



REPORT

Development Services

To: Mayor Coté and Members of Council **Date:** 6/22/2015
in Committee of the Whole

From: Beverly Grieve **File:** 13.2535.10
Director of Development Services

Report #: 273/2015

Subject: **Queensborough Special Study Area Update and Next Steps**

RECOMMENDATION

THAT Council direct staff to proceed with the next steps outlined in this report.

PURPOSE

The intent of this report is to update Council on the master plan process and Official Community Plan amendment for the Queensborough Special Study Area. Staff and the applicant have worked together to resolve the outstanding issues presented to Council in March 2015. Platform has submitted a revised master plan document reflecting this work and staff is seeking direction from Council to proceed with the next steps in the OCP amendment process.

BACKGROUND

Applicant / Developer:	Cameron Chalmers, Platform Properties Ltd. and City of New Westminster
Current Zoning:	Light Industrial Districts (M-1)
OCP Land Use Designation	QCD – Queensborough Comprehensive Development RL – Residential - Low Density MS – Queensborough Main Street
Development Permit Area:	Queensborough Comprehensive Development Permit Area Queensborough Main Street Development Permit Area
Overall Study Area:	6.8 hectares (16.8 acres)

Image 1: Queensborough Community Plan Land Use Designations for the Special Study Area

The Special Study Area is defined as the area bound by Ewen Avenue, Stanley Street, Duncan Street and Furness Street (as shown in Image 1 and Appendix A). In March of 2014 Platform Properties (Platform) entered into an agreement with the City to purchase the City owned land in the Special Study Area. Platform has also acquired property owned by the School District. To date, Platform owns/has an option on approximately four hectares (9.8 acres) of the Special Study Area, making them the largest landholder.

Required Master Planning Process

A 4.6 hectare (11.36 acre) portion of the Special Study Area is designated as Queensborough Comprehensive Development, which requires a master plan process. This process involves community consultation and is intended to identify the appropriate land use designations and create design guidelines for the area. These will be amended into the Queensborough Community Plan (QCP), which is a schedule to the Official Community Plan (OCP) and requires an OCP amendment.

The creation of a master plan is a special requirement for this OCP amendment to ensure that complex context and site issues are adequately addressed. This requires a higher level of understanding than what is typically required for an OCP amendment.

As the largest land holder, Platform is facilitating the master plan process and OCP amendment in close collaboration with City staff. Though the master plan process is only required for the land designated Queensborough Comprehensive Development, the scope has been expanded to include the entire Special Study area since it is intended to act as a “community hub” for eastern Queensborough and needs to be planned for as a whole. The City does not intend to change the land use designations for the remainder of the area, but will incorporate additional design guidelines, where appropriate.

The OCP amendment will change the designation for all of the properties designated Queensborough Comprehensive Development (i.e. not just the properties owned by

Platform). The owners of the other private properties designated Queensborough Comprehensive Development are also being included in the master planning process. The City's role is to ensure that Council's and the community's intentions for the area, as outlined in the Queensborough Community Plan, are reflected throughout the process and in the resulting master plan.

Steps Completed to Date

Platform submitted an OCP amendment application in May 2014 which launched the master planning process. A June 16, 2014 report to Council outlined the planning principles for the master plan and consultation process of the subject area. A September 8, 2014 report to Council provided preliminary feedback received through community and committee consultation.

A number of issues were identified in a report to Council on March 23, 2015 and through the ensuing Council discussion as follows:

1. Urban Design of Commercial Area
2. Area of Employment-Generating Uses
3. Provision of Green Space
4. Whistle Cessation
5. Completeness of the Concept Plan

Staff has been working with Platform to resolve these issues and the results of these discussions form the subject of this report.

Additional site context information (e.g. existing zoning, exiting development potential, site constraints), policy context (e.g. policy considerations, zoning considerations and proximity to transit service) and a summary of past consultation are included in Appendix B.

PROPOSAL

Master Plan Concept

Image 2: Proposed Master Plan Concept (Appendix C)



The Master Plan for the area is structured around the new Mercer 'High Street', the extended Stanley Street Greenway, and Blackley Street. The Mercer High Street provides the central spine of the neighbourhood with commercial or mixed use development on both sides of the street, sidewalks, tree-lined boulevards and on-street parking that makes this a great place to walk and shop.

East of the Mercer High Street, a plaza-style mall provides a venue for local serving commercial uses. The neighbourhood scale is intended to meet the retail and service needs of the neighbourhood with potential uses that could include a small grocery store, pharmacy, cafes, and services. West of Mercer Street, medium density ground-oriented homes are located around Blackley Street, a sidewalk, and tree lined corridor with small public seating spots scattered along its length.

The Stanley Greenway provides the western edge of the neighbourhood, and is connected through the site via a linear parkette and publicly accessible walkways throughout the neighbourhood. Duncan Street and Ewen Avenue complete the network, with a multi-use path along Duncan, and a sidewalk along Ewen that is protected from the rail line. The existing homes along Ewen Avenue remain.

