





The Village at Historic Sapperton

Design Guidelines

January 2007

Consultant Team

IBI GROUP

HENRIQUEZ-PARTNERS Architects Urban Designers

PWL partnership

BROOK

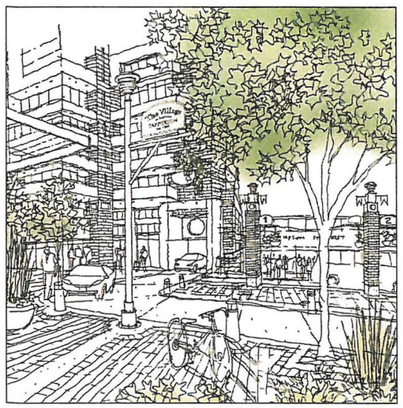
BUNT & ASSOCIATES

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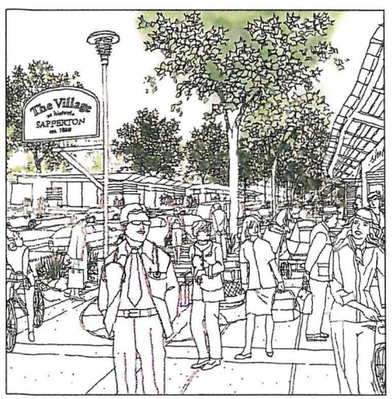
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1.0 Introduction



The Village at Historic Sapperton will be a response to the needs of the modern Sapperton community, and will provide a safe place to live, work and play.

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1.0 Introduction

Purpose

To create Design Guidelines that will be the precept to future individual Development Permit applications for the design of buildings that are being planned. The Guidelines will set the overarching theme and spirit of the Master Plan to which all future applications for individual buildings shall adhere.

Objective

To provide certainty with respect to design principles such as built form, character, massing and materials, etc. At the same time, the Design Guidelines must recognize that the Master Plan should be flexible enough to adapt and deal with the placement and positioning of a range of uses and building programs over the duration of the project buildout. It must also contemplate the impact of the balance of different uses on employment and the municipal tax base.

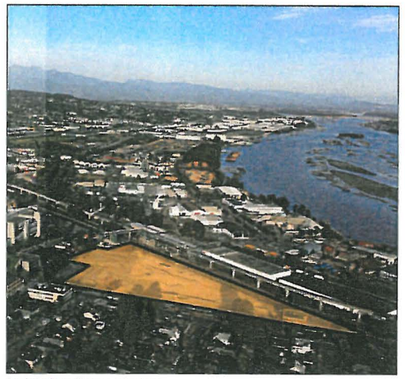
Executive Summary

The Village at Historic Sapperton takes advantage of the decommissioning of the Labatt Brewery site to develop a vibrant, pedestrian-oriented, mixed-use community that integrates with the surrounding neighbourhood. WesGroup is responsible for overseeing the redevelopment of the site, working collaboratively with the City and its residents to shape the future of the Sapperton neighbourhood.

The site is situated in the north-east quadrant of New Westminster, BC, and is bound by the Sapperton SkyTrain station, Royal Columbian Hospital and the Sapperton neighbourhood. The proximity to public transit, institutional and residential uses provides a unique opportunity to build on these strengths producing an integrated and complete community.



Master Plan



Aerial of the Sapperton Site

The site was the original location for BC's oldest brewery (est. 1879); however, operations ceased at the site in 2005. The legacy of the site will be maintained by integrating historical elements into the public realm. The future development for the site is exciting in that it expands on the strengths that exist in the neighbourhood, while maintaining its connection to the past.

The Design Guidelines for the Village at Historic Sapperton will help to ensure that the site is well integrated with the existing neighbourhood character. The community and the consultant team have generated a vision and a series of architectural, landscape and planning principles to guide the development of the future Village. Within this document there are plans, images and guidelines that speak to several issues including the mix of uses on the site, building siting, the enhancement of view corridors, Village amenities, provision of open space, movement patterns, and placemaking. Combined, the report provides future residents and development interests with the necessary guidance to ensure the development of a vibrant, integrated and complete community.

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1.0 Introduction

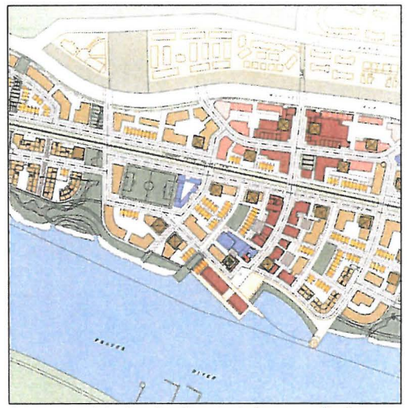
The Developer

WesGroup is a local, family-owned real estate investment, development, and property management company that has been in business for over 40 years. As long-term investors and holders of real estate (not merchant developers), the company has grown its property portfolio of approximately 1.8 million square feet from mainly multi-tenant industrial properties to include office, commercial, residential and health service assets.

WesGroup is currently developing over 260 acres of land in British Columbia and Alberta. In addition to this project, other major projects include Gateway 200 in Langley, Pacific Link in Surrey and the vibrant, world-class community of East Fraserlands, the largest current waterfront development in Vancouver.

WesGroup seeks opportunities to transform underutilized land or buildings into modern, functional and community-responsive developments. WesGroup's foundation is built on trust, where each project is approached in a visionary and collaborative manner and is treated as a partnership between WesGroup and its clients: the community, city officials and interested tenants. WesGroup engages its clients early in the process to create the vision for the project; as part of this process, WesGroup asks questions, listens and implements strategies that benefit all parties involved.

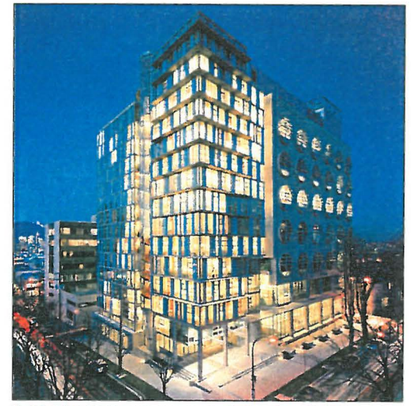
WesGroup shares the integrated knowledge of a group of companies that includes ParkLane Homes, one of the largest residential developers in Western Canada, North Point Capital Corp., a private commercial lender and 3PLogix, a third party logistics company.



Proposed Land Use Plan, East Fraserlands, Vancouver. WesGroup



Open House process



British Columbia Cancer Research Centre, Henriquez Partners and IBI Group Architects in Joint Venture

WesGroup is a local, family-owned real estate investment and development company that has been in business for over 40 years.

The Opportunity

Prior to being selected as the successful purchaser of the former Labatt Brewery site, WesGroup recognized that the property had a unique siting between a regional hospital, a SkyTrain station, and an established residential neighbourhood. The site's future potential would therefore require a creative approach and vision.

WesGroup made a conscious effort to select an architectural team it believed had the skill and expertise to help create a vision that would address the complex urban characteristics of the property.

The Architects

Henriquez Partners/IBI Group Architects in Joint Venture is recognized for their proven commitment to design excellence and specialization in health service, research, public sector and residential design. The architectural partnership is noted for many outstanding projects including the Justice Institute in New Westminster, the BC Cancer Research Centre, and the Children's and Women's Health Centre of BC, in Vancouver.

Henriquez Partners/IBI Group has demonstrated a particular adeptness in balancing a respect for the past with the needs of the future; their approach and philosophy of guiding the design process through listening is consistent with WesGroup's corporate philosophy of building great projects through strong relationships.

Richard Henriquez, the Project Architect, is an internationally renowned architect and winner of the Royal Architectural Institute of Canada Gold Medal, the profession's highest honour.

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2.0 Site History and Context



The former brewery site holds a unique place in New Westminster history. A brewery has operated on the site for over 100 years.

2.1 Brewery History – 1879-2005
2.2 Location and Context
2.3 A New Opportunity

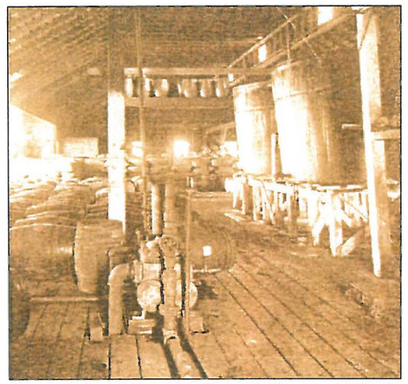
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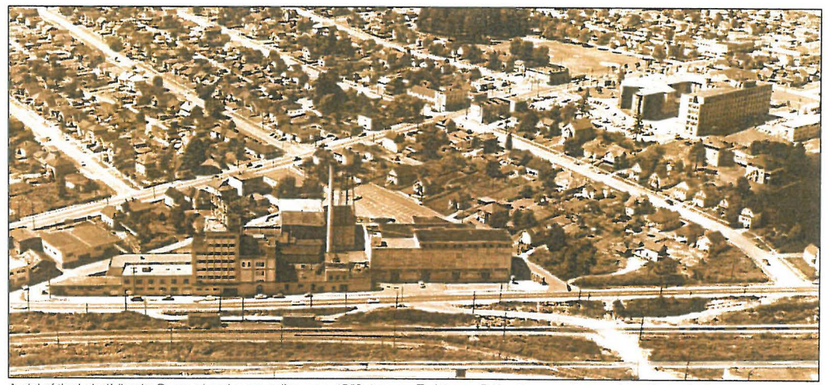
2.1 Brewery History – 1879-2005



Brewery, c. 1890s (source: New Westminster Museum and Archives)



Brewery shipping dock (source: New Westminster Museum and Archives)



Aerial of the Labatt (Lucky Brewery) and surrounding area, 1959. (source: Ted Unger, Police Museum, George Allen Photos Ltd.)

