

## 6.0 Regional Context Statement

“Metro Vancouver 2040 – Shaping our Future” (Bylaw 1136, 2011) was endorsed by the City of Port Coquitlam on March 14, 2011 and adopted by Metro Vancouver as the Regional Growth Strategy on July 29, 2011. The City of Port Coquitlam is required by the *Local Government Act* to include, in its OCP, a Regional Context Statement which identifies the relationship between the OCP and the Regional Growth Strategy and, as applicable, identify how the OCP will be made consistent with the Regional Growth Strategy over time.

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

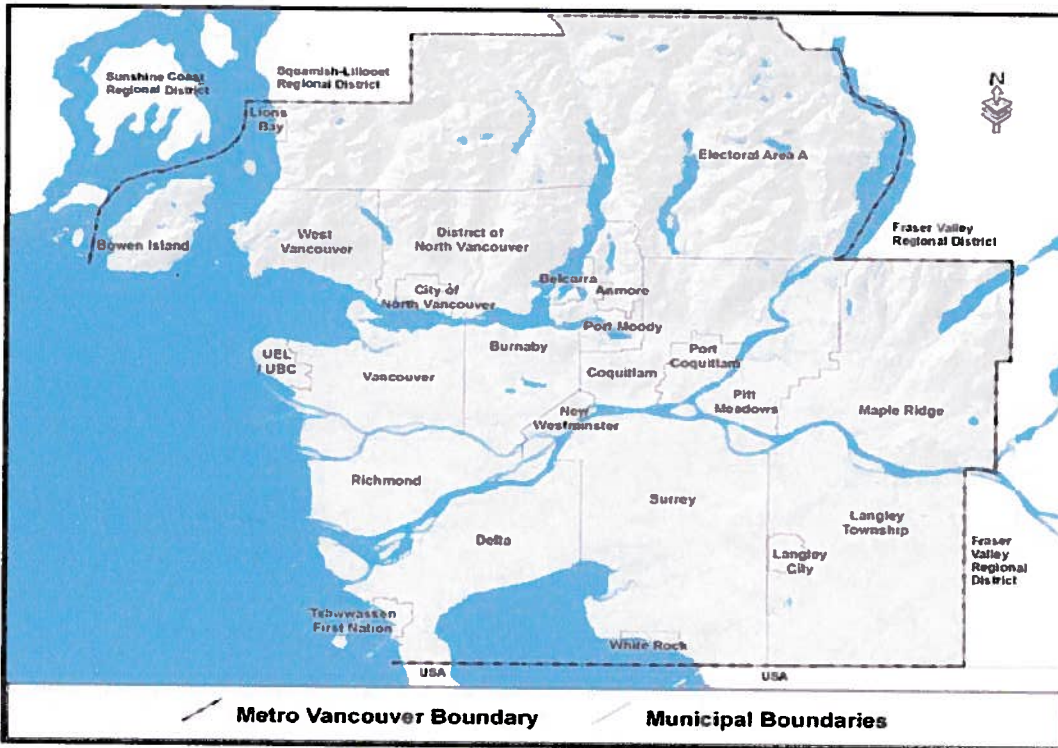
- (1) Create a compact urban area
- (2) Support a sustainable economy
- (3) Protect the environment and respond to climate change impacts
- (4) Develop complete communities, and
- (5) Support sustainable transportation choices.

