

**Underwood, Victor TRAN:EX**

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**From:** Asmundson, Brent <BAsmundson@coquitlam.ca>  
**Sent:** Friday, April 24, 2015 3:47 PM  
**To:** Transportation, Minister TRAN:EX  
**Subject:** A meeting with Minister Stone

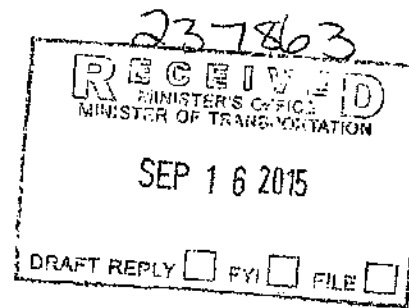
I spoke with Minister Stone today about setting up a meeting to discuss transportation and transit, I hope we can find a time to get together, I am willing to come to Victoria.

Brent Asmundson, councillor City of Coquitlam [basmundson@coquitlam.ca](mailto:basmundson@coquitlam.ca) Cell 604-616-6331

Sent from my iPad



September 11, 2015  
Our File: 01-0470-20/C20/2015-1  
Doc #: 2075303



Honourable Todd Stone  
Minister of Transportation and Infrastructure  
Room 306  
Parliament Buildings  
Victoria, BC V8V 1X4

Dear Minister Stone:

**RE: Proposed Official Community Plan Amendment for 97 Braid Street  
(Sapperton Green) in New Westminster**

Please be advised that at the September 8, 2015 Regular Meeting of Council for the City of Coquitlam the following resolution was adopted:

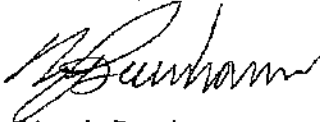
"That Council:

1. Express concerns to New Westminster regarding the potential future transportation impacts associated with the proposed Sapperton Green development and that the related Official Community Plan amendment and development occurring on this site be deferred until viable solutions to the wider transportation network challenges, including improvements to the Brunette interchange, are resolved in consultation with Coquitlam, the Ministry of Transportation and Infrastructure, TransLink and other relevant stakeholders;
2. Request that New Westminster consult with Coquitlam, regarding transportation and other applicable items, prior to proceeding with the Official Community Plan Amendment process; and
3. Direct staff to forward a copy of this report to the Ministry of Transportation and Infrastructure, the Minister of Health, the Minister Responsible for TransLink, and TransLink."

Accordingly, please find attached the Report of the General Manager Planning and Development dated August 28, 2015, and entitled "Proposed Official Community Plan Amendment for 97 Braid Street (Sapperton Green) in New Westminster".

Should you, or your staff, have any questions or require any further information with respect to this matter, please contact Jay Gilbert, City Clerk, at 604-927-3013 or at [jgilbert@coquitlam.ca](mailto:jgilbert@coquitlam.ca).

Yours truly,

A handwritten signature in black ink, appearing to read "M. Burnham", written over a horizontal line.

Marnie Burnham  
Deputy City Clerk

Cc: Peter Steblin, City Manager

# Coquitlam

## For Council

August 28, 2015  
 Our File: 01-0470-20/C20/2015-1  
 Doc #: 2041196.v3

To: City Manager  
 From: General Manager Planning and Development  
 Subject: **Proposed Official Community Plan Amendment for 97 Braid Street  
 (Sapperton Green) in New Westminster**  
 For: Council

### Recommendation:

That Council:

1. Express concerns to New Westminster regarding the potential future transportation impacts associated with the proposed Sapperton Green development and that the related Official Community Plan amendment and development occurring on this site be deferred until viable solutions to the wider transportation network challenges, including improvements to the Brunette interchange, are resolved in consultation with Coquitlam, the Ministry of Transportation and Infrastructure, TransLink and other relevant stakeholders;
2. Request that New Westminster consult with Coquitlam, regarding transportation and other applicable items, prior to proceeding with the Official Community Plan Amendment process; and
3. Direct staff to forward a copy of this report to the Ministry of Transportation and Infrastructure and TransLink.

### Report Purpose:

This report provides an overview of New Westminster's Official Community Plan (OCP) Amendment Application for 97 Braid Street known as Sapperton Green (Attachment 1), that has been referred to the City of Coquitlam for comment.

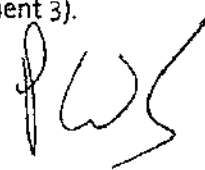
### Strategic Goal:

The content of this report relates to the City's strategic goal of achieving excellence in City governance.

### Background:

As previously reported to Council on July 28, 2014 (Attachment 2) the City of New Westminster has received an application for an Official Community Plan (OCP) amendment for 97 Braid Street, also known as Sapperton Green. This amendment would seek to implement the Sapperton Green Neighbourhood Plan.

The 38 hectare Sapperton Green site is located at the northeast edge of New Westminster and is bounded by the Brunette River to the north, Brunette Avenue to the east, Braid Street to the south, and Hume Park to the west (Attachment 3).



**Background: cont'd/**

The site is designated as "General Urban" in the Metro Vancouver Regional Growth Strategy and 'Industrial' in the New Westminster OCP. A consultation process was started in 2011 by the property owner's agent, Bentall Kennedy, and feedback from this process was used to develop the neighbourhood plan for the site.

The Sapperton Green site is adjacent to the Braid Street SkyTrain station, and is based on transit-oriented development principles which includes significant medium to high-density residential, office and retail development, including:

- Up to 1,500,000 sq. ft. of residential, approximately 3,700 units (estimated 7,500 residents);
- 750,000 to 1,500,000 sq. ft. of office uses; and
- Approximately 150,000 sq. ft. of retail uses.

This is a slight change from the 2014 Sapperton Green Neighbourhood Plan which proposed approximately 3,500-4,200 residential units, 500,000-1,000,000 sq. ft. of office space and 100,000-300,000 sq. ft. of retail space.

**Discussion/Analysis:**

***Potential Transportation Impacts***

**Surrounding Road Network**

Despite the close proximity to the Braid SkyTrain station, the site has constrained road access and it is anticipated that the significant amounts of office, retail and residential density and transportation challenges envisioned will result in increased traffic and congestion in the area. Minimal improvements to intersections on Braid Street and Brunette Avenue are proposed and this in conjunction with existing congestion and limited transportation connections will increase the stress on the already congested network that surrounds and connects to the Sapperton Green site (Brunette Avenue, the Braid Street/United Boulevard corridor, and North Road).

The surrounding road network includes one of the primary vehicle and goods movement corridors between Coquitlam, New Westminster and the region. Connected via the Brunette interchange to the Trans-Canada Highway, and via the Braid Street Bailey bridge to United Boulevard, this network facilitates regional goods movement, and provides a key access point to the Mayfair/Pacific Reach business area. The United Boulevard portion of this network is part of a regionally planned goods movement route north of the Fraser River, which is identified in Coquitlam's OCP and Strategic Transportation Plan.

New Westminster's Master Transportation Plan proposes to remove Braid Street from the Municipal Truck Route network (Long-Term Goods Movement). This plus the removal of policy references to the North Fraser Perimeter Truck Route, present challenges to the regional transportation network. Particularly in light of the current land use proposal.

**Discussion/Analysis: cont'd/**

***Potential Transportation Impacts cont'd/***

The surrounding road network provides the primary access from the Tri-Cities to the regionally serving Royal Columbian Hospital. Given the recently announced hospital expansion plans it is more important than ever to ensure proper access from Coquitlam, with multiple redundant routes, to this regional, primary-care, medical facility.

**Brunette Avenue/Interchange**

New Westminster staff have indicated that the previously proposed new intersection on Brunette Avenue to provide access to the Sapperton Green site is not feasible at present, but may be possible in the future, depending on how the Brunette Interchange is reconfigured.

Coquitlam staff are cognizant that a major residential and commercial development in this location, could increase traffic congestion on the Brunette Interchange/corridor and significantly affect traffic, transit, and goods movement between Coquitlam and New Westminster, as well as the region. Given this, the proposed development needs to be considered as part of the future upgrades to the Brunette interchange, in a coordinated manner between New Westminster, Coquitlam, the Ministry of Transportation and Infrastructure (MOTI) and TransLink, to ensure a viable transportation solution is in place in terms of improvements for all modes, (vehicle, walking cycling, transit and goods movement), while enabling reasonable access to the Sapperton Green site.

It is staff's position that the proposed OCP amendment for the entire Sapperton Green site is premature until the plan for the upgrade of the Brunette Interchange including connecting roadways, is known and found to be acceptable by the respective City Councils. It is also staff's position that due to the magnitude of the subject proposal it be the impetus to the MOTI to expedite a timely resolution.

**Transit Access to Braid Station**

Currently four bus routes from Coquitlam access Braid station via the Brunette Interchange. This is expected to increase to six routes once the Evergreen Line opens and the bus network is reorganized. Many of these existing routes are impacted by on-going congestion in the Brunette Interchange area that reduces their effectiveness.

The Sapperton Green development is proposing to open the existing bus-only access lanes between Brunette Avenue and the Braid Station bus exchange to general purpose traffic. This will contribute to additional congestion on Brunette Avenue, slow down bus operations, and lengthen transit trip times to and from Coquitlam.

**Discussion/Analysis:** cont'd/

***Potential Transportation Impacts*** cont'd/

***Pedestrian/Cycling Access to Braid Station***

Braid station is the closest rapid transit station to the Maillardville neighbourhood, parts of the Lougheed neighbourhood and the future Fraser Mills area. Under existing conditions, pedestrian and cycling access from Coquitlam to Braid Station, and other destinations in New Westminster, is poor. The Coquitlam Strategic Transportation Plan envisions improved pedestrian/cycling access over Highway 1 and major rail lines to Braid Station, however this requires working in conjunction with New Westminster to accommodate the final approach of this connection to Braid Station through the Sapperton Green development.

***Secondary/Emergency Access***

The subject property is south of and adjacent to the "Crane" site (225 North Road) in Coquitlam, which could provide an opportunity to explore additional access between these two sites. The Brunette River separates these two sites, which currently limits north-south connections. A potential secondary or emergency access point could ultimately serve both sites and would assist to distribute traffic, reduce congestion, provide improved pedestrian/cyclist connections, and provide alternate emergency access. It is urged that the Sapperton Green development plan take into account and provide for this secondary emergency access over the Brunette River.

***Staff Recommendations***

Based on the above, staff recommend that Coquitlam express to New Westminster that the proposed OCP amendment for the Sapperton Green site is premature until the plan for the upgrade of the Brunette Interchange is known, otherwise it has the potential to negatively impact the local and regional road network. Viable solutions regarding transportation, transit, and emergency access to the site should also be fully resolved prior to considering this OCP amendment and significant development occurring on this site.

Also, while it is recognized that New Westminster has stated that it is working with the MOTI and TransLink on transportation issues related to this proposed plan, it is further recommended that Coquitlam and other relevant stakeholders also be consulted to determine viable transportation solutions for this proposal and the surrounding area.

Lastly, staff recommend this report be forwarded to MOTI and TransLink for their information with the request to the MOTI to expedite a resolution regarding planning for improvements to the Brunette Interchange and connecting roadways

**Next Steps:**

It is understood that New Westminster staff anticipate that this OCP amendment bylaw will be considered by New Westminster Council on October 5, 2015, with a Public Hearing expected to be scheduled for October 26, 2015.

**Financial Implications:**

There are no direct financial implications associated with this report at this time.

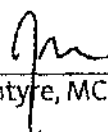
**Conclusion:**

On July 14, 2015 New Westminster City Council initiated an OCP amendment to facilitate the development of the Sapperton Green area. Despite being close to rapid transit, staff are concerned that development will result in increased traffic that will place more stress on an already congested road network, negatively impacting the Brunette Interchange and southwest Coquitlam.

Based on this, it is recommended that Coquitlam express the following concerns to New Westminster about the potential transportation impacts and emergency access associated with the proposed Sapperton Green development:

- Existing congestion on the surrounding road network will be exacerbated by this proposed development;
- Impacts to the regional goods movement network;
- The future redevelopment of the Brunette Interchange is unknown at this time;
- Impact to transit busses accessing Brain Station;
- No integration of a proposed pedestrian/cycling connection across Highway 1 to Braid Station;
- Impacts to emergency access to Royal Columbian Hospital from Coquitlam; and
- Lack of a proposed connection to the 'Crane Site' to the north across the Brunette River.

Staff also recommend that the subject OCP amendment be considered premature until the wider transportation network challenges, including improvements to the Brunette interchange, are resolved in consultation with Coquitlam, MOTI, TransLink and other relevant stakeholders.

  
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J.L. McIntyre, MCIP, RPP  
AM/ms

**Attachments:**

1. Letter from New Westminster, dated July 17, 2015 RE: Proposed OCP Amendment for 97 Braid Street (Doc. #2041196)
2. Report of the GM Planning and Development, dated July 21, 2014 entitled Proposed Neighbourhood Plan for 'Sapperton Green' in New Westminster (Doc. #1737320)
3. Sapperton Green Location Map (Doc. #2041803)
4. Letter from Coquitlam, dated August 5, 2014 RE: Proposed Neighbourhood Plan for 'Sapperton Green' in New Westminster (Doc. #2041655)

This report was prepared by Andrew Merrill, Community Planner with input by Catherine Mohoruk, Manager Transportation Planning, and reviewed by Steve Gauley, Acting Manager Community Planning.

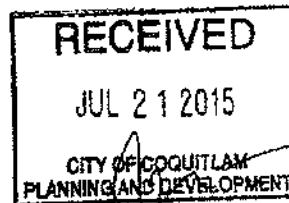


NEW WESTMINSTER

ATTACHMENT 1

July 17, 2015

Jim McIntyre  
City of Coquitlam  
3000 Guildford Way, Coquitlam  
Coquitlam BC V3B 7N2



File OCP00007  
Doc#729510

Re: Proposed Official Community Plan Amendment For 97 Braid Street, New Westminster

Bentall Kennedy has made an application to the City of New Westminster to amend the Official Community Plan (OCP) for the site located at 97 Braid Street. The application has been made on behalf of the site owner, the British Columbia Investment Management Corporation (bcIMC).

This proposed OCP amendment would allow for a complete, mixed use, sustainable and transit-oriented master planned community at the subject site. The proposed master planned community would include a maximum of 3,400,000 square feet of residential floor space, a minimum of 750,000 square feet of office floor space, and approximately 150,000 square feet of retail commercial space, as well as appropriate community facilities and open space.

Section 879 of the Local Government Act requires that Council provide opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected. Accordingly, a copy the most recent staff report to Council is attached. Further information can be obtained on the application on the City's website at [www.newwestcity.ca/sappertongreen](http://www.newwestcity.ca/sappertongreen).

Staff anticipates a bylaw will be considered by Council for first and second readings on October 5, 2015. Public hearing is anticipated on October 26, 2015. We suggest that written comments be submitted any time prior to 4:30pm on Friday, **September 25, 2015**. Written submissions should be sent to Development Services Department (Planning), 511 Royal Ave, New Westminster, BC, V3L 1H9, faxed to 604-527-4511 or emailed to [mwatson@newwestcity.ca](mailto:mwatson@newwestcity.ca).

If you require further information on this matter, please contact Michael Watson by phone at 604-527-4519 or by email at [mwatson@newwestcity.ca](mailto:mwatson@newwestcity.ca).

Yours truly,

Beverly Grieve,  
Director of Development Services

att:1

:mw

cc. Jackie Teed, Manager of Planning

## **REPORT**

### *Development Services*

**To:** Mayor Côté and Members of Council      **Date:** 7/13/2015  
in Committee of the Whole

**From:** Beverly Grieve      **File:** OCP00007  
Director of Development Services

**Report #:** 69/2015

**Subject:** Proposed Official Community Plan Designation for 97 Braid Street  
(Sapperton Green)

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#### **RECOMMENDATION**

*THAT Council direct staff to proceed with the next steps in the Official Community Plan amendment process, as outlined in this report.*

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#### **PURPOSE**

Sapperton Green is a significant site for the City, and represents an extraordinary opportunity to create a state-of-the-art transit- and pedestrian-oriented mixed-use complete community. In addition to including a large amount of employment generating office uses, the proposed plan for the area includes development of a large residential community (7,500 people who will represent over 20 % of the growth of the city to 2040) and supporting community facilities for that population. The process outlined in this report will move the creation of this community forward.

An application has been received to amend the Official Community Plan (OCP) to allow for a complete, mixed use, sustainable and transit-oriented master planned community at 97 Braid Street. The purpose of this report is to provide information on the proposed land use designation and seek Council's direction to proceed with the process as outlined in this report.

#### **BACKGROUND**

##### **Application Summary**

Applicant  
Planning Consultant to the Applicant

Bentall Kennedy  
Brook Pooni Associates Inc.

Owner	BC Investment Management Corporation
Current OCP Land Use Designation	BP -- Business Park
Proposed OCP Land Use Designation	SGTMC -- Sapperton Green Transit-Oriented Mixed-Use Community
OCP Development Permit Area	#3 Brunette Industrial / Business Park
Current Zoning	CM-1
Site Size	38.35 acres (155,216 sq m / 1,670,729 sq ft)

### **Previous Reports to Council**

On March 14, 2011 Council passed the following motion to proceed with a master planned community at 97 Braid Street:

THAT the planning principles for the Braid Station Master Plan process, as outlined in the March 14, 2011 report from the Director of Development Services, be endorsed.

On November 4, 2013, the preliminary application report was received by Council and the following motion was passed:

THAT Council direct staff to process the application as outlined in the report dated November 4, 2013.