Land Use Concept

Image 3: Proposed Land Use Designations



The preliminary land use concept for the site includes the four designations:

- **Greenway:** Stanley Greenway and Duncan Street would be linear open spaces, each with a wide multi-use pathway. The open space would be environmentally significant because of the existing riparian habitat associated with the red coded watercourse in the Stanley Street Greenway. This is consistent with the Queensborough Community Plan.
- **Residential – Low Density (RL)** – Single detached dwellings would continue to front Ewen Avenue. This is consistent with the existing development pattern and the Queensborough Community Plan.
- **Residential – Medium Density (RM)** – Predominantly ground-oriented townhouse development at densities and sizes comparable to that already found in the neighbourhood. Compact single-detached lots or other ground oriented housing may also be included over portions of the site. The anticipated residential density is within a range of 22-27 units per acre (approximate number of units is +/- 175 townhouse units).
- **Queensborough Main Street (MS)** – A retail node for eastern Queensborough. The Commercial Main Street area will have two components: Mercer Street “high street” and a plaza mall. The high street would include ground level commercial uses that front onto both sides of Mercer Street, with residential above in some locations. The plaza mall would be in the area bounded by Mercer Street, Ewen Avenue and Duncan Street and would not have residential above. There will be approximately 50,000 square feet of commercial space within the full extent of the master plan area.

DISCUSSION

The Master Plan process is not yet complete as details are still being worked out. However Platform has worked with staff to resolve the issues identified in the March 23, 2015 Council report as follows:

1. Urban Design of Commercial Area
2. Area of Employment-Generating Uses
3. Provision of Green Space
4. Whistle Cessation
5. Completeness of the Concept Plan

1. Urban Design of Commercial Area

Mercer High Street – Mercer Street is now being designed as a “high street” with commercial uses on both sides of the street. The commercial buildings in the proposed plaza that are located along Mercer Street will now be oriented towards the street rather than the parking lot so that the building frontages along Mercer will feel like the “front” and the mall like the “back”. There will be a pedestrian plaza at the corner of Mercer Street and Ewen Avenue, and at the corner of Mercer Street and Blackley Street. The buildings abutting these plazas will be designed in a way that helps activate the space (e.g. a glazed wall would abut the plaza). If a café or restaurant were to move into these spaces it could have tables and chairs spilling out into the plaza. Crosswalks from the main plaza (Mercer and Ewen) will connect to existing nearby commercial (the pub and the commercial units in Port Royal) to support this plaza acting as a hub for the commercial in this area.

Image 4: Mercer High Street



Image 5: Precedent Image of High Street, Mixed Use Concept



Plaza-Style Mall - Platform is proposing a similar layout for the commercial plaza to the previous concept but many revisions have been made to the design details to address the concerns raised by staff (see images below and Appendix D).

Image 6: REVISED Commercial Site Plan

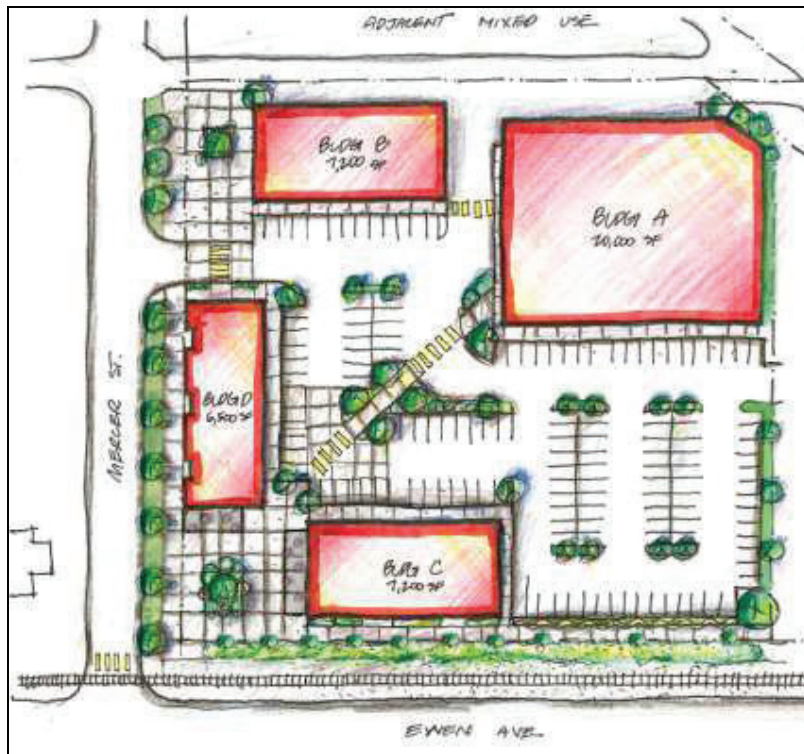
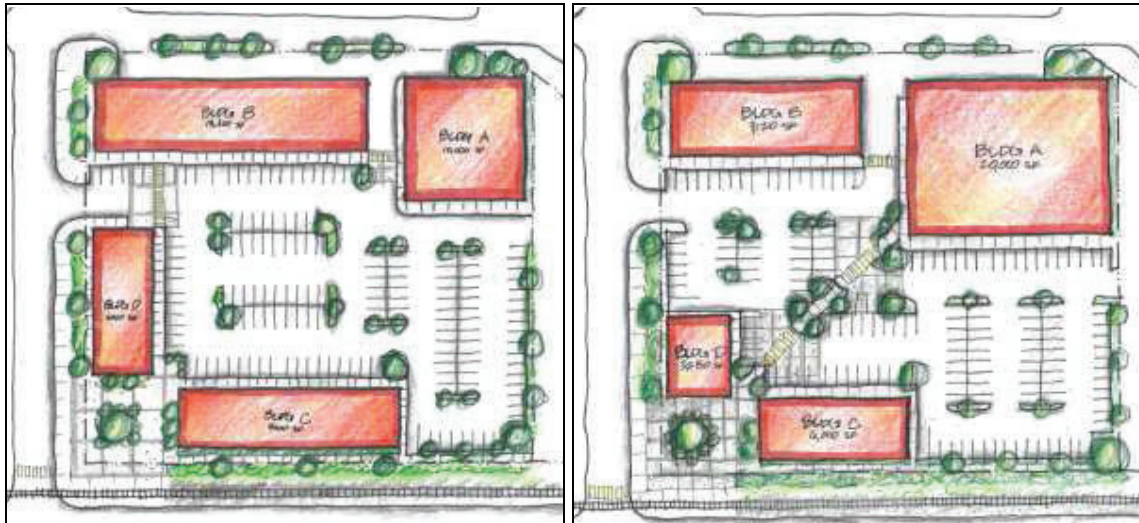


