maintained sidewalks, useful elevations for ramps (for scooters, wheelchairs, etc.) benches, awnings for cloudbursts
- Make a sidewalk on the north side of Austin along the golf course
- Foster between Hillcrest and Schoolhouse has inconsistent location of sidewalks, they change from north side for a block to the south side for a block, etc.
- Please put a proper raised concrete curb with sidewalk and street trees along the west side of Laurentian Cres where the curb is destroyed by construction vehicles

Sustainable Transportation Options

- Educate car drivers about cyclists and pedestrians, make bike routes more visible, widen Foster by the golf course
- Foster bicycle route section at Vancouver Golf Club is poor, dangerous for the average rider re-route this section along Austin Street (Cottonwood) or secure easement and expand the existing section
- Buses – fast, frequent, free. Bus routes first before housing is constructed
- Walking routes westward to Lougheed away off of Austin (off busy traffic routes)

Traffic

- Need to rethink loading and unloading for trucks – needs adequate space and no conflicts with regular traffic
- Need a left-turn to Thrifty's off of Mariner to Thrifty's parking lot to reduce traffic on Austin
- Discourage through-commuting traffic in Austin Heights from municipalities to the east
- Shortcutting along Foster increasing, more patrolling and awareness
- Please help maintain the quiet residential area on the east side of the sports complex as it has always been. No parking along Laurentian, it's the public safety issue. More trees should be planted to create a buffer zone
- Enforce speed limits – especially on Austin

Other

- Please keep the ditches, don't replace with storm pipes. Stormwater is a resource, should not be wasted
- Need more than one traffic bylaw officer – Coquitlam is a big city now
- We have issues with the public safety, security and environmental sustainability along the east side of the sports complex
- Better shops
- Outdoor café

Transportation cont'd/**2. What is needed to encourage more people to choose transit to get to work?***Transit Frequency/Reliability*

- More frequent buses, bicycle racks
- Bus timing points to keep buses on schedule – not early, not late
- Transit connecting hubs – Lougheed, Coquitlam Centre, Poirier Rec and Austin corridor every 15 minutes

Reduce Transit Fares

- Get Coast Mountain Bus link to move the fare zone boundary from North Road east to Westwood Street
- Subsidy – make our neighbourhood part of Zone 2 not Zone 3

Transportation Infrastructure Repair

- Create a pullover lane on north side of Austin on same block of Safeway for buses to wait out of traffic
- Put a proper light at Laurentian and Austin
- Fix the streets especially Laurentian by new recreation centre

Other

- One way access to limit traffic spill over i.e. alley between Austin and Charland 900 block
- Reduce speed limit to 30km between Blue Mountain and Gatensbury

3. In what ways could Austin Heights reduce greenhouse gas emissions through changes in travel behaviour?*Limit Truck Traffic*

- Deal with the heavy truck traffic
- Restrict trucks in Coquitlam to be a maximum of 10,000 kg instead of 13,700 – more pedestrian-friendly – easier on roads – easier on environment

Increase Sustainable Transportation Options

- The 156 bus needs to run every 20 minutes at least
- More walking, bicycling, etc.

Other

- Speed limit 30km Gatensbury to Blue Mountain
- "Green wave" for lights e.g. North Burnaby on Hastings
- Parking in rear lanes, sidewalks in front with treed areas/boulevards

4. Other Comments?

- Pedestrian pathways on King Albert Ave over creek
- Integrated bike and walking routes connecting hubs – parks, recreation, service/commercial, schools
- Better bylaw enforcement for commercial vehicles parking on side streets
- If a sidewalk is only on one side of the street, put it on the north side so the sun can melt the snow

Coquitlam

For Committee

July 10, 2009

Our File: 13-6480-20/09/1

Doc #: 792062.v1

To: City Manager

From: General Manager Planning and Development

Subject: **Austin Heights Neighbourhood Plan Progress Report No. 2**

For: **Land Use and Economic Development Standing Committee**

Recommendation:

That Council receive the Austin Heights Neighbourhood Plan Progress Report No. 2 of the General Manager Planning and Development dated July 10, 2009 for information.

Executive Summary:

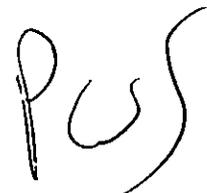
This report outlines the progress to date on Phase 2 of the Austin Heights Neighbourhood planning process and input received to develop and inform the three neighbourhood design concepts. The public consultation program for this phase included a number of interactive activities: a tour of Metro Vancouver commercial districts, several Public Advisory Group meetings, a design charrette, and a high school design workshop. Phase 2 concluded in early June with a public open house to receive feedback on the three neighbourhood design concepts, and was attended by over 150 community members.

The Austin Heights Neighbourhood Plan (AHNP) supports the City's goals expressed in both the 2006 Corporate Strategic Plan and the Citywide Official Community Plan to support a growing and changing population by strengthening established neighbourhoods and commercial areas.

Background:

Council endorsed the process to develop the AHNP on December 8, 2008. The process is being undertaken in four phases:

1. Existing Conditions and Assets Assessment (Winter 2009);
2. Establishing a Vision, Goals and Objectives (Spring 2009);
3. Creating and Evaluating Plan Options (Summer/Fall 2009);
4. Selecting Preferred Option and Final Consultation (Winter/Spring 2010).



Background cont'd/

Phase 1 concluded with a summary report which was received for information by the Land Use and Economic Development Standing Committee on March 23, 2009. Phase 2 of the process focused on developing the draft vision, goals and neighbourhood design concepts and concluded with a public review of this work at the June 4th Public Open House.

Discussion:

Phase 2 Market Studies:

Two key deliverables of Phase 2 that supported the development of the neighbourhood design concepts are the Austin Heights Market Study, focused on the residential and office markets, completed by Urbanics Consultants Ltd and the Austin Heights Retail Strategy completed by Thomas Consultants Ltd. The primary goals of the market studies were to develop a comprehensive understanding of each area from a market and financial perspective including:

- forecasting the amount of population growth to 2031;
- determining the minimum densities necessary to initiate redevelopment of both the commercial core and the adjacent residential neighbourhoods;
- defining the amount of office and retail space that the neighbourhood could support in the future up to 2031.

Study findings determined that Austin Heights could add an additional 5,000 people and 2,500 housing units, predominately in multi-family housing forms, under a moderate growth scenario to 2031. The study also identified the following densities that would be needed to encourage redevelopment in the following key districts within the neighbourhood plan boundaries including:

- Commercial Core - A Gross Floor Area (GFA) of 3.4 to 3.6 times the lot area;
- Existing multi-family housing area (north of Ridgeway Avenue and south of Blue Mountain Park between Gatensbury and Blue Mountain Streets) - a GFA of 2.8 GFA times the lot area;
- Single-family/duplex area for south of Austin Avenue and north of Dansey Avenue between Blue Mountain and Gatensbury Streets - a GFA of 1.1 FSR times the lot area

Based on this population and housing unit forecast and a supporting office market analysis, this study also determined that the area could support between 2,694 m² (29,000ft²) and 3,158 m² (34,000 ft²) of additional office space.

The retail analysis for Austin Heights concluded that the area could benefit by reasserting its position as a unique and authentic neighbourhood serving retail destination. The moderate population forecast of 5,000 additional people is expected to generate demand for an additional 12,365m² (133,100 ft²) of retail space and 4,740m² (51,000ft²) of non retail space (commercial uses which include banks and travel agencies).

Phase 2 Market Studies cont'd/

The retail study suggested that additional population in the area will not only support the creation of new retail space, but also enhance existing businesses. Given the likelihood for increased retail competition from areas surrounding Austin Heights, maintaining the existing market share will call for ongoing planning, marketing, upgrading and redevelopment initiatives. In effect, the study recommended that Austin Heights' future retail strategy should concentrate on improving the quality of existing tenants, enhancing the streetscape, and developing key infill sites.

Design Charrette (April 18, 2009):

In Phase 2 of the Austin Heights Neighbourhood planning process, the Public Advisory Group, City staff and consultants participated in an all-day Neighbourhood Design Charrette. Participants were divided into three teams and developed three different neighbourhood design concepts primarily focusing on the area in and around the commercial core.

The following common elements emerged for all three design concepts:

- **Mixed Uses** – Introduction of mixed uses along Ridgeway and Austin Avenue (commercial or office with residential above);
- **Pedestrian Connections** - Additional north/south pedestrian connections from Blue Mountain Park to the residential area south of the commercial core;
- **Street Fronting Buildings** - Location of new development at the sidewalk edge and provision of parking underground or behind buildings;
- **Large-Format Retail Mixed Use Projects** - Provision of opportunities for large mixed-use (residential above commercial and office) projects integrating large format retail (i.e. Rona) on big parcels;

Other common elements of significance include increased street tree plantings, the introduction of additional pedestrian crossings at key locations, the introduction of landmark tower/buildings at the corner of Austin Avenue and Blue Mountain Street and the orientation and siting of buildings to consider views and sun exposure.

Public Open House (June 4, 2009):

The members of the Public Advisory Group (PAG) and Public Open House attendees were asked to select their preference for each of the defining elements set out in each concept (Attachment 1). Eighty-two written responses were received at the June 4, 2009 Public Open House. Verbatim responses have been included as Attachment 2, with copies of the comment sheets placed in the AHNP binder in the Councilor's office.

Public Open House (June 4, 2009) cont'd/

The analysis showed a strong preference for the following key elements of Concept B:

- Mixture of medium and high rise apartment buildings with density mainly focused on the north side of Austin Avenue;
- Changes to the apartment zone north on Austin Avenue limited to the two blocks adjacent to Blue Mountain Park;
- Roundabouts, angled parking and enhanced treatment of Ridgeway, to define this street as a special place.

Respondents indicated a desire for greater housing choice in single family neighbourhoods with forty-nine percent indicating a preference for 'a little change' (Concept C) and thirty-nine percent indicating a preference for 'a lot of change' (Concept A). Respondents also indicated a preference for two key elements common to both Concept A and Concept C: (1) introduce two new mid block crossings on Austin Avenue (82%); and (2) maintain the current geographical extent of the commercial district (92%).

Participants were also asked to rank seven principles that guided the development of these neighbourhood options (with 1 being the most important and 7 being the least important) and the result was as follows:

Guiding Principles	
Walkable and Transit Friendly Neighbourhood – design the neighbourhood to encourage more walking, cycling and transit use.	1
Mixed Use Commercial Area – introduce mixed use (residential above street level commercial) buildings in the commercial district.	2
Enhanced shopping experience – develop Austin Heights as a distinctive main street shopping destination for Coquitlam.	3
Housing Choice – provide housing choices to meet the needs of all residents of differing incomes and at all stages of the life cycle.	4
An Active Population – support an active population through the continued provision of high quality parks, civic, sport and community facilities.	5
Variety of Building Types – encourage a variety of residential densities and building heights that take advantage of the sloping topography and views.	6
Connectivity – ensure greater connectivity to all areas within the neighbourhood.	7

The results demonstrate an emphasis by the community on improving the public realm, developing a mixed use commercial area, and creating an enhanced shopping experience.

Public Open House (June 4, 2009): cont'd/

An extensive community based consultation process designed to broaden and deepen our engagement processes continues to support the development of this neighbourhood plan. The final public event of Phase 2, the June 4, 2009 Public Open House, was successful in attracting approximately 150 attendees despite record breaking June temperatures. In addition to the Open House and Design Charrette, the following engagement tools were also used:

- **Project Webpage** which has received 675 visits to date;
- **Facebook Advertisements** on the City's Facebook page;
- **Commercial District Tour** with Council;
- **Housing Choices and Commercial District Tour** with the PAG and the Technical Working Group, comprised of a group of interdepartmental staff members;
- **Market, Retail and Transportation Presentations to the PAG** held on April 7, 2009;
- **Youth Design Charrette at Centennial Secondary School** delivered in Partnership with the Architectural Institute of BC- April 21, 2009;
- **Newsletters** - to all area residents, business owners and property owners;
- **Newspaper Advertisements** in the Tri-City News;
- **Posters promoting the public open house** at civic facilities, newspaper advertisements and on an area bus shelter;
- **Invitations to Area Churches and their Congregations;**
- **Promotion on Citysoup** in English, French, Chinese and Korean;
- **SD#43 Newsletters and Websites** - Advertisement in local SD#43 newsletters and websites;
- **Austin Heights Business Improvement Association** – regular updates provided to the BIA. The BIA also distributed information about the Open House to its members via email.

Next Steps:

The next steps of the Austin Heights Neighbourhood Plan work program involves synthesizing the Design Charrette Material and public responses into a preferred plan option, architectural testing of key sites for the composite plan, the review of potential housing choices for low density areas, and development of associated design guidelines. These next phases of the work program will include input and review by the Project Advisory Group and the general public in the form of workshops followed by a Public Open House in late fall 2009.



J.L. McIntyre, MCIP

NC/ms/lmc

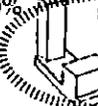
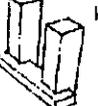
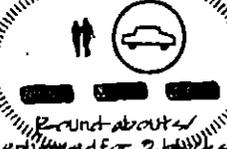
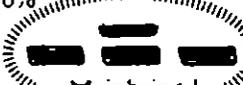
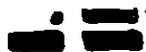
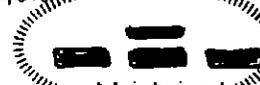
Attachments:

1. Key Concept Differences Table
2. Public Comments (Verbatim) from the June 4, 2009 Open House (Doc790436)
3. Charrette Summary Report – April 18, 2009

This report was prepared by Nadia Carvalho, Planner 2 and was reviewed by Lynn Guilbault, Senior Planner and Jim McIntyre, General Manager Planning and Development.

ATTACHMENT 1

Table 1 - Key Concept Differences

	Concept A (Home)	Concept B (Go)	Concept C (Work)
Changes to Apartment Area North of Ridgeway Ave.	11% None	48% A Little	41% A Lot
Housing Choices Infill on Periphery	38% A Lot	14% None	48% A Little
Building Height/Form	34%  Lower	60%  Medium and High	6%  Higher
Density	30%  Low	53%  High	17%  Highest
Austin Avenue: Midblock Pedestrian Crossings	41% + 2	20% No New Crossings	39% + 2
Ridgeway Avenue Streetscape	15%  Conventional Enhanced for 1 block	52%  Brand about 1/2 enhanced for 2 blocks	33%  Shared Street (Woonerf) for 1 block
Extent of Commercial	46%  Maintained	8%  Reduced	46%  Maintained
Scale of Redevelopment	29%  Small scale, Incremental	42% 	29%  Large scale, Comprehensive

Note: Preferences based on input to date have been identified by percentages for each element based on the written responses received at the June 4, 2009 Open House.

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Concept Elements: Community members were asked to share their likes/dislikes for each concept.

Neighbourhood Design Scenario A

Comments on Elements Community Members Liked Best

Liked the increased housing choices in single family neighbourhoods/lower density:

- A possibility of being able to have renters in a duplex (basement suite)
- Additional housing choices in single family neighbourhoods
- Coach houses in lanes
- Focus is on surrounding area
- High degree of infill
- Higher degree of infill in low density areas
- Housing choices
- Housing choices
- Housing options for single family
- I like the idea of coach houses. ALSO, A CO-HOUSING OPTION WOULD BE GREAT – ESPECIALLY IF IT INCLUDED AFFORDABLE HOUSING UNITS
- Infill building of laneway housing – maintains character but adds housing options
- Infill housing in periphery
- Infill provides more residential/rental in a form that is likely to be more affordable and more desirable to both seniors and young families than condo-living
- Infill/new housing choices
- It's the least dense housing
- Low changes to mixed housing types
- Lower building maintain sightlines
- Lower density
- Lower rise residential than other options –particularly the limit to 4 storey facing Blue Mountain on King Albert
- New housing choices (including co-ops would be would be great – especially if bachelor accommodations for low income seniors and others)
- New types of housing (e.g. infill)
- No High-rises
- Proposed housing alternatives
- Smaller, low use housing with a variety
- Spreads change through entire neighbourhood
- Coach house concept with detached suites and lane
- European carriage houses
- Limited density and residential feel
- Low density residential
- New housing choices are varied;
- Allows for gradual change and maintains present height of skyline
- Apartments stay low
- Increased density through carriage homes, duplexes, and more plexes as observed in communities like North Vancouver Lonsdale.

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario A cont'd/

Comments on Elements Community Members Liked Best cont'd/

Liked that change is gradual and that it maintains the neighbourhood feel and character:

- Community feel that the housing gave
- Consideration for quality of living rather than aesthetics or packing more into the housing like rats
- Easy transitions to increased density offers incentive to existing and potential large lot homeowners to stay
- Growth and change through small increments
- I like the idea of small incremental changes
- Increased density – with character
- Keep the small scale neighbourhood feel
- Less development
- Low density residential 3-4 storey townhouses
- Maintain existing scale and feel
- Maintaining rental apartment stock
- No focus on North of Austin apartment change
- Pleasant neighbourhood feel
- Small changes – neighbourhoods west of Blue Mountain not touched
- Small changes and maintaining character of area
- Small incremental changes
- Small incremental housing will not affect neighbourhood too much

Housing Related Comments:

- I like the fact that at least its some change from today
- Keep family dwellings west of Blue Mountain
- Multiplexes
- No more than four storey buildings
- Only one high rise tower
- Opportunity for additional residential housing types.
- Rental space is maintained
- Residential on both sides of Ridgeway
- Residential on Ridgeway
- Signature building on the S.E. corner of Austin and Blue Mountain
- The low apartment buildings keep it from feeling too much like downtown and gives the area a better atmosphere;
- There are a lot of different housing choices that could suit many different types of people;
- Keeps existing rental stock so it addresses affordable housing needs for the area.

Mixed Uses:

- Good amount of commercial maintained but more retail and residential added
- Increase commercial and housing
- Low rise mixed use streetscape
- Mixed use along Austin and Ridgeway
- Mixed uses on Austin
- Would definitely improve the look of Austin and Ridgeway and shopping a nicer experience
- Medium density mixed-use

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario A cont'd/

Comments on Elements Community Members Liked Best cont'd/

Commercial Core:

- Commercial district size maintained enhanced street and parking
- Increased commercial and residential on Austin/Ridgeway
- Maintaining commercial core
- Maintaining general appearance of Austin
- Upgrade of Austin avenue

Pedestrian Realm/Pedestrian Crossings:

- A lot of trees make the area feel safer and a better place to be, walk around and shop
- Design with trees on both Austin and Ridgeway
- Row of street trees in the median on Ridgeway and pedestrian arcade
- Street trees
- Street trees and planted medians along Ridgeway, mixed use, green roofs!! great
- Streetscape of Austin Avenue
- Trees on street
- Allows residents to walk to high street area
- I am striving for stroll ability – I have \$\$ would like local merchants to spend it with. Like the idea of closing a street for markets etc
- Improved streetscapes.
- Improves streetscape and walk ability of neighbourhood
- Increase pedestrian crossings
- Keeping it usable for pedestrians making sure its safe with additional crossings – with amber flashing, not traffic lights not traffic lights like they have near Coquitlam centre would be my preference. Keeps traffic moving but also safer when they are blinking – pedestrians is in crossing.
- Mid block crossings
- More pedestrian crossings
- More pedestrian crossings to be controlled by pedestrians except during rush hour times
- Pedestrian friendly and human scale
- Want to park and walk/stroll. Will never walk to Austin Heights so parking for me is key. I do shop here a lot and park at Safeway and walk

Other:

- Bike overpass on Haversley Avenue to Rec Centre to Austin Heights
- Enhancing Ridgeway as a special street and gathering place
- Ensure all residents get sunlight on the south
- Land use mix
- More green space
- More greenery;
- Not enough density increase
- Outside commercial core
- Rooftop gardens
- Seems to focus on the way things are but addresses the beautification issues with the area.
- Some improvement movement

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario A cont'd/

Comments on Elements Community Members Liked Best cont'd/

Other cont'd/

- There is nothing that I like about Concept A! It will not change the neighbourhood that much! We need to change it to higher density!
- Existing ones are sufficient. Present ones could be improved upon but don't need new ones. Doesn't allow for introduction of subsidized housing
- 1 stand alone tower doesn't seem to introduce a low rise community and would seem to present transition issues from single family residential to the south. Consider comprehensive development that includes south side of 900 block Austin & north side of 900 block Charland and possibly south side of 900 block Charland.
- Possibly consider 900 block and 1000 block of Austin and Charland as a large comprehensive lot for a Middlegate look and a real signature entry to the community.

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario A

Comments on Elements Community Members Liked Least

Not enough changes to density/scale of redevelopment is too limited:

- Limited infill
- Limited infill/density
- Density can support vibrancy. No problem with high-rises but set it off the street
- Does not provide enough housing choices
- Doesn't change enough – needs more density
- Is not high or medium density
- Lacks plans for opportunity for growth
- More residential needed – more livable community
- Needs greater re-development more aggressive
- No real changes
- Not enough change
- Not enough changes to density
- Not enough density
- Not enough density
- Not enough density increase
- Not enough density to justify better transit
- Not enough high density housing
- Not enough of a change
- Scale of redevelopment is small
- Too close to status quo. Won't prompt much change
- Too low density/change process too slow
- Too passive, not enough changes to stimulate the revitalization of the neighbourhood
- Too small scale
- We need density to get "village feeling" and good businesses attracted
- What's the incentive to develop/invest for only marginal changes?
- Would likely take a long time to achieve density goals
- Small incremental changes to neighbourhood – needs immediate attention re: drugs, etc.
- Not a lot of density change which means that there might not be enough space for everyone who wants to live in the area
- Doesn't seem to support a "critical" mass of people and retail to create vibrancy

30-Storey Landmark Tower is too Tall:

- Lower the building height might not meet the demand of the commercial needs
- 1 large tower at SW corner may be considered an eyesore
- 30 storey building/tower at corner of Blue Mountain and Austin would cast a large shadow on residents north of it
- 30 storey tower
- 30 stories is way too high and will change the landscape totally
- A high rise tower
- A tower at the corner of Austin and Blue Mountain
- High rise tower
- High-rise/tower
- Keep tower at Blue Mountain and Austin with no transition to single family
- Not wild about a 30 floor tower

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario A cont'd/

Comments on Elements Community Members Liked **Least** cont'd/

30-Storey Landmark Tower is too Tall cont'd/

- Only one tower – more would be ok (2-4)
- Tower of 30 storey's – (should achieve density through more mid-height housing)
- 30 stories is way too high and will change the landscape totally
- I don't like developing only the centre part of Ridgeway – all of it – for uniformity neighbourhood feel. Don't like additional pedestrian crossing
- Ridgeway Ave – streetscape
- Like to see concept B roundabouts added to Concept A

Range of Comments on Housing:

- However, single family areas are too wide and too big;
- Is there enough protection of single-family neighbourhood north of Blue Mountain Park and the track field?
- Keep family dwellings west of Blue Mountain
- Least environmentally friendly (increase car dependency, decrease of proximity of residents to the commercial area)
- Low building heights results in sprawl to surrounding areas
- Not enough building variance
- Not enough housing change/variety North of Austin/Ridgeway
- Would like to see changes to apartment north of Ridgeway
- A lot of risk in relying on in-fill housing to bring sufficient density to effect changes required
- Coach houses and detached suites.
- Density is only centred on the main street area and does not include medium to high density
- In fill housing, Do not like the idea of small lane-way cottages. Lack of off street parking
- The high-rises – keep to 4-6 storey buildings maximum
- Does not include area to King Albert for development
- No focus on north of Austin apartment change
- "assumes high degree of infill through new housing choices outside the commercial core"
- In fill housing, do not like the idea of small lane-way cottages. Lack of off street parking
- Doesn't take advantages of topography for housing
- Residential above commercial – Bad Idea! When I worked at the City of Coquitlam there were complaints by residential occupants re: odors from restaurants (Fish and Chips), drycleaners, complaints re: fire hazards, complaints re: noise from air conditioners, smell and noise from vents directing smell up and into their apartments so that they were not able to open their windows. Unless it was in writing that only businesses such as insurance agency, physiotherapy or any business that is 9-5 to eliminate noise when people are resting or sleeping and no business with a potential fire hazard (grease fire). I would not buy an apartment over commercial. Ok is a shop with owner living above shop.

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario A cont'd/

Comments on Elements Community Members Liked Least cont'd/

Other Comments:

- No public gathering places
- Not distinct enough commercial core
- Not enough parking
- Roundabouts are great for keeping traffic going slow in neighbourhood (e.g. down near Moody Elementary)
- Not enough pedestrian focus
- Not enough mid block crossings on Austin
- Not financially feasible
- Nothing I like it
- Pretty much all of it!
- It doesn't deal with the types of businesses that our Council gives licenses to – and at present this is getting worse
- It is the least interesting
- No additional parking and low building height
- The buildings are the same height on both side which means one side won't get a view
- Maintains too much of a dated character
- There isn't a lot of change to the Austin street area, there isn't a new style or more density

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario B

Comments on Elements Community Members Liked Best

Neighbourhood Design Scenario B - Please share with us the things you like best about Concept B:

Amount of Density:

- High density
- Higher density
- Increased density (commercial/residential) on Austin/Ridgeway
- It has that medium density feel of some great City neighbourhoods (i.e. Manhattan, Montreal etc)
- It's less than C
- Less density than C
- Like the concept of medium and high, like the roundabouts to increase the uniqueness to the area
- Medium to high density buildings offers variety and doesn't block views
- More high density
- Should be enough density
- Varied density
- Variety of buildings creates visual interest
- Best compromise of density and building height/form
- High density
- Increased density

Housing:

- Housing choices
- Emphasis on low rise
- No housing choices infill on the perimeter
- No land use changes to surroundings single-family neighbourhoods
- No land use changes to surrounding single family neighbourhoods
- Like multi level housing for all levels of users

Range of Building Heights:

- Building height
- Density and building height
- Medium height buildings 3-4 stories
- Mix of medium and high building heights
- Range of building heights and articulation
- Medium height buildings 3-4 stories
- Mixed Height of high density buildings

Mixed Use:

- Density and mix
- Good mix of residential buildings
- Mixed use – commercial and residential
- Mixture of medium/high density
- Mixed use
- The prospect of living in a mixed use vibrant community with views enhanced with higher buildings

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario B cont'd/

Comments on Elements Community Members Liked Best cont'd/

Commercial Area:

- Concentrated commercial
- Incentive to develop old commercial properties (residential)
- Commercial area focus on Blue Mountain and Marmont and Austin and Ridgeway
- Concentrated commercial
- Continuation of focused commercial area
- Ability for public to enjoy fine restaurants and shops
- Level one is merchants and shops and restaurants/Level 2 is commercial. Need more office class A/Level 3 is residential

Amount of Change:

- "No land use change to surrounding single-family neighbourhoods"
- A good amount of development. Like a bit higher level to allow for more people living in the community
- Balanced change. Most likely to be saleable to area residents. But offers enough density to prompt some redevelopment
- Compromise between A and C
- Good blend of towers
- Limited amount of change
- It's less than C
- Low to medium density residential

Limited Changes to the Apartment Area North of Ridgeway:

- Changes to apartments north of Ridgeway
- Limited changes to existing strata and rental apartment zone north of Austin Avenues on 2 blocks adjacent to Blue Mountain Park
- Little change north of Ridgeway
- Not too much increase in density around Blue Mountain Park and other neighbourhoods north of Ridgeway

Changes to Ridgeway:

- Roundabouts and other special features on Ridgeway give it a more open/important feel;
- Roundabouts proposed for Ridgeway.
- Streetscapes and roundabouts
- 3 blocks developed on Ridgeway – with roundabouts
- Allows for revitalization of Ridgeway/introduces gradual change to existing apartment area north of Ridgeway. It does not impede traffic on Austin
- Bike lanes on Ridgeway
- Good use of slope for Ridgeway and Austin
- Mixed use along Austin and Ridgeway
- Ridgeway a special street
- Ridgeway Ave development creates "civic gathering place"
- Ridgeway unique space
- Substantial enhancement to Ridgeway Ave Streetscape
- The changes to Ridgeway

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario B cont'd/

Comments on Elements Community Members Liked Best cont'd/

Changes to Ridgeway cont'd/

- Improved streetscape on Ridgeway.
- Loved the makeover of Ridgeway
- Ridgeway and Austin would feel more connected to each other and no matter what street you were on you'd have store fronts;
- Treatment of Ridgeway as a focal point for an interesting pedestrian experience
- We like the Ridgeway concept/the idea of park area development
- 3 block Ridgeway plan with traffic circles is a wonderful opportunity to encourage local businesses and to develop a real community.