On June 23, 2014, the draft Neighbourhood Plan was received by Council and the following motions were passed:

1. THAT Council endorse the draft Neighbourhood Plan for the proposed Sapperton Green neighbourhood as the basis for receiving community input on potential amendments to the Official Community Plan to allow for future development at 97 Braid Street, as outlined in this report; and
2. THAT Council direct staff to proceed to the next stage of public consultation on the draft Neighbourhood Plan for the proposed Sapperton Green neighbourhood as the basis for a potential amendments to the Official Community Plan to allow for future development at 97 Braid Street

### **PROPOSAL**

An application has been received for the property at 97 Braid Street to amend the Official Community Plan in order to change the proposed land use designation from BP -- Business Park to SGTMC -- Sapperton Green Transit-Oriented Mixed-Use Community to allow for a complete, mixed-use, sustainable and transit-oriented master planned community.

The proposed master planned community would include a maximum of 3,400,000 square feet of residential floor space, a minimum of 750,000 square feet of office floor space, and approximately 150,000 square feet of retail commercial space, as well as appropriate community facilities and open space.

### **SITE CONTEXT**

Sapperton Green is a 38.35 acre site strategically located at south eastern gateway to the city on the northwest corner of the Braid Street and Brunette Avenue intersection. Brunette Avenue (which leads into the Brunette interchange) abuts the eastern edge of the property. The primary access to the site is from Rousseau Street which connects to Braid Street, which runs along the south edge of the site. The site is adjacent to a mix of different uses, including Hume Park, single detached dwellings, commercial service uses, and Brunette River (which is the boundary between City of New Westminster and the City of Coquitlam).

The Braid SkyTrain Station and bus loop are located on the eastern edge of the property. Access to the station and bus loop uses internal access roads. One of these access roads isolates a portion of the site (almost four acres). These four acres are currently vacant. The remainder of the site is used for warehouses. The main warehouse is 585,000 square feet rentable with three ancillary warehouses on the western edge of the property.

This is a unique site in the region because of its size and adjacencies to a variety of transportation infrastructure, as well as its proximity to natural, ecological and recreational amenities. A Site Context Map is attached as Appendix #1.

A website on this project, containing all materials, has been established at:  
[www.newwestcity.ca/sappertongreen/](http://www.newwestcity.ca/sappertongreen/)

### **DISCUSSION**

The Sapperton Green neighbourhood represents an opportunity for the City to achieve a new transit-oriented community with a strong focus on employment generation, particularly high quality office. As well, the development will accommodate significant future residential growth in an area that is adjacent to a SkyTrain station and in a new pedestrian-oriented, vibrant neighbourhood where shopping and amenities are conveniently situated to service the new residents as well as those in the broader community. The proposed development is in alignment with the City's strategic objectives of facilitating the development of an Intelligent City as well as the Economic Health Care Cluster.

#### **Proposed Official Community Plan Amendment Process**

The redevelopment of the subject site will require an amendment of the Official Community Plan in order to change the land use designation of the site and to create a new Development Permit Area. Following the Official Community Plan amendment, a Master Plan and Design Guidelines will be developed. Once completed and endorsed by Council, rezoning of the site can be pursued.

Early adoption of a high-level Official Community Plan amendment is recommended as official confirmation of the City's intention for the site, before the developer and City

collaboratively proceed with preparation of the Master Plan. This high-level Official Community Plan amendment would establish floor area ranges as follows:

Land Use	Minimum	Maximum
Office	750,000 sq. ft.	1,500,000 sq. ft.
Residential	Not Applicable	3,400,000 sq. ft.
Retail Commercial	150,000 sq. ft. (approx.)	

The proposed Official Community Plan designation for the subject site is SGTMC – Sapperton Green Transit-Oriented Mixed-Use Community, defined as follows:

*This area will include a mix of medium to high density residential, office, retail, open space, and public and other community serving facilities in a transit supportive, complete community. The area will support office uses (750,000 sq. ft. floor space minimum to 1,500,000 sq. ft. floor space maximum), residential uses (3,400,000 sq. ft. floor space maximum equating to approximately 3,700 dwelling units and 7,500 residents) and retail commercial uses (approximately 150,000 sq. ft. floor space). Public and/or private community serving facilities will be provided as appropriate. Floor space for non-profit community serving facilities will be excluded from the maximum floor space allowable. A minimum 15 % of the site will be publicly accessible open space, including plazas, squares, parks, playgrounds and other open areas that are accessible to the public. Building heights will range from three storeys to a maximum of 35 storeys. Development of the site will require a comprehensive Master Plan including Design Guidelines to be created for the entire site prior to any rezoning of the site. The Master Plan is subject to a public review process. The area is a Development Plan Area; Design Guidelines developed through the Master Plan process will be adopted through rezoning.*

The area will be designated a Frequent Transit Development Area in the Regional Growth Strategy.

### **Proposed Master Plan**

The planning undertaken for the site (the Sapperton Green Neighbourhood Plan) is considered a necessary and valuable step that will contribute to the development of the Master Plan. Additional work will be required to refine the Neighbourhood Plan into the Master Plan which will guide future rezoning and development of the site. This work will be undertaken by the developer's consultants in close collaboration with City staff.

The Master Plan will include a statement of development principles and guidelines along with a conceptual site plan. Given the time frame for development of the site (20-30 years) it is realized that the conceptual site plan will be modified over time, but will remain in alignment with the development principles outlined in the Master Plan. A listing of the proposed contents of the Master Plan, which is not necessarily complete, is provided below. This list will inform the development of the Master Plan and will also form the basis of the Development Permit Area Guidelines that will be adopted as part of

the rezoning. It should be noted that the Sapperton Green Neighbourhood Plan provides much of the material related to urban design principles and guidelines that will be included in the Development Permit Area Guidelines.

#### Residential Development

- proposed housing mix, including projections for addressing the City's Family Friendly Housing Policy as well as targets for rental housing;
- locations for townhousing, midrise, and apartment towers;

#### Office and Retail Development

- generalized locations for office buildings, including suggested floorplates;
- generalized locations for ground-floor retail and major retail serving the community;
- principles for mixed-use development;
- principles for alignment with Intelligent City objectives;

#### Community Facilities and Open Space

- potential locations and principles for community centre and child care facilities;
- consideration of education needs of future Sapperton Green residents;
- locations for major publicly accessible square, parks, plazas, playgrounds, and greenways, including public space around the Community Centre;
- principles for relationship to and interface with Hume Park;

#### Circulation

- location of roads, pedestrian and cycle routes, both within the community and connecting to it;
- road and pathway design guidelines;
- traffic management approach including potential calming measures;
- transportation demand management approach, including a generalized parking strategy;
- provisions for transit, loading, emergency access;

#### Development Parcels – Proposed Subdivision Plan

- proposed land use, density, guidelines for building form including maximum height;
- development parcels to take into account grades based on topography and adjacent roads and pathways;

#### Urban Design Guidelines For:

- streetscape and public realm;
- private development sites, particularity public-private edges;
- public realm guidelines related to potential community facilities;
- CPTED guidelines

Environmental

- enhancement strategy for Brunette River riparian area in response to the City's guidelines (under development);
- location of linear parkway and improved pathway for Central Valley / Brunette-Fraser Regional Greenway adjacent to the Brunette River riparian area;
- principles for stormwater management strategy (implementation strategy developed at rezoning stage);
- green building incentives or requirements;
- principles for collaboration with the City's proposed District Energy system;
- identification and remediation principles for potential site contamination related to previous industrial and railway use;

Infrastructure

- investigation of any required off-site capacity upgrades and new connections to City infrastructure (storm, sanitary, water, electrical, fiber-optic, district energy).
- Requirements will be determined at time of rezoning through the servicing agreement.

**Consultation with the Community and Other Stakeholders**

It is intended that preparation of the Master Plan will involve public and stakeholder consultation. Since March 2011, the applicant has been engaging with the community at a high level working towards the preparation of a plan for the site. This engagement consisted of a number of open houses, a community charrette, the formation of a Community Advisory Group, and consultation with the McBride Sapperton Residents' Association as well as other interested agencies and community groups. There has been general support for the high level principles developed at these community consultation meetings. The item which was most commonly identified as a challenge to site development was traffic and site access.

On June 23, 2014, a comprehensive staff report regarding the proposed Official Community Plan amendment was considered by Council and staff was directed to proceed to the next stage of public consultation. Information on the application was sent to the following groups by staff on July 3, 2014:

- TransLink;
- Ministry of Transportation and Infrastructure;
- Ministry of Forest, Lands and Natural Resource Operations;
- City of Burnaby;
- City of Coquitlam;
- School District No.40;
- Greater Vancouver Regional District (Metro Vancouver);
- Federal Department of Fisheries and Oceans;
- Fraser Health;
- Community and Social Issues Committee;
- Environmental Advisory Committee;
- Parks and Recreation Committee;

- New Westminster Design Panel;
- Advisory Planning Commission;
- ActiBiPed Committee;
- Urban Development Institute.

A summary of correspondence received in response to this information is attached in Appendix #2.

A summary of the most recent Public Open House held by the applicant on July 23, 2014 is attached as Appendix #3.

The proposed consultation with external agencies, as required by section 879 of the Local Government Act, is outlined in a separate report on this agenda.

#### **Site Access**

Progress toward the Official Community Plan amendment and master planning of the site had been delayed through consultations and technical reviews regarding vehicular access for the site. The resolution which has now been achieved can be summarized as follows:

- The site will share existing bus access lanes to and from Brunette Avenue; access from Brunette westbound; egress to Brunette Avenue eastbound;
- Rousseau Street will continue to provide access to the site;
- A signalized intersection on Brunette Avenue to provide access to the site is not feasible at present, but may be possible in the future, depending on how the Brunette/Highway One interchange is reconfigured as part of anticipated improvements.

#### **NEXT STEPS**

Following Council direction, staff anticipates the following steps.

1. Formal Section 879 consultation regarding the Official Community Plan amendment (outlined in a separate report on this Agenda);
2. Send Letters to agencies identified through Council direction; (July 14, 2015)
3. Applicant led public open house; (September, 2015)
4. Submission to Advisory Planning Commission; (September 15, 2015)
5. Council consideration of First and Second Readings of Official Community Plan Amendment Bylaw; (October 5, 2015)
6. Public Hearing; (November 2, 2015)
7. Council consideration of adoption of Official Community Plan Amendment Bylaw;
8. Master Plan development, rezoning and subdivision to follow.



**INTERDEPARTMENTAL LIASON**

Development Services staff has been working with other City departments including the Engineering, Electrical and Parks, Culture and Recreation departments on this application.

**OPTIONS**

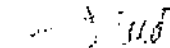
There are two options for Council's consideration; they are:

- 1) That Council direct staff to proceed with the next steps in the Official Community Plan amendment process, as outlined in this report.
- 2) That Council provide staff with an alternative direction.


Staff recommends Option 1.

**ATTACHMENTS:**

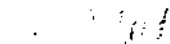
Appendix #1 - Site Context Map  
Appendix #2 - Summary of Correspondence  
Appendix #3 - Open House Summary



For  
Robert Renger  
Planning Consultant



Michael Watson  
Planning Technician



Jackie Teed  
Manager of Planning

Approved for Presentation to Council

Original Signed by:



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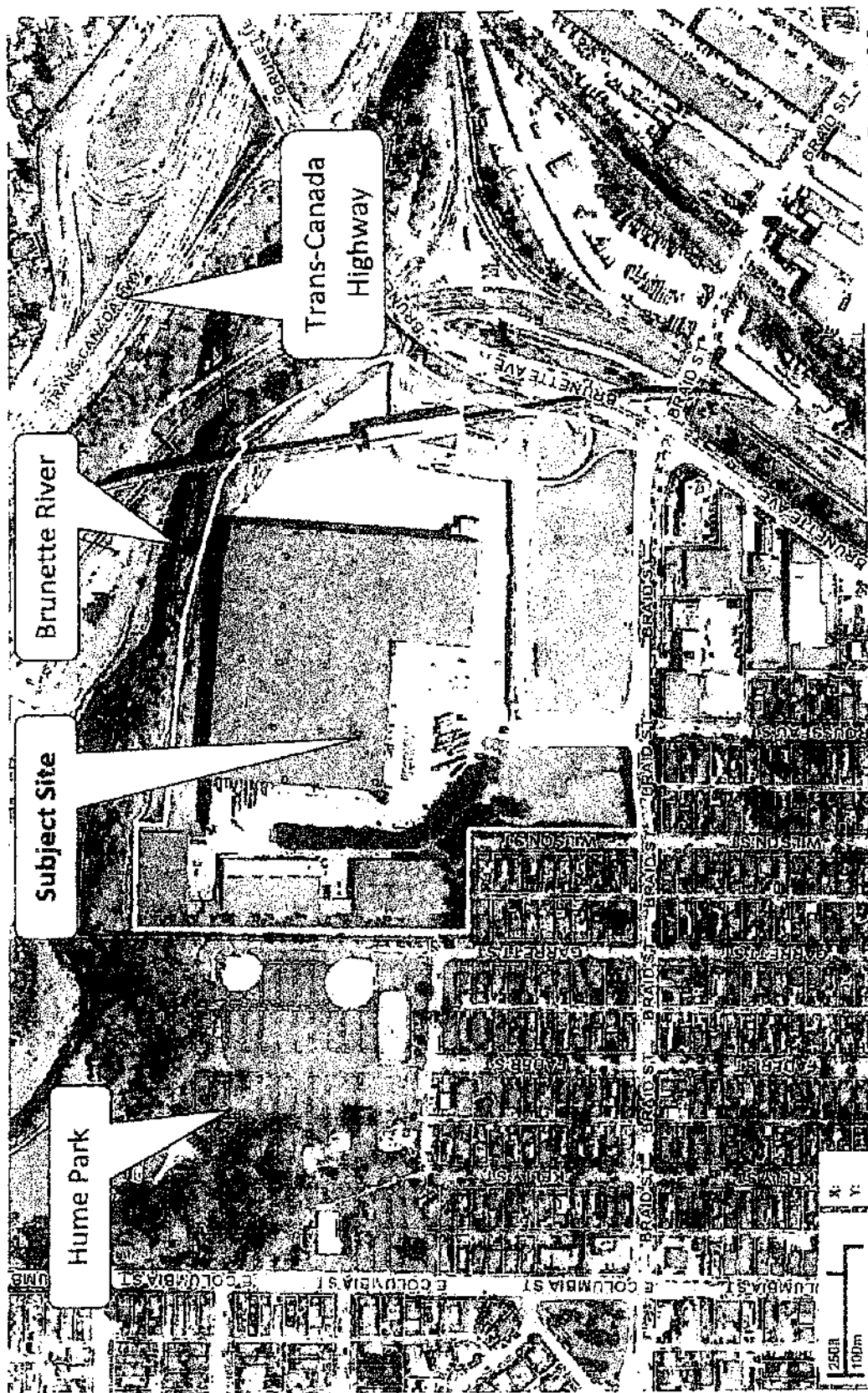
Beverly Grieve  
Director of Development Services

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Lisa Spitale  
Chief Administrative Officer



Appendix #1  
*Sapperton Green Site Context Map*



Sapperton Green - Site Context Map

## Appendix #2

### *Summary and Correspondence Received Following June 23, 2014 Staff Report to Council*

Following Council direction on June 23, 2014, information on the application was sent to the following groups by staff on July 3, 2014:

- Translink;
- Ministry of Transportation and Infrastructure;
- Ministry of Forest, Lands and Natural Resource Operations;
- City of Burnaby;
- City of Coquitlam;
- School District No.40;
- Greater Vancouver Regional District (Metro Vancouver);
- Federal Department of Fisheries and Oceans;
- Fraser Health;
- Community and Social Issues Committee;
- Environmental Advisory Committee;
- Parks and Recreation Committee;
- New Westminster Design Panel;
- Advisory Planning Commission;
- ActiBiPed Committee;
- Urban Development Institute;

Responses were received from the following groups and are summarized below:

**Federal Department of Fisheries and Oceans**

The Federal Department of Fisheries and Oceans has stated they do not have a regulatory role related to the review because it does not directly propose works, undertakings or activities that will result in serious harm to fish.

**City of Burnaby**

The City of Burnaby has acknowledged receipt and has not provided any other comments to date.

**City of Coquitlam**

The City of Coquitlam has acknowledged receipt, had questions related to the transportation review of the proposed development and has not provided any further comments.

### **Ministry of Transportation and Translink**

The applicant and City staff have been actively working with the Ministry of Transportation and Translink to resolve the issue of secondary vehicle access. This issue has now been resolved. More information on this resolution is included in the body of this report.

### **School District No. 40**

City staff have been actively working with the School District to determine the potential future student enrollment and how these enrollment numbers should be addressed.

### **Metro Vancouver**

Metro Vancouver has reviewed the proposal in relation to the Regional Growth Strategy and the City's Regional Context Statement and has not expressed any concerns.

In regards to growth projection Metro Vancouver noted considerations have not been made in terms of how the proposed development would balance with the growth of the Downtown and other Frequent Transit Development Areas.

In regards to industrial lands, despite a supportive designation in the Regional Growth Strategy, concerns were expressed regarding the loss of industrial lands and what impact this would have on the overall supply.

In regards to transportation, more detailed information related to 1) Transportation Demand Management and mitigation of impacts on traffic generated on Brunette Avenue and Columbia Street; and 2) access to Brunette / Highway #1. Request that future iterations pay closer attention to potential impacts on goods movement.

In regards to green space and parks a greater setback from the Brunette River and Greenway is required; connection of internal trail network to Brunette and Braid intersection and the Brunette Fraser Greenway beyond; further consideration of opportunities to maintain and increase biodiversity and support restoration of the Brunette riparian system; specifically identify greenway routes and connections outside the site; further consideration of the impacts of air quality.