Image 7: PREVIOUS Commercial Site Plan Options

Ewen Avenue – While the “high street” function will move from Ewen Avenue to Mercer Street the design of Ewen Avenue is still significant since it is the “Great Street” of Queensborough. It is the spine that connects the community. In order to improve the public realm along this street, despite the rail track, Platform proposes closing Blackley Street between Mercer Street and Duncan Street to regular traffic and limiting its use to a lane to provide loading for the site, with the excess road dedication to be consolidated into the site. This would allow for the commercial node to be shifted north, allowing for more space along Ewen Avenue between the building and parking, and the train track. This allows for a wider landscaping area to be added on both sides of the sidewalk, which will enhance the public realm and better screen the parking from Ewen Avenue. Blackley Street west of Mercer Street would remain as a public street.

The commercial building proposed along Ewen Avenue will front onto the internal parking lot. However, extra attention will be given to the design of the building to ensure it presents an attractive edge to Ewen Avenue. For example, both of the end units will have glazing that wraps around the back of the building, to help activate the space.

Image 8: Revised Commercial Node – Street View from Ewen and Mercer

Parking – At grade parking has been maintained, which is expected given this site’s location in the floodplain. The design has been revised to reduce the visual impact of this parking. Additional landscaping has been added along Ewen Avenue to screen the parking. The on-site parking adjacent to Mercer Street has been set back, along with the building, to create the second plaza and to create a continuous “high street” feel. The parking lot itself will also be landscaped and will include green infrastructure. It also includes a pedestrian spine connecting the main plaza to the anchor tenant so that pedestrians have a clear, well-defined and direct route for crossing the parking lot.

Image 9: Revised Commercial Node Concept – Oblique View from Ewen and Mercer



Overall, this design better meets the intent of the design guidelines in the Queensborough Community Plan while still achieving Platform’s key principles: providing at grade parking, maintaining high visibility of the anchor tenant, and providing off-street loading.

2. Area of Employment-Generating Uses

Platform has been exploring the viability of including live-work units within the Master Plan. Their research has shown that the most viable option is to have small commercial units with a residential unit above, which could be either jointly owned or owned separately (i.e. the residential owner may or may not own the commercial unit below). Platform is proposing that these commercial units would front onto Mercer Street and be designed, along with the public realm, to create a “high street” feel.

Incorporating this building form into the master plan increases the total amount of commercial floor space being created. With this revision, the master plan is now more in keeping with the intent of the Queensborough Comprehensive Development principle which encourages this area to include a mix of residential and employment generating uses. Image 4 below illustrates the additional area of mixed use space that is being proposed.

Image 10: Location of Live-Work Units



3. Provision of Green Space

One of the design principles in the Queensborough Comprehensive Development designation is for the master plan to include trail segments in the design. In particular the Queensborough Community Plan identifies the Stanley Greenway and the Duncan Street Greenway as priorities. These two trail segments make significant contributions to the overall connectivity and integration of the pedestrian and bicycle network in Queensborough. For example, Duncan Street is seen by the community as an important link between Port Royal and Queensborough Landing. The new multi-use path will ensure that cyclists and pedestrians no longer have to walk on the train tracks or the side of a road used by trucks to access one of the neighbourhood’s amenities.