Roundabouts:

- Like the roundabouts
- Mixed use commercial zone/roundabouts – change to Ridgeway
- Roundabout
- Roundabouts
- Roundabouts
- Roundabouts
- Roundabouts – don't put up stop signs or traffic lights
- Roundabouts (precedent)
- Roundabouts and enhanced treatment of Ridgeway
- Roundabouts at Ridgeway for better traffic flow
- Roundabouts concepts
- Roundabouts for three blocks
- Roundabouts!
- Roundabouts, angled parking and enhanced development of Ridgeway
- Traffic circles
- Traffic circles on Ridgeway

Plazas:

- Good streetscapes – plaza
- I like the idea of meeting areas
- Love the plaza/civic space/public space plan
- Pedestrian plaza and maintain existing commercial
- Plaza connecting Austin and Ridgeway
- Plaza connecting Ridgeway and Austin
- Provision of civic spaces and public plazas
- Public spaces
- Civic spaces and public plazas

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario B cont'd/

Comments on Elements Community Members Liked Best cont'd/

Parking:

- Angled parking
- Back in parking
- Commercial district size maintained enhanced street and parking
- Underground parking

Other Comments:

- Area requires a makeovers, thus development required
- Incentive to convert current Austin Avenue unattractive commercial to residential
- It's nice that it provides the best from both concepts
- Outside tables to sit and have coffees and meals especially as very many people attend Blue Mountain Park
- Range of housing prices
- Streetscape
- The concept includes Blue Mountain to Gatensbury
- Use of the slope
- Walkways
- We like the concept of lifting the neighbourhood profile and putting pressure on the Howie Street property owners to raise or maintain their properties
- We like the fact that we may be able to retire in our community close to doctors, shopping and friends
- Illustrated design of the curved building fronts.
- It is residential and family friendly
- Visually very appealing
- Mid block crossings
- No new crossings on Austin (unless elevated and supported by 2 storey retail/professional/mixed use)

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario B

Comments on Elements Community Members Liked Least

Too Much Density, Particularly the 30 Storey Towers:

- 30 storey apartment on King Albert
- 30 storey towers
- Building too tall
- Buildings higher than 12 floors
- Density
- High density
- High density residential – 6 storey or mid rise/tower
- High rise tower
- High rises fronting Blue Mountain Park, parking will be an issue with higher density
- Higher density
- I don't want high-rises on Austin in terms density it's plenty dense already. It reduces the commercial area which thus reduces revenue from commercial business i.e. taxes and puts more tax burden on residents
- Like to see tower height on King Albert limited to 10 storey or less, and only at the corners as illustrated
- Tall, high rise building north of Austin (residents behind it don't want to live in darkness)
- The possibility of some "high-rise" – 6 storey on King Albert is not acceptable – totally undesirable
- Too many high rises in neighbourhood
- Too many towers – would prefer 2-4 only
- Too much high-rise/high-density
- Wall of high-rise buildings on King Albert
- Way too much high rise tower
- High-rises
- The density isn't evenly spaced out, mainly focused on the north side of Austin;
- The high-rises may be too high next to the low apartment buildings
- High Density – prefer 3 or 4 floors

Need more density/changes to a larger area:

- More low/medium density at periphery needed
- More renewal needed over a larger footprint (tapered density) to "make the place"
- No incentive for existing homeowners to increase density. Added density in small core area creates more competitions for road and traffic "time"
- No land use changes to surrounding single family neighbourhoods. Should be higher density close to pools, library, ice rink etc
- No limited infill e.g. laneway housing
- Not enough housing infill included on the periphery more housing is needed I believe
- Not taking sufficient advantage of infill of detached home property to achieve some densification
- Extending boundaries for re-development
- It does not include Howie Ave for development
- More change for Howie Avenue
- Not enough options outside of the Austin Street area. Mainly focused on Austin and Ridgeway
- The blank space along Howie Avenue

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario B cont'd/

Comments on Elements Community Members Liked Least cont'd/

Apartment Stock North of Ridgeway Avenue:

- Focus on core area will put pressure on existing stock of affordable rental accommodation
- Does not address rental building need for replacement at the end of life cycle
- Inhospitable large rental apartment blocks north of Austin remains intact
- Limited change to blue Mountain apartment zone (could be slowly redeveloped buildings are getting old)
- Limited changes to strata and rental properties
- Not enough change to apartments north of Austin/Ridgeway
- What will happen to affordable/rental housing currently in areas identified for development?

Other Housing:

- Not enough high density
- Does not extend to periphery
- Doesn't acknowledge the existing trend toward (illegal) new multi-suite dwellings that are replacing single family homes
- Concerned about the cost of higher density housing impacting the affordability of the area.
- Less opportunity for redevelopment of aging buildings north of Austin
- Limited tower use may seem out of place
- Maybe tallest buildings should run along King Albert
- 6 storey towers

Commercial:

- Commercial is reduced
- Loss of commercial
- Need to increase commercial area not reduce it
- Needs to include an increase in commercial and professional space to support development
- Reducing commercial
- Reducing commercial will not meet the demand of a growing neighbourhood
- Reduce commercial
- Street experience is an important factor if density is off the street or not easily viewable (trees and set off) would be great

Mid Block Crossings:

- No new Austin crossings
- No new crossing – too dangerous already again – not more traffic lights but more pedestrian controlled crossing needed
- No new crossings
- No new pedestrian crossings

Roundabouts:

- I am truly against "round-a-about!"
- Ridgeway roundabouts
- Roundabout
- Roundabouts
- The use of roundabouts
- I am truly against "round-a-about!"

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario B cont'd/

Comments on Elements Community Members Liked **Least** cont'd/

Traffic, Transportation and Parking:

- Concern about traffic calming (a lot of seniors and young families live in the proposed area)
- Concerned a bit about traffic flow, and change the traffic patterns with the roundabout
- Does not address parking requirements created by increase density and traffic
- Does not use back in parking!!! People are not patient enough for this back in parking is the stupidest most confusing concept event!!!
- Needs more parking
- Back in angle parking

Other:

- It's more than A
- Civic spaces/public plazas (has not worked e.g. in Port Moody on Queen street)
- Design for Austin and Ridgeway is not as attractive as Scenario A
- Fire hall will be removed
- Preserves less of "community for living feel"
- The cost – for our taxes
- The idea of losing a hardware store
- Would like more trees on Austin – much like Concept A

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario C

Comments on Elements Community Members Liked Best

Density:

- Density
- Density but would like to combine with a stronger streetscape
- High density
- High density housing
- Higher density means (hopefully) better transit, more services in the neighbourhoods
- Highest density
- Concept C with higher buildings facing Austin could allow incentives for greater setbacks allowing through traffic as well as generous pedestrian access and aesthetic enhancements. (I have had a change of heart from no median).

Housing Choices in Single Family Neighbourhoods:

- Creative ideas for residential area – duplex coach bike path over the creek houses
- Enables housing redevelopment on periphery
- Greater variety of housing over a greater area
- Housing choices
- I like that it allows for some changes on housing changes in the periphery
- New housing choices in surrounding areas
 - Single family area is good

Other Housing Comments:

- It has the highest density
- Landmark tower at Austin and Blue Mountain
- Like the six storey mid-rise tower and townhouses
- Likely enhanced transit due to higher density population
- Live where you work concept
- Low rise density buildings
- Provides more affordable housing
- Use high rises for retail (ground floor) and other businesses (2-4 ABOVE)
- Use of slope – though overall heights seems too high
- Varying heights of buildings
- Mix of commercial/residential
- Mixed use along Austin and Ridgeway

Scale of Change:

- Bold vision to enhance vitality of Austin Heights while also taking serious steps to accommodate projected population growth in an environmentally friendly way
- Bold, aggressive, "BIG"! all density needs covered quickly
- Change of large area
- Comprehensive large scale plan
- Extensive renewal opportunities
- Major redevelopment of prime location
- Promotes dramatic changes – revitalization
- Seems to develop the area the most

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario C cont'd/

Comments on Elements Community Members Liked Best cont'd/

Scale of Change cont'd/

- Changes to apt area north of Ridgeway
- Eradicating massive lower-income rental apartments north of Austin while fostering broader spectrum of housing types/affordability
- Included from Austin to King Albert for higher density
- Openness to residential renewal throughout higher density mid-rise form
- Redevelopment north of Austin
- Zoning needs to be in place so that there is incentive to replace buildings that have come to the end of their practical life. Existing buildings are not energy efficient and in many instances do not meet modern safety considerations. Consideration of accommodation for larger families and affordability is still very important.

Commercial:

- Growth focus in the core area
- Growth focused on core
- Maintain commercial area
- Focused on both Austin and Ridgeway and the surrounding areas, they didn't leave anything out
- I like the commercial focus
- It provides a great shopping destination that will enhance the already good shopping!
- It will make an already good neighbourhood greater!
- Increased commercial/residential density on Austin/Ridgeway
 - Use high rises for retail (ground floor) and other businesses (2-4 ABOVE)

Centre Median on Austin Avenue:

- Centre median blvd between along Austin
- Centre median boulevard on Austin
- Planted median
- The median and the special paving give the area a uniqueness that would make people want to come back.

North/South Connections/Greenways:

- 2 pedestrian N/S pathways
- Greenways are good
- Improved north-south connectivity
- North/south pedestrian connectivity
- North/south pedestrian pathways
- North/south pedestrian pathways/greenways throughout core and across Austin (very much appreciate the one between Austin and Ridgeway)
- North-south greenway/pathways
- Open space greenways
- Pathways and greenways connecting open spaces
- Pedestrian pathways
- Pedestrian pathways
- Walkway – north/south pedestrian pathways throughout the core
- Walkways are a good idea

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario C cont'd/

Comments on Elements Community Members Liked Best cont'd/

Mid Block Connections:

- Good ideas for pedestrian crossings between Marmont and Austin
- Increased mid block connections across Austin
- Increased pedestrian crossings
- Mid block pedestrian connections
- Mid block south crossing for pedestrians
- Mid-block connections along Austin
- Mid-block crossings
- More crossings and maintained commercial
- More pedestrian crossings
- Mid block crossings improve safety and encourage multiple shop pedestrian excursions

Woonerf – shared street:

- Shared street
- Shared street – woonerf
- Shared street concept.
- Shared streets for pedestrians and vehicles
- Woonerf
- Woonerf concept seems interesting
- Woonerf for one block of Ridgeway
- Woonerf on Ridgeway
- Woonerf!
- Roundabout
- Woonerf looks great but could be the full 3 blocks of Ridgeway and incorporate Concept B traffic circles, civic spaces and plazas for spectacular experience
- Would it also be possible to extend this Woonerf concept along Nelson from Charland to King Albert and Blue Mountain Park? Totally connecting the dense residential north and south of Austin with the commercial space and all areas with recreational space. This would greatly increase the neighbourhood's capacity for special events and festivals with a natural connection from Ridgeway to Blue Mountain Park.

Active Pedestrian Streets/Frontages:

- Active frontages along retail/streets
- Active pedestrian streets
- Active pedestrian streets
- Activity frontages on retail streets

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario C cont'd/

Comments on Elements Community Members Liked Best cont'd/

Other

- Best opportunity for success from an economic development perspective
- Daylighting Nelson Creek
- I don't like much about it at all
- Increased pedestrian friendly and concept of the neighbourhood
- It has the highest density
- Landmark tower at Austin and Blue Mountain
- Like the six storey mid-rise tower and townhouses
- Likely enhanced transit due to higher density population
- Live where you work concept
- Low rise density buildings
- My favourite of the designs
- Nothing
- Only streetscape on Ridgeway – otherwise don't like this concept at all
- Pedestrian streets
- Provides more affordable housing
- Ridgeway Ave streetscape/open spaces and pedestrian realm
- Space and smaller blocks
- The cost
- This is very pedestrian friendly with more connectivity and active streets as well as greenways
- Use high rises for retail (ground floor) and other businesses (2-4 ABOVE)
- Use of slope – though overall heights seems too high
- Varying heights of buildings
- We like that all of Austin Heights is upgraded
- Will promote enough change to make renewal of Austin Heights a success
- Improved streetscape on Austin/Ridgeway
- Open space, pedestrian friendly and trees
- Ridgeway trees
- The use of trees
- Mix of commercial/residential
- Mixed use along Austin and Ridgeway
- Effort to preserve views
- View corridors
- Views

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario C

Comments on Elements Community Members Liked Least

Density/Towers:

- 30 & 33 storey towers
- Changes too much - too extreme
- Density
- Density and building height too ambitious
- Density if it changes the neighbourhood feel
- Density is concentrated in too small an area
- Dislike idea of 20-30 storey buildings
- Don't think towers should be concentrated on either side of Austin Avenue
- Drastic density increase - too much North Road/Lougheed
- Not crazy about a lot of high-rise structures
- Number of high density buildings
- Too aggressive - too high, would change the "feel" of the area too much
- Too high density
- Too high density
- Too high density - no mix use
- Too many high towers would dominate this area
- Too many high-rises
- Too many high-rises
- Too many tall buildings, potentially blocking this skyline
- Too many towers
- Too many towers - 2-4 is enough
- Too much change
- Too much density
- Too much density (residential and commercial)
- Too much density attempted
- Too much density concentration
- Too much high-rise - blend with low and townhouse/coach house development
- Too much increase in density in surrounding neighbourhood
- Towers of 30 storeys
- Towers on to of 4 storeys mixed use buildings
- Traffic from 'east' will be blocked and impeded
- Very high density concentrated in one area
- Way to much high rise towers
- Worried about the impact of high-density neighbourhood on Maillardville
- It's a lot of density in a small area which could make it feel over+B72whelming which you're walking on Austin
- There are a lot of high-rises which makes it feel more like downtown and loses some of the character Austin has
- Too aggressive - too high, would change the "feel" of the area too much
- Too drastic density increase – too much like North Road/Lougheed
- Too many towers.
- Too much density.
- Too much high-rise - blend with low and townhouse/coach house development

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario C cont'd/

Comments on Elements Community Members Liked Least cont'd/

Density/Towers cont'd/

- Buildings higher than 12 floors
- Focus on all high-rises - need mixed heights
- Get rid of high-rises
- High apartments
- High density - high-rises west of Blue Mountain
- High density residential 6 storey or mid-rise tower
- Higher buildings block sun on north side
- High-rise developments and the increase of traffic
- High-rises means condos which price people out of the area they grew up in
- Six storey buildings
- Tall buildings - 6 storey towers
- Tall buildings across from Blue Mountain Park and or school on King Albert would be better
- The proposed combination of mid to high-rise opposed
- Make it pedestrian and bike friendly
- Pedestrian realm - not realistic/practical
- Too congested
- Traffic on Austin and more transit less cars
- With high density there doesn't appear to be enough emphasis on pedestrian access
- Would require traffic bypass corridors to handle volume
- High-rises – never sufficient parking for visitors
- High-rises – Especially if placed where they block the view from houses that paid for the view

Housing Related Comments:

- Affordable housing has a place here?
- Concrete high-rises with no neighbourhood character
- Concrete product means higher prices
- Doesn't address residential infill
- Lack of housing choices infill as well as changes on Austin & north of Ridgeway
- Large scale redevelopment could force existing residents out of the only area where they can afford to live
- Not enough additional housing on the periphery
- Not enough border of duplex houses between single family homes
- Redevelopment of low income apartments north of Ridgeway
- Worried that apartments will be torn down for this development
- Affordable housing has a place here?
- Doesn't address residential infill
- With people up so high in buildings you don't get the eyes on the street feeling
- Residential area is too big and wide

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Neighbourhood Design Scenario C cont'd/

Comments on Elements Community Members Liked **Least** cont'd/

Woonerf:

- A Woonerf (road death trap)
- Woonerf - shared street - should be done for all 3 blocks of Ridgeway and roundabouts too
- Woonerf (better to keep traffic off street altogether)
- Woonerf on Ridgeway

Other:

- Coquitlam is not loaded with money
- Doesn't tie in with Maillardville "the French connection"
- Effort to preserve views
- Everything
- Ineffective development of Ridgeway. It was dwarfed by the buildings on Austin Avenue
- Killing the community concept
- Less neighbourly than B
- Maintained commercial development
- May bring too many people to the area
- May scare residents into clinging to the status quo
- Missing public places/roundabouts
- No consideration given to greenspaces (not 'greenways')
- Not a Town Centre
- Potential overuse of existing parks environmental impact
- Prefer "B" for use of Ridgeway
- Shared street on Ridgeway - can't work - SUV in on-street parking?
- Sightlines restricted "canyons" created
- Too dependent upon large land assemblies
- Will destroy a nice community
- Will overpower the rest of the neighbourhood
- Great if Coquitlam was loaded with money, but this area is a family-working man area, NOT South Granville.
- Ineffective development of Ridgeway. It was dwarfed by the buildings on Austin Avenue
- It is more involved and has a longer goal to be achieved
- Less neighbourly than Concept B
- Maintained commercial development
- No consideration given to green spaces

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Elements not shown in the three concepts you would like to see in a preferred plan for Austin Heights:

Commercial Area:

- Encourage better commercial mix on Austin (no more convenience stores)
- Provision for restaurants to develop outdoor eating areas on the street
- Restaurants to offer outdoor dining in front, rear or on roof-tops for views
- Patio dining along sidewalks
- The types of stores that would be on Austin, it could be retail or more market space
- A renewed concept emphasizing small businesses and one anchor grocery store with underground parking
- Mixed-use on Austin to create vibrancy
- Concentrate commercial/retail space to reduce a sprawling strip impression
- The status of existing businesses (i.e. Rona, John B)
- What happens to the existing business (i.e. gas stations, Rona, John B Pub)
- Larger stores
- 2 storey retail commercial under residential to maintain and expand community based living/working opportunities
- Awnings and licensed and non-licensed outdoor eating and retail possibilities. (In the Montreal mode)

Housing -Affordable Housing:

- Subsidized/affordable housing.
- Affordable housing for low income people.
- Maintaining and improving rentals for people who don't qualify for assisted rent, but also can't afford to buy.
- More affordable so young families will move here
- Housing to include a high percentage of single level accommodation, as the senior population increases
- Must have more affordable rental housing
- Maintain affordable rental units between Ridgeway and King Albert
- Increase the amount of affordable units
- Affordable housing for low income families
- Increase the amount of affordable housing units
- Essential that at least the same amount of affordable rental housing be available after redevelopment as before
- Improvements to the area will increase the rents in affordable rental units between Ridgeway and King Albert and can't afford higher rent
- Keep the changes to commercial uses only to not affect existing affordable rental units
- Co-op housing for seniors and low incomes
- Senior housing
- Some senior housing
- Senior designated buildings
- Consider affordable housing for low-income families.
- Special senior designated buildings
- Non-profit housing for individuals with disabilities and seniors

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Elements not shown in the three concepts you would like to see in a preferred plan for Austin Heights cont'd/

Housing – Other:

- Hotel/residential redevelopment
- Go for townhomes before duplexes
- Keep the big apartments back west
- High-rise buildings on the lower grade of King Albert between Gatensbury and Marmont
- Townhome zones to attract a larger project
- Extensive infill housing choices
- New housing choices along the creek on LeBleu Street
- Duplex/Triplex and lane way carriage houses in the single family neighbourhoods
- Tall buildings across from Blue Mountain Park
- Mid-rises with proper open spaces, walkways and view corridors
- Mixed use housing (i.e. affordable housing/supplemented rental suites should be incorporated within each new building as opposed to a free standing affordable housing unit
- Apartment area north of Ridgeway - new construction could be full block comprehensive to provide plazas and walking access between buildings
- Don't knock down good apartment buildings that are in good shape

Public Realm:

- There seems to be an overall lack of "green space"
- Add more public/streetscape to Ridgeway
- Special character street lighting on all the "character" streets.
- Brick-type pavers for roads and sidewalks instead of asphalt and concrete.
- Small park and water feature
- Farmer's market and water features
- Space for community gardens
- Central pedestrian square/gathering place
- Add more public/streetscape to Ridgeway
- Pleasant pedestrian street scene with benches, plants and some kind of roof symmetry
- A pleasant pedestrian street scene – benches, plants
- The sidewalk width and if there would be benches or artwork
- Don't see the "creation" of a neighbourhood. Seems too disjointed. Need a central community area(s) where people can interact
- Improved streetscapes on Austin
- Outdoor exercise equipment on pedestrian area through ways
- Plant trees to make the sidewalks more green and friendly (and shady)

Traffic, Transportation (Bike, Drive, Walk):

- More parking for commercial areas (i.e. Safeway/Rona)
- Transit service (i.e. no routes north-south on Marmont)
- Elimination of some existing traffic lights
- Crosswalk on Marmont to connect Ridgeway
- Make Austin an attractive street to walk, not drive
- Public transit between Maillardville and Austin
- Approach transit to establish Austin and Nelson as a route timing point to ensure 'set time' service in this busy corridor
- More space at bus stops

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Elements not shown in the three concepts you would like to see in a preferred plan for Austin Heights cont'd/

Traffic, Transportotion (Bike, Drive, Walk) cont'd/

- Shelters at bus stops
- Business-supported small transit option to encourage people to shop locally
- Traffic calming
- Traffic flow proposal for all three concepts
- Car-free area for a market
- Back in parking to increase capacity
- Parking and traffic study
- Parking and Traffic Study
- Plenty of free parking for shoppers. Many avoid areas where parking is non existent or a big hassle or expensive or having to run out in the middle of a restaurant meal to feed a meter. That was one of the reasons people moved out to the suburbs from Vancouver.
- Bike lane on Austin
- Bicycle lanes on the bike routes
- Include blocks of shopping with no cars
- Bus service to and from Austin/Blue Mountain to Dogwood Pavilion and Library (No. 152 Route was changed)
- Elevated pedestrian walkways across Austin to enable safe crossings and improved east-west traffic flow
- Linkage to developments in Burnaby along North Road
- Decreasing road speed along Austin to 30 km/hr
- Roundabouts on Ridgeway
- Extra pedestrian crossings across Austin
- Better pedestrian linkages between the core area and other community amenities (Poirier complex)
- Better pedestrian linkages between all of the core area and other community amenities (i.e. Poirier complex)
- Sidewalks throughout the Austin heights neighbourhood
- Encourage and enforce off street parking as requirement for increased density
- Pedestrian/cyclist corridor over Como Creek as a natural connection between Centennial School and the commercial area.
- Enhancing King Albert in the same way as 800 and 700 blocks of Rochester (also making a good link to Nelson Woonerf).
- A pleasant, less busy, walk-able access for high density residential to Poirier seniors and recreation facilities.
- Make the bus route (e.g. 152) go straight along Austin so that people who live far get home faster (?)
- Dón't put stop more stop lights....join commercial blocks together so there are less left turns and stop lights in that area (the commercial area of Austin).

Environmant:

- Protect trees and vegetation
- Storm sewers and draining to prevent basement flooding
- Trees are very important and although they were in drawings they weren't talked about
- A policy encouraging natural drainage in single family areas - limiting off street paving in favour of permeable surfaces. This may also be encouraged for parking lots (Marine Way Mall in Burnaby) and alleys.

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Elements not shown in the three concepts you would like to see in a preferred plan for Austin Heights cont'd/

Other:

- Location of fire hall
- Mail-outs to keep area residents updated on process
- An amusement park
- Put disc golf course in the tree section of Blue Mountain Park....and get some design input from people who know about the sport
- Designated heritage buildings
- Would like to see an emphasis on "green" architecture and development in the area
- The other 2 corners on Blue Mountain and Austin – need to see that corner looked at as a whole
- Refitting/recycling existing development (why replace functional structures?)
- Civic presence in the form of theatre/library/community centre on Austin
- Funding Plan
- Leadership and direction from City – purchase some existing property to expand parks and facilities
- Gradual changes over time
- Protect the heritage aspect of the area
- Design Guidelines for new buildings to incorporate with existing buildings
- An international corner for the growing ethnic population
- Adding water features to landscapes
- Provision for community policing
- A more detailed summary of density
- Community services and non-profit organizations with subsidized space
- Child care must be included in the plan with increased density
- Good street art
- I am still interested in seeing a move to flexing on construction guidelines to allow for green roofs and rooftop gardens to increase liveability and sustainability
- I am very pleased to see the city move forward to changing the zoning in the area to allow commercial/residential buildings with higher numbers of floors, etc. I can't say I am dramatically more in favour of one or the other, as a property/building owner for over 30 years on Austin, I would probably be happier with a plan that would allow more floors to buildings. Our area is a geographically ideal area, close to the freeway, no bridges to cross over, in the geographical centre of the lower mainland. So what the city is moving forward with will only enhance the area, and allow more people to enjoy Austin Heights.

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Comments received prior to the Open House:

E-mail One:

I received in yesterday's mail the latest Austin Heights Neighbourhood Plan circular, this one setting out the three "future neighbourhood design scenarios".

I am writing to just say how disappointed I am in the decisions being made concerning the neighbourhood I live in. I grew up in a townhouse on Howie Avenue in the 1970s and 1980s and then moved back to a rental apartment on Howie Avenue in 2004.

"Opportunities for higher density apartments on King Albert Avenue in the area directly facing Blue Mountain Park" and "Six storey residential apartments in the area bounded by Ridgeway Avenue, Blue Mountain Park, Gatensbury and Blue Mountain Streets" simply means changing the zoning to encourage the tearing down of the existing somewhat affordable three-storey rental apartments and replacing them with condominiums.

I am quite disappointed the City is going through a pro forma consultation with the community with the end result being the destruction of moderate income housing.

I have faith that our elected officials and the staff working on researching and planning the proposed re-development of Austin Heights have the best interests of the existing community and the residents at heart. I have faith that the investment of time and money will be well spent.

E-mail Two:

I am unable to attend the public forums at the Dogwood Pavilion and Legion today.

However I would like to speak for the residents of the affected area and Central Coquitlam at large. Whatever happens in one area will affect the neighboring community.

Many of us moved to this area to escape the density of major centers years ago. Progress must be allowed and is necessary, but we are hopeful that the progress is made after serious consideration of the community and the people who built it.

Central Coquitlam has always been a place you can find space, nature and a neighborhood you feel safe in. It is the last area in the Lower Mainland (not separated by bridges) where you can enjoy a lifestyle that has been lost to development in other areas of Coquitlam. CC is central to three major shopping and town centers (Lougheed, Coquitlam Centre and Guildford) as well as neighborhood shopping areas. This area still offers cleaner air, soil and water quality than higher density areas. High density options already exist in Coquitlam, Burnaby and Port Moody if that is the housing choice someone is looking for. The transit routes existing and planned will already service these areas.

I ask that while you are considering options for Austin Heights you consider the real needs of our long time residents. There is not a high-rise between Rochester, Como Lake, Guilby and Mariner. We like it that way - that is what is attractive about our community. Any changes to the housing options should take in to consideration the needs of the existing residents. As we age we need ranch style townhouses in developments similar to those available in Maple Ridge and Langley. Currently the only option for a resident who cannot care for their house and yard is an apartment or the townhouses on Bromley and Crawley. We are forced to move from the area or give up our ability to grow a garden and continue family gatherings in our own home.

I ask that you consider the affect on long time residents of Austin Heights. Where will the people who currently live in the community move to?

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN - JUNE 4, 2009 OPEN HOUSE COMMENTS

Comments received prior to the Open House cont'd/

E-mail Two cont'd/

Everybody agrees that Austin Heights from Blue Mountain to Gatensbury needs improvement. I respectfully ask that the Official Community Plan be adhered to as much as possible. Improve the area, make it more pleasing, increase the density for residential and commercial but please consider the long term affect on the residents. Try not to displace the people who live there and use the opportunity to improve the quality of life socially, economically and most importantly environmentally.

I am sure that everybody involved has good intentions. Please consider the re-development from a scientific point of view rather than an economic point of view. The higher density will be economically successful; however the social and environmental costs just might not be worth it.

March 19, 2010

Our file: 08-3360-20/08 014065 RZ/1

Doc #: 898449.v1

To: City Manager

From: General Manager Planning and Development

Subject: **Austin Heights Neighbourhood Plan – Progress Report No. 3**

For: **Land Use and Economic Development Standing Committee**

Recommendation:

That Council:

1. Receive the Austin Heights Neighbourhood Plan (AHNP) Progress Report No. 3 of the General Manager Planning and Development dated March 19, 2010;
2. Provide any comments regarding the preferred draft conceptual land use plan for the neighbourhood core;
3. Authorize staff to seek public input on the preferred draft conceptual land use plan for the Austin Heights neighbourhood core as outlined in the AHNP Progress Report No. 3.

Report Purpose:

The report outlines the progress to date on the Austin Heights Neighbourhood Planning process and provides Council with the recommended preferred draft land use concept for the neighbourhood core.

Executive Summary:

The Austin Heights Neighbourhood Plan (AHNP) is being developed through a comprehensive public consultation program and technical review of market demand related to housing, retail and office sectors as well as transportation, parks, environmental and urban design considerations. The draft conceptual land use plan for the mixed use, high density core is the focus of this report.

The key components of the draft plan will include a high density, mixed use commercial core, and opportunities for small scale housing choice types that would be appropriate in the low density residential areas outside the core. As reported to the March 8, 2010 meeting of the Land Use and Economic Development Standing Committee, work to determine the appropriate types and locations for housing choices is continuing in tandem with the AHNP planning process. Policy, regulatory provisions and design guidelines will be incorporated into the final AHNP.

Subject to Council feedback and public review of the preferred land use concept, the draft concept will be further refined. The draft conceptual land use plan and the supporting policy framework will then be forwarded to Council by the end of July for consideration of first reading. The AHNP supports the City's goals expressed in both the 2006 Corporate Strategic Plan and the Citywide Official Community Plan to support a growing and changing population by strengthening established neighbourhoods and commercial areas.

PWS

Background:

Council endorsed a four-phased process and associated public consultation program to develop the AHNP on December 8, 2008. This process is currently in Phase 4: Developing Preferred Option and Final Consultation (Spring/Summer 2010). Attachment 1 highlights the Neighbourhood Plan Boundary.

A community-based consultation process and detailed technical review which includes housing, retail, office, transportation, commercial, parks, environmental and urban design analysis supports the development of the preferred land use plan.

The draft conceptual land use plan was developed through a consultation process which included an all day design charette during which the Public Advisory Group (PAG) comprised of residents, businesses, property owners and other key stakeholders, worked with staff and the project consultants to develop three land use scenarios for the neighbourhood. The larger community was provided with the opportunity to review and comment on the scenarios during a Public Open House. This public input, along with feedback from Council and a technical review of the best elements of each neighbourhood scenario were used to shape the draft conceptual land use plan. A full copy of the draft preferred plan concept is available in the Councilor's lounge and publicly on the project website through the following link:

www.coquitlam.ca/austinheights.