### **Fraser Health**

Fraser Health was is generally supportive and provided detail comments related to: the vision statement, healthy neighbourhood infrastructure, health natural environments, healthy food networks, healthy transportation networks and health housing.

### **Advisory Planning Commission**

Members of the Advisory Planning Commission have made comments on the following:

- Consider affordable housing dispersed throughout the site;
- More language in support of family-oriented housing;
- 500,000 sq. ft. of office should be a bare minimum for a successful office node;
- More language around the type and size of commercial retail spaces;
- More detailed information should be required for trails and greenway systems and connections to existing parks and trails;
- Should actively discourage surface parking;
- More detailed information on the internal vehicle circulation network and how it integrates with the existing road network;
- More information on the rationale for the location of the heart at Rousseau Street, rather than at the Skytrain Station;
- Consider lower massing and heights adjacent to Hume Park;

### **ACTBiPed Committee**

Members of the ACTBiPed Committee have made comments on the following:

- Plan is supportive of cyclists and pedestrians

### **Other Agencies**

Correspondence from other the other agencies have not been received. Full records of the correspondence are included below.



## Appendix #3

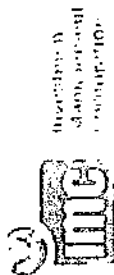
### *Summary of Applicant Public Open House – July 23, 2014*



*Bentall Kennedy and the project team have hosted four public Open Houses as plans for Sapperton Green were being refined.*

*Earlier this year, the Official Community Plan application for Sapperton Green was submitted to the City and we want to provide you with an update.*

# Project Team



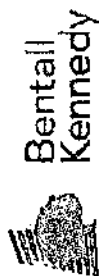
## IMC

British Columbia Investment Management Corporation (bcIMC) is one of Canada's largest institutional fund managers within the global capital markets.

As of March 31, 2013, bcIMC had \$102.3 billion of assets under administration, including \$17.0 billion of real estate. bcIMC's clients include public sector pension plans, public bodies, publicly administered trust funds, and government operating funds.

bcIMC's investment activities help to finance the retirement benefits of more than 500,000 members of B.C. public sector pension plans, including university and college instructors and staff, municipal employees, healthcare workers, firefighters, police officers, public servants, teachers, and employees of WorkSafeBC, ICBC, and BC Hydro. bcIMC's investment activities help to finance insurance and benefit funds that cover more than 2.2 million workers.

bcIMC endorses the United Nations Principles for Responsible Investing, and is committed to responsible property investing, including developing and retrofitting properties that are energy efficient, tenant-friendly, and enhance local communities.



## Bentall Kennedy

Bentall Kennedy is one of North America's largest real estate investment advisors and Canada's largest property manager.

Bentall Kennedy does not own real estate. Bentall Kennedy provides comprehensive real estate services to more than 500 clients across 145 million square feet of office, retail, industrial, and multi-family residential properties throughout North America, totaling more than \$20 billion in assets. Bentall Kennedy's clients include prominent public and corporate pension funds, life insurance companies, endowments, foundations and trusts, high net worth families, and sovereign wealth funds.

In Canada, Bentall Kennedy offers a comprehensive, integrated menu of asset and portfolio management, property management, leasing and development services. In the US, Bentall Kennedy provides a full range of investment advisory services to clients coast-to-coast.

With its origins in Vancouver dating back to 1911, Bentall Kennedy's total nationwide platform is now executed by more than 1,300 employees at 13 offices located across Canada and in key US markets. As a leader in responsible property investing, Bentall Kennedy is committed to best-in-class environmental, social and governance practices in developing, leasing and managing commercial real estate.



## Brook Pooni Associates

Brook Pooni Associates is a leading urban planning and land development consultancy based in Vancouver, Canada.

With more than 20 years of public and private sector experience, involving over 600 projects, our expertise spans across Metro Vancouver, Western Canada and the United States.

Since our inception in 1988, we have helped shape the region through our contribution to land development projects from Vancouver to the Fraser Valley, Sea-to-Sky Corridor, Vancouver Island, the Okanagan and the U.S. Our clients have come to rely on our insight into local development realities, political context and community interests. In our work, we seek to balance client objectives with municipal requirements in a responsible and creative manner.

We believe that respectful relationships with municipal staff, regulatory agencies, communities and stakeholders effectively facilitate the settlement and development process—from either side of the table. We are able to craft effective solutions for our clients and are pioneering new and better ways to build communities through communicating and balancing the needs and views of the public and the municipality with the realities and trends of the development industry.

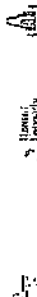


## Mission Cattel Mackey Partnership

Mission Cattel Mackey Partnership (MCM) is an established architectural practice based in Vancouver, Canada.

As one of Vancouver's most comprehensive architectural firms MCM has been shaping our built environment for over 40 years. We couple our clients' visions and resources with creativity, quality management, construction expertise, and exceptional service. Our knowledge comes from a diverse team of Architects, Planners, Interior-Designers (MCM Interiors Ltd.), graphic specialists, 3D artists, and technical specialists. Inspiration and leadership of over 65 staff is provided by four Partners, two Principals, and six Associates. Together we collaborate, we support, and we inspire.

MCM's portfolio includes projects in the commercial, retail, residential, health care, and hospitality industries. Included in the composition of MCM is MCM Interiors Ltd., its affiliated interior design firm, to provide value-added services to all our clients. MCM Health, an in-house studio dedicated to Health Design, and FLUID Hotel and Resort Architecture, an affiliated firm specializing in Hotel and Resort Architecture.



# Process Summary

As part of our Master Planning Process for the site we have undertaken a number of consultation events and updates as we look to the future of the site.

Public Open House #1 + Community Advisory Group (CAG) Elected

Council Update

Project Update to Council

CAG Meeting #1 - Public Open House #2

Council Update

Community Workshop

CAG Meeting #2 - Public Open House #3

CAG Meeting #3 - Final Approval Application

CAG Meeting #4

The following boards provide a summary of what we heard at these various consultation events.



# Community Workshop

# 2011 Open House

## When //

May 7, 2011

## Where //

Sapperton Residents Hall

## Who //

Attendees of this April 5 Open House were invited to attend the workshop and express their interest in attending a workshop on their current forms. All those interested were contacted. The event was also advertised in the Royal City Record, on the City of New Westminster's Website and to members of the McBride Sapperton (Residents) Association and the Sapperton Merchants' Association. 75 people attended the Community Workshop.

## Why //

The purpose of the workshop was to gather further input from community members as to their thoughts on proposed uses. main objective of the Workshop was to contribute the public consultation process being held for the master plan.

## What We Did //

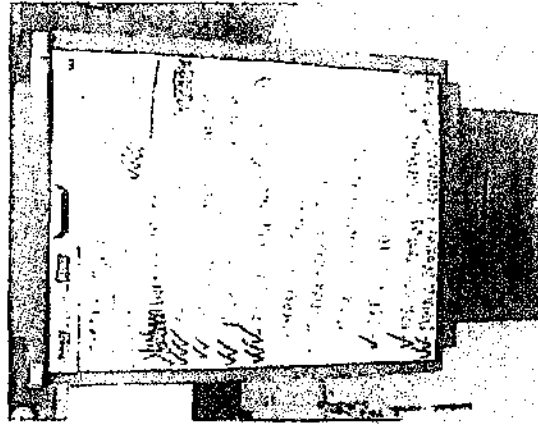
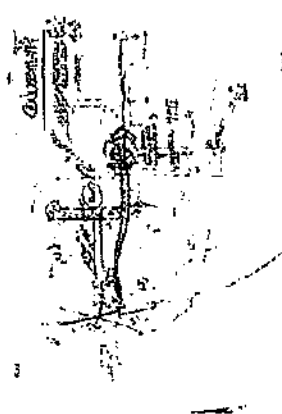
The all day working session started with a series of background presentations including a review of what we heard at Open House #1, an overview of the site (current uses and site characteristics), a summary of key sustainability objectives, a review of City of New Westminster objectives and vision for the City and Sapperton.

Attendees then participated in two small group sessions.

The purpose of Small Group Working Session #1 was to identify influences and opportunities affecting the site. Participants were asked to remember the earlier presentations, as well as the results of the first Public Open House (April 2011), and to revisit some of the themes that arose during those meetings.

Participants were then asked to take the ideas and themes from Small Group Working Session #1, and develop 3 site and area plan sketches for the following three major "Site Conditions":

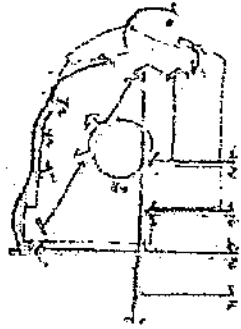
- pathways, roads, green spaces, and access routes
- office, residential, retail, institutional and green spaces
- where should density be located on the site?



# What We Heard From The May 7th Community Workshop Workshop - Concept Plan

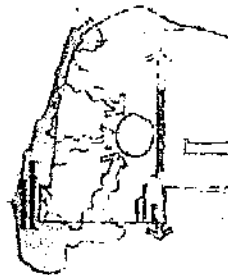
2011 Open House

## Connectivity



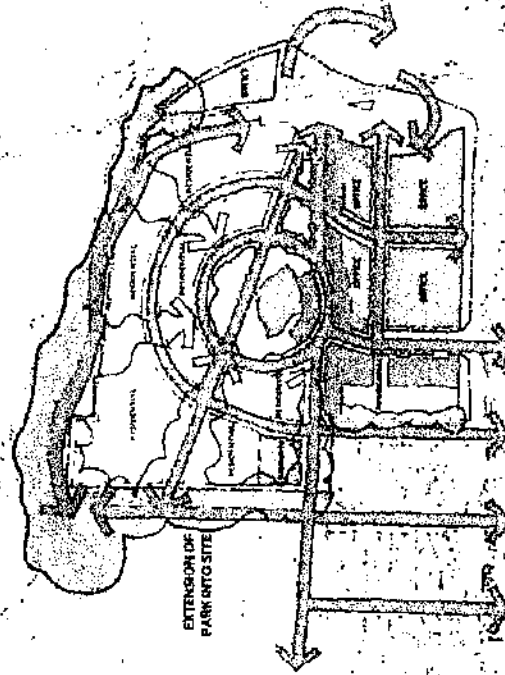
Above represents the synthesis of the five groups' 'Connections' diagrams.

## Green



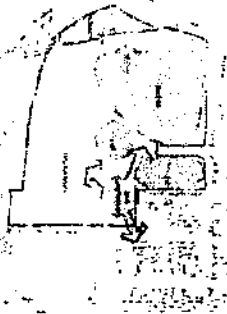
Above represents the synthesis of the five groups' 'Parks+Open Spaces' diagrams.

## Overlay of Influences



Above represents the synthesis of all of the five groups' diagrams produced by our project team.

## Density - Massing



Above represents the synthesis of the five groups' 'Uses' diagrams.



Above represents the synthesis of the five groups' 'Relative Forms' diagrams.



Uses

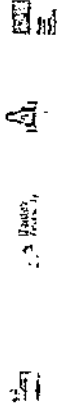
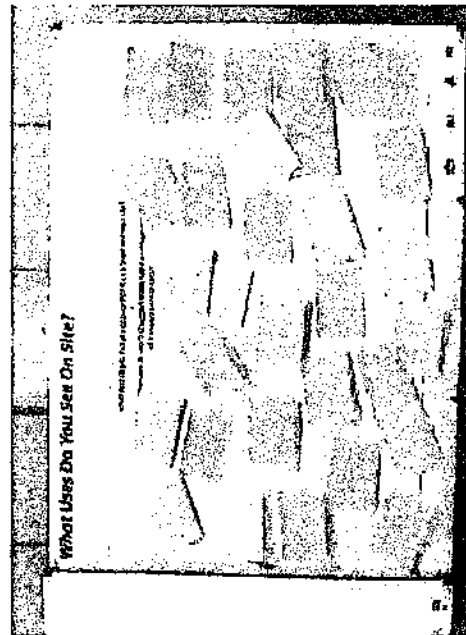
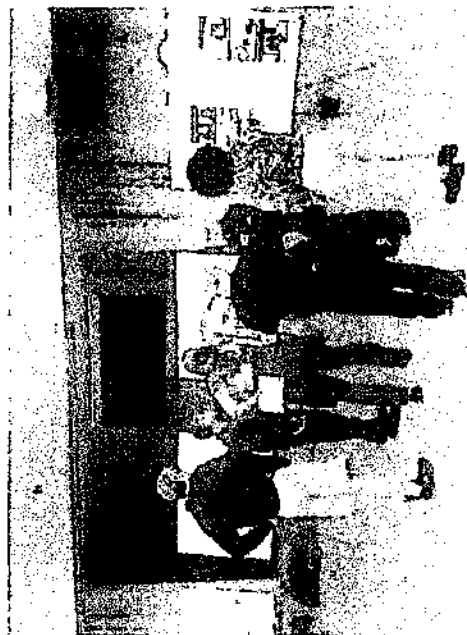
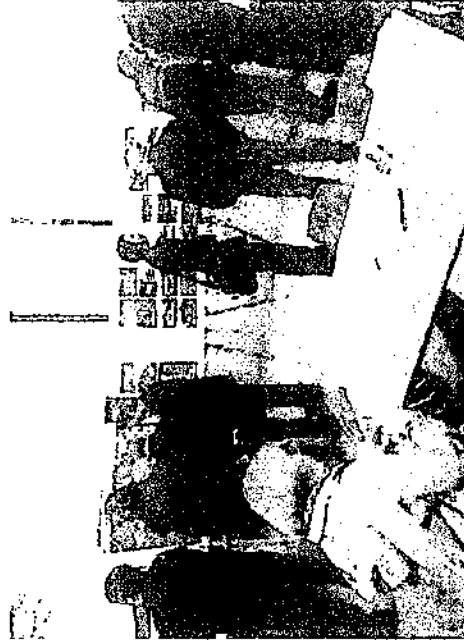
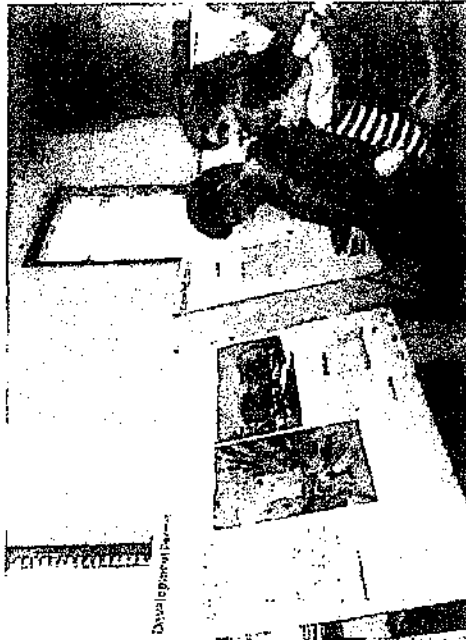


# Community Input Summary

Bernell Kennedy and the project team have hosted four public Open Houses, Community Advisory Group Meetings, and a workshops. Through our meetings we have heard the following from the neighbourhood.

- Excited about the future of the site.
- Welcome change in the area as long as it was well planned out and complemented the existing neighbourhood.
- Site is seen as a gateway to New Westminster + can be a place for Sapperton to come together.
- Understand the importance of transit.
- Transportation plan needs to be refined – focus on accessibility and connections for all modes of transportation.
- Integration with neighbouring Hume Park and the Brunette River area is important.
- Local examples of other transit-oriented, mixed-use developments that are appropriate guides for Sapperton Green include Newport Village, Westhank Village, and the Brewery District.
- Majority of respondents support heights between 20 – 25 stories.

A full summary report of these Open Houses are available on our website at



# Open House #4

## When //

November 26, 2013

## Where //

Shagborton Postcarders Hall

## What //

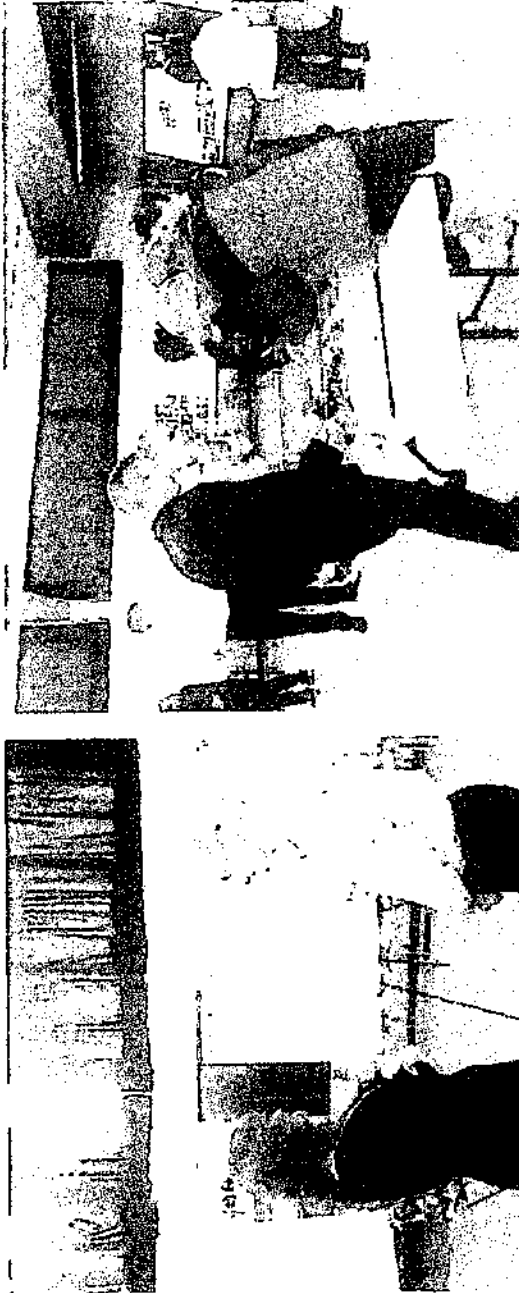
The Open House Invitation Flyer was mailed to over 5,300 residents and businesses in New Westminster. Ads were placed in the Royal City Record and the New West News Leader. Approximately 60 people attended the Open House.

