

What We Heard

Transit-Oriented Areas and Southwest Shoulders and Corridors – Round Two Engagement Summary

Transit-Oriented Areas Update Project – Stage 2

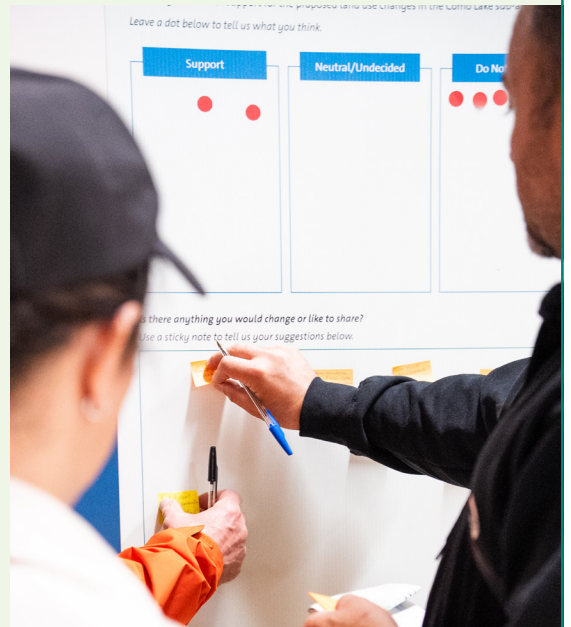




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Executive Summary

The City of Coquitlam conducted engagement in June/July 2025 to gather community input on proposed land use changes in Transit-Oriented Areas that are required to align with provincial legislation and seek feedback on proposed park and transportation improvements. The City also engaged the community to collect feedback on proposed land use changes, park and transportation improvements in the Southwest Shoulders and Corridors.

Residents and interest holders shared feedback through an online survey, interactive mapping tool, community conversations, two public information sessions and one virtual information session. Hundreds of participants contributed valuable input, providing a spectrum of perspectives from the study areas, with some sub-areas generating more feedback – particularly along the Como Lake Avenue corridor.

Residents acknowledged the need to plan for growth but expressed a range of views on how and where changes should occur. Key themes included maintaining the current neighbourhood identity, planning for infrastructure and amenities to keep pace with development, and addressing traffic and transportation concerns. The level of support varied by sub-area, with some neighbourhoods expressing stronger opposition while others showed cautious support for more diverse housing options.

This feedback, along with technical studies, planning best practices and other City plans and strategies including the Official Community Plan, will help refine the concepts and inform Council's decision-making.



Key Insights

Land Use and Density: Participants expressed notable concerns with respect to the proposed higher-density land uses. These concerns were often linked to potential or perceived impacts such as increased traffic congestion, parking shortages, pressure on school and park capacities, and strain on other existing infrastructure.

Housing Mix and Affordability: Participants supported more diverse, family-friendly and affordable housing options to meet community needs. There were differing views on whether this should be achieved through small-scale residential, townhouses, apartments, or other housing types.

Infrastructure and Amenities: A recurring theme across the engagement was the need for investment in walking and cycling infrastructure, schools, parks and other amenities. Participants often felt that growth is outpacing the City's ability to provide the services and infrastructure required to support it.

Provincial Housing Requirements: Most participants understood that land use changes in Transit-Oriented Areas are being driven by provincial mandates, with some requests for the City to limit changes to the mandated requirements.



What We Asked

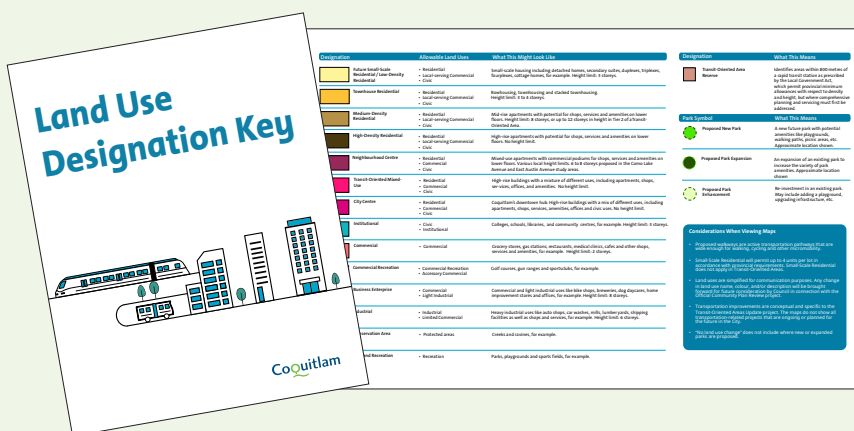
This engagement process had two components:

Transit-Oriented Areas: Feedback was gathered on the clarity of the proposed land use changes in the Official Community Plan to ensure alignment with provincial requirements. Input was also gathered on proposed transportation and park improvements. In accordance with the *Local Government Act*, any changes to land uses or policies in the Official Community Plan must include consultation with people who may be affected.

Southwest Shoulders and Corridors: Input was gathered on proposed changes to the land uses, supporting policies and park and transportation improvements in the Official Community Plan.

Community members were asked to provide feedback on the proposed land use, parks and transportation concepts and were provided the following to help inform their decision:

Contextual and Supporting Information	Map of Proposed Land Use, Transportation and Park Changes	Land Use Key
Background and contextual information on the project purpose and objectives, how the proposed land use concept was developed and how to understand it. In addition, information on what land uses are, how land use differs from zoning, and how density is measured was provided.	These maps visualized the proposed changes to the sub-areas. The maps showed the existing Official Community Plan land use designations and proposed land uses, parks and transportation improvements to support future growth.	The land use key identified each land use designation and associated colour-code, as well as the allowable land uses, building types, and heights permitted under each land use designation. The key served to clarify the different land uses shown on the maps.



Overarching Engagement Questions

1. Do the proposed land use changes reflect the type of housing and development you want to see in your neighbourhood?
2. What is your level of support for the proposed changes?
3. With respect to the parks and transportation improvements, is there anything the City should consider?
4. What concerns or suggestions do you have about what's being proposed?



About This Engagement

What We Did



A public survey on Let's Talk Coquitlam with **519** submissions



An interactive map on Let's Talk Coquitlam with **317** pins



2 in-person information sessions with a formal presentation, display boards and City staff with approximately **200** total attendees



1 virtual information session with a formal presentation and question-and-answer period with **125** attendees



5 community roundtable conversations for each of the sub-areas with **91** total attendees, designed to gather detailed feedback and facilitate conversations with community members about housing, change and growth



Invited community members to provide written submissions to a dedicated project email (or by telephone or letter if email is unavailable) with

over 85 responses including both input and requests for information (this includes emails sent directly to Council)



Pop-ups at Southwest Coquitlam SkyTrain stations and Poirier Sport and Leisure Complex where staff connected with **275** residents and commuters



Over 5,800 visits to LetsTalkCoquitlam.ca/TransitOrientedAreas



Over 25,304 people reached on the City's social media channels

East Austin Proposed Land Use Changes

Tell us what you think!

What is your level of support for the proposed land use changes in the East Austin sub-area?

Leave a dot below to tell us what you think.

Support	Neutral/Undecided	Do Not Support

Is there anything you would change or like to share?
Use a sticky note to tell us your suggestions below.

Como Lake Proposed Land Use Changes

Tell us what you think!

What is your level of support for the proposed land use changes in the Como Lake sub-area?

Leave a dot below to tell us what you think.

Support	Neutral/Undecided	Do Not Support

Is there anything you would change or like to share?
Use a sticky note to tell us your suggestions below.

Dotmocracy Boards

During the in-person information sessions, participants were invited to share their level of support for the proposed land use concepts by placing coloured dots on "dotmocracy boards" corresponding to each sub-area. Each dot represented an individual's stance: support, neutral/undecided, or do not support. This optional interactive method provided a quick visual snapshot of sentiment in the room and encouraged participation from attendees who may not have wished to provide written feedback.



Level of Participation by Sub-Area

Sub-Area	Engagement Method	Responses
Burquitlam and Lougheed Transit-Oriented Areas	Survey	• 342 survey participants, 521 written responses
	Interactive Map	• 17 pins dropped on the City's interactive map
	Information Session	• 10 sticky note comments collected at two information sessions
	Written/Phone	• 5 submissions received
Braid, Coquitlam Central, Inlet Centre, Lafarge Lake-Douglas, Lincoln, and Moody Centre Transit-Oriented Areas	Survey	• 182 survey participants, 122 open-ended responses
	Interactive Map	• 28 pins dropped on the City's interactive map
	Information Session	• 5 sticky note comments collected at two information sessions
	Written/Phone	• 7 submissions received
Oakdale	Survey	• 62 survey participants, 117 written comments
	Interactive Map	• 3 pins dropped on the City's interactive map
	Roundtable Community Conversations	• 9 participants • 30 sticky note comments collected
	Information Sessions	• 0 sticky note comments collected
	Written/Phone	• 12 submissions received
East Burquitlam	Survey	• 118 survey participants, 193 written comments
	Interactive Map	• 14 pins dropped on the City's interactive map
	Roundtable Community Conversations	• 19 participants • 68 sticky note comments collected
	Information Sessions	• 18 sticky note comments collected at two information sessions
	Written/Phone	• 25 submissions received

Note: Comments about these sub-areas also came in through the survey under other sections and in the general open-ended feedback opportunity.



