June 26, 2009
Our file: 08-3360-20/07 008463 RZ/3
225 North Road
Doc #: 791739.V1

To: City Manager
From: General Manager Planning and Development

Subject: Application to Amend the Citywide Official Community Plan for 225 North Road (Crane Site) – Recommendation for Refusal – 07 008463 RZ

For: Strategic Priorities, Administration and Protective Services Standing Committee

Recommendation:

1. That Council decline the proposed amendment 07 008463 RZ to the Citywide Official Community Plan given the stated opposition to the project from the City of New Westminster and the City of Coquitlam's review of the applicant's submitted technical studies; and

2. That Council authorize City of Coquitlam staff to enter into a planning process with City of New Westminster staff and area property owners in both cities to identify, explore and report back on the future development potential and means of addressing issues in the area generally bounded by the Trans-Canada Highway, North Road, Braid Street and Brunette Avenue, and including the subject site.

Background:

WKR Inc. has applied to amend the Citywide Official Community Plan (CWOCP) for its property at 225 North Road to change the land use designation from “Industrial” to “Mixed Use Development” (Attachment 1). At its November 17, 2007 meeting, Council received the results of a referral process undertaken for the application pursuant to Section 879 of the Local Government Act. The application proceeded to the February 9, 2009 Land Use and Economic Development Standing Committee meeting where a review of the submitted Technical Studies was presented. At that meeting, the Standing Committee recommended that a Council-to-Council meeting be held with the City of New Westminster to review the project. The Council-to-Council meeting was held on April 14, 2009, where concern was expressed by New Westminster Councillors regarding the proposal in its current form. At the June 1, 2009 regular Council meeting, the following resolution was passed:

City of Coquitlam
Background cont’d/

"That Resolution No. 411 be referred to the next regularly scheduled Strategic Priorities, Administration and Protective Services Standing Committee for discussion." (Resolution No. 411 referred to the two recommendations contained in the staff report dated May 22, 2009.)

Staff are therefore bringing the report as presented to Council on June 1, 2009 (Attachment 2) forward for Council discussion.

Conclusion:

Based on direction from Council at their June 1, 2009 Regular Council meeting, staff are bringing forward application 07 008463 RZ, 225 North Road (the Crane site) for Council’s consideration.

\[signature\]

J.L. McIntyre, MCIP

CL/ch

Attachments:
1. Site Plan
2. Report dated May 22, 2009 to Land Use and Economic Development Standing Committee

This report was prepared by Chris Laing, Development Planner 2 and reviewed by Erica Tiffany, Supervisor Development Planning and Stephen Richardson, Manager Development Services.
The development scenario represented here indicates what we believe to be a suitable master-plan outcome for the site. The land use mix is reflective of opportunities identified in the structure plan. The floor areas represented approximate reflecting a land use mix that is technically supportable in terms of traffic access, parking requirements, and preliminary residential and commercial market support.

The proposed compact high-density transit oriented approach is consistent with regional and local sustainable land use planning, current best practices, and makes possible greater value in community amenities.

Site Area: 11 hectares
(27 acres)
FAR: 2.0 Gross
Total Development 2,000,000sf approx.
Commercial/Retail Floor space: 10% minimum
- 160,000sf office
- 30,000sf retail
Residential (estimate): 4,500 - 5,000 residents
2,000 dwellings
Coquitlam For Committee

May 22, 2009
Our file: 08-3360-20/07 008463 RZ/3
Doc #: 776812.v2

To: City Manager
From: General Manager Planning and Development

Subject: Application to Amend the Citywide Official Community Plan for 225 North Road (Crane Site) – Recommendation for Refusal – 07 008463 RZ

For: Land Use and Economic Development Standing Committee

Recommendation:
1. That Council decline the proposed amendment 07 008463 RZ to the Citywide Official Community Plan given the stated opposition to the project from the City of New Westminster and the City of Coquitlam's review of the applicant's submitted technical studies; and
2. That Council authorize City of Coquitlam staff to enter into a planning process with City of New Westminster staff and area property owners in both cities to identify, explore and report back on the future development potential and means of addressing issues in the area generally bounded by the Trans-Canada Highway, North Road, Braid Street and Brunette Avenue, and including the subject site.

Executive Summary:
WKR Inc. has applied to amend the CWOCP for its property at 225 North Road to change the land use designation from "Industrial" to "Mixed Use Development" (Attachment A). At its November 17, 2007 meeting, Council received the results of a referral process undertaken for the application pursuant to Section 879 of the Local Government Act. The application then proceeded to the February 9, 2009 Land Use and Economic Development Standing Committee meeting where a review of the submitted Technical Studies was presented (Attachment B). At that meeting, the Standing Committee recommended that a Council-to-Council meeting be held with the City of New Westminster to review the project. The Council-to-Council meeting was held on April 14, 2009, where concern was expressed by New Westminster Councillors regarding the proposal in its current form.

Background:
WKR Inc. applied on May 14, 2007 to amend the CWOCP land use designation for its 27-acre (10.9 ha.) property at 225 North Road in Southwest Coquitlam, commonly referred to as the "Crane Site". The applicant proposes to change the land use designation from "Industrial" to "Mixed Use Development" to allow a mix of higher density multi-family residential, commercial and light industrial uses. The site is currently zoned M-1 General Industrial.
Background cont’d/

Development Concept
The current proposal for the site includes:
- approximately 2,000,000 sq. ft. (185,800 sq. m.) of total floor space;
- up to 2,000 dwelling units in a combination of townhouses and apartments, including six high-rise towers up to an average of 26 storeys in height;
- a commitment to ten percent of the housing units being affordable, which might include a combination of on-site units and a cash-in-lieu contribution to the City’s affordable housing fund;
- 160,000 sq. ft. (14,864 sq. m.) of suburban office floor space;
- 20,000 sq. ft. (1,858 sq. m.) of light industrial ‘artisan type’ live work strata;
- 15,000 sq. ft. (1,394 sq. m.) of retail floor space;
- 8.75 acres (3.5 hectares) of on-site active and passive public/private open green space, in addition to a 98.4 ft. (30 m.) riparian setback to conserve and enhance the Brunette River; and
- 20,000 sq. ft. (1,858 sq. m.) of indoor multi-use community facility floor space.

Council-to-Council Meeting:
At the request of the Land Use and Economic Development Standing Committee meeting held on February 9, 2009, the Committee members recommended that a meeting be held between the Councils of the City of Coquitlam and the City of New Westminster in order for both Councils to understand and discuss the proposal and the potential impacts of the proposal on each City’s jurisdiction and services. This meeting was held April 14, 2009. As a result of the meeting, New Westminster Council continued to express concern regarding the application in regards to the following items:

- Impact of new development on the following in New Westminster:
  - Brunette River and recreational services in Hume Park
  - New Westminster schools
  - Ambulance, fire and police services in New Westminster
  - Additional traffic on North Road.

- Potential risks associated with residential development near the rail yard:
  - Walking distance from North Road to the Braid SkyTrain Station
  - Preference for the site to be developed as a film studio or other “clean” industry.

Given the noted concerns with the proposal, the Council for the City of New Westminster remains opposed to the proposal.
Conclusion:
Staff believes that the development proposal is not appropriate for the site for the following reasons:

- The City of New Westminster is concerned about the impact that this development would have on its community facilities, especially given that there would not be any offsetting financial benefits to New Westminster through property taxes, development levies, and other revenue sources. At the Council-to-Council meeting held on April 14, 2009, these concerns were re-iterated.

- The site is isolated from community services and facilities within Coquitlam. The estimated 3,800 residents who would be living on the site would be required to travel some distance to have most of their shopping, services and community needs met. This is not in keeping with the CWOPC principle of creating complete communities.

- There would be a loss of job-generating land in Coquitlam.

- The site is not within the standard emergency response time from the Austin Heights fire hall, which is of concern with an estimated 3,800 residents projected to be living on the site in high density building forms.

- The site is presently not well served by public transit and it is currently not within reasonable walking distance of a SkyTrain station.

- There are no definitive plans for a pedestrian connection to the Braid SkyTrain Station from the site and it is unknown whether such a crossing is technically or financially feasible; particularly if the Brunette River crossing was to accommodate emergency vehicle/fire truck movements. It is also not clear that the City of New Westminster would support the crossing.