## Why //

- The purpose of the Open House was to:
- Provide context information and information presented at previous open houses
- Discuss appropriate height and density for Sapperton

## What We Heard //

- Overall respondents responded positively to the direction of the plan.
- With respect to the look and feel of the community, the majority of respondents thought Newport Village, Westbrook Village, and River Green were positive examples of mid-rise communities.
- Respondents expressed a desire for a mix of retail, office and residential and walkability.
- Regarding building heights, the majority of respondents envisioned heights up to 20 to 25 storeys, although maximum heights mentioned ranged from 10 to 40 storeys.
- Overall, respondents agreed that the higher buildings should be located on the northern edge of the site with the tallest buildings to be located in close proximity to the station.



A full summary report of the Open House is available on our website at [www.sapperton.ca](http://www.sapperton.ca)



# Proposed Transportation Solutions

Over the last two years our team has been working to address transportation and access and we met regularly with the City of New Westminster, Translink and the Ministry of Transportation.

The outcome of our work was an additional access point off of Brunette Avenue that all of the groups we met with are willing to consider as part of our proposal for the site.

Operational improvements that we will consider as part of our proposal include:

- A new traffic signal and vehicle access point proposed from the Sapperton Green site directly to Brunette Avenue, located equidistant between Brisd Street and Highway 1 interchange.
- Improve signal coordination with the railway operations so that when trains are passing the intersection can operate more efficiently.
- Allocate recovery time to movements affected by train passing.
- Use green signal time periods to better manage changing demands and
- Coordinate the four traffic signals on Brunette Avenue between Brisd Street and Highway 1 to minimize delays and especially for trucks and buses.

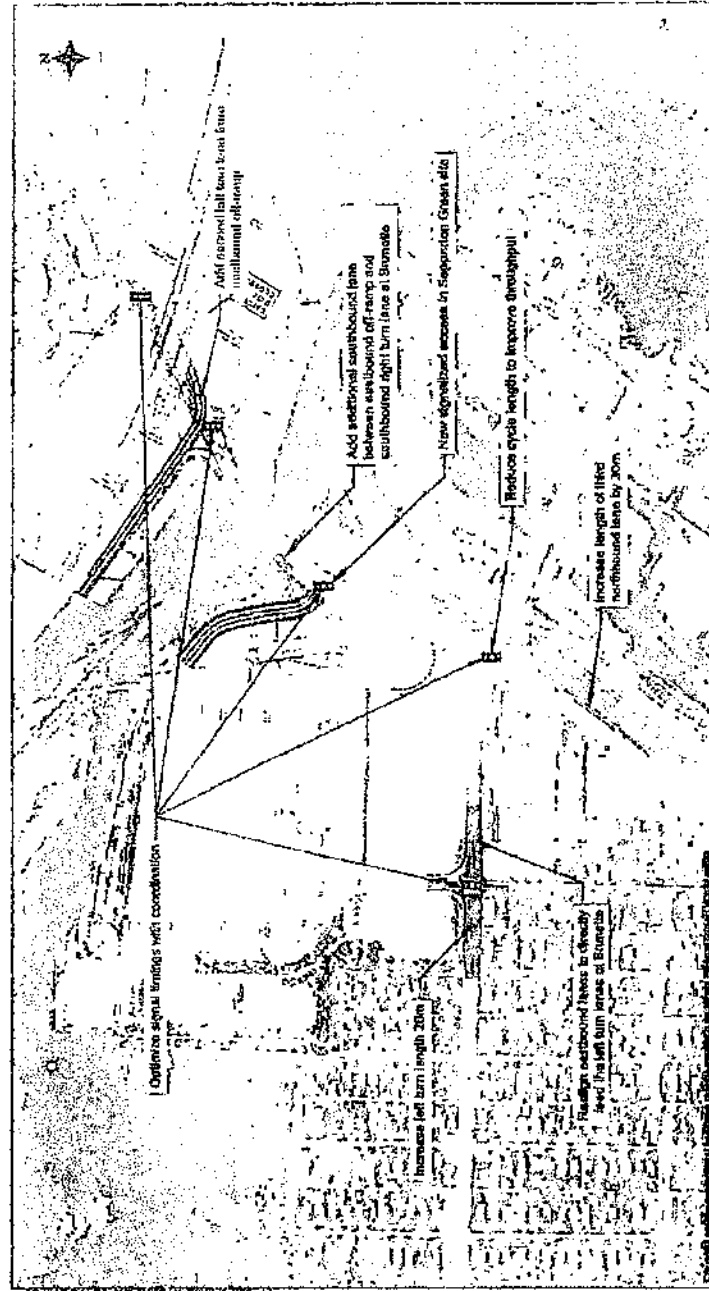


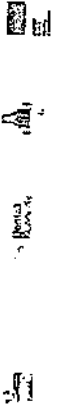
Exhibit  
Assumed Network Changes

# Official Community Plan Application

- On October 23, 2013 the project team submitted an Official Community Plan Amendment Application.
- The application submitted was shaped by the feedback we had received from the city, the community advisory group and public open houses so far.
- Between October 2013 and May 2014, height and density were further refined through meeting with the CAG, a fourth Open House and discussion with the City.
- In May 2014 a revised Official Community Plan Application was submitted to the City.
- Copies of the application are here tonight for reference or can be downloaded from our project website [www.SappeltinGreen.com](http://www.SappeltinGreen.com) under the public consultation tab.

New Westminster's  
Sappeltin Green

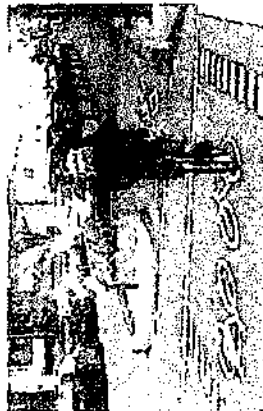
NEIGHBOURHOOD PLAN  
LINE 2014



# Policy:

## Project Vision, Goals + Principles

## 2017 Open House



Sapperton Green is envisioned as a vibrant urban neighbourhood that integrates a complementary mix of residential, retail, office and community uses to create a compact, complete neighbourhood. This purpose-oriented master planned community will celebrate the history of the site and Sapperton. Supported by sustainable development objectives it will reunite the target Sapperton community with the Brunette River and surrounding greenway.

**Unique Identity:** Create a unique sense of place that celebrates the site's gateway location into New Westminster and the adjacent uses of Hume Park, Brunette River and the Sapperton residential neighbourhood.

**Connectivity:** Ensure the site is connected to neighbourhood and greater community. Provide activities and facilities for the surrounding neighbourhoods and the greater community. Create obvious physical connections within the site to landmarks, special places, work centres and amenities. Capitalize on the adjacent rapid transit network connection to the region.

**Diversity:** Create a dynamic mix of uses to support all-day activity, safety and a full sense of community. Provide a range of types of homes, employment options, services and amenities that complement surrounding land uses and are accessible to all age groups.

**Legacy:** Recognize and celebrate the history of the site and the larger Sapperton Community.

**Innovation:** Provide a design that is innovative, sustainable, timeless as well as responsive to market needs.

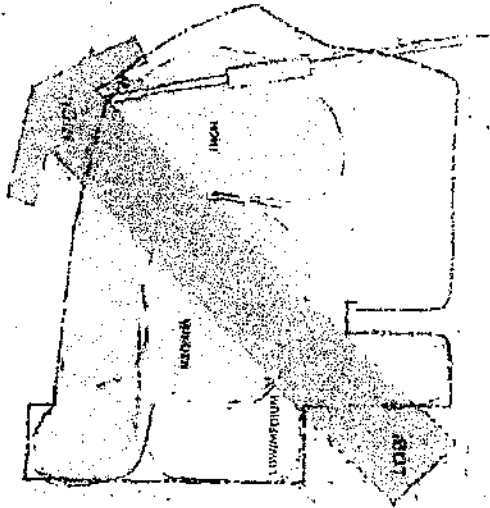
**Design Excellence:** Develop an outstanding neighbourhood with urban design language that is readily understandable to the general public. Provide a design that is efficient, functional and responds to the needs of target users while retaining the flexibility through design to adapt to changing future needs.

**Sustainability:** Ensure project is environmentally, socially and economically sustainable and contributes to the overall viability of the larger community.

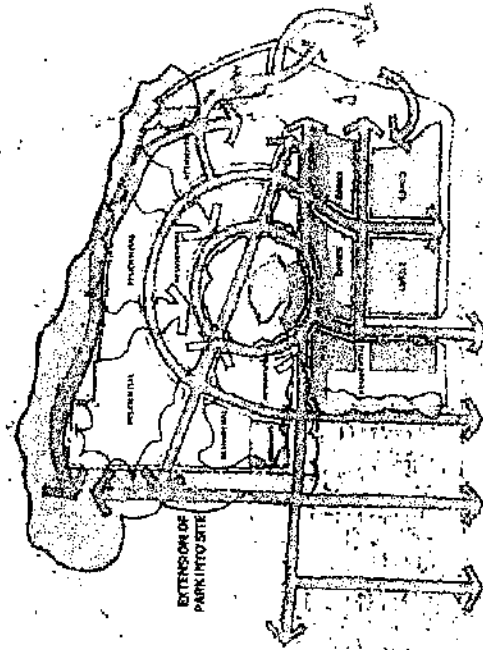
**Respectful Transitions:** Ensure project respects and enhances the existing surroundings, specifically Hume Park, Brunette River and surrounding greenway, and residential areas.

# Location of Uses and Height

The following two graphics represent the consensus at our 2011 Workshop and have previously been shared with you at our open houses

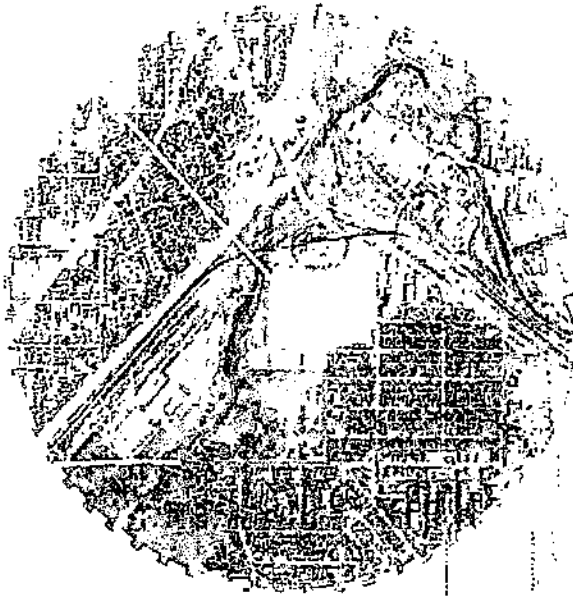


Density + Height:  
showing distribution of density and height across the site.



Overlay of influences:  
represents the synthesis of all of the 2011 workshop  
workgroup's diagrams produced by our project team.

# Site Influences

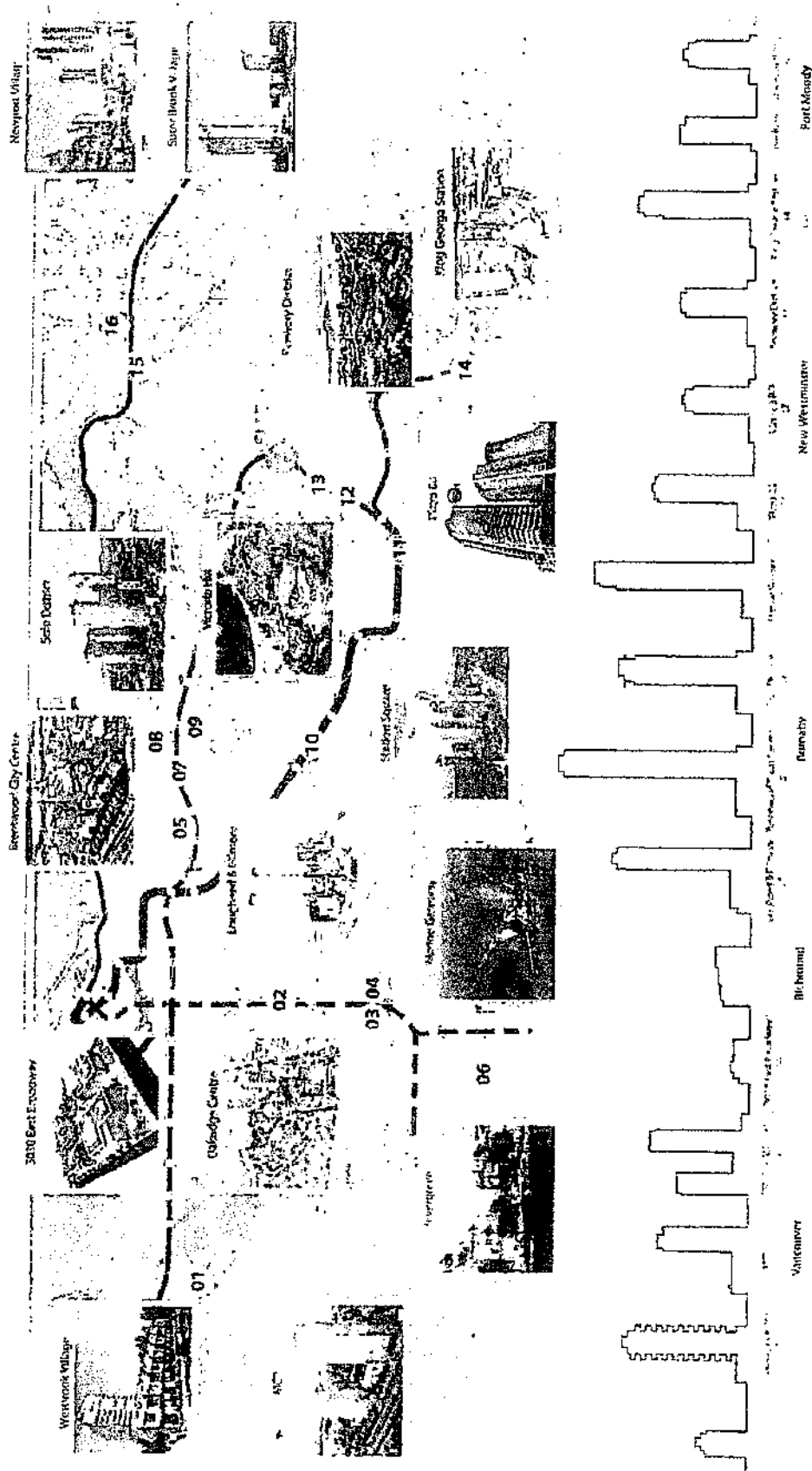


Adjacent uses - help us to determine where we would put height, density and different buildings forms. Please consider adjacent land uses in the vicinity.

Topography - the site has a varied topography, with a 19 meter difference from the Home Park edge to the Brunette Avenue edge and a 5 meter difference from Brunette River Edge to the Braid Street edge.

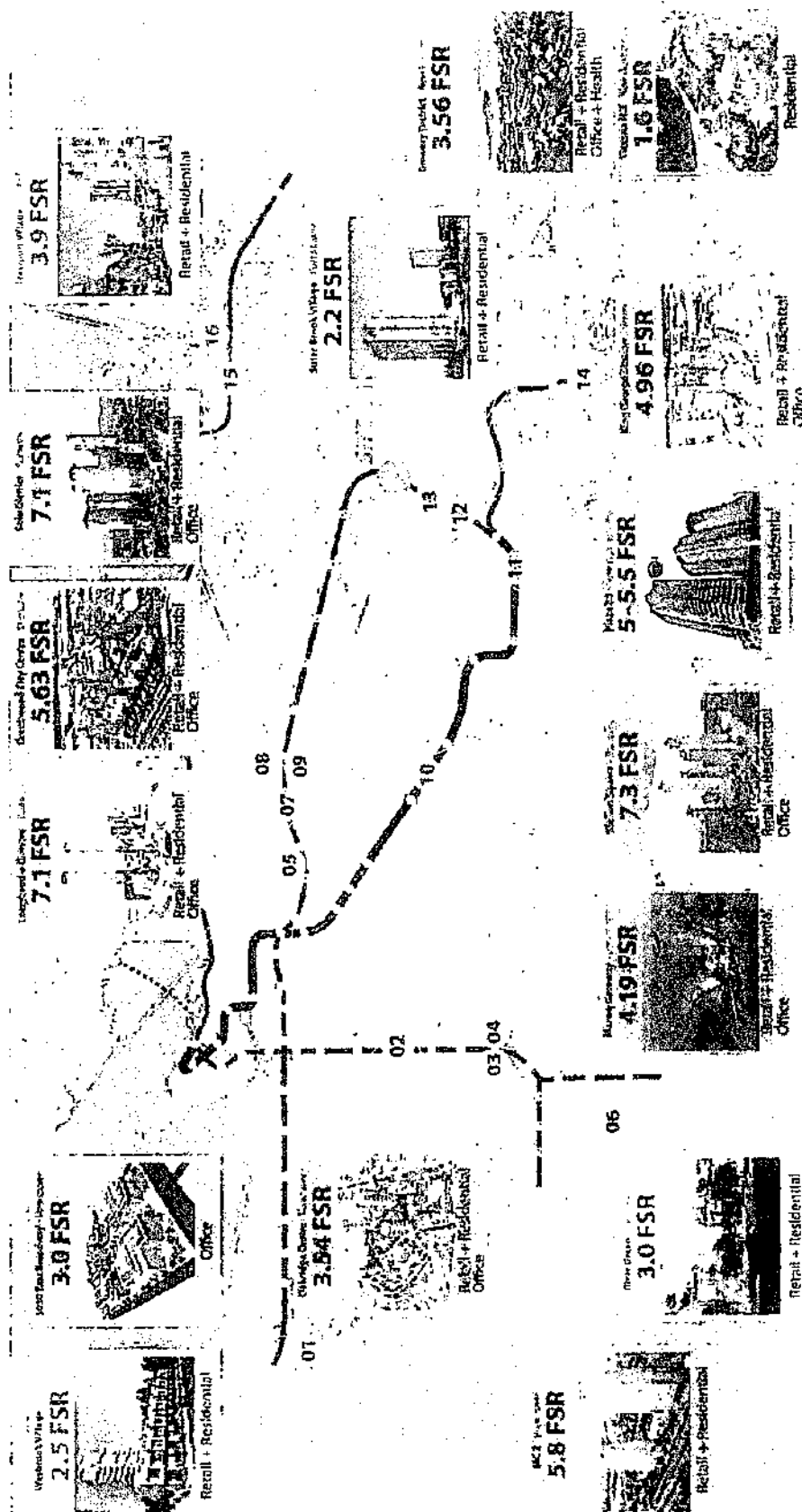


# Transit Oriented Development - Height Analysis



- Developments throughout the Lower Mainland have a range of heights and density.
- Generally speaking, mixed-use transit-oriented developments are characterized by higher heights compared to sites with a single use or those not in close proximity to transit.