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

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

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

## Map 1 – Port Coquitlam within Metro Vancouver



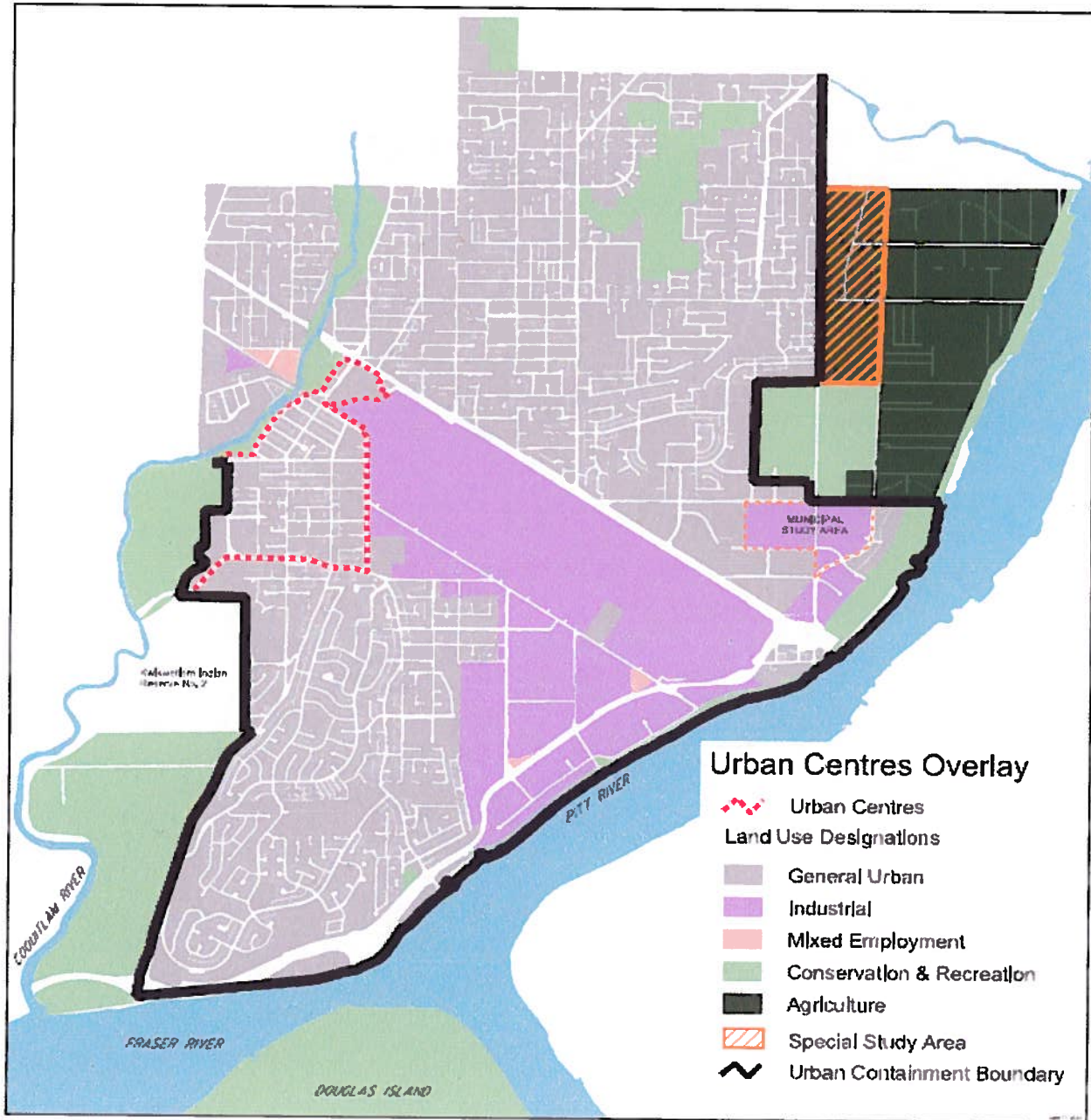
Source: Metro Vancouver Regional Growth Strategy 2011

To assist Port Coquitlam in its long range planning, the Regional Growth Strategy provides projections for a population of 85,000 and an employment level of 35,000 jobs in the City by 2041.

The Regional Growth Strategy sets out the various land use designations. Map 2 illustrates how these designations apply to Port Coquitlam, the location of the Municipal Town Centre and the Urban Containment Boundary.

Appendix 1, Statement of Compliance between the Policies of the OCP and Regional Growth Strategy, identifies how the policies of this Plan comply with the Regional Growth Strategy and is integral to and forms part of this Plan.

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



**Statement of Compliance between the Policies of the OCP and Regional Growth Strategy**

**Goal 1 – Create a Compact Urban Area**

The OCP calls for orderly and efficient development of land for housing, businesses, jobs and community development and restricts development outside of the Urban Containment Boundary. As a developed community, future developments will primarily be infill developments and redevelopments with more intense uses and higher densities.

