
TO: CITY MANAGER **DATE:** 2007 September 26

FROM: DIRECTOR PLANNING & BUILDING **FILE:** 71000 20
Reference: Other Municipal OCP's

**SUBJECT: PROPOSED COQUITLAM OFFICIAL COMMUNITY PLAN
AMENDMENT – 225 NORTH ROAD**

PURPOSE: To provide comment on a proposed Coquitlam Official Community Plan (OCP) amendment application pertaining to the property located at 225 North Road, Coquitlam, BC which borders Burnaby.

RECOMMENDATIONS:

1. **THAT** Council respectfully request that the City of Coquitlam not give favourable consideration to the subject application for amendment of the Coquitlam OCP based on the preliminary considerations outlined in this report.
2. **THAT** a copy of this report be sent to the City of Coquitlam, 300 Guildford Way, Coquitlam, BC, V3B 7N2, attention Lauren Hewson, Deputy City Clerk.

REPORT**1.0 BACKGROUND**

On August 15, 2007, the City of Coquitlam provided the City notice of an opportunity to comment on an application for an Official Community Plan (OCP) amendment for a site that borders Burnaby located at 225 North Road, Coquitlam. In accordance with the *Local Government Act*, this consultation opportunity is in addition to any future Public Hearing should Coquitlam Council grant First Reading to a bylaw for the subject amendment. This report summarizes the proposal and provides staff comments with regard to the suitability of the subject proposal.

2.0 PROPOSED COQUITLAM OCP AMENDMENT AND CONTEXT

The application for an amendment to the Coquitlam OCP is for an 11 hectare (27 acre) property located at 225 North Road in Coquitlam (*see Sketch 1, attached*). The site is bounded to the northeast by a CN Rail line and shunting yard, the SkyTrain Millennium Line and Highway #1, to the south across the Brunette River by Hume Park in New Westminster, and to the west across North Road by the Brunette River Conservation Area in Burnaby.

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In relation to Burnaby, the subject property has about 500m of frontage on North Road at the municipal boundary. The adjoining land use is predominantly park and open space associated with the Brunette River Conservation Area, while nearby uses include single and two family residential in the Cariboo-Armstrong neighbourhood to the west and the Lougheed Town Centre across Highway #1 to the northwest (*see Sketch 2, attached*).

The subject property is currently zoned to Coquitlam's General Industrial District (M-1) and is commonly referred to as the 'Crane Site' given its past use for manufacturing fixtures by Crane Plumbing. The site is currently used for warehousing and other light industrial purposes. The applicant is seeking to change the OCP designation of the property from "Industrial" to "Mixed Use Development" to allow for a mix of high density residential, retail, office and light industrial uses. The amendment would support future redevelopment of the site at a gross FAR of 2.0 for a total floor area of about 185,800 m² (2,000,000 sq. ft.), with a minimum of 10% of the total floor area for commercial/retail use, accommodating approximately 2,000 dwelling units for an estimated residential population of 4,500 – 5,000. The concept plan for the OCP amendment application is shown on *Sketch 3, attached*.

The site currently has a single vehicle access from Burnaby on North Road and a second access on this frontage is proposed. The concept does not include any through road connections to either Coquitlam or New Westminster. The site is generally within walking distance of the Braid SkyTrain Station (with the construction of a new crossing of the Brunette River) in New Westminster to the southeast, and has bus service on North Road connecting to the Lougheed SkyTrain Station. The proposal would extend the Central Valley Greenway (CVG) along the Brunette River and provide a non-vehicular bridge crossing to the Braid SkyTrain Station.

Park and open space in the concept plan includes a pedestrian / bicycle trail extension, Brunette River riparian setback and modest urban plazas and green space with a community facility of unspecified size or use. The concept plan also references the opportunity for future residents to access substantial and nearby park and open space in Burnaby and New Westminster.

3.0 PRELIMINARY ASSESSMENT

Prevailing development plans under the Lougheed Town Centre Plan in Burnaby and the Lougheed Neighbourhood Plan in Coquitlam, currently support this form of mixed use urban development in the general area of North Road bounded to the south by Highway #1.