# Transit Oriented Development - Density Analysis



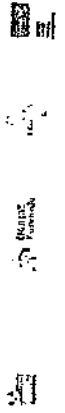
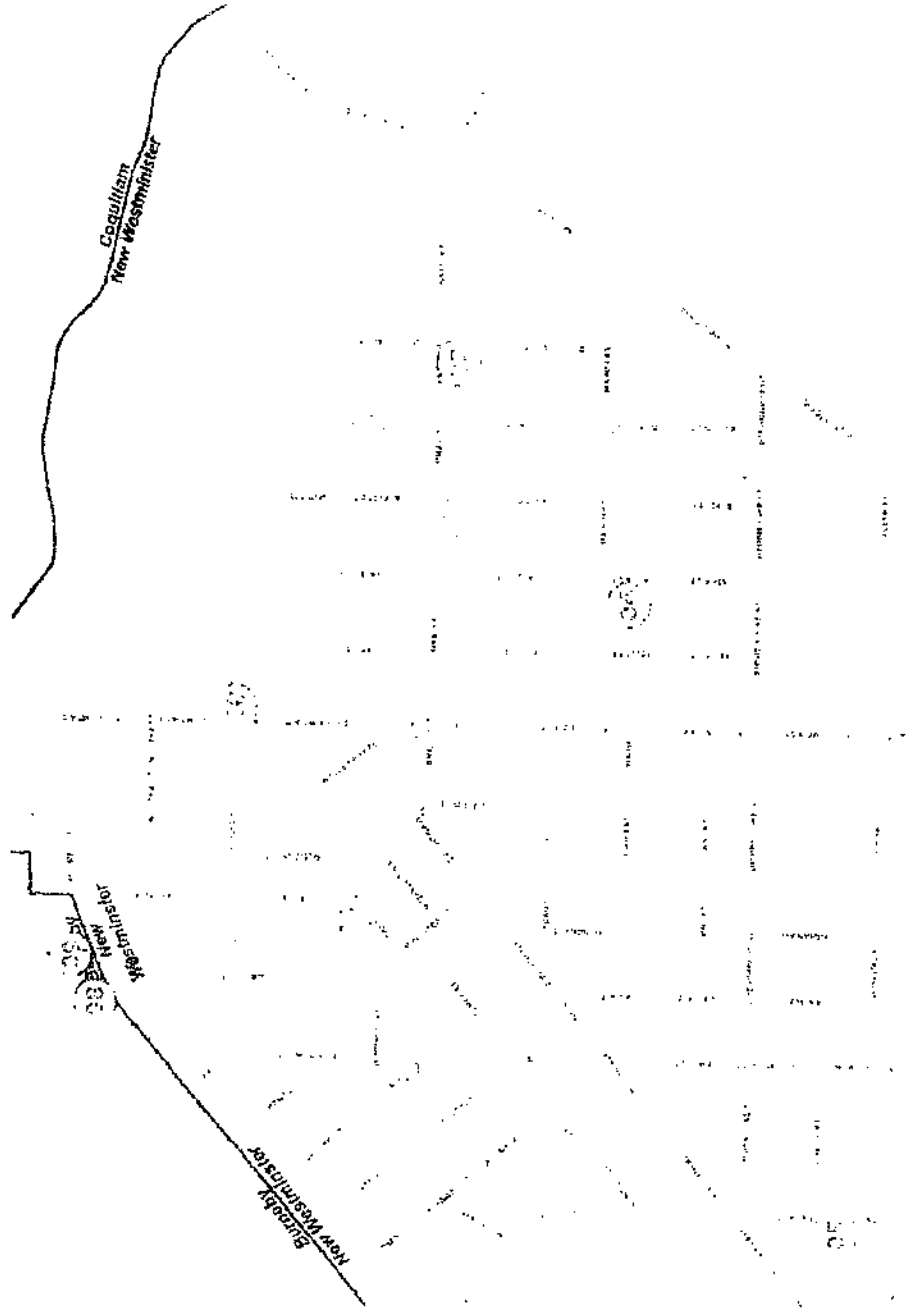
This above represents projects built, under construction, approved and in application stage

Mixed Use Development - No Skytrain  
Residential Development - No Skytrain

- Developments throughout the Lower Mainland have a range of heights and density.
- Generally speaking, mixed-use transit-oriented developments are characterized by higher heights compared to sites with a single use or those not in close proximity to transit.

# Height Analysis

- As part of our site analysis we have studied views to and from the site. This will assist in determining locations for future buildings on site.
- Locations for the view analysis were chosen by selecting common public viewing points around the property and using locations recommended by the City of New Westminster.
- Photos are taken facing the property to indicate what part of the development would be visible from that vantage point.

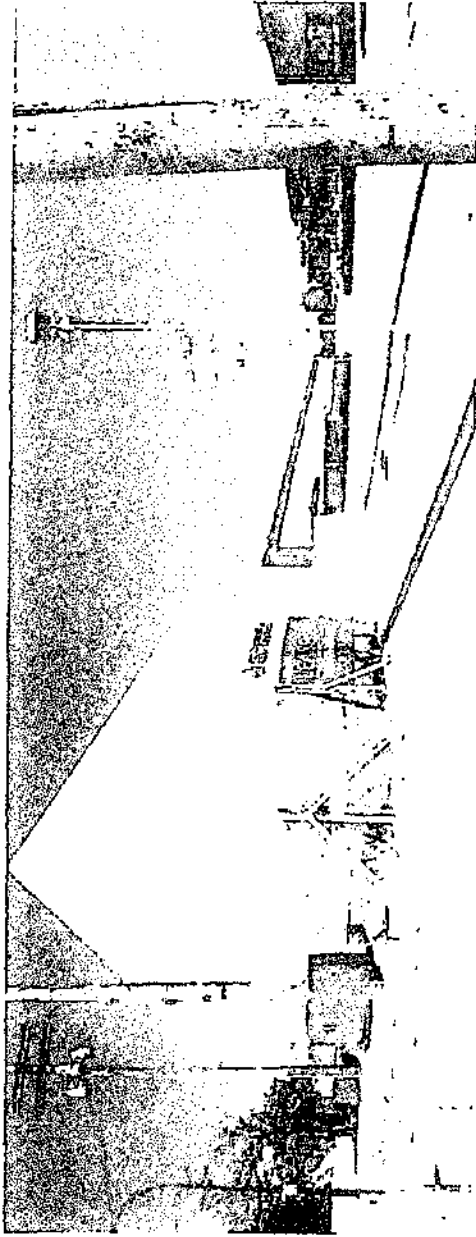




# Location of Uses and Height

The white images show the building size under the current development application.

60' x 80' Typical Tower Plate

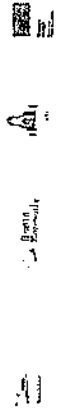
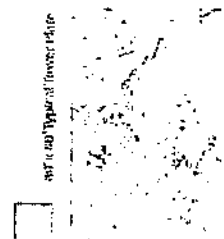
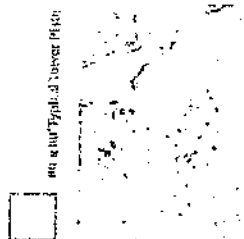
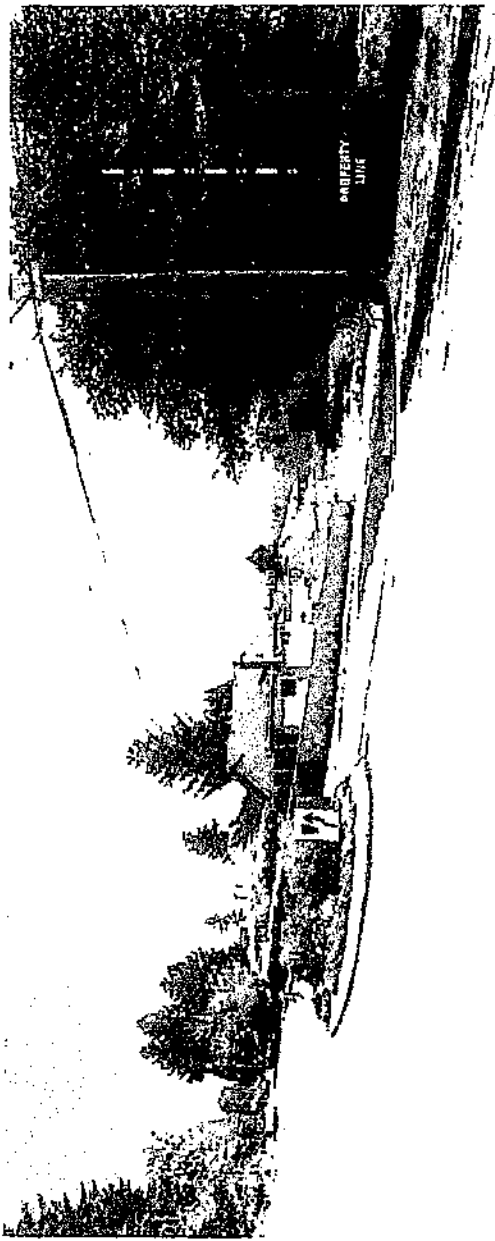


80' x 100' Typical Tower Plate



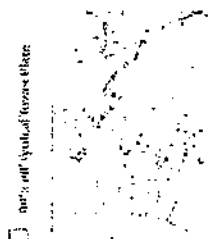
60' x 80' Typical Tower Plate

# Location of Uses and Height

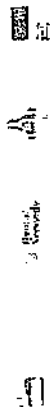
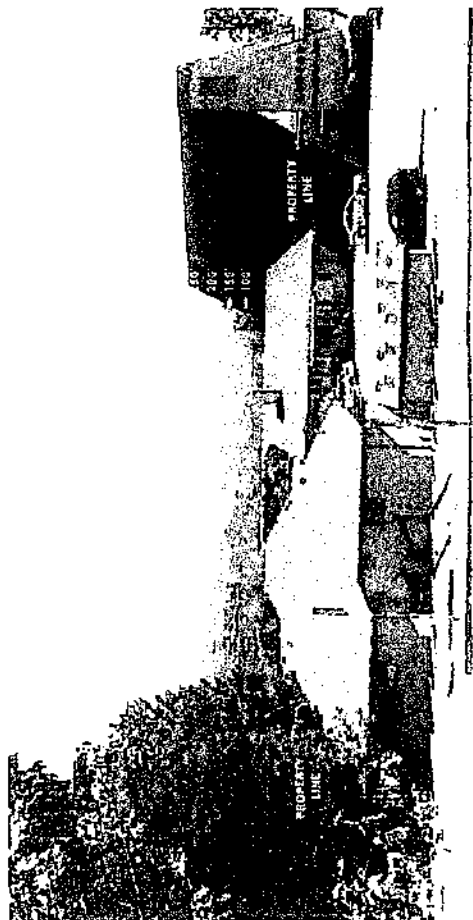
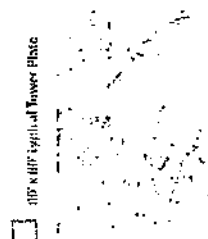


# Location of Uses and Height

☐ Not a City of Portland Tower Place



☐ Not a City of Portland Tower Place



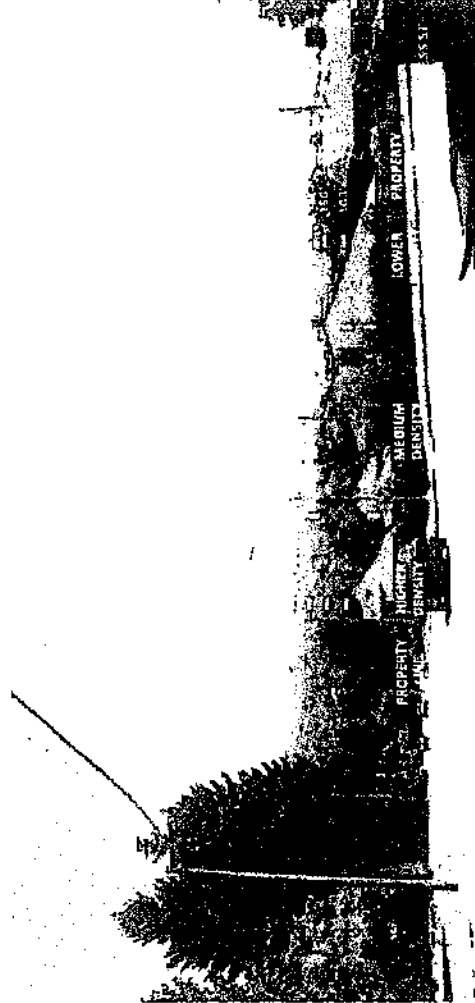
# Location of Uses and Height

As shown in the Density and Height Diagram, previous public consultation indicated that different building heights would be suitable on different areas of the site. High, medium and low height areas are indicated on the above image.

☐ 40' x 60' Typical tower plate



☐ 80' x 100' Typical tower plate



# Location of Uses and Height

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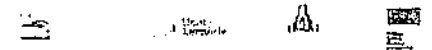
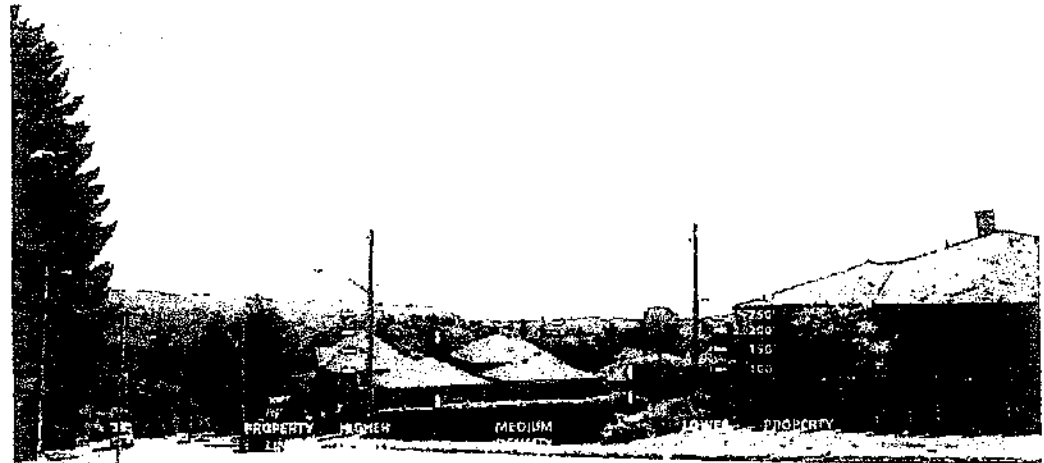
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80'x 60' Typical Tower Plate



80'x 60' Typical Tower Plate



# Location of Uses and Height

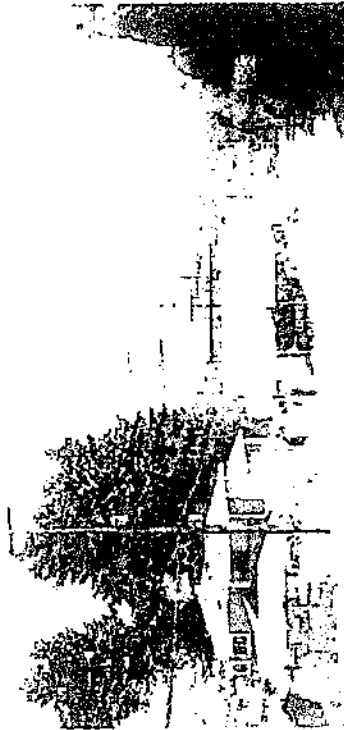
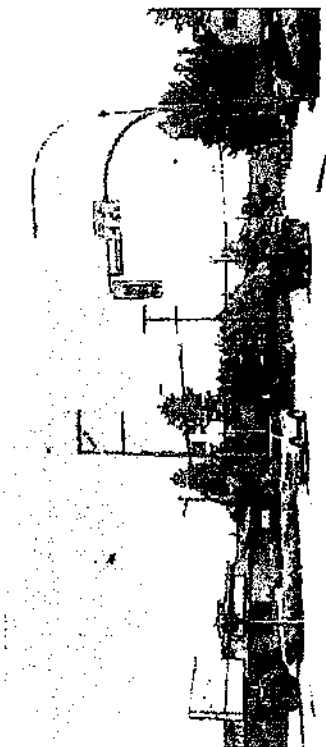
80' x 80' Typical Tower Plate



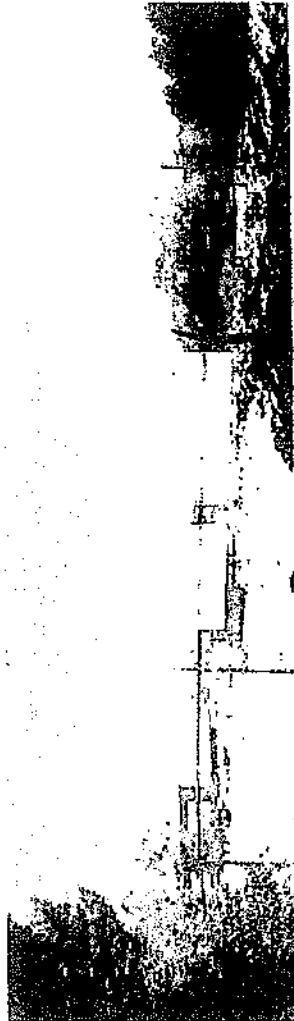
80' x 80' Typical Tower Plate



80' x 80' Typical Tower Plate



80' x 80' Typical Tower Plate

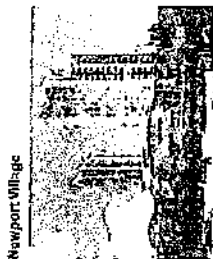


80' x 80' Typical Tower Plate

# Your deas on Height

This represents the consolidated lease from the Community Advisory Group and attendees of Open House #4.