History

In 1879, the Sapperton Brewery, BC's oldest brewery, was established in the neighbourhood. Over the course of the Brewery's lifetime, the business changed owners several times, from Coast Breweries to Lucky Lager and finally to Labatt's Brewing Company in 1958. Labatt's kept producing its products and other contract beers until 2005, after the decision was made to close the New Westminster plant in 2004.

Legacy

The Labatt Brewery had been listed in the New Westminster Heritage Resource Inventory. With the decommissioning of the Brewery, the City of New Westminster Community Heritage Commission identified artifacts of historical significance. The Brewery's history and legacy will be preserved and celebrated by incorporating these elements from the past into present uses and activities.

Some of the artifacts that will be preserved include a flagpole, iron gates, a street lamp, brew tanks, a spiral staircase and a stone wall from one of the original brew areas. Additional items have been identified and will be incorporated as interpretive features in the future development of the site.

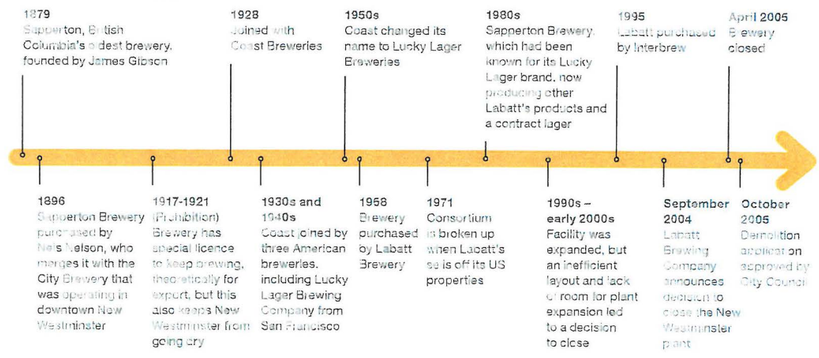
Decommission

The Labatt Brewing Company was responsible for the demolition of the Brewery and clearance of the site. The process included the removal and sale of miscellaneous equipment, the removal of hazardous materials with a Specialist Consultant to confirm safe practices, building demolition in January 2006, and the maintenance of site security during project work.

The decommissioning of the brewery, and the proximity of the site to rapid transit and a regional hospital provides an exciting opportunity for Sapperton and the City of New Westminster.

The site holds a unique place in New Westminster history. A brewery has been in this location for over 100 years.

Site Chronology



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2.0

2.2 Location and Context

Relationship to the City

The former brewery site is located in New Westminster in the Brunette Creek Neighbourhood and is adjacent to the Sapperton Neighbourhood, as defined in the City's Official Community Plan. Both neighbourhoods are rich with local history and long-time residents, and have commercial, institutional and industrial legacies.

The site is influenced by its relationship with the surrounding neighbourhood, which includes Royal Columbian Hospital, the Sapperton SkyTrain station and the existing single-family residential neighbourhood.

Royal Columbian Hospital is a general hospital for New Westminster, and is the provincial referral hospital for tertiary care in the Fraser Valley. It has the second busiest trauma centre in the province.

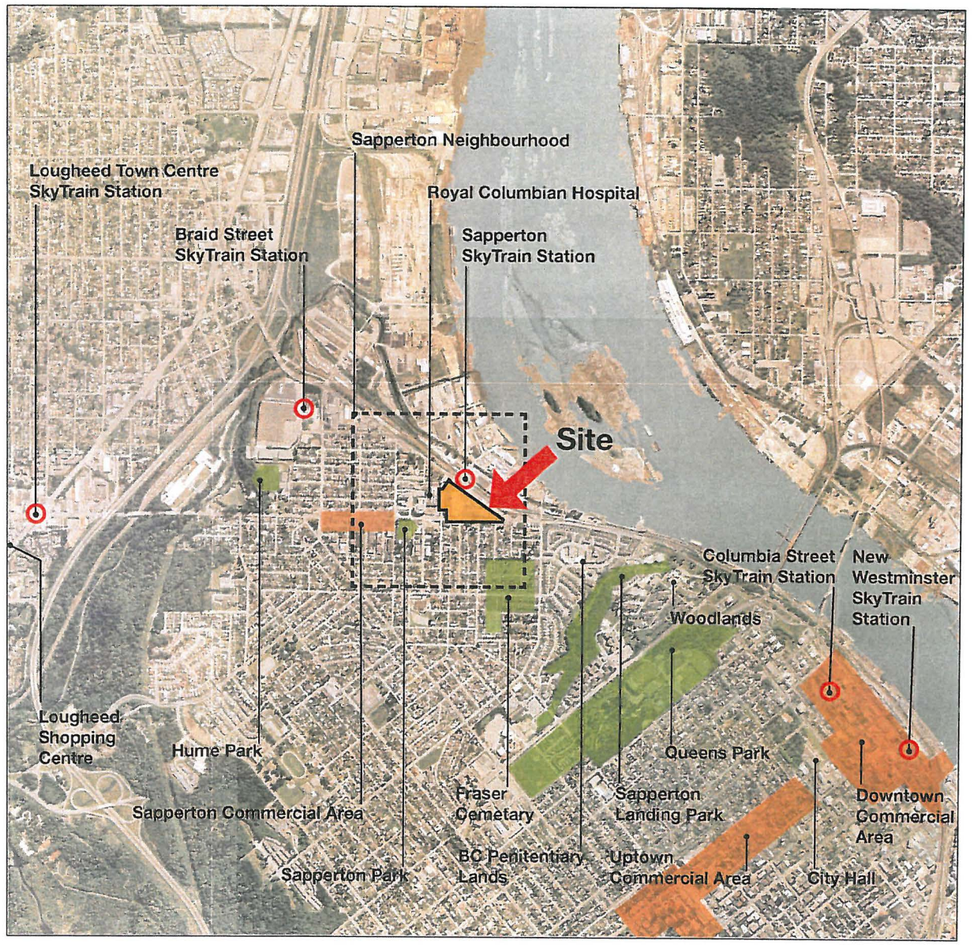
The Sapperton SkyTrain station is one of five SkyTrain stations in New Westminster, and is part of the Millennium Line, which was completed in 2002. The boundary of the former brewery site is immediately adjacent to the station's elevated footbridge over Brunette Avenue and the railway tracks, and connects Sapperton with fast, sustainable rapid transit access to the Greater Vancouver region.

Sapperton

The site is located in Sapperton, a neighbourhood named after the Royal Engineers, or 'Sappers', who surveyed and laid out British Columbia's first capital in New Westminster.

Sapperton is a well-established neighbourhood to the north and west of the site. Residents take pride in their community and have been an important source of local history and knowledge.

There are a variety of commercial services and businesses to the west and north of the former brewery site. The City has developed Design Guidelines for East Columbia Street and these will be integrated into the overall development.



Relationship to the City Map

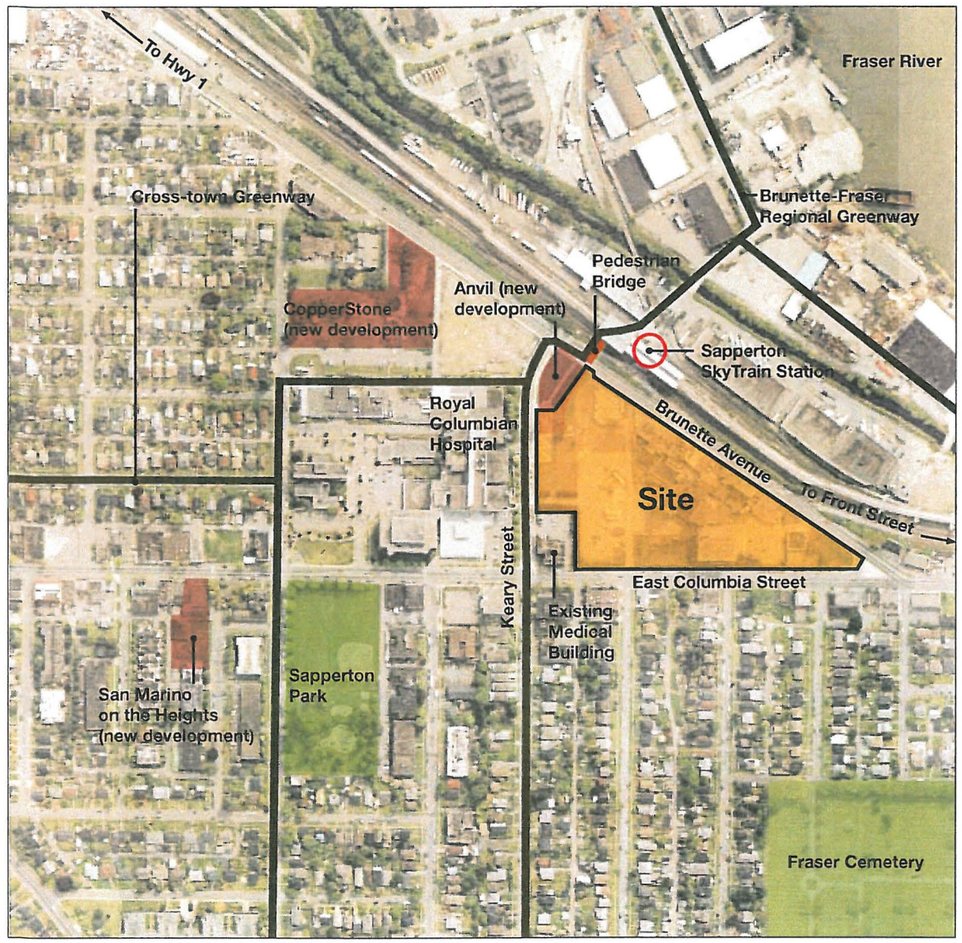
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- SkyTrain Station
- Green Space
- Commercial/ Industrial
- Enlarged view (refer to the following page)