Staff believes that there are alternative uses for the site of an employment generating nature that are more appropriate than residential. Future uses of the site can be further considered on the context of the planned Fraser Gateway Business Corridor study which is scheduled to begin in late 2009. Staff also acknowledges that use of this site is also best reviewed in conjunction with staff from the City of New Westminster given the location and of the site and the potential jurisdictional issues.

J.L. McIntyre, MCIP
CL/mc/ch

Attachments:
A. Site Plan

This report was prepared by Chris Laing, Development Planner 2 and reviewed by Jim McIntyre, General Manager Planning and Development.
The development scenario represented here indicates what we believe to be a suitable masterplan outcome for the site. The land use mix is reflective of opportunities identified in the structure plan. The floor areas represented are approximates reflecting a land use mix that is technically supportable in terms of traffic access, parking requirements, and preliminary residential and commercial market support.

The proposed compact high-density transit oriented approach is consistent with regional and local sustainable land use planning, current best practices, and makes possible greater value in community amenities.

Site Area: 11 hectares
              (27 acres)
FAR: 2.0 Gross
Total Development 2,000,000sf approx.
Commercial/Retail Floor Space:
10% minimum
  - 160,000sf office
  - 30,000sf retail
Residential (estimate):
  4,500 - 5,000 residents
  2,000 dwellings
Coquitlam For Committee

February 6, 2009
Our file: 08-3360-20/07 008463 RZ/1
225 North Road
Doc #: 756915.1

To: City Manager
From: General Manager Planning and Development
Subject: Application to Amend the Citywide Official Community Plan for 225 North Road (Crane Site) - Results of Technical Studies - 07 008463 RZ
For: Land Use and Economic Development Standing Committee

Recommendations:
1. That Council receive the report of the General Manager Planning and Development, dated February 6, 2009, concerning technical studies completed by the applicant in support of a proposal to amend the Citywide Official Community Plan (CWOCP) land use designation for 225 North Road from “Industrial” to “Mixed Use Development”;

2. That Council not support the proposed amendment to the CWOCP and that the future uses of the site be considered in the context of the planned Fraser Gateway Business Corridor Study with respect to maximizing employment-generating opportunities, and that the applicant be invited to participate in that process;

3. That, alternatively, if Council wishes to consider the application further, that the applicant be directed to work with City staff and other agencies to resolve a number of issues prior to bringing forward a CWOCP amending bylaw, including finding a workable solution to emergency vehicle and pedestrian access at the east end of the site and conducting a comprehensive hazardous materials analysis to determine the degree of risk associated with placing high density residential development adjacent to the Burlington Northern Santa Fe rail yard.

Executive Summary:
WKR Inc. has applied to amend the CWOCP for its property at 225 North Road to change the land use designation from “Industrial” to “Mixed Use Development”. At its November 17, 2007 meeting, Council received the results of a referral process undertaken for the application pursuant to Section 879 of the Local Government Act.
Executive Summary cont'd/

In response to concerns raised by a number of stakeholder groups about traffic, density, loss of industrial land, lack of public services and amenities in close proximity, and other topics, Council directed staff to continue working with the applicant and stakeholder groups to resolve the issues that have been raised concerning the proposed CWOCP amendment, including a review of technical reports that were being prepared by the applicant.

WKR Inc.’s consultants completed a number of studies in mid-2008 that have subsequently undergone technical review by both City staff and outside agencies. Staff has concluded that significant issues remain unresolved and that the proposed development is not an appropriate use of the lands. As well, several outside agencies remain opposed to the application, including the Cities of Burnaby and New Westminster. Staff therefore recommends that Council not support this proposed CWOCP amendment.

Staff also believes that there are alternative uses for the site of a non-residential nature that could provide for a broader range of business activities and employment generation. The future use of the site would be examined in the context of the planned Fraser Gateway Business Corridor Study which is aimed at maximizing employment-generating land uses in the entire Trans Canada Highway/Fraser River Corridor of the City. Staff encourages the applicant to explore these opportunities with the City within the context of this planned process which is scheduled to begin in late 2009.

If, however, Council wishes to consider the current application further, staff recommends that additional technical work be undertaken by WKR Inc. This includes the applicant working with City staff and other agencies to find a workable solution to emergency vehicle and pedestrian access at the east end of the site and conducting a comprehensive hazardous materials analysis to determine the degree of risk associated with placing high density residential development adjacent to the Burlington Northern Santa Fe rail yard. These issues should be resolved prior to bringing forward a CWOCP amending bylaw to Council since the findings of further analysis could significantly affect the development proposal.

Background:

WKR Inc. applied on May 14, 2007 to amend the CWOCP land use designation for its 27-acre (10.9 ha.) property at 225 North Road in Southwest Coquitlam, commonly referred to as the “Crane Site”. The applicant wants to change the land use designation from “Industrial” to “Mixed Use Development” to allow a mix of higher density multi-family residential, commercial and light industrial uses. The site is currently zoned M-1 General Industrial.
**Development Concept**

The details of the application are set out in the Brunette River Village Vision Document, May 2007, which was part of the General Manager Planning and Development's report to Council dated July 30, 2007. Since then, WKR Inc. has made some minor modifications to its plans.

The current proposal for the site includes:
- approximately 2,000,000 sq. ft. (185,800 sq. m.) of total floor space;
- up to 2,000 dwelling units in a combination of townhouses and apartments, including six high-rise towers up to an average of 26 storeys in height;
- a commitment to 10% of the housing units being affordable, which might include a combination of on-site units and a cash-in-lieu contribution to the City's affordable housing fund;
- 160,000 sq. ft. (14,864 sq. m.) of suburban office floor space;
- 20,000 sq. ft. (1,858 sq. m.) of light industrial 'artisan type' live work strata;
- 15,000 sq. ft. (1,394 sq. m.) of retail floor space;
- 8.75 acres (3.5 hectares) of on-site active and passive public/private open green space, in addition to a 98.4 ft. (30 m.) riparian setback to conserve and enhance the Brunette River; and
- 20,000 sq. ft. (1,858 sq. m.) of indoor multi-use community facility floor space.

A revised site plan is included as Attachment 1.

**Initial Stakeholder Consultation**

At Council's direction at its July 30, 2007 meeting, a number of stakeholders were consulted on this application pursuant to Section 879 of the Local Government Act. Organizations that provided a written response on the application included:
- Metro Vancouver;
- School District No. 43 (Coquitlam);
- City of Burnaby;
- City of New Westminster;
- TransLink;
- Provincial Ministry of Transportation and Gateway Program;
- Canadian Pacific Rail/Burlington Northern Santa Fe;
- Fisheries and Oceans Canada;
- Provincial Ministry of Environment;
- Sapperton Fish and Game Club;
- North Road Business Improvement Association; and
- Lower Lougheed Resident's Association.

WKR Inc. also hosted a Public Open House on September 18, 2007 at the Executive Inn in southwest Coquitlam at which written input was solicited.

There was both support for and opposition to the application at the time, as well as some respondents who did not take a firm position on the application but identified issues they would like to see addressed.
Initial Stakeholder Consultation cont’d/
The reasons given for support included:
• better use of the site than its current industrial use;
• proximity to transit and green space;
• mixed commercial and residential use;
• a mix of housing types;
• opportunities for employment on the site;
• enhancements to the Brunette River;
• an improved pedestrian and cycling trail/greenway system; and,
• application of Leadership in Energy and Environmental Design (LEED) design.

The key reasons given for either outright opposition or else issues that respondents felt needed to be addressed included:
• traffic congestion;
• poor site access and egress;
• the loss of industrial land and employment;
• noise and other conflicts with surrounding established industrial uses (including the railway operations and industrially-designated land in New Westminster);
• the isolation of the site from community services and amenities in Coquitlam, including schools;
• currently poor pedestrian access to the Lougheed and Braid SkyTrain stations;
• Incompatibility with current CWOCP policies and the Livable Region Strategic Plan goals of creating complete communities and providing transportation choice.

All the stakeholder responses received, including the written input from the general public, were considered by Council at its November 19, 2007 meeting. WKR Inc. was then asked by Council to address the issues raised through the consultation process prior to further consideration by Council of the application.