Level of Participation by Sub-Area

Sub-Area	Engagement Method	Responses
West Austin	Survey	<ul style="list-style-type: none"> 127 survey participants, 248 written responses
	Interactive Map	<ul style="list-style-type: none"> 15 pins dropped on the City's interactive map
	Roundtable Community Conversations	<ul style="list-style-type: none"> 19 participants 49 sticky note comments collected
	Information Sessions	<ul style="list-style-type: none"> 35 sticky note comments collected at two information sessions
	Written/Phone	<ul style="list-style-type: none"> 43 submissions received
East Austin	Survey	<ul style="list-style-type: none"> 102 survey participants, 139 written responses
	Interactive Map	<ul style="list-style-type: none"> 12 pins dropped on the City's interactive map
	Roundtable Community Conversations	<ul style="list-style-type: none"> 18 participants 51 sticky note comments collected
	Information Sessions	<ul style="list-style-type: none"> 22 sticky note comments collected at two information sessions
	Written/Phone	<ul style="list-style-type: none"> 35 submissions received
Como Lake	Survey	<ul style="list-style-type: none"> 287 survey participants, 518 written comments
	Interactive Map	<ul style="list-style-type: none"> 228 pins dropped on the City's interactive map
	Roundtable Community Conversations	<ul style="list-style-type: none"> 26 participants 87 sticky note comments collected
	Information Sessions	<ul style="list-style-type: none"> 22 sticky note comments collected at two information sessions
	Written/Phone	<ul style="list-style-type: none"> 35 submissions received

Note: Comments about these sub-areas also came in through the survey under other sections and in the general open-ended feedback opportunity.



What We Heard

Throughout the engagement, respondents shared a range of perspectives on the proposed land use changes across the Transit-Oriented Areas and Southwest Shoulders and Corridors.

For the Transit-Oriented Areas, the majority of participants indicated that the changes we need to make to meet provincial requirements are clear to them.

For the Southwest Shoulders and Corridors, support levels for the proposed land use changes varied by sub-area. In some sub-areas, opposition was high. In other sub-areas, support and oppose were separated by just a few percentage points.

In many cases, those living or owning property in the sub-area expressed stronger views, often with higher levels of opposition. The sub-area that received the most feedback was along the Como Lake corridor, which drew in 55% of the total responses in the survey and 72% of the map. This is partly due to an awareness campaign by residents in the area who were heavily opposed to these changes.

The following section provides a summary of the feedback received for each project sub-area, organized by the method of engagement. Because participants could use multiple methods to share their input, and each method collected feedback differently, the quantitative results from each method cannot be combined.

Note: Individual email and telephone submissions often contained multiple comments on different aspects of the proposed concepts. In this report, “submissions” refers to the number of people who provided input, while “comments” refers to the individual points they raised. As a result, the number of comments recorded may be greater than the number of submissions received. Percentages shown may not add up to 100% due to rounding and/or questions where respondents could select more than one option.



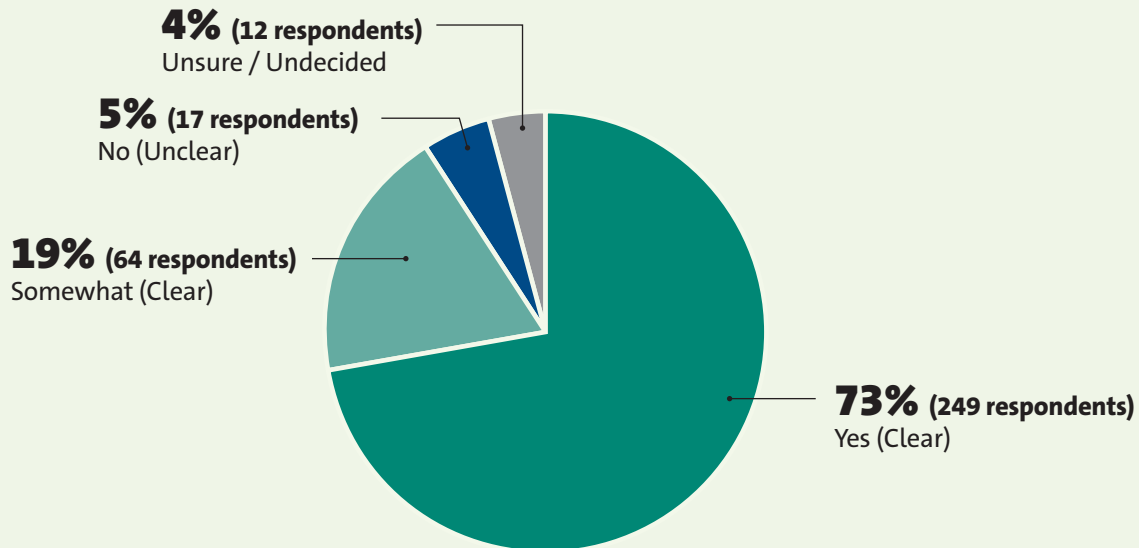
Burquitlam and Lougheed Transit-Oriented Areas

Survey

This section of the survey was completed by 342 respondents (66% of total), of whom 95% reported being Coquitlam residents. Respondents who had no connection or interest in the Transit-Oriented Areas were able to skip this section.

Clarity of Required Provincial Changes

342 respondents (66% of survey participants)



Key Themes from Survey

- In the survey, 73% of respondents indicated that the land use changes required to meet provincial requirements were clear.
- Respondents (32%) focused on park space improvements, and amenities like dog off-leash areas, splash parks, and basketball courts.
- Open-ended responses (21%) called for frequent bus service, better connections to SkyTrain and expanded routes.
- Requests for safer bike lanes, better sidewalks, pedestrian crossings, and improved walkability – especially at night – were noted in approximately 19% of responses.
- Density and housing mix was another prominent theme in the open-ended responses (15%), with respondents sharing mixed opinions – some supporting gentle density with others wanting to preserve neighborhood character.
- Traffic, parking and transportation made up 15% of open-ended responses, with concerns about congestion and calls for more parking.





Burquitlam and Lougheed Transit-Oriented Areas (con't)

Interactive Map Summary

- In total, seven unique participants placed 15 pins.
- Comments included:
 - Requests for specific park infrastructure and pedestrian connections to and between parks.
 - Potential locations for cycling and walking infrastructure and new street connections.
 - Requests for additional mixed-use opportunities.

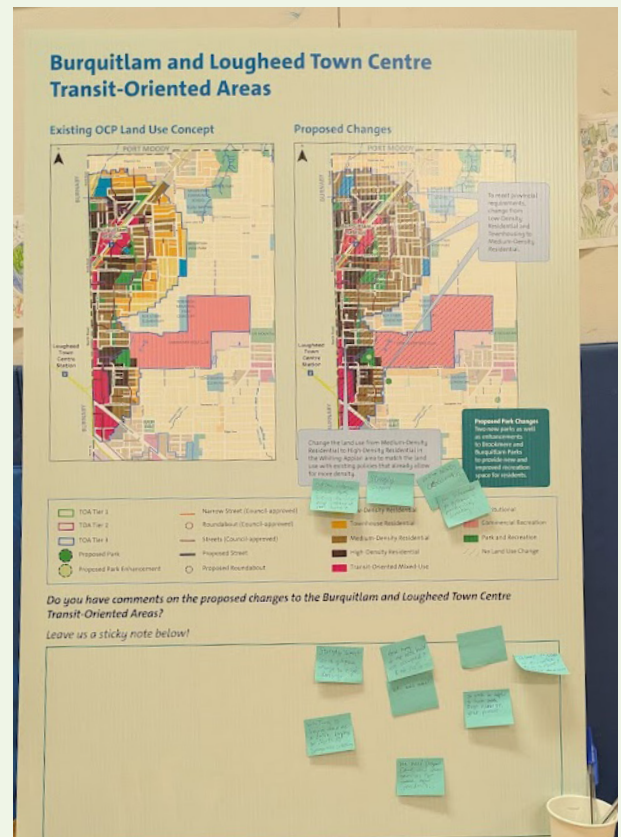
Public Information Sessions

- While the proposed land use changes are necessary to meet provincial requirements – limiting our ability to respond to public input on these changes – comments regarding land use were still received and considered to the extent possible:
 - Three comments opposed or raised concerns about the extent of the provincial requirements.
 - One comment expressed interest in reducing density near the Transit-Oriented Area boundary, while another comment supported the proposed changes.
 - One comment expressed strong support for the proposed changes in the Whiting-Appian area.
- Three comments highlighted the need for improved walking infrastructure that connects residents to daily destinations.
- One comment expressed a need for improved medical services, specifically requesting an Urgent Care facility.

Emails/Phone Submissions

In total, five email/phone submissions were received:

- Four of the submissions expressed support for increased density within Transit-Oriented Areas, including calls to go further, while one expressed opposition to the proposed land use changes for the properties in the Transit-Oriented Area on Gilroy Crescent, next to Stoney Creek.
- Comments included:
 - Requests for parking to support increased density.
 - Interest in advancing development in these areas through fast-tracked approvals.
- Ten submissions related to Shoulder areas raised concerns about the extent of provincial requirements and the changes proposed for alignment.





Braid, Coquitlam Central, Inlet Centre, Lafarge Lake-Douglas, Lincoln, and Moody Centre Transit-Oriented Areas

Survey

This section of the survey was completed by 182 respondents (35% of total), of whom 95% reported being Coquitlam residents. Respondents who had no connection or interest in the Transit-Oriented Areas were able to skip this section.

Key Themes from Survey

- While the proposed land use changes are necessary to meet provincial requirements – limiting our ability to respond to public input on these changes – and in light of the fact that we are proposing to designate these areas for future comprehensive planning, comments were still received. Views on increased density in these areas was split, with many participants expressing support and opposition.
- 32% of open-ended feedback focused on density, with sentiment nearly split between supportive and neutral.
- 30% of open-ended feedback responses raised concerns about the capacity of current infrastructure and amenities, such as roads, parks, hospitals and schools.
- Nearly a third (30%) voiced concerns about traffic congestion and the need for improved parking, micromobility and walking infrastructure.