In Burnaby, an urban, mixed use, pedestrian-oriented Town Centre Core Area has been developing west of North Road from Lougheed Highway north to Cameron Street with appropriate transitioning of use and density in relation to the core area. This approach is currently supported on the east side of North Road at this location by Coquitlam's Transit Village Commercial land use designation.

Each municipality's planning objectives for this area north of Highway #1 support evolving a compact, high density, integrated mixed use development around the Lougheed SkyTrain Station, bus transit facilities and planned Evergreen light rail connection to Coquitlam Town

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Centre. There is sufficient remaining development capacity within this area that could accommodate the development proposed for the subject 'Crane site.' Burnaby Council recently gave support in principle to Coquitlam for an application pertaining to 319 North Road to amend their OCP to provide for increased density and building height north of Highway #1.

The subject site, however, is located outside of the established boundaries of the developing urban centre in relation to the Lougheed SkyTrain station north of the #1 Highway on both the Burnaby and Coquitlam sides of North Road. It is also not part of a currently designated regional or municipal town centre intended for higher density mixed use commercial and residential development. Given its location bounded by Highway #1 to the north, the Brunette River and Hume Park to the south, and Burnaby's Brunette River Conservation Area to the west, the site is strongly associated with the park and open space system established by Burnaby and New Westminster in the area to protect the habitat and natural amenity associated with the Brunette River.

As such, the site is substantially isolated and disconnected from the established mixed use urban area and transportation network, as well as community services and amenities in Coquitlam. The subject location is further constrained for high density development by its reliance on a single road frontage for vehicle access from North Road, with no through road connectivity to New Westminster or Coquitlam. The site access also raises concerns with the carrying capacity of North Road and adequacy for emergency vehicle and other service response for the future potential 5,000 residents anticipated in the concept plan, particularly in the event of a traffic accident on North Road in the vicinity of the site access on North Road.

As a result of its isolated setting, constrained access, and disconnection from supporting urban areas, transportation networks, community services and amenities in Coquitlam, the proposed development would substantially depend on Burnaby and New Westminster parks, open space and other primary residential services such as libraries, schools and recreation centres which are closer and more accessible than available Coquitlam facilities and services north of Highway #1.

Consequently, while the proposal is consistent with objectives for transit dependent, mix use, high density development to support accommodation of future urban growth in the region, the subject site, in particular, is not well suited, located or appropriately integrated to support the proposed development form and density being advanced under the subject Coquitlam OCP amendment application.


4.0 CONCLUSION

The subject application to amend the Coquitlam OCP would change the land use designation at 225 North Road from "Industrial" to "Mixed Use Development" in order to permit future development of a mix of uses in a compact, high density, mixed-use development form. While the vision for the OCP amendment application incorporates elements for transit-orient development, the proposed use is not well suited for at this particular location. The site is disconnected from the current urban centre being development by Burnaby and Coquitlam, through respective area plans, north of the #1 Highway. This presents significant constraints for

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the integration and servicing of the site in relation to the broader Coquitlam community. The development is also challenged in providing for necessary supporting road connectivity and capacity to allow for adequate access by the proposed residents to community services and amenities based in Coquitlam.