The master plan builds on these two major greenway routes by incorporating minor greenways throughout the development (e.g. linear parkette, enhanced streetscapes, and mid-block trails). These greenways will provide the public with a variety of ways to move through this portion of the neighbourhood. These routes will also make it easy for community members in the new residential development to connect to the plazas included in the master plan as well as the nearby parks.

Image 11: Proposed Greenways and Open Space (see Appendix E)



4. Whistle Cessation

Discussions have been held between staff and the applicant to discuss the implications of the proposed development on whistle cessation initiatives within Queensborough, primarily along Ewen Avenue. It was determined that the proposal will not impact the proposed whistle cessation designs that are currently being worked on for the Ewen Avenue and Mercer Street intersection. In regards to the Stanley Street and Ewen Avenue intersection, limiting left turn movement out of Stanley onto Ewen would have some potential cost-savings for the City by eliminating the need for an additional crossing gate/arm on Stanley Street.

In regards to rail safety, the creation of a rear lane parallel to Ewen Street connecting Stanley Street to Mercer Street will help improve safety for residents in the long-term by eliminating the need for private driveway crossings along Ewen Avenue. The installation of a fence along the commercial area (between pedestrian walkway and rail line), as well as additional landscaping, will help screen this frontage and improve safety for pedestrians.

5. Completeness of Concept Plan

Before moving forward with the development application process staff felt that it was important to for Platform to conduct a more detailed exploration of the future land use concept for the properties in the master plan area that they do not own in order to demonstrate that all sites are developable under the proposed master plan. Platform has since completed this work, which included considering access, servicing, building form and orientation, and conceptual urban design.

In particular, staff was interested in ensuring that the master plan is designed so that all of the single detached dwelling properties on the north side of Ewen Avenue could have lane access. This ensures that as these properties redevelop they can remove existing driveways that cross the rail line to Ewen Avenue. This is in keeping the City's expectation for access to be removed from arterial roads, and will also increase the safety of the rail line, decrease the reasons for the train to whistle, and ensure that property owners have access even when a train is stopped on Ewen Avenue.

Staff was also interested in ensuring that these single detached dwellings would be able to connect to the sanitary sewer system in the future. Currently they are on a septic system.

While the master plan process is not yet complete, staff is comfortable that the concept plan is being developed to consider the complete range of issues and all properties in the area.

NEXT STEPS

If Council supports the direction outlined in this report, the following steps would be undertaken in moving forward with this project:

1. Platform will submit a revised Master Plan document that consists of a proposed land use concept, overview of community consultation that has been undertaken to date, a proposed Master Plan concept, and Development Permit Area Guidelines (existing and proposed). The Master Plan concept will provides a further level of detail by outlining the potential build pattern, public realm, and greenway and road structure for the Study Area.

Staff and Platform would:

2. Present the concept to the other property owners and the community for input.
3. Present the master plan and design guidelines to Council for input.
4. Present the master plan and design guidelines to the New Westminster Design Panel for input.
5. Present the draft Official Community Plan amendment bylaw to the Advisory Planning Commission for their consideration.
6. Present the draft Official Community Plan amendment bylaw to Council for formal consideration.

Should Council move forward with formal consideration of the draft Official Community Plan amendment bylaw, the concurrent rezoning application would be brought forward to Council for consideration.

INTERDEPARTMENTAL LIAISON

City staff from the majority of City Departments are participating in this process.

OPTIONS

Council has the following options for consideration:

1. That Council direct staff to proceed with the next steps outlined in this report.
2. That Council provide staff with alternative direction.

Staff recommends Option 1.

ATTACHMENTS:

Appendix A: Map of Subject Properties and Queensborough Community Plan Land Use Designations

Appendix B: Context Information

Appendix C: Master Plan Concept

Appendix D: Comparison of Original and Proposed Commercial Area Site Plans

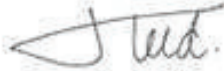
Appendix E: Proposed Greenways and Open Space



Lynn Roxburgh,
Planner



Rupinder Basi,
Senior Planner



Jackie Teed,
Manager of Planning

Approved for Presentation to Council

Original Signed by:



Beverly Grieve
Director of Development Services

Lisa Spitale
Chief Administrative Officer

Appendix A
*Map of Subject Properties and
Queensborough Community
Plan Land Use Designations*



LEGEND

- Queensborough Comprehensive Development
- Residential - Low Density
- Queensborough Main Street
- Stanley Greenway
- Watercourse
- Modified Street/Lane
- New Street/Lane
- Platform Properties Lands
- Railway Line
- New Street Right of Way

Appendix B
Context Information

SITE CONTEXT

To the north of the Special Study Area, across Duncan Street, are industrial uses. One of the industrial properties is owned by Port Metro Vancouver and is expected to stay industrial over the long term. An application has been submitted to convert the adjacent industrial land to medium-density residential. The Port Royal residential development is also adjacent to the eastern and southern boundaries of the Special Study Area. The housing that is closest to the Special Study Area consists of compact lot single-detached dwellings.