Interactive Map Summary

- In total, 14 unique participants placed 28 pins.
- Comments included:
 - Requests to advance development in these areas now, as opposed to designating these areas Transit-Oriented Area Reserve, and to include properties located just outside the Transit-Oriented Area boundaries.
 - Protect Town Centre Park and Glen Park.
 - Requests for new street connections and improved walking and cycling infrastructure.

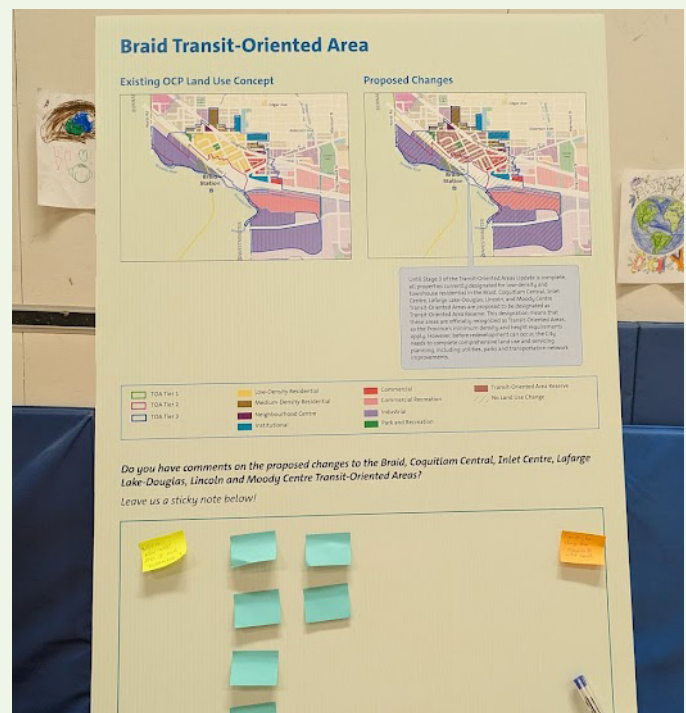
Public Information Sessions

- One comment expressed some confusion as to why New Westminster [Braid SkyTrain Station] has an impact on land use planning in Coquitlam.
- One comment highlighted the desire to advance development in these areas now, i.e. changing the land use from Transit-Oriented Area Reserve.

Emails/Phone Submissions

In total, seven email/phone submissions were received:

- Four of the submissions expressed support for increased density within Transit-Oriented Areas, including calls to go further and prioritize comprehensive planning in these areas.
- Comments included:
 - Interest in advancing development in these areas through fast-tracked approvals.
 - Requests for improved pedestrian access to Braid Station.





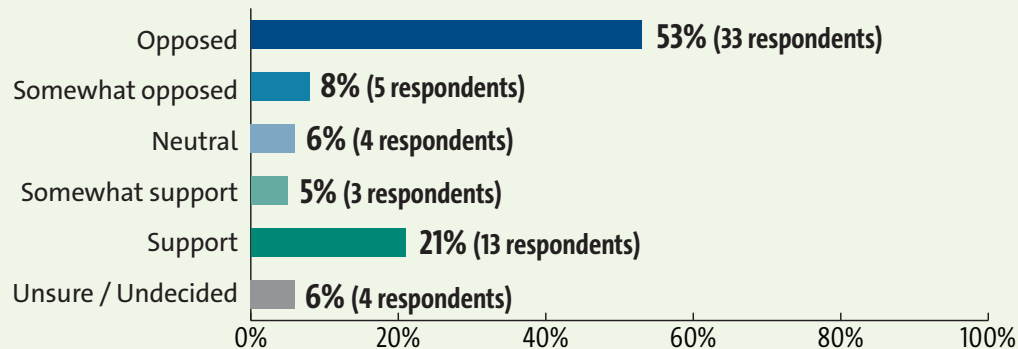
Shoulders and Corridors

Sub-Area A: Oakdale (North Burquitlam)

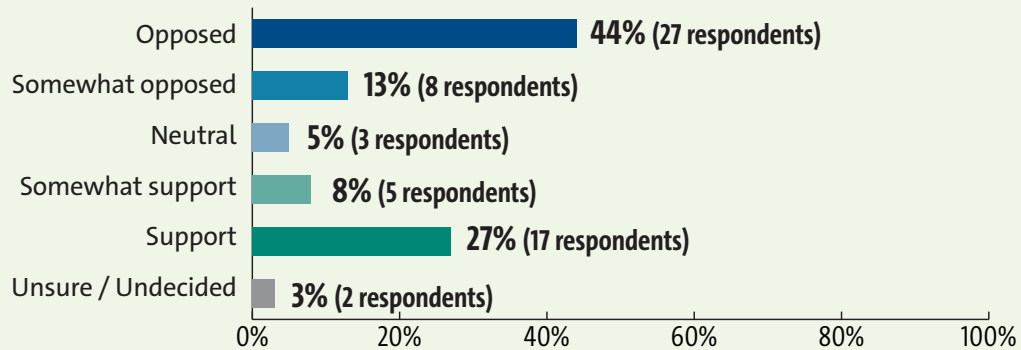
Survey

This section of the survey was completed by 62 respondents (12% of total), of whom 39% reported living or owning property in this sub-area, and 94% reported being Coquitlam residents.

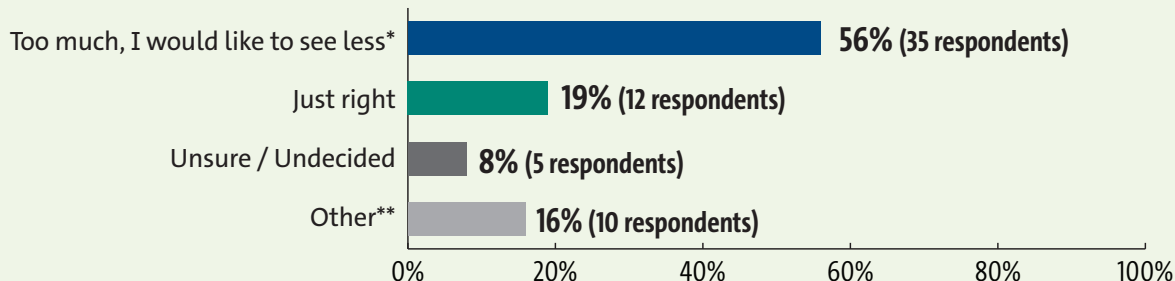
What is your level of support for the proposed land use changes?



What is your level of support for the Medium-Density Residential?



What are your thoughts on the amount of land proposed for Townhouse Residential?



*Understanding the City must allow for Small-Scale Multi-Unit Housing (up to four units) on these lots.

**Other includes the options Not Enough and Other.



Sub-Area A: Oakdale (North Burquitlam) (con't)

Key Themes from Survey

- Strong opposition (61%) to the proposed land use changes, with the highest level of opposition from those who identify as residents of the sub-area.
- Nearly a quarter (22%) of respondents focused on density, with most emphasizing the importance of limiting density and maintaining existing character of the area.
- More than one third (36%) voiced a desire for expanding park space, with mixed preferences for either smaller pocket parks or fewer but larger parks.
- Traffic concerns were raised related to congestion, active transportation and parking.
- Infrastructure capacity concerns raised by approximately 12% of respondents, including calls for more schools, hospitals and parks.

Interactive Map Summary

- In total, three unique participants placed three pins.
- One comment expressed support for the proposed changes, while another comment expressed opposition.
- Suggestions and concerns included:
 - Requests for additional green space adjacent to creeks.
 - Traffic congestion and reduced pedestrian safety resulting from the proposed vehicular street connecting Thompson Avenue to Bole Court (currently a planned Green Street).

Community Roundtable Conversation

- Views on the proposed land uses varied; however, there was a general preference for small-scale multi-unit housing over townhouses.
- Comments included:
 - Suggestions to expand Oakdale Park further north.
 - Concerns about the proposed streets and roundabouts
 - Concerns about the practicality of redevelopment due to environmental setbacks
 - Concerns about property tax increases

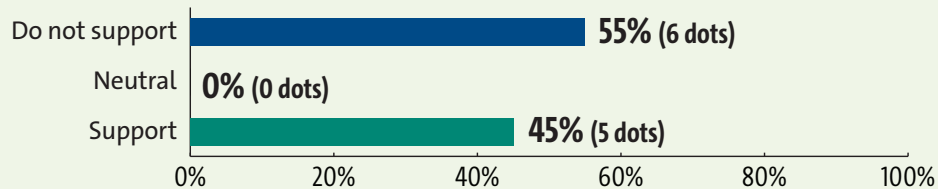




Sub-Area A: Oakdale (North Burquitlam) (con't)

Public Information Sessions

Level of Support for the Proposed Land Use Changes



Comment Summary

- No comments received for the Oakdale sub-area

Email/Phone Submissions

In total, 12 email/phone submissions were received:

- Two submissions supported the proposed land use changes and a third submission supported the proposed Medium-Density Residential changes, while opposing the proposed townhousing.
- Nine submissions opposed the proposed changes across all sub-areas, including Oakdale, citing concerns about park/school capacity, parking, traffic, and tree preservation, and suggesting changes should not extend beyond provincial requirements.
- Comments included:
 - Suggestions on how to facilitate feasible assemblies within the Burquitlam Transit-Oriented Area.
 - Support for the proposed roundabouts on Chapman Avenue.
 - Opposition to changing the planned Green Street extending from Thompson Avenue to Bole Court to a vehicular street.
 - Suggestions on transportation improvements, including widening Nicola Avenue, adding a roundabout to Bole Court, and traffic calming.