Technical Reports:
WKR Inc. submitted technical reports in mid-2008 on various aspects of the project, including:
• The Sheltair Group, Brunette River Village Demographic Study (draft), April 2008.
• CitySpaces, Brunette River Village Community Facility Needs Assessment (draft), April 2008.

Staff reviewed these report and comments were provided to WKR Inc. on July 24, 2008, which resulted in the applicant providing additional information on certain issues in response. A brief summary of the key findings of each of the reports along with City staff commentary follows.
Traffic Impacts
The site plan assumes two vehicular accesses to the site, both via North Road. The northern access will be approximately 850 ft. (260 m.) south of the Highway 1 centre line. This access will be restricted to right-in/right-out movements only. The southern access will be approximately 425 ft. (130 m.) south of the northern access and will accommodate all movements.

The traffic study undertaken by WKR Inc.'s consultants estimates that the site will generate about 950 vehicles in the PM peak hour, of which 330 are northbound vehicles travelling towards the Delestre/Lougheed stretch of North Road. Another 300 vehicles are expected to arrive to the site travelling southbound along the same road segment (the remaining 320 vehicles will be travelling from/to the New Westminster segment of North Road).

Notably, the proponent's consultant indicated that the volume of traffic that would be generated during the commuting peak periods by the site under the proposed mixed use concept would be 16 to 25 percent more than the volume generated if the site is redeveloped for industrial use under current zoning. Staff note that there are also differences in vehicular types, duration and times of the week in traffic generated under the two different land use options.

The study identifies several improvements to overcome the potential operational issues brought by the additional traffic volumes. Those improvements include dual left turn lanes for southbound and northbound movements at North and Lougheed. The study also assumes a fairly high utilization of the planned, future east-west connector connecting North Road and Lougheed Highway at the Urban Quarter.

Staff notes that although improvements to the road network could reduce the impact of increased background and development traffic volumes, their implementation depends on the redevelopment of the Urban Quarter. If the Urban Quarter redevelopment plans are implemented in synchrony with the redevelopment of 225 North Road, there might be opportunities for reducing the impacts of the additional travel demand in the area.

While the proposed improvements can mitigate the impact of the development traffic, the timing of these is affected by external factors beyond those under the control of the WKR Inc. and the realization of the improvements may take time based on the redevelopment pace of the Urban Quarter.

On the other hand, there are factors affecting travel demand that can be controlled by the developer. Most critical is creating a pedestrian link to the Braid SkyTrain Station, which will further reduce motorized travel for the site. WKR Inc.'s traffic consultant has identified a further reduction of about ten percent in the traffic generated by the site if this link is provided.
Traffic Impacts cont'd/
City staff believes that the effect of implementing TDM measures on mode shift for the site has not been adequately addressed by the applicant's consultants. What has been provided is a list of potential measures without indicating what would be most appropriate for this particular development. In addition, the traffic report does not address the role of the developer in implementing the TDM strategies outlined. As discussed later in this staff report, TransLink has made similar observations about the TDM strategies.

Demographic Analysis
WKR Inc.'s consultants project that about 3,800 people will live on the site if all 2,000 housing units are built.

Of this total, somewhere between about 200 (5%) and 250 (7%) are projected to be school-age children (K-12). The 65+ age group is projected to account for between about 600 (16%) and 640 (17%) of the residents living on the site.

A number of factors will influence both the number and type of people living on the site, including the size of the residential units constructed and the level of transit service available.

Employment Generation
WKR Inc.'s consultants believe that a mix of employment-generating uses can be supported on the site in addition to the residential component of the project, including:
• 160,000 sq. ft (14,864 sq. m.) of suburban office floor space;
• 20,000 sq. ft (1,858 sq. m.) of light industrial 'artisan type' live work strata;
• 15,000 sq. ft (1,394 sq. m.) of retail floor space.

This total of 195,000 sq. ft (18,116 sq. m.) of non-residential floor space accounts for about 10% of the approximately 2,000,000 sq. ft (185,800 sq. m.) of total floor space proposed for the site.

An estimated 590 jobs are projected to be supported on the site with this mix of uses. In comparison, approximately 540 jobs are projected to be created on the site if it is fully redeveloped for industrial uses under its current M-1 General Industrial zoning.

Community Facility Needs
WKR Inc.'s consultants have concluded that some of the community facility and service needs of the projected 3,800 residents can be met onsite through the provision of:
• 8.75 acres (3.5 hectares) of on-site active and passive public/private open green space; and
• 20,000 sq. ft (1,858 sq. m.) of indoor multi-use community facility floor space, which can include a child care component.
Community Facility Needs cont'd/

All other community needs will have to be met off-site. Given the relative isolation of the site from many of the major community facilities in Coquitlam, including schools, it is expected that facilities in closer proximity in New Westminster and Burnaby will also be impacted.

WKR Inc.'s consultants have concluded that schools in the vicinity of the site can accommodate the projected demand. As noted below in this staff report, no response has been received to date from the New Westminster and Burnaby School Districts on the technical reports that were circulated, so it is not known if they concur with this conclusion.

The Coquitlam School District notes that kindergarten enrolment at the Alderson Elementary School, which is the closest elementary school to the site, has significantly increased this school-year. Alderson Elementary School is also the closest elementary school to the Fraser Mills site. The school is expected to have demands placed on it from Fraser Mills for a number of years until it is determined whether or not there are sufficient school-age children living at Fraser Mills to justify construction of a school on-site.

As discussed below in this staff report, the Coquitlam School District has indicated it will not provide bussing for the site. All students living on the site will have to travel to various elementary, middle and high schools by private vehicle, transit, cycling or walking.

Fire/Rescue Hazard Impact Assessment

WKR Inc.'s consultants have concluded that the site is not within the standard four-minute maximum response time from the nearest fire hall (Austin Heights) in Coquitlam, but rather currently falls within the six to eight minute timeframe. Although planned road improvements in the vicinity of North Road and the Lougheed Highway should reduce the response time slightly, it still will not be within the four-minute standard.

Analysis undertaken by the consultants indicates that a current restricted use access road used by BNSF and TransLink at the east end of the site would slightly reduce the response time to the site, but it would also still be more than four minutes. In addition, this access road involves crossing rail tracks at grade and there no assurance that these tracks would be clear of trains at all times to allow emergency vehicles through.

Coquitlam Fire/Rescue believes that redevelopment of the site to include mixed use occupancies, including a significant residential component, poses a high risk to the City in its ability to provide timely emergency services. Fire/Rescue therefore believes that a proper permanent alternative response route should be provided to access the site from the east prior to the occupancy of any residential units or commercial buildings on the site.
Fire/Rescue Hazard Impact Assessment cont'd/

In the event that this route crosses through New Westminster, lands under the jurisdiction of a transportation authority, and/or private lands, the integrity of the access route would need to be legally established for its preservation, maintenance, and Fire Code enforcement.

The report prepared by WKR Inc.'s consultants provides a list of common dangerous good commodities typically transported by rail or held in storage at the adjacent rail yard. Fire/Rescue believes that an explosion risk assessment, with spatial fire plume models for identified flammable and/or combustible products being potentially stored at the rail yard, should be undertaken by WKR Inc. as part of the CWOCP amendment process. This is needed to help determine if the site plan, including land uses and densities, that has been prepared by WKR Inc. is appropriate from a risk management perspective, especially placing up to 2,000 residential units in close proximity to the rail yard.

Stakeholder Responses to Technical Reports:

The technical reports and additional information received from WKR Inc. were provided to the following outside agencies on October 30, 2008 for review and comment:

- City of Burnaby;
- City of New Westminster;
- Metro Vancouver;
- Ministry of Transportation/Gateway Program
- School District No. 41 (Burnaby);
- School District No. 43 (Coquitlam);
- School District No. 40 (New Westminster); and
- TransLink.

The written responses received from these organizations are included as Attachment 2. A summary of the response received from each organization follows.

City of Burnaby

Burnaby City Council opposed the development application when it was originally received for comment and carried the following motion on October 1, 2007:

"That Council respectfully request that the City of Coquitlam not give favourable consideration to the subject application for the amendment of the Coquitlam OCP based on the preliminary considerations outlined in this report."