The remainder of the adjacent land uses on the south boundary, across Ewen Avenue, are industrial. These operational industrial properties, including Griff Lumber, are also designated Queensborough Comprehensive Development and would go through a similar master plan process if they were to redevelop.

To the west of the Special Study Area, on the other side of the Stanley Greenway, there is a mix of uses. Single detached dwellings and a daycare front onto Ewen Avenue. The remainder of the properties have light industrial uses, single detached dwellings or are vacant. There is currently an application to construct townhouses on the northernmost portion of these properties.

Existing Zoning and Use

Including the private land not owned by Platform Properties, the Special Study Area is approximately 6.8 hectares (16.8 acres). All of the properties are zoned Light Industrial Districts (M-1).

The Platform Properties lands are used for the City's animal shelter, tow yard, dog park, and storage or are vacant. These uses must be relocated before the land is redeveloped. The remainder of the land in the Special Study Area has a mix of uses including single detached dwellings, light industrial and commercial. There are also a number of vacant properties.

The Beach Street right-of-way and the Stanley Street right-of-way north of Beach Street are not developed as streets. Both are vegetated and have a watercourse (ditch) with ecological value. The remainder of the streets are developed and have open ditches.

Existing Development Potential

All of the properties in the Special Study Area are zoned Light Industrial Districts (M-1). This zoning district allows a range of light industrial uses, such as workshop and indoor storage uses for trade contractors, and laboratories for science and research. There is no floor space ratio included in the zoning district. Instead density is restricted by the six (6) storey height restriction.

Site Constraints

The Special Study Area is also bound by two rail lines, one running along the north side of Ewen Avenue and the other along the north side of Duncan Street. The design for the area will need to mitigate noise and vibration caused by trains. Approaches to noise mitigation also need to address the conflict between residential uses abutting industrial uses. Industrial operations can operate 24 hours a day, seven days a week, on the site owned by Port Metro Vancouver, north of this Special Study Area.

The area is also located in the floodplain. Buildings will need to be designed to the flood construction level. There are also numerous watercourses within the Special Study Area. This includes the Stanley Street and Beach Street watercourses, which are red and yellow coded watercourses respectively. Both watercourses have riparian area habitat and play a significant role in stormwater management due to their capacity.

POLICY CONTEXT

Queensborough Community Plan (QCP) Land Use Designations

(QCD) Queensborough Comprehensive Development – This area will include mixed commercial and light industrial employment uses which complement and are compatible with the surrounding existing and designated land uses. This area will also include residential uses which range in densities from low to medium. Depending on the provision of employment generating uses, additional density for residential uses may be considered. In principle, two-thirds of the contiguous areas of the designation will be developed for employment generating uses. The remaining one-third will be developed as residential (the maximum floor space ratio shall not exceed a factor of 0.9). Prior to any rezoning in this area a master plan, including design guidelines, must be created for the area as a whole. This master plan is subject to a public review process and must be in accordance with the principles listed in the Queensborough Comprehensive Development Development Permit Area.

(MS) Queensborough Main Street – this area will include commercial, office and residential uses. Facing Ewen Avenue and Furness Street, commercial uses are required at grade. Densities may range from low to medium.

(RL) Residential – Low Density – this area will include low density residential uses including single detached houses, houses with a secondary suite, duplexes, detached townhouses, low density multifamily uses, places of worship, and may contain small scale local commercial uses such as home occupations and corner stores.

Queensborough Community Plan (QCP) Considerations

During the update of the Queensborough Community Plan, the planning and consultation process identified areas of further research, including the Special Study Area. After detailed review, including public consultation, land use designations were endorsed by Council and incorporated into the Queensborough Community Plan. The following are the land use designations in the area:

1. **Commercial Main Street:** The area bound by Ewen Avenue, Furness Street, Duncan Street and Mercer Street is designated Commercial Main Street. The Commercial Main Street designation allows commercial at grade and residential, commercial and/or office above. This area is within the Queensborough Main Street Development Permit Area. This development permit area includes design guidelines for form and character.
2. **Residential – Low Density:** The area fronting onto Ewen between the pub and Stanley Street is designated Residential – Low Density. This designation enables protection of the historic single detached dwellings on these properties.
3. **Park or Greenway:** The watercourse in the Stanley Street right-of-way is identified as a public greenway and is protected by the Riparian Areas Regulation. This space provides a highly prized open space asset and an important stormwater management function for the community.
4. **Queensborough Comprehensive Development:** The remaining properties in the Special Study Area are designated Queensborough Comprehensive Development. It is this area that is subject to the Official Community Plan amendment.