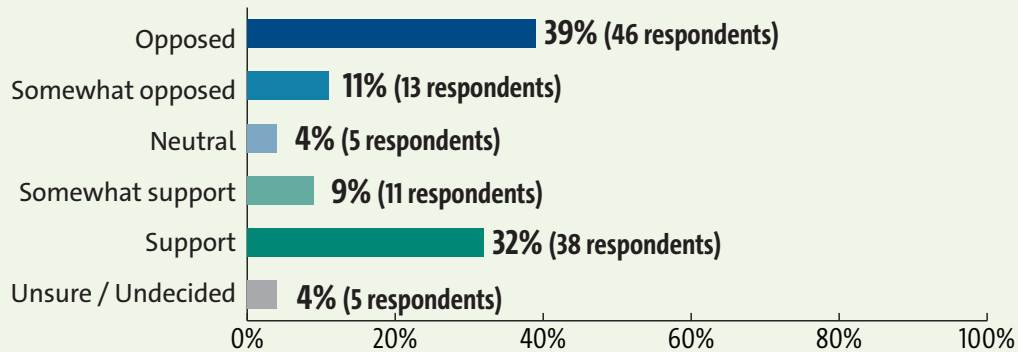
Shoulders and Corridors

Sub-Area B: East Burquitlam

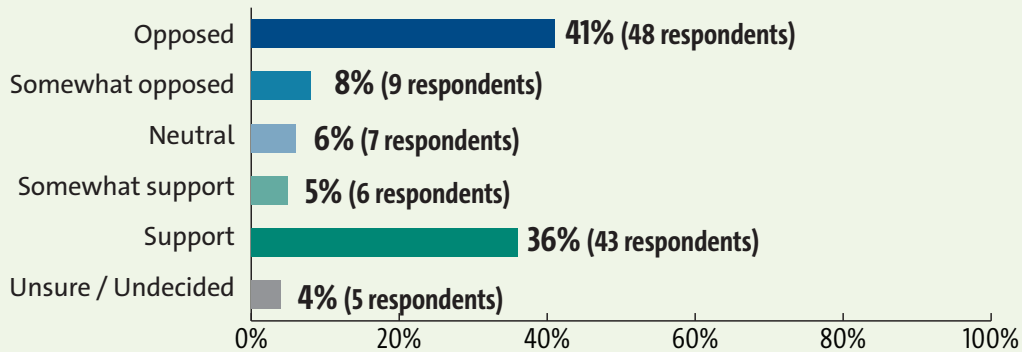
Survey

This section of the survey was completed by 118 respondents (23% of total), of whom 42% reported living or owning property in this sub-area, and 98% reported being Coquitlam residents.

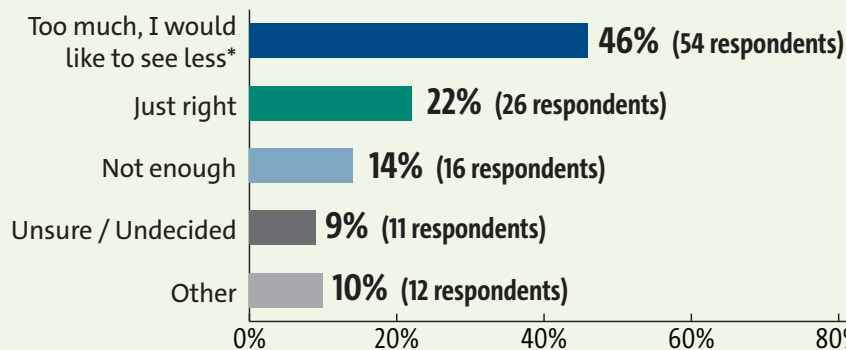
What is your level of support for the proposed land use changes?



What is your level of support for the Medium-Density Residential?



What are your thoughts on the amount of land proposed for Townhouse Residential?



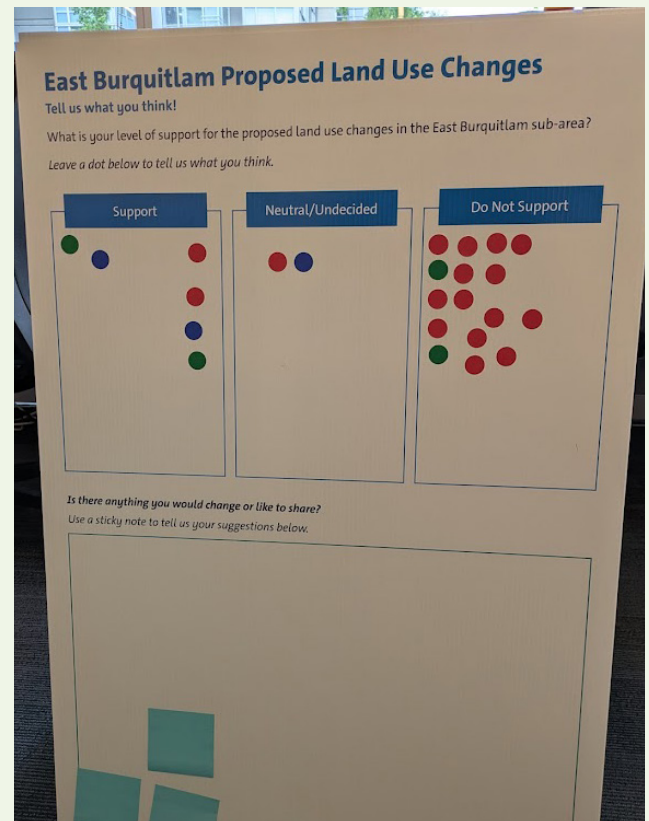
**Understanding the City must allow for Small-Scale Multi-Unit Housing (up to four units) on these lots*



Sub-Area B: East Burquitlam (con't)

Key Themes from Survey

- While nearly 50% of respondents opposed the proposed land use changes, there was a higher percentage of support (41%) seen here than in other sub-areas.
- Respondents (36%) touched on micromobility and traffic concerns, including calls for enhanced infrastructure to support safe cycling and walking, as well as improvements to public transit service. Some participants suggested that transportation improvements should be completed in advance of development.
- Density and housing mix made up 28% of responses, with varying opinions. On one hand, participants expressed interest in more apartments and townhouses, while others preferred less development and expressed a desire to have density remain in the Transit-Oriented Areas.
- Parks, greenspaces and trees made up just over a quarter of responses (26%), with the majority of respondents in favour of more or enhanced parks with amenities, such as picnic areas, covered locations and dog parks. Balancing that were calls for protection of wildlife and the existing tree canopy.



Interactive Map Summary

In total, nine unique participants placed 14 pins.

- Feedback was mixed, reflecting both support and opposition to the proposed changes.
- Comments included:
 - Support for the proposed roundabout;
 - Requests for improved walking infrastructure; and
 - Concerns about school capacity.



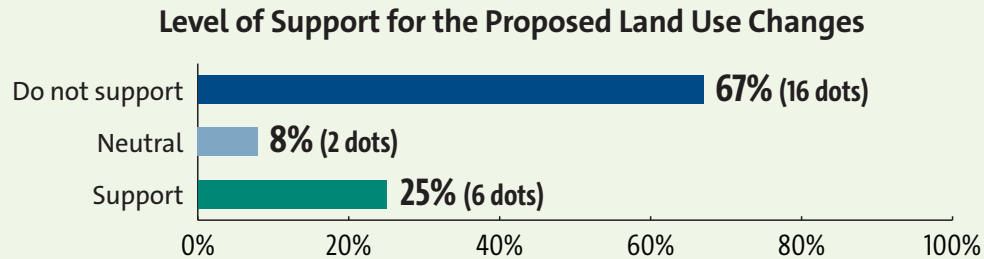
Community Roundtable Conversation

- Views on the proposed land use changes varied:
 - In the southern end, more participants opposed the changes than supported them.
 - In the northern end, there was some support for the proposed townhousing.
- Comments included:
 - Requests for park improvements in advance of development.
 - Concerns about safety and the design of pedestrian crossings at the roundabout.
 - Support for the traffic light at Townley Street and Como Lake Avenue.
 - Requests for improved infrastructure for cycling and walking.
 - Concerns about school and hospital capacity.
 - A request that Blue Mountain Street be included in the sub-area or as a corridor.



Sub-Area B: East Burquitlam (con't)

Public Information Sessions



Comment Summary

- Supporters of the proposed changes expressed interest in expanding the Medium-Density Residential and Townhouse land uses in targeted areas (7 comments). Opponents emphasized the need for prior investment in infrastructure such as sidewalks, bike paths, lighting, schools, and green space (6 comments).
- Other comments emphasized the need for improved traffic management and safer connections in advance of development (5 comments), expressed opposition to the extension of Regan Avenue (2 comments), and expressed support for the proposed roundabout (1 comment).

A petition signed by owners of 22 properties along or near Blue Mountain Street - between Como Lake Avenue and Austin Avenue, east of the East Burquitlam sub-area - was submitted. The petition requests that Blue Mountain Street be included in the sub-area or as a corridor.

Email/Phone Submissions

In total, 25 email/phone submissions were received:

- Fourteen submissions opposed changes beyond the Transit-Oriented Area, particularly near Roy Stibbs Elementary School, suggesting that the Transit-Oriented Areas should be built-out first – as complete communities – prior to permitting higher densities in the shoulder areas. One submission supported the proposed changes.
- Nine submissions opposed the proposed changes across all sub-areas, including East Burquitlam, raising concerns about park and school capacity, parking, traffic and tree preservation, and suggesting changes should not extend beyond provincial requirements.
- Comments included:
 - Concerns that proposed changes will not address housing needs.
 - Concerns about alignment with the City's Environmental Sustainability Plan.
 - Negative impacts on tree preservation, green space and riparian areas.
 - Requests for more park and community space.
 - Concerns about traffic congestion and requests for improved vehicular, cycling and walking infrastructure.
 - School and hospital capacity concerns.
 - Transparency and responsiveness to public input.
 - Suggestion to continue dialogue with the Province before implementing legislation.