The City's reasons for not supporting the application at the time included that the site is outside the established boundaries for the developing Lougheed Town Centre, it is too isolated, it has constrained access, it could overload the road network, and it would substantially depend on Burnaby and New Westminster for parks and open space and other amenities and services, including schools.
City of Burnaby cont’d/
The City of Burnaby has indicated that, given that the latest development plan is generally the same as what WKR Inc. had initially proposed, its position on the application has not changed.

City of New Westminster
New Westminster City Council continues to oppose the development proposal and carried the following motion at its December 8, 2008 meeting:

"That Council request the City of Coquitlam to not proceed with the proposed amendment of the Coquitlam Official Community Plan described in this report and that a copy of this report be sent to the City of Coquitlam."

The reasons for not supporting the application include that: the site is isolated and not part of the planned Lougheed Town Centre; the site is not suitable for high density residential development; the development is unlikely to function as a sustainable community; and, the development could have potentially significant impacts on New Westminster, including traffic, parks and recreation facilities, schools, child care and emergency services, with no off-setting financial contributions from the development.

The City also notes that there has been no technical work done by the proponent on the feasibility of the proposed pedestrian/cycle overpass connecting the east end of the site with the Braid SkyTrain Station.

Metro Vancouver
Metro Vancouver Policy and Planning staff had a number of concerns about the proposed development when it was first reviewed by them in September 2007 and they have reiterated those concerns. They believe that the proposed development does not advance the goal of building complete communities within well-connected urban centres, does not support the protection of the region’s industrial land supply, and poses many transportation challenges.

Ministry of Transportation/Gateway Program
Ministry of Transportation staff agrees with the results of the applicant’s Traffic Impact Analysis that there does not appear to be a significant impact from the development on the Brunette Interchange at Highway 1. The Ministry also agrees that the AM peak impact on the North Road/Lougheed Highway and Lougheed Highway/Gaglardi Way intersections for traffic headed west should be minimal. However, the Ministry is unable to comment on the traffic impact during the PM peak because the report does not indicate how traffic returning to the site from the west will be split between Lougheed Highway and Highway 1.

The Ministry also reconfirmed its plans for the provision of a five-lane cross section of North Road as part of the Gateway Program, which was identified as a need in the applicant’s Traffic Impact Analysis. The Ministry concurs that a pedestrian connection is required between the site and the Braid SkyTrain station.
School District #41 (Burnaby)
Coquitlam City staff contacted Burnaby School District staff on several occasions to encourage a response to the information that was circulated, but there has been no written input received to date.

School District #43 (Coquitlam)
The School District reiterates its serious concern with access to and from the site and the impact on transportation, especially for school age children. The District wishes to know how the City will provide safe walking routes for students since, per previous communication with City staff, it will not be providing bussing for students living on the site.

The School District has also indicated that, in its opinion, a pedestrian connection to the Braid SkyTrain station will not be a solution to addressing transportation concerns for school-age children.

School District #40 (New Westminster)
Coquitlam City staff contacted New Westminster School District staff on several occasions to encourage a response to the information that was circulated, but there has been no written input received to date.

TransLink
TransLink notes that the applicant's Traffic Impact Analysis focuses on the North Road corridor and believes that assessment of the traffic implications of development on the site for the broader network would be valuable. This includes seeking input from the adjacent municipalities of New Westminster and Burnaby on the perceived transportation impacts (both have provided general commentary on this issue to the City of Coquitlam as part of their written responses that are in Attachment 2 to this report).

TransLink believes that a dedicated transit route serving the proposed development would likely have low service levels and would result in a low transit mode share. In TransLink's opinion, a pedestrian link between the site and the Braid SkyTrain station is essential to boosting the level of transit use to residents, workers and others on the site. TransLink would like to see design, security, safety, funding and timing issues for this connection addressed.

TransLink also recommends that a Transportation Demand Management (TDM) strategy specific to the site be developed by the applicant since all that has been provided to date is a list of possible measures on how single occupant vehicle use might be provided.

TransLink notes that only a small amount of retail floor space will be provided on-site and that most of the residents' shopping needs will be met offsite, which will require vehicular or transit travel.
TransLink cont'd/

Finally, TransLink indicates that with all vehicular traffic to and from the site using only two intersections on North Road, there could be safety concerns for pedestrians and cyclists and this needs to be addressed in the applicant's plans. This includes consideration of long-term plans to upgrade pedestrian and bicycle connections from the site to Lougheed Town Centre.

Conclusion:

Staff appreciates the considerable effort that the applicant has put into analyzing a wide range of issues associated with the development proposal, but believes that the development proposal is not appropriate for the site for the following reasons:

- The site is too isolated from community services and facilities, which is why it is not part of the Lougheed Town Centre planning area. The estimated 3,800 residents who would be living on the site would be required to travel some distance to have most of their shopping, services and community needs met. This is not in keeping with the CWOCP principle of creating complete communities.
- The City of New Westminster is concerned about the impact that this development would have on its community facilities, especially given that there would not be any offsetting financial benefits to New Westminster through property taxes, development levies, and other revenue sources.
- There would be a loss of industrial/business land in Coquitlam.
- The site is not within the standard emergency response time from the Austin Heights fire hall, which is of concern with an estimated 3,800 residents projected to be living on the site in high density building forms.
- The site is not well served by public transit and it is currently not within reasonable walking distance of a SkyTrain station.
- There are no definitive plans for a pedestrian connection to the Braid SkyTrain Station from the site and it is unknown whether such a crossing is technically or financially feasible. It is also not clear that the City of New Westminster would support the crossing.

Staff believes that there are alternative uses for the site of an employment generating nature that are more appropriate than residential. The future use of this site is also best explored in the context of the planned Fraser Gateway Business Corridor Study which will examine maximizing employment-generating land use opportunities in the entire Trans Canada Highway/Fraser River Corridor of Southwest Coquitlam. Staff encourages the applicant to explore these opportunities with the City, including changing the existing M-1 General Industrial zoning on the site to a zone that would accommodate a wider variety of businesses and higher density of job-generating activities.
Conclusion cont’d/

If, however, Council wishes to consider the application further, staff recommends that additional technical work be undertaken by WKR Inc. This includes the applicant working with City staff and other agencies to find a workable solution to both emergency vehicle and pedestrian access at the east end of the site and conducting a comprehensive hazardous materials analysis to determine the degree of risk associated with placing high density residential development adjacent to the Burlington Northern Santa Fe rail yard.

These issues would need to be resolved prior to bringing forward a CWODCP amending bylaw to Council since the findings of further analysis could significantly affect the development proposal.

J.L. McIntyre, MCIP
EV/imc

Attachments:
1. Revised Site Plan
2. Responses from Organizations:
   - City of Burnaby dated December 8, 2008
   - City of New Westminster dated December 16, 2008
   - Metro Vancouver dated November 28, 2008 and September 25, 2007
   - Ministry of Transportation and Infrastructure dated December 18, 2008
   - Burnaby School District 41 dated November 28, 2008
   - School District 43 dated November 25, 2008

This report was drafted by Eric Vance, Eric Vance & Associates and reviewed by Jim McIntyre, General Manager Planning and Development and Rob Innes, Manager Community Planning.
Estimated Capacity of the Site

The development scenario represented here indicates what we believe to be a potential master plan outcome for the site. The land use mix is reflective of opportunities identified in the structure plan. While we continue exploring land use mix configurations, the plan will be technically supportable in terms of traffic access, parking requirements, and preliminary residential and commercial market support.

The proposed compact high-density transit-oriented approach is consistent with regional and local sustainable land use planning and current best practices.