The Queensborough Community Plan defines this as an area that will include mixed commercial and light industrial employment uses which complement and are compatible with the surrounding existing and designated land uses. The area should also include residential uses which range in densities from low to medium. The maximum floor space ratio should not exceed a factor of 0.9. However, depending on the provision of employment generating uses, additional density for residential uses may be considered. In principle, two-thirds of the contiguous areas of the designation should be developed for employment generating uses. The remaining one-third could be developed as residential.

The land use designation also specifies that prior to any rezoning in the area a master plan, including new land use designations and design guidelines, must be created for the area as a whole. This master plan process, which has been initiated by Platform Properties, will continue to be subject to a public review process and must be in accordance with the following principles that are listed in the Queensborough Comprehensive Development Development Permit Area:

1. Locate land uses such that they establish a sensitive transition between industrial and non-industrial land uses.
2. Include residential land uses in locations that will help to complete the eastern residential neighbourhood.
3. Consider including commercial land uses fronting onto Ewen Avenue where they will help to create a compact, local serving commercial node.
4. Reinforce Ewen Avenue as the community “main street.”
5. Protect heritage resources.
6. Protect and enhance riparian areas.
7. Include trail segments shown on the Parks, Trails and Greenway Streets Map (e.g. Stanley Greenway and Mid-Island Trail).
8. Provide an appropriate level of vehicular access in support of community and site-connectivity.

The new land use designations and design guidelines will be amended into the Queensborough Community Plan, which is a schedule to the OCP.

Zoning Bylaw Considerations

All of the properties in the Special Study Area are zoned Light Industrial Districts (M-1). As a result, Platform Properties has submitted a rezoning application to bring each property into conformity with the land use designations determined through the master plan process and subsequent OCP amendment. A preliminary rezoning report was brought forward to Council on September 15, 2014 and was tabled for further discussion.

Proximity to Transit Service

Transit Facility	Frequency	Distance
Skytrain Station		More than 1 Km
Frequent Transit Network		1,300 metres (4,265 feet) (Howes Street)
Transit Stop	20 – 30 minute service (alternating route)	50 metres (164 feet) (Ewen Avenue)

PAST COMMUNITY CONSULTATION

Open Houses

On June 24, 2014, the applicant held an open house that engaged the community at a high level as a first step to working towards the preparation of a master plan. This open house was held at the Queensborough Community Centre. The meeting was attended by City staff, the Platform Properties project team, and approximately 30 stakeholders.

Presentations were made by the City and by Platform Properties to go over the policy context and the preliminary land use concept in order to provide a starting point for discussions on the types of land uses that should occur within the Special Study Area.

Vehicular access continues to be a concern for the community as expressed by stakeholders during the Open house and previously with the development of the Queensborough Community Plan.

A visual preference survey was also provided by Platform Properties to engage stakeholders and obtain their initial feedback on the types of uses and built form preferred for the Special Study Area. Only a few surveys were submitted back to Platform Properties.

A second open house was held on, September 9, 2014. The purpose of the second Open House was to update stakeholders and the community on the status of the master plan process and the present further information on the anticipated land uses and design principles for the Study Area.

Advisory Planning Commission

An information report was presented to the Advisory Planning Commission on September 19, 2014. The committee members felt that the development of the Study Area could help the eastern Queensborough node become a complete community. By providing local-serving retail within a reasonable walking distance, area residents will no longer have to drive in order to access day-to-day amenities. The commission members are aware of the residents' concerns about traffic in Queensborough and feel that efforts to reduce vehicle trips are important.

Another topic of conversation was the internal road network and its integration with the surrounding community. In particular there was a focus on Stanley Street, its role, the access it provides, and connectivity of other areas to the greenway. The Advisory Planning Commission members communicated that they would like the Stanley Greenway to be permeable and knitted into the surrounding pedestrian network.

New Westminster Design Panel

An information report was presented to the New Westminster Design Panel on August 26, 2014. Overall the members were supportive of the process and felt that this created an opportunity to integrate innovative design elements. These unique characteristics could respond to the industrial edge condition and reflect the industrial history of the area, which has not been strongly evident in many other developments. There is also an opportunity to have design elements that reflect the rural and agricultural heritage of the community. A challenge to achieving this is the urban nature of the development (e.g. form and density).

The members felt that one challenge that needs close attention is the design of the Ewen Avenue edge of the commercial node. Ewen Avenue is the community's main street but the abutting rail line will impact the design of and access to the site. The commercial plaza should have as much "pedestrian feel" as possible keeping in mind the challenges with the rail line and the need to provide at grade parking because of the floodplain. It is important to get this right in order to achieve an active and inviting plaza for the community.

The members recognized that townhouses have been a common housing form Queensborough because of the issues related to building in the floodplain. The challenge will be to create a uniqueness for the Special Study Area that sets it apart from Port Royal and other developments.