<b>RGS Strategies</b>	<b>Official Community Plan</b>
<b>1.1.3 a</b> Depict the Urban Containment Boundary	The Urban Containment Boundary is shown on Map 2.
<b>1.1.3 b</b> Provide population, dwelling unit and employment projections. Demonstrate how growth will be accommodated in the Urban Containment Boundary	<ul style="list-style-type: none"> <li>• The projected population growth is approximately 70,000 by 2021 and 79,000 by 2031 (Section 5.1 History and Population). This is slightly higher than the RGS projection.</li> <li>• The rough capacity estimate is 80,000 which does not meet the RGS projection of 85,000 by 2041. The City will refine its population projections and work toward compatibility with RGS projections to 2041 in the 2014 OCP review.</li> <li>• The population living outside the Urban Containment Boundary is less than 1.5% of the total population and is expected to decline to less than 1.4% by 2031.</li> <li>• The RGS projects an increase from 21,000 jobs (2006) to 28,000 jobs in 2021 and 32,000 jobs in 2031. The City has limited vacant land for industrial and commercial development and meeting these employment targets will depend on preservation of industrial lands and intensification of employment uses. Examination of employment projections and strategies for accommodating projected employment growth will be included in the 2014 OCP review.</li> <li>• Land outside the Urban Containment Boundary is designated for Agriculture, Parks and Recreation and Park Reserve uses.</li> </ul>
<b>1.2.6 a</b> Provide dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas	<ul style="list-style-type: none"> <li>• Regional targets call for 40% of projected growth to be accommodated in Urban Centres. Current land use designations in the Downtown accommodate an additional population of approximately 5,600, or about 20% of the total projected population growth in Port Coquitlam to 2041.</li> <li>• Designations in and adjacent to the Downtown, the identification of Frequent Transit Development Areas and employment projections for the Town Centre will be explored further in the 2014 OCP review.</li> </ul>
<b>2.1.6 b</b> Include policies for Urban Centres which:	
<b>(i)</b> identify Urban Centre location and boundaries	<ul style="list-style-type: none"> <li>• The Downtown core is identified as a Municipal Town Centre as shown on Map 2.</li> </ul>
<b>(ii)</b> focus growth and development in Urban Centres generally consistent with Table 3 - Guidelines for Urban Centres	<ul style="list-style-type: none"> <li>• The OCP encourages commercial, personal service, office, financial and cultural uses as well as townhouse, mixed use and medium and high density apartment development in the Downtown.</li> <li>• Policies 1 and 2 of Section 7.3, Economy, Policies for Commercial Lands and Development, reinforce the Downtown as the primary City centre with a vibrant commercial core, a dense residential population and as the focus for municipal servicing community facilities. Small retail, office and personal services are discouraged from locating in Highway Commercial and Industrial areas. Mixed retail, office and/or residential development is encouraged.</li> </ul>
<b>(iii)</b> encourage office development in Urban Centres through policies, incentives.	<ul style="list-style-type: none"> <li>• Policies 1 and 6 of Section 7.3, Economy, Policies for Commercial Lands and Development encourage office uses to locate in the Downtown.</li> <li>• Port Coquitlam will work toward policies that strengthen office uses and employment in the Downtown in the 2014 OCP review.</li> </ul>
<b>(iv)</b> with the provision of	<ul style="list-style-type: none"> <li>• Policy 4 of Section 7.5, Policies for Transportation, supports travel demand</li> </ul>

<b>RGS Strategies</b>	<b>Official Community Plan</b>
transit, reduce residential and commercial parking where appropriate	management initiatives including parking management programs to reflect shared parking, transit usage and mixed and higher density land use.
<b>1.2.6.c</b> Include policies for FTDA's which:	
(i) identify FTDA's	<ul style="list-style-type: none"> <li>Port Coquitlam will work in conjunction with TransLink, Metro Vancouver and the City of Coquitlam to identify potential FTDA locations as part of the 2014 OCP review.</li> </ul>
(ii) focus growth and development in FTDA's	<ul style="list-style-type: none"> <li>Not applicable (FTDA's have not been identified).</li> </ul>
(iii) in coordination with the provision of transit, reduce residential and commercial parking where appropriate	<ul style="list-style-type: none"> <li>Policy 4, Section 7.5, Policies for Transportation, supports travel demand management initiatives including parking management programs to reflect shared parking, transit usage and mixed and higher density land use.</li> </ul>
<b>1.2.6 d</b> Include policies for General Urban areas:	
(i) identify General Urban areas	<ul style="list-style-type: none"> <li>General Urban areas are identified on Map 2.</li> </ul>
(ii) ensure development in the General Urban areas outside of the Urban Centre is lower density	<ul style="list-style-type: none"> <li>Residential lands outside of the Downtown and small commercial nodes is primarily designated for single-detached and attached, ground-oriented housing forms.</li> <li>Areas within and adjacent to small commercial nodes are designated to provide for mixed use and low density apartment development.</li> </ul>
(iii) identify small scale Local Centres where appropriate	<ul style="list-style-type: none"> <li>Port Coquitlam has not identified Local Centres.</li> </ul>
(iv) exclude non-residential, major trip-generating uses from areas outside Urban Centres and FTDA's.	<ul style="list-style-type: none"> <li>Section 7.3 Economy reinforces the Downtown as the primary commercial core and municipal serving community facilities.</li> <li>The policies and land use designations of the OCP do not provide for major, new non-residential trip generating uses outside of the Municipal Town Centre or FTDA's.</li> <li>The 2014 OCP review will look to strengthening the commercial focus of the Downtown and review policies which direct commercial uses which serve a regional population to Highway Commercial areas adjacent to major arterial roads.</li> </ul>
(v) encourage infill development by directing growth to established areas	<ul style="list-style-type: none"> <li>Section 5.3, Growth and Change recognizes that most of the land designated for residential development is already developed and new single family development will be largely infill and subdivision of larger parcels.</li> <li>Section 7.2, Housing provides for small lot single-detached developments, duplexes, secondary suites and innovative approaches for infill development and for redevelopment at higher densities.</li> <li>Land in and adjacent to the Municipal Town Centre is designated to provide for redevelopment of older neighbourhoods to higher density townhouse and apartment development.</li> </ul>
<b>1.2.6 e</b> Ensure Regional Industrial, Mixed Employment and Recreation and Conservation designations prevail in Urban Centre and FTDA's	<ul style="list-style-type: none"> <li>Port Coquitlam's Municipal Town Centre is within the General Urban designation.</li> <li>FTDA's have not been identified at this time.</li> </ul>
<b>1.2.6.f</b> For Urban Centres,	