Draft Conceptual Land Use Plan Overview (Attachments 2, 3 and 4):

The draft conceptual land use plan for the Austin Heights Neighbourhood envisions a place that:

- Responds to the longstanding community desire for an attractive, walkable public realm in the commercial core.
- Is a compact and complete neighbourhood which provides a mix of land uses including housing, jobs, education, shopping, daily services, culture and recreation;
- Encourages transit, walking and cycling for people of all ages;
- Supports and enhances the existing retail district through the creation of significant additional residential capacity (up to an additional 5,000 people).

Key Elements of the Draft Conceptual Land Use Plan:

The draft land use concept seeks to re-energize and revitalize the neighbourhood by creating a distinctive neighbourhood centre and a vibrant public realm through redevelopment and key elements include:

Key Elements of the Draft Conceptual Land Use Plan cont'd/

Mixed Use Commercial Core:

- **High Density Mixed-Use Core** – providing opportunities on Austin and Ridgeway Avenues for a range of ground-oriented retail with office and residential uses located above;
- **The Introduction of a Residential Population to the Commercial Core** - the introduction of high-rise residential towers (3.5 Floor Area Ratio [FAR] bonused up to 4.0 FAR) in the commercial core provides the area with an increased residential base to further enhance the economic viability of neighbourhood businesses;
- **Building Form** – tall, slender, well-spaced high-rise residential towers with two- to four-storey podiums of commercial (retail and office) with residential above will ensure that there is adequate light, air, access and views from units and the surrounding neighbourhood.

Retaining the Existing Medium Density Apartment District – the area (between King Albert and Ridgeway Avenues and Blue Mountain Street to just east of Gatensbury Street) is currently comprised of well maintained, three-storey wood frame strata titled and purpose built rental apartment buildings. This area broadens the range of housing choices for residents while providing a natural transition between the high density core and the surrounding single-family neighbourhoods.

Housing Choices – explores opportunities to introduce innovative, small scale housing choices in the low density areas of the neighbourhood. The range of housing types being considered by the community includes multiple family conversions, coach housing and attached two- to four-unit multiplexes (Attachment 5) with the goal of ensuring improved neighbourhood livability, enhanced neighbourhood character and the promotion of pedestrian-oriented design.

Public Realm Features:

- **A Return to “Main Street”** – a pedestrian-oriented streetscape is created by ground level retail stores fronting the sidewalk and the streets of the commercial core and is further defined by a three- to four-storey street wall on Austin Avenue and a two- to three-storey street wall on Ridgeway Avenue.
- **The Pedestrian Experience** - a pleasant pedestrian experience and attractive public realm is created by setting the towers back from the podium base, and through the provision of street trees, coordinated street furniture and paving treatments.
- **Pedestrian Plazas and Walk-throughs** framed by adjacent buildings with residential and active ground floor uses provide north-south connectivity through the neighbourhood and opportunities for people to sit, eat, walk, shop and celebrate.

Public Realm Features cont'd/

- **Ridgeway "High Street"** – a one block section of Ridgeway Avenue is distinguished from Austin Avenue by the creation of a shared street with pedestrian priority.

Financial Considerations:

The technical analysis and public consultation program associated with the neighbourhood plan process has been funded through the City's approved annual budget. Future capital and operating costs associated with implementing the proposed neighbourhood plan will be identified through the City's budget process.

Next Steps:

The draft neighbourhood land use concept was well received by the PAG at its March 11, 2010 meeting. The PAG review will be followed by a Public Open House in late April which will be advertised in newsletters sent to local businesses, households and other property owners as well as in the local newspapers and community facilities. After the review process, the land use concept will be further refined and the supporting policy framework developed. It is timely for the City to seek public input on the draft recommended land use concept to enable a revised plan to be returned by the end of July for Council's consideration of first reading and referral to Public Hearing.



J.L. McIntyre, MCIP

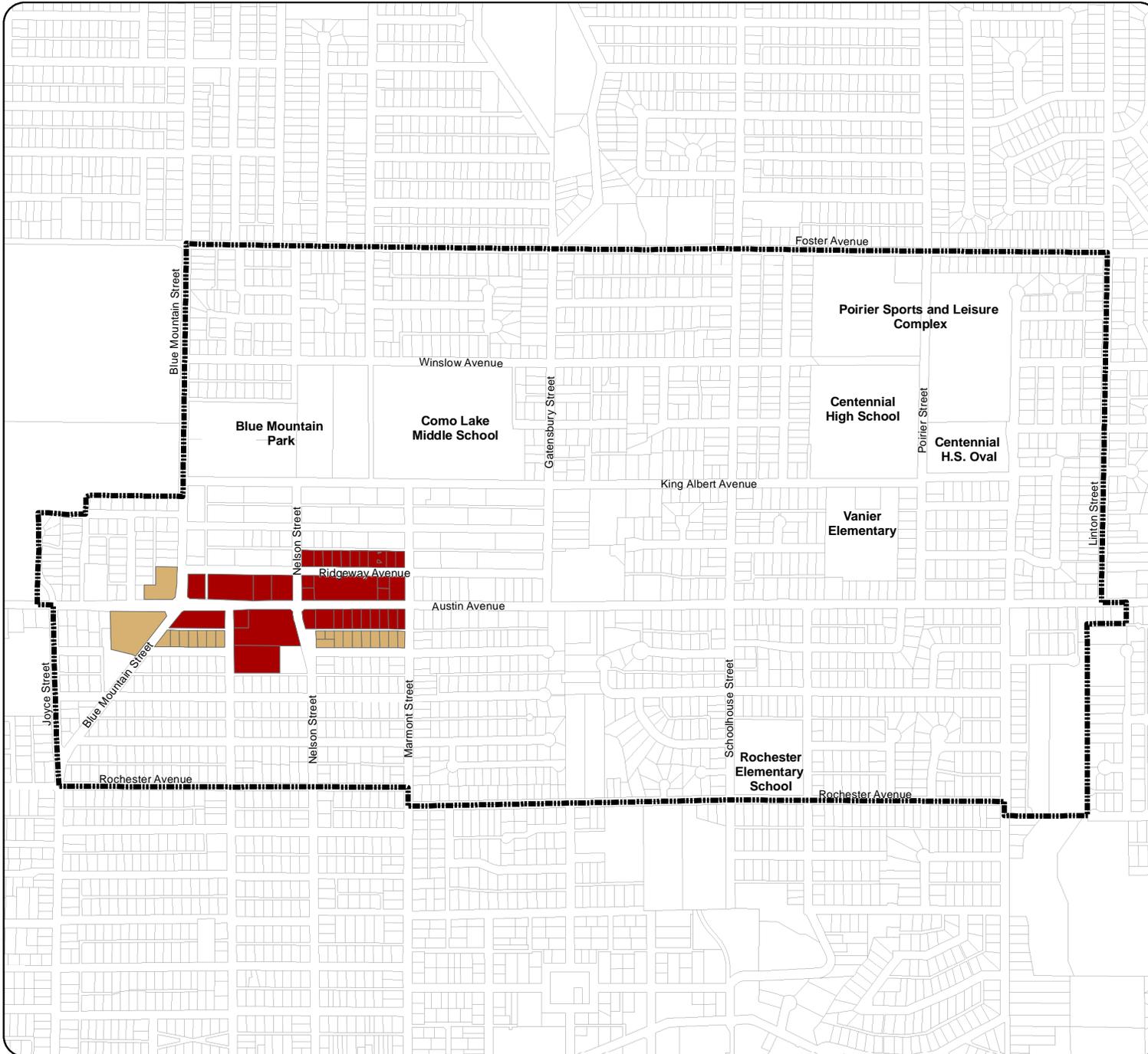
NC/lmc

Attachments (Doc # 897154):

1. Neighbourhood Plan Boundary
2. Preferred Concept – Overview
3. Land Use and Built Form
4. Illustrations
5. Housing Choices

This report was prepared by Nadia Carvalho, Community Planner and reviewed by Rob Innes, Manager Community Planning.

Attachment 1 - AHNP - Neighbourhood Plan Boundary



Austin Heights Neighbourhood Context Map

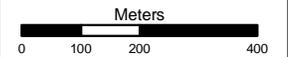
LEGEND

 Austin Heights NP Boundary

Proposed Land Use Changes Core Area

 To Medium Density Apartment

 To High Density Mixed Use (Commercial / Residential)



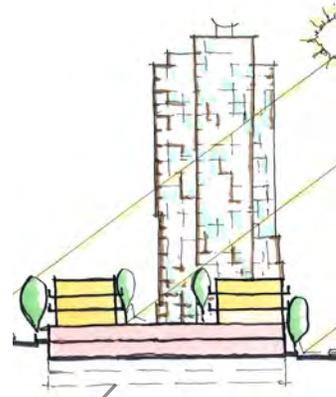
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Date Created: March 15, 2010

Map Projection: UTM Nad1983
Prepared By: Planning & Development
Source: City of Coquitlam



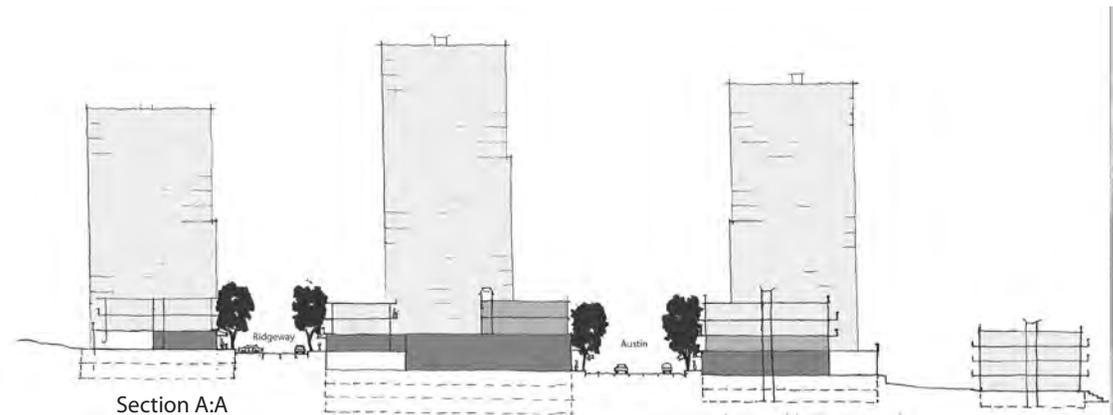
Attachment 2 - AHNP - Preferred Concept - Overview



Attachment 3 - AHNP - Land Use and Built Form



-  High Rise Building
-  Medium Density Apartment
-  Townhouses on Commercial/Retail Podium
-  Potential for 4 story Commercial/Office

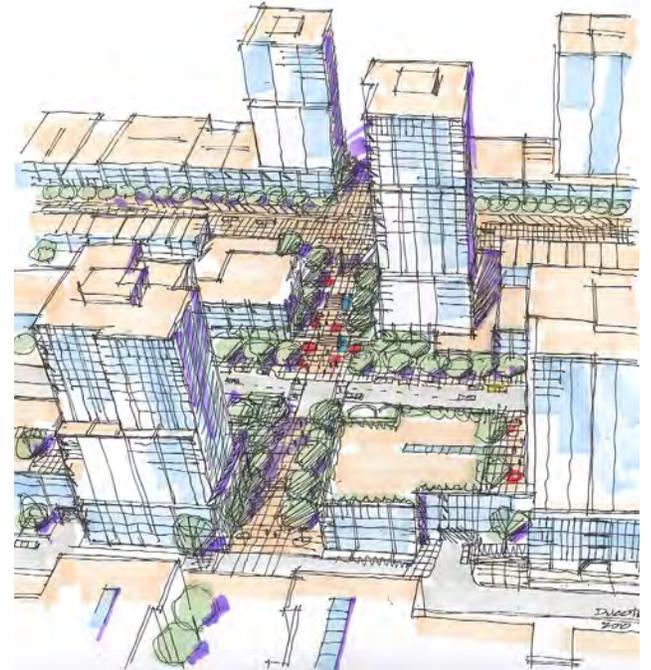


- Mixed Use 3.5 FSR (4.0 FSR Density Bonus)
- Medium Density Apartment

Attachment 4 - AHNP Illustrations



Ridgeway Avenue - A Special Street

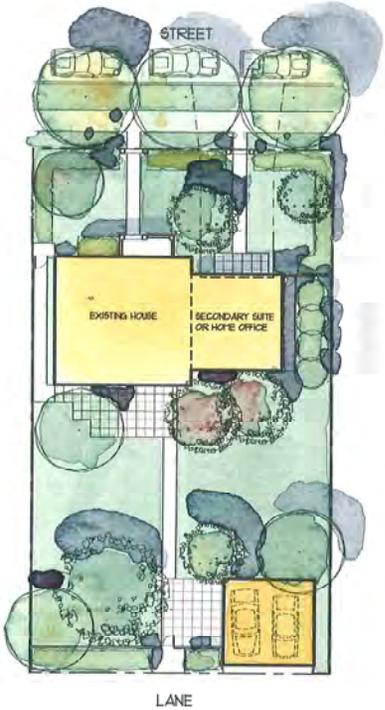


Austin Plazas



Austin Avenue at Nelson Street looking East

Attachment 5 - Housing Choices - Secondary Suites, Duplex Housing, Multiple Family Conversions



Attachment 5 - Laneway Housing, Coach Housing



Attachment 5 - Housing Choices - Four-plexes, Row Housing, Cluster Housing



April 9, 2010
File No.: 08-3360-20/08 014065 RZ/1
Doc #: 900955.v1

To: City Manager
From: General Manager Planning and Development

Subject: Austin Heights Neighbourhood Plan (AHNP) – Response to Committee Question Regarding the Proposed High Density Mixed Use Area Boundaries

For: Land Use and Economic Development Standing Committee

Recommendation:
That Council provide direction to staff regarding the boundaries of the proposed high density mixed use commercial core area for Austin Heights considering the options set out in the April 9, 2010 staff report.

Report Purpose:
The purpose of this report is to clarify the rationale behind the proposed boundaries for the high density, mixed use commercial area in Austin Heights in response to a question raised at the March 22, 2010 Land Use and Economic Development Standing Committee meeting.

Executive Summary:
The draft conceptual land use plan for the commercial core of Austin Heights was presented to the Land Use and Economic Development Standing Committee on March 22, 2010. The key components of the draft plan include a high density, mixed use commercial core, and opportunities for small scale housing choice types that would be appropriate in the low density residential areas outside the core.

The focus of this report is to provide additional discussion regarding the rationale for the proposed boundaries. Three options for extending the boundaries are outlined in this report.

Subject to Council feedback and public review of the preferred land use concept, the draft concept will be further refined. The draft conceptual land use plan and the supporting policy framework will then be forwarded to Council by the end of July for consideration of first reading.

Strategic Goals:
This report supports the City's strategic and corporate goals to support a growing and changing population by strengthening established neighbourhoods and commercial areas.



Background:

The Land Use and Economic Development Standing Committee (LUEDC) requested staff to report back on the following question:

Should the High Density Mixed Use Commercial Designated Area be expanded to include additional areas along Austin Avenue between Nelson and Gatensbury Streets plus the north side of Ridgeway Avenue between Nelson and Blue Mountain Streets?{Attachment 1}

The recommended development concept which was presented to LUEDC on March 22, 2010 was based on previous Council and public feedback, a technical review of redevelopment options and the following factors:

- The high density commercial core was concentrated into a compact node to focus redevelopment efforts and link associated public realm improvements sooner. This core, once established, could be expanded in the future.
- Focusing the high density development in a three block core along Austin Avenue will also seek to avoid the visual impression of a linear corridor of towers extending from Blue Mountain Street to Gatensbury Street, which was a concern raised during earlier discussions with Council.
- The draft land use plan also strives to balance the expanded market capacity needed in Austin Heights to support a vibrant commercial core without drawing future residential development away from Coquitlam's other growing neighbourhoods such as Maillardville, Lougheed and even City Centre.
- The capacity proposed in the draft concept still helps support the creation of new retail space while enhancing the performance of the existing retail space.
- Limiting the extent of change on Ridgeway Avenue retains existing affordable home ownership and rental housing units. The block in question is located between Nelson and Blue Mountain Streets and contains the following uses (from west to east): a small market and recycling bottle depot, a 21-unit rental building, 33-unit strata building and the Royal Canadian Legion. With the exception of the bottle depot which is five years old, the remaining buildings are approximately 25 to 30 years old and appear to be well maintained. Current general MLS asking prices for the strata-titled units in this medium density apartment area range from \$220,000 to \$280,000 and require household incomes which range from \$58,000 to \$71,000.

Options to Expand High Density Commercial Area:

Potential options for extending the boundaries of the high density mixed use core have been outlined for Council consideration:

1. Expand the high density mixed use commercial area to include Area 1 on Ridgeway Avenue – (between Nelson and Blue Mountain Streets)

Pros:

- Provides continuity of uses between the proposed Ridgeway Avenue “High Street” located one block to the west and the neighbourhood plan boundary at Blue Mountain Street;
- Allows opportunities for some high density housing to be located on this quieter secondary street;
- Provides additional opportunities for commercial floor space.

Cons:

- Increases the total number of units in the draft concept by approximately 250 units and 500 people and represents a 10% increase in the number of people over the 5,000 people estimated by the housing market capacity – medium growth scenario;
- Threat of potential loss of well maintained, 25 year old affordable strata-titled and rental housing stock;
- The development densities required to trigger redevelopment in the commercial core (a gross floor area of 3.5 times the lot area) may not be high enough to encourage redevelopment of existing medium-density apartments.

2. Expand the high density mixed use commercial area to include Area 2 on Austin Avenue – between Marmont and Gatensbury Streets

Pros:

- Provides a continuity of mixed use high density uses along Austin Avenue;
- Provides additional opportunities for commercial floor space.

Cons:

- Increases the residential capacity of the plan by approximately 600 units or 1,200 people and represents a 24% increase over the 5,000 people estimated by the housing market capacity – medium growth scenario;
- Growth in this area will compete for growth elsewhere in the City;
- Creates a linear corridor of high rise towers along Austin Avenue;
- Disperses redevelopment activity and may extend the length of time it will take to link sections of the public realm improvements together.

Options to Expand High Density Commercial Area cont'd/

3. Expand the high density mixed use commercial area to include the Legion site located on Ridgeway Avenue at Nelson Street:

Pros:

- Frames the western gateway to the proposed Ridgeway Avenue "High Street";
- Retains well maintained, affordable rental housing stock and home ownership options;
- Increases the total number of projected units by 55 and the number of people by 110, representing a two percent increase over the 5,000 people estimated by the housing market capacity – medium growth scenario;
- Provides some additional opportunities for commercial floor space (office and retail), which can be accommodated according to the commercial market analysis conducted for the area.

Cons:

- Does not create a continuous commercial frontage on Ridgeway Avenue between Marmont and Blue Mountain Streets;

Options for Council's Consideration:

If there is interest in extending the core area boundaries, staff would suggest including Area 2 and the Legion site for consideration in the next round of plan preparation/consultation.

Financial Impacts:

There are no financial impacts associated with this report.

Next Steps:

The next steps of the AHNP planning process include proceeding to a Public Open House which is tentatively scheduled for early May 2010. This Public Open House will be advertised in newsletters sent to local businesses, property owners, and other property owners as well as in local newspapers and community facilities. After the Public Open House, the draft conceptual land use concept and supporting policies will be further refined and the draft Neighbourhood Plan will be sent to Council by the end of July for Council's consideration of first reading and referral to Public Hearing.


J.L. McIntyre, MCIP
NVC/lmc
Attach.

This report was prepared by Nadia Carvalho, Planner II and reviewed by Lynn Guilbault, Senior Planner and Rob Innes, Manager Community Planning.

Austin Heights Neighbourhood Context Map

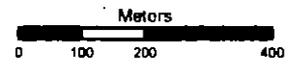
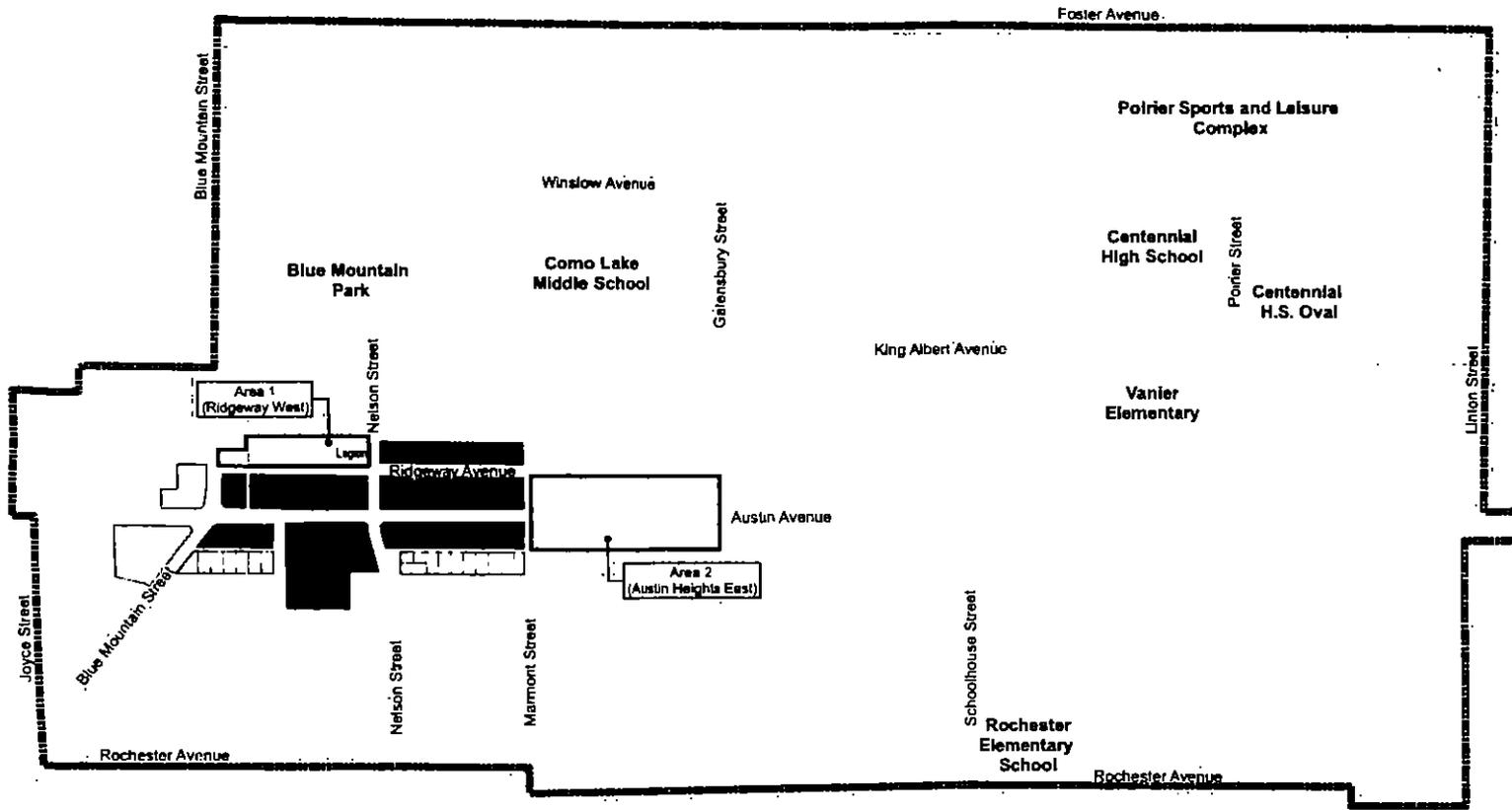
LEGEND

 Austin Heights NP Boundary

Proposed Land Use Changes Core Area

 To Medium Density Apartment

 To High Density Mixed Use (Commercial / Residential)



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Date Created: March 15, 2010
Map Projection: UTM Nad2983
Prepared By: Planning & Development
Source: City of Coquitlam

Coquitlam

8

Coquitlam

For Committee

July 23, 2010

Our File: 08-3360-20/08 014065 RZ/1

Doc #: 917097.v4

To: City Manager

From: General Manager Planning and Development

Subject: **Update: Austin Heights Neighbourhood Plan (AHNP) Process**

For: **Land Use and Economic Development Standing Committee**

Recommendation:

That Council:

1. Receive the report from the General Manager Planning and Development dated July 23, 2010 that provides an update on the Austin Heights Neighbourhood Plan Process and a summary of the feedback received at the May 11, 2010 Public Open House;
2. Authorize staff to revise the draft Austin Heights Neighbourhood Plan for public review early in the fall based on the following options set out in the July 23, 2010 staff report:
 - a) Mixed Use Commercial Core Option D;
 - b) Housing Choices Option 4; and
 - c) Review applications for small coach houses within the expanded "Neighbourhood Attached Residential" designation through a Development Permit process.
3. That the Land Use and Economic Development Standing Committee forward this report and recommendations to the Regular Council meeting of July 26, 2010.

Report Purpose:

This report summarizes feedback recently received for the proposed Austin Heights Neighbourhood Plan (AHNP) and identifies next steps to finalize the draft for Council's consideration for first reading in the fall of 2010.

This report supports the City's strategic and corporate goals to support a growing and changing population by strengthening and revitalizing established neighbourhoods and commercial areas.

Executive Summary:

The draft AHNP was presented to the community for review and feedback at a Public Open House (POH) held on May 11, 2010. The two key components of the draft plan include a higher density mixed use commercial core and opportunities for small scale housing choices in the surrounding residential neighbourhood.

POH

Executive Summary cont'd/

Key themes emerging from the POH included:

- Mixed support for proposed higher density mixed use core with some concern expressed about amount and height of towers, loss of views, privacy, and neighbourhood character, more on-street parking, and more traffic;
- General support for the need to revitalize the area; and
- General support for a broader range of housing choices.

Based on a review of public comments and further technical analysis, a number of revisions to the draft land use plan are recommended for each of the two key plan components. It is recommended that another POH be scheduled in the fall to present the revised plan to the community in advance of Council consideration of first reading and referral to Public Hearing.

Background:

The Southwest Coquitlam Area Plan (SWCAP) adopted by Council in July 2009, called for the subsequent neighbourhood plans to be more concise. The AHNP will be the first neighbourhood plan prepared based on this new concise format.

Council endorsed a four-phased process and public consultation program to develop the AHNP in December 2009 (see Attachment 2 for an overview of public consultation activities). This process is currently in the final phase. Attachment 1 identifies the neighbourhood plan boundary and proposed areas for land use changes presented at the May 11, 2010 POH. Key plan components presented include:

- Introduction of a Higher-Density Mixed Use Core in the existing commercial district east of Marmont Street – high-rise towers on two- to four-storey podiums with retail at grade and office and residential above at a Gross Floor Area (GFA) of 3.5 with a density bonus of 0.5 for a total GFA of 4.0 in exchange for community amenities and affordable housing;
- Retention of existing medium density apartments north of Ridgeway Avenue – to provide a transition between higher and lower density land uses; and
- Introduction of small scale housing choices in the surrounding lower density residential areas.

Discussion:

Over 230 community members attended the recent POH and 76 comment sheets and ten e-mails were received. Verbatim responses have been included in Attachment 3, and the original comment sheets have been placed in a binder for information in the Councilors' office. The following discussion has been divided into the two key components of the plan: mixed use commercial core and housing choices.

1. MIXED USE COMMERCIAL CORE

Several key themes regarding the commercial core emerged from the written feedback received at the POH:

Support for the:

- Commercial core concept presented (20 respondents);
- Proposed medium density apartment buildings (18 respondents).

Opposition to the:

- Proposed high-rise towers (25 respondents);
- Proposed medium density apartment buildings on the northwest corner of Austin Avenue/Blue Mountain Street (7 respondents).

Concern:

- Additional associated traffic (11 respondents).

As well, public input was sought regarding the potential expansion of the boundaries for the proposed higher density mixed use core (Attachment 1).

Public feedback from the Open House showed an interest in expansion:

- Expand concept to Area 1+2 (24%);
- None of the Above (20%);
- Area 2 (12%);
- Area 1a (5%);
- Area 1 (4%);
- Did not answer (35%).

Mixed Use Commercial Core - Options

Previous public feedback for the commercial core indicated a preference for a combination of mid- and high-rise building forms. The results of architectural testing and additional market analysis concluded that a minimum density (GFA) of 3.4 to 3.6 times the lot area was required to trigger redevelopment in the commercial core. The results also identified that while the mid-rise form (up to 12 storeys in height) is being developed in Vancouver, it is not yet a form that works in the suburban context. Consequently, the mid-rise form was not precluded, but the high-rise/podium mixed use concept was further developed and presented at the POH as this is the type of development that would most likely foster revitalization sooner (in the short- and medium-terms). Community concerns about the tower form are proposed to be addressed through location criteria and design guidelines.

Based on public feedback and subsequent review of the draft land use concept, staff have considered additional options for Austin Heights' commercial core.

1. MIXED USE COMMERCIAL CORE cont'd/

Attachment 4 provides a table that outlines the pros and cons of each commercial core option. All of the options, with the exception of Option A:

- Expand the commercial core to include Area 1a (Legion) and Area 2, Austin Avenue between Marmont and Gatensbury Streets (Attachment 1).
- Remove the medium density apartments proposed for the northwest corner of Austin Avenue and Blue Mountain Street.

Option A: Public Open House Option - Focused commercial core west of Marmont Street allowing mid-high rise tower/podium forms (See Attachment 5).

Option B: Mid-high rise tower/podium forms throughout expanded core area west of Gatensbury Street (See Attachment 6).

Option C: Mid-high rise tower/podium forms west of Marmont Street. Only mid rise/podium form east of Marmont Street and south of Austin Avenue when adjacent to residential land (See Attachment 7).