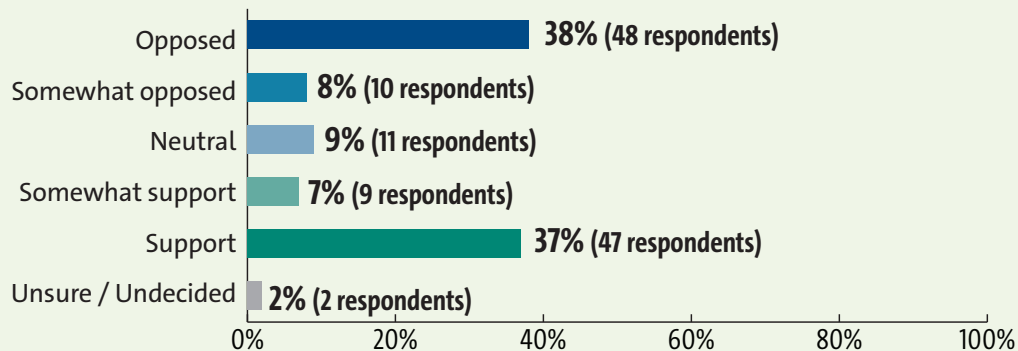
Shoulders and Corridors

Sub-Areas C and D: West Austin Shoulder and Corridor

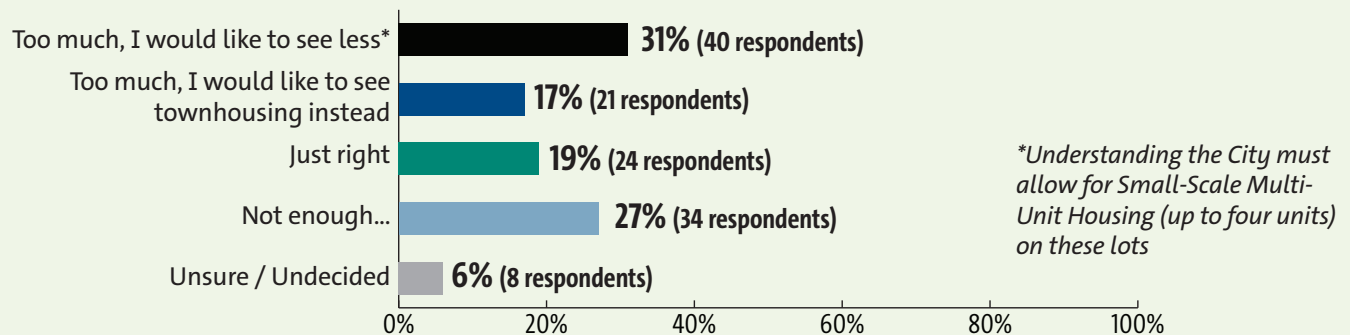
Survey

This section of the survey was completed by 127 respondents (24% of total), of whom 54% reported living or owning property in in this sub-area, and 98% reported being Coquitlam residents.

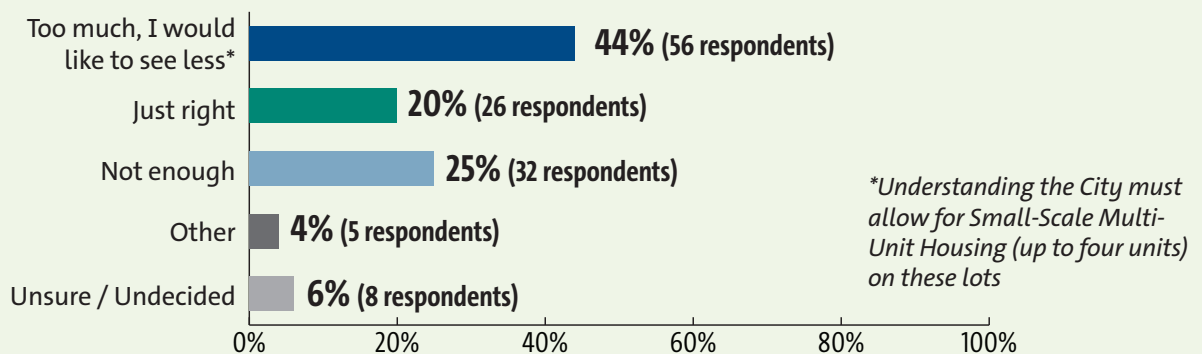
What is your level of support for the proposed land use changes?



What is your level of support for the Medium-Density Residential?



What are your thoughts on the amount of land proposed for Townhouse Residential?





Sub-Areas C and D: West Austin Shoulder and Corridor (con't)

Key Themes from Survey

- Feedback was split between support (44%) and opposition (46%) to the proposed changes.
- Opinions on housing mix varied. Those in support of more density often requested higher density (more than 8 storeys) than proposed and cited affordability and proximity to transit as key reasons. Those in opposition expressed caution, with concerns about traffic, school impacts (particularly near Lord Baden Powell Elementary), loss of green space, and the need for infrastructure to be delivered before additional growth, especially in Sub-Area C: West Austin Shoulder.
- A quarter of respondents (24%) focused on parks and amenities, with calls for additional park space, noting that the amount shown may not be sufficient for the proposed density.
- Respondents expressed strong opposition to the proposed street extensions – particularly Ridgeway Avenue, Donald Street, and Sydney Avenue – citing safety, traffic, and neighbourhood disruption concerns. Several also opposed the proposed traffic lights on Blue Mountain Street and suggested alternatives such as roundabouts or improved signal timing.
- Respondents also raised concerns about livability, unit sizes and tree preservation.

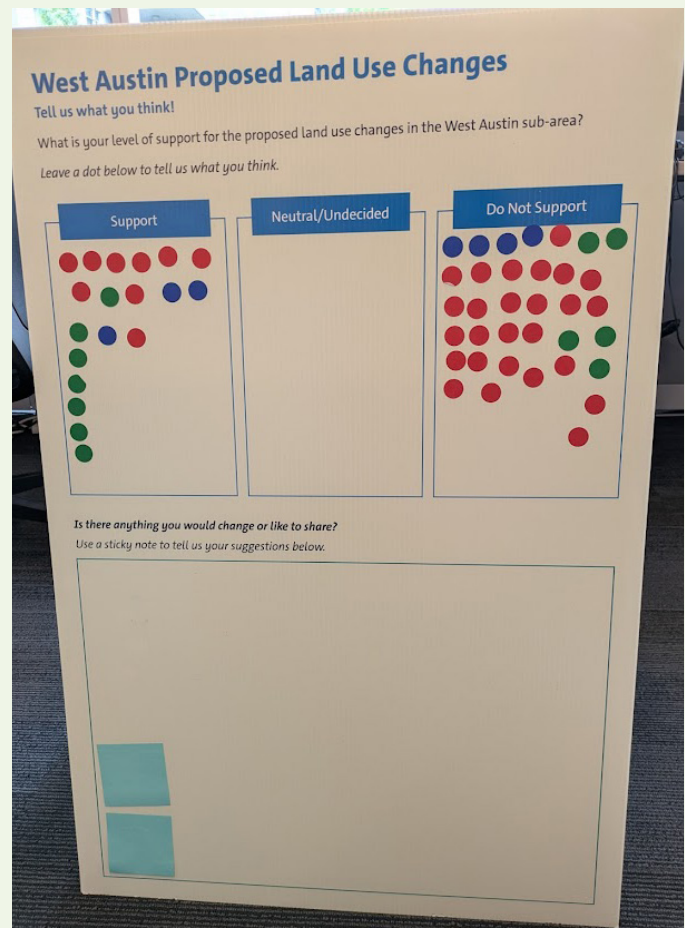
Interactive Map Summary

In total, 12 unique participants placed 15 pins.

- Three comments supported the proposed changes and two comments opposed.
- Comments included:
 - Suggestions for High-Density Residential north of Austin Avenue between Joyce and Blue Mountain Street, instead of Medium-Density Residential.
 - Concerns about increased traffic congestion due to the proposed Ridgeway Avenue street extension and multiple traffic lights on Blue Mountain Street.

Community Roundtable Conversation

- Feedback was mixed:
 - In Sub-Area C (West Austin Shoulder), more participants opposed the proposed changes than supported.
 - In Sub-Area D (West Austin Corridor), some participants expressed support for the proposed changes.
- Comments included:
 - General support for the proposed parks.
 - Opposition to the number of proposed traffic lights, particularly at Ridgeway Avenue, and road extensions.

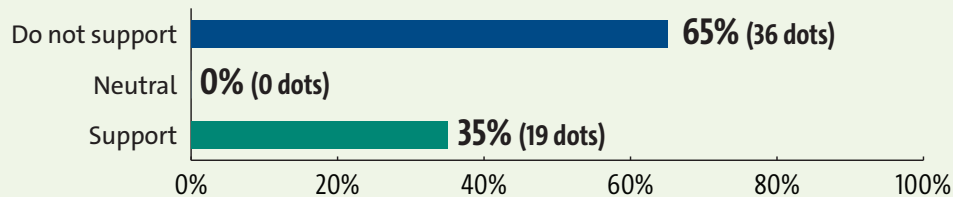




Sub-Areas C and D: West Austin Shoulder and Corridor (con't)

Public Information Sessions

Level of Support for the Proposed Land Use Changes



Comment Summary

- Most comments opposed increased density - particularly townhouses on Austin Avenue and Medium-Density Residential near Lord Baden Powell Elementary - citing traffic, parking, and safety (10 comments).
- Two comments supported the overall changes and three supported family-oriented housing, preferring townhouses over Medium-Density Residential near the school.
- Two comments suggested adding commercial space to Medium-Density Residential.
- Three comments expressed support for the park proposals, one comment opposed the park on Sydney and Dansey Avenue, two comments suggested acquiring the private golf course for housing/parks, and one comment requested a public pool.
- Six comments opposed the proposed road extensions (Ridgeway and Sydney Avenues and Donald Street) due to shortcutting and congestion, one comment suggested connecting King Albert to Dennison instead of Howie, and one comment requested cycling infrastructure.
- Two comments questioned why the area is under review again after similar proposals were previously rejected.