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2.2 Location and Context



Local Context Map

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- SkyTrain Station
- Green Space
- Multi-Unit Residential Developments Under Construction
- City of New Westminster Pedestrian/Bike Routes

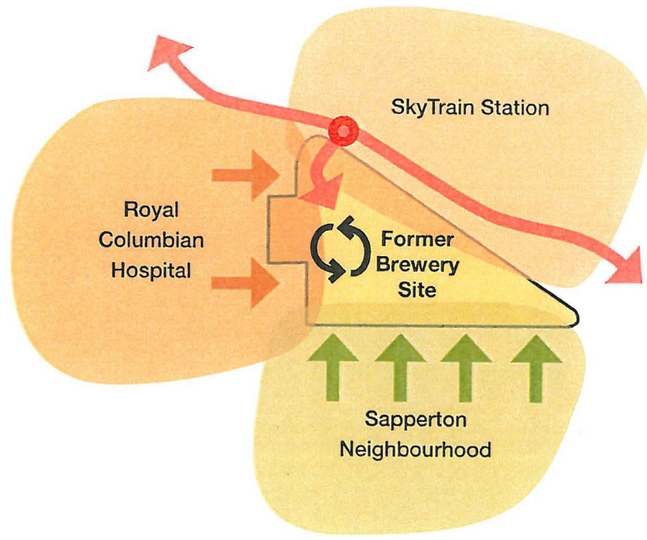
The site is located close to the Fraser River, and is adjacent to Royal Columbian Hospital, the Sapperton SkyTrain station and the Sapperton residential neighbourhood.

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2.2 Location and Context





The former brewery site is zoned as an M-1 Light Industrial District, which permits light industrial, retail and service uses.

City and Regional Policy

Several municipal and regional policies will affect the site's redevelopment. Refer to Section 7 for a complete overview.

The New Westminster Official Community Plan (OCP) and the Greater Vancouver Regional District (GVRD) Livable Region Strategic Plan include several policies that promote community building and livability in the future development. The OCP is a vision that is crafted by City staff in collaboration with members of the community and their elected City Council; New Westminster's OCP was approved in 1998. The City of New Westminster approved the GVRD Livable Region Strategic Plan in 1994.

Zoning

The site is currently zoned M-1 Industrial, reflecting the industrial brewery operations of the past. This zoning permits several different light industrial, retail and commercial service uses. Buildings are permitted to be a height of six storeys with no front, rear or side yards required. Other than residential uses, the majority of uses proposed in the Village development fit in the current M-1 zoning.

Even though industrial lands are important to provide employment and tax base, the OCP includes policies that accommodate the changing needs of industry over time, whereby industrial lands may be intensified or diversified to accommodate changes in the economy.

WesGroup and its project team collaborated with the City of New Westminster to:

- analyze the site's land use within the context of the approved Official Community Plan;
- take advantage of the site's proximity to the Sapperton SkyTrain station and Royal Columbian Hospital;
- assess the suitability of the site to accommodate future employment generating land uses;
- assess the potential redevelopment of the site and its effect on the revitalization efforts of the Downtown and Uptown; and
- proceed forward with a set of land uses that are in the best interests of the Region, New Westminster, and the neighbourhood of Sapperton.

2.3 A New Opportunity

A Different Approach

With the decommissioning of the Brewery and the site's proximity to the SkyTrain, Royal Columbian Hospital and an existing residential neighbourhood, there is an exciting opportunity for WesGroup to create a unique and vibrant mixed-use development. The site is in an excellent location to support the evolution and growth of New Westminster, and provide for the current and future needs of the resident population.

The vision that WesGroup had identified during the bidding process on the former Labatt Brewery would require that the site be rezoned. Prior to commencing a formal rezoning application, WesGroup began an intensive and meaningful public consultation process to receive community suggestions on any proposed rezoning concepts, provide information to the community regarding the rezoning process, and solicit feedback on form and character. In its selection of WesGroup, Neil Sweeney of Labatt Breweries stated that Labatt was "excited about the development possibilities that WesGroup has identified for the site."

The redevelopment process and concept for the site has been informed by municipal and regional policy documents, economic, land use and transportation consultant studies, community and City input, and the experience brought together in the consultant team.

Starting With the Community

WesGroup led a public consultation process for the rezoning of the former brewery site that took place over ten months.

The purpose of the Communication and Public Consultation Plan was to receive community information, input and feedback on the development concept as it evolved from ideas around design and use to a developed Master Plan.

As part of the public consultation process, four Open Houses were held to update the community on the rezoning process and to obtain stakeholder input and feedback regarding the future development of this remarkable site.

This helped establish a dialogue with the community and key stakeholder groups early on in the redevelopment process, and will continue in a variety of forms as the project progresses.

By consulting with the community to understand their issues and concerns, the development team was able to define a vision and planning principles that responded to the community's needs. The following sections provide planning, architectural and landscape strategies that are encouraged for the future development of the Village at Historic Sapperton.

WesGroup has produced a separate booklet that provides a more comprehensive overview of the public consultation process. Please refer to 'The Village at Historic Sapperton – Public Consultation Process' for more information.



Presentation of Master Plan, Open House 4



Open House 2

WesGroup established a dialogue with the community and key stakeholders early on in the redevelopment process.



Discussing Presentation Boards, Open House 3

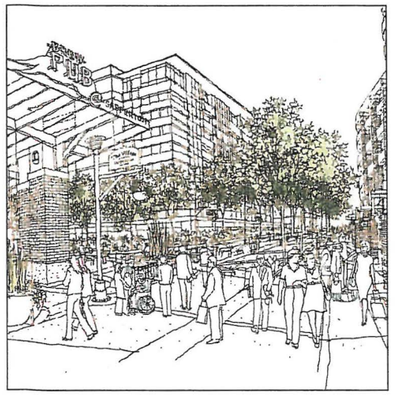


Master Plan Model, Open House 4

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3.0 Planning Principles



A harmoniously designed mixed-use community that enhances the history and traditions of the Sapperton neighbourhood, Royal Columbian Hospital and the former brewery.

3.1 Vision for the Village
3.2 Public Participation
3.3 Complete Community
3.4 Movement
3.5 Open Space
3.6 Views
3.7 Placemaking
3.8 Neighbourhood Integration
3.9 Mixed-Use Development
3.10 Architectural Character
3.11 Sustainability
3.12 Safety and Security
3.13 Streets and Parking
3.14 Site Services
3.15 Development Phasing

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3.1 Vision for the Village

Vision

The Village at Historic Sapperton will be a response to the needs of the modern Sapperton community, enhance the history and traditions of the neighbourhood, Royal Columbian Hospital and the former brewery, and provide a safe and vibrant place to live, work and play.

Live, Work and Play

The site will integrate a variety of building types and uses to promote a modern and vibrant, pedestrian-oriented urban community where people of all ages can live, work and play. The mixed-use community will provide a balanced and diverse tax-base, will help provide a substantial employment base, and will support the critical mass necessary to ensure the success of current and future community retail, services and amenities.

Health Services

A unique and significant component of the Master Plan is for the provision of a Health Services sub-district that will provide flexibility and an expansion opportunity for Royal Columbian Hospital.

Neighbourhood Amenities

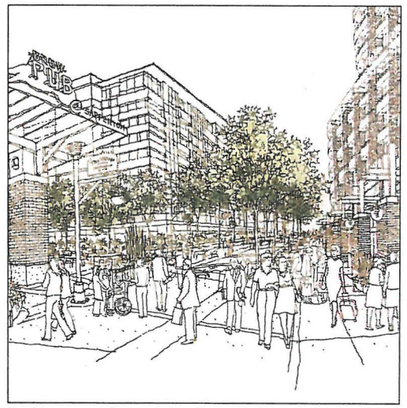
Neighbourhood retail, greenspace and other amenities, residential housing, and health service uses will support and respond to the needs of the Sapperton resident and employee populations. The interrelationship between these services should reduce the amount of local vehicular traffic, as well as promote pedestrian movement.

Density

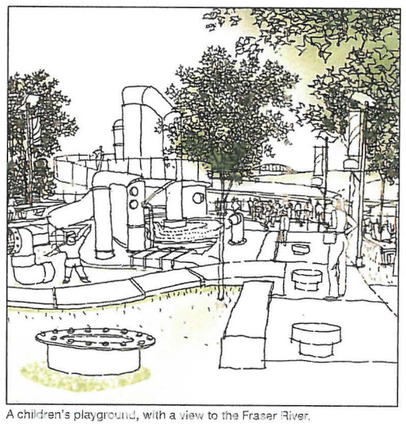
The Village at Historic Sapperton will encourage higher population densities to support the creation of both retail, service, and employment uses in the neighbourhood. The development will propel commercial activities on East Columbia Street, helping return the street to its former glory as a vibrant community "High Street." Furthermore, it should lead to more successful rapid transit by encouraging more people to use the Sapperton SkyTrain station.

Urban Design

People are attracted to places that have vitality, variety and a high quality urban design. The Village at Historic Sapperton will take care to integrate the scale and form of the surrounding neighbourhood while providing intuitive, pedestrian-friendly connections throughout the development.