Option D: Mid-high rise tower/podium forms in commercial core with only mixed use four-storey buildings along the south side of Austin Avenue when adjacent to designated low density residential uses (See Attachment 8).

Option D is recommended as it provides for the modest expansion of the commercial core, which was generally supported at the POH, while it also addresses the potential privacy impacts of towers by limiting development to four storeys on properties that are adjacent to single-family residential areas.

2. HOUSING CHOICES

Policy CC27 of the Southwest Coquitlam Area Plan provided direction to explore opportunities for small-scale housing choice options in established low density residential areas of the City as part of neighbourhood planning processes. This policy recognizes that a “one size fits all” approach would not address neighbourhood character. Austin Heights and Maillardville Neighbourhood Plan processes are currently under way and are the first two neighbourhoods to consider compatible housing choices. Attachment 9 provides a map of the neighbourhood boundaries. The types of housing choices appropriate for Austin Heights in addition to single-family units and secondary suites include coach houses, duplexes and buildings that accommodate up to four dwelling units, but appear as one unit from the street. Attachment 10 provides examples of housing choices.

2. HOUSING CHOICES cont'd/

The option presented at the POH proposed permitting housing choices throughout the area currently designated as "One Family Residential" subject to a rezoning process, including a Public Hearing, and the criteria outlined in Attachment 11 (e.g. lot size and width, available lane, adjacent land uses, etc.)

Several key themes pertaining to housing choices emerged from the public feedback received at the POH (see Attachment 3 for verbatim responses):

Support for:

- Housing choices in single-family areas (16 respondents);
- A process that informs neighbours of proposed housing choice developments to allow input on issues such as accessibility, tree retention and pace of redevelopment (7 respondents);
- Accommodating all associated parking on site (7 respondents).

Opposition to:

- Housing choices in single-family areas (7 respondents).

Some of the concerns expressed included the impression that this initiative was developer driven and would result in rapid change to the neighbourhood character, type of tenure allowed (rental or strata), additional traffic, loss of trees and need for additional park space. Several speakers also voiced their support for housing choices to improve the affordability of housing in the neighbourhood.

Housing Choices - Options

Several options for proceeding are outlined below for Council consideration. Applications for more than two units per lot would be subject to the criteria outlined in Attachment 11. Attachment 12 provides a table that outlines the pros and cons of each option:

- Option 1: Allow coach houses in area designated "One Family Residential".**
- Option 2: Allow up to three units in area designated "One Family Residential".**
- Option 3: Allow up to four units in the area designated "Neighbourhood Attached Residential (NAR)".**
- Option 4: Allow up to four units in area designated "NAR" and expand designation to include properties within 400 metres of the proposed Austin Heights commercial core.**
- Option 5: POH Option – Allow up to four units in area designated "One Family Residential".**

Housing Choices – Options cont'd/

Option 4 is recommended because it allows housing choices within the area designated “NAR” and expands the area of this designation to encompass properties within a five to ten minute walk of the commercial core including transit services and commercial amenities. The addition of housing choices near the commercial core also provides a transition between medium density apartments/four-storey mixed use development and adjacent low-density residential uses. See Attachment 13 for the proposed “NAR” boundaries.

Housing Choices – Application Process

One of the concerns raised at the POH was the ability for neighbouring property owners to have an opportunity to comment on housing choice applications. Alternatively, a lengthy rezoning/public hearing process may deter homeowners from pursuing an application to gain a small additional unit due to the added expense and uncertainty involved. While denser housing choice applications may have community impacts, small coach houses (less than 70 m² or 750 ft²) would likely have the least impact on neighbouring properties.

Currently, secondary suites do not require a Development Permit (DP) or public hearing process, but must meet Zoning Bylaw and Building Code requirements. Duplexes are currently reviewed through a Development Permit (DP) process and design guidelines have been used to ensure neighbourhood fit. As small coach houses are similar in scale, a DP process together with clear DP guidelines may be an appropriate review process. However, rezoning applications that include more than one small coach house (of any size), or duplex, or secondary suite should require a public hearing. The table below outlines the proposed review process for Housing Choice applications.

Housing Choices – Application Process cont'd/

PROPOSED PROCESS FOR HOUSING CHOICES WITHIN EXPANDED “NEIGHBOURHOOD ATTACHED RESIDENTIAL” DESIGNATION (approx. 400 metres of Commercial Core)

Application for Housing Choices (max. total units=4/lot)	Zoning Bylaw & Bldg. Code Compliance	Dev't. Permit Process	Rezoning Process
*Secondary Suite in Single-Family (SF) House	X		
*Duplex to replace SF House within “NAR” Designation	X	X	
Small Coach House (< 70 m2) & SF House	X	X	
Secondary Suite in existing SF House & Small Coach House	X	X	
Any other Three-Unit combination (attached or detached)	X	X	X
Two Coach Houses (any size) & SF House	X	X	X
Duplex & Coach House (any size)	X	X	X
Duplex and 1 or 2 Secondary Suites	X	X	X
Any Four-Unit combination (attached or detached)	X	X	X

Note: *existing process

Implementation:

The first draft of the AHNP is currently being developed to be action oriented and clearly outline specific implementation tasks that will follow the adoption of the plan. The high-level cost implications of new or upgraded infrastructure as well as transportation improvements to support the implementation of the neighbourhood plan are currently being identified through an inter-departmental process. The strategy and financial implications for parks acquisition will be identified subject to the upcoming Parks Master Plan Update. With respect to the Housing Choices initiative, the potential costs that applicants may face will be outlined and presented to Council in the fall of 2010.

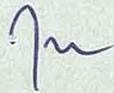
Financial Implications:

The technical analysis and public consultation program associated with the neighbourhood plan process has been funded through the City's approved annual budget.

Future financial implications include the resources for the City to undertake a comprehensive master planning process for the Poirier Recreation Centre Precinct, as articulated in the Southwest Coquitlam Area Plan and anticipated to commence in 2011. The School District will be invited to include their nearby land as part of this process with the intent of reinforcing and enhancing this precinct as an area-wide recreational, educational, and cultural resource.

Conclusion:

Subject to Council direction, the next steps of the AHNP process include proceeding to a POH in late September/early October to present the proposed plan revisions to the community. After the fall POH, public feedback would be summarized and the draft land use concept with supporting policies would be further refined. The draft Neighbourhood Plan would then be forwarded to Council later in the fall for Council's consideration of first reading and referral to a Public Hearing before the end of 2010.



J.L. McIntyre, MCIP

NC/LG/ms/lmc

Attachments:

1. Austin Heights Neighbourhood Context Map - #926800
2. Community Engagement Process - #926803
3. Public Open House No. 3 – Summary of Verbatim Comments - #917177
4. Mixed Use Commercial Core Options Matrix - #923702
5. Mixed Use Commercial Core – Option A - #926796
6. Mixed Use Commercial Core – Option B - #926796
7. Mixed Use Commercial Core – Option C - #926796
8. Mixed Use Commercial Core – Option D - #926796
9. Housing Choices – Areas Under Consideration in Southwest Coquitlam - #926806
10. Examples of Housing Choices - #927749
11. Where Should Housing Choices Be Allowed? - #926804
12. Housing Choices Options Matrix - #918117
13. Option 4: Expanded Neighbourhood Attached Residential Designation - #926805

This report was prepared by Nadia Carvalho, Planner 2 and Lynn Guilbault, Senior Planner and reviewed by Rob Innes, Manager of Community Planning.

Austin Heights Neighbourhood Context Map

LEGEND

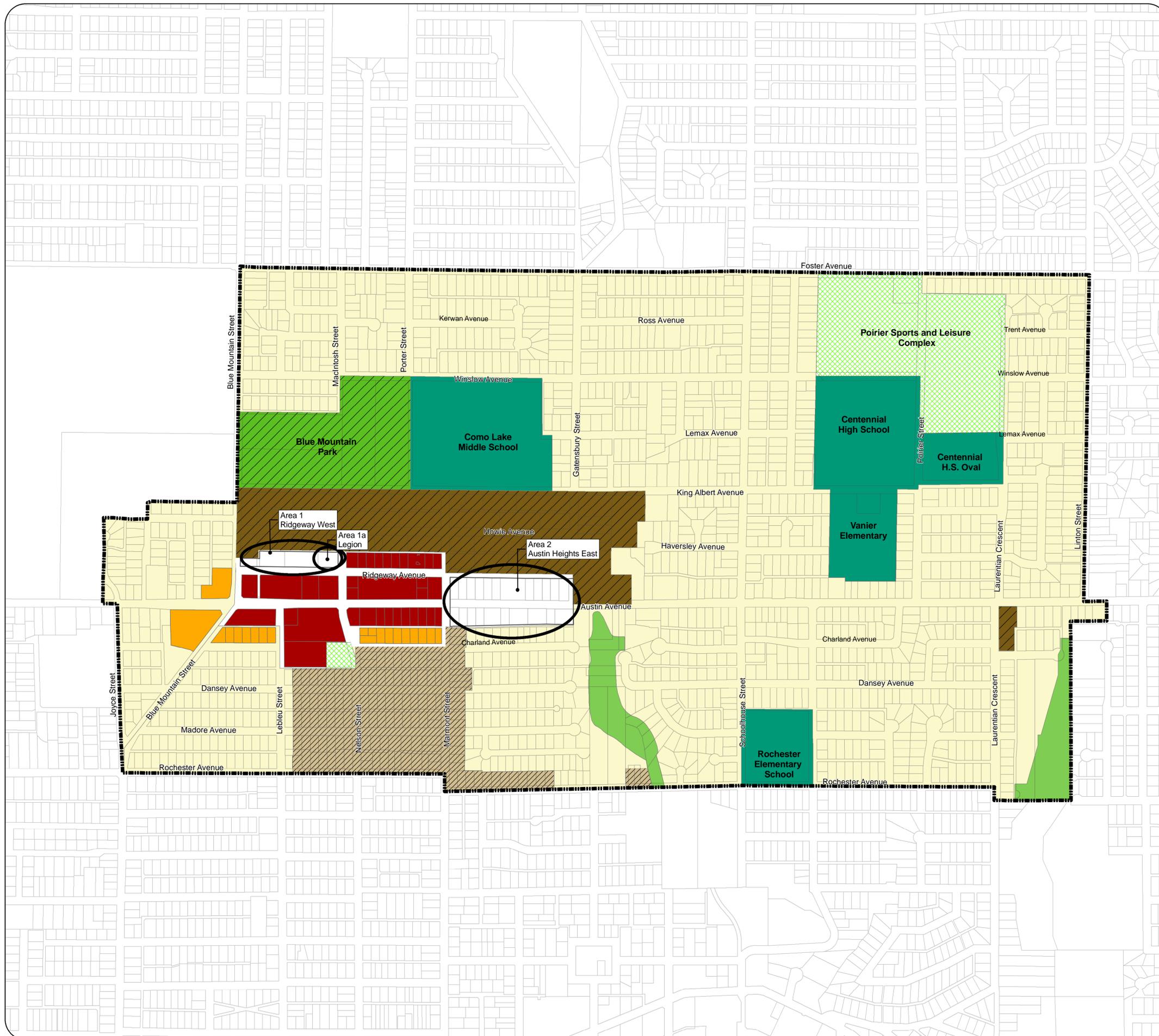
 Austin Heights NP Boundary

Proposed Land Use Changes Core Area

-  To Medium Density Apartment
-  To High Density Mixed Use (Commercial / Residential)

Existing Land Uses

-  Civic and Major Institutional
-  Medium Density Apartment Residential
-  Neighbourhood Attached Residential (Housing Choices allowed)
-  One Family Residential (Housing Choices under consideration)
-  Open Space
-  School



Disclaimer: This is intended for reference only. It is not a legal document. If any contradiction exists between this document and the relevant City Bylaws, Codes, or Policies, the Bylaws, Codes or Policies shall be the legal authority.

Date Created: May 10, 2010

Map Projection: UTM Nad1983
Prepared By: Planning & Development
Source: City of Coquitlam

 Coquitlam

**AUSTIN HEIGHTS NEIGHBOURHOOD PLAN
PUBLIC OPEN HOUSE NO. 3 – MAY 11, 2010
SUMMARY OF VERBATIM COMMENTS**

(All Feedback Based on Multiple Responses)

In Favour of the Building Form Proposed for the Commercial Core:

General Comments:

- About time – let's get it going.
- I like the plans.
- Looks reasonable.
- Very exciting area that warrants high density development. Encourage a mixture of wood frame and concrete construction to provide a range of housing types and prices.
- About time! Make sure the community amenities (i.e., streetscape, walkways, etc.) don't get whittled away by the developers.
- Fully support densification. Will provide better services, accessibility, and employment.
- Great plan! Need to improve living standard in this area. I am supporting it 100%.
- Please follow through with it! Coquitlam desperately needs the improvements. A much more liveable, accessible neighbourhood. Better pedestrian and cycling facilities.
- No "big box" concepts. Allow minimum high-rise, but at perimeters only; first/second floor restaurant leases.
- Generally pretty exciting change, upgrade.
- Very forward looking – a great opportunity to revitalize the neighbourhood (commercial).
- I fully support the proposed plan. Business owners in the area have asked for this for a number of years. The area needs revitalization and over time and I feel this will achieve it.

Will Update the Commercial Core Area:

- Support the philosophy of re-development. I understand some of the negative concerns, but we need changes to keep this area viable. The population is getting older, there are fewer kids in the schools and less of a tax base. See more positives than negatives.
- Like the plan for this area. It is too old, does not offer new business to come in (no curb appeal). Let's get into 2010, not 1970.
- Like the idea and I believe it will bring the street and the neighbourhood to date.
- It is good. The present core is getting shabby, so it should be an improvement.

In Support of Expanding the High Density Mixed-Use Concept:

- It should be consistent throughout the whole core, not different zoning for east and west.
- Love the concept of the plan for many reasons. Would like to see some sort of plan for the Marmont – Gatensbury portion of Austin/Ridgeway streets.

In Favour of the Building Form Proposed for the Commercial Core:

In Support of Expanding the High Density Mixed-Use Concept: cont'd/

- I was very perplexed as to why the Eastern portion from Marmont Street to Gatensbury Street would not be included in the expansions. I understand that Safeway will not be taking into consideration the maximizing of the new density guidelines; I see this as a reason to spread the redevelopment over both areas. The mandate of the Austin BIA is to promote the whole of the business district as one and I believe they have similar concerns not only for fairness and equity to the owners and businesses that are left out, but also that segregation of so small a business district in the development plan would be creating a two tier neighbourhood.
- Expand to Gatensbury.
- The area east of Marmont should not be excluded from zoning changes. Excluding this area eliminates some of the oldest buildings in the Austin Heights redevelopment and would create inconsistency in the area. The newest block in Austin Heights – the one on the west side of the area – has been designated for redevelopment. In my opinion, this does not make sense; you should not exclude one area from redevelopment.
- I feel Area 1 has too much affordable housing in it at this time to redevelop. 1a Legion offers 4 corners of development and I feel that down the road if they wish to sell, as their aging clientele may not support the business, they have that opportunity. I feel Area 2 may be needed to obtain the 5,000 people goal. The reason for this is due to the possibility of some properties in the High Density Mixed Use area not being redeveloped due to owner/users (Safeway), long term lease commitments, and buildings being in too good of shape, i.e., high value, to develop. I fully understand and agree with the concept of a smaller/denser core, but feel there may need to be some flexibility with Area 2 if the High Density Mixed Use area is not fully developed to FSR allowed. Area 2 has a lot of older 2-storey wood frame structures (some walk-ups) that have lower value and may be redeveloped sooner. I understand this does not give a solution and causes more questions, but is my take on how it may realistically unfold. Possibly 1/2 or 1/4 block east of Marmont could be included in Area 2.
- Extend core to include Area 2.
- High density to expand to King Albert and Nelson or Marmont.

Like Pedestrian Elements:

- Like the increased emphasis on pedestrian walkways and pedestrian traffic. There must be adequate parking too.
- A lot more parking spaces, modern buildings.

Like:

- Ridgeway pedestrian zones, curbless streets
- Pedestrian plazas
- Curb extensions
- King Albert Avenue – connector/bridge over Como Creek

Not In Favour of the Building Form Proposed for the Commercial Core:

General Comments:

- Totally against – you are ruining the one remaining pleasant area of Coquitlam. The buildings are totally out of perspective with the size of the streets.
- We do not want these changes!
- Under no circumstances would we like a concentration of high-rises to flank Austin Avenue or Blue Mountain Park.
- Disgusted. Why did you not notify Coquitlam East? They commute. You cannot read the streets in the paper. Wrong location.
- Spent considerable time in Germany in the fall and found that people there generally reject the idea of high-rises. I saw numerous housing options that improve density and keep people close to the ground. I am against the construction of high-rises in the Austin Heights neighbourhood.
- I disapprove of the proposed development plan for Austin Heights. The plan will impact views, clash with the aesthetics of the surrounding neighbourhood and will block sunlight in all of much of the evenings. I strongly doubt there will be economic benefits from this proposed plan. Just because there are more people in the area, there is no guarantee the Austin Heights businesses will benefit. The new residents may shop elsewhere, especially if they are commuting by car. Another potential problem is the proposed plan will provide more competition for local businesses. Most of the businesses moving in could be part of corporate chains.
- I write to express my deep concern that despite the public input provided at the last open house, there are still elements in the proposed options (for example, the apartment tower at the corner of Blue Mountain Street, and the European-style pedestrian street on Ridgeway) that were explicitly rejected by the residents who participated in the previous open house. There is also no explanation in the materials I review of why these elements have been retained. My impression is that there is an intention to push certain options or features into the community plan, regardless of what the residents want. I suggest, in order to facilitate this process, the Austin Heights residents need a much more detailed explanation of how their input is affecting the planning process, and some explanation of when or how their input is overridden by other factors.
- Looking down the road perhaps a hundred years, what will we see? Will all the low income people be jammed, without gardens and without pets, into these great high rises? Will this form of housing be the exact equivalent of the ugly towers the Soviet Communists constructed for their citizens? Will the hundreds of enormous houses have become impractical because no-one can afford the energy resources they require?
- No.
- The commercial area does need improvements, but the proposed changes are too extreme and lack character.
- No supply of affordable housing apparent.
- Proposal will increase population of the neighbourhood substantially and yet there is not assurance that park and other open space areas will be increased to compensate.

Not In Favour of the Building Form Proposed for the Commercial Core:

General Comments: cont'd/

- First, I would like to say that no or little change to the current city plan for the neighbourhood would be fine with me. Further, I would be able to support changing the current commercial to mixed-use with some residential component staying with or near the current height restriction. In the past we have done a poor job of integrating high-rise developments into current single family areas. I would suggest that we, as a city, set out sides on completing the build out of high-rises in the areas that we now have it, the Coquitlam Centre area is not built out nor is the area along North Road. Further the former Fraser Mills site may be a good candidate for high density development, while not affecting current residents.
- Too many proposed locations for new medium density apartments – counted 16.
- Do not agree with any of the proposed boundary expansions for the Commercial Core.
- The footprint of this high density development is greater than Newport Village and loco Thrifty's high-rise towers, St. Johns Port Moody, Kitsilano, South Granville Vancouver, West Broadway Vancouver, West 12th Avenue (UBC area), Kerrisdale, etc.
- These areas are all commercially viable; therefore, it proves the point that you do not need the high density proposed to provide profitable commerce.
- Do not agree with the idea of high-rises in this neighbourhood. If I wanted to live in a high density neighbourhood I would have moved to Metrotown.
- High-rises would change the feel of the area.
- High-rises should not be on the edges of the commercial core as they will lord over residential areas.
- My only concern is the number of tall residential towers, which would be a dramatic change to the area. Realize some are needed, however, would prefer fewer than what is proposed.

Additional Traffic/Need for Parking:

- High-rises are an eye sore – eliminates views, increases crime in area, transient people.
- Do not like the towers. Traffic would be unbelievable. Please keep our area unique, not another Newport. PoCo has done some new development and has introduced medium density, which keeps the character of the area.
- No high-rises – traffic problems.
- Not in favour of tall towers in the plan – traffic will become bottlenecked with more residents, especially if there will be less parking.
- High density – keep it for Town Centre area, not a primarily residential neighbourhood. Don't want the extra traffic this will bring.
- No big box retail. No towers, especially at Austin and Blue Mountain, traffic will be excessive and not pedestrian friendly. Towers create wind and sterile spaces between. Friendly is an essential part of any plan.
- I think densification is welcome if public transportation is more frequent with service improved, and if housing is more affordable. I have lived in high-rises and other than recreational and social amenities provided, I have no desire to see more built (shadows they make, noise amplified the higher the building, etc.).
- There should be no pay parking and lots of parking. People are not going to walk to get to do all there shopping, a person can only carry so many groceries then it gets too heavy; not everyone is going to have a special cart to take their groceries home.

Not In Favour of the Building Form Proposed for the Commercial Core:

Additional Traffic/Need for Parking: cont'd/

- Traffic is a disaster in the making – one massive traffic jam. Thousands of people in cars will be using Austin, Blue Mountain, Nelson, Rochester, Foster, Ridgeway, Porter, Winslow, King Albert, Marmont, Gatensbury and Como Lake. Our neighbourhood streets will also be used by commuter traffic.
- Safety - this traffic pattern compromises the safety of our community, young and old alike. School children at Lord Baden Powell Elementary, Porter Elementary, Alderson Elementary, Como Lake Middle School and the proposal to move Centennial High School to the Winslow site will have to deal with increased commuter and commercial traffic, school buses and parents driving their children to and from school.
- Increased traffic in area due to:
 - Twinning of the Port Mann Bridge – 1000's more cars and trucks per day
 - Increased traffic on Lougheed Highway
 - High density development at the Fraser Mills site
 - High-rise development proposed for North Road to and including Burquitlam Plaza
 - The provincial proposal to create high density development on the Riverview lands
 - The high density development proposed at Austin Heights
 - The Eco-density Plan to allow up to 4 housing units per City lot on Austin Heights with no limits
 - We will be hemmed in on all 4 sides by one big traffic jam far greater than loco Road and Coquitlam Town Centre
 - Our streets will turn into one large parking lot.
- Pollution – look at your doors, window sills, screens, etc. They are covered in fine black particles that we are breathing in and with the increased traffic we will see a rise in health care costs, more children and adults diagnosed with asthma and people with respiratory problems requiring more hospitalization.
- There is no money for transit – remember the Evergreen Line. TransLink's May 2–3, 2010 news release – there is no money for transit. They used the example of a 3rd ferry they cannot use to support the commuters from the North Shore to Vancouver because they do not have the money to operate it. If you can make the public use transit you will win the Nobel Prize.

Traffic/Transportation General Comments:

- Do not agree with increasing the population to the extent that this plan does – we do not need 5,000 plus people packed into the area. Concerned about reducing on-site parking requirements – our population is aging; grandma and grandpa are not going to be riding their bikes here and there, some maybe, but not the majority of seniors. We know our public transit has major money problems – can't count on much improved services. Many seniors are unable to use the public transit due to health issues. People are parking in the street now to access Skytrain. Let's not cause more problems by reducing parking requirements especially in what is a shopping area.
- Parking, parking, parking.
- You do not have the roadways for high-rises on Austin Avenue near Nelson.
- The area still needs to be accessible – transit doesn't provide enough easy access.

Not In Favour of the Building Form Proposed for the Commercial Core:

Traffic/Transportation General Comments: cont'd/

- Neighbourhood improvements, walkways, trees, fine – density for developers to make profits is not progressive. Sustainability isn't more people. Increased population increases (doubles) services needed, changes the nature of community, increases car use. Coquitlam most progressive in providing cycling paths. I've been waiting 20 years for improved cycling and waiting for Evergreen Line. I want to see Coquitlam surrounded by a contiguous cycling lane around the City.
- Higher densities will strain the natural resources that remain. The first thing people who live there will need is a car (to get to work, shop or play); most apartments will have two cars. The existing transit service would not support the population increase. Increased vehicle traffic and everything that goes with it would be inevitable. Higher density will turn a neighbourhood centre in to a "town centre" and Coquitlam already has a Town Centre.

Preference For Low/Mid-Rise Buildings:

- Maximize low- and medium-rise in preference to high-rise, but don't eliminate high-rises completely. I don't see rentals as intrinsically bad; in fact a mix of rented and owner-occupied is probably a good idea. Let's not be elitist.
- 4 – 6 storeys are high enough.
- Do not like the high-rise apartment towers – far too many people and cars. Prefer keeping the apartments to 4-storey maximum, being sure to provide lots of underground parking. (See downtown Port Coquitlam for preferred apartment style).
- Developer friendly – big profits. Neighbourhood disaster. We don't need to build high density here. This is not a downtown area, it is suburban. 4-storey maximum would be acceptable, 1 or 2 commercial, 2 or 3 residential. Just because you can increase density doesn't mean you should.
- No to 14 high-rises which will just ruin the neighbourhood. Mixed commercial and residential low-rise buildings are the changes we want to see.
- No high-rises. You ask for our opinions, but don't listen. Big business is holding all the cards. 4 to 6 storeys maximum. Survey the area between Blue Mountain and Gatensbury and ask the people if they want 14 high-rises between Blue Mountain and Marmont.
- The planned high-rises should not exceed 12 storeys to keep the "village look and feel". A park-house would help keep store fronts visible and more accessible. We like the idea of keeping the existing apartments.
- 15 high-rise buildings are too much for the area. 5 would be maximum; but that many more people in the area is unsustainable.
- Would like to see Austin Heights get revitalized with shops, apartments over retail and perhaps 3-storey buildings/apartments.
- No high-rises. Transit is not here. Loss of views, sun blockage. Medium density is fine (4 storeys high).
- I am not in favour of high-rises, I feel Port Moody has ruined their lovely little city as you enter the Newport Village area, it would have been far more inviting had they stuck to lower structures.

Not In Favour of the Building Form Proposed for the Commercial Core:

Preference For Low/Mid-Rise Buildings: cont'd/

- My other concern lies with the height of the proposed high-rise buildings. I presume that the reference to a “3-4 storey podium” means that the first 3 or 4 storeys above grade will be non-residential, and that there will be a number of storeys of residential above that. Does this mean that all the parking levels will be below grade? While I realize that all of us benefit from the increased tax revenue from tall condo buildings, I'd really like to see the skyline of this area kept down to 6 total storeys or less, letting the area's natural beauty remain its dominant feature. Another thought that I'd like to put forward is to include in the plan some buildings which house “assisted living” facilities.
- Opposed to the proposed high rises – buildings should be no more than 5 or 6 storeys.
- Re-develop Austin Heights, by all means. Retail at ground level from Blue Mountain to Gatensbury is enough. Two stories above for medical/dental/office space. Ridgeway – same. Ridgeway to King Albert – 4 storey apartments (with minimum sizes) Austin south – gated communities – I would have a list of buyers as you approve it.
- Suggestions – Austin Heights Commercial:
 - Lower density – 1-3 high-rise towers
 - Commercial on ground floor with 2-4 storeys set back apartments or 2 storey office space on Austin and Ridgeway
 - Good quality townhouses – like those on Edgar Street by the Squire Hotel. These townhouses would be a good choice above Ridgeway and the south side of Austin, much more neighbourhood friendly
 - A transition from commercial, apartments, townhouses to single family housing a much better mix and helps maintain the integrity of the neighbourhood
 - Ridgeway – pedestrian traffic only – like Whistler with parking on the periphery, nice shops, service, commercial, restaurants with outdoor dining
 - Green spaces – trees and other vegetation to help with increased pollution and soften the landscape
- Density too High:
 - 15, 16 storey towers
 - Townhouses on commercial podium – can go up to 14 storeys
 - 6 storey apartments
 - 4 storey retail with office above

General Comments:

Commercial Area Related Comments:

- What happens to the businesses during construction – loss of revenue, loss of clients, customers, etc? Some businesses will not survive. Retail lease costs will go up. Good ideas, looks nice, but who can afford it? Parking for retail, commercial spots? When will construction start?
- Worried about my rent increasing and disruption of business during construction.
- Tim Hortons is wanted by everyone in the entire area and Austin/Blue Mountain is the ideal place for the coffee shop to build there. Tim Horton's is needed immediately.

General Comments:

Commercial Area Related Comments: cont'd/

- Tim Hortons is wanted by everyone in the entire area and Austin/Blue Mountain is the ideal place for the coffee shop to build there. Tim Horton's is needed immediately.
- On the corner of Austin and Blue Mountain – lots of people in the neighbourhood want a Tim Hortons, not Starbucks.
- Add a Tim Hortons.
- What is the time frame for beginning the changes once/if everything goes as planned? Allow for a Tim Hortons.
- Traffic flow issues? Does not appear to have “child friendly” spaces with added density. What will happen to current businesses? Will they be priced out of the area? Over concern with retail – too much already.
- I believe fully in the process and in the importance of achieving a Neighbourhood Plan for this area. To me, the substance of its current commercial area is the number and variety of owner-operated businesses....restaurants, services and retail stores....and the fact that there are few of the “chain” outlets that are typically found in other shopping areas. These are what make the Austin Heights area unique and, I believe, help to make its residents want to support these local businesses.
- I am very concerned that the draft redevelopment of this area will result in significant rental increases that few of our present business people will be able to afford. An attractive streetscape and great pedestrian area are not worth sacrificing the content of the area to yet more outlets like M&M's, Starbucks and others that are found in most other shopping areas in Coquitlam.

Do you have specific comments regarding proposed locations for new medium density apartments?