- Based on feedback from the advisory group and through the last open house local examples of other transit-oriented redevelop- ment developments that are appropriate guides for Supporter Cities include:



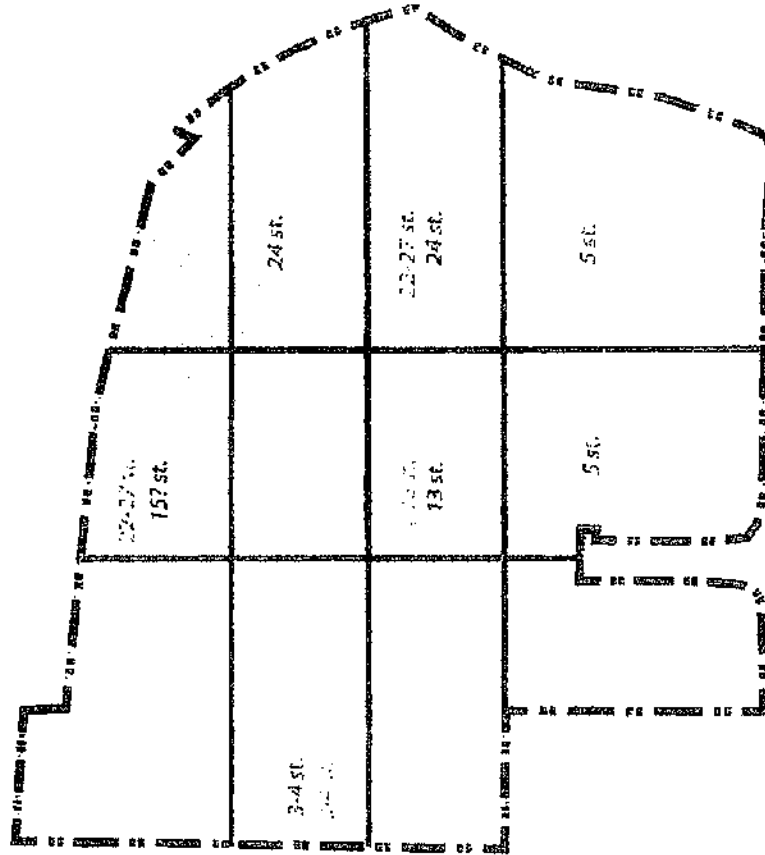
Newport Village



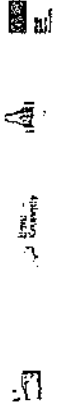
Westbrook Village



**THE HEMLOCK DISTRICT**

[illegible]

### Image distribution of heights across the site for each group



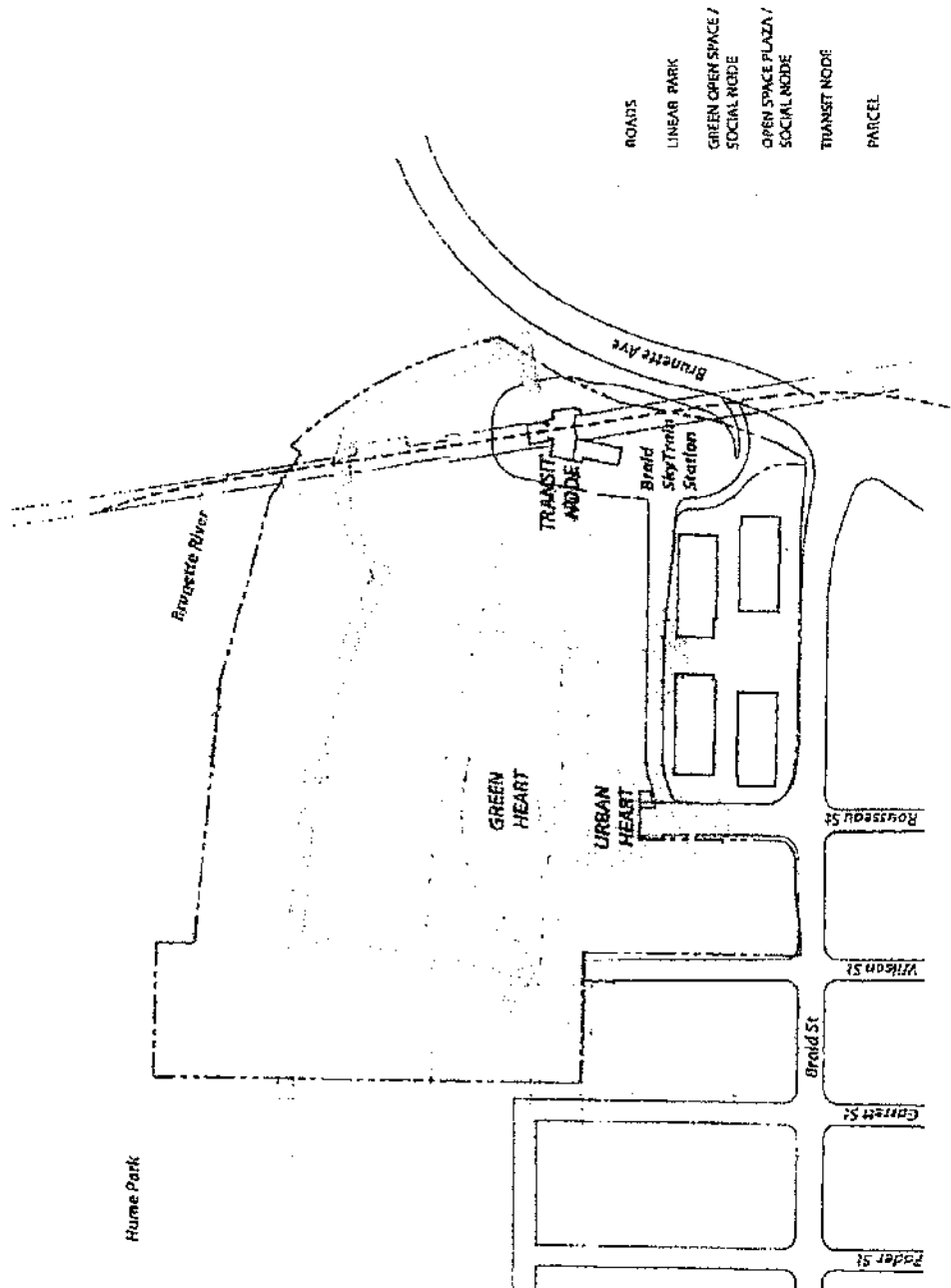
# OCP Application - Overall Concept Plan

# What's New

1. *Phylogenetic relationships*—The species of *Phrynosoma* are monophyletic, and the genus is sister to *Crotaphytus*.

The "intensity" includes all "adjustments" to the original plan. The key reference for the development of the overall concept plan, the key concept of the program, is the "intensity" of the program.

- disposal of these materials from an environmentally sound location, is limited to the site closest to the station, Humberston. It is important that a central Valley Gateway, through improved green infrastructure, can encourage a wider locality by promoting the sustainable production and sale of products and materials for particular construction, construction materials and materials in the community gateway area itself.



100



Based upon the established urban design principles and interpretation the requirements outlined in the project vision, two major character entities are central to establishment of a sustainable, livable and architectural character for Supporter Green.

These two design elements that contribute to an enduring sense of place.

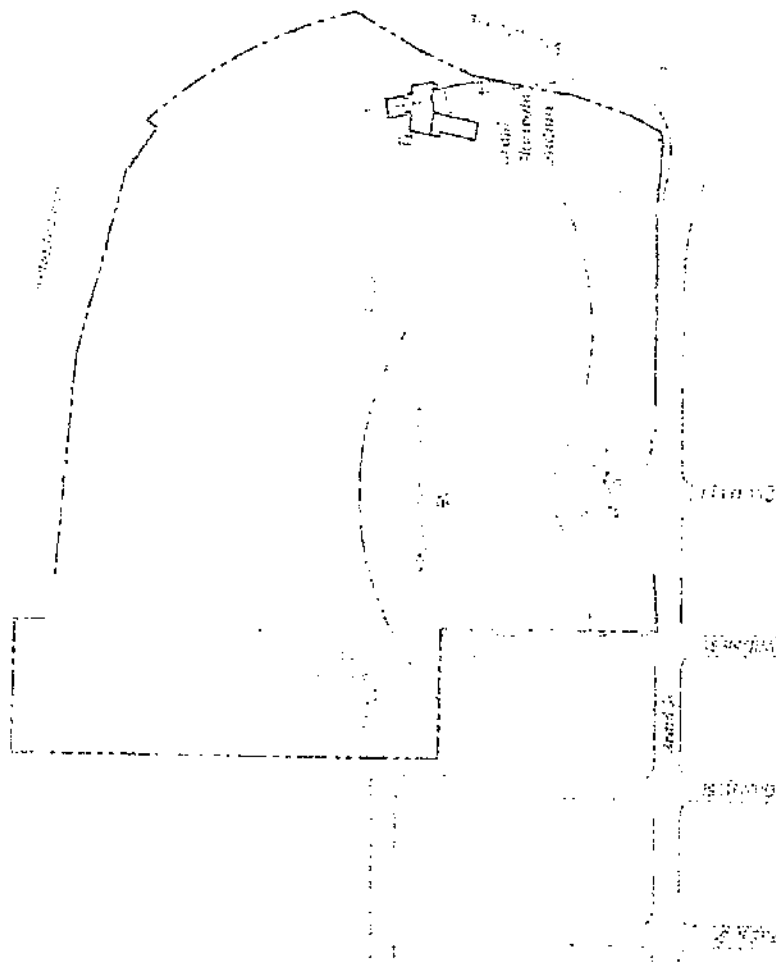
First, preservation of architectural design elements that are both a reflection of the urban context and indicative of their role in the function.

Second, preservation of architectural elements that are both a reflection of the urban context and indicative of their role in the function.

A sustainable urban environment within a modern architectural framework will reflect a sustainable community.

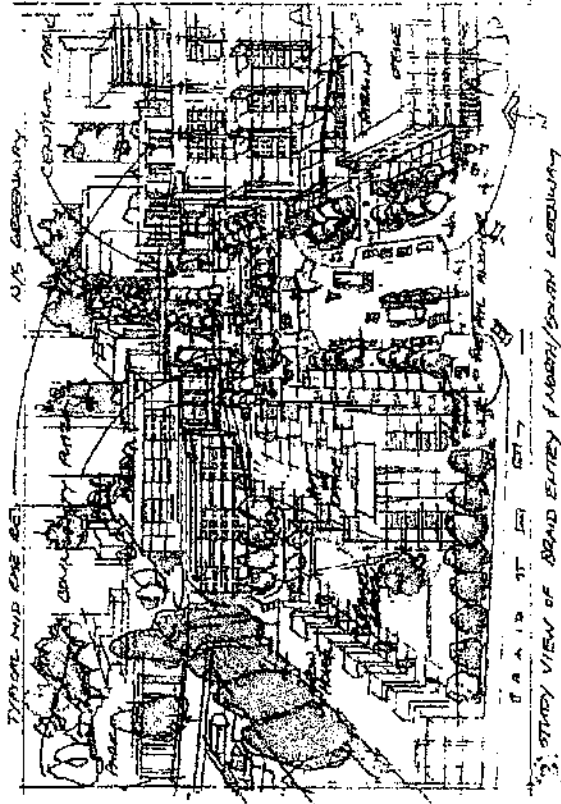
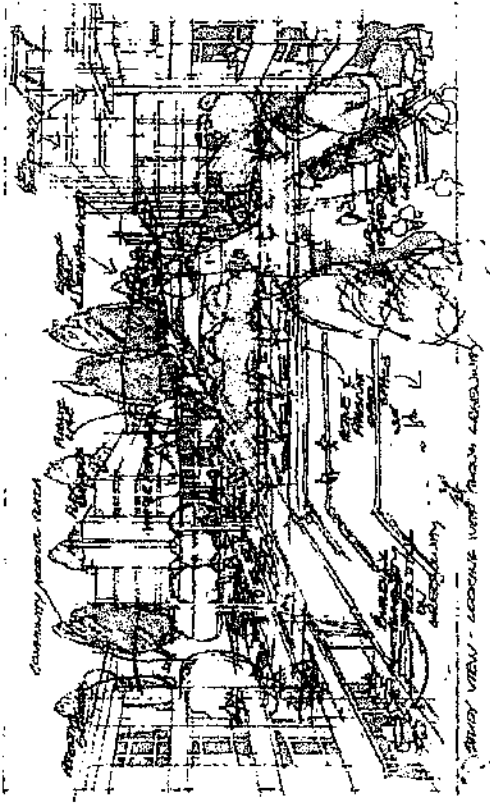
In recognition of the established urban design principles that are both a reflection of the urban context and indicative of their role in the function, the architectural elements that are both a reflection of the urban context and indicative of their role in the function will be preserved by the functional nature of each of the three precincts that have been identified.

The three precincts were defined by a combination of the specific and the predominant uses in that locale.



# OCP Application - Braid Precinct

What's New



Braid Precinct has the main frontage of this development along Broad Street and provides the primary entry to the site and the link to the Braid Station. This precinct includes mixed uses with residential, commercial and workplace. The proposed Metropolitan Transit station is shown from the aerial point in this precinct.

Precedent Images:



Landscape

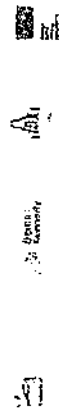
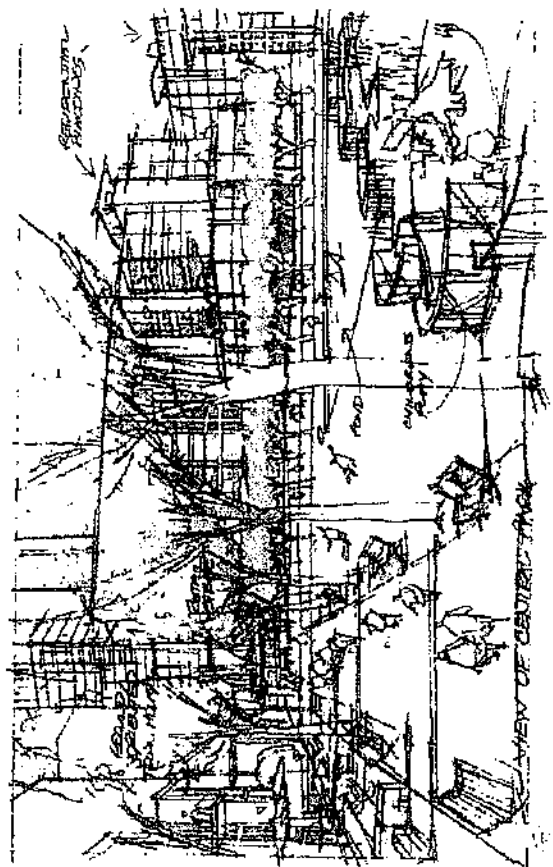
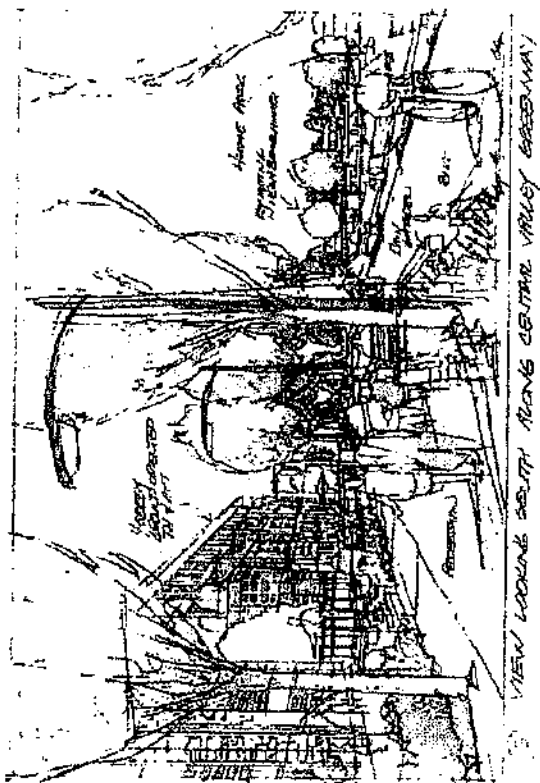
This precinct responds to the dominant retail and commercial mix as well as the urban character of Broad Street and the Braid Street Station. In contrast to the Station Precinct the landscape expression of this area should be balanced between landscape and softscape. The intent is a campus like appearance with three layers of planting: trees, low shrubs, groundcover/lawn. The character of the planting should be formal and contained and support the various informal places and small gathering spaces that are defined by tree massing and placement.