Email/Phone Submissions

In total, 43 email/phone submissions were received:

- 10 submissions opposed the proposed changes, particularly the townhousing on Austin and Sydney Avenues (Sub-Area C: West Austin Shoulder), whereas two submissions supported the proposed changes, one in particular relating to the proposed Medium-Density Residential north of Austin Avenue and two submissions asked for further changes.
- Nine submissions opposed the proposed changes across all sub-areas and five opposed the proposed changes across all corridor sub-areas, including West Austin, citing concerns about park/school capacity, parking, traffic, and tree preservation, and suggesting changes should not extend beyond provincial requirements.
- A petition from 37 property owners north of Austin Avenue, between Blue Mountain and Joyce Street was received, requesting medium- to high-density land uses.
- Comments included:
 - Requests for larger family-oriented townhouse units.
 - A suggestion to proceed with one land use designation, either Townhouse or Medium-Density Residential, for the area south of Austin Avenue, east of the school.
 - Requests for more park space. Yet, two submissions opposed the proposed park in the area east of Guilby Street near Sydney Avenue citing proximity to Brookmere Park.
 - Opposition to the proposed extensions of Sydney Avenue and Donald Street, citing traffic and land expropriation concerns.
 - Lack of clarity on why the area is under review again after similar proposals were previously rejected.
 - Requests for further transparency and responsiveness to public input.



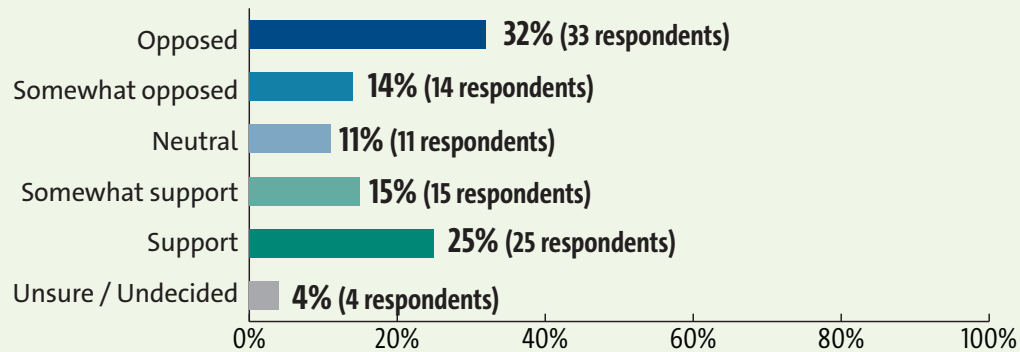
Shoulders and Corridors

Sub-Area E: East Austin

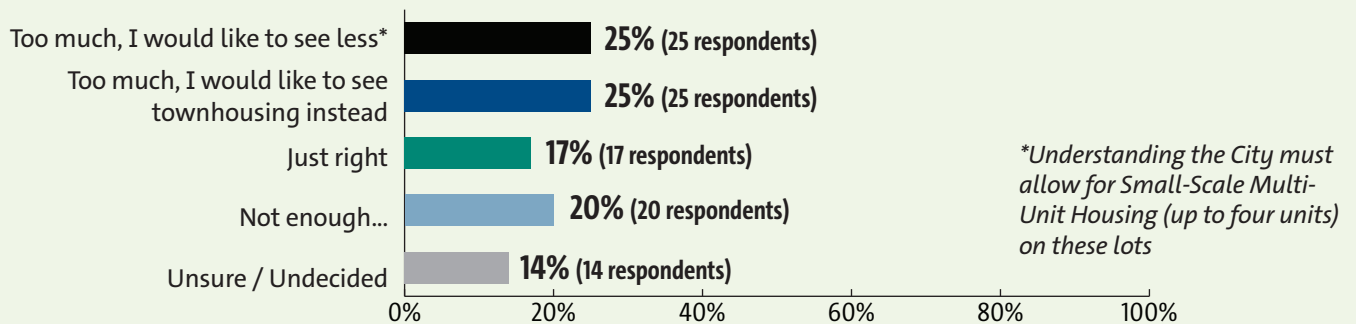
Survey

This section of the survey was completed by 102 respondents (20% of total), of whom 22% reported living or owning property in in this sub-area, and 93% reported being Coquitlam residents.

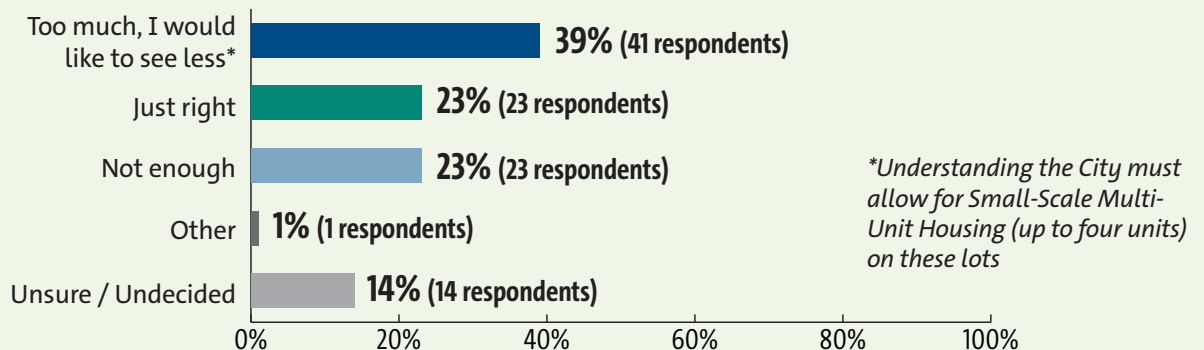
What is your level of support for the proposed land use changes?



What are your thoughts on the amount of land proposed for Neighbourhood Centre?



What are your thoughts on the amount of land proposed for Townhouse Residential?





Sub-Areas E: East Austin (con't)

Key Themes from Survey

- Survey participants were mixed on the proposed land use changes, with 46% expressing some level of opposition, while 40% expressed some level of support.
- Approximately 54% of participants provided feedback on traffic, micromobility and transportation, with calls for enhanced walking and cycling infrastructure, as well as street upgrades to improve safety along the corridor.
- Comments related to growth, density, and housing mix accounted for 38% of responses. Feedback ranged from strong support for additional townhouses and mid-rise housing along Austin and near commercial hubs, to calls for a slower, phased approach to growth due to concerns about traffic, infrastructure capacity, and neighbourhood character.



Interactive Map Summary

In total, seven unique participants placed 12 pins.

- Three comments supported the proposed changes and one comment opposed.
- Two comments suggested the changes should go further.
- Comments included:
 - Concerns about lane feasibility for the properties south of Vanier Centre;
 - Support for the proposed cycling/walking connection from Midvale to Austin; and
 - Requests for improved transit service.

Community Roundtable Conversation

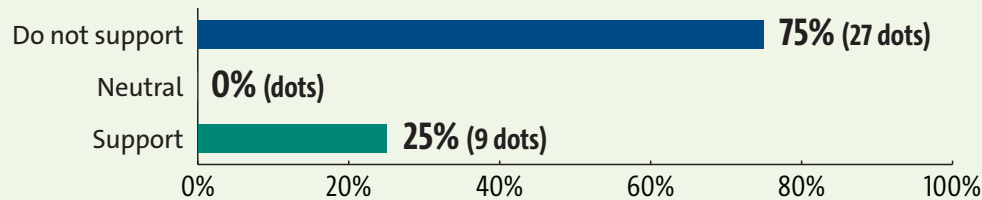
- The majority of participants supported the proposed changes, particularly the townhousing.
- Comments included:
 - Opportunity to bring in new and diverse businesses.
 - Suggestions to extend townhousing west to Laurentian Crescent.
 - Requests for walking infrastructure and support for the improvements proposed.
 - Support for the preservation of riparian areas.



Sub-Areas E: East Austin (con't)

Public Information Sessions

Level of Support for the Proposed Land Use Changes



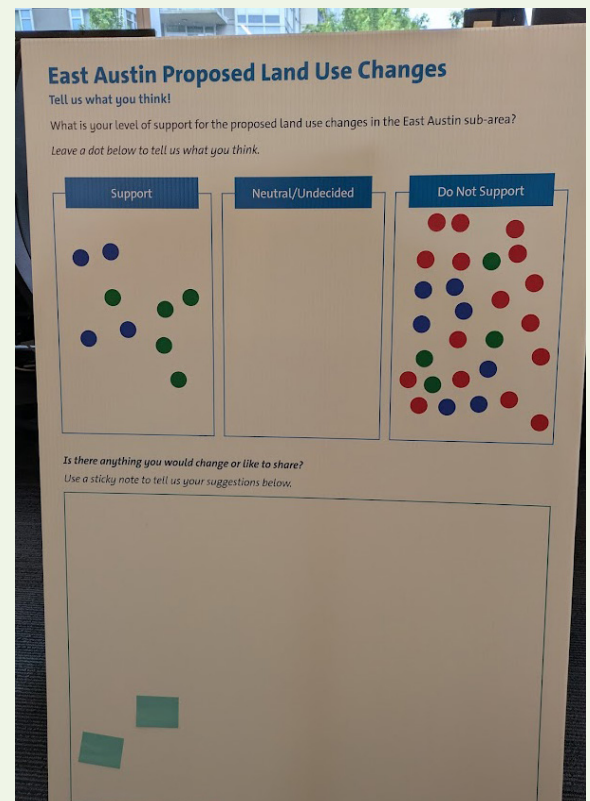
Comment Summary

- Most comments opposed the proposed changes (seven comments), while three supported them and highlighted the need for family-oriented townhousing.
- Three comments emphasized the need for affordable housing, such as co-op housing.
- One comment suggested that a traffic light is needed on Montgomery Street, and one comment raised concerns about parking.
- Other comments highlighted the need for creek protection, tree preservation, and green infrastructure such as permeable surfaces (four comments), raised concerns about waste services (one comment), and concerns about property tax increases (two comments).