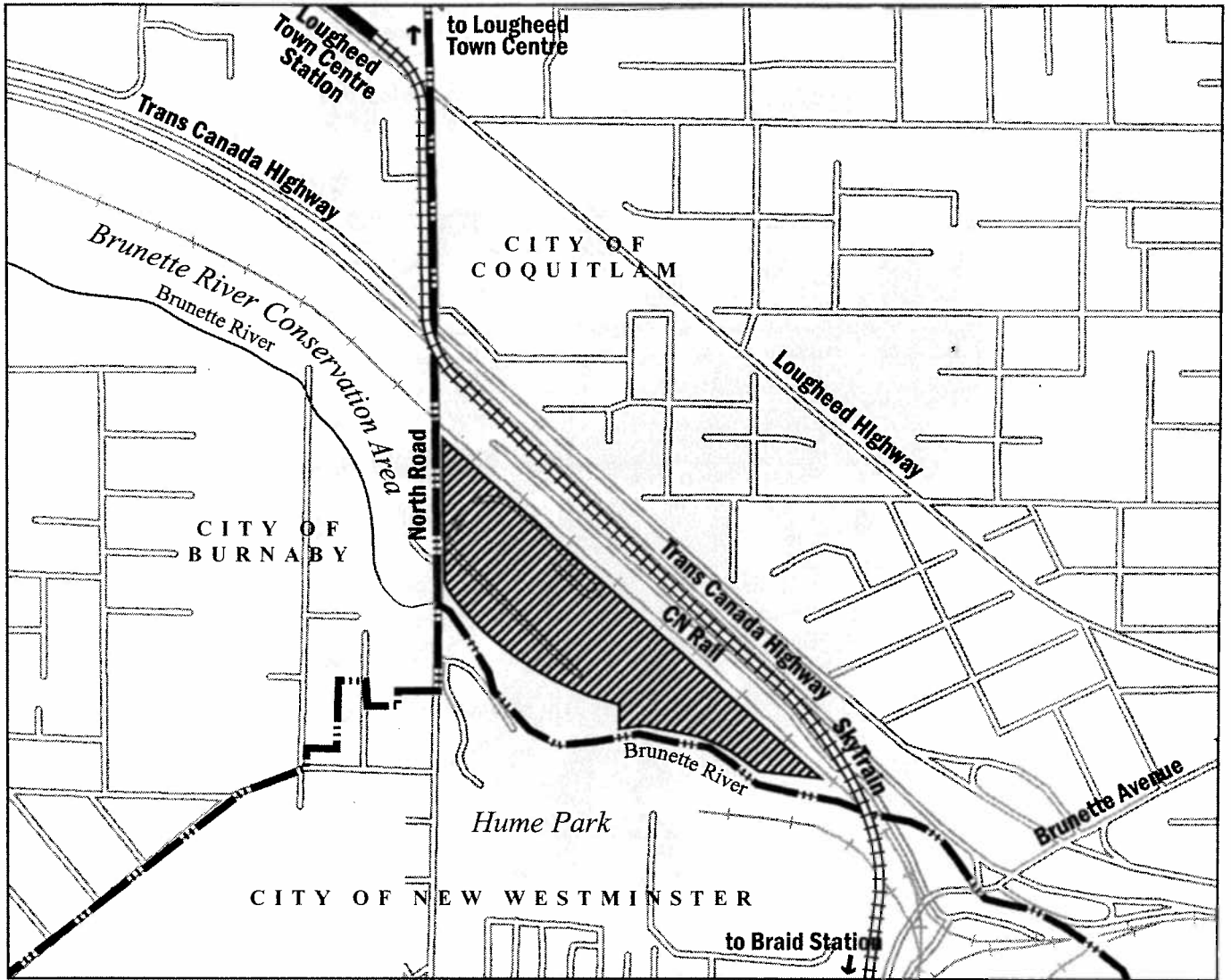
Based on these considerations, it is recommended that Council respectfully request that the City of Coquitlam not give favourable consideration to the subject application for amendment of the Coquitlam OCP, and that a copy of this report on Burnaby's preliminary assessment of the proposal be sent to the City of Coquitlam, 300 Guildford Way, Coquitlam, B.C. V3B 7N2, attention Lauren Hewson, Deputy City Clerk.


B. Luksun, Director
PLANNING AND BUILDING

KH/sla
Attachments

cc: Director Engineering
Director Parks, Recreation and Cultural Services
Director Finance

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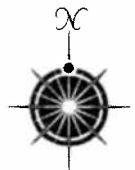


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 sketch1 225 north road coquitlam