Precedent Images:



OCP Application - Hume Park Precinct

## What's New



These past trends in support to African and Caribbean literature are now being challenged by the current context and the new generation of writers, who are more concerned with contemporary issues. A variety of literary approaches will be introduced to constitute the subject of a course, recently oriented to neighborhood. The purpose of Neighborhood Heart is to teach the past, present, and future.

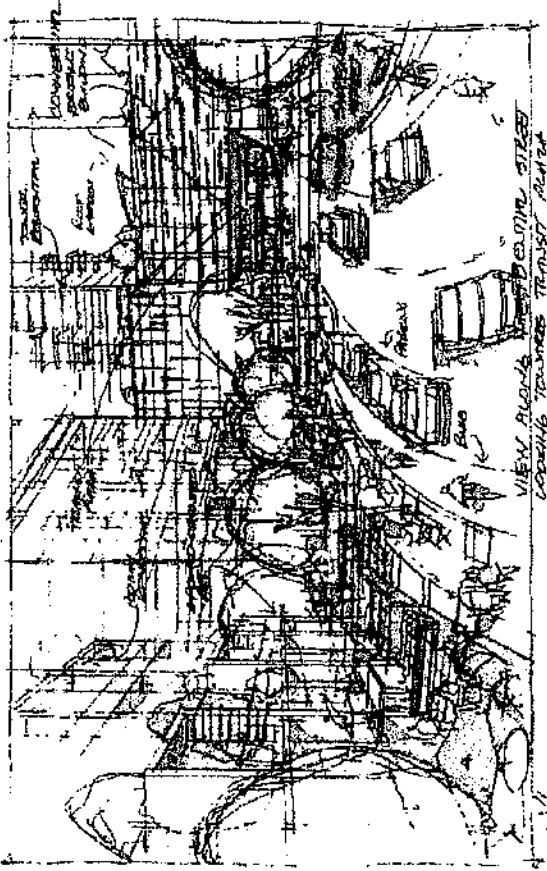


landscape. This precinct responds to the controlled and open park landscape expression of the neighbouring Hume Park to the west and the natural and lush river vista edge to the north. The residential neighbourhood is comprised of both intimate pocket landscape spaces and an open park space. There is generally a higher ratio of landscape versus hardscape with the landscape comprised of three types of grasses, trees, medium sized shrubs and ground covers.



# OCP Application - Station Precinct

What's New



Station Precinct is intended to be a central hub for the station, providing a place for people to meet, connect, and spend time. The precinct will be designed to be a place where people can spend time, connect, and spend time. The precinct will be designed to be a place where people can spend time, connect, and spend time.

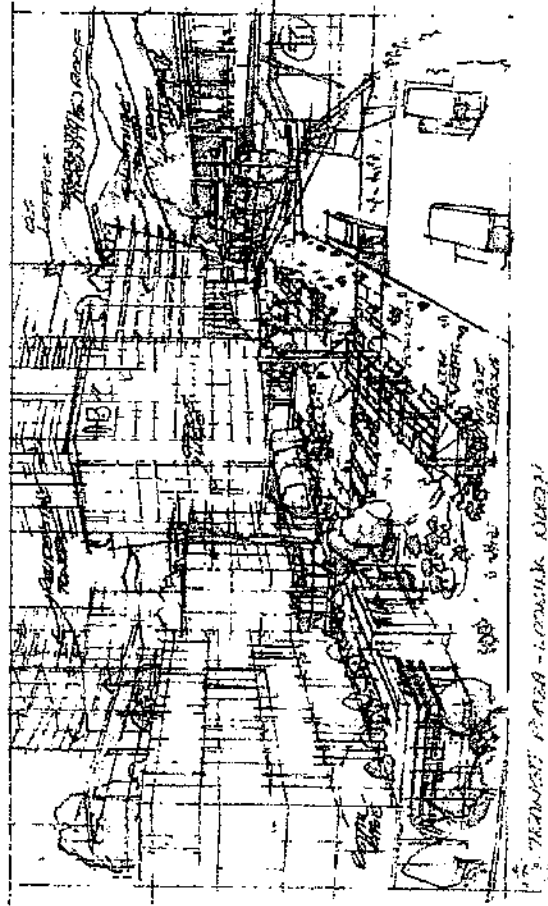
Station Precinct



Station Precinct

The station precinct is the urban hub of the station, providing a place for people to meet, connect, and spend time. The precinct will be designed to be a place where people can spend time, connect, and spend time. The precinct will be designed to be a place where people can spend time, connect, and spend time.

Station Precinct



Station Precinct

# OCP Application - Neighbourhood Heart

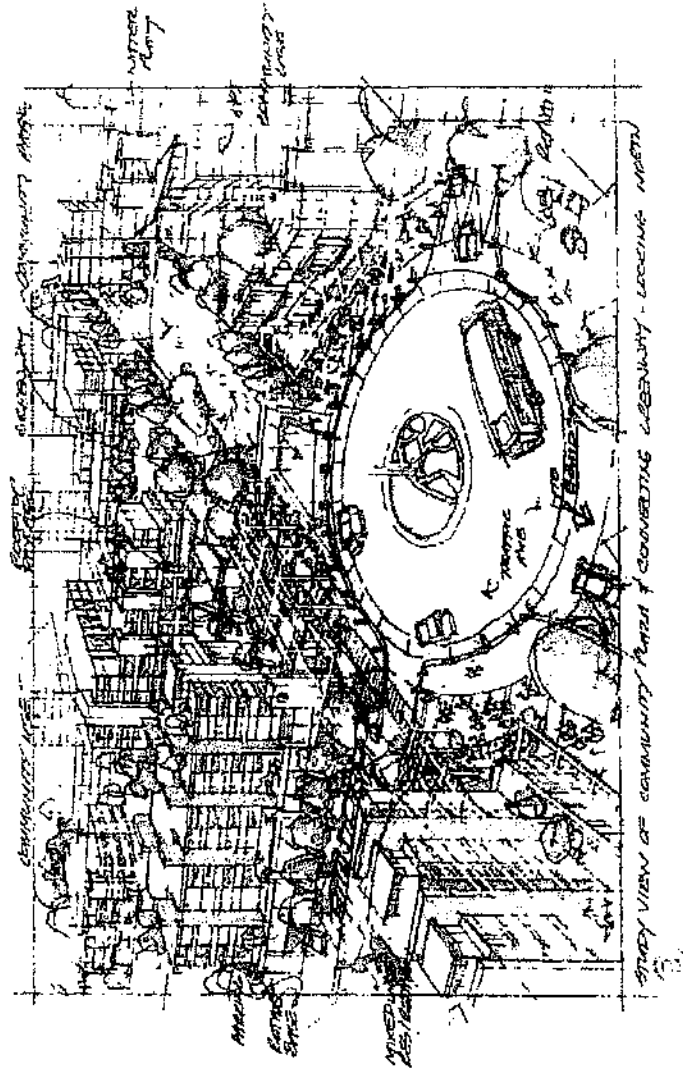
## What's New

The Neighbourhood Heart is located at the core of Sapperton Green at the intersection of the three precincts. It is connected to the station plaza through the linear park. It includes an arrival urban plaza and a generous central green park to provide a community focus as a meetings and gathering space with residents and visitors contributing to its vitality.

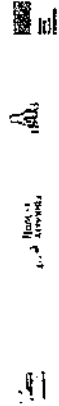
### Landscape

The Neighbourhood Central Park is the main landscape open space for the Sapperton Green neighbourhood. This space is the 'green' heart of the community with simple flexible open areas and an open water element. The water element does not dominate the space but rather offers a point of interest with the mix of urban and natural edges that contain the domesticating water system.

### Precinct Images



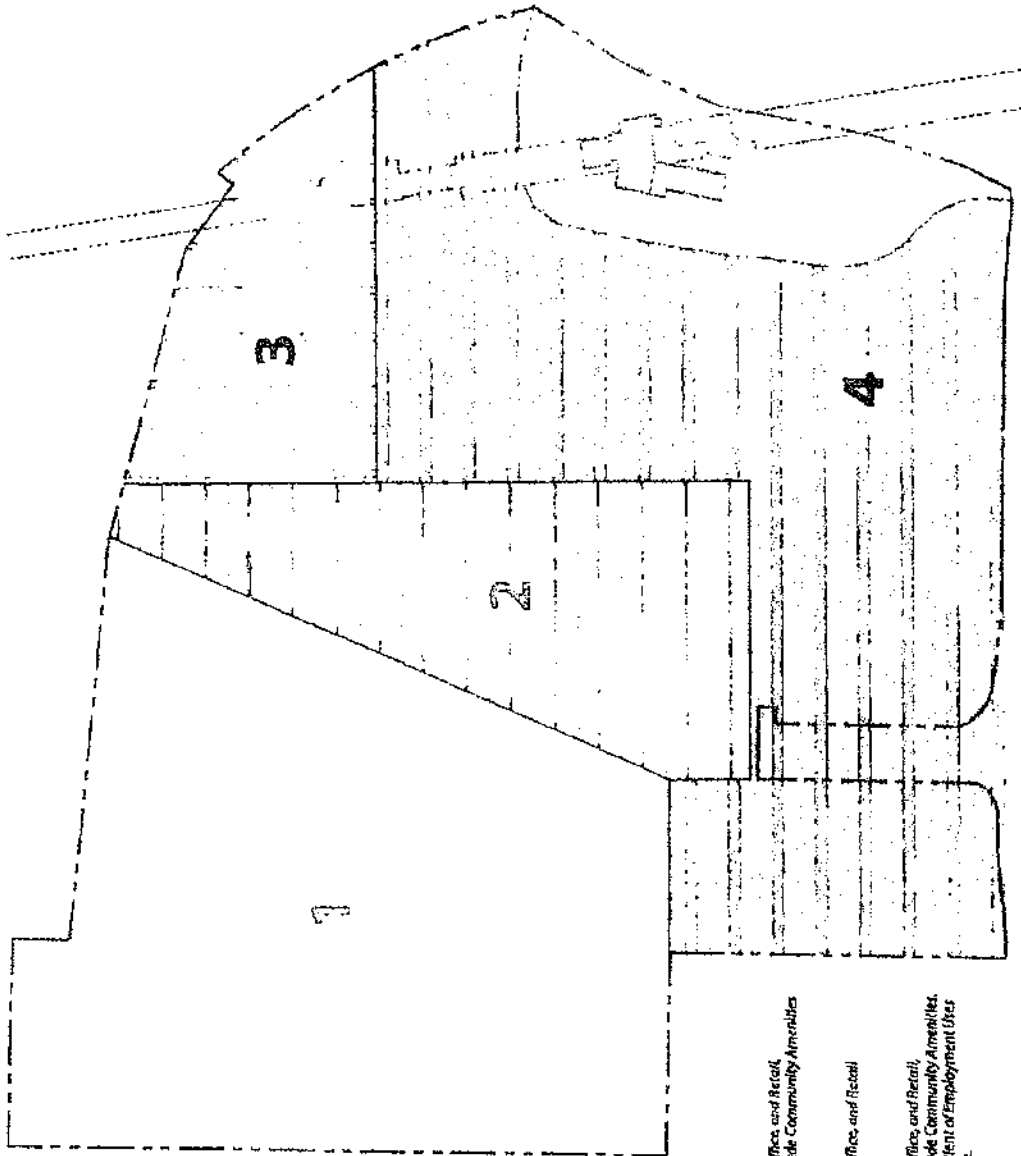
STUDY VIEW OF COMMUNITY FOCUS & CONVERTING LEGISLATION - LOOKING NORTH



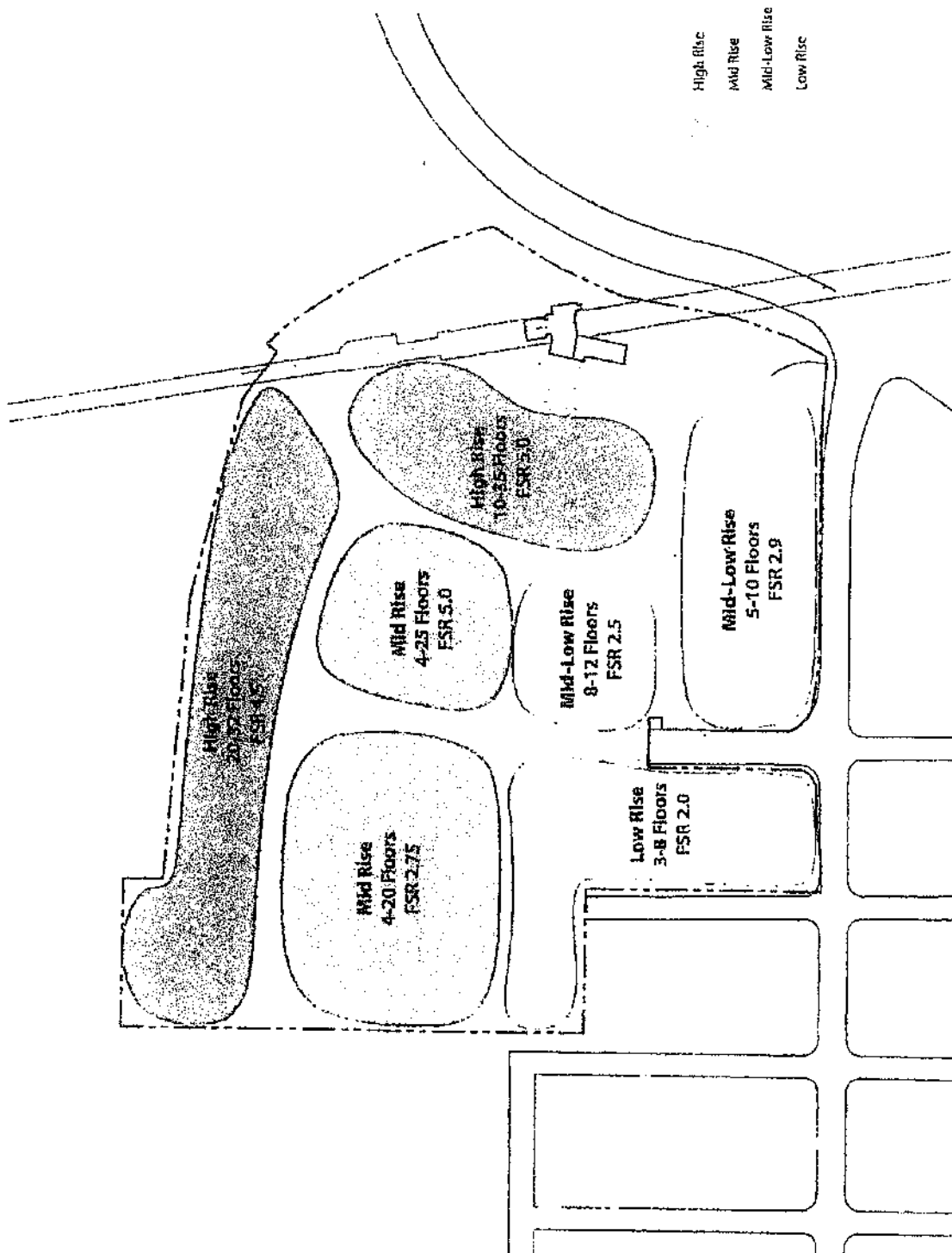
# OCP Application - Land Use

What's New

Land uses for the Sapperton Green community encourage mixed uses close to Brail Station and David Street and residential use next to Hume Park as a transition between the natural context and the new community. The mixed use areas include office, commercial and residential uses to support the vision of Sapperton Green as a sustainable, mixed use, transit-oriented neighbourhood.



- |             |          |   |
|-------------|----------|---|
| Residential | <b>1</b> | Residential   |
| Office      | <b>2</b> | Mixed Use<br>Residential, Office and Retail<br>and May Include Community Amenities  |
| Retail      | <b>3</b> | Mixed Use<br>Residential, Office and Retail   |
|             | <b>4</b> | Mixed Use<br>Residential, Office and Retail<br>and May Include Community Amenities.<br>A Higher Quotient of Employment Uses<br>is Present Here. |



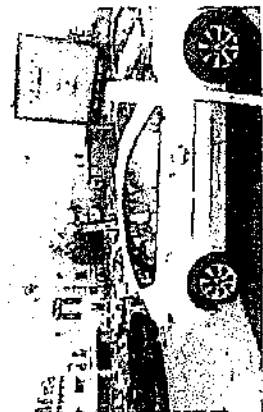
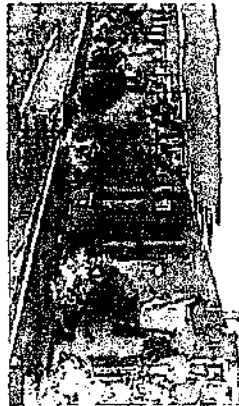
# OCP Application - Transportation

# What's New

Superficial concern will have a role of reducing and employment losses, supported by new community-rented construction workers, all of workers, etc.), to maximize the benefits of the companies.