The members also felt that the community amenities need to be clearly defined. This includes both public open space and private amenity space. It will be important for all proposed greenways to be well integrated with the broader pedestrian circulation network in Queensborough. They recognized the significance of the Stanley Greenway and recommended it be widened as much as possible given its environmental significance.

The challenge of the edge treatments was also recognized. The challenge is to make the residential development livable while celebrating the edge, as opposed to just screening or masking it.

Owners' Meeting

City staff and Platform properties met with Special Study Area property owners on September 4, 2014. The intent of this meeting was to update area property owners on the status of the master plan process and OCP amendment and to provide an opportunity for input into the master plan process.

Appendix C

Master Plan Concept

Proposed Land Use Designations

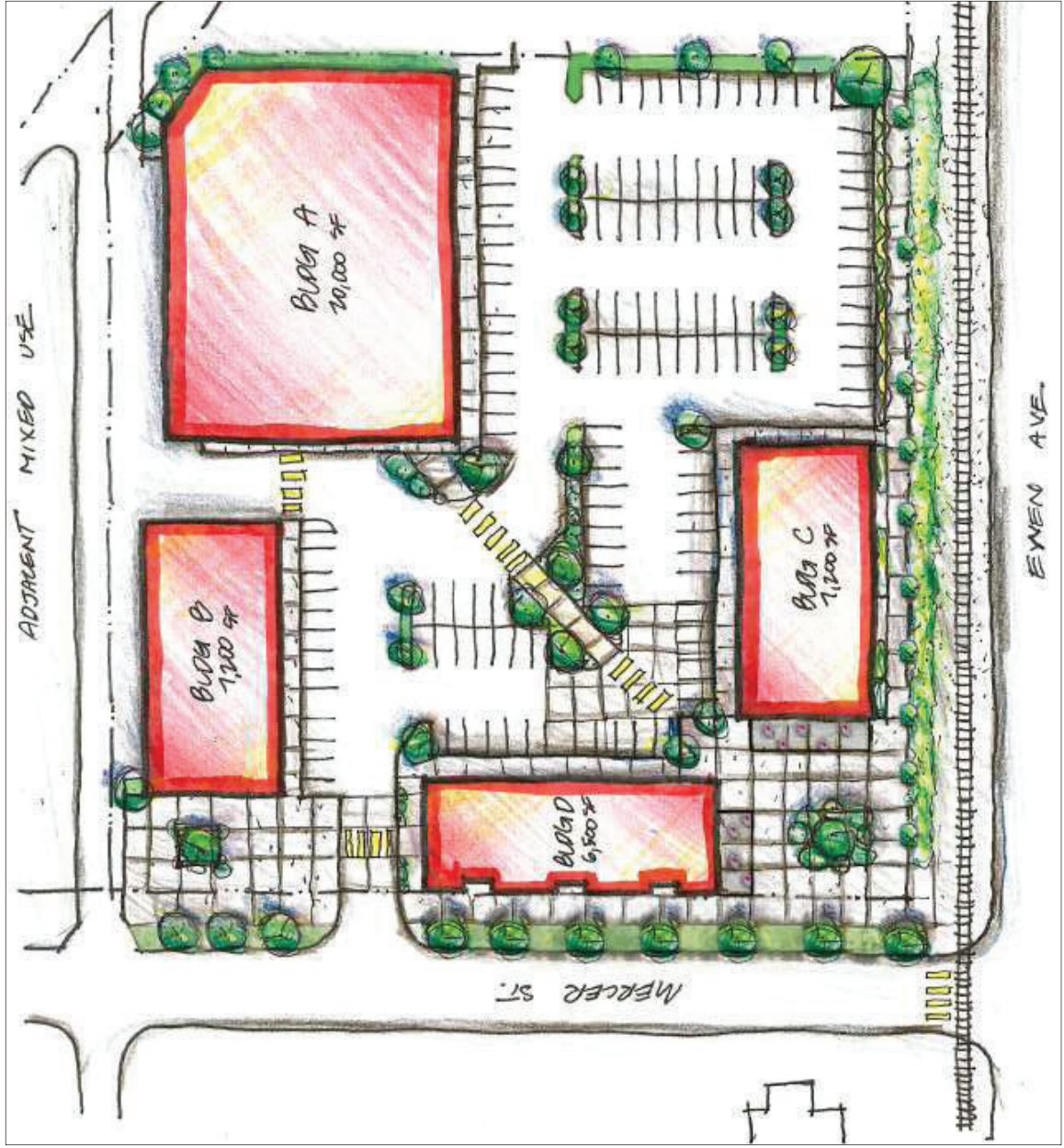


Master Plan

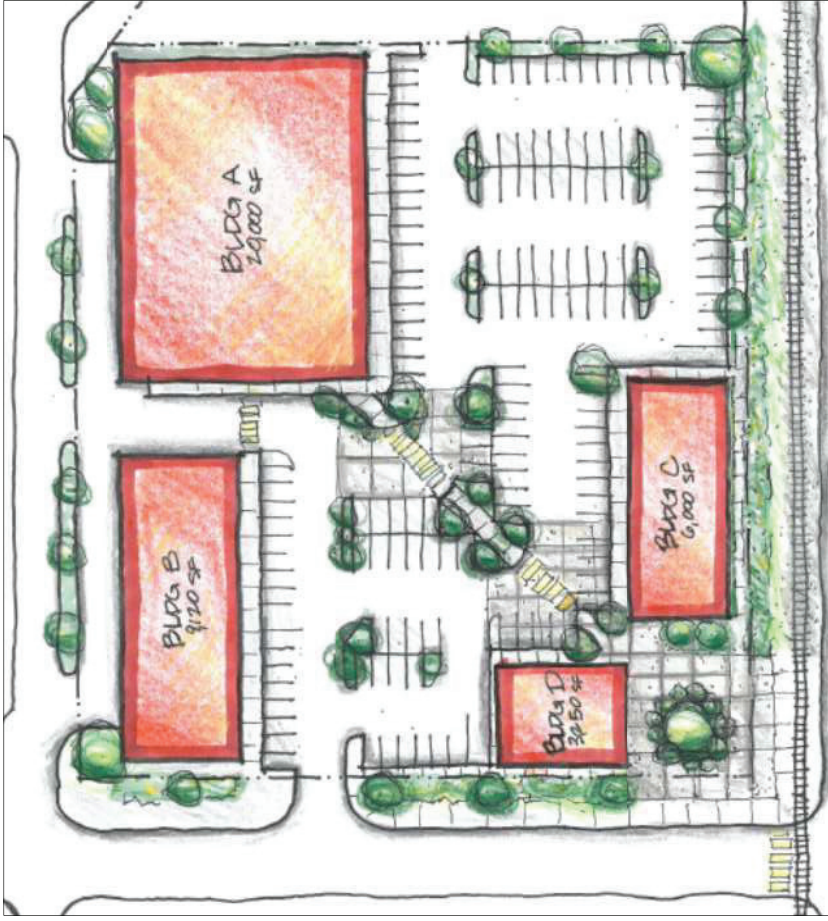
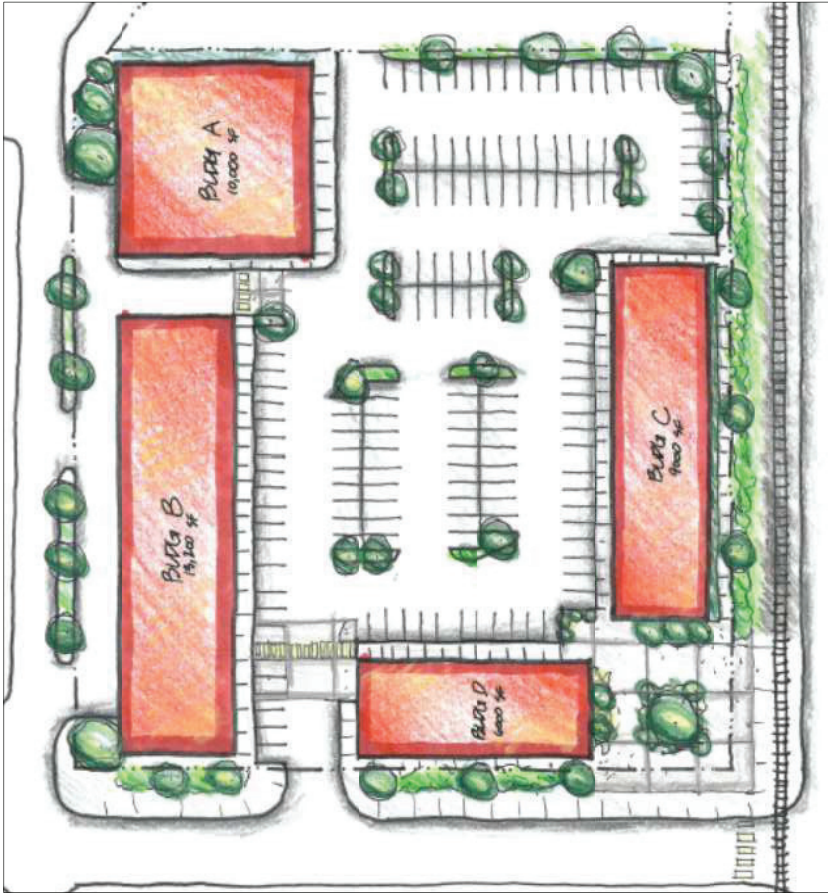


Appendix D
Proposed Commercial Area Site Plans

REVISED Commercial Site Plan



PREVIOUS Commercial Site Plan Options



Appendix E
Proposed Greenways and Open Space

Proposed Greenways and Open Space