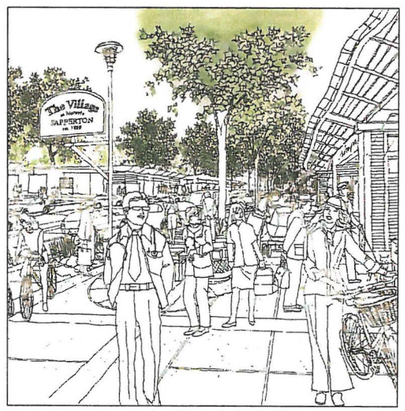


Providing a space for people to gather and interact close to home.

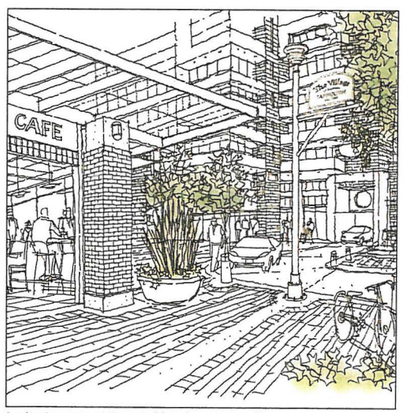


A children's playground, with a view to the Fraser River.

People are attracted to places that have vitality, variety, and a high quality urban design.



Neighbourhood amenities to meet day to day needs.



A mix of uses are integrated into the community.

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3.2 Public Participation

Objective

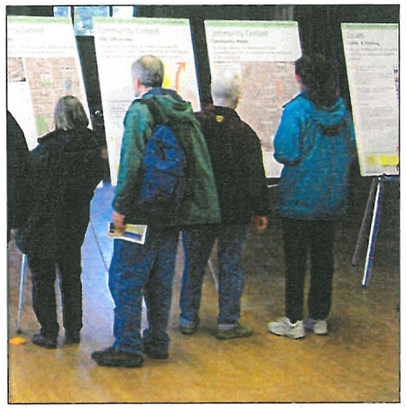
Future development of the Village at Historic Sapperton will continue the open and transparent dialogue between the community and the developer.

The First Step

WesGroup pioneered an immensely successful public participation process for the development of the Village at Historic Sapperton's Master Plan. By providing opportunities for public involvement in the process, WesGroup was able to receive the valuable contribution and feedback of the community for the site's future development. Refer to Public Consultation Process booklet for a detailed overview.

Successive Stages

Future Development Permit applications will allow for additional public participation. The neighbouring community is a valuable contributor of local knowledge to inform ultimate design solutions.







Community Input

Open House 1
Welcome and Introduction
(December 2005)

Open House 2
Issues and Ideas
(February 2006)



Open House 3
Site Specific Concepts
(May 2006)

Open House 4
Community Preferred Options
(September 2006)

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3.3 Complete Community

Objective

Encourage a diverse land use policy that is supportive of a neighbourhood where people can live, work and play in the same community, and adapt with its changing needs.

Diverse Land Use Policy

A complete community includes a mix of housing types, a variety of commercial and service uses that meet the daily needs of the resident population, provision of Health Services that will support and promote employment generation, alternative forms of transportation, and an integrated open space and greenway network. By providing these elements within the Village at Historic Sapperton, the redevelopment will support the needs of a diverse resident and employee population.

Interaction and Accessibility

The network of integrated public places should allow people to move through the Village, as well as to gather and linger. Accessibility throughout the site and to public transit will provide increased opportunities for social interaction.

The Design Guidelines take special care to successfully integrate the elements of a Complete Community by responding to the surrounding site influences and providing a mix of land uses and open spaces to meet the needs of current and future residents.









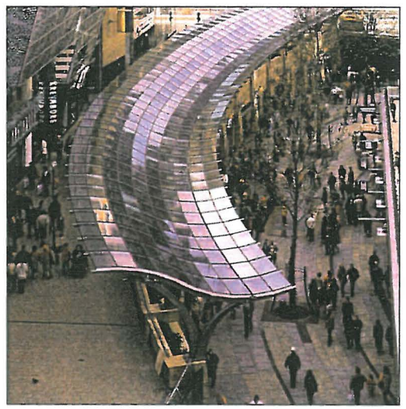
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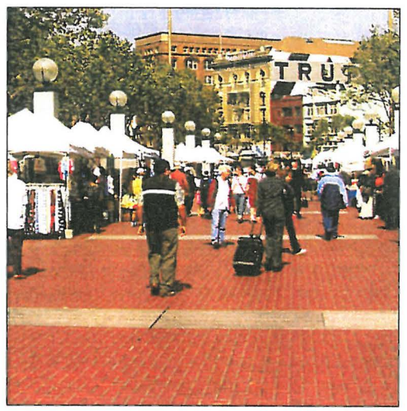
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3.4 Movement









Objective

Maximize connections and facilitate movement and interaction by providing a circulation network that is accessible for all types of mobility including wheelchair access, and is well integrated throughout the development and with the neighbouring community.

Transit-Oriented Development

The Village at Historic Sapperton is a Transit-Oriented Development designed around the concept of a walkable mixed-use community. The key design principles associated with the plan are density, diversity and comprehensive urban design. These redevelopment principles are consistent with the City of New Westminster's 'Smart Growth' design approach and its transportation policy, which gives precedence to walking, cycling and transit usage over the passage of motor vehicles.

Urban Design Features

The urban design features are intended to facilitate significantly higher levels of pedestrian traffic, cycling and transit use compared to those in a conventional low to medium-density suburban, car-oriented development. Key urban design features will provide:

- a permeable street and walkway system that provides pedestrians with more choice of routes than other road users;
- an engaging walking environment with building frontages overlooking sidewalks and walkways – providing the 'eyes on the street';
- a cycle-friendly environment with low traffic volume streets, a new off-street route, connections to existing routes and ample cycle storage; and
- a strong connection between the bus waiting facilities on East Columbia Street and the SkyTrain station that is safe, engaging and convivial.

Universal Accessibility

One of the key drivers in formulating the movement system was to provide safe and universal accessibility to those with mobility challenges. All pedestrian routes within the site have been designed to a grade of 5% or less. The site's inherent, steep topography along Keary Street will be modified to provide sidewalk grades of 5% or less to enable better accessibility throughout the site, and to the hospital.

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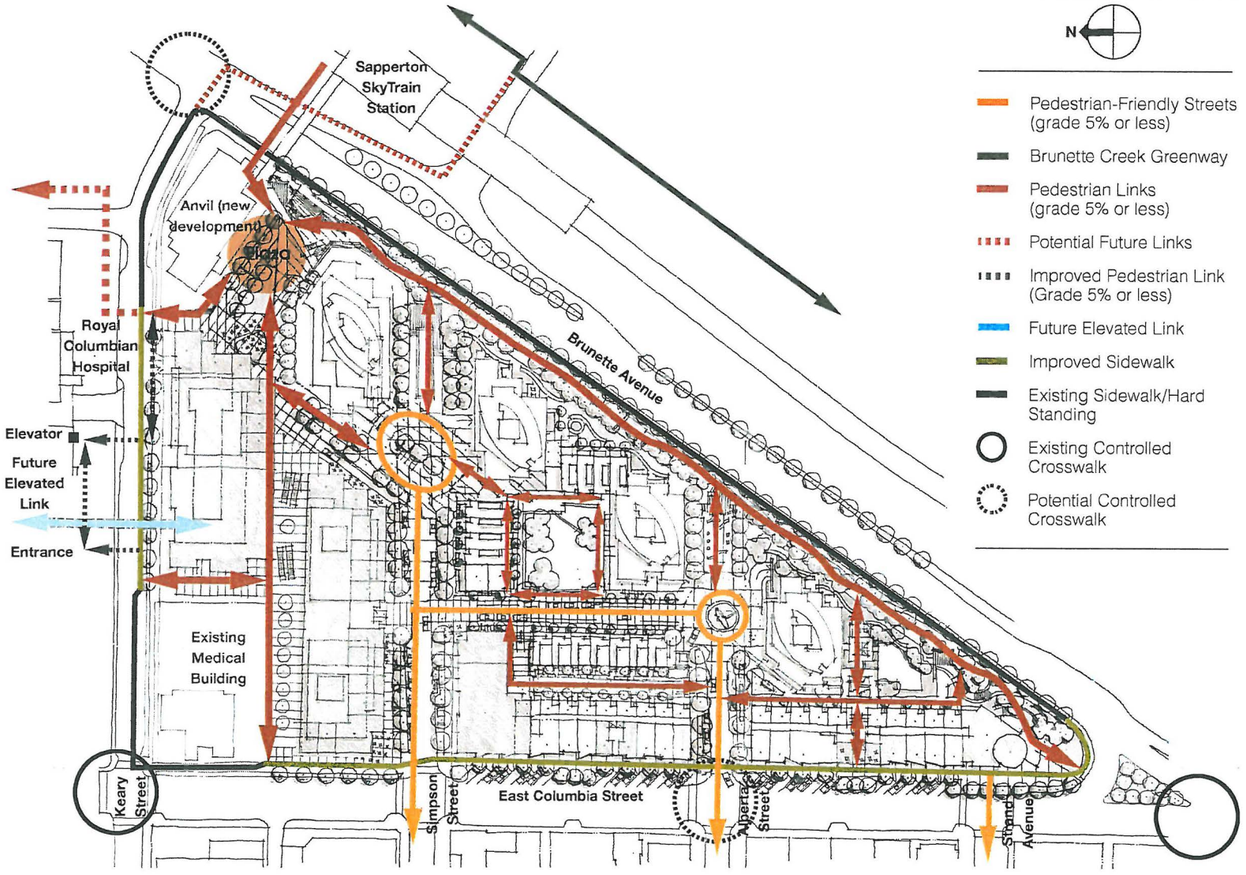
3.4 Movement

Circulation

Walking is expected to be a primary form of travel within the Village, and throughout the surrounding neighbourhood. Sapperton is an established community with commercial space, restaurants, pubs, local employment, community facilities and schools within walking distance of the Village and the Sapperton SkyTrain station. A permeable street and walkway network will provide pedestrians with a choice of routes. These routes will also provide pedestrian connections to the adjacent streets.