<b>RGS Strategies</b>	<b>Official Community Plan</b>
FTDAs and General Urban areas, include policies which:	
(i) minimize impacts of urban uses on industrial activities	<ul style="list-style-type: none"> <li>• Policies 1 through 5, Section 7.3, Economy, Industrial Lands and Development, protect existing and designated industrial areas, ensure that heavy industrial areas are buffered by lighter industrial uses, and discourages office-based business and commercial retail uses in industrial areas.</li> <li>• Section 9.7, Industrial DPAs, facilitates orderly development and controls the interface between industrial and other uses.</li> </ul>
(ii) encourage safe and efficient transit, cycling and walking	<ul style="list-style-type: none"> <li>• Section 7.5, Policies for Transportation, contains objectives to ensure the transportation network is safe and efficient and accommodates modes of travel for pedestrians, bicycles and transit, including: <ul style="list-style-type: none"> <li>▪ Policies for Public Transit including working cooperatively with TransLink, and Coast Mountain Bus Company and West Coast Express to improve transit a range of transit services, and</li> <li>▪ Policies for cycling and walking.</li> </ul> </li> <li>• Map 9 illustrates the Transportation Network</li> <li>• Map 10 illustrates the Bicycle Route Network.</li> </ul>
(iii) implement transit priority measures where appropriate	<ul style="list-style-type: none"> <li>• Policy 4, Section 7.5, Policies for Transportation, calls for transit priorities in strategic locations of the local and regional road networks</li> </ul>
(iv) support district energy systems and renewable energy generation	<ul style="list-style-type: none"> <li>• Policy 7.1.10, Section 7.1, Growth Management and Sustainability contains a policy encouraging the creation of community energy systems as identified in the Corporate and Community Climate Action Plan.</li> </ul>
1.3.3 a Identify Rural Areas	<ul style="list-style-type: none"> <li>• Not applicable (there are no Rural designated areas)</li> </ul>

### Goal 2: Support a Sustainable Economy

The objectives of the OCP facilitate business and employment opportunities in the industrial, retail, office, service, public and agricultural sectors in support of a diversified local economy and higher quality of life.

<b>RGS Strategies</b>	<b>Official Community Plan</b>
2.1.4 a Include policies that support appropriate economic development in Urban Centres, FTDAs, Industrial and Mixed Employment areas	<ul style="list-style-type: none"> <li>• Section 7.3, Economy, Policies for Commercial Lands and Development reinforce the Downtown as the primary city centre and commercial core.</li> <li>• Section 7.3, Economy, Policies for Industrial Lands and Development direct appropriate uses to Heavy and Light Industrial areas.</li> <li>• Mixed Employment areas are designated for Highway Commercial and Industrial employment uses.</li> <li>• Through the scheduled 2014 OCP review, Port Coquitlam will work toward the incorporation of policies and strategies that will strengthen the Downtown as the primary commercial and office core.</li> </ul>
2.1.4 b Support the development of office space in Urban Centres through policies and incentives	<ul style="list-style-type: none"> <li>• Section 7.3, Economy, Policies for Commercial Lands and Development encourage offices in the Downtown and identify the Downtown as the primary commercial core.</li> </ul>
2.1.4.c Include policies that discourage major commercial and institutional development outside of Urban Centres and FTDAs	<ul style="list-style-type: none"> <li>• Section 7.3, Economy – Policies for Commercial Lands and Development provide for commercial uses serving a regional population and requiring greater parking to local in existing Highway Commercial areas.</li> <li>• Port Coquitlam will work toward policies that discourage major commercial or institutional development outside of Urban Centres in the 2014 OCP review.</li> </ul>
2.1.4 d Show how Special Employment Areas are	<ul style="list-style-type: none"> <li>• Not applicable. Port Coquitlam does not contain Local Centres, hospitals, or post-secondary institutions.</li> </ul>