- Site Area: 11 hectares (27 acres)
- FAR: 1.5 - 3.0 Gross
- Total Development: 1,000,000 - 2,000,000 sf
- Employment generation: 500 - 1000 jobs

- Industrial / Commercial / Retail floor space: 10 - 15% minimum
- Community facilities: 40,000 - 70,000 sf
- Retail: 15,000 - 30,000 sf
- Office: 50,000 - 150,000 sf
- Industrial: 20,000 - 40,000 sf
- Residential: 2,000 - 4,000 residents (1,000 - 2,000 dwellings)

- Affordable housing: 10 - 15%

Land use mix:
- community facilities
- retail/commercial
- mixed use
- commercial/residential
- mixed use light industrial/commercial/residential
- residential

brunette_river_village
Brzozowski, Aleksandra

From: Eric Vance [ecvance@shaw.ca]
Sent: Monday, December 08, 2008 1:07 PM
To: Don Bradley
Cc: Brzozowski, Aleksandra
Subject: FW: Development Plan -- 225 North Road

Hi Don:

The City of Burnaby’s response is below. Their position on the application remains unchanged from last year.

Thanks,

Eric

From: Pelletier, Lou [mailto:Lou.Pelletier@burnaby.ca]
Sent: Monday, December 06, 2008 11:51 AM
To: Brzozowski, Aleksandra
Subject: Development Plan -- 225 North Road

We are writing in response to your request of 2008 December 8 regarding the development framework for 225 North Road.

In 2007 October 1, Burnaby Council endorsed the following recommendation contained within a City of Burnaby report on the subject application: “THAT Council respectfully request that the City of Coquitlam not give favourable consideration to the subject application for amendment to the Coquitlam OCP based on the preliminary considerations outlined in this report.” A copy of the City Burnaby report was also sent to the Deputy City Clerk of the City of Coquitlam.

Arising from our conversation, we understand that some further detail and refinement of the proposal has been undertaken by the applicant, while generally maintaining the proposed nature, scope and intent of the application in terms of land use mix, density and forms. Given that there has been no substantive change to the general land use proposal, we would submit that the preliminary considerations contained in the previously provided report would continue to be relevant to the subject application.

I trust that this is sufficient for your purposes at this time.

Lou Pelletier
Deputy Director
Planning and Building

T: 604.294.7431
F: 604.294.7220
W: www.burnaby.ca

1/29/2009
December 16, 2008

Mr. Rob Innes, MCIP
Manager Community Planning
City of Coquitlam
3000 Guildford Way
Coquitlam, BC V3B 7N2

Dear Mr. Innes:

RE: Application to Amend the Citywide Official Community Plan
225 North Road

At its Regular Council meeting of December 8, 2008, New Westminster City Council considered a report on the proposed amendment to the Citywide Official Community Plan regarding 225 North Road. The following resolution was adopted by New Westminster City Council:

THAT Council request the City of Coquitlam to not proceed with the proposed amendment of the Coquitlam Official Community Plan described in the December 8, 2008 report from the Director of Development Services and that a copy of this report be sent to the City of Coquitlam.

All members of Council voted in favour of the motion. In their discussion, Council requested New Westminster staff to raise concerns with City of Coquitlam staff over health care issues in terms of hospital and ambulance service and their capacity to cope with the expanded population projected for the new neighbourhood.

A copy of the staff report is included for your information. Please contact me at 604.527.4698 if you have any questions about this response.

We appreciate the opportunity to provide comments on the proposed OCP amendment.

Yours truly,

Beverly Grieve
Manager of Planning

cc: Legislative Services
    Eric Vance, Eric Vance and Associates, 7 Wildwood Drive, Port Moody, V3H 4M7
City of New Westminster

REPORT

DEVELOPMENT SERVICES DEPARTMENT

To: Mayor W. Wright and Members of Council in Committee of the Whole

Date: December 8, 2008

From: Lisa Spitale, Director of Development Services

File: 13.2530.15

Subject: Response to Referral from City of Coquitlam for Application to Amend the Citywide Official Community Plan (CWOCP) – 225 North Road

RECOMMENDATION

THAT Council request the City of Coquitlam to not proceed with the proposed amendment of the Coquitlam Official Community Plan described in this report and that a copy of this report be sent to the City of Coquitlam.

PURPOSE

The purpose of this report is to provide Council with additional information regarding a proposed amendment to the Coquitlam Citywide Official Community Plan (CWOCP) for the property at 225 North Road (see attached maps) and to recommend that Council reiterate its position to the City of Coquitlam that it does not support the OCP amendment.

BACKGROUND

On October 22, 2007 Council received a report regarding the subject referral of a proposed amendment to the Coquitlam Official Community Plan affecting the property at 225 North Road. The report provides the following conclusion:

"In light of the significant size and intensity of the development contemplated in connection with the proposed amendment to the Coquitlam OCP, the location of the site outside the planned urban centre north of the highway and the anticipated strain on New Westminster services, with no means of cost recovery, it is recommended that Council indicate to the City of Coquitlam that it does not support the proposed amendment to the OCP for 225 North Road.

If the amendment to the OCP and the development do, however, proceed, staff recommend that the attached letter be sent to Coquitlam outlining its specific areas..."
City of New Westminster

December 8, 2008

of concern and areas it wishes to be consulted on through the development review process.

At that time, Council adopted the following motions:

THAT Council request the City of Coquitlam to not proceed with the proposed amendment of the Coquitlam Official Community Plan described in this report and that a copy of this report be sent to the City of Coquitlam;

THAT Council seek a meeting with the City of Coquitlam Council regarding this matter.

At that time Council indicated it did not wish to send the letter attached to the report, but preferred to focus on their opposition to the proposed OCP amendment.

All stakeholder responses to the proposed OCP amendment referral which were received, along with written input from the public, was considered by Coquitlam City Council on November 19, 2007. The applicant (WKR Inc.) was asked by Coquitlam Council to address a number of issues prior to further consideration by Council of the application.

A meeting was held between New Westminster and Coquitlam City Councils in early 2008.

In summer 2008, WKR subsequently submitted reports on various aspects of the project, including, a traffic impact report, a demographic study, an employment generation report and a community needs assessment. This information has been sent to City of New Westminster Planning Division staff for review in early November 2008. The consultants representing the land owner also requested a meeting with City of New Westminster Planning staff and City of Coquitlam Planning staff to explore the concerns of the City of New Westminster. This meeting was held on December 1, 2008.

Coquitlam is asking for a written response to the materials presented by the applicant on this proposal. This report is in response to that request.

EXISTING POLICY/PRACTICE

It is standard practice in New Westminster to respond to the public consultation process for the adoption or amendment of an OCP in an adjacent municipality in a manner which assesses the potential impact of the OCP adoption or amendment on New Westminster.
City of New Westminster

December 8, 2008

ANALYSIS

The proposal for this site is quite similar to that which was presented to Council in October 2007. The table below provides a comparison of the development statistics of the proposal with that which was previously presented in 2007.

<table>
<thead>
<tr>
<th>Site Area</th>
<th>October 2007 Submission</th>
<th>Current Submission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Gross Floor Area</td>
<td>27 acres</td>
<td>No change</td>
</tr>
<tr>
<td>Dwelling Units</td>
<td>1 to 2 million sq. ft.</td>
<td>2 million sq. ft.</td>
</tr>
<tr>
<td>Office Space</td>
<td>1,000 - 2,000</td>
<td>2,000</td>
</tr>
<tr>
<td>Industrial</td>
<td>80,000 - 160,000 sq. ft.</td>
<td>160,000 sq. ft.</td>
</tr>
<tr>
<td>Retail</td>
<td>20,000 - 40,000 sq. ft.</td>
<td>20,000 sq. ft.</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>15,000 - 30,000 sq. ft.</td>
<td>15,000 sq. ft.</td>
</tr>
</tbody>
</table>

As can be seen by the table above, from the original 'estimated capacity of the site' figures, the applicant has decided to maximize the total gross floor area, the dwelling units and the office space, while lowering the industrial, retail and community facility floor areas. The modification to the floor areas for the different land uses affects the sustainability considerations of the proposed development, particularly with respect to achieving a complete community. This will be discussed further once the broader geographical / political jurisdictional context is established.

Geographical/Locational Considerations

The site is completely separated from the other industrial lands within Coquitlam to the southeast, while its largest functional border is with New Westminster to the south. This site is in another City, but in essence is cut off from that City. In terms of the broader geographical area in a local context, adopted community plans in Burnaby (the Lougheed Town Centre Plan) and in Coquitlam (the Lougheed Neighbourhood Plan) support higher density, mixed use development - such as what is being proposed for the subject site - in the area centred at Lougheed Highway / Austin Avenue and North Road. Higher density, mixed use development is not planned for at the local government level in the area south of Highway #1.