One of the key pedestrian links within the development will be a clear and safe walkway between the SkyTrain station and East Columbia Street and its bus routes. A plaza where the SkyTrain Station pedestrian bridge connects with the development will create a sense of arrival. From the plaza, the pedestrian thoroughfare to East Columbia Street should be direct, convivial and engaging. This connection will be fronted by commercial activities at street level. Sidewalk slopes throughout the Village should be five percent or less (where possible) to maximize accessibility.

There is also a proposed elevated pedestrian link connecting the Village to Royal Columbian Hospital.



Circulation Map

N

- Pedestrian-Friendly Streets (grade 5% or less)
- Brunette Creek Greenway
- Pedestrian Links (grade 5% or less)
- Potential Future Links
- Improved Pedestrian Link (Grade 5% or less)
- Future Elevated Link
- Improved Sidewalk
- Existing Sidewalk/Hard Standing
- Existing Controlled Crosswalk
- Potential Controlled Crosswalk

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3.4 Movement

Cycling

A cycle-friendly environment will be encouraged in and around the Village using a mixture of streets, lanes and paths. These connections should provide cyclists with a choice of routes that are engaging, safe and comfortable.

Bicycle parking for retail and service establishments should be distributed throughout the Village in visible locations, with the majority located in the plazas. Additional bicycle parking should also be located in smaller pockets. These secondary bike parking areas could be accommodated along both East Columbia and Keary Streets. Staff cycle parking will be located in lanes, courtyards, and indoors. These spaces should be weather-protected and secure.



Cycling Routes Map

N

- Cycle-Friendly Routes
- Brunette Creek Greenway
- Cycle Parking
- Shared Use Sidewalk
- Low Traffic Street
- Extra Road Width Available for Cyclists
- Minor Link
- Existing Controlled Crossing
- Possible Controlled Crossing

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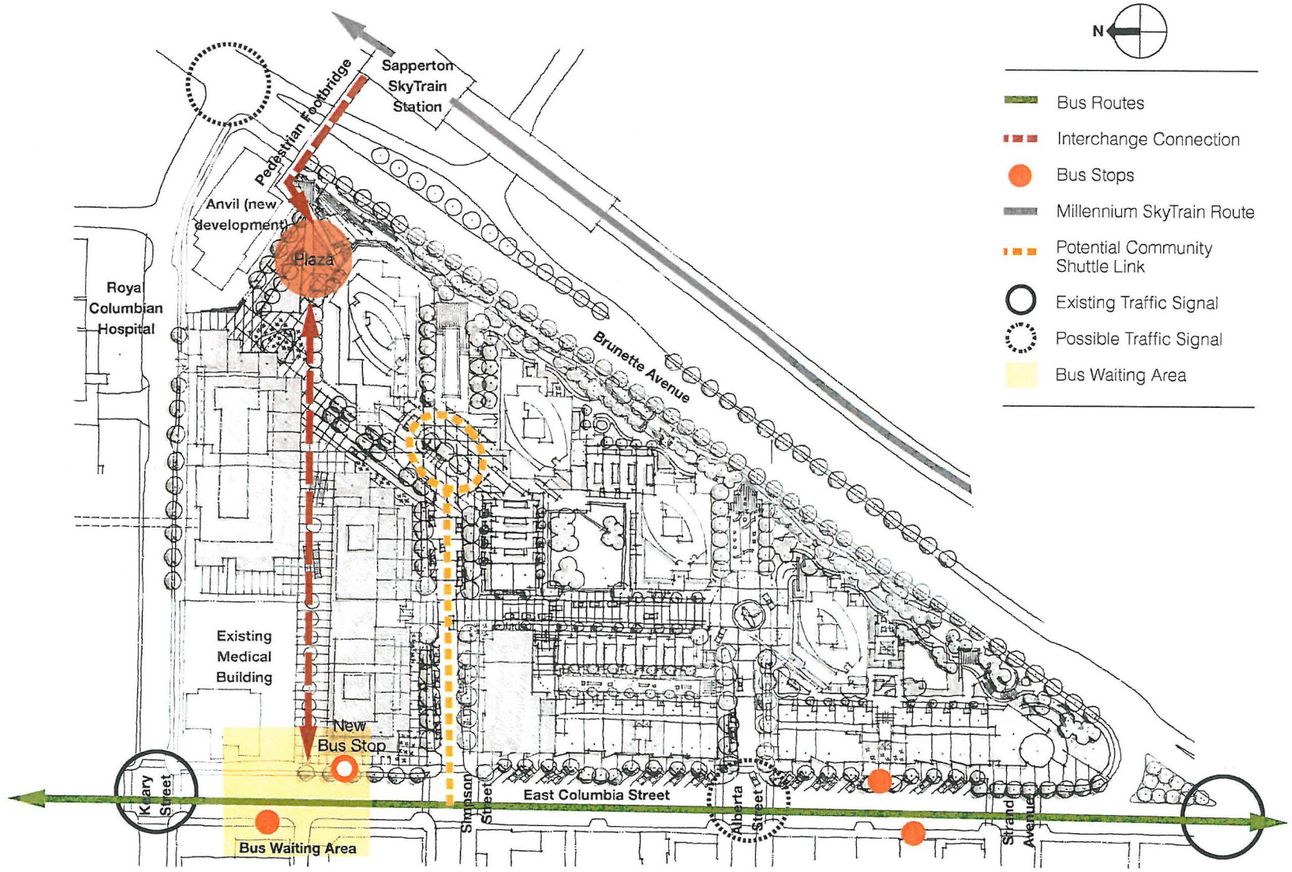
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3.4 Movement

Transit

The Village at Historic Sapperton is being planned as a Transit-Oriented Development around the SkyTrain rapid transit station and East Columbia Street bus transit. One of the key objectives of this development will be to create an environment that encourages the use of public transit. This will be achieved through high quality urban design that supports retail uses and creates pedestrian links and clear physical connections with the surrounding neighbourhood and hospital.

The interchange connection between the SkyTrain station and East Columbia Street bus transit is a key link for public transit. The bus waiting area at East Columbia Street should be safe and attractive, with a new bus stop located on the east side of the street. A community shuttle into the development on Simpson Street could potentially be provided.



Transit Routes Map

- Bus Routes
- Interchange Connection
- Bus Stops
- Millennium SkyTrain Route
- Potential Community Shuttle Link
- Existing Traffic Signal
- Possible Traffic Signal
- Bus Waiting Area

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3.5 Open Space

Objective

Distribute a variety of open spaces throughout the Village that take advantage of natural light and views, and the site's proximity to services and transportation nodes.

Formal Public Open Spaces

These spaces will provide significant destinations that have a unique identity and program. Siting and analysis will ensure that topographic character, views, and the location of buildings provide quality open space with a variety of programmatic themes and a combination of both hard and soft landscaping depending on whether a passive or active space.

The public open spaces consist of two urban plazas, several public park spaces, semi-private open space, and a gateway feature. The urban plazas include the Arrival Plaza and Health Services Court. Public park space leads onto the two view decks at the end of Alberta and Simpson Streets that overlook the Fraser River. The Village Green is at the centre of the development and offers another public park space. A Garden Gateway signals the entry to Sapperton where Brunette Avenue and East Columbia Street converge.



Open Space Map

N

- Urban Plaza Space
- Public Park Space
- Urban/Village Streetscape
- Neighbourhood Landscape
- Pedestrian Mews
- Greenway Linkage
- Interior Atrium Space
- Semi-Private Open Space
- Garden Gateway
- 1 Arrival Plaza
- 2 Health Services Court
- 3 Simpson View Deck
- 4 Village Green
- 5 Alberta View Deck
- 6 East Columbia High Street

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3.5 Open Space

Connectivity

The site is organized to provide intuitive pedestrian connections between open spaces and destinations, including:

- neighbourhood to site;
- public to private domain; and
- outdoor to indoor building space.

Paths connect various locations throughout the site with a cohesive and logical sense of order. Using a system of path hierarchy and quality urban design, connections will weave together the formal public spaces.

The pedestrian mews, urban and village streetscapes, greenway linkages and interior atrium space are the landscape elements that weave the open space together (refer to previous page for the location of these elements).