Like the areas proposed for medium density apartments:

- Would not like to see all medium density apartments over commercial property. When the two are together there are different priorities for residents and commercial properties in terms of the strata corporations. Hope there will be some free-standing medium density dwellings.
- Necessary for transition from high density to single family.
- Okay.
- Below Austin is okay.
- Low- to medium-rise apartments like the ones in the False Creek area in Vancouver can help retain the low-key feel that residents want.
- No problem with lower rise, but not 15 high-rises – traffic, crime.
- This one is okay too.
- No objection.
- The proposed locations look fine.
- Support.
- Please follow through with it! Coquitlam desperately needs the improvements. A much more livable, accessible neighbourhood, better pedestrian and cycling facilities.

Do you have specific comments regarding proposed locations for new medium density apartments?

Like the areas proposed for medium density apartments: cont'd/

- I live in the proposed apartment plan and I wouldn't mind the proposed plan.
- Like the plan.
- Medium density is fine, but more south of Austin.
- Good transition from high-rise to low-rise to mixed housing for single family.
- Trust your judgment and design.
- Should be higher than 4 storey.
- I like the area at Blue Mountain and Austin as it acts as a gateway. The area of the 1000 block Charland has had a number of new duplexes built on it so development may realistically be held up for a number of years due to this (40-50 years?). It does offer a buffer between the High Density on Austin and the single family below.

Do not support the new medium density apartments at the Northwest corner of Blue Mountain Street and Austin Avenue:

- Should be restricted to Austin and Ridgeway.
- They should not be west of Blue Mountain and into the unique area of west of Blue Mountain and north of Austin.
- Austin and Blue Mountain (northwest corner) should remain single dwelling. The medium density is okay, but 16+ towers are not.
- Corner of Blue Mountain and Austin would not work well – too much traffic already in this area.
- Okay south of Austin. Not appropriate for northwest corner of Austin/Blue Mountain.
- Not on northwest corner of Blue Mountain/Austin. It is a low density residential area that people purchased for that reason.
- No medium density at the northwest corner of Blue Mountain and Austin.
- The commercial core should not extend west of Blue Mountain Street. The residential area to the west of Blue Mountain and north of Austin is a highly unique area. The building of apartments or even cluster housing in the area would destroy the aesthetics. The proposed low-rise apartment west of Blue Mountain and north of Austin should be removed.
- Not in favour of the apartment complex on your legend at the northwest corner of Blue Mountain and Austin Avenue. All else looks good.
- Absolutely no development on West side of Blue Mountain.
- Northwest corner of Blue Mountain and Austin – not in favour of medium density apartments in my neighbourhood.
- No development on the Northwest and Southwest corners of Austin and Blue Mountain.

Affordable Housing:

- Is there subsidized housing?
- When you replace existing apartments you push out long-time residents who can no longer afford to live in the community. The City should be for people, not developer speculating.

Do you have specific comments regarding proposed locations for new medium density apartments?

Affordable Housing: cont'd/

- Retain the existing medium density apartments – we need affordable places for seniors and people on disabilities.
- Need to add more affordable rental units to Austin Heights, similar to the old City Hall site.

Other Comments:

- A “go slowly” approach is mandatory in all areas. Keep the lighting filtered through in all areas. Maintain an overall coordinating architecture. Do not do another Como Lake Village Mall. Whoever was responsible for that awful mall should be forced to pay for it.
- Don’t want more medium density apartments in the area of Austin and Laurentian. The current seniors’ housing is okay.
- Make sure that owners and family members of housing park on their own property and in their own garages and driveways, rather than cluttering the streets. This allows for easy movement of pedestrians (especially children) and vehicles (drivers can see pedestrians and children easier).
- Don’t use silly little awnings for shops. We miss the covered walkway at Como Lake Village.
- Maintain green space and open areas.
- In my 25 years here, realistically, many of the 60 feet wide lots have been changed to duplex/four-plexes and a lot of the trees have gone already.
- No comment.
- Let’s stop chopping up properties – space should be protected as should the beautiful trees (our current tree bylaw is a joke!).
- No row housing.
- Buildings should have firewalls going from basement to roof between every apartment to prevent any fire from spreading from one area to another.
- Would like to see integrated development of the 900 block of Austin/Charland so that access and continuity are built into the plan. Put the tower on Austin, but step the development down to Charland and make a good transition for the south side of Charland residents (i.e., green space, etc.) Get rid of the back alley in favour of more frontage on Charland.
- Is there retail at the bottom?
- “Improvements” to parks are not detailed – how will they affect the area of parkland in the neighbourhood. E.g., a tennis course is nice, but not if it displaces green areas. Where will extra parkland be purchased? How many acres? City should use its own property for construction of housing that is affordable and located near shops, medical, transportation, schools and parks. Austin Avenue would be a perfect place for light rapid rail. What improvements are planned for transit on Austin?

Do you have specific comments regarding proposed locations for new medium density apartments?

Other Comments: cont'd/

- I don't think that the existing three storey walk up apartment district north of Ridgeway Avenue should be retained. Every building in this entire redevelopment area is near 40 years old and I don't think current owners want to rebuild their buildings by themselves, they will not last another 40 years. I hope to be bought out by the developments. I think a large water feature should be included in the development (even if I'm not there!).
- Signage should not be like North Road on the Burnaby side south of Lougheed Highway.
- I own 1001 Ridgeway Avenue. My apartment building is not old enough to tear down and build a high-rise. If the zoning is changed to high density, how will this affect my property taxes?
- High-rises should be built at Mariner and Austin, with 25 – 30 floors, or down Marmont and Rochester.
- Hope there will not be too many high-rise apartments to affect the view of lower-rise dwellings.

Housing Choices:

Like Housing Choices:

- Further explore housing choices to include more areas of coach (land) housing, 2 and 3 unit multiplexes, etc., especially close to main transportation routes/better than more and more high-rises.
- I think all choices are good.
- That is perfect (all choices are good).
- Seems to be well covered. Thank you for the input and forward thinking.
- Agree to the housing choices.
- Agree with this proposal for housing choices to allow 2-3-4 houses or plexes. Very good, we really need it. Makes the house prices more affordable for the younger generation. It is great; we can't wait to see it happen.
- Agree with the proposed neighbourhood plan for housing choices for Austin Heights and Maillardville. Go ahead, very good – changes to 2, 3, 4 houses instead.
- Agree to housing choices.
- I agree to housing choices.
- Housing choices are very good (2 – 4). Very affordable and makes sense. Fully agree
- If that is not possible I would be able to support the housing options proposed by the City Planning Department in an effort to increase density in the neighbourhood. This would change the face of area less drastically than some other options. I would use the example of the introduction basement suites some years ago as a successful way of increasing density with minimum impact on the neighbourhood.
- Happy with the proposed plan.

Housing Choices: cont'd/

Don't like the idea of Housing Choices:

- Don't like the idea of mixed housing on one street.
- I don't want increased density as is being proposed for neighbourhoods that are single family residential neighbourhoods. The Austin Heights east neighbourhood should not extend eastward beyond Schoolhouse.
- Neighbourhoods in Coquitlam are unique. What is wonderful are the larger lots. It is a real disappointment to see these disappear.
- Single residential should be left as single residential lots.
- No coach houses – it's a bad idea for Vancouver, and it's a bad idea here.
- Why are you destroying Coquitlam? Do not put high-rises along cross streets – we are not Vancouver!
- I am against additional housing to any of the lots in the Austin Heights area, and I am against suites in houses as people park on the street who live in suites and it brings the wrong type of people to the area, renters do not care about the community.
- Do not approve of this plan. Keep west Coquitlam (Austin Heights) a family environment, large lots where kids can play. Houses not on top of each other.

Other:

- Affordable housing – set rules in place limiting these monster houses from being built in the first place where 2 suites are in the basement just so people can pay the mortgage. Houses 2,000 square feet could be affordable.
- Consider moving the eastern boundary for the Austin Heights neighbourhood to Schoolhouse or Laurentian.
- Cost of housing – tower housing often only caters to high-end buyers or renters. Development on change needs to be done slowly. Watershed must have important priority.
- Green buildings, rooftop gardens wherever possible, spaces for children.
- The flyer on the Tuesday, May 11, 2010 meeting was the first I received.
- Worried about too much low income housing, methadone clinics, etc.
- Coach housing (garage), lane housing, duplex and triplex housing.
- Need a little more information.
- Not sure.
- Safety for all.
- Smaller homes, more green space, not more housing.
- What is going to happen to my property taxes if I am on a large lot with a single dwelling and the lot next to us has 3 houses on it? Will my taxes go up because I am living on a property that can hold 3 or 4 houses?
- Minimum standards for sustainable building – passive solar design, potable water reduction strategies, high performance furnaces, windows, etc.
- The size of the lots in this area is very large. There should be limits on how big the builder can construct one single family house (i.e., no more monster houses built to conform to present allowances. The allowable house size/large lot/1 house should be lower).

Housing Choices:

Other: cont'd/

- Like the proposed parameters/conditions and goal of retaining neighbourhood character.
- No more than one additional residence should be allowed on any single family property. The proposal to allow 2,3,4 extra houses/living spaces is obscene. The property must be owner occupied - no absentee landlords. Extra homes must have essential rooms on main floor. Stairs access to bedroom, bath or kitchen is not compatible with "aging" in place. This proposal as presented seems to benefit developers, architects, engineers and investors much more than the people of Coquitlam.
- Design guidelines, improved laneway lighting, access, smaller setbacks to accommodate parking
- I also think that putting 4 homes on one lot may lead to unsightly neighbourhoods. Not so much in the appearance of the structure but that many people living, perhaps renting, not caring about yard, garbage, parking problems etc. Speaking of unsightly, currently monster homes built in this area have robbed several people of their views and dwarfed the neighbourhood. Coach houses if properly planned are a grand idea.
- We need ranch style housing to accommodate the limits of age. We need a strata to maintain the building and grounds. We don't need a lot of land but a piece of lawn would be nice. An apartment in a high-rise with all the amenities in the world is not going to replace the piece of dirt that we can go outside and stand on.
- You say you are going to ensure landscaping to give privacy to neighbours, but who is going to make that judgment call, me or the neighbour that is adding more housing to his property. As you have 2 different viewpoints. Most people do not want to put any money out to ensure privacy for their neighbours- don't care. So that is just another conflict you are adding. I am experiencing it now. And what about the noise level, it's bad enough now.
- Are you going to fine the people and check to make sure privacy of landscaping is added to neighbours satisfaction?
- Also you keep saying aging in place for these Lane Houses, have none of you had any contact with senior citizens, they have trouble going up and down stairs, cannot carry groceries or anything heavy up stairs. Not one of your planning people have suggested putting in elevators in the lane houses, or any modifications for seniors. Like making them wheelchair assessable, big walk in bathrooms. Seniors do not want go up and down stairs as they age, risk of falling etc. I experience this with my own mother that is why I picked a house with 4 steps to the front door.
- Housing Choices:
 - Neighbours must agree on the choice of housing.
 - Limited number of multiple houses on any one city block.
 - Off-street parking must be provided – our neighbourhood must not be turned into a parking lot.
 - Streets lined with cars are a hazard to children, all pedestrians, bicycles and drives, especially in the areas where we have very few sidewalks and curbs.
 - Landlords must live on-site to help ensure the upkeep of these multiple housing units and property.

Housing Choices:

Other: cont'd/

- No developers or absentee landlords because they do not have a vested interest in the neighbourhood.
- Proper cement sidewalks and curbs.
- Instate a position to monitor and control the upkeep of these multiple housing units.
- If you must use Sam Sullivan's EcoDensity Plan, start with a small scale trial run first.
- At the SW Community Planning meetings the representatives from Maillardville seemed more interested in this plan, so let them trial it.
- Let's work out the problems before we take it to a larger scale.
- Do not include the West side of Blue Mountain in this housing choices zoning change; remember Vancouver's Grace's Finger – it doesn't make sense.
- Allow strata so it is just not one wealthy owner so families can afford to live in this beautiful area.
- Should any rental housing be added to a property (i.e., housing options of secondary suites, etc.), property owner should be required to live in residence.
- Instead of permeable pavement or gravel-filled pavers, why not use grasscrete (hard pavers with grass infill) on parking lanes and parking lots? It is more permeable than gravel, and absorbs CO₂ and excessive heat.

Transportation and Parking:

- To not reduce parking. Need 2 car spaces per unit for visitors from out of the area.
- Off-street parking is a must. I live by two houses over 5,000 sq. ft. and Winslow is too narrow for parking on both sides of the street.
- Parking must be fully considered.
- Provide sufficient parking on the property lots for owners and family members.
- Safe and off-road parking.
- Careful consideration to traffic and parking on "no exit" streets and lanes.
- Traffic – are you going to put in new roads?
- Bike lanes.
- Parking is a problem now without anymore people here, you need more parking spaces on properties as everyone here on Winslow as 2 to 3 cars – every adult has their own car, every son and daughter has their own car. So do not think they are going to use transit or even walk, these same people are going to be living here. How many school age children walk to school every parent drives them and picks them up – why? Safety.
- Should not allow residents to park cars on street as clutters, should be made to park on their own property. Note 1001 Winslow – 1.3 million dollar house, 3- car garage, all 3 cars park on the street, why? I guess not enough garages and parking space on property. Also has suite in the house.

Housing Choices: cont'd/

Public Process:

- Austin Heights residents need a much more detailed explanation of how their input is affecting the planning process and some explanations of when or how their input is overridden by other factors.
- Must be in agreement with residents 200 metres around the proposed plan.
- My impression is that residents do not feel that their input is being considered and that there is an intention to push certain options or features into the community plan, regardless of what the residents want.
- Perhaps a pace-check control (i.e., if one property on the block has been developed, then no other until a certain amount of time has passed – 2 years)? That way it ensures there isn't a massive change too quickly. (Perhaps this could be overruled if the neighbors are in support of it.)
- Be sure to allow residents on any street to decide whether they want increased densification (beyond granny suites or suites for caregivers or family) and not have their concerns trumped by developers who will profit from densification.
- There need to be options for the home owners to vote on this concept. If the decision has been made to make this change, then there must be single floor suites without stairs for "aging in place". We must retain our current trees for the character of this neighbourhood. Current Council has changed a previous bylaw which supported existing "green". Current Council must support and respect our existing green space.

Mixed Use Commercial Core Options

**It is assumed that mixed use commercial core Options B through D would remove the medium density apartments proposed for the northwest corner of Austin Avenue and Blue Mountain Street recognizing that Blue Mountain Street provides a strong transition between the commercial core and the single family area in the northwest corner of Blue Mountain and Austin Avenue.

OPTIONS	DESCRIPTION	PROS	CONS
A: Public Open House Option - Focused commercial core west of Marmont Street allowing mid-high rise tower/podium forms (See Attachment 5).	Proceed with the current draft land use concept as presented at the May 11, 2010 Public Open House for first reading and Public Hearing (Fall 2010). Mid rise development is also allowed throughout commercial core	<ul style="list-style-type: none"> Focuses the high density mixed use commercial core growth between Blue Mountain Street and Marmont Street to link public realm improvements together sooner 	<ul style="list-style-type: none"> Does not address some community concerns regarding preference for lower building form Limits extent of commercial redevelopment to the west of Marmont Street
B: Mid-high rise tower/podium forms throughout expanded core area west of Gatensbury Street (See Attachment 6).	The commercial core would be expanded to include Areas 1a (the Legion site) and Area 2 (Austin Avenue East). As per Option A, redevelopment could take the form of mid-rise or high rise/podium buildings	<ul style="list-style-type: none"> Extends opportunity for high density redevelopment along Austin Avenue between Marmont and Gatensbury Streets Provides additional opportunities for commercial floor space Frames western gateway to the proposed Ridgeway Avenue "High Street" 	<ul style="list-style-type: none"> Does not address some community concerns regarding preference for lower building form Increases residential capacity by 655 units or 26% over market – medium growth scenario Growth in this area may compete for growth elsewhere in the City Disperses redevelopment activity - may take longer to link public realm improvements
C: Mid-high rise tower/podium forms west of Marmont Street. Only mid rise/podium form east of Marmont Street and south of Austin Avenue when adjacent to residential land (See Attachment 7).	While this option expands the commercial core to include Areas 1a (the Legion site) and Area 2 (Austin Avenue East), this option proposes to reduce the number of high-rises by limiting the form to mid-rise buildings east of Marmont Street and on properties adjacent to low and medium density residential uses.	<ul style="list-style-type: none"> Extends opportunity for high density redevelopment to existing commercial area along Austin Avenue between Marmont and Gatensbury Streets Introduces increased variety of building forms Provides a transition between commercial core and surrounding low density neighbourhood Provides additional opportunities for commercial floor space Frames western gateway to the proposed Ridgeway Avenue "High Street" 	<ul style="list-style-type: none"> Market response to the mid-rise building form may occur only in the longer term and consequently the redevelopment of the commercial core may take longer Increases residential capacity by 655 units or 26% over market – medium growth scenario Growth in this area may compete for growth elsewhere in the City Disperses redevelopment activity - may extend the length of time to link public realm improvements
D: Mid-high rise tower/podium forms with only mixed use four-storey buildings when adjacent to designated low density residential uses (See Attachment 8).	The commercial core would be expanded to include Areas 1a (the Legion site) and Area 2 (Austin Avenue East). This option addresses privacy issues by limiting development on lots adjacent to one family uses to 4-storey mixed use building forms as a buffer to towers. Should the 4-story form be uneconomic to redevelop, Council could consider a mid-rise building form subject to addressing privacy concerns to adjacent one family uses.	<ul style="list-style-type: none"> Extends opportunity for high density and four-storey mixed use redevelopment to existing commercial area along Austin Avenue between Marmont and Gatensbury Streets Introduces increased variety of building forms Provides a transition between commercial core and surrounding low density neighbourhood Provides additional opportunities for commercial floor space Frames western gateway to the proposed Ridgeway Avenue "High Street" 	<ul style="list-style-type: none"> Market response to the four-storey building form may not provide adequate density to trigger redevelopment Increases residential capacity by 325 units or 13% over market – medium growth scenario Growth in this area may compete for growth elsewhere in the City Disperses redevelopment activity over larger area - may extend the length of time to link public realm improvements

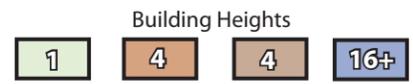


Option A: Public Open House Option - Focused commercial core west of Marmont Street allowing mid-high rise tower/podium forms





Option B: Mid-high rise tower/podium forms throughout expanded area west of Gatsensbury Street



-  High Rise Building
-  Medium Density Apartment
-  Townhouses on Commercial/Retail Podium
-  Potential for 4 storey Commercial/Office



Option C: Mid-high rise tower/podium forms west of Marmont Street with only mid rise/podium forms east of Marmont Street and south of Austin Avenue when adjacent to residential land





Option D: Mid-high rise tower/podium forms with only mixed use four-storey buildings when adjacent to designated low density residential uses



City of Coquitlam

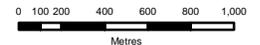
Housing Choices: Areas Under Consideration in Southwest Coquitlam

LEGEND

-  Proposed Neighbourhood Plan Boundaries
-  Existing Neighbourhood Attached Residential Land Use Designation

Policy CC27 from the Southwest Coquitlam Area Plan

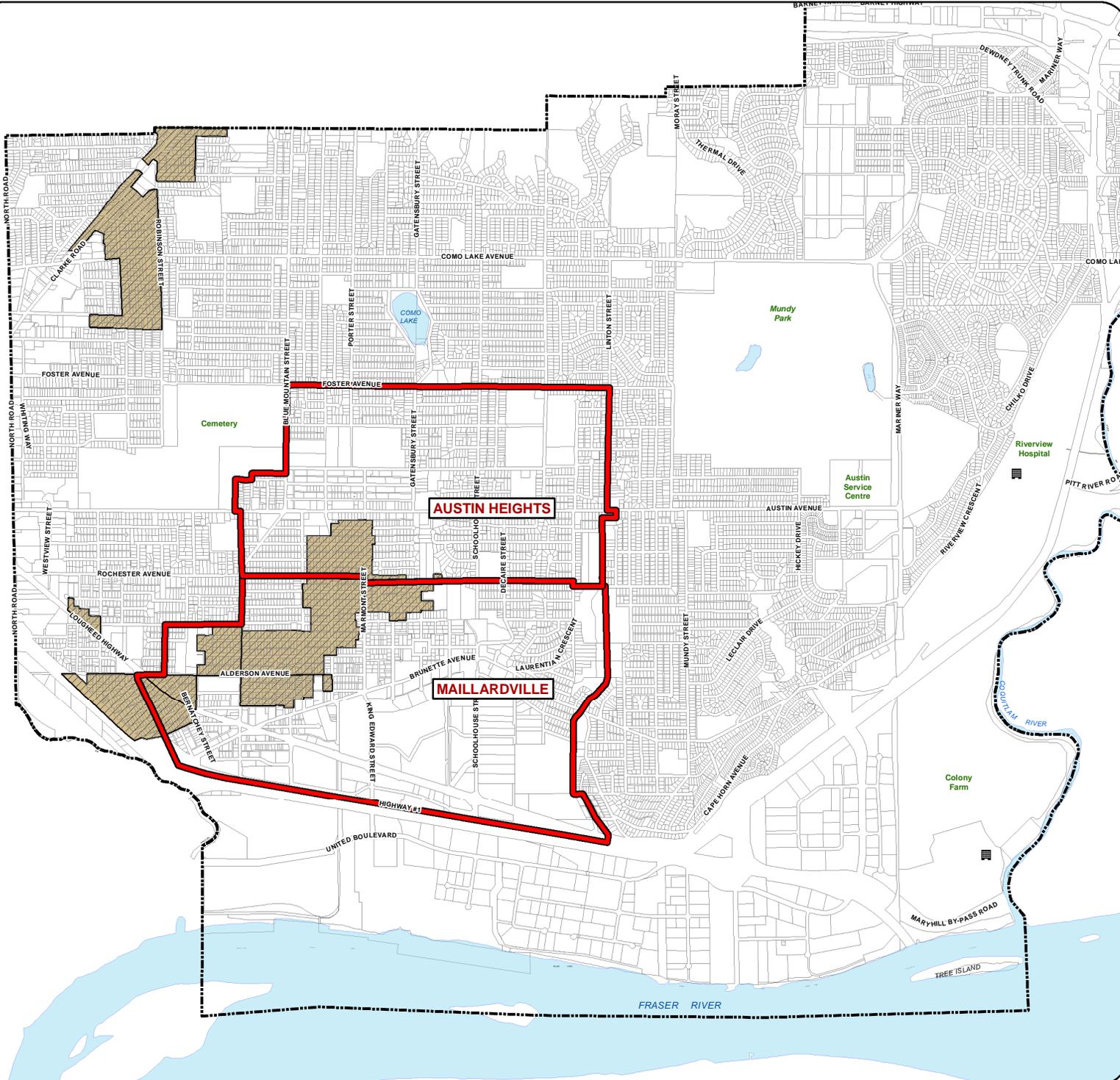
Council may give consideration to applications for new small-scale, ground-oriented housing choices, in portions of the Plan area designated for Neighbourhood Attached Residential uses in advance of completing new, or updating existing, Neighbourhood Plans. The City will establish a Demonstration Program for Innovative, Small-scale Housing Design to assist in guiding appropriate new housing choices design that specifies the purpose, goals, review criteria, design considerations, consultation requirements, and post-project completion evaluation requirements.



Disclaimer: This is intended for reference only. It is not a legal document. If any contradiction exists between this document and the relevant city Bylaws, Codes, or Policies, the Bylaws, Codes or Policies shall be the legal authority.

Date Created: April 28, 2010

Map Projection: UTM Nad1983
Prepared By: Planning & Development
Source: City of Coquitlam

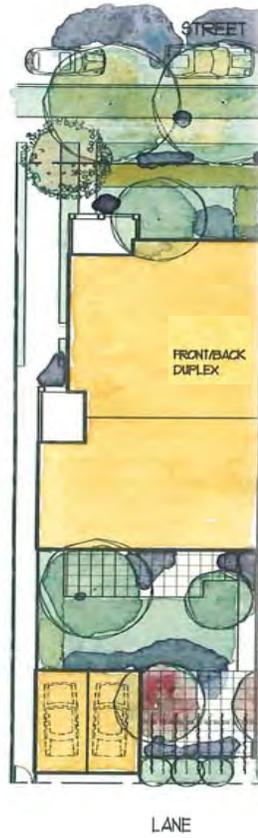


Housing Choices - Precedent Images and Examples of Site Plan Layouts

Coach House



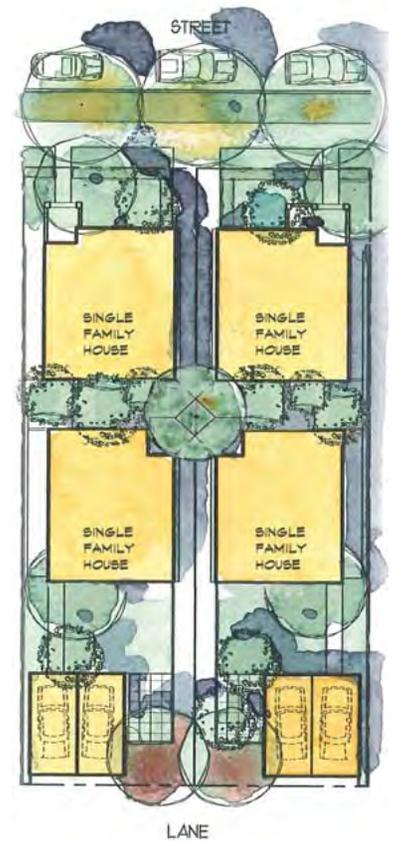
Front/Back Duplex



Triplex



Fourplex



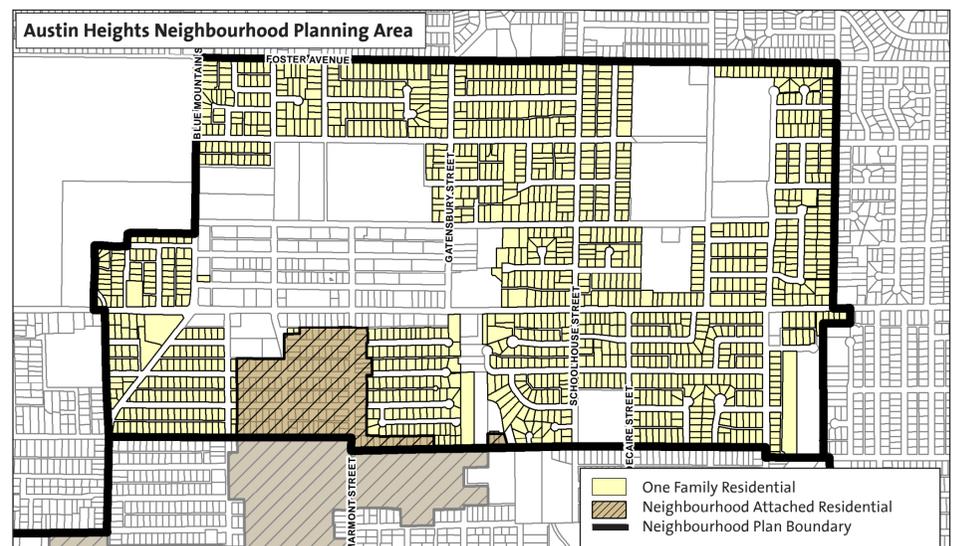


Housing Choices - Austin Heights

Where Should Housing Choice Options be Allowed?

The Housing Choices identified as appropriate for Austin Heights would be required to go through a rezoning process and would be subject to Development Permit Design guidelines to address the form and character. This process includes a Public Hearing where neighbours and the public would have the opportunity to review and comment on proposed small scale housing options.

Currently, housing choices are permitted as part of an interim process in the area of Southwest Coquitlam designated as “Neighbourhood Attached Residential.”



As part of the Austin Heights Neighbourhood Planning process, the area permitting housing choices could be expanded to include properties currently designated “One Family Residential”, as depicted in the map above. The following criteria would be considered for each application:

- » Design the addition of housing choices in a manner that retains views, privacy and neighbourhood character.
- » Improve the frontage of properties redeveloped with housing choice options by incorporating street trees and pedestrian walkways;
- » Limit total number of units to three on lots less than 930 m² (10,000 ft²) without a lane and 740 m² (7,965 ft²) with a lane.
- » Require a minimum lot width for 3 or more units to 20 metres (65 feet) on properties without lanes.
- » Require a minimum lot width of 15 metres (50 feet.) for 3 units and 18 metres (60 feet) for 4 units on properties with lanes.
- » Prohibit housing choices on properties within riparian area setbacks (along creek corridors).
- » Review surrounding land uses to the proposal. Adjacent uses such as higher-density residential, commercial, and parks, as well as lots on arterial roads or within 400 metres of transit service could more easily accommodate the more intensive housing choice options that have been identified for Austin Heights.

WHAT DO YOU THINK?

Housing Choice Options

* Applications for more than two units per lot would be subject to the criteria outlined in Attachment 11.

**It is assumed that all housing choices apart from secondary suites would be subject to neighbourhood character Development Permit guidelines.