<b>RGS Strategies</b>	<b>Official Community Plan</b>
supported through land use and transportation policies	
<b>2.2.4 a Identify Industrial areas</b>	<ul style="list-style-type: none"> <li>Industrial areas as identified in the RGS are shown on Map 2.</li> </ul>
<b>2.2.4 b</b>	
<b>(i) support and protect Industrial uses</b>	<ul style="list-style-type: none"> <li>The OCP designates land for industrial uses.</li> <li>Section 7.3, Economy, Policies for Industrial Land and Development, contains policies to protect existing and designated industrial areas, ensure that heavy industrial areas are buffered by lighter residential uses, and discourage office-based business and commercial retail uses in industrial areas.</li> <li>Section 9.7, Industrial DPAs, facilitates the orderly development and controls the interface between industrial and other uses.</li> </ul>
<b>(ii) support appropriate accessory uses including commercial space, caretaker units</b>	<ul style="list-style-type: none"> <li>Section 8.2, Land Use Designations and Zoning, defines the General Industrial designation as permitting typical industrial uses. Three industrial designations are further defined through zoning to provide for accessory uses including commercial space and caretaker accommodation. Medium and large format retail, residential uses (with the exception of caretaker accommodation) and free-standing offices are excluded from all industrial designations.</li> </ul>
<b>(iii) exclude uses which are inconsistent with the intent of industrial areas</b>	<ul style="list-style-type: none"> <li>Section 7.3, Economy, Policies for Industrial Land and Development, discourages office-based businesses and commercial retail uses in all industrial areas.</li> <li>Section 8.2, OCP Land Use Designations and Zoning, excludes office and residential uses as uses permitted within Industrial designations. As well, residential and commercial uses and zones are specifically restricted from industrial designations (refer to the table, OCP Designations and Permitted Zones).</li> </ul>
<b>(iv) encourage better utilization and intensification of industrial areas</b>	<ul style="list-style-type: none"> <li>The Dominion Triangle area is designated as a municipal Study Area to promote high levels of employment and ensure compatibility with surrounding developments.</li> <li>Further development of policies in support of intensification will be considered in the 2014 OCP review.</li> </ul>
<b>2.2.4 c Identify Mixed Employment areas and boundaries</b>	<ul style="list-style-type: none"> <li>Limited sites for Mixed Employment areas are identified on Map 2.</li> </ul>
<b>2.2.4 d Include policies for Mixed Employment areas which:</b>	
<b>(i) support a mix of industrial, commercial, office and retail employment while supporting established and intensified industrial</b>	<ul style="list-style-type: none"> <li>The limited areas designated Mixed Employment are designated Light Industrial or Highway Commercial. The area adjacent to Coquitlam River North is a small pocket of land designated for Light Industrial uses but surrounded by residential and environmental uses. The future of this area will be reconsidered as part of the 2014 OCP review. The area in the Mary Hill Industrial area provides for highway commercial, office and service uses which complement the adjacent industrial designation.</li> </ul>
<b>(ii) allow large and medium format retail where appropriate</b>	<ul style="list-style-type: none"> <li>The areas designated Mixed Employment are not of sufficient size and are not in locations appropriate for large format retail development.</li> </ul>
<b>(iii) concentrate commercial and other major trip-generating uses in the Town Centre and FTDA's</b>	<ul style="list-style-type: none"> <li>Section 7.3, Economy, reinforces the Downtown as the primary commercial core. Commercial uses which serve a regional population and require greater parking considerations are provided for in established Highway Commercial designations. No new areas of highway oriented commercial are anticipated.</li> </ul>
<b>(iv) allow higher densities Mixed Employment areas in Urban Centre</b>	<ul style="list-style-type: none"> <li>Not applicable. Mixed Employment designations are located outside of the Municipal Town Centre.</li> </ul>

<b>RGS Strategies</b> or FTDA's	<b>Official Community Plan</b>
(v) support increased density in transit served Mixed Employment areas	<ul style="list-style-type: none"> <li>Not applicable. The Coquitlam River North area may be considered for increased densities as part of the 2014 OCP review.</li> </ul>
(vi) exclude residential except for accessory caretaker units	<ul style="list-style-type: none"> <li>The Light Industrial and Highway Commercial designations which apply to the Mixed Employment area exclude residential uses. With the exception of accessory caretaker accommodation, residential uses are not permitted in areas designated Mixed Employment.</li> </ul>
<b>2.3.6 a</b> Identify Agricultural areas and their boundaries	<ul style="list-style-type: none"> <li>Agricultural areas are identified on Map 2.</li> </ul>
<b>2.3.6 b</b> Include policies to support agricultural viability:	
(i) assign appropriate regional designations and discourage non-farm uses that do not complement agriculture	<ul style="list-style-type: none"> <li>230 hectares of land within the Agricultural Land Reserve are designated Agriculture in the RGS and Agriculture in the OCP.</li> <li>Policy 7.1.6, Section 7.1, Growth Management and Sustainability, supports the protection and enhancement of Agricultural designated land in the ALR.</li> <li>Section 7.3, Economy, Policies for Agriculture, contains policies supporting the regulation of non-agricultural uses and limiting further non-farm uses.</li> </ul>
(ii) discourage subdivision and fragmentation	<ul style="list-style-type: none"> <li>Section 7.3, Economy, Policies for Agriculture, contains policies limiting subdivision and non-farm uses.</li> </ul>
(iii) maintain infrastructure to support agricultural activities	<ul style="list-style-type: none"> <li>Section 7.3, Economy, Policies for Agriculture, calls for identifying opportunities to support the agricultural community by initiating an Agricultural Strategy.</li> </ul>
(iv) manage the urban agriculture interface to protect agriculture	<ul style="list-style-type: none"> <li>Section 9.0, DPAs, regulates development for the protection of farming.</li> <li>Guidelines for intensive residential development in the Dominion Riverfront (Section 9.5 xv) require the siting and design to transition between residential and agricultural uses.</li> <li>Section 7.1, Policies for Growth Management and Sustainability, addresses a need to consider appropriate uses for ALR lands which may be impacted by the construction of the Fremont Connector.</li> <li>Policy 1, Section 7.5, Transportation, Policies for the Road Network, notes that the Fremont Connector corridor is in the ALR and requires the approval of the ALC.</li> </ul>
(v) support economic development opportunities for agricultural operations	<ul style="list-style-type: none"> <li>Section 7.3, Economy, Policies for Agriculture, contains policies to support agricultural land, businesses and enterprises.</li> </ul>
(vi) emphasize food production	<ul style="list-style-type: none"> <li>Policies will be considered in the development of an agricultural strategy.</li> </ul>
(vii) support educational programs on the importance of agriculture	<ul style="list-style-type: none"> <li>Policies will be considered in the development of an agricultural strategy</li> </ul>