Connectivity Map

N

- Urban Passive Pedestrian Nodes
- Active Nodes
- Controlled Pedestrian Movement
- Pedestrian Movement
- Combined Pedestrian/ Vehicular Movement

1 Arrival Plaza
2 Health Services Court
3 Simpson View Deck
4 Village Green
5 Alberta View Deck
6 East Columbia High Street

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3.0

3.6 Views

Objective

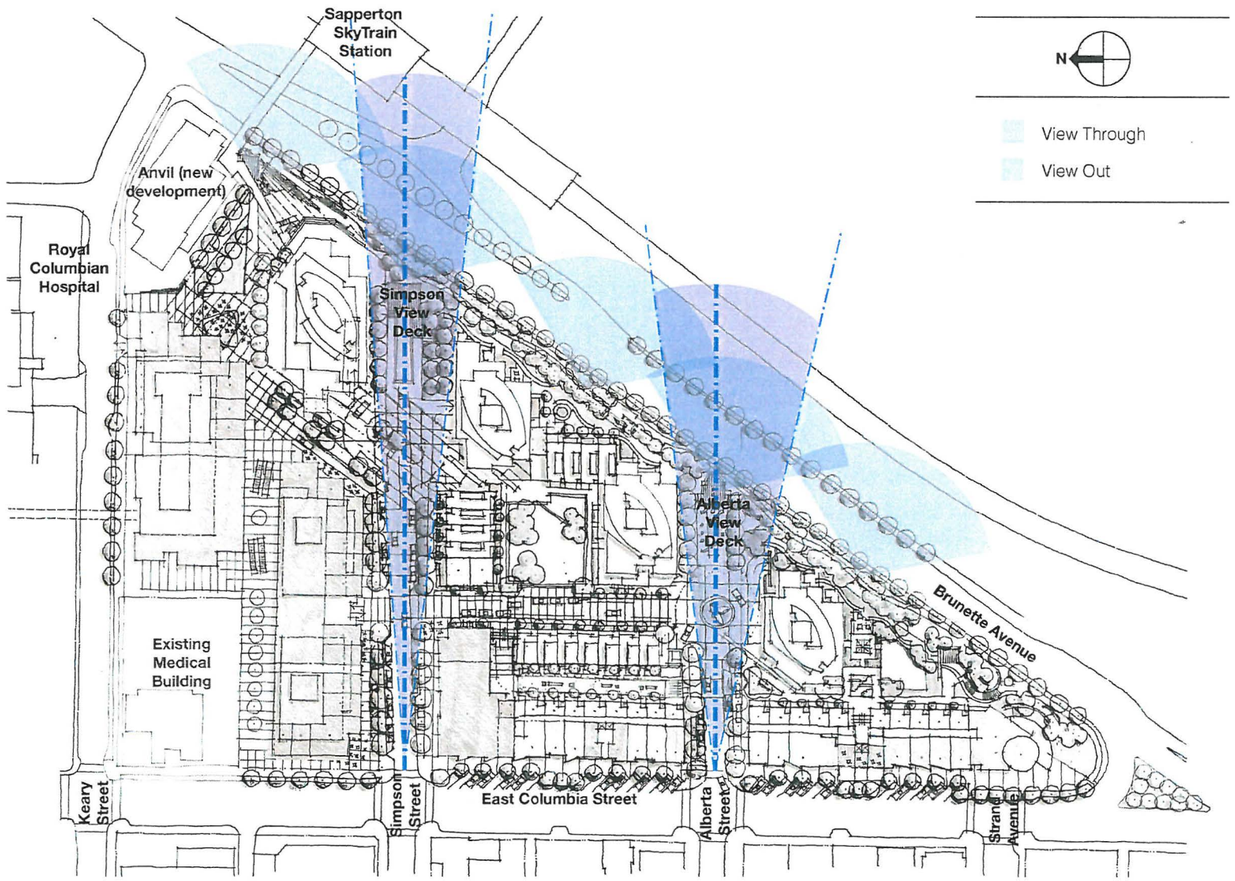
Maximize existing views and provide new public viewing opportunities, both through and out from the site.

Street Extensions

Street aligned views in the adjacent Sapperton neighbourhood to the west have dramatic river views to the east through the site. Street alignments should be extended across the site to protect these public views. In addition, the setbacks at the Simpson and Alberta Street ends should be enlarged to 24m (45') from the centerline of the road extensions for a total corridor width of 48m (90') to improve views from East Columbia Street.

Viewing Decks

The topography of the site and along Brunette Avenue allows for public viewing decks out to the Fraser River over the elevated track of the SkyTrain. Public viewing decks will provide expanded viewing opportunities that include vistas of the mountains spanning to the Fraser Delta, the Surrey skyline with Mount Baker beyond, to the Patullo Bridge in the distance.



Views Map

View Through

View Out

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3.7 Placemaking

Objective

Foster a sense of community by integrating personal and civic histories into the design of quality open spaces that provide opportunities for social interaction, including neighbourhood and community events.

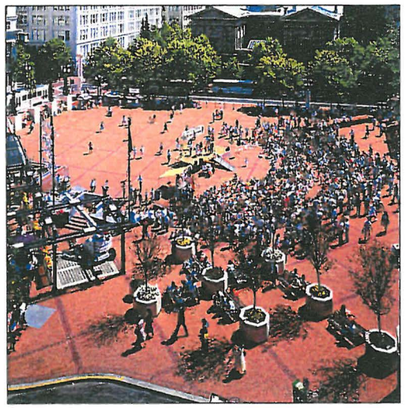
Good urban placemaking strategies are essential to foster a sense of community and include providing places that have a comfortable image. Integrating historic artifacts, responding to the scale and character of adjacent neighbourhoods and uses, and providing many opportunities for social interaction will encourage community placemaking.

Storytelling

Stories become our link to the past. As the name of the development suggests, few communities have as rich and interesting a history as that of Sapperton. It is critical that these stories and histories are told and memorialized in the Village at Historic Sapperton. WesGroup has retained key brewery artifacts that will be a starting point to weave together the stories of the brewery, Royal Columbian Hospital and the Sapperton neighbourhood throughout the development. Our goal is to combine archival history and artifacts with personal and family stories and anecdotes, turning inanimate objects like buildings, gates, plaques and stones into historical memoirs. Storytelling will weave the different uses and histories into one collective "neighbourhood memory."

Community Amenities

The Village at Historic Sapperton will provide a wide range of community amenities. These include public plazas, a neighbourhood park, viewing decks, a convenient drop-off area at the foot of Simpson Street for commuters, commercial services, restaurants and a network of connections that will encourage pedestrians and cyclists to stop and linger while making their way through the Village.







Storytelling will weave different uses and histories into one collective "neighbourhood memory."

The "Arrival Plaza" will provide a memorable first impression to commuters and visitors who arrive in Sapperton by SkyTrain, as well as a viewpoint over Brunette Avenue to the Fraser River, a setting for outdoor dining, for people waiting for medical appointments, and a venue for people meeting friends and colleagues.

The "Health Services Court" will provide a "front door" to Royal Columbian Hospital for the many people who arrive by SkyTrain, as well as to those who are dropped off at the end of Simpson Street. This space will function as a public courtyard and respite space, designed with an emphasis on safety and physical accessibility.

The "Village Green" will function as a local park focused on the immediate community. It may also serve as a primary location for public art features that tell the story of the brewery and the history of the Sapperton area.

The "Simpson View Deck" will provide a drop-off area for people who take the SkyTrain to and from New Westminster. The primary attractions will be the views towards the Fraser River, the Port Mann Bridge and Surrey, and opportunities to pass through the space on foot or on bicycle, as well as to relax and enjoy the view.

The "Alberta View Deck" is proposed to allocate play space for the community, showcasing the spacious character of the development, and views towards the river.

The "East Columbia High Street" will offer convenient local shopping to the residents of the Village and the surrounding neighbourhood, and will animate the street adjacent to Royal Columbian Hospital.

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3.8 Neighbourhood Integration

Objective

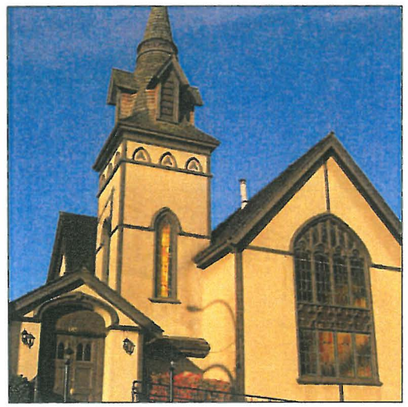
Integrate the Village at Historic Sapperton by observing the scale and uses of the surrounding neighbourhood, and implementing a built form strategy that is consistent and complementary.

Connections

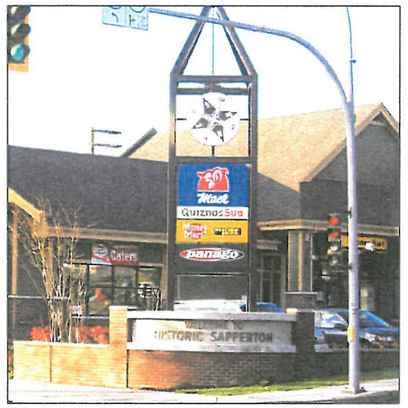
Extending Alberta and Simpson Streets into the site provides a natural connection to the Sapperton neighbourhood; providing view opportunities at the street-ends that will draw people into the site.

Building Scale

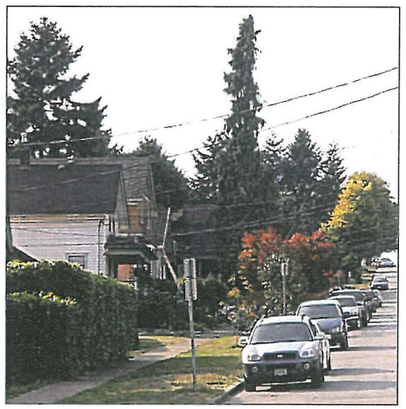
Strategically locating open space within the site, providing view corridors, and defining building edges creates opportunities for social interaction and influences the scale of the buildings on the site. The building scale of the neighbourhood will help generate the appropriate scale and placement of buildings within the Village: medium built forms respond to Royal Columbian Hospital, higher forms respond to Brunette Avenue, and lower forms respond to East Columbia Street and the Sapperton neighbourhood.