1 The current proposal indicates that the industrial square footage is composed of “light industrial ‘artisan type’ live work strata. The supporting Brunette River Village Employment Generation Report lists four live-work light industrial strata projects in Burnaby and New Westminster as comparables. None of these projects actually include industrial activities in the live-work components, and are all examples of live-work units in high density multiple family developments. In effect, this increases the number of units that a primarily residential to about 2, 200 units.
City of New Westminster

December 8, 2008

Metro Vancouver staff has commented that the proposed amendment to the OCP is not in accordance with the Livable Regional Strategic Plan policies related to Complete Communities and Transportation Choice. Complete Communities policies discourage significant residential development outside of designated Regional and Municipal Town Centres, which are supported by transportation, amenities, employment opportunities and other services. Location is the most important foundation of sustainability and the subject area is outside of the planned urban centre north of the highway is not consistent with sustainability objectives due to its separation from regionally significant transportation infrastructure and community amenities.

Sustainable Communities Implication

If a large multi-family residential development is not located in accordance in a planned growth area—well-served-by transit and community amenities—it should at least strive to be a sustainable and complete community within itself. As such, the residents of a sustainable community should be able to obtain much of the requirements of daily living as possible (shopping, services, education, possible employment) within the community itself.

With regards to access to commercial services, the ratio between the multi-family residential units and amount of commercial square footage proposed for this development is 1 unit: 7.5 sq. ft. In a recent survey of new, larger mixed use multi-family residential/commercial developments in Greater Vancouver, the planned ratio is 1 unit: 62 sq. ft. of commercial, while the actual for local serving retail per unit is 1:35.7 sq. ft., with a ratio of 1 unit per 13.6 sq. ft. of office space for Greater Vancouver.

Considering community services, the proposal includes a 20,000 sq. ft. indoor multi-use community facility, while the City of Coquitlam is recommending 40,000 sq. ft. of indoor public amenity space. For access to schools, the supporting consultant’s report acknowledges that the residents will need to leave the site and to access a broad range of public and private school facilities located through New Westminster, Coquitlam and Burnaby, which appears at odds with the objective of creating a sustainable community.

All of the above information indicates that this development is neither situated in the right location in terms of broad community planning and sustainability, nor is it likely to function as a sustainable community.

Potential Impact on New Westminster

The City of New Westminster has been given the opportunity to comment on a development proposal located along its border in an adjacent municipality. It is important for the City to express its views when the development proposal would have a
potential impact on New Westminster. In this case, analysis indicates that the proposed location of the development outside of nearby community plan areas in Burnaby and Coquitlam, its unusual location, which is largely cut off from the rest of Coquitlam and geographically more a part of New Westminster, and the development not likely functioning as a complete community would all have a direct impact on New Westminster and the services it provides to its citizens. Direct impacts on New Westminster could include:

1. **Transportation**: Due to the intensity of the proposed development and the only vehicular access being on North Road, it could have significant impacts on vehicular traffic in New Westminster, especially along East Columbia Street. The site is also shown to link pedestrians and cyclists to the Braid Skytrain station through New Westminster. The link to the Braid Street Skytrain Station is essential if the residents and employees in the community are to reduce reliance on the automobile as the main form of transportation. The consultants have indicated that the property owner is committed to the achievement of the completion of the overpass to Braid Street station, and would like to engage the City of New Westminster in a discussion regarding this option. However, no technical analysis of this option has been initiated to determine if the overpass is technically feasible.

2. **Parks and Recreation Facilities**: Due to the isolation of the site from the rest of Coquitlam, the residents and occupants of this site will largely be dependent on parks and recreation facilities in New Westminster and in Burnaby. While the proposal includes a 20,000 square foot multi-use community facility, Coquitlam staff note that similar new developments in Coquitlam are indicating 20 square feet per unit, translating into 40,000 to 44,000 square feet for the proposed development. It is noted that the proposal shows a potential linkage with Hume Park, suggesting that the future residents would be frequent visitors to this park and its facilities.

3. **Schools**: Children living in the proposed development would likely utilize Hume Elementary, Richard McBride Elementary School and possibly New Westminster Secondary School, within School District No. 40. All schools are currently at capacity, although School District staff note that their projects show a reduction in enrolment in the next ten years. New Westminster Planning Division staff has sent a package of information regarding the proposed development to the Superintendent of School District 40 so that a formal response can be submitted to the City of Coquitlam. The consultants for the project suggest that parents would access public and private schools throughout New Westminster, Burnaby and Coquitlam, resulting in increased vehicular trips originating from the site.

4. **Child Care**: The proposal currently includes provision for a child care with 25 spaces, although the method of securing the spaces is unclear. The New Westminster Child Care Assessment indicates a shortage of child care spaces in
City of New Westminster

December 8, 2008

New Westminster, and residents from the development would likely want to obtain child care services in New Westminster, particularly if their children were attending school in New Westminster.

5. Emergency Services: The site would likely be dependent upon support from Burnaby and New Westminster emergency services, such as fire and police, once again, due to its isolation from the rest of Coquitlam.

It should be noted that the impacts could also be quite significant proportionately for the eastern area of New Westminster. A population growth projection for New Westminster estimates that the City would see a total of 2,600 housing units constructed in its eastern sector by 2021, while this one development on New Westminster’s boundary may include 5,000 residents in approximately 2,200 housing units. Also, as a comparison in terms of evaluating community needs, the 2006 Census dwelling unit count for Queensborough was 1,875 and the population was about 5,500.

SUSTAINABILITY IMPLICATIONS

The first and foremost consideration of a large new development and its sustainability implications should be its location. This development is not appropriately located to support a sustainability objective, nor does it appear that it would function as a complete community.

With respect to financial sustainability, the report expresses concern regarding the potential financial burden this development could put on New Westminster in terms of the use of City services.

OPTIONS

1. That Council request that the City of Coquitlam not proceed with the proposed amendment of the Official Community Plan for 225 North Road.

2. That Council direct staff to engage in discussions with the consultants and the City of Coquitlam to explore responses to the concerns raised by New Westminster Council and staff and report back to Council on the results of the discussions.

3. Other

Staff recommend Option #1.
City of New Westminster

December 8, 2008

INTERDEPARTMENTAL LIAISON

The proposed amendment to the Coquitlam Official Community Plan has been discussed with the Engineering and Parks and Recreation Departments.

CONCLUSION

Since Council first expressed its opposition to this development proposal in October 2007, it appears that the modifications to this development which have been proposed by the applicant in terms of the balance of land uses have potentially increased the potential negative influences on the City of New Westminster. While the consultants, on behalf of the property owner, have indicated a commitment to address some of the issues raised by the City of New Westminster, particularly the pedestrian/cycle overpass to the Braid Station, no technical work has been completed as part of the Official Community Plan amendment package.

In light of the significant size and intensity of the development contemplated in connection with the proposed amendment to the Coquitlam OCP, the lack of alignment with the Livable Region Strategic Plan, the location of the site outside the planned urban centre north of the highway, the inappropriate location in terms of sustainability and the anticipated strain on New Westminster services with no means of cost recovery, it is recommended that Council indicate to the City of Coquitlam that it does not support the proposed amendment to the OCP for 225 North Road.

Report Author

Barry Waitt, Senior Planner

Approved for Presentation to Council

Lisa Spitale, Director of Development Services

Paul Daminato, City Administrator
November 28, 2008

Rob Innes,
Manager, Community Planning
City of Coquitlam
3000 Guildford Way
Coquitlam, B.C. V3B 7N2

Dear Mr. Innes:

Re: Application to Amend the Citywide Official Community Plan – 225 North Road

Through communication with Coquitlam planning staff, I understand that a revised proposal for 225 North Road has been submitted by the applicant. The proposal would convert the site from industrial use to a mixed-use residential community. The land use mix of the new proposal would include 2,000 dwelling units, 180,000 sq. ft. of office floor space, a retail component of 15,000 sq. ft., and light industrial ‘artisan-type’ live work strata units. The applicant has indicated that open green space and a multi-use community facility are included in the revised proposal.