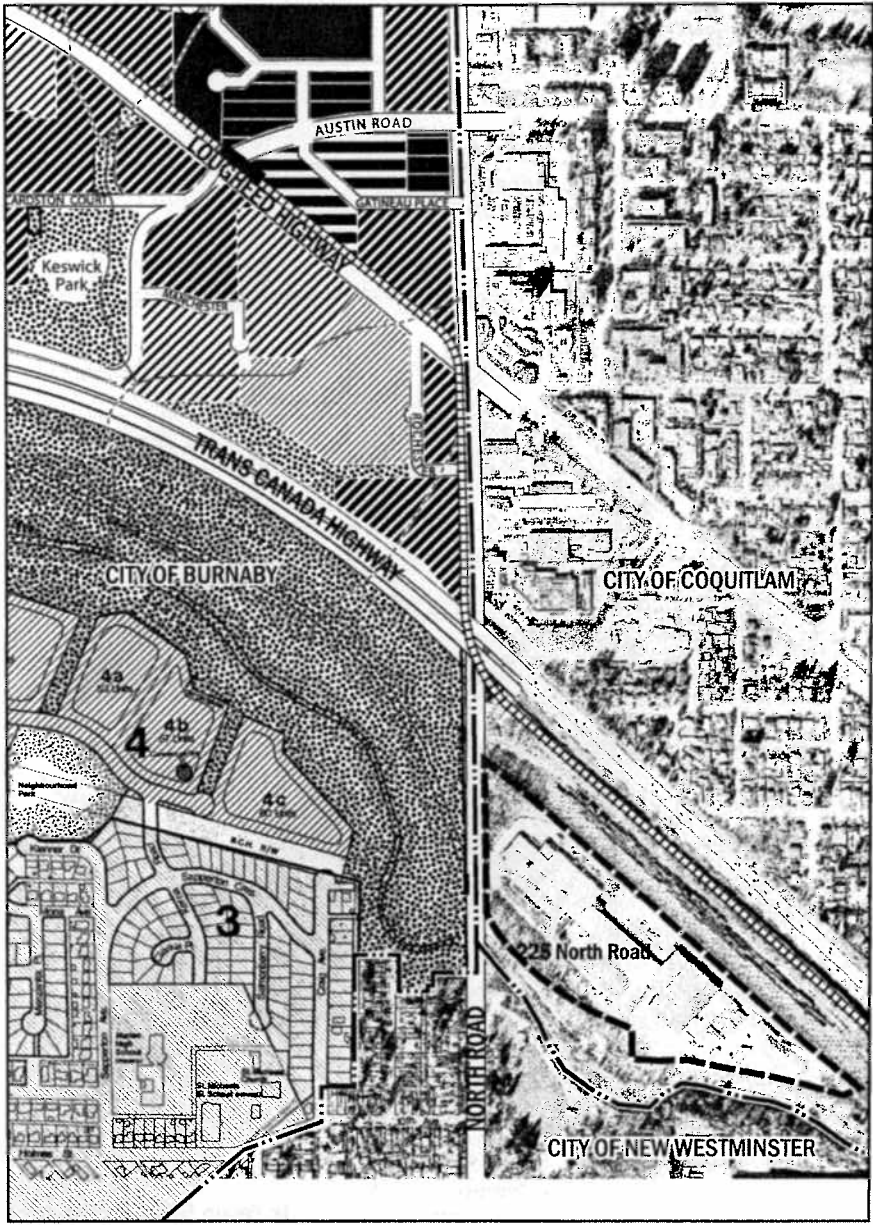
Coquitlam OCP amendment site location



225 North Road, Coquitlam



Sketch 1

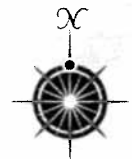


City of Burnaby

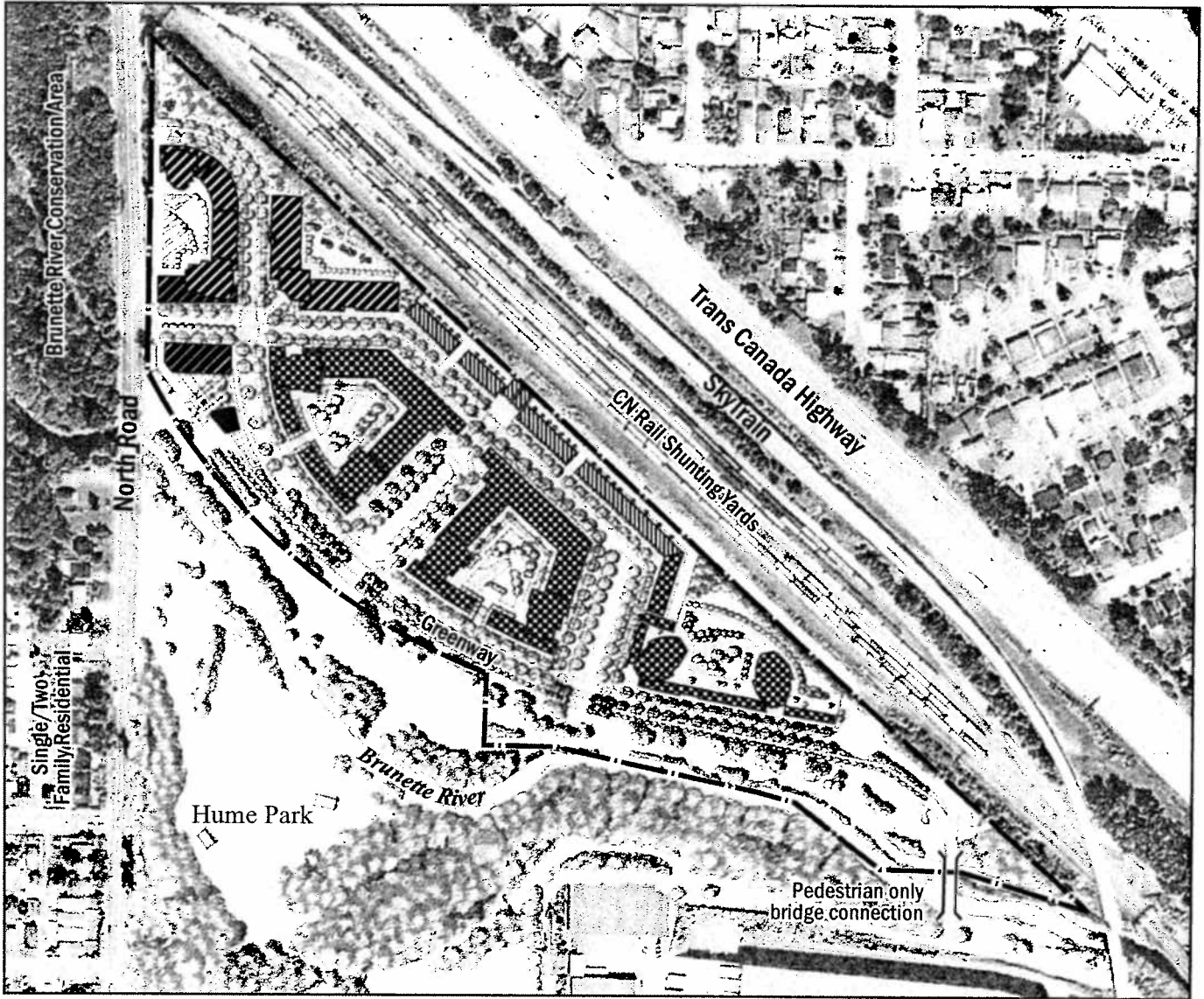
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sketch2 ocp and area plan designations

Area Plan Designations Adjacent 225 North Road

- | | | |
|---|--|---------------------------------|
| From Cariboo Heights Community Plan | | Conservation Reserve |
| | | Conventional (R2) Single Family |
| | | Group (Cluster) Housing |
| From Loughheed Town Centre Community Plan | | Park |
| | | High Density Multiple Family |
| | | Low Density Multiple Family |
| | | Ground Oriented Townhousing |
| | | Lougheed Mall |
| | | Hotel/Convention Centre |
| | | Major Office |



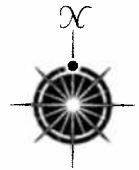
Sketch 2



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sketch3 proposed development

225 North Road Proposed Development Concept Plan

-  Retail/Commercial
-  Commercial/Residential
-  Light Industrial/Commercial/Residential
-  Residential
-  Community Facility



Sketch 3