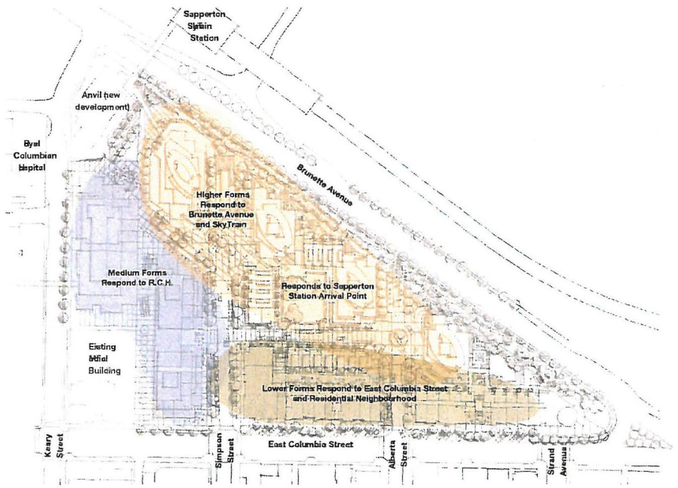
Knox Church



Sapperton retail



Sapperton houses



Scale Map



Higher Forms

Medium Forms

Lower Forms

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3.9.1 Mixed-Use Development – Health Services

Objective

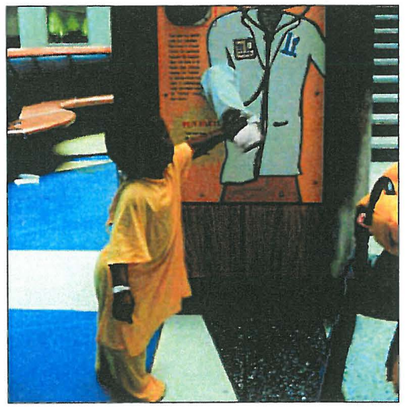
Provide an opportunity for the expansion of Health Services and connection to Royal Columbian Hospital, while providing alternative long-term options for growth to the largest employer in New Westminster.

A Community of Care

The Village at Historic Sapperton will include Health Services as a unique, and very important component of the proposed development. The Health Services use at the Village at Historic Sapperton is an extension of the long tradition of health care in the community and city.

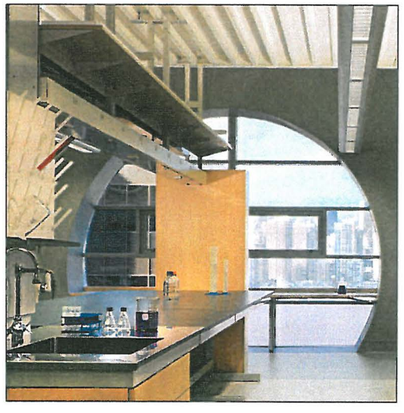
Accommodating Health Services in the development will allow Royal Columbian Hospital to grow and expand as part of a larger mixed-use development. The Village at Historic Sapperton will include complementary ancillary retail and services to enhance the experience of employees, allow the Hospital to maintain and attract new staff and provide better care for its patients.

A Health Services land use, which also includes education, research and development, provides a natural extension of Royal Columbian Hospital, and will ensure that Sapperton continues be home to health services, one of the fastest growing industries in British Columbia, and the largest employer in the city.









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3.9.2 Mixed-Use Development – Residential

Objective

Provide a variety of housing types and affordability options to foster the development of a diverse community.

Variety of Housing Types

A variety of housing types are incorporated into the development to accommodate a diverse range of family types, ages and incomes. Varying housing forms and types that respond to the various stages of life supports the notion of a diverse community.

Housing types contemplated for the site include market housing, seniors' housing, and/or continuing/residential care facilities. The mix and number of unit types will be determined by the requirement or demand for each. All units will be universally accessible to meet the needs of a range of abilities.

Residential form will enable opportunities for families, couples and singles by providing spaces that meet the needs of these family sizes. Townhomes, apartments, and condominiums will be of a variety of scales including ground-oriented low-rise townhomes to mid-rise condominiums and high-rise apartments.

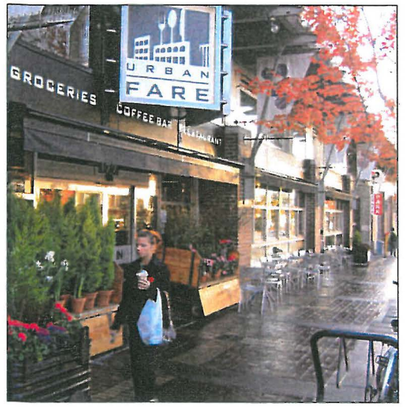


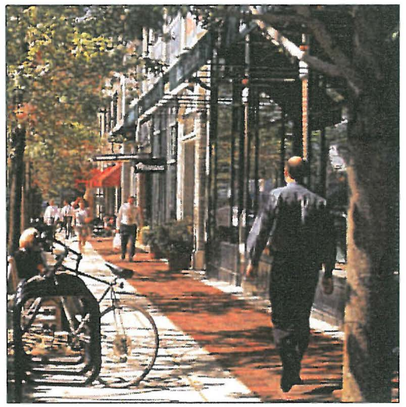




A variety of housing types are incorporated into the development to accommodate a diverse range of family types, ages and incomes.

3.9.3 Mixed-Use Development – Retail









Objective

Provide a stable and vibrant neighbourhood retail environment that can attract critical retail anchors, such as a grocery store, pharmacy and bank, that will attract other retailers to provide a strong retail base to service the neighbourhood, and create new opportunities for existing businesses on East Columbia Street.

Meeting Neighbourhood Needs

The Village at Historic Sapperton will encourage the establishment of retail and neighbourhood services that support the daily needs of residents and employees.

The retail component will address the requirement for new opportunities in Sapperton that will satisfy the community's daily retail shopping needs. This neighbourhood centre will help stimulate new demand for the existing retail along East Columbia Street.

Three specific retail areas in the development include a "High Street" along East Columbia Street, the extension of this retail street into the Village, and the creation of an interior Health Services retail mall.

Design Features

The Village's neighbourhood personality will be visually evident from its low-scale built form along the East Columbia Street frontage, and will feature retail uses that meet the day-to-day needs of the community. The City of New Westminster's 'Columbia Street East Design Guidelines' will be referenced to ensure continuity of street design elements.

Defining features of the retail uses will include:

- pedestrian-scale;
- ground-oriented;
- continuous, unbroken and transparent retail activity;
- parking provision either underground or metered; and
- lively interaction with the pedestrian realm.

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3.9.4 Mixed-Use Development – Commercial

Objective

Encourage the establishment of commercial uses that complement the existing neighbourhood influences.

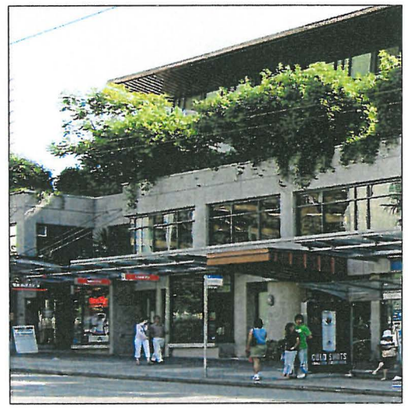
Commercial Activity

The Village at Historic Sapperton will encourage the establishment of professional and commercial spaces that support the service needs of local residents, neighbourhood users and employees. A variety of business types will provide services that support the neighbourhood. Some examples of business types include convenience uses that cater to SkyTrain users, and professional services.

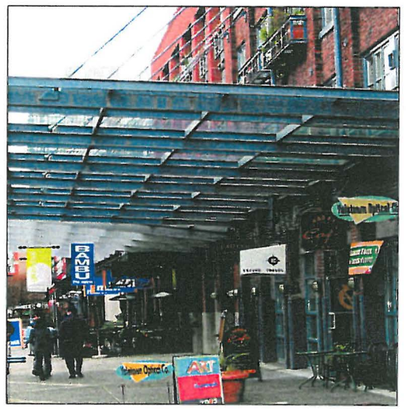
Medical, health care, and healthy lifestyle commercial uses will complement Royal Columbian Hospital and other associated health services uses on site.

Historic Sapperton Brew Pub

As the site has a long tradition of having a brewery, during the Public Consultation Process it was strongly encouraged that a neighbourhood historic brew pub be part of the Master Plan. Several historic artifacts from the former brewery operation have been maintained (brewtanks/ gates/stone wall) to become part of a new tradition at the Village.







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3.10 Architectural Form and Character

Objective

Encourage an architectural character and style that develops the identity and authenticity of the site while providing a memorable experience of this historic neighbourhood.

Context

The architectural character of Sapperton as identified in the City of New Westminster's 1997 'Columbia Street East Design Guidelines' would "develop into its own new character over time." While Sapperton has a rich history that begins with the early formation of BC, "most of the existing commercial buildings are unremarkable and not worthy of retention." As such, this new development is not intended to reflect a specific historic character or style, but rather the overall character should be of an "active, animated and service oriented mixed-use development."

These guidelines support the principles of the 'Columbia Street East Design Guidelines,' and provide an overall direction for the mass, character, material choices and architectural features in relation to building type, use and location. The architectural character should symbolically reflect the local history that is rich in activities and artifacts.

Specific architectural guidelines are provided in Section 4.