OPTIONS	DESCRIPTION	PROS	CONS
<p>1: Allow coach houses on properties designated "One Family Residential."</p>	<p>Coach houses less than 70 square metres (750 square feet) in floor area could be approved by staff through a Development Permit (DP).</p>	<ul style="list-style-type: none"> • Less expensive for applicant (no RZ/PH fees) • More certainty for applicant • Broader area of application for coach housing. 	<ul style="list-style-type: none"> • No opportunity for public input • Limited City discretion/lower level of design control with no RZ/PH process • Limits housing choice to small coach houses outside of "NAR" designation – less growth accommodated in low density forms
<p>2: Allow up to three units in area designated "One Family Residential."</p>	<p>The number of units would depend on site conditions such as lot size, lane access, lot width, environmental impacts, and proximity to higher-density uses. Council approval required (rezoning/public hearing).</p>	<ul style="list-style-type: none"> • More public input with RZ/PH process • Higher level of design control with RZ/PH process • Regulations and guidelines less complex than for four units • Most housing choices available – accommodates more growth in lower density forms 	<ul style="list-style-type: none"> • Longer processing (RZ/PH) times (more staff time) • More permitting costs to applicants • More uncertainty for applicant
<p>3: Allow up to four units in area designated "Neighbourhood Attached Residential (NAR)"</p>	<p>Allow two years to test acceptance of new housing choices in area where the majority of properties are already zoned for duplexes. Consider broader application after two years. Require Council approval (rezoning/public hearing).</p>	<ul style="list-style-type: none"> • More public input with RZ/PH process • Higher level of design control with RZ/PH process 	<ul style="list-style-type: none"> • Longer processing (RZ/PH) times (more staff time) • Higher permitting costs to applicants • More uncertainty for applicant • Minimal area for housing choice opportunities in Austin Heights – less growth accommodated in low density forms
<p>4: Allow up to four units in areas designated "NAR" and expand the area of this designation to include properties within approx. 400 metres (5-10 minute walk) of proposed commercial core.</p>	<p>Allow new housing choices in "NAR" designation, as well as in area within five to ten minute walk (400 metres) of commercial amenities/transit service. Council approval required (rezoning/public hearing).</p>	<ul style="list-style-type: none"> • More public input with RZ/PH process • Higher level of design control with RZ/PH process • More housing choice opportunities in transition area (approx. 400 metres of commercial core) between high/medium density and one-family uses. 	<ul style="list-style-type: none"> • Longer processing (RZ/PH) times and more complex applications for four units (more staff time) • Higher permitting costs to applicants • More uncertainty for applicant
<p>5: POH Option - Allow up to four units in area designated "One Family Residential"</p>	<p>The number of units would depend on site conditions such as lot size, lane access, lot width, environmental impacts, and proximity to higher-density uses. Council approval required (rezoning/public hearing).</p>	<ul style="list-style-type: none"> • More public input with RZ/PH process • Higher level of design control with RZ/PH process • Most housing choices available – accommodates greatest amount of growth in lower density forms 	<ul style="list-style-type: none"> • Longer processing (RZ/PH) times and more complex applications for four units (more staff time) • Higher permitting costs to applicants • More uncertainty for applicant

OPTION 4

Proposed Expanded Neighbourhood Attached Residential Designation

LEGEND

Austin Heights NP Boundary

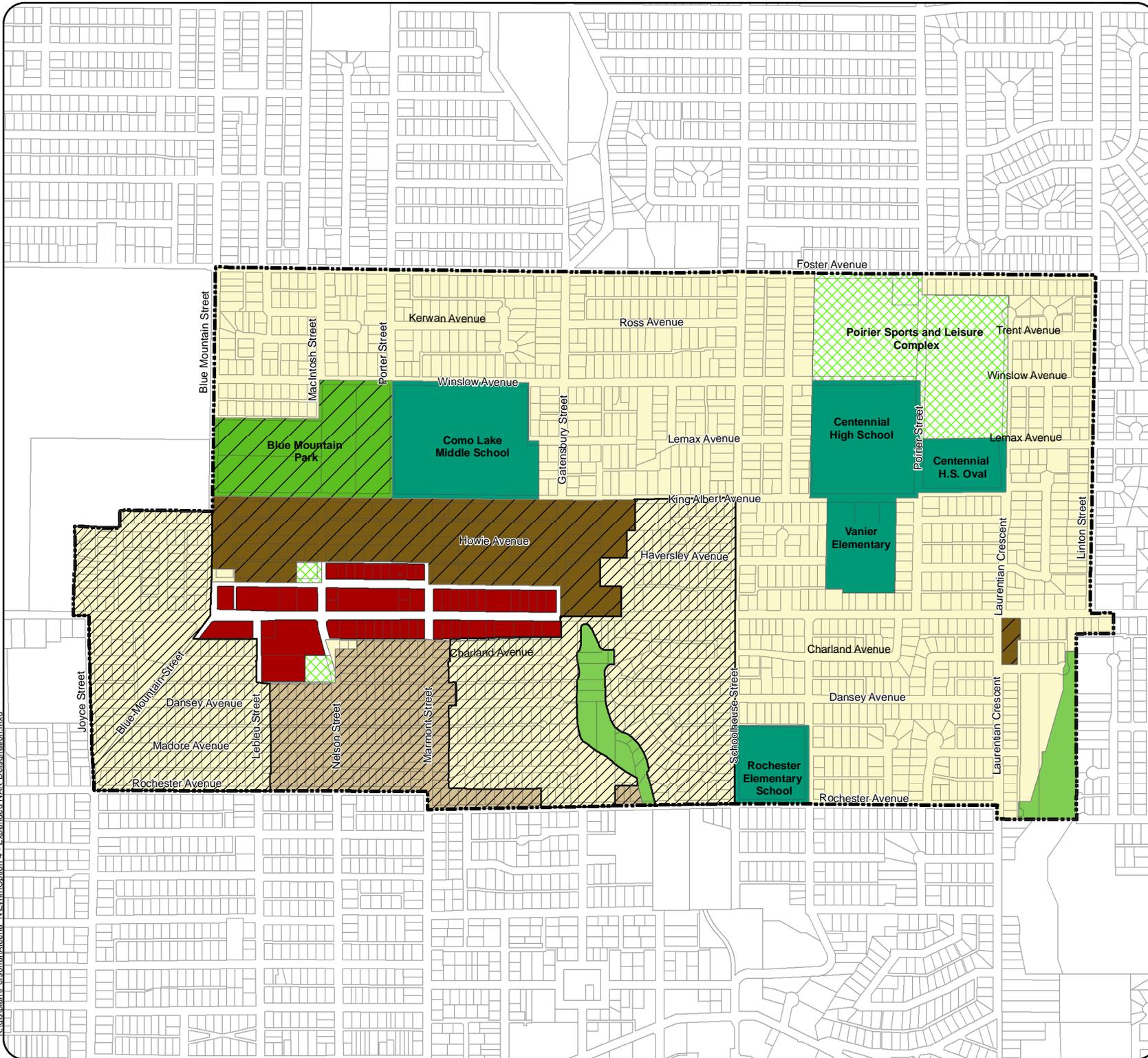
400m buffer around commercial core

Existing Land Uses

- Commercial
- Civic and Major Institutional
- Medium Density Apartment Residential
- Neighbourhood Attached Residential (Housing Choices allowed)
- One Family Residential
- Natural Areas
- Parks and Recreation
- School

Proposed Land Use

- Neighbourhood Attached Residential (Housing Choices allowed)



Disclaimer: This is intended for reference only. It is not a legal document. If any contradiction exists between this document and the relevant City Bylaws, Codes, or Policies, the Bylaws, Codes or Policies shall be the legal authority.

Date Created: June 14, 2010

Map Projection: UTM Nad 1983
Prepared By: Planning & Development
Source: City of Coquitlam



Coquitlam

For Committee

September 10, 2010
Our File: 13-6480-20/09/1
Doc #: 942701.v1

To: City Manager
From: General Manager Planning and Development

Subject: **Council Workshop – Austin Heights Neighbourhood Plan**

For: **Special Meeting of the Land Use and Economic Development Standing Committee (September 14, 2010)**

Recommendation:

That the Committee receive the report of the General Manager Planning and Development dated September 10, 2010 entitled "Council Workshop – Austin Heights Neighbourhood Plan" for information.

Report Purpose:

This report responds to direction from the July 26, 2010 Land Use and Economic Development Standing Committee (LUED) meeting for staff to conduct a workshop which is scheduled for September 14, 2010 at 2:00 pm with Council/Committee to discuss and provide input on the recommended land use proposals for Austin Heights.

Background:

On July 26, 2010, the Land Use and Economic Development Standing Committee deferred consideration of a staff report presenting recommended land use options for the Austin Heights neighbourhood and directed staff to organize a workshop where the options could be more fully presented and discussed by the Committee. The Austin Heights Neighbourhood Planning process was also the subject of some public comment at the Town Hall meeting in June 2010.

Discussion:

The recommended land use options for Austin Heights were developed in response to Council direction to work with area property owners, residents and businesses to prepare a neighbourhood plan for Austin Heights with the aim of supporting revitalization of the commercial core and providing additional housing capacity for existing and future residents to the area.

PWS

Discussion: cont'd/

A Special Land Use and Economic Development Standing Committee meeting, to which all of Council is invited, has been scheduled for September 14, 2010 from 2:00 to 4:00 pm in the Council Committee Room to provide an opportunity for staff to present the preferred neighbourhood land use concept, and an opportunity for Council to discuss and provide feedback and direction on plan proposals.

Specific workshop objectives include:

- Review of plan goals and objectives.
- Provide an overview of the preferred neighbourhood land use concept and feedback from the most recent public open house in May 2010.
- Receive and discuss Committee feedback on proposed land use proposals.
- Seek Committee direction on plan revisions in advance of a further public open house later this fall.

Feedback from this session will be incorporated into a report back to Council in October 2010.

Financial Implications:

There are no financial implications associated with this report.



J.L. McIntyre, MCIP

NC/ms

This report was prepared by Nadia Carvalho, Planner 2 and reviewed by Rob Innes, Manager Community Planning.

QUICK FACTS – Austin Heights Medium Density Apartment Area

The existing Medium Density Apartment Area in Austin Heights is located between King Albert and Ridgeway Avenues and between Blue Mountain Street to just east of Gatensbury Street.



This area:

- » is currently comprised of well maintained, three-storey wood frame strata titled and purpose built rental apartment buildings consisting of 1,525 apartment units;
- » provides more housing options for residents;
- » provides a natural transition between the proposed higher density core and the surrounding single-family neighbourhoods.
- » consists of the following housing tenure mix: rental (61%), strata-titled (35%) and non-profit housing (4%) and provides approximately ¼ of the city’s purpose built rental housing stock.
- » is a key area of affordable rental and strata-titled housing. Currently, the average listing price of 1 bedroom apartment is \$155,000 requiring a household income of \$43,000. The average listing price of a two bedroom apartment is \$224,000 requiring a household income of approximately \$60,000 per year to purchase. Table 1 shows gross annual salaries for various professionals;
- » would require densities greater than those proposed for the commercial core to trigger redevelopment in the area;
- » Growth projected for the neighbourhood can be comfortably accommodated in the proposed higher density mixed use commercial core.

Receptionist	\$30,000
Retail Supervisor	\$43,000
Banking Clerk	\$48,000
Firefighter	\$57,000
Secondary School Teacher	\$72,000
Police Officer	\$82,000

Table 1: Gross Annual Salaries for Various Professionals



Source Table 1: Service Canada Labour Market Information and BC Work Futures (2007).

Coquitlam

For Committee

November 22, 2010

Our File: 08-3360-20/08 014065 RZ/1

Doc #: 964659.v1

To: City Manager
From: Acting General Manager Planning and Development
General Manager Engineering and Public Works

Subject: **Draft Austin Heights Neighbourhood Plan**

For: **Land Use and Economic Development Standing Committee**

Recommendation:

That Council:

1. Direct staff to seek public input on the draft Austin Heights Neighbourhood Plan as presented in the report dated November 22, 2010 from the General Manager Planning and Development; and,
2. Direct staff to complete engineering servicing analyses and a supporting financial plan that will identify the necessary funding provisions to support engineering infrastructure and community amenities required to implement the Austin Heights Neighbourhood Plan.

Report Purpose:

This report responds to questions and direction to staff from the September 14, 2010, Land Use and Economic Development Standing Committee Special Meeting regarding the Austin Heights Neighbourhood Plan (AHNP) and seeks Council direction to seek public input on the draft Plan at a final Open House in early 2011. This report also seeks Council direction for staff to complete a detailed servicing and financial strategy to support the implementation of the final AHNP.

Strategic Goal:

This report supports the City's strategic and corporate goals to support a growing and changing population by strengthening and revitalizing established neighbourhoods and commercial areas.

Executive Summary:

The draft AHNP, based on input from a Special Meeting of the Land Use and Economic Development Standing Committee on September 14th and additional review by staff in Development Services, Engineering and Public Works, Parks, Recreation and Culture and Financial Services is presented for Council consideration. Staff recommend that the draft Plan be presented for public review and comments at a final Open House in early 2011.

Executive Summary cont'd/

High level infrastructure servicing implications associated with the proposed land use plan have also been considered as part of the draft Plan and are summarized for Council's review. If supported by Council, more detailed work to finalize the servicing strategy and associated financial plan will be undertaken and presented to Council concurrently with staff's future report seeking first reading of the necessary Citywide OCP Amendment Bylaws to implement the AHNP.

Background:

The draft AHNP has been prepared in response to Council direction in December 2008. The Plan, if adopted, will provide an updated general land use and servicing strategy for Council to consider development proposals within the neighbourhood. The Plan envisions a high-density, mixed-use commercial core and the introduction of small-scale innovative housing choices in surrounding areas of the neighbourhood which could result in an additional 5,000 residents and approximately 50,000 square metres of total commercial floor space over the next twenty years. A detailed public engagement and plan preparation process has been undertaken in the development of the draft Plan.

The Land Use and Economic Development Standing Committee provided feedback on plan goals and the recommended land use concept at its Special Meeting on September 14, 2010. These comments and staff's response and actions undertaken to address the comments are summarized in this report.

Discussion/Analysis:

September 14, 2010 Land Use and Economic Development Standing Committee (LUEDSC) Special Meeting

The Special LUEDSC meeting provided an opportunity for focused review, discussion and feedback on proposed plan goals and objectives, the recommended land use concept and input received at the May 2010 Public Open House on the draft Plan. Staff responses to the Committee's questions and input are summarized in Attachment 1. Minutes of the September 14th LUEDSC Special Meeting are included as Attachment 2.

General Servicing Considerations

Engineering and Public Works staff have provided the following high level summary of specific servicing implications associated with implementation of the draft Plan:

Water - The City developed a water servicing strategy in 2007 to accommodate the planned development in Southwest Coquitlam. Components of the plan include upsizing the watermain on Schoolhouse Street, upgrades to the Foster pump station and additional water storage. These upgrades will be able to accommodate the proposed growth and densities in Austin Heights.

Sanitary Sewer - The existing sanitary sewer system is being analyzed to determine whether it has capacity to accommodate the planned development in the Austin Heights neighbourhood. Preliminary results show that some phased improvements will be required as the area develops. Further analysis on the extent of sanitary sewer improvements and possible phasing issues will be undertaken prior to completion of the AHNP.

Stormwater Drainage - Austin Heights is located within two watersheds - Nelson Creek and Como Creek. An analysis of the stormwater drainage system is being completed as part of the Nelson Creek integrated watershed management plan (IWMP). It is anticipated that the planned development will increase flows in both the drainage system and Nelson Creek. Plans to mitigate these impacts are being developed as part of the Nelson Creek IWMP.

An analysis of the Como Creek drainage system which was completed in 2007 considered an increase in impervious area resulting from future area development in the watershed. As a result of the study, measures to prevent flooding on Schoolhouse and King Edward Streets were constructed as part of the road improvements in 2010. Culverts across Highway No.1 are also being upgraded as part of the Provincial Gateway project. Other identified improvements will be included in the City's long range Capital Program.

Transportation - The City's long-term transportation networks (e.g. streets and greenways) are being reviewed through an update to the Strategic Transportation Plan. Pending confirmation of the preferred long-term network for the City, the transportation analysis for the AHNP indicates the existing and proposed street network should be sufficient to accommodate trips and traffic generated from the AHNP with the following transportation improvements:

- Austin Avenue at Marmont, laning and signal phasing upgrades;
- Austin Avenue at Laurentian, intersection modification and signal upgrade;
- Improved transit frequencies (i.e. Frequent Transit Network) on Austin Avenue with improved amenities for transit patrons;
- Cycling facilities, new bicycle/pedestrian bridge on King Albert as well as cycle parking and end-of-trip facilities at key destinations; and,
- A denser network of pedestrian facilities in the commercial core, including wide sidewalks and additional crossings along key pedestrian corridors (i.e. Austin and Ridgeway).

Additional measures to those noted will be evaluated and confirmed as part of the more detailed analyses.

Further engineering analyses which will identify recommended refinements and amendments to the City's Five-Year Capital Program and a recommended supporting financial plan will be prepared for Council's consideration when it considers the CWOCP amendment Bylaws for implementation of the AHNP in early 2011.

Financial Implications:

There will be financial implications directly associated with the provisions of infrastructure and community amenities required to implement the AHNP. Staff therefore propose that a detailed engineering servicing analysis and accompanying financial strategy be prepared as part of the completion of the AHNP. The financial plan would identify necessary local and community infrastructure and amenities and how these services and amenities will be funded.

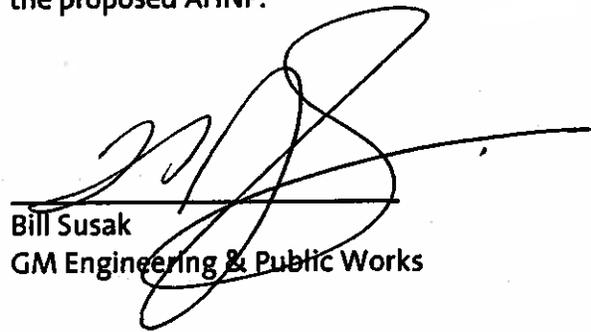
Conclusion :

This report responds to Council's request for additional information, as requested at the September 14th Special LUEDSC meeting. The draft AHNP (Attachment 3) represents the culmination of technical review of land use and servicing considerations plus extensive public consultation with local property owners, businesses, residents and other stakeholders such as the private development sector. Staff seek Council support to:

- Seek public input on the draft Plan at a final public Open House in early 2011; and,
- Complete the necessary engineering servicing analyses and accompanying financial plan to support implementation of the proposed AHNP.



Raul Allueva
Acting GM Planning and Development



Bill Susak
GM Engineering & Public Works

NC/lmc

Attachments:

1. Staff response to questions/comments from the LUEDSC September 14, 2010 meeting (Doc# 980510)
2. Minutes of LUEDSC Special Meeting – September 14, 2010 (Doc#960700)
3. Revised Draft AHNP - November 2010

This report was prepared by Nadia Carvalho, Community Planner, with input from Catherine Mohoruk, Manager Transportation Planning and Dana Soong, Manager Utility Programs and reviewed by Rob Innes, Manager Community Planning.

Draft Austin Heights Neighbourhood Plan Staff Response to Questions/Comments from the LUEDSC September 14, 2010

Question/Comment	Staff Response
<p>Concern that the current rental and strata apartment buildings located between Blue Mountain and Gatensbury Streets are approaching the end of their useful life.</p>	<ul style="list-style-type: none"> Policy 3.2.3a) added to clarify that redevelopment of the medium density apartment area north of the commercial core will be considered subject to developers ensuring that tenants displaced by redevelopment are protected through the provision of replacement rental housing or a comprehensive relocation assistance program provided by the developer.
<p>Request staff to contact residents in the rental and strata buildings to advise of the City's proposed Neighbourhood Plan, and to ensure that these residents have an opportunity to provide input into the process.</p>	<ul style="list-style-type: none"> Staff will provide additional notification to both property owners and renters, within the medium-density apartment district north of the commercial core, outlining potential redevelopment opportunities as part of advertising for the proposed final Open House for the Plan in early 2011.
<p>The preparation of proposed Development Permit Guidelines to control the look and appearance of Housing Choices, while maintaining the character of the neighbourhood.</p>	<ul style="list-style-type: none"> Draft "Housing Choices" Development Permit Guidelines, which address the form and character of new housing types, have been developed and are intended to achieve high standards of design while retaining the character and respecting the context of the existing neighbourhood. The Draft Guidelines were received by the Land Use and Economic Development Standing Committee at its meeting of November 8, 2010 and will be the subject of further review by Council as part of Housing Choices.
<p>The need to include Translink as part of the technical group to ensure a transit-oriented development plan</p>	<ul style="list-style-type: none"> Translink was represented at the City's Technical Working Group (TWG) which advised on the preparation of the Plan including review of the draft Neighbourhood Plan.
<p>The need for staff to work with the Fire Department regarding the location of overhead utilities, and the width of the rear lanes for emergency service access.</p>	<ul style="list-style-type: none"> Fire and Rescue was represented on the inter-departmental TWG and also advised on the preparation and review of the plan. The plan policies in the SWCAP and the AHNP provide direction for staff to ensure that the requirements regarding utilities, access and addressing in new developments are satisfied.

Question/Comment	Staff Response
<p>Planning and Development staff should work closely with Engineering staff relative to snow removal and garbage pickup in lanes, review of extra costs for services and review of sewerage and water capacity with additional density.</p>	<ul style="list-style-type: none"> • Engineering and Public Works staff including representatives from Utility Planning, Operations, Transportation and Environmental Services are part of the interdepartmental TWG which has helped guide formulation of the Plan including review of draft policies and servicing strategies. • High level summaries of specific servicing implications of the Neighbourhood Plan are included in the report dated November 19, 2010 from the GM Planning and Development regarding the Austin Heights Neighbourhood Plan. A more detailed engineering servicing strategy which outlines necessary infrastructure improvements and which will include information regarding costs, timing, and departmental responsibility required to effectively implement the Plan will be prepared subject to Council direction. • Engineering and Public Works staff have confirmed that: <ul style="list-style-type: none"> ▪ Snow removal from primary access lanes and other lanes currently occurs after the snow event has stopped and after the arterials, collectors and local roads are cleared. ▪ Coquitlam Solid Waste Management Bylaw No. 2512, 1992 requires that if a property abuts on a lane then garbage collection is always from the lane. In Southwest Coquitlam, south of Como Lake, majority of garage pick up occurs in the lanes.

**SPECIAL LAND USE AND ECONOMIC DEVELOPMENT
STANDING COMMITTEE MEETING
Tuesday, September 14, 2010**

A Special Meeting of the Land Use and Economic Development Standing Committee convened on Tuesday, September 14, 2010 at 2:00 p.m. in the Council Committee Room, City Hall, 3000 Guildford Way, Coquitlam, B.C. with the following persons present:

COMMITTEE MEMBERS: Councillor Mae Reid, Chair
Councillor Linda Reimer, Vice-Chair
Councillor Barrie Lynch
Councillor Neal Nicholson
Councillor Selina Robinson
Mayor Richard Stewart (arrived at 2:04 p.m.)

STAFF: Jim McIntyre, General Manager Planning and Development
Raul Allueva, Manager Development Services
Rob Innes, Manager Community Planning
Lynn Guilbault, Senior Planner
Ryan Perry, Planner 1
Nadia Carvalho, Planner 2
Jay Gilbert, City Clerk
Denise Peternell, Committee Clerk

REPORTS OF STAFF**1. Report of General Manager Planning and Development – Council Workshop - Austin Heights Neighbourhood Plan**

The Manager Community Planning advised that a staff report regarding the draft plan proposals and recommendations for Austin Heights was presented to the Land Use and Economic Development Standing Committee on July 26, 2010. He advised that the Committee deferred the staff report and directed staff to schedule a workshop regarding this issue which is the subject of this meeting. He advised that the Southwest Coquitlam Neighbourhood Area Plan provided direction for future neighbourhood plans, particularly for those areas that need revitalization or redevelopment. He further advised that staff have been working with area property owners, residents and businesses over the past year to prepare the Austin Heights Neighbourhood Plan proposals. He advised that the plan will be clear, concise and flexible and provide for land use changes into the future and respond to market changes over the next 15 – 20 years.

The General Manager Planning and Development identified the proposed area boundaries of the Austin Heights Neighbourhood Plan on an overhead map. The Planner 2 advised that a technical analysis was conducted and that along with local knowledge the boundaries were determined. She advised that the proposed boundaries are: Foster Avenue to the north; Linton Street to the east; Joyce Street and Blue Mountain Street to the west and Rochester Avenue to the south.

The Planner 2 provided an on-screen presentation and highlighted the following:

What the Austin Heights Plan can achieve:

- Revitalized commercial area
- More housing choice for existing and future residents of differing incomes and life stages
- More transportation choices – encourage walking, cycling and transit use
- Great streets and better public realm
- Strengthening a great neighbourhood

She reviewed the existing land use designations and amenities within the area and advised that the Plan focuses change, with the main focus of change in the commercial area allowing people to live and work close to home. She advised that the existing medium density apartment area in Austin Heights is located between King Albert and Ridgeway Avenues and between Blue Mountain Street to just east of Gatensbury Street and that this is proposed to be retained and will provide an effective transition of densities. She further advised that there will be three additional areas proposed for medium density apartment use located south of Austin Avenue that will also provide an effective transition of densities and building heights.

The Senior Planner advised that housing choices were introduced in the Southwest Coquitlam Neighbourhood Plan and that a policy was adopted to receive housing choices on a neighborhood by neighborhood basis. She provided an overview of proposed housing choices for Austin Heights:

- Coach House without a lane
- Coach House with a lane
- Duplex with or without a lane
- Three Units – Attached or Detached
- Four Units – Attached and Detached

The Senior Planner further advised of the following:

- The proposed housing choices are to be limited to within a 5 to 10 minute walking distance from the commercial core
- As the lots and houses in Austin Heights tend to be larger, the housing choices should appear to look like larger homes from the street
- Depending on the size and width of the lot, and presence of a lane, there could be up to four units on a lot

- The coach houses are to be located at the rear of the property and are defined as units that are limited to a maximum of 500 square feet
- That the focus of the overall proposed high density change is centred on the commercial core and high density in the area that is currently designated for commercial use plus the legion site; the southern portions of the commercial core directly adjacent to lower density uses will be limited to four storeys to mitigate any impacts on the adjacent land uses
- Planning staff is working with a number of other City departments relative to required servicing and frontage improvements

Next Steps:

- Refine draft neighbourhood plan based on Committee feedback
- Draft Plan to Committee/Council (late Fall)
- Public Open House to Review Draft Plan (late Fall)
- Draft Neighbourhood Plan to Committee/Council in Fall/Winter for consideration of first reading and referral to a Public Hearing

Discussion ensued relative to the following:

- Concern that the current rental and strata apartment buildings located between Blue Mountain and Gatensbury Streets are approaching the end of their useful life
- Request staff to contact residents in the rental and strata buildings to advise of the City's proposed revitalization plan, the potential impact on these units and to request input into the process
- The fact that the City hired a consultant to conduct a market analysis of the area and it was determined that the buildings are in good condition and that the cost of any major repairs would still provide for a good return on investment
- The preparation of proposed Development Permit guidelines to control the look and appearance of the housing choices while maintaining the character of the neighbourhood
- The public consultation process and the role of the Austin Heights Business Improvement Association (BIA) is playing in communicating the identity of the new neighbourhood
- The need to continue to include TransLink as part of the technical group to ensure a transit-oriented development plan
- The need for staff to work with the Fire Department regarding the location of overhead utilities, and the width of the rear lanes for emergency service access
- The fact that Ridgeway will be pedestrian friendly with bollards and special street paving and could be closed for festivals
- That Planning staff should work closely with Engineering staff relative to the following:
 - snow removal and garbage pickup in rear lanes
 - review of possible extra costs for services
 - review of sewerage and water capacity with the additional density

The Committee received the report of the General Manager Planning and Development dated September 10, 2010 entitled "Council Workshop – Austin Heights Neighbourhood Plan" for information.

ADJOURNMENT

The meeting adjourned at 2:50 p.m.

MINUTES CERTIFIED CORRECT

CHAIR

 _____

Denise Peternell
Committee Clerk

February 7, 2011

Our File: 08-3360-20/08 014065 OC/1

Doc #: 1030408.v2

To: City Manager

From: General Manager Planning and Development

Subject: **Austin Heights Neighbourhood Plan - Proposed Amendments to the Citywide Official Community Plan - Bylaw No. 4196, 2011.**

For: **Land Use and Economic Development Standing Committee**

Recommendation:

That Council:

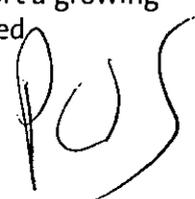
- a. Give first reading to City of Coquitlam Citywide Official Community Plan Amendment Bylaw No. 4196, 2011;
- b. In accordance with the *Local Government Act*, consider Bylaw No. 4196, 2011 in conjunction with the City of Coquitlam 2011 Five Year Financial Plan Bylaw No. 4173, 2010 and the Regional Solid Waste Management Plan;
- c. Having given consideration to the requirements of Section 879 of the *Local Government Act*, and having previously requested staff to consult with potentially affected agencies, direct staff to send copies of Citywide Official Community Plan Amendment Bylaw No. 4196, 2011 to the following agencies prior to Public Hearing:
 - the Board of Metro Vancouver;
 - TransLink;
 - School District No. 43;
 - Ministry of Environment; and,
 - Fisheries and Oceans Canada.
- d. Refer Bylaw No. 4196, 2011 and application 08 014065 RZ to Public Hearing.

Report Purpose:

This report summarizes feedback from the Austin Heights Neighbourhood Plan (AHNP) public open house held January 26, 2011 and presents the plan for Council's consideration of first reading of the CWOCP Amending Bylaw No. 4196, 2011 and referral to Public Hearing.

Strategic Goal:

This report supports the City's strategic and corporate goals to support a growing and changing population by strengthening and revitalizing established neighbourhoods and commercial areas.



Executive Summary:

In December 2008, Council directed staff to prepare a neighbourhood plan for Austin Heights. The final AHNP public open house was held on January 26, 2011 and included minor refinements to the draft plan made in response to recent Land Use and Economic Development Committee and Council direction. An estimated 400 people attended the open house and the feedback received was overall very positive. It is therefore recommended that the bylaw to incorporate the AHNP into the Citywide Official Community Plan (CWOCPP) be given first reading and referred to Public Hearing.