### **Goal 3 Protect the Environment and Respond to Climate Change Impacts**

The OCP provides for the protection of environmentally sensitive areas, the provision of adequate park space and the establishment of links between public open spaces.

<b>RGS Strategies</b>	<b>Official Community Plan</b>
<b>3.1.4 a</b> Identify Conservation and Recreation areas	<ul style="list-style-type: none"> <li>Conservation and Recreation areas are identified on Map 2.</li> </ul>



<b>RGS Strategies</b>	<b>Official Community Plan</b>
<p><b>3.1.4 b (i) to (vi):</b> Include policies to protect Conservation and Recreation areas generally consistent with public service infrastructure, environmental conservation, recreation, education and research, commercial, tourism and cultural uses and limited agriculture</p>	<ul style="list-style-type: none"> <li>• Section 7.4, Environment and Parks, contains polices to protect areas of environmental sensitivity, watercourses and riparian areas, support the work of environmental stewardship groups, and support and participate in programs to improve air and water quality.</li> <li>• The designations, Parks and Recreation and Parks Reserve, protect land for public parks and recreation uses, some commercial recreational uses, and nature reserves.</li> <li>• Map 7 identifies areas of environmental sensitivity and Map 8 identifies parks, recreational areas, golf courses and regional parks.</li> <li>• Section 9.8, Watercourse Protection and Section 9.9, Natural Environment Protection, contain mechanisms to protect natural and sensitive areas.</li> </ul>
<p><b>3.1.4 c Buffer</b> Conservation and Recreation areas from activities in adjacent areas</p>	<ul style="list-style-type: none"> <li>• Section 9.8, Watercourse Protection and Section 9.9, Natural Environment Protection require buffering, setbacks and protection of significant regional and environmentally significant features.</li> </ul>
<p><b>3.2.4</b> Include policies and/or maps to illustrate management of ecologically important areas and natural features</p>	<ul style="list-style-type: none"> <li>• Section 7.4, Environment and Parks Policies for Environment, provides for maintenance of areas designated as Park Reserve as natural areas for passive recreation with limited improvements such as trails, seating and interpretive signage.</li> <li>• The Park Reserve designation protects major areas along the Pitt River, Douglas Island and the Hyde Creek Nature Reserve.</li> <li>• Map 8 identifies the Hyde Creek Nature Reserve and the Pitt River Foreshore areas.</li> <li>• Map 14 identifies areas of Port Coquitlam in the Fraser, Coquitlam and Pitt River flood plains.</li> <li>• Section 9.9, Natural Environment Protection, designates DPAs for the protection of the natural environment.</li> <li>• Section 7.8, Utilities and Services, calls for the exploration of integrated storm water management practices and alternative development standards for managing storm water, and developing partnerships with the Province to develop a comprehensive approach to flood protection.</li> </ul>
<p><b>3.3.4 a</b> Identify land development and transportation strategies to meet GHG reduction targets</p>	<ul style="list-style-type: none"> <li>• Policy 8, Section 7.1, Growth Management and Sustainability, Policies for Growth Management and Sustainability is to work toward achieving a target to reduce GHG emissions to 8% below 2007 levels by 2017.</li> <li>• Section 7.5, Transportation, Policies for Transportation, contains policies to evaluate GHGs in transportation planning and choices and advocates for senior governments to reduce GHGs in their operations, investments and regulations.</li> </ul>
<p><b>3.3.4 b</b> Identify land use and infrastructure policies, programs to reduce energy consumption and GHG emissions and improve air quality</p>	<ul style="list-style-type: none"> <li>• Section 7.5, Transportation, Policies for Transportation, contains policies to evaluate GHGs in transportation planning and choices and advocated for senior governments to reduce GHGs in their operations, investments and regulations.</li> <li>• Section 1.2, Related Plans, refers to the Corporate and Community Climate Action Plan and Environmental Strategic Plan as well as the Downtown Pedestrian Circulation Study. Port Coquitlam will work toward incorporating strategic direction from these documents in their implementation and the 2014 OCP review.</li> </ul>
<p><b>3.3.4.c</b> Focus infrastructure and amenities in Urban Centres and FTDA's</p>	<ul style="list-style-type: none"> <li>• Section 7.8, Policies for Utilities and Services and Maps 12, 13 and 14 identify water, drainage and sanitary sewer facilities and upgrades which will serve the city and provide for the increased development in the Downtown.</li> </ul>
<p><b>3.3.4 d</b> Identify policies, strategies to support integrated storm water management and</p>	<ul style="list-style-type: none"> <li>• Section 7.8, Policies for Utilities and Services, contains policies to explore integrated stormwater management practices and alternative development standards, and the implementation of a water conservation program</li> </ul>