Email/Phone Submissions

In total, 35 email/phone submissions were received:

- 16 submissions opposed the proposed changes, whereas one submission supported the proposed changes.
- Nine submissions opposed the proposed changes across all sub-areas and five opposed the proposed changes across all corridor sub-areas, including East Austin, citing concerns about park/school capacity, parking, traffic, and tree preservation, and suggesting changes should not extend beyond provincial requirements.
- Comments included:
 - Requests for traffic calming measures.
 - Concerns about tree preservation for climate change mitigation – calling for the Urban Forest Management Strategy to move forward before land use changes.





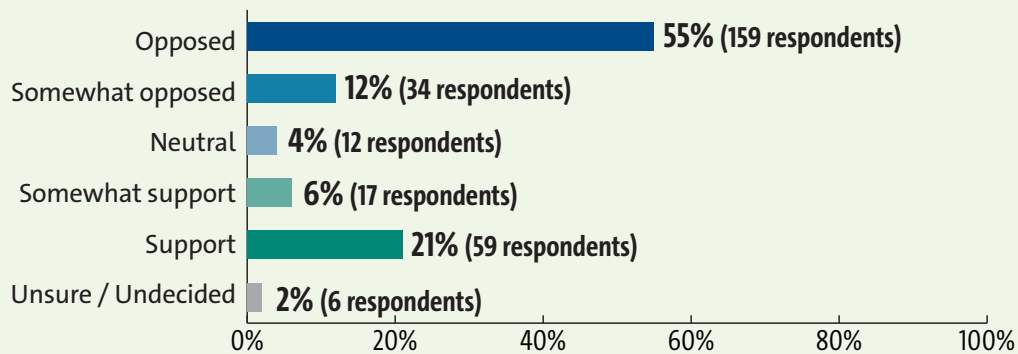
Shoulders and Corridors

Sub-Area F: Como Lake

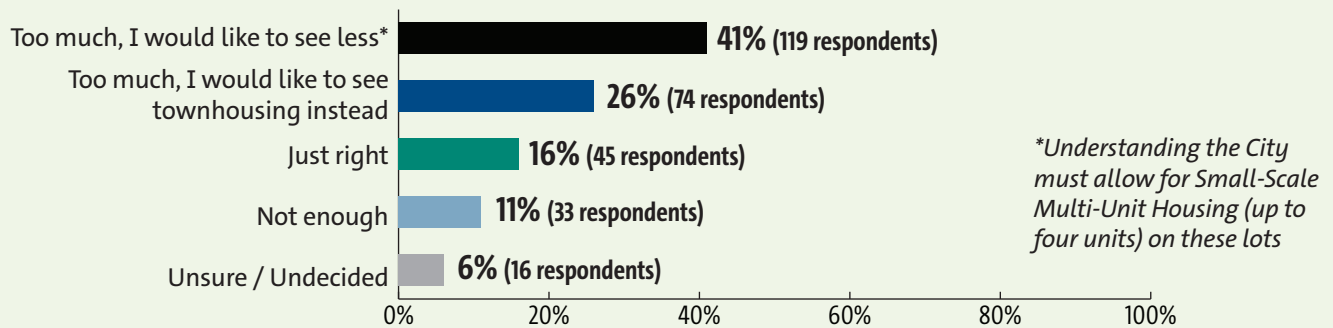
Survey

This section of the survey was completed by 287 respondents (55% of total), of whom 59% reported living or owning property in in this sub-area, and 97% reported being Coquitlam residents.

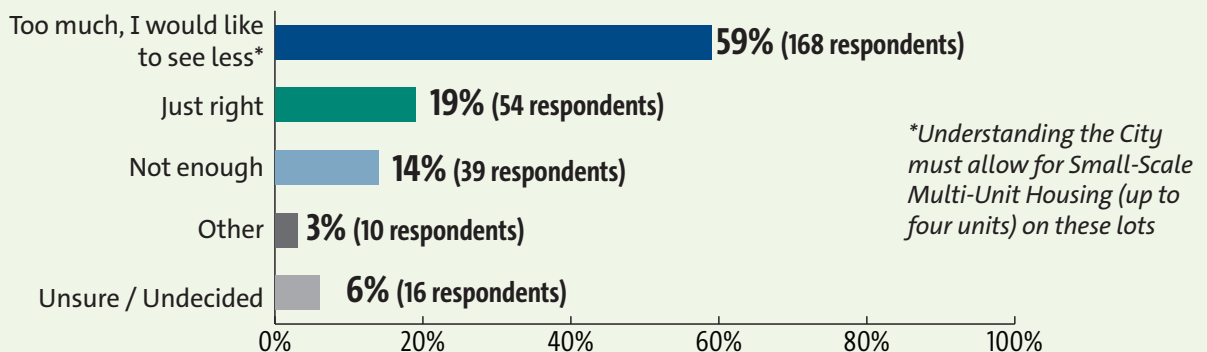
What is your level of support for the proposed land use changes?



What are your thoughts on the amount of land proposed for Neighbourhood Centre?



What are your thoughts on the amount of land proposed for Townhouse Residential?





Sub-Area F: Como Lake (con't)

Key Themes from Survey

- There was strong opposition to the proposed land use changes.
- Neighbourhood character and housing mix were frequently mentioned, representing approximately 40% of responses. Many respondents called for changes that respect the existing scale and feel of the area. There was strong opposition to six- to eight-storey buildings, with a clear preference for townhomes, fourplexes, and low-rise apartments (three to four storeys) as a form of “gentle density.”
- Roughly 30% of participants raised concerns about increased traffic, parking challenges, and potential overdevelopment.
- Parks and greenspaces account for approximately 19% of open-ended feedback, which included calls for more park space, concerns that proposed park improvements were insufficient, and skepticism about the feasibility and neighbourhood impacts of the Selkirk Park expansion.

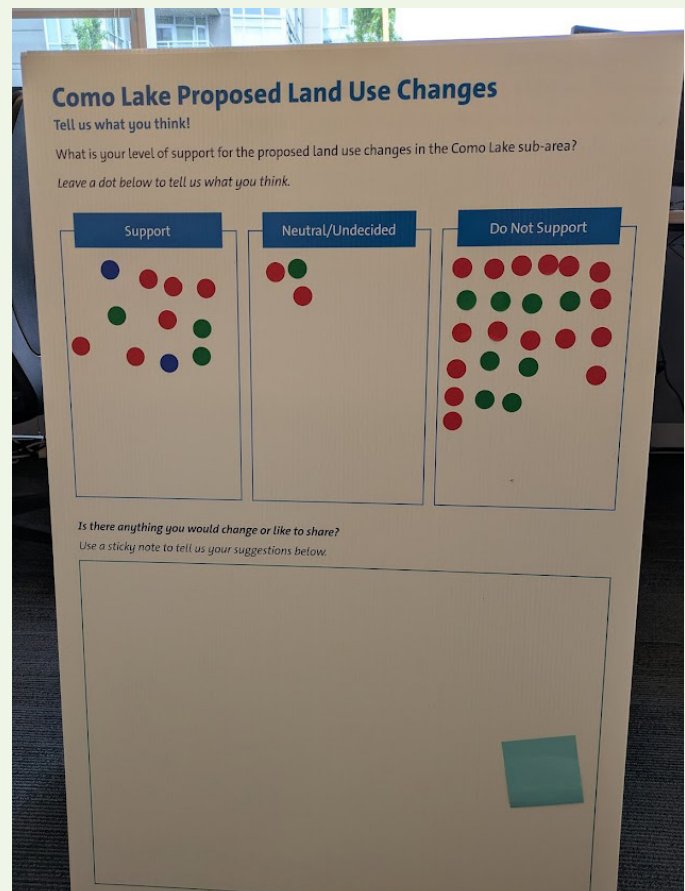
Interactive Map Summary

In total, 57 unique participants placed 228 pins.

- Feedback was mixed, with support for improving housing options, shops and services, and opposition due to concerns about increased density.
- Comments included:
 - Requests for wider streets, better cycling/walking infrastructure, and improved transit – preferably before development;
 - Concerns about congestion from proposed traffic lights; and
 - Concerns about school capacity.

Community Roundtable Conversation

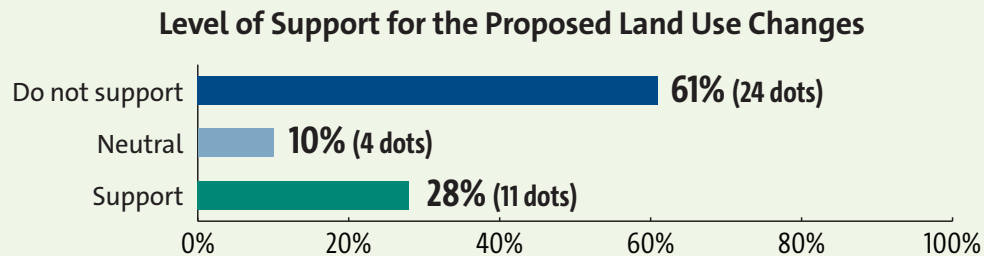
- Views were mixed:
 - Participants expressed general support for townhousing, with some interest in expanding this land use.
 - Feedback on the proposed Neighbourhood Centre land use were mixed, with a slight majority expressing opposition.
- Comments included:
 - Concerns about privacy where Neighbourhood Centre abuts Small-Scale Residential, school capacity, and slope stability.