Background:

In December 2008, Council directed staff to prepare a neighbourhood plan for Austin Heights pursuant to the requirements of Section 879 of the *Local Government Act*. The plan provides an updated general land use and servicing strategy for Council to consider development proposals within the neighbourhood. The plan envisions a high-density, mixed-use commercial core and the introduction of small-scale innovative housing choices in surrounding areas of the neighbourhood. A comprehensive public engagement and plan preparation process supported the development of the plan.

Discussion/Analysis:

The draft AHNP policies, land use plan and development permit guidelines were presented to the public at the final AHNP public open house on January 26, 2011. An estimated 400 people attended the open house and 94 comment sheets were received. Verbatim comments are included in Attachment 1 and the original handwritten comment sheets have been placed in a binder in the Councilors' office.

Open house attendees were asked to provide their feedback on each element of the plan including each of the land uses and the development permit guidelines. Overall, public response to the land use plan was very favourable and the written comments also reflect the verbal feedback that staff received at the open house:

Neighbourhood Centre – The majority (69%) of respondents support the plan to introduce higher density mixed uses in the neighbourhood centre, while 14% are against the idea of high-rises, 12% would like to see building heights kept to under ten storeys, and 5% either want to keep the area the same or have some concerns about the impact of the plan on the neighbourhood.

Medium Density Apartment – The vast majority of respondents (87%) support the retention of the existing medium density apartment area and the introduction of small medium density areas to the south of the commercial core.

Neighbourhood Attached Residential (Housing Choices) – The majority (77%) of respondents support the housing choices designation and the housing variety this designation offers. Twenty-three percent of respondents expressed concerns, including the impact of additional traffic on the neighbourhood and changes to the character of the single-family areas.

One Family Residential – The majority of respondents (76%) support the single-family areas while 24% suggest that the lands designated for single-family be reduced to provide more affordable and sustainable housing options.

Development Permit Guidelines – The majority of the respondents (67%) like the guidelines and the focus on the public realm. Nineteen percent expressed concerns about high-rises and building heights and 14% would like to see more detailed green building guidelines.

Similar strong levels of support were demonstrated for the Parks, Recreation and Natural Areas, Transportation, Infrastructure and Servicing and the Environment policies.

Land Use Plan Refinements

A few minor policy refinements were made to the plan to reflect Land Use and Economic Development Standing Committee, Council and community feedback and were presented at the final open house:

Landmark Sites/Buildings – Reinforces the gateways to the Austin Heights Neighbourhood through extra bonus density in exchange for exceptional building design and provides additional opportunities for community input.

Medium Density Apartment Policy – Further refines the policy to strengthen the retention of this housing stock while providing Council flexibility in accommodating select redevelopment proposals.

Amends the land use designation on the Blue Mountain Church site to allow medium density development over the entire site.

Universal Accessibility Policy – Ensures that the pedestrian environment is universally accessible, accommodating those with visual, mobility and cognitive impairments including wheelchair and scooter users.

Small Businesses Attraction and Retention Policy – Encourages the City's Economic Development Division to work with the Austin Heights Business Improvement Association to retain existing businesses and attract new small, independent businesses to the neighbourhood.

Natural Areas – Amends the “Natural Areas” land use designation based on up-to-date topographical information to match the top-of-bank of the stream corridors.

Lougheed Neighbourhood Plan (LNP) Boundary – Refines the LNP to accommodate the western gateway of Austin Heights within the Austin Heights Neighborhood Plan.

Bike Route Segment – Shifts the portion of the proposed bike route on Marmont Street between Rochester and Austin Avenues to the less busy Nelson Street to allow cyclists to more safely share the travel way with vehicles.

Implementation Phase:

Key components of the implementation phase of the AHNP planning process include the Engineering Servicing Strategy, which is well underway and nearing completion, the Street Standards Guidelines (SSG) and Zoning Bylaw amendments. Work on the SSG and Zoning Bylaw amendments will begin once the neighbourhood plan has been adopted by Council and it is anticipated they will be completed later this year.

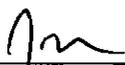
Financial Implications:

There will costs to the City to provide infrastructure and community amenities required as part of implementing the AHNP. It is anticipated that much of the funding will come from development. The capital plan will provide further information on these amenities and infrastructure and how these services and amenities will be funded.

Conclusion:

The AHNP represents an exciting vision for the future of this well established neighbourhood and is supported by a comprehensive consultation process that garnered strong public support for the plan.

Staff recommend first reading of Citywide Official Community Plan Amendment Bylaw No. 4196, 2011 and referral of the bylaw to Public Hearing.



J.L. McIntyre, MCIP

Attachments:

1. Public Open House Verbatim Comments January 26, 2011, Doc# 1029753v2
2. Bylaw No. 4196, 2011, Doc# 1026607v2
Schedule A Doc#1031549; Schedules B to H Doc# 1031550

This report was prepared by Nadia Carvalho, Community Planning and reviewed by Jim McIntyre, General Manager Planning and Development.

AUSTIN HEIGHTS NEIGHBOURHOOD PLAN – OPEN HOUSE COMMENTS
Wednesday, January 26, 2011

1. What are your thoughts regarding the **PROPOSED LAND USE CONCEPT** and **NEIGHBOURHOOD PLAN POLICIES?**

a. Neighbourhood Commercial

In Favour of the Neighbourhood Commercial designation:

- Excellent.
- Excellent idea – improve the shops.
- I think it is a very good idea. It makes a person feel proud to be a part of a community that cares about its surroundings.
- Well done in terms of building options and community accessibility – nice inclusion of pedestrian areas and areas for community festivities.
- It will be nice to have a walkable commercial area nearby.
- Ail in favour – revitalizing the area is long overdue.
- It is a positive change to have a new commercial district. Allow people the live in Coquitlam to also work in Coquitlam, less commuting.
- I think it will be a wonderful improvement to the area and bring more visitors.
- In favour.
- I am happy to see this change in this community.
- I like the concept of village style living presented here. I think this project will be an excellent opportunity to redevelop Coquitlam's downtown core.
- Keep the bar high for the developers. Quality long range development is quick profit and long-term problems for the neighbourhood. i like the plan and want to see it executed with excellence.
- Excellent plan, much needed. Area needs a fresh look as well as the opportunity of having a 'pedestrian friendly' layout.
- Looks good.
- I support it.
- Like the plan.
- Good.
- It's a good size but insist on an increase of parking underground.
- Looking forward to seeing higher density in commercial area. Specifically highrises anchoring the commercial zone. Needing more pedestrian traffic, busier shops opening later to keep it vibrant and healthy. Keep small green spaces in and around commercial area to continue drawing fast traffic.
- Looks good.
- Like the plan.
- I like it – strongly agree – way overdue for revitalization and modernization.
- Sounds good, more people = better shops, better services, more choices, more desirable neighbourhood.
- I feel like this will add to the existing commercial area and increase the traffic throughout Austin Avenue. This will therefore encourage a positive growth with the community.
- Having lived in the community since 1991, we have seen a steady decline in the buildings along the Austin and Ridgeway corridors. Modern buildings, off-street parking, good sidewalks will ensure that Austin Heights remains the vibrant heart of the community.

- All for it, good idea.
- Pleased to see the plans for a 'walkable' commercial area along Austin.
- Looks good. Need a Tim Hortons!
- Like the high level plan.
- The commercial area along this stretch of Austin Avenue could do with improving without question. I see emphasis on pedestrian traffic – this must be balanced with adequate free parking that supports local businesses.
- Good.
- I like the idea of improving Austin and Ridgeway and having areas designated for walking/pedestrians and no cars. Am concerned as I live in a 3 storey building that there could potentially be highrises on top of the commercial business. Originally any highrises would be south of Austin on the downward slope.
- I support the proposed land use concept.
- I'm totally for upgrading the Austin/Ridgeway commercial areas in the proposals presented. To us as 34 year residents of the area (in our mid-60s) we say as soon as possible. We're very excited. This area could well use a 'community type' setting for upgrading existing business and retail.
- I like it. I would support more land in the housing choices portion.
- I like this plan to have commercial and living apartment above.
- Would like to see layout of suites but I like the idea of mixing apartments/housing and commercial for a 'village like' area.
- To revitalize the neighbourhood, density will have to be increased to motivate/entice developers to spend money. If it is done in a tasteful/high end type development like the Newport Village area, it will be an incredible enhancement to the area.
- I like the proposals for the commercial development of Austin and Ridgeway – many small stores with wide sidewalks and outside cafes, etc will increase the value of surrounding properties.

Not in Favour of the Neighbourhood Commercial designation

- Keep it on Austin the same as it has forever. This area used to be considered downtown.
- Put a vote to the people. Keep this area for single families only.
- I am against highrises – it will block my skyline and people living in them will be able to watch everything I do in my backyard. 4-5 storey buildings would be acceptable to me.
- I oppose any concrete highrises, they will spoil the skyline of the neighbourhood. Lots of times owners rent out the suites for revenue purposes and this will bring people coming and going, cause more congestion to Austin Avenue. Our backyard privacy will be gone as people in highrises will be looking onto our yards.
- This area will become like Newport, Port Moody with its own problems e.g. crime. More crime is committed in highrises and apartments commercial or not.
- Along Austin Avenue if developer is going to build highrises people will feel 'pressed', looks like walk in a concrete forest so I suggest that no highrise allowed along Austin Avenue except 3 or 4 floors building.

- This is a family community area. You will kill that with a big city build of towers. 6 storeys maximum would be pleasant to the eye and keep a community feel. Retail would have a hard time surviving as Austin is a shortcut route from North Road to Port Coquitlam and beyond. How will you keep Austin as diverse as it is now? Bodyshops for cars, gas stations, lumber yards, family run business. Has there been any thought in trying to maintain what a community needs in diverse shopping like there is now?
- Highrise buildings ruin a community! They create a huge increase in traffic density, but the people who can afford to buy these expensive units usually do not become part of the community, but get in their vehicles and go elsewhere for shopping, etc. The northeast side of Coquitlam (around City Hall) is ugly and unfriendly because of all the highrises.
- No highrises on Austin unless higher buildings start up on King Albert. This should shadow sight lines and would be detrimental to property values due to the fact streets above Austin are uphill – medium density heights only.
- We like the land use plan with the exception of highrise towers. We would like to see how many towers are possible and what is the impact of cars due to tower density.
- I think it's a good idea to rejuvenate the neighbourhood commercial area. However I oppose the idea of allowing highrise apartment towers to be built along Austin. The whole area will be silhouette of these monsters. Air will be trapped and become stagnant. Patrons of Bistro Cafes will no longer be able to enjoy sunshine. Vehicular traffic of the tenants of these high density apartments will choke up the flow of traffic on Austin and vicinity. Low rise boutique style apartments with shops on the street level will be a much better alternative. We don't want Austin Heights looks like Hong Kong, Yale Town or New Port Village. I suggest the building should not be taller than 7 storeys.
- Keep commercial development as shown principally along Austin and Ridgeway areas. Easily pedestrian accessible. Many seniors live in this area and need shops lose to parking. Height limit on any towers – no more than 10 storeys.
- Maximum to 10 stories please! Development Permit Guidelines need to be tightened. Keep towers to a minimum. 16 and over is too high. Consider owners on north side of developments on Austin (Towers), shading and parking are huge concerns. Please do not allow "cookie cutter" development. Originality is key. Wind currents around towers will be considerable. Reduce number of high-rises or limit height to 10 floors or less.
- We are opposed to a highrise at the site of the Shell Station – concern about increased traffic and shadowing on existing homes.
- 24 storeys! NO. There go all the old trees first.
- A good shopping area that is pedestrian friendly sounds great. But does it have to come with such high density? I think not. Como Lake Village parking lot is always full with not a high-rise or low-rise in sight. Parking, traffic, noise and air pollution is too high a price to pay for this high a density. The density in this foot print is higher than Newport Village, the Town Centre and Kitsilano.
- Please keep towers to an absolute minimum. High traffic and shading on increased wind intensity will negate some of your positive ideas. Towers are not people friendly!
- Max height 4 storey – base retail commercial good.

General Comments

- Good location
- There has been development along **Mariner Thriftys** which has already brought a higher demand and impact on the local neighbourhood again leaving a negative footprint.
- It's already decided. Where do we go when you 'develop' the big medical building? First you must destroy the old one – how long will it take? And where will we go 'til then?
- Unaffordable rents – lack of street parking.
- I like the idea of the upgrading of the area but I am 100% opposed to the 24 storeys of the proposed towers on the corner of Austin and Blue Mountain.
- I really like the emphasis on 'walkability'.
- I like the strong pedestrian oriented design elements particularly the street wall podium, urban plazas, mid block walkways and attractive network of pedestrian walks.
- Concern about constant construction, losing mom and pop stores, too modern – not In **Metrotown** for a reason.

b. **Medium Density Apartment**

In Favour of the Medium Density Apartment Designation:

- Very Good Idea.
- Wonderful.
- I'm supportive of these options and the development boundaries as presently proposed.
- Great plan – needs updating.
- Good location.
- In favour.
- I support it.
- OK.
- Attractive.
- OK.
- Great idea.
- Great plan for this area along Austin and fits with the neighbourhood apartments to the north.
- OK.
- Good.
- Include options to rebuild current apartments that are in or near a state of disrepair.
- Like the choices presented.
- I support plan.
- OK.
- I'm OK with lowrises – 4 or 5 storeys.
- We like this concept.
- I'm OK with this concept.
- Good for lower income and younger families.
- Allow the opportunity for people to own. This give the youth that reside in Coquitlam to be able to own and stay here.
- Needed. I like there is a limit on too many highrises, although some are needed. But extra housing that is affordable is definitely needed.
- As our community matures, higher quality residential choices in the form of strata, condo, apartment and row house will allow everyone from first time buyers to empty nesters find appropriate housing.

- I think this works well here. The recent townhouses development on Lougheed by the Ramada Inn is a good example.
- Don't mind if rentals were raised to four and five storey buildings in order to have more places available for rent.
- Refurbish the existing low-rise apartments - maintaining green space. Townhouses like those built by the Ramada Inn and Lougheed Highway would be a great asset to this area both north and south of Austin. A few 8 storey apartments would be manageable and not obstruct the view and daylight.
- Majority of this area is already occupied by medium density low rise (3-4 storeys) apartment building *such as along King Albert). A redevelopment of this area into high density apartment should not be allowed. If allowed, developers will expropriate the existing buildings and rebuild to highrise apartments because of the high return in investment. The only green belt (Blue Mtn Park) will not longer be able to handle the sudden surge of residents.

Not in Favour of the Medium Density Designation:

- No!
- Concerns about having to sell – property taxes, rental costs going up, utilities.
- I think that the proposed medium density areas should be restricted to one area and not be allowed to mix with single family homes.
- If new apartments need to be developed, they need to be on existing medium density footprints that are the same in height and density of current apartments. They need to blend in with the existing aesthetics of the neighbourhood. This area has been predominantly single family dwellings which is why I choose to live here. High density 24 floor apartments do not belong here. This will destroy any resemblance to our "Commercial Drive" look. It will mark the start of high density over development and destroy the character and nature of the community. My personal experience is that there are no benefits to this. Trees on sidewalks and concrete mini parks are not acceptable. It will be the start of highrises in an area that has been a quiet neighbourhood. Negatives – more noise, traffic, parking problems, attracts crime. If there is a need for towers 24 storeys North Road Lougheed and Town Centre, not single dwelling neighbourhood, does not blend, leave them as they exist.

Other:

- Clean up the area we have existing re-face. We currently have enough apartments in this corridor and in the 46 years of living in this area, population growth has risen but we have not improved roadways. We have more congestion, more accidents and more crime.
- As long as one can keep the TREES
- "Affordable" housing must be part of the overall planning.
- I am concerned about increased traffic especially around the park and schools. It could adversely affect existing apartments in the area when compared to new. I understand the need for a buffer but going south of Austin could affect property values
- Need updating.
- Transition is important but If you don't boost the density to RT-1 in my neighbourhood, I would want traffic calming and sidewalks to control the shortcutters passing through.
- Not enough. As Metro grows, this area will see pressure.

- Perhaps 90 higher than current 3 storey (maybe 6) on medium density. Highrise I feel the existing apartments are dated and an eyesore. I'm looking forward to finally see new housing option in this neighbourhood. I feel that there should be a max of 25 storeys, so it will blend well with the existing.
- towers should go as far as Blue Mountain Park on King Albert.
- Consider working with the developers of the high density on Austin to develop a comprehensive site plan that incorporates the medium density to allow a good transition to the residential (single family) across the street.
- Premium designs – not cheap housing – no leaky condo designs please. Insist on lots of parking that hides cars, to keep pedestrian walkways available.
- Keep all apartment densities to under 6 storeys, 3 is best.
- Will help increase the #'s of people living in the area which in turn will help the neighbourhood commercial be viable.
- Important to encourage the pedestrian green spaces and enhanced street frontages with new development.
- I would like to see several high-rise apartment buildings in the area, providing more population and contributing to the continuing success of the small businesses in our area.

c. **Neighbourhood-Attached Residential (Housing Choices)**

In Favour of the Neighbourhood Attached Residential (Housing Choices) designation:

- Excellent. Support the housing choices, support the new proposed area.
- I'm supportive of these options and the development boundaries as presently proposed.
- Provides a nice alternative, allowing young families to afford a house. It provides a good option for taking care of elderly family members.
- Great concept – it's time for Coquitlam to polish its diamonds and bring new sparkle to areas that are old and tired.
- I like how Coquitlam has allow for different housing option. This allows to own affordable housing.
- Like the ideas shown.
- Fantastic idea, great opportunity for people to have affordable new homes in a beautiful and safe environment.
- I like it. I'd like to see it available throughout Coquitlam. Land values are too high for exclusively single family to be sustainable for the future.
- Again choice is good and opens many opportunities for legal in-law accommodation mortgage helpers and provision for parking Boundaries better to expand and include more areas.
- Reasonable costs for people who live in the area to stay.
- Good variety of housing options.
- Good flexibility. I wonder how many will actually qualify with land layout. but I like the idea of less expensive alternatives.
- I support it.
- Like the plan and the examples.
- Good for us.
- Good size but will have to be increased 20-25 years.
- I like the choices.
- OK.
- Eco density – thumbs up.

- I like these ideas and think this makes good use of large properties. I like the concept of stepping from 4 storey buildings to townhouses to triplexes to duplexes to lane houses and finally single family dwellings.
- I like.
- Not thrilled with carriage house but will not oppose.
- Good.
- Good choices.
- I support plan.
- OK.
- I'm OK with this.
- Fine.
- We like this concept.
- Good – split lot good, RT-1 looks good:
- To continue to maintain a mix of attached residential within the commercial neighbourhood.
- This needs a 6 unit option. Based on the current 3 and 4 unit option, there is a gap of lots you can work with. For example, there can only be 4 units on lots between 10,000 and 16,000 sq.ft. a sixplex @ 14,000 sq.ft. would solve this.
- It does need to expand.
- The area of "West Coquitlam" is one pf prime single family homes. This fact, together with green spaces, is way I live in this area. I do not support Independent 'rental' structures built on single family lots.
- I have land on Austin Avenue and I believe it can also housing choices on the whole block or apartments like the new one they build across the street from our house.
- It is good to have options for people, bringing in a mix of family units and more upscale condo living for young professionals.

Not in Favor of the Neighborhood Attached Residential (Housing Choices) designation:

- I don't mind RT-1 zoning generally and this would be enough of a change for me at this time.
- This I do not agree the street system just holds its own now. With added density it will only congest the streets worse and add to the already rising crime waves.
- "No" to neighbourhood attached housing. They are everywhere in Coquitlam, they look terrible. How many people can we cram into one space without improving the roadways. With the Fraser Mills site slated for high density population, that will add to our already existing problem.
- Duplex is fine. Multiplex (such as 3 or 4 on one lot) is too dense to the community.
- Very concerned about the mixture of having a single family home being allowed, one suite plus a carriage house on the same lot. With past experiences of how bylaws are ignored and unenforceable even when issues are made known. I hope that very strict limitations will be observed.
- Very concerned about the Increased density, cars and potential for multiple rental opportunities in a formerly 'single family' residence. The bylaws have not worked in the past. The house on 425 Decaire Street had an illegal suite for 15 years and was built and inspected with no stairs between floors.
- Oh goody – instant slums! Seen the ones in Burnaby – look awful, a few years old and not pretty.

- Literally a coach house is a detached small accommodation for coaches. For some cities, addition of coach houses are allowed for the purpose of in-laws or occasional guests to spend a night or two. The coach house in this neighbourhood planning has defeated the purpose. For an existing owner to add on these coach houses is NOT a viable option due to its low return on investment. An initial investment could range from \$150K-\$300K. On the other hand, this will attract a lot of developers to tear down existing building and convert it into a money making 4-family unit from a single family setting. Obviously these will become 100% rental units some with no 'live-in' landlords. The neighbourhood would become rowdy since it is unmonitored and unsupervised. it will also put undue burden on our existing amenities, utilities, traffic flow, school system and back alley traffic chaos.
- Don't like increased density, secondary suites, these lane houses bring more cars, everyone parks on street. E.g. Winslow 1001 and 1006 all park on street. 1001 Winslow - 3 car garage - but park all cars on street. Why is Winslow now a 1 lane street?
- This area is too large. Very important for off-street parking to be incorporated in the design.
- The west side of Blue Mountain is not appropriate neighbourhood for this type of housing. More young families are moving into this area and upgrading or building new homes. Blue Mountain is the obvious choice for the borderline. The area is still too big. Start smaller and monitor the results. Absentee landlords - not maintaining the property. Transient population moving into the area with no interest in maintaining the neighbourhood. increased fire hazard due to closeness of residences and multiple families. Now Paper January 21st Austin and Brunette regional hot spot for bed bugs - more in apartments, townhouses, multi-family housing than single family homes.

Other:

- it would be good if affordable housing for low income people can be considered. i am talking about rentals.
- Would like to see layout of suites but I like the idea of mixing apartments/housing and commercial for a 'village like' area.
- There are several large houses on my street that are so full of people. They park their cars nose in with butts hanging out on the road from property line to property line.
- What levels of low income housing will be available, and what areas would they be located?
- Condos and apartments will always be with us, but what is important is the lower cost, affordable component.
- Must listen to the locals if alternative housing choices are proposed. Must learn from Vancouver experience where greatest complaints were regarding new housing choices. Those resulted in filling the lot with a big house and a big laneway house. Vancouver changed bylaw to only allow 1-1/2 floors in laneway house in new development.
- New homes should be aesthetically pleasing with good architectural elements.

d. One Family Residential

In Favour of One Family Residential:

- Good idea. As a lot of places won't take families.
- I'm supportive of these options and the development boundaries as presently proposed.
- OK.
- Necessary for attracting young families to the area, just as highrises with amenities are for the elderly.
- Keep the same, don't increase.
- Good to keep the big lots for the really big homes to keep value up.
- I support it.
- Fits within the plan.
- OK.
- Efficient.
- OK.
- Still a housing style valued in our community.
- Well done.
- Thank you for maintaining a high % of single family housing in this neighbourhood. Please limit size of 'mega houses' on these large lots.
- I support plan.
- Keep for the rich stuck-up people.
- I have lived here (close) for 49 years and this is what Coquitlam is known for. We do not want another Coquitlam Centre area. The Fraser Mills development is going to be bad enough.
- OK.
- OK with this.
- Looks good.
- Please keep the one family residential areas.
- Yes please. Coq. West is mostly those. We left Vancouver years ago.
- We like this concept.
- Keep/family resident. More people - more inconsiderate people. Lot sizes for carriage etc. are way too small to have 2 houses on a 33 ft. wide lot. No privacy, sit outside, hear everyone's conversation, every heard of the word PRIVACY? It appears no one knows what it means; everyone wants everyone to hear their business.
- To continue to maintain the single family residential area as is, and not to create a mixture of medium density within.
- I'm fine with concept, but need to be careful of suites and commercial work spaces.
- This should be maintained as a choice; not everyone wants to live in cookie cutter developments, but enjoy the more established areas where not every house looks the same. People are willing to pay for larger lots with a yard where children are safe to play. This is still a good thing. Suggest you drive around this area and look at the new and upgraded housing the livability and quality of life that maintains this neighbourhood.
- Keep wherever possible. Proposed zoning for coach houses or secondary suites will move into this area eventually.
- Important to retain single family housing in the area.

Not in Favor of One Family Residential

- Not feasible any more. Or give them option to rezone.
- Hopefully not too big an area was taken off the medium density focus. I like single family areas but I think the area designated may be too large.
- A luxury over the foreseeable future.
- The one family monster house full of people with lots of cars sucks to have as a neighbour so does the rundown developer owned dope growing (pit bull owning) rental waiting for increased density.
- I feel that Coquitlam has enough designated one family area. They should keep what is existing and allow for new zoning to have either lowrise or highrise communities.
- In my opinion, a disappearing thing. The next generation needs options if we want them to stay here.
- We'll need some of that too, but this type of housing is somewhat wasteful and definitely more costly.
- Should consider increase existing requirements to meet the eco-density or (higher density) suggested by e.g. City of Vancouver laneway housing. Hence, two families/suites of slightly larger size can be accommodated in 'one house' (RS-1) i.e. relax RS-1 requirements and make Building Permit approvals easier and faster.
- Single dwelling houses take up too much space – we need to provide affordable housing for more people.

Other:

- No monster box homes.
- I think the one family residential area should also be connected to the Austin Heights by designated bicycle lanes so that residents from east of Poirier and beyond can also access the Austin Heights by bicycle since there is no bicycle lanes on Austin now.
- Concerned about having a 20 storey building next to single storey residences on Austin and Blue Mountain. What is proposed to create transition in terms of aesthetic and community in this area? Issue: rezoning for high rises next to family residential zones without a transition style of building or other structure.
- The area northwest corner of Blue Mountain and Austin should reflect higher densities RT-3 zone being close to the commercial communities as opposed to remaining single family housing.
- The Maillardville area is slowly moving to newer homes. This should be encouraged. That hillside with its southern exposure and views could be a beautiful enclave of upscale homes.
- A good mix of residential and commercial use, I agree.
- This should be the prime focus for "West Coquitlam" over development at Austin Heights is the thin end of the wedge, paving the way to duplexes and 4 plexes.
- Pricing.
- The property we purchased in Coquitlam was of interest because of the lot size, distance between houses, etc. The thought of putting another house on a similar size lot would in my estimation destroy the existing area. At present I can't build a garage on the property over 25x28 and single storey yet the potential is there to build a second 2 storey dwelling!
- Northeast corner of Austin and Blue Mountain has been vacant and a disgrace for years. When is this going to be developed to meet the new standards of development around it.
- A mix would be good.
- We need more population.

e. **Parks, Recreation and Natural Areas**

Support for the Parks, Recreation and Natural Areas:

- Good.
- It's good idea to keep the Blue Mountain Park. To improve the existing park, like to added more benches and rest areas.
- Wonderful ideas and love the amenities.
- Good.
- Good plan. Good to see the focus is to keep it as green as possible.
- This area could use these spaces – good plan.
- I support it.
- Fantastic.
- Very nice.
- Important! Keep existing parks intact i.e. Blue Mountain.
- Good design and concept.
- Really like this.
- Well incorporated with the commercial areas, excellent idea.
- Parks, recreation and natural areas have always been a part of Coquitlam. Having Blue Mountain Park remain is necessary. I think there should be more benches and 'resting stop' available to accommodate to aging population in this area.
- Thought out with neighbourhood in mind.
- Please continue all efforts to preserve these areas for all future generations.
- Love the idea of making the Marmont to Nelson on Ridgeway a 'walk' area.
- OK.
- Please keep all, love parks, more upgrades to keep people in the local parks.
- Looks good.
- Would hate to lose those that we have.
- Good.
- Can't do without parks and green spaces.
- All green areas need to be preserved. Towers should be started on King Albert and work down from there.
- Happy to see none are lost.
- There are adequate guidelines for the protection of these areas. I've had some concerns about Vancouver Regional District guidelines for park land use redesignation but I don't think there's really an issue for Blue Mountain Park.

Streams and Natural Areas:

- Maintain and upgrade natural streams with walkways.
- Keep the watercourses and open culverts. Bridge Como Creek at Austin.
- Of critical importance, existing creeks and green belts need to be enhanced. Use native trees and plants whenever possible. Storm water runoff will destroy creek habitat. **Need** well maintained catchment basins to also catch oily runoff.
- Must ensure natural areas are not disturbed i.e. streams. **Additional** parks, rec and natural areas would be recommended. Will more trees be planted on Austin?
- We should not encroach on any natural areas.