<b>RGS Strategies</b>	<b>Official Community Plan</b>
water conservation	
<b>3.4.4</b> Minimize risk associated with climate change and natural hazards	<ul style="list-style-type: none"> <li>• Section 7.8, Policies for Utilities and Services, contains policies to work with the province to develop a comprehensive approach to flood protection and maintenance and upgrading of the dike system and regulating development in the flood plain.</li> <li>• Section 7.6, Design, requires all development in the floodplain to comply with applicable flood proofing requirements.</li> <li>• Section 9.10, Hazardous Conditions, and Map provide for the protection of a steeply sloping area.</li> </ul>

#### **Goal 4: Develop Complete Communities**

The OCP encourages the development a complete community with a choice of housing form, location, tenure and price, a range of business and employment opportunities in a diversified local economy, and the provision of parks, open space, recreation, arts and culture, and services and amenities to serve the needs of Port Coquitlam residents.

<b>RGS Strategies</b>	<b>Official Community Plan</b>
<b>4.1.7 a</b> Work toward meeting estimated housing demand (Table A.4 of RGS):	<ul style="list-style-type: none"> <li>• Table A-4 identifies demand for 3,000 owned and 1,600 rented dwelling units from 2011 to 2021. The rental demand is further identified as 400 market and 1,200 affordable rental units. These figures and the following strategies will be addressed through work on the Housing Action Plan, and the OCP will be updated to reflect the direction of the adopted Housing Action Plan.</li> </ul>
(i) ensure plans articulate need for diverse housing options	<ul style="list-style-type: none"> <li>• Section 7.2, Housing and Neighbourhoods, Policies for Housing, contains polices to designate land for a variety of housing types.</li> </ul>
(ii) increase supply through infill, compact forms and increased density	<ul style="list-style-type: none"> <li>• Section 7.2, Housing and Neighbourhoods, Policies for Housing, contains polices encouraging smaller lots, duplexes, secondary suites, and innovative approaches to infill development.</li> </ul>
(iii) work with senior governments to provide affordable rental	<ul style="list-style-type: none"> <li>• Section 7.2, Housing and Neighbourhoods, Policies for Housing, states that the City will explore opportunities to support and encourage the development of rental housing.</li> </ul>
(iv) encourage affordable housing through municipal measures	<ul style="list-style-type: none"> <li>• Section 7.2, Housing and Neighbourhoods, Policies for Housing, contains polices to utilize density bonusing and explore opportunities for non-market rental and affordable home ownership.</li> </ul>
<b>4.1.8 a - f</b> Prepare and implement a Housing Action Plan	<ul style="list-style-type: none"> <li>• The City will undertake a Housing Action Plan to assess local housing conditions, identify priorities and implementation measures within the jurisdiction and financial capabilities of the municipality, encourage new and protection of existing rental, and identify opportunities to participate in programs with senior governments and the MVHC.</li> </ul>
<b>4.2.4 a</b> Support compact, mixed use, transit, cycling and walking oriented communities	<ul style="list-style-type: none"> <li>• The overall development pattern of Port Coquitlam is for a compact, mixed use community focused on a vibrant commercial core. As opportunities for greenfield development are limited, Port Coquitlam will become more compact over time.</li> <li>• Policies in Section 7.5 call for improvements to increase transit, cycling, walking, a cycling network plan, polices to ensure that all road infrastructure projects accommodate pedestrian needs and a trails network that connects neighbourhoods to parks, schools, open space and commercial centres.</li> </ul>
<b>4.2.4 b</b> Locate cultural, recreational, institutional facilities in Urban Centres or with good transit access	<ul style="list-style-type: none"> <li>• Section 7.3, Economy, Policies for Commercial Lands and Development, reinforces the Downtown as the primary centre for municipal serving community facilities.</li> <li>• Section 7.7, Policies for Community Facilities and Services, focuses arts and culture through the development of the Leigh Square Community Arts Village.</li> <li>• Section 9.3, Downtown DPA Guidelines, contains objectives to reinforce the Downtown as the cultural centre of the community.</li> </ul>
<b>4.2.4 c</b> Provide public spaces for social	<ul style="list-style-type: none"> <li>• Section 7.6, Design, contains polices to emphasize public urban spaces, and to</li> </ul>