Sub-Area F: Como Lake (con't)

Public Information Sessions



Comment Summary

- Most comments opposed the proposed changes, particularly on the east end of Como Lake Avenue, highlighting existing vacancies, congestion and waste concerns (six comments). Still, two comments supported the proposed changes.
- Other comments suggested that Neighbourhood Centre allow for three- to four-storeys only (one comment), suggested that Blue Mountain Street be included (one comment), and questioned why the study area boundary is not straight (one comment).
- One comment suggested more parks are needed, yet another opposed the proposed expansion of Selkirk Park, and another suggested that green space needs to be considered.
- One comment emphasized the need for transportation improvements and another requested walking and cycling infrastructure.

Email/Phone Submissions

In total, 35 email/phone submissions were received:

- 15 submissions opposed the proposed changes, particularly the Neighbourhood Centre land use; one submission supported the changes.
- Nine submissions opposed the proposed changes across all sub-areas and five opposed the proposed changes across all corridor sub-areas, including Como Lake, citing concerns about park/school capacity, parking, traffic, and tree preservation, and suggesting changes should not extend beyond provincial requirements.
- Comments included:
 - Concerns that the changes will not address housing affordability.
 - Concerns about traffic, parking, infrastructure strain and safety.
 - Negative impacts on neighbourhood character, privacy, property values and taxes.
 - Concerns about tree preservation for climate change mitigation – calling for the Urban Forest Management Strategy to move forward before land use changes.
 - Perceived lack of adequate public engagement.

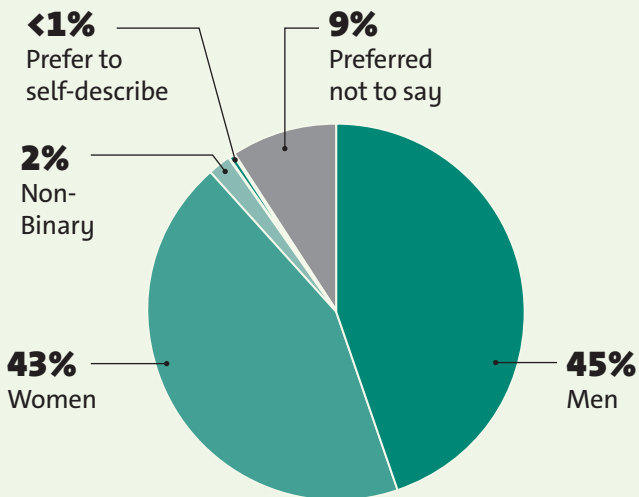


Who We Heard From (Survey*):

A total of 519 people completed the survey for the second round of engagement for Stage 2. While not all participants answered every demographic question, most provided information that helps us better understand who we heard from.

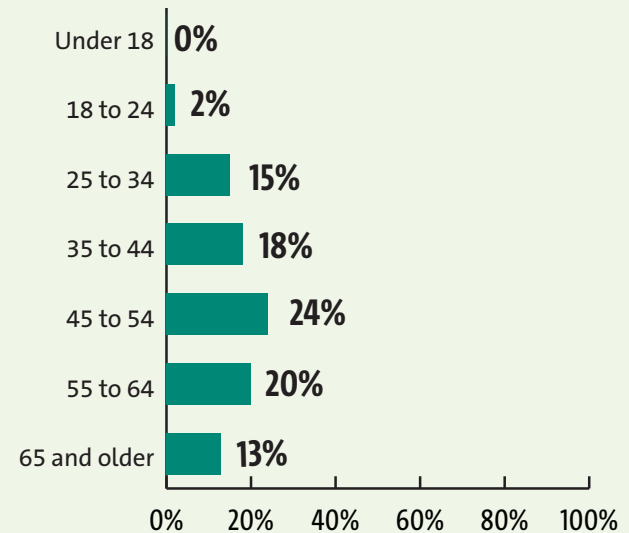
Gender Identity

91% of participants shared their gender identity (46 preferred not to say).

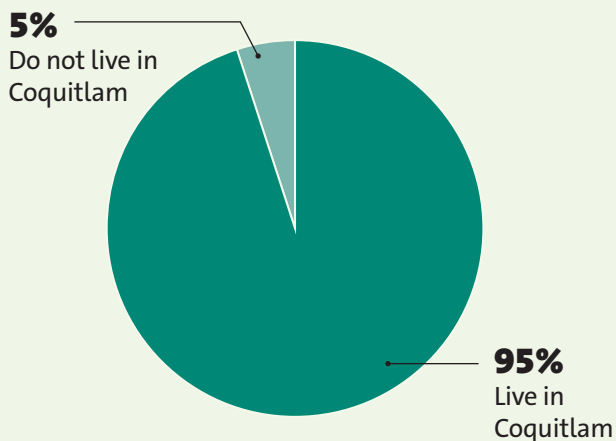


Age

93% of participants shared their age group (37 preferred not to say).

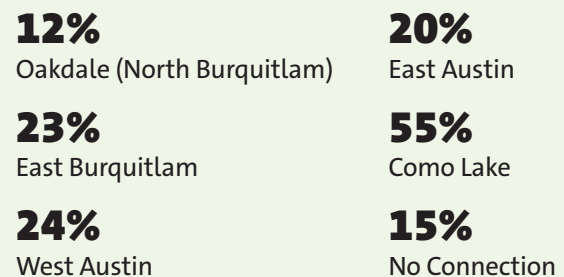


Residency



Connections to Sub-Areas

A total of 519 people responded to this question. Respondents were able to select more than one area to indicate where they or their household have a connection.



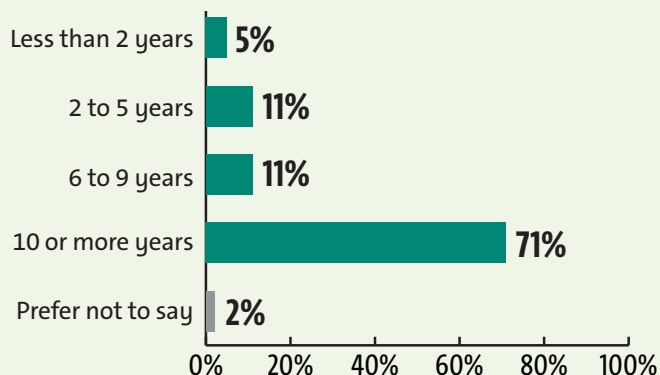
**Note: Demographic information was only collected through the survey on an optional basis. The City does not gather demographic data during in-person or virtual information sessions.*



Who We Heard From (Survey*):

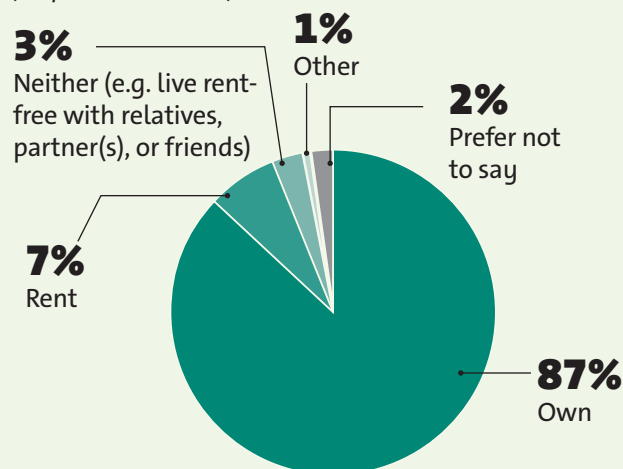
Length of Residency

(Coquitlam residents)

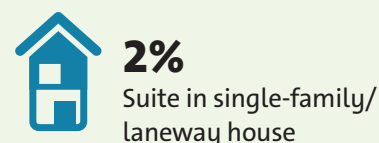
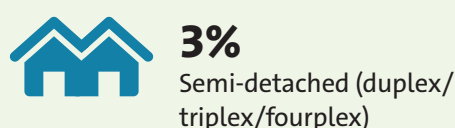
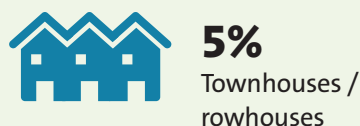
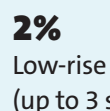
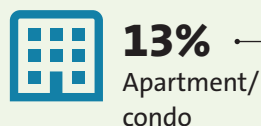
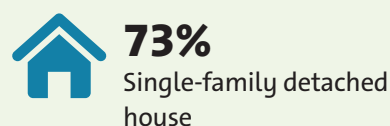


Housing Tenure

(Coquitlam residents)



Housing Type



2% Prefer not to say

Household Characteristics and Lived Experience (Participants could select multiple)

30%
Children/youth in household

16%
Single-income household

14%
From a racialized community/person of colour

10%
Disability/mobility challenges/neurodivergence

9%
Primary language at home other than English or French

6%
LGBTQ2S+ community member

5%
Annual household income under \$50,000: 5%

4%
Lived experience of addiction, homelessness, or accessing mental health services

3%
Indigenous (First Nations, Inuit, Métis)

3%
New to Canada (less than 5 years)

2%
Lone parent/caregiver to children/youth

Under 1%
kwikwā'łəm First Nation member

24%
None of the above

8%
Prefer not to say

*Note: Demographic information was only collected through the survey on an optional basis. The City does not gather demographic data during in-person or virtual information sessions.