Other:

- Increased population will put pressure on parks but will also allow funding for more programs and population to support.
- Leave the parks alone. The committee you hired haven't had the information I was seeking. They are not equipped to discuss this matter at all.
- Increased air and noise pollution requires more trees, vegetation and green space. Mackin Park looks great, With the twinning of the Port Mann Bridge, Lougheed Highway upgrade, United Boulevard connector, mill site development, density increase we could probably use more trees.
- There needs to be a more creative futuristic vision for the property east of Blue Mountain and Blue Mountain Park. School/college and oval – come on people Coquitlam owes Austin Heights with something special . . .
- Lots of green space is desirable for a livable neighbourhood condos need to have their own exercise rooms/pools as Chlmo Pool/Recreation is overcrowded now. It foolishly only has one land fitness room (holds only 25 participants). Who designed this!!
- High priority as the density goes up. Don't go cheap on this and make sure the developments enhance this and connect it together.
- Nice job on the park improvements at the bottom of the hill.
- Austin Heights has green space already. I feel this plan will encroach on the green space already out there, leaving less green space – less greens pace less family leisure time.
- Improve all.
- Bring in secure areas so that one can walk alone and not feel threatened
- Coquitlam is a beautiful city with lots of parks, recreation and natural areas, it would be nice to revitalize and to remind residents about them.
- Parks are good . . . but for people, not dogs! High density building (residential) need to provide their own pools and fitness to avoid overcrowding Poirier facility.
- Need park Charland, Dansey area.
- Glad to see that there will be no highrises around Blue Mountain Park.
- What we have now is sufficient but with this small but large change I can see bits and pieces of Blue Mountain Park and Mundy Park having chunks taken away. It has already happened, we do not want to lose any more of this once nice city.
- Such a relief that the School Board's plan to have Centennial High School to the Winslow/Porter property has been cancelled. Please keep Blue Mountain Park as unspoiled as possible, and perhaps try to minimize the amount of traffic along Porter – it seems to have become much busier over the last few years.
- A good opportunity to improve and update Blue Mountain Park and its facilities and I am looking forward to seeing some exciting public art in Austin Heights.

f. **Transportation**

Support the Transportation Policies:

- Good.
- A workable approach.
- Good. We need more developments around new Evergreen Line stations to happen.
- Like the plan.
- Good.
- Excellent in the Austin Heights area.
- Looks quite good so far.
- I support plan.
- OK.
- I don't think transportation issues will be affected drastically but this needs to be watched in order to keep our area as eco-friendly as possible.

Cycling and Transit:

- More population = more transit. Good planning will get rid of multiple parking accesses off of Austin and Ridgeway.
- Adequate and frequent bus service essential to link with skytrain at Lougheed Mall and Braid. We like bike provisions and pedestrian areas plus underground parking is vital.
- A highrise at corner of Austin and Blue Mountain will inevitably add a lot of problems at the corner which is already too busy. This is a big concern for us.
- Good bus wise – now becoming congested with traffic due to previous development – 169 units will only add to this. This is not what residents want.
- Incorporate link to green line.
- Can #152 bus be a B-Line?
- Could be improved e.g. in some areas, stops are very close in other areas quite far apart. We need more balance
- TransLink needs to add either more services with the existing routes. A bike lane to be added to Austin or Ridgeway will bring more of a bike friendly environment.
- Improved bus service sounds great but we don't control this. This is a major traffic jam in the making and a parking nightmare.
- Bicycle lanes – King Albert is already a heavy traffic street with the school, the park, children's playground and sports field. Is that the best choice for a bicycle lane?
- Is not close enough to a skytrain station for extensive development (no highrises) skytrain stations should be neighbourhood hubs.
- TransLink - does not have the money for more transit - nor do they see this area as a priority.
- This density requires much better bus transportation to link with skytrain from very early in the morning to very late at night.
- Must have public transportation and connections to skytrain.
- Transit today is inadequate. Buses do not operate at acceptable hours (late start to the day).
- The City of Coquitlam should negotiate with BC Transit to provide more frequent services than what is now in order to cope with the rising ridership.
- Increased transit will be needed within this area.
- Increase the schedule of the existing bus route.
- Needs improving – buses should come more often.

- More buses, bikes and pedestrians please. Hopefully, by improving the pedestrian experience, pedestrian traffic can be encouraged. Love the attention and individual walkways provided for each zone of the commercial area. Obviously, Improved transit will play a key role in supporting the densification of the plan. Every effort needs to be made to provide adequate parking opportunities.
- I like your bike routes plan.
- I hope there will be a strong focus to keep traffic moving especially along Austin. Good bus routes, etc will be a must. Pedestrian controlled (amber blinking) for safety but also better flow.
- Plan for a B-Line service along Austin and plan for the density that will follow
- Proximity to Loughheed Mall makes for a short bus ride. From there, skytrain is great.
- As more and more people are leaving their cars home or are not able to afford one, society is becoming more and more dependent on public transit – we need to work on that! Evergreen Line?
- Electric trolley ala San Francisco to the skytrain down the hill. Get SFU students to design it. At least a covered walkway/bikeway.
- Improved but service huge benefit to neighbourhood.
- I see mass transit working as a method of commuting. I know that people will not take the bus as an option – sorry the reality is the car is still the way to go. Local cycling is a good idea but please don't think that is an alternative commute option and don't waste my tax money on special lanes.
- A tram or non-rail transportation the length of Austin would be more exciting. skytrain-----Austin-----worksyard.
- Appears to be, and stay dependant on busses, therefore there must be free movement for such a system.

Other:

- Always good to upgrade.
- Can be improved.
- Not very good, especially for cars.
- This is the big issue – where is the traffic going?
- Concerned about congestion along Austin Avenue.
- Road/lane closures! If constant as more buildings are developed.
- Need more accessible bus routes.
- The roads cannot handle extra people. The traffic is bad enough especially at rush hour.
- This is a big problem. Traffic congestion:
 - Moving people morning and night from high density apartments;
 - Infill housing up to 4 households;
 - Existing local and commuting traffic;
- Residential streets will be used by commuters - compromising the safety of the residents, children, and pets.
- Parking:
 - Apartments - not enough parking provided for residents and visitors;
 - Infill housing - must provide off-street parking;
 - Provide parking for local shoppers - women do not feel safe in underground lots;
- Single Family Streets - should not turn into parking lots.
- Remains to be seen as development progresses.
- Do this first before densifying because you will never come back and do it later.
- Needs to be improved without high density.

- It would greatly improve this area if traffic (especially in the rush hours) could be decreased by making better alternative routes for the thousands of commuters who go through the area every day along Austin Avenue. The danger of crossing Austin on foot (and the many, many accidents) will greatly reduce any attempt at making this a pedestrian-friendly area.
- Will existing infrastructure be able to support the increase of traffic both public and private. Will low traffic rates be created?

g. **Infrastructure and Servicing**

Support for Infrastructure and Servicing:

- Good.
- Good plans for extending these services to meet new needs.
- OK.
- Well thought out.
- Good.
- It's all old. This development should address that.
- I support it.
- Like the plan.
- OK.
- Good.
- Ok.
- See some challenges but with more detailed plans it should work out.
- I support plan.
- OK.
- Has to be done with the age of the area even if there wasn't any restructuring on Austin.
- Pretty good (so far).

Traffic and Transportation Impacts:

- I'd like to see a plan on how the city will address increasing parking demands with the increase of commercial and housing.
- Adequate parking needed for service vehicles – set times of day to minimize disturbance to shoppers. Utility lines kept underground. Rainwater gardens, especially near parking lots, permeable paving.
- Builders and Beedie Bros. must take responsibility for good design and sharing in the cost of infrastructure rather than the tax payers. If Austin Blue Mountain and Austin Heights traffic patterns are to change then at what cost?
- How does this development plan of dealing with additional traffic flow? In addition, how will additional needed parking be addressed?

Other:

- Always need upgrading.
- Make area self contained (all services).
- Seems like it will be more than 5,000 people.
- Road maintenance.
- Deal with it.
- Make it more exciting around Austin not just infrastructure, open areas, sidewalk cafes, etc. A mix between Robson, Edgemont Village is a real good example.
- Not too flashy, keep small community feel.

- We were told that the existing infrastructure is sufficient for the planned developments. Developers will be required to supplement as necessary. The City should not be encumbered with substantial costs.
- Would the current Fire Hall be taxed (put under pressure) to service the influx of residence? Hydro lines should be placed underground. Taxes will increase.
- How will the City anticipate new demands, especially in store/residential streets/areas?
- Very important to recruit Fire, Police, Bylaw Officers, Home Inspectors, Lord Baden Powell School will need to be expanded.
- Must be in place before, not after the development.
- More Policemen, Firemen and equipment for high-rise towers, infill housing fires.
- More Home Inspectors, Bylaw Officers, Gas Inspectors, Plumbing Inspectors, Social Workers.
- More recreation facilities, library space, ice time.
- Garbage pick-up more frequent in dense areas. Where is the money going to come from? Coquitlam citizens are maxed out.
- Poirier Pool/Community Center is not adequate for the existing population and would definitely not be able to handle more.
- 5,000 people in 20 years is a lot. Obviously all services sewer/water/energy will be required. The larger question of conserving energy and water use is a much bigger problem that cannot be addressed by the City of Coquitlam.
- Great opportunity to upgrade the power utilities to light the boulevards on Ridgeway and Austin and for decorative lighting on the streetlights.

h. **Environment**

Support for the Environmental Policies:

- Good.
- The watercourse provisions are great.
- OK.
- As always, needs to be on the top of the list.
- Protect and keep the streams/creeks against garbage.
- Positive. Can buildings provide their own recycling and energy recovery systems?
- Always save the fish, waterways clean and lush with plants. Keep it urban green.
- Good.
- Make area walkable.
- Like the plan.
- Careful attention has been paid to this area.
- OK.
- Plan supports green space and walking and biking.
- I like the surface water run-off ideas.
- I support plan.
- OK.
- Good.
- That's good the way it is already, but any improvements should be welcomed.
- We are fortunate to live in an area with great parks and greenery and should take care not to encroach on these.

Other

- High density apartments - garbage bins promote dumpster divers and homeless residents' sleeping areas.
- I feel you have addressed water runoff, garbage collection is critical. Nothing worse than streets filled with overflowing bins and garbage trucks with poor access to bins. Make garbage collection part of the design not an after thought.
- Please make sure the apartments are required to have recycle and compost programs. Please daylight the creeks wherever possible.
- I support mandating recycling program and sustainable standards in new developments.
- Green spaces, green roofs (where possible), street trees of good size, community gardens reflecting pools and fountains, 'green walls' (living walls) on buildings. Water features. Don't remove large mature firs at Blue Mountain/Austin.
- Need to build to a high green standard to reduce emissions.
- Green buildings, green roofs, permeable surfaces rather than asphalt.
- Ensure and protect our natural resources – streams must be protected. We need decent tree policy so keep more trees, need them for O² and beauty and shade and health of environment. Keep some old ones, don't cut and replace with little ones – all the same please keep that in mind when building.
- Coquitlam should strongly have restriction regarding all the existing creeks that flow through the City. There should be a setback from where any existing creeks/streams are located from new development. They should be protect with natural landscaping to prevent disturbance.
- High density does not support green environment. It means more impact on an ecosystem in all ways – noise is just one.
- Blue Mtn. Park cannot sustain the amount of residence and visitors expected. Pollution from vehicles will increase e.g. waiting at corner Blue Mtn. and Austin, we negate.
 - Federal Government report - increased cancer, asthma, allergies and heart disease when you are within 1 km of a busy highway;
 - Noise Pollution - affects quality of life and is a source of stress;
- I would like to see more walkways and bike paths and more green space with the new neighbourhood plan.
- We would like to continue to see additional green space.
- A pedestrian route down Lebleu needs to link up with the lower streets. At Stewart Avenue the pedestrians cut through my yard to continue down the hill. Where will they go when I build a fence and thorny bushes. You will need a path in your riparian zone.
- Don't cover in the streams, open them up.
- Design is backwards – top of hill area can be higher but lower area should be lower. Austin and Ridgeway no higher than 8 – 10 storey.
- We need the greenery – where we live we notice it's cooler in the summer. Guess it's the trees in the area??
- What are you going to do about all the dogs this is going to create - as everyone feels Blue Mtn. Park, Como Lake, etc. is off leash areas - so where can we go for a walk!
- The environment must be kept first as a concern and priority.
- Air Pollution - this area is bad enough - look at the black dust covering your window sills, screen doors, railings.
- Pays to look after what we have and build more on land that already has housing.
- Should be better.

- Environmental Issues should be considered with all aspects of redevelopment and use every opportunity to improve the 'greening' of the area.

2. What are your thoughts regarding the **PROPOSED GUIDELINES** to achieve good design?

Support for the PROPOSED GUIDELINES:

- Excellent, specific guidelines.
- Everything looks good.
- Well thought out as long as they are adhered to.
- Positive.
- Guidelines are good. Boundaries of proposed zones should be revisited and expanded. Neighbourhood should be studied by the facts of that neighbourhood and not separate them by a street.
- Like what has been proposed.
- Seems fine. Keep the standard high and pedestrian oriented.
- I support the efforts made. Change is always hard but the need to accommodate a greater number of people is vital. I like the mix, especially the commercial with residential included.
- I support them.
- Excellent.
- Pedestrian friendly and varied, I like it.
- Stick to your guns! Don't cave!
- I like them.
- The overall concepts are good. Please keep in mind the growing population of seniors – designs need to minimize stairs. Also please include design principles that minimize the risk of falling for seniors (I believe University of Victoria has done a lot of work in this area).
- Like the idea of active pedestrian streets and residential environments.
- I support guideline proposals.
- It is very very important!! The design guidelines must be strict to make this work and developers are responsible for buying into the concept.
- The pictures are very attractive and enticing. Let's hope the final product reflects this. Good design. Good design costs money i.e. a rounded corner versus a simple square. Let's hope Council stands firm when developers please for a variance in the design.
- The City has to stand firm and not compromise with developers and landlords holding a carrot and wanting a variance re: decreased square footage of units, fewer parking spaces, cheaper exteriors, fewer or smaller windows, less green space, etc.
- The proposed guidelines are adequate. We would like to see additional green space. Additional security/police presence would be required.
- Proposed boundaries can be revisited and expanded.
- Be very careful when choosing engineering firms – make certain they have good reputation – do not want another No Frills parking nightmare.
- I think they are a bit ambitious – need baby steps.
- Higher buildings on northside lower on southside Austin.
- Didn't study this very well. We trust that the guidelines will be followed.
- The design has been well thought out and is quite detailed. Great ideas.
- I like the architect.s proposed designs – I think this will give a European feel to the neighbourhood which I think will bring a rise in value to the surrounding district. Good job!

Not in Favour of High-Rises:

- Good design is not about towers and using small allowances as a compensation to saturation of a neighbourhood for a building that has a pretty exterior and is pleasing to architecture – it is disguising high density development. It does not negate the overall effects of a neighbour changed and destroyed forever – for the profit of those that don't have to live and struggle with the effects, this is about more taxes and profit every square metre does not need to be covered in concrete and glass!
- I don't like the idea of condo towers in this area. They don't fit the neighbourhood and bring too much traffic to Austin Heights. Definitely no to 24 storey towers with parkades filled with cars.
- I have been a life-long resident of Coquitlam and Austin Heights neighbourhood has always been a quaint, humble and pleasant part of the city and should remain so! The proposed 24 storey building will be an absolute eye-sore. Leave high density and all the congestion that will follow to North Road and Town Centre. This does not belong here!
- Don't build a 24-storey highrise on a very congested area (already). How will we visit a medical area when you destroy what we have and rebuild? Will the professionals return?
- No highrise allowed along Austin Avenue.
- Keep to a minimum height and keep a certain look to all buildings.
- I don't want to see many tall towers, should be a restriction in height,
- Concerned about having a 20 storey building next to single storey residences on Austin and Blue Mountain. What is proposed to create transition in terms of aesthetic and community in this area? Issue: rezoning for high rises next to family residential zones without a transition style of building or other structure.

Green Building Design:

- I think that the new designs should complement the existing buildings, and be environmentally and energy efficient.
- Should be more emphasis on green - needs Silver or Gold.
- For long-term value to the development, good and original designs are of great importance, build to 'Leed' standards as much as possible.
- There needs to be set design guidelines to unify this new community, for example the design restrictions at Maillardville. It should allow for modern and environmental friendly design. Coquitlam should continue to promote 'green' standards.
- I've been looking at the plans for Austin Heights on your website. I find the photos and drawings particularly helpful in understanding the neighbourhood vision. I have one comment on the design guidelines. The guidelines say: "Having the long side facing east/west allows for maximum light penetration at mid-day highlighting the vibrant colour elements of this building." Solar heat gain and glare produced by direct sun entry from west-facing windows is a significant problem in the summer. Although overhangs are effective on south facing windows, the sun can be low enough in the west in the middle to late afternoon that only a very wide overhang can be effective in blocking incoming heat. If west facing windows cannot be avoided, it is best to block the sun outside, before it reaches the glass, using trees, awnings, shutters or other shading methods. For example, some of the buildings in SE False Creek have provided exterior solar shades that can be raised and lowered by occupants. An alternative is to reduce the glazed areas facing west and/or place

unoccupied or non air conditioned spaces on the west side of the building, to serve as a buffering or insulating zone. If extensive solar gain from the west is not mitigated in some way, it can create extremely uncomfortable and unhealthy conditions for occupants (particularly the elderly and children) in the summer. Proper consideration of solar gain is also essential to achieving energy efficient buildings.

- I think that the new designs should complement the existing buildings, and be environmentally and energy efficient.

Other:

- Not adequate.
- Take it somewhere else, not here at the top of Blue Mountain.
- I believe the way to go is Medium Density Lowrise and Townhouses. More commercial neighbourhood restaurants and cafes.
- Find the middle ground . . . “let the professionals guide the direction” meaning do not let the left or right thinking people affect the chosen right agenda.
- Take a look at Brentwood, Newport etc., all new developments look the same and current styles will soon be out of style. Please demand originality. Keep our community quaint, but improved.
- I think all designs should base on figures obtained from result of surveys not by concept. Bicycle lanes are good ideas but should not be too dominating if ridership is not enough to justify. (Example: new bike lanes on Burrard Bridge and Hornby Street are proven “white elephants”). Pedestrian walkways are the same situation. They should be wide enough for the volume of foot traffic but not oversized to compromise the vehicular traffic, which is still the core means of transportation along Austin Avenue which is an arterial route (Example: the revitalization of Como Lake Plaza is a disaster).

3. Additional Comments

Supportive of the Plan:

- Very supportive to increase density. Burquitlam is important as Evergreen Line is coming. Please make sure that the region will be revisited sooner to accommodate population surge after completion of new skytrain. RS-1 area near the line should be considered to raise density. Existing old houses with large piece of land should get priority to make changes to increase density e.g. RS-1 to RT-3 or RT-1 to encourage property owners to demolish old low density houses and build new one, make the process easy and friendly.
- Needs to happen ASAP.
- Thank you for being responsive and helping us through a process which has been characterized by integrity. As one who actively opposed the relocation of Centennial School, I think this plan is positive in terms of creating environmental and social sustainability.
- The sooner you can implement the plan the better.
- Really looking forward to the changes in Coquitlam. We are a new family and love the way Coquitlam feels with the future developments. It will feel like a holiday in our backyard.
- Thank you overall supportive.
- We like what we see in the presentation/love the pedestrian-friendly areas/lots of green areas and outdoor patios. Let's get started.
- I look forward to seeing the next phases of this development.

- The overall plan looks great. It will sure help to rejuvenate the area. I am totally in favour of the concept and design.
- It looks good as proposed. Please keep the density under control.
- Do it! Don't come to people who are afraid of change. This neighbourhood will continue to deteriorate unless you make this happen.
- Excellent work by the City planners. Change will be hard, but I believe the effort was made to increase density while trying to maintain the culture and neighbourhood feel. Difficult work but I believe a job well done.
- All in all it looks like a great plan to improve the area in terms of appearance/sustainable living/transportation, etc. The design looks great. I grew up in Steveston, Richmond and this concept reminds me of that facelift. I am 22 and possibly looking to buy something in the next 5 to 6 years, I would consider Austin Heights.
- Thank you.
- Exciting plan.
- We like City's plan and we support this plan. P.S. hopefully develop soon.
- We have lived in the Austin Heights for 27 years and not much has changed. It is nice to see some revitalization of the area. In general, I strongly support the overall plan.
- I am fine with the whole concept. It reminds me somewhat, as far as the residential design and foot traffic only, areas of the water area of Yaletown. Very user friendly.
- I think this is really positive for Coquitlam and was overdue. To compete with other municipalities is good and attract people and small businesses to this main core is a must. We are all for this and maybe be ready to move there when ready and available.
- Congratulations on all your hard work which has resulted in a plan that seems to be about as good as possible. My feelings about your plan are 95% positive. Thank you for considering the ideas of local residents.
- You're going the right way.
- I believe the process has been inclusive and exhaustive. Make it happen.
- This is a good step forward for the City of Coquitlam.
- Thank you for having the open houses over the past 2 years. I hope the city is listening. Although we live just north of Como Lake we may want to retire here if it is designed as a very livable neighbourhood with larger condos (1,200-1,800 sq.ft.) not small ones (650-900 sq.ft.).
- Why wait for spring, do it now. It's old and outlived its use. Look back in the 60s, the only thing different was the cars.
- Thank you for listening to and incorporating feedback from previous public sessions!
- Great progressive plan for area.
- Get on with it . . . a municipal responsibility to ensure development permits and cost encourage controlled progress.
- This is a golden opportunity to make Austin Heights a great place to work, live and play. Let's set a high standard and ensure that the redevelopment is well done and includes good architectural elements and enhanced landscaping. This is also a great opportunity to have a welcoming, gateway entrance at the corner of Blue Mountain and Austin.
- I am hoping that these changes will start to be incorporated in the near future.
- This is a positive change for neighbourhood and their surrounding area. This area is old and need a welcome change. This plan seems to take in the right direction. There should have low income housing for new plan to accommodate the existing residents in that community.

Do Not Support High-Rises:

- I do not agree with any high density highrises (anything over 6 storeys). The Poirier Community Centre was not built big enough to handle more population density! I don't believe the area (roads) can handle the volume of vehicles. I agree with neighbourhood centres as a rule – being able to bike or walk to amenities and commercial options. But stop increasing population!
- I have been to many meetings, nobody seems to be listening to the people. We do not want highrises in this area (no more than 4 floors). Austin Avenue cannot handle more traffic. It is quite busy during peak hours.
- While I am in favour of development, I am not in favour of high-rises over 10 storeys. Parking on Howie is already at a premium and will be unbearable with 24 and over storey buildings. I have already requested residential permit parking for 961-999 Howie and have been refused. I am President of our Strata Council. It is my concern that residents and Council ultimately do not make the decision in how our community is developed; it is strictly driven by developers.
- I do not support highrise construction – condos or otherwise in this area. It is totally out of character. I don't want this area to look like the Coquitlam Centre area which quite frankly is awful and will get worse both aesthetically and traffic gridlock.
- We moved to Coquitlam at this address due to a neighbourhood setting and no highrises. We wish to continue into our retirement as this is our family home. I feel the highrises would take away from the quieter setting and the serene quieter neighbourhood. Please do not zone areas that may be potential access to builders to build highrises in this neighbourhood.
- I am not in support of high towers (24 storeys) in Austin Heights area. They do not fit in with the existing neighbourhood. They belong on North Road or other areas that already have them. They take away from the aesthetic appeal – It is a neighbourhood, not a large city centre. Upgrading is OK, not total change. We don't need to destroy it just because it is older. Older is not bad. We need to keep character and not go concrete and shiny nor to satisfy developers. We live here and like its charm.
- How would you like towers in your backyard? Build the towers and have your density on North Road with the skytrain. I feel that the planning of Austin is what City Council had planned from day one and will push through what they want, based on a tax rate and not what the public wants!
- Do not build “any” highrises in Coquitlam, period. Send the “new” immigrants to New West's 36 empty highrises. Please.
- I do not wish highrise building. Existing 2 storey commercial buildings can be fixed/dressed up. Traffic will increase too much for the road system. I see OK to highrise would only be driven by collecting tax dollars. What will happen to the vet office.

Other:

- Tower condos need to be limited to 12 storeys.
- I've lived at my apartment for over 6 years. I don't want the beautiful view of Mt. Baker and Surrey ruined. Two of my other friends live in the plan site too. I think this plan is STUPID!!!!
- I don't like the idea about pedestrian walks because Nelson and Marmont Streets are very close. I just moved in this area and this is the first Open House to me.

- Want to see neighbourhood police station, medical and dental offices and no large stores except existing Safeway (groceries) and Rona (home service) and good mix of other commercial buildings – owner operators. Take it slowly and plan and build quality. Need areas for children and families to play in. No towers on corner of Blue Mountain/Austin, traffic a big issue.
- From a personal perspective, I pay high rent to live in a third floor south facing apartment on Howie Avenue, what keeps me there is the amazing view, this will be lost and I will be forced to move. That brings to mind what displacement will take place to the large population of renters in this area. If redevelopment has to happen, keep it low-key, classy and with character, perhaps modeled after a Kitsilano and/or Kerrisdale style of neighbourhood.
- My observation from this meeting is that those responsible for the decision to formulate this plan have not showed up to discuss their opinion that highrises are essential to Coquitlam's ability to continue as a community. The whole thing is to expand the tax base at the expense of livability. Now we have trees, streams, places to grow gardens, places for birds, animals (raccoons, squirrels) nature. Don't do this! Leave Coquitlam alone. I won't live in a City. If I wanted to live in a City I would have stayed in Vancouver.
- In the opinion of one who lives nearby... everything is here NOW. What about the Interim building? How long and how will you go about 'renovating'? What about all the many services we already have? Bet they can't afford to return or perhaps they just won't want to (higher prices).
- As a 'fourth' generation resident of Coquitlam, I have to say that this will destroy everything that long term residents of this area enjoy. The traffic will be tenfold. All the views that we enjoy in this area will be gone. Austin will become one long tunnel of buildings. It will be the new St. Johns Street – "too much traffic". This area will be as bad as Coquitlam Centre. P.S. If anything happens to Me'nEd's Pizza, there will be hell to pay!
- These changes cause great concern. I agree change is necessary. I have friends who have left Yaletown, Kerrisdale, Newport Village all because the residential density just overwhelmed the road and parking systems and the dumpster divers keeping them awake at night. I live close enough to walk to this area. It's the people in the units I worry about.
- This area needs to be upgraded, but this density is overkill. The density in the Austin Heights area plus the eco-density infill housing is just too much at one time. Let's downsize the density in the heights and decrease the infill housing area and closely monitor the impact on the neighbourhood. This should include traffic and parking problems, residential streets used by commuters, infill housing, absentee landlords not maintaining properties, parking problems, school enrollment - transfers in and out of schools, how many people are using transit, air and noise pollution, dumpster divers, increase homeless problems in area, increase crime rate, drug dealers and social problems. Monitor how many, if any local residents are leaving the area. New Westminster had this problem after zoning changes and they have been trying for 40 plus years to turn things around. Let's look at this carefully and make this a neighbourhood friendly development. Let's do this well and make an excellent model and viable community plan.
- I would like to see a seniors complex with amenities catering to their needs – many of our parents are elderly, wanting to stay independent but need to downsize. Austin Heights would be a wonderful area for them with easy access for friends and families to access.

- More affordable rental housing/standardized maintenance bylaws for rental buildings/landlords should be licenced and their licenses revoked if they do not maintain their buildings and/or Individual suites properly. Once or twice a year our businesses should have a show and tell for the entire area to become more familiar with their businesses e.g. we did not know of the bakery on Ridgeway until two friends from Richmond visited us after purchasing bread at the bakery!?!!
- If we are bringing 5,000 new people into the area, the infrastructure – roads, parking will need considerable upgrade. Thinking that many people will turn to cycling and walking is wrong. It won't happen. With 5,000 new residents will come at least 3,000 more cars and vehicles.
- I'd like to see an area designated to low income housing as this area has many rental apartments that are considered low rent. People that live in this area already should be able to find housing again after all the redevelopment happens.
- In the "Commercial District Precedent Tour" most of the areas visited had no highrises. The ones that were in the document I have visited and found them very cold and uninteresting.
- Where is the money coming from to achieve all of this – I hope not by TAXES.
- I wish I would be here to see the finished product.
- Providing more density is important. We have to stop or slow the urban sprawl.
- I moved to the area for the simple look and feel. I love the walking and small stores. I have stayed because of this – big concern for constant construction – there is a lot of fear about increases in property taxes and rent. Value for current owners in direct construction areas.
- Not against redevelopment – design is not feasible to attain property values on surrounding area.
- Are you going to teach people what sidewalks are for - as most people don't have the intelligence to walk on a sidewalk when they see it? If there is one the right side will walk on the left where no sidewalk. Or better still; walk on the road beside the sidewalk!
- Overall, a tremendous amount of thought has gone into this, but don't think it is done and finished. Much more planning is still to come!

BYLAW NO. 4196, 2011

A Bylaw to amend the "City of Coquitlam Citywide Official Community Plan Bylaw No. 3479, 2001"

The Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the "Citywide Official Community Plan Amendment Bylaw No. 4196, 2011".

2. Citywide Official Community Plan Bylaw No. 3479, 2001, as amended, is further amended as follows:

1) By adding Chapter **9.5 Austin Heights Neighbourhood Plan**, which is annexed to this Bylaw as Schedule "A", to Part 3 – Area and Neighbourhood Plans.

2) Table of Contents – Citywide Official Community Plan and Table of Contents – Part 3 Area and Neighbourhood Plans are amended by inserting chapter "9.5 Austin Heights Neighbourhood Plan".

3) Schedule "A" to the Southwest Coquitlam Area Plan is amended by changing the land use designations of the properties identified on the maps attached to this Bylaw, which are described below:

- i. "Schedule B" changing existing General Commercial, Service Commercial, and Civic and Major Institutional land use designations to Neighbourhood Centre;
- ii. "Schedule C" changing existing One-Family Residential and Neighbourhood Attached Residential land use designations to Medium Density Apartment;
- iii. "Schedule D" changing existing One-Family Residential land use designations to Neighbourhood Attached Residential; and
- iv. "Schedule E" changing existing One-Family Residential land use designations to Natural Areas.

4) Schedule "F" to the Southwest Coquitlam Area Plan is amended by:

- i. Adding the Austin Heights Neighbourhood Plan Area identified on the map attached hereto and marked "Schedule F"; and
- ii. Amending the boundaries of the Lougheed Neighbourhood Plan Area as identified on the map attached hereto and marked "Schedule G".