In September, 2007 Metro Vancouver forwarded comments on the proposal to Coquitlam (attached). Although the land use mix has been revised in the new proposal, Metro Vancouver’s previous comments on the land use and transportation impacts remain. The proposed development does not appear to advance the goal of building complete communities within well-connected urban centres, does not support the protection of the region’s industrial land supply, and poses many transportation challenges.

Please call me at 604 436-6850 if you have any questions.

Yours truly,

Christina DeMarco
Division Manager, Policy and Planning
CDL/DW

cc: Barry Potvin, Metro Vancouver Parks

Dear Ms. Hewson:

Re: Proposed Official Community Plan Amendment - 225 North Road (07 008463 RZ)

Thank you for forwarding the above application for Metro Vancouver consideration. While it has not been possible to bring the matter before the Metro Vancouver Board within your deadline, I would like to provide the following staff comments.

The purpose of this application is to amend the Citywide Official Community Plan (CWOCP) land use designation from "industrial" to "Mixed Use Development" to allow a mix of higher density, multi-family residential, commercial and light industrial uses. Metro Vancouver staff has reviewed the application with regard to consistency with the Livable Region Strategic Plan (LRSP). While the proposed development is not in direct conflict with the LRSP or the City of Coquitlam's Regional Context Statement accepted by the GVRD Board on February 22, 2002, it does represent a considerable departure from the CWOCP and does not advance fundamental goals of the LRSP including: build complete communities and increase transportation choice.

**Build Complete Communities**

LRSP policies support a network of regional and municipal town centres and communities with a wide range of opportunities, including shops and services, accessibility to transit and jobs near home. The proposal would put 2,000 new dwellings, 160,000 square feet of office and 30,000 square feet of retail development in a location that is not within the City's Regional Town Centre, or the Lougheed neighbourhood area, where there is significant remaining capacity to accommodate residential and commercial growth served by higher capacity transit. The proposal would create a development bounded by railways, the Brunette River, and North Road with extremely limited access and geographically removed from the rest of Coquitlam. In addition, the proposed land uses would create demand for schools and services, in particular police and fire, with poor access to these services from within the City.

**Increase Transportation Choice**

LRSP policies support the increased use of transit, walking, cycling and minimizing the need for automobile travel through the convenient arrangement of land uses and implementation of transportation demand management measures. Proposed access from the site to the Braid SkyTrain station appears to be via a pedestrian bridge onto adjacent private property, and there are concerns about the viability of this proposed access. This bridge appears essential in order for the site to have feasible access to transit services. The distance to the Lougheed Skytrain station is over one
kilometer, beyond the typical walking distances to rail transit stations from residential or commercial areas.

With an anticipated 4,500 to 5,000 residents for the site, vehicle traffic generated by the development would be substantial. This is of particular concern given the only point of access to the site is from North Road, which is a significant arterial in the region's Major Road Network that serves New Westminster, Burnaby and Coquitlam.

Industrial Land Supply

One of the issues raised by the business community in the review of the LRSP is the decreasing supply of industrial land as a result of not only the region's growing industrial land needs but also the conversion of land to residential and commercial purposes. The findings of the "Industrial Land Inventory for Greater Vancouver, 2005" indicate a shortage of well-located industrial land in the region.

With the City's targeted employment of 71,000 by 2021, there should be strong emphasis on maintaining a suitable supply of land that can provide a large and diverse source of jobs for Coquitlam residents. Further, stabilization and retention of the limited supply of industrial land in Coquitlam to increase the employment base and minimize commuting distances should be emphasized. The city-serving functions offered by industrial activities will be important as Coquitlam continues to grow.

Given the site's access to railway facilities, close proximity to the Trans-Canada Highway and central location within the region, it is well suited for continued industrial use.

I hope these comments are helpful in the City of Coquitlam's consideration of the proposed CW OCP Amendment. Please contact Erica Tiffany, Senior Planner at 604-432-6363 if you have any questions regarding this matter.

Yours sincerely,

Hugh Kellas
Manager, Policy and Planning Department
HK/CD/Di

cc. Jim McIntyre, General Manager, Planning and Development Department
December 18, 2008

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

Attention: Rob Innes, MCIP
Manager Community Planning

Re: Proposed Amendment to the Citywide Official Community Plan
225 North Road – Your File: 08-3360-20/07 008463 RZ/1

We have reviewed the documentation submitted in support of the above noted and offer the following comments:

- The Traffic Impact Study (TIS) prepared by Ward Consulting Group indicates that the majority of the site traffic will not head east; therefore, there appears to be no significant impact from the development on the Brunette Interchange at Highway 1.

- The TIS indicates that in the AM peak, 127 vehicles are expected to turn left at the Lougheed Highway/North Road intersection to head west. It is not clear how many of these vehicles will head to Highway 1 via the Gaglardi interchange; however, as westbound traffic to the interchange is governed by the capacity of the left turn signal at the Lougheed Highway/Gaglardi Way intersection, the impact should be minimal. The impact of the PM peak is more difficult to assess as the report does not indicate how traffic returning to the site from the west will be split between Lougheed Highway and Highway 1.

- The road improvement strategy contained in the TIS indicates that improvements are required on North Road. As noted in our previous correspondence, the planned reconstruction of Highway 1 under our Gateway Program includes the provision for a five-lane cross-section on North Road as part of the replacement of our existing overpass.
• We agree with the recommendation in Ward Consulting Group's Transportation Demand Management document that a pedestrian connection be provided from this site to the Braid Street Skytrain station.

Should you have any questions, please contact the undersigned at (604) 660-8304.

Yours truly,

Jeffrey Moore, AScT
Senior District Development Technician
e-mail: Jeffrey.Moore@gov.bc.ca

copy: Gerry Fleming, Asst. Project Director, Port Mann/Highway 1, Gateway Program
November 28, 2008

Mr. Rob McLinnes, MCIP
Manager Community Planning
City of Coquitlam
3000 Guildford Way
Coquitlam, BC V3B 7N2

Dear Mr. McLinnes:

Application to Amend the Citywide Official Community Plan – 225 North Road

Thank you for your letter of October 30 and the accompanying material on proposed amendments to the Official Community Plan:

The Burnaby Board of Education appreciates the opportunity to provide input on this application and we intend to respond. Staff have reviewed the material provided and it will now be submitted to the Board's Buildings and Grounds Committee for discussion. The Committee will not meet again until January, so we will be unable to respond until the New Year.

Please do not hesitate to call me if you have any questions.

Yours very truly,

D. Greg Frank, C.A.,
Secretary-Treasurer
November 25, 2008

Mr. Rob Innes
Manager Community Planning
City of Coquitlam
3000 Guildford Way
Coquitlam, BC
V3B 7N2

Dear Mr. Innes:

Re: Application to Amend the Citywide Official Community Plan – 225 North Road
(Brunette River Village)

Thank you for the opportunity to comment on this development.

Our comments are summarized as follows:

1. The District would like to reiterate its serious concern as to the access to/from the site and the impact on transportation, particularly for elementary aged students. The developer needs to address in detail and provide solutions as to how school aged children will make their way from this residential community to elementary, middle and secondary schools. We are concerned that the developer has indicated a strong reliance on personal vehicle use as well as public transit. The District asks that the City, similar to the Fraser Mills site, address how safe walking routes will be made available for students. While we note the City’s comments that a bridge to the sky train station should be considered a mandatory requirement, we do not believe that this will address safety issues concerned with school aged children and do not consider this to be a solution to addressing transportation concerns.

2. The District agrees with the City’s comments that the developer needs to have further discussions with the New Westminster and Burnaby school districts. We confirm that enrolment data for Coquitlam has been provided to the developer for elementary aged students. As the developer has asked only for students attending elementary schools, information on student enrolment and projections for middle schools and secondary schools has not been provided. It is suggested that the developer contact Dan Deipak, Assistant Superintendent, to discuss the latest enrolment information as at September 2008. Alderson Elementary School’s kindergarten enrolment has significantly increased in September 2008. We would like to clarify that Centennial Secondary is not 630 students under capacity as identified in an earlier report.

The school district remains open to meeting with the City and the developer should either party wish to meet. We would like to suggest that if a meeting is called that representatives from the New Westminster and Burnaby school districts be invited to attend.