<b>RGS Strategies</b>	<b>Official Community Plan</b>
interaction	better emphasize public urban spaces such as parks, paths, trails, squares, streets, plazas and civic buildings
4.2.4 d Support active living	<ul style="list-style-type: none"> <li>Section 7.4, Environment and Parks, contains standards for the provision of park space and policies to ensure a robust and diversified system of parks, trails and open space.</li> <li>Section 7.7, Policies for Community Facilities and Services, contains policies to ensure that sufficient arts, culture, recreation and leisure services are available to meet the needs of the diverse population.</li> </ul>
4.2.4 e Support food production and distribution	<ul style="list-style-type: none"> <li>Policies will be considered in 2014 OCP review.</li> </ul>
4.2.4 f Assess health implications of plans and infrastructure	<ul style="list-style-type: none"> <li>Policy 8, Section 7, Community, Policies for Public Health and Safety, contains a policy direction to and work in conjunction with other municipalities, levels of government, public health authorities and community groups to ensure a broader focus in dealing with these issues and in assessing the overall health implications of proposed development and infrastructure investment.</li> </ul>
4.2.4 g Support universally accessible community design	<ul style="list-style-type: none"> <li>Policy 7.6, Design, contains policies to design for people with accessibility needs or to public health and safety</li> </ul>
4.2.4 h Identify small scale local centres	<ul style="list-style-type: none"> <li>Not applicable (Port Coquitlam has not identified Local Centres).</li> </ul>
4.2.4 i Recognize Special Employment Areas	<ul style="list-style-type: none"> <li>Not applicable (there are no Special Employment Areas within Port Coquitlam).</li> </ul>

### **Goal 5 Support Sustainable Transportation Choices**

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

<b>RGS Strategies</b>	<b>Official Community Plan</b>
5.1.6 a Encourage a greater share of trips by transit, HOVs, cycling, walking and support the Frequent Transit Network	<ul style="list-style-type: none"> <li>Map 10 identifies the City's bicycle network and major trail system and policies in Section 7.5 identify opportunities to facilitate for cycling and walking.</li> </ul>
5.1.6 b Support transportation system and demand management strategies	<ul style="list-style-type: none"> <li>Policies in Section 7.5, Transportation, call for the implementation of improvements for pedestrian, bicycles and transit, and support travel demand initiatives to reduce the use of single-occupant vehicles.</li> </ul>
5.1.6 c Manage and enhance municipal infrastructure to support transit, multiple occupancy vehicles, cycling and walking	<ul style="list-style-type: none"> <li>Section 7.5, Transportation, calls for HOV lanes on Lougheed Highway and Mary Hill Bypass.</li> <li>Map 10 identifies the Bicycle Route Network and major trail system and policies call for on and off street routes and trip end facilities at transit termini, civic facilities and in major developments.</li> <li>Policies in Section 7 call for pedestrian trails that connect neighbourhoods to parks, schools, open space and commercial centres and all road infrastructure projects accommodate pedestrian needs.</li> </ul>
5.2.3 a Map goods movement routes	<ul style="list-style-type: none"> <li>Map 9, Transportation Network, maps Port Coquitlam's Highway, Arterial and Collector Road network. Upon completion of the Major Transportation Update and in consultation with TransLink, an updated goods movement map will be included in the OCP and RCS.</li> </ul>
5.2.3 b Support the efficient movement of vehicles for passengers and goods and services	<ul style="list-style-type: none"> <li>Section 7.5, Transportation, contains policies for transportation improvements for the orderly and efficient movement of trucks and private passenger cars and to work cooperatively for an integrated, efficient regional and local system</li> </ul>
5.2.3 c Support the	<ul style="list-style-type: none"> <li>Policies will be incorporated into the OCP following completion of the Master</li> </ul>

<b>RGS Strategies</b>	<b>Official Community Plan</b>
development of transportation system management strategies	Transportation Plan.
5.2.3 d Support the protection of rail rights-of-way and access to navigable waterways	<ul style="list-style-type: none"> <li>• Policies in Section 7.5, Transportation, Policies for Freight Rail and Marine Transportation facilitate the protection and enhancement of rail and marine transportation.</li> </ul>

Note to Appendix 1: Note: The OCP was adopted in 2005 and is scheduled for a major review and update commencing in 2014 with completion anticipated in 2015. This review is referenced in this Table as, “the 2014 OCP review”.