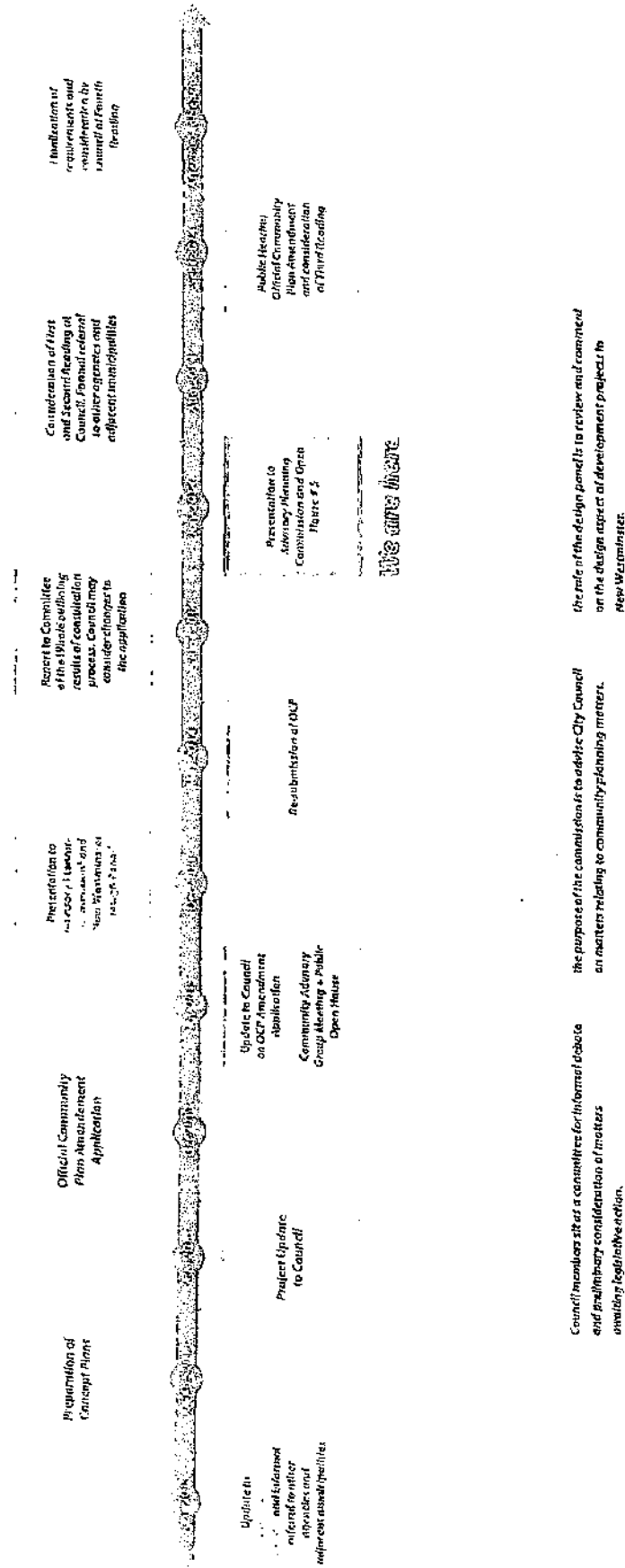
THE UNIVERSITY OF CHICAGO

- involve an appropriate role and context for the physician station
- and the length to support the current and future demands;
- Provide commercial activities to create a more self contained community with less reliance on outside care;
- In health, education, culture, and financial uses aimed at private vehicle ownership;
- the lower parking levels were more consistent with the accessibility of the building; and
- improvement of the accessibility of the location with transportation for lower socioeconomic residents to maximize support facilities for disadvantaged clients and lower vehicle dependence.





# Next Steps and Public Process



the role of the design panel is to review and comment on the design aspect of development projects in New Westminster.

the purpose of the commission is to advise City Council on matters relating to community planning matters.

Council members sit as a committee for informal debate and preliminary consideration of matters involving legislative action.

**Coquitlam****For Council**

July 21, 2014

Our File: 01-0470-20/C20/2014-1

Doc #: 1726622.v1

To: City Manager

From: General Manager Planning and Development

Subject: **Proposed Neighbourhood Plan for 'Sapperton Green' in New Westminster**

For: **Council**

**Recommendation:**

That Council:

1. Express concerns about the potential future traffic impacts associated with the proposed Sapperton Green Neighbourhood Plan and the proposed connection to Brunette Avenue, and that viable solutions regarding transportation, general vehicular access and emergency access to the site be determined in consultation with Coquitlam, the Ministry of Transportation and Infrastructure, TransLink and other involved stakeholders, prior to finalizing this neighbourhood plan and significant development occurring on this site;
2. Request that New Westminster consult with Coquitlam, regarding transportation and other applicable items, as part of the next phase of the Sapperton Green Official Community Plan Amendment process; and
3. Direct staff to forward a copy of this report to the Ministry of Transportation and Infrastructure and TransLink.

**Report Purpose:**

This report provides an overview of New Westminster's Official Community Plan (OCP) Amendment Application for the Sapperton Green site (Attachment 1).

**Strategic Goal:**

The content of this report relates to the City's strategic goal of achieving excellence in City governance.

**Background:**

On June 23, 2014 New Westminster City Council endorsed the draft Sapperton Green Neighbourhood Plan, as a basis for circulating the draft plan and receiving preliminary community input prior to formally initiating an OCP Amendment process for the site (industrial to mixed land uses) (Attachment 3). A draft of the Sapperton Green Neighbourhood Plan (Attachment 4) was recently forwarded to Coquitlam for comments by August 8, 2014. Once an OCP amendment is formally initiated, a formal request for input will be sent to Coquitlam.

The 38 hectare Sapperton Green site is located at the northeast edge of New Westminster and is bounded by the Brunette River to the north, Brunette

PCW

**Background: cont'd/**

Avenue to the east, Braid Street to the south, and Hume Park to the west (Attachment 2). The site is designated as "General Urban" in the Metro Vancouver Regional Growth Strategy and 'Industrial' in the New Westminster OCP. A consultation process was started in 2011 by site owner Bentall Kennedy, and feedback from this process was used to develop the current draft neighbourhood plan for the site.

The proposed Sapperton Green plan takes advantage of close proximity to the Braid Street SkyTrain station, is based on transit-oriented development principles and includes significant residential, office and retail floorspace, including:

- accommodating 7,700 residents (estimated 3,500 to 4,200 residential units) over a 20-year time frame;
- 500,000 to 1,000,000 square feet of office uses; and
- 100,000 to 300,000 square feet of retail uses.

The remainder of this report focuses on the potential traffic impacts from this proposed development, along with associated staff commentary and recommendations.

**Discussion/Analysis:**

***Potential Transportation Impacts***

**Surrounding Road Network**

Despite the close proximity to the Braid SkyTrain station, the site has limited vehicular access and it is anticipated that the significant amounts of office, retail and residential density envisioned will likely result in increased traffic overall and congestion at proposed access points on Brunette Avenue and Braid Street. This in turn will likely place more stress on the already congested road network that surrounds and connects to the Sapperton Green site (Brunette Avenue, the Braid Street/ United Boulevard corridor, and North Road).

The adjoining road network represents one of the primary vehicle and goods movement corridors between Coquitlam and New Westminster. Connected via the Brunette interchange to the Trans-Canada Highway, this network also facilitates regional goods movement, and provides a key access point to the Mayfair/Pacific reach area. The United Boulevard portion of this network is part of a regionally planned goods movement route north of the Fraser River, which is identified in Coquitlam's OCP and Strategic Transportation Plan. New Westminster's recent proposal to down-grade Braid Street from a collector to a local street, and the potential removal of New Westminster OCP policy referencing the North Fraser Perimeter Truck Route Plan, also present challenges to this network.

**Discussion/Analysis: cont'd/**

**Potential Transportation Impacts cont'd/  
Brunette Avenue/Interchange**

The draft Sapperton plan proposes vehicle access off of Brunette Avenue in order to provide an additional access point in and out of the development. According to New Westminster, the Ministry of Transportation and Infrastructure and Translink have expressed a willingness to consider this alternative access point as a part of this proposal, and that this will be explored further through this process.

Coquitlam staff are concerned that a new access onto Brunette Avenue, whether as it exists today or in a future reconfigured form, could increase traffic congestion on the Brunette interchange/corridor and significantly affect traffic and goods movement between Coquitlam and New Westminster, as well as the region. Given this concern, the additional access point onto Brunette Avenue needs to be considered as part of a future redevelopment of the Brunette interchange, in a manner that facilitates a viable transportation solution in terms of improved vehicle and goods movement overall, as well as enabling reasonable access to Sapperton Green. Furthermore, if a planning process is underway for the redevelopment of the Brunette Interchange, and potentially how the Sapperton Green plan might factor into or contribute to this, Coquitlam should be involved in this discussion as well.

**Secondary/Emergency Access**

The subject property is adjacent to the "Crane" site (225 North Road) in Coquitlam, which could provide an opportunity to explore additional access between these two sites. A potential additional or secondary access point that could ultimately serve both sites could assist to reduce vehicle traffic and congestion and/or provide alternate emergency vehicle access.

**Staff Recommendations**

Based on the above, staff recommend that Coquitlam express concerns that the draft Sapperton Green Neighbourhood Plan, including the proposed connection to Brunette Avenue, has potential to negatively impact the local and regional road network and that viable solutions regarding transportation, general vehicular access and emergency access to the site should be determined prior to finalizing this neighbourhood plan and significant development occurring on this site.

Also, while it is recognized that New Westminster has stated that it is working with the Ministry of Transportation and Infrastructure (MOTI) and TransLink on transportation issues related to this proposed plan, it is further recommended that Coquitlam and other relevant stakeholders also be consulted to determine viable transportation solutions for this proposal and the surrounding area. Lastly, staff recommend this report be forwarded to MOTI and TransLink for their information.

**Next Steps:**

As noted above and following receipt of feedback from initial consultation, it is expected that New Westminster will formally initiate an OCP amendment to adopt the Sapperton Green Neighbourhood Plan, and likely refer the OCP Amendment to Coquitlam seeking formal input as part of the Section 879 *Local Government Act* consultation. Coquitlam staff will then review the final Sapperton Green Neighbourhood Plan and report back to Council with comments and/or recommendations for Council's consideration and input.

**Financial Implications:**

There are no direct financial implications associated with this report at this time.

**Conclusion:**

On June 23, 2014 New Westminster City Council endorsed the draft Sapperton Green Neighbourhood Plan to receive preliminary input, prior to initiating an OCP Amendment to adopt this plan. Despite being close to rapid transit, staff are concerned that development based on the direction of the draft plan will likely result in increased traffic and access points that will place more stress on an already congested road network.

Based on this, it is recommended that Coquitlam express concerns about the potential traffic impacts associated with the proposed Sapperton Green Neighbourhood Plan and the proposed connection to Brunette Avenue, and that viable solutions regarding transportation, general vehicular access and emergency access to the site be determined in consultation with Coquitlam, MOTI, TransLink and other relevant stakeholders.

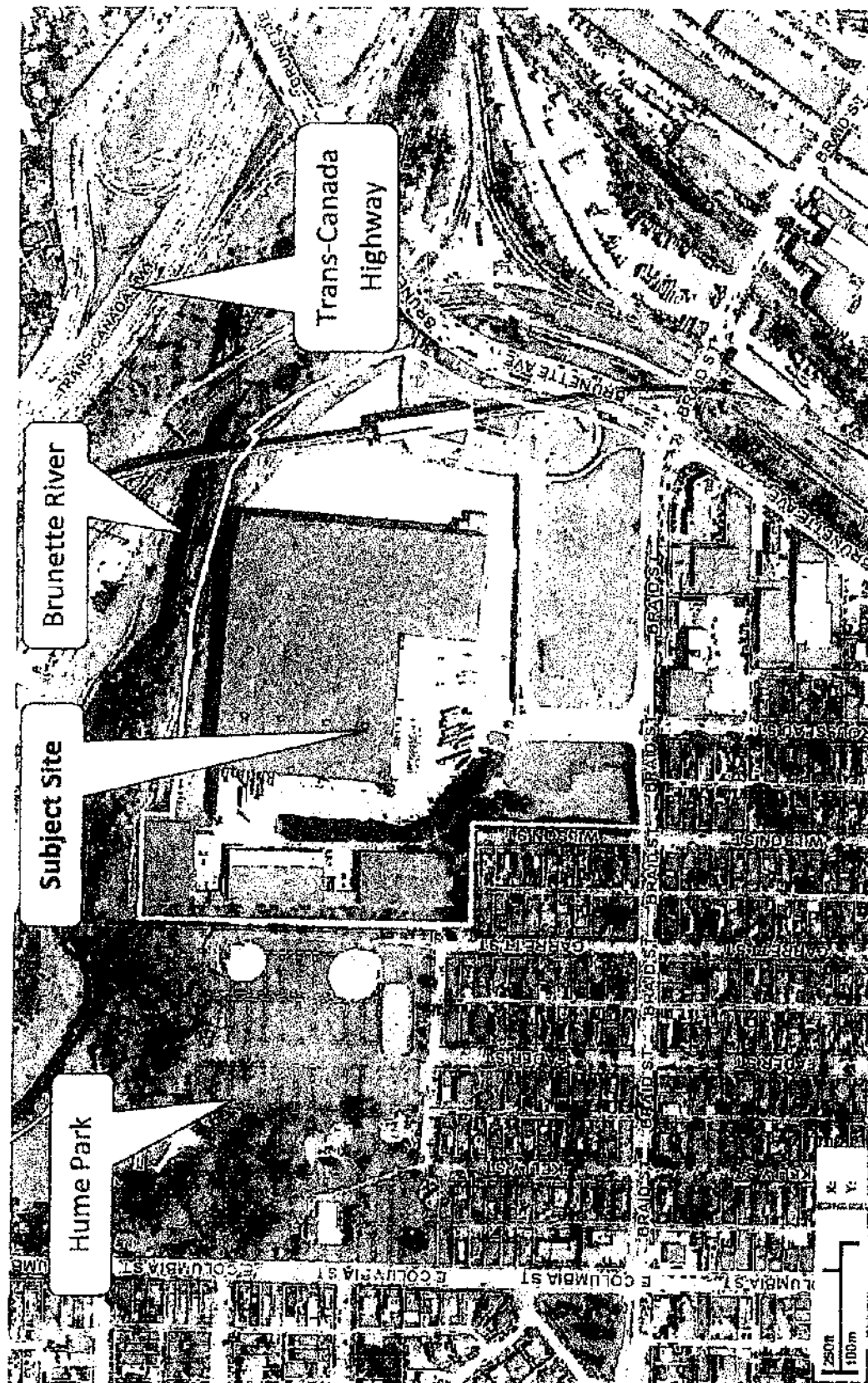
  
J.L. McIntyre, MCIP, RPP

AJ/ms

**Attachments:**

1. New Westminster referral, and request for comment dated July 3, 2014.
2. Context Map.
3. City of New Westminster Report to Council: Proposed Official Community Plan Amendment and Development of Neighbourhood Plan for 97 Braid Street (Sapperton Green).
4. Sapperton Green Neighbourhood Plan (June 2014):  
[http://www.coquitlam.ca/Libraries/Community\\_Planning\\_Documents/NW-DraftSappertonGreenNP.sflb.ashx](http://www.coquitlam.ca/Libraries/Community_Planning_Documents/NW-DraftSappertonGreenNP.sflb.ashx)

This report was prepared by Aubrey Jensen, Community Planner with input by Catherine Mohoruk, Manager Transportation Planning, and reviewed by Carl Johannsen, Manager Community Planning.



### Sapperton Green – Site Context Map

# Coquitlam

August 5, 2014  
Our File: 01-0470-20/C20/2014-1  
Doc #: 1743793.v1

Beverly Grieve  
Director of Development Services  
City of New Westminster  
Development Services Department (Planning)  
511 Royal Avenue  
New Westminster BC V3L 1H9

Dear Ms. Grieve:

**RE: Proposed Neighbourhood Plan for 'Sapperton Green' in New Westminster**

Please be advised that at the July 28, 2014 Regular Council Meeting for the City of Coquitlam, Council reviewed the proposed Neighbourhood Plan for 'Sapperton Green' and adopted the following resolution as official City input:

*"That Council:*

- 1. Express concerns about the potential future traffic impacts associated with the proposed Sapperton Green Neighbourhood Plan and the proposed connection to Brunette Avenue, and that viable solutions regarding transportation, general vehicular access and emergency access to the site be determined in consultation with Coquitlam, the Ministry of Transportation and Infrastructure, TransLink and other involved stakeholders, prior to finalizing this neighbourhood plan and significant development occurring on this site;*
- 2. Request that New Westminster consult with Coquitlam, regarding transportation and other applicable items, as part of the next phase of the Sapperton Green Official Community Plan Amendment process; and*
- 3. Direct staff to forward a copy of this report to the Ministry of Transportation and Infrastructure and TransLink."*

Attached is a copy of the July 28, 2014 report to Council, which includes these resolutions.

Should you have any questions or require any further information with respect to this matter, please contact me at 604-927-3401.

Yours truly,



J.L. McIntyre, MCIP, RPP  
General Manager Planning and Development

Attach.

City of Coquitlam

c - Mayor and Council  
Peter Steblin, City Manager  
John DuMont, Deputy City Manager  
James Gilbert, City Clerk  
Catherine Mohoruk, Manager Transportation Planning  
Carl Johannsen, Manager Community Planning  
Patrick Livolsi, Regional Director, Southcoast Region,  
Ministry of Transportation & Infrastructure,  
#310 – 1500 Woolridge Street, Coquitlam BC V3K 0B8  
Deborah Tan, Area Manager, Southcoast Region, Fraser North & PMH1,  
Ministry of Transportation & Infrastructure,  
#310 – 1500 Woolridge Street, Coquitlam BC V3K 0B8  
Sarah Ross, Senior Manager of Strategy and Plan Development,  
TransLink, #400 – 287 Nelson's Court, New Westminster, BC V3L 0E7