Serving the communities of Anmore, Belcarra, Coquitlam, Port Coquitlam and Port Moody
November 25, 2008
Rob Jnnef, City of Coquitlam

The District looks forward to being included in any consultative phases and receiving updated information as it comes available. Should you have any questions please contact me at (604) 937-6763.

Yours truly,

SCHOOL DISTRICT NO. 43 (COQUITLAM)

Lorcan O'Melinn
Secretary Treasurer

attachment

- Board of Education
  - Tom Grant, Superintendent of Schools
  - Dan Derpak, Assistant Superintendent
  - Frank Gaampa, Assistant Secretary-Treasurer, Facilities & Planning Services
  - Eric Vance, MCIP, Eric Vance & Associates
  - Aleksandra Brzotowski, Planner Analyst
December 18, 2008

Mr. Rob Innes
Manager, Community Planning
City of Coquitlam
3000 Guildford Way
Coquitlam, B.C. V3B 7N2

Dear Mr. Innes:

Re: Application to Amend the Citywide Official Community Plan – 225 North Road

Thank you for the opportunity to review the reports regarding the above-noted OCP referenced in your letter dated October 30, 2008. TransLink staff have reviewed this material in the context of TransLink’s mandate to manage the regional transportation system and have the following comments.

Overall, we agree with the thrust of your conclusions described in your letter, dated July 24, 2008, to CIVITAS Urban Design and Planning, regarding the need for clarification of the land use density assumptions and proposals for this site, a better defined and feasible strategy to provide transit and pedestrian access to the site and reduce auto-dependency, and a broader assessment of the traffic implications for the road network. These matters were raised in TransLink’s letter dated September 28, 2007, from Sheri Plewes, TransLink, to Lauren Hewson, City of Coquitlam (copy attached).

In reviewing the report titled, Traffic Impact of Proposed Brunette River Village Mixed Use Development, the study focuses on the North Road corridor, not the broader network. Further assessment of the traffic implications for the surrounding MRN road system, such as the Lougheed Highway downstream and upstream from North Road, would be valuable.

Vehicular traffic coming out of the proposed development would be channelized into North Road, which is situated on the boundary between Burnaby and Coquitlam and connects to New Westminster. As you have already suggested, consultation with each affected community should proceed to ensure their respective issues are identified and resolved to the extent possible. The results of these consultations should inform the decision on this development.

A dedicated transit route serving the proposed development would likely have low service levels and would result in a low transit mode share. This could preclude such a service if minimum ridership levels are not achieved. As noted in Ward Consulting’s Traffic Impact Assessment report, the level of transit use will greatly depend on whether or not a connection to Braid SkyTrain Station exists. To facilitate this, a pedestrian bridge and path system connecting the proposed development to Braid Station is essential. The design of this connection would have to encourage its use, and ensure safety and security considerations are addressed. Funding and timing for the bridge and path should be clarified.
While the report on Transportation Demand Management (TDM) measures by Ward Consulting provides an overview of possible TDM strategies, it does not provide a plan for reducing transportation demand from the proposed development. TransLink recommends that a TDM strategy be developed that includes specific measures to reduce single occupant vehicle use and promote transit, cycling, walking and other forms of active transportation.

The consultant has confirmed the proposal for 15,000 square feet of retail in this development. It is likely that a relatively small proportion of total retail demand will be met by this. As such, most of the proposed development's retail shopping will likely take place at external centres such as Lougheed Town Centre, which will require vehicular or transit travel. The final traffic and transportation plan should assess these considerations and propose appropriate responses.

Regarding pedestrian and bicycle connections for the proposed development, it is notable that all of the vehicular traffic generated by this development will be using only two intersections to access the site. The relatively high expected traffic volumes utilizing these intersections could present safety concerns for pedestrians and cyclists. As such, pedestrian and bicycle facilities and design elements should be incorporated into these and internal intersections and connecting facilities to facilitate pedestrian and cyclists' travel and to ensure safety and promote these modes. A long-term plan for upgrading pedestrian and bicycle connections from the site to Lougheed Town Centre should also be considered.

If you would like to discuss these comments further, please contact Martin Kobayakawa, Senior Transportation Planner, Policy and Strategy, at 604-453-4558.

Yours truly,

Brian Mills,
Director, Strategic Planning & Policy

Christina DeMarco, Division Manager, Regional Development, Metro Vancouver
Shari Plewes, Vice President, Planning & Capital Management
Greg Yeomans, Manager, Policy & Plans, Strategic Planning & Policy
Teresa O'Reilly, Program Manager, Area Transit Planning, Programs & Administration
Martin Kobayakawa, Senior Transportation Planner, Policy & Strategy
Jenay Zheng, Senior Transportation Planner, Road & Infrastructure Planning
Kamala Rao, Project Planner, Project Planning
September 28, 2007

Lauren Hewson,
Deputy City Clerk,
City of Coquitlam
3000 Guildford Way
Coquitlam, BC, V3B 7N2

Dear Ms. Hewson:


Thank you for the opportunity to comment on this proposed amendment to the Official Community Plan. Based on a review of the proponent’s documents and a site visit by TransLink staff we have identified a number of concerns over the implications for regional and local transportation networks of the Brunette River Village (BRV) proposal.

Many of these concerns relate to the industrial nature of the land uses that will continue to surround the BRV and we suggest that it may be useful for the City of Coquitlam to engage with the Cities of Burnaby and New Westminster to develop an integrated plan for this “three corners” area.

- We support densification around SkyTrain stations and agree with the proponent that a high quality pedestrian access route from the site to Braid SkyTrain station is essential. However, in our view, there are significant challenges to delivering on this requirement. The path would have to run across an exit road from Braid Station bus loop, across a spur rail line (which is periodically closed for shunting operations), behind a large, fenced-off warehouse before crossing the river via the proposed new bridge to the BRV site. We have significant reservations about the feasibility of providing a safe, convenient and attractive pedestrian connection at all times of day, given the physical barriers noted above as well as the significant walking distances (over 500 metres) to the western end of the site, which we assume will be developed first.

- Access from the site to Lougheed SkyTrain station is also challenging, with pedestrians currently having to negotiate narrow sidewalks on both sides of North Road that are “pinched” by a SkyTrain guideway piller and the Highway 1 underpass, and then walking across a series of driveways to retail and commercial establishments on North Road. The high traffic speeds and grades on this section of
• North Road also contribute to an unattractive pedestrian environment. Concerns about the general pedestrian ambience in the area have also been expressed by the North Road Business Improvement Association.

• As a result of the challenges with regard to pedestrian access to SkyTrain from both ends of the site, a substantial portion of the transit demand may have to be taken up by the #112 bus route which currently runs along North Road every 30 minutes. The frequency of service would have to be increased to provide adequate passenger capacity and routing changes may be required, incurring additional bus operating costs. While TransLink wishes to provide the best possible service to meet customer needs, we would prefer to maximize the use of the existing SkyTrain service by encouraging walking to Braid and Lougheed Town Centre SkyTrain stations. Without improved pedestrian access to both stations, and to Braid Station in particular, overall transit usage by residents will be considerably lower and our traffic levels will be higher.

• The only vehicle access to BRV is off North Road, which is part of the Major Road Network and a designated trucking route, and the lack of secondary access to the existing road grid is problematic. North Road is already congested, with vehicle line-ups in the afternoon peak period extending north from Lougheed Highway to the proposed entrance to BRV, to which the vehicle traffic generated by BRV itself will be added. It will also be challenging to provide an intersection that safely and efficiently accommodates all vehicle, pedestrian and cyclist movements, as well as space for bus stops that will be required on both sides of North Road adjacent to the BRV site.

Should the site remain in industrial use, and the preservation of industrial land is a regional priority that we support, it is well-located with respect to existing and future freight networks, for example, the North Fraser Perimeter Road and Port Mann Highway 1 Gateway project.

We hope that these comments will be of assistance to the City of Coquitlam in determining the best course of action. Please call Mike Brown, Program Manager, Policy and Strategy at 604-453-3045 if you wish to discuss any of our comments further.

Yours truly,

[Signature]

S. Plevos P.Eng.
Acting Vice-President, Planning.

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