Mass

The overall mass of the development is designed as a cascade of buildings that transition from the site's connection with the GVRD context at the SkyTrain station to the Sapperton neighbourhood. Along East Columbia Street the project transitions from the institutional mass of Royal Columbian Hospital to lower form commercial buildings. A gateway element at the intersection of East Columbia Street and Brunette Avenue should accent the overall massing that signals the entry to Sapperton.







Character

The character of the buildings should reflect the diversity of uses in the Village. Health Service buildings should have a clean and open character. Closer to the SkyTrain bridge, the character should become more urban. Along East Columbia Street, the grain of the development should be of a "High Street" character, with small storefronts that step with the sloping grade. Residential building elements should be more passive with an emphasis on decks and privacy.

Throughout the Village, a human scale of pedestrian experience should be maintained at grade level. The overall character should reflect the industrial heritage of the site, while relaying a sense of quality and cohesion among the various programmatic elements.

The character of the buildings should reflect the diversity of uses in the Village.

Materials

The materials choice should be durable and sustainable to convey a timeless quality. Traditional materials such as wood, brick and stone can be mixed with more modern materials such as concrete, metal panels and glass. Material selection should be logical in shape and proportion.

Ground-level materials should be tactile and of a human scale. Materials used on upper levels of buildings should have simplicity and clarity of assembly. Warmer and softer materials should be used in residential elements, while harder and cleaner materials should be used in more high traffic areas.

Architectural Features

Each building type will have unique architectural features that express the activity within the building. Entries should reflect the scale and importance of the building uses. Roofscapes in particular should be developed with balconies, patios, terraces and gardens to add visual interest from the overlooking neighbourhood. Trellises and privacy screens should be used to add detail.

Signage along retail edges should be vibrant and dynamic. Transparent facades that reveal goods and services should be used as secondary signage. Institutional signage and wayfinding should be developed in conjunction with Health Services users.

3.0

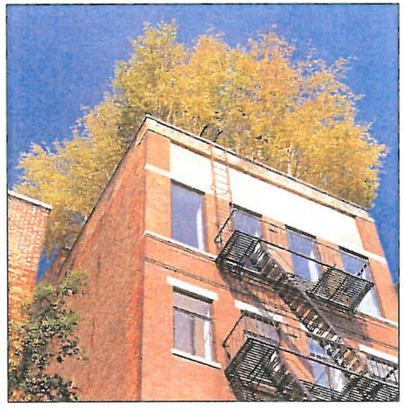
3.11 Sustainability

Objective

The Village at Historic Sapperton will incorporate key principles of sustainability into the Master Plan to balance the area's environmental and social context with key economic drivers in order to 'serve the needs of the current population without compromising the ability of future populations to meet their own needs.'

Integrated Approach

Using an integrated approach to sustainable design will foster a healthy, socially diverse neighbourhood with cleaner air, reduced water consumption, and reduced energy demands. WesGroup and the consultant team are committed to an integrated design process that will continue to consider and explore sustainable design options over the course of the site's redevelopment.







Sustainable Site

The Village at Historic Sapperton overlaps one of the City of New Westminster's Official growth management option areas (refer to the Official Community Plan Section 2.1 for more information). The redevelopment concept will provide a mixed-use neighbourhood, accommodating increased density, within a six minute walk to the SkyTrain station.

The site's redevelopment will transform a large brownfield site located within the existing urban fabric into a vibrant community that serves the needs of a diverse population. It will support local residential and employment activity, and the transition of drivers to transit users. Site-specific sustainability attributes include:

- remediation of a brownfield site;
- close proximity to public transit (refer to Section 3.4);
- proximity to potential workplaces (refer to Sections 3.91, 3.93, 3.94);
- housing affordability and types (refer to Section 3.9.2); and
- alternative energy considerations (e.g., green energy options, solar).

The Village at Historic Sapperton will transform a large brownfield site located within the City of New Westminster's existing urban fabric into a vibrant community that serves the needs of a diverse population.

Transportation Demand Measures

The Village has been designed to facilitate the transition of automobile drivers to transit users. Decreasing the number of single-occupant vehicles on the road will decrease the amount of greenhouse gas emissions and lessen the local impact on the global environment. Transportation demand management identifies opportunities to educate and increase the awareness of individuals around the opportunities of public transit use. When appropriate, promotional information on healthy options to travel to work or to go about daily errands (including walking, cycling) should be provided. Employers in the area should identify opportunities to encourage employees to use alternative modes to get to work, such as subsidized transit passes, car pooling/share, membership in auto share clubs. Secure and safe bicycle storage facilities will be provided to both resident and employee populations. Where appropriate, change rooms for bicycle riders could be accommodated.

Economic Sustainability

The Village at Historic Sapperton will both provide employment during the building construction, such as labour, safety, professional services, as well as after the site is built out. The development is envisioned as a mixed-use development that provides everything one needs to live, work and play. This includes new opportunities for retail, commercial and health services space that will help diversify the local economy, provide a range

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3.11 Sustainability

of income generating jobs, and encourage local business opportunities.

Social Sustainability

Providing public gathering places and increasing retail services will encourage social interaction. The neighbouring community has been consulted in the rezoning process and will continue to be through the redevelopment of the site (refer to Section 3.2). Public amenities include a variety of open spaces with public art and heritage objects woven into the design of the spaces; this will encourage the development of a local identity and character (refer to Section 7.7). The neighbourhood will provide a range of affordability options and housing types to meet the needs of a diverse population at different stages in life (refer to Section 3.9.2).

Green Building and Energy Efficiency

Buildings should be designed and constructed using the Leadership in Energy and Environmental Design (LEED™) standards. Building construction will optimize energy performance with building orientation and glazing that enables passive heat gain while sunscreening direct sunlight to decrease energy demands (i.e., for heat and air-conditioning). In addition, high quality insulation, energy efficient and optimized mechanical equipment will further decrease energy requirements. Ozone protection strategies will be used in building construction practices.

Water efficiency

Water efficient fixtures in health services, residential, commercial and retail uses will decrease the Village at Historic Sapperton's water demands. The landscape development will use Best Practices for Stormwater Management, further discussed in Section 5.7, and include topographic and soil consideration, and the use of rain barrels, rain gardens and swales to decrease the rapid infiltration of water into the earth.

Landscape Development

Sustainability considerations for landscape design and development are extensively detailed in Section 5 of this document. Native plants could be used throughout the site to provide wildlife with habitat and individuals with a connection to their local heritage. Native plants will also support a program of integrated pest management, hence decreasing the amount of harmful chemicals released into the atmosphere (refer to Section 5.9).

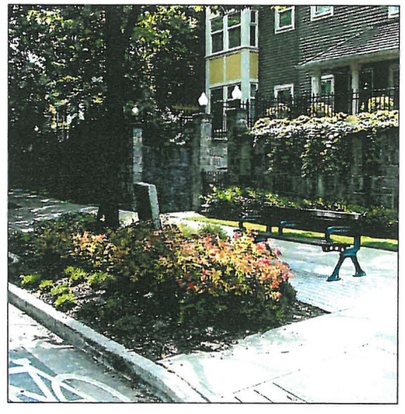
Green roofs may be integrated into the site when appropriate and will use best construction practices to ensure safe and effective operation. The provision of green roofs and minimal surface parking (refer to Section 3.13) will decrease the Village's heat island effect (i.e., warmer urban environments due to hard, dark surfaces that absorb heat), reducing greenhouse gas emissions and the effects of global warming.

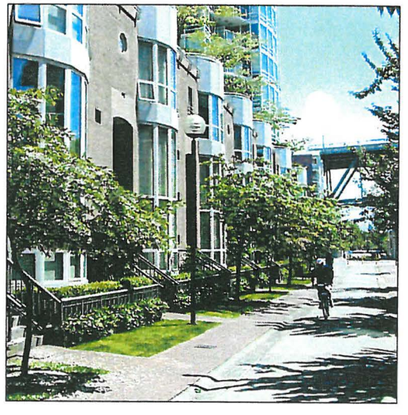
Materials and Resources

Materials used in building construction could include a percentage of recycled content and, when possible, sourced from regional suppliers. Building construction should be durable, including materials such as recycled concrete and brick. Construction waste should divert 50% of all waste from the landfill. Residents will be provided with recycling storage and the opportunity for community composting may be explored.









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3.12 Safety and Security

Objective

Establish an integrated approach to public safety and security that utilizes a range of measures throughout the Village at Historic Sapperton.

As this development is situated at a key gateway to the City of New Westminster, safety and security are particularly important. The proximity of Royal Columbian Hospital and the connection with Sapperton SkyTrain station underscore the importance of addressing potential opportunities for crime.

Urban Design

Well-designed urban spaces that provide an attractive and well-defined public realm will encourage the public's use and relationship with the space. Buildings and outdoor spaces should be ground-oriented and provide a pedestrian scale to further encourage interaction between users at all times of the day.

Building and landscape design should create safe and attractive streets with good lighting, no sight barriers, and the proper direction of people and automobile movement. Individual strategies should utilize configuration of street edges, management of sight lines within public and semi-public spaces, lighting and signage.

CPTED

Crime Prevention through Environmental Design (CPTED) utilizes various approaches to the design of public spaces, in the interests of reducing criminal behavior. Suitable design of the built environment can reduce fear and discomfort, as well as the incidence of crime. CPTED strategies can also improve in the quality of community life by reducing opportunities for crime, that may arise in response to the arrangement of elements in a public space.



Design symbolic barriers through landscaping e.g. changes in paving stone patterns and colour, changes in types of planting.



Placement of a careful mix of activity generators such as playgrounds, walkways, coffee stands and sitting areas to add 'eyes' to public spaces.



Multiple activities and mixed-use developments ensure the presence of people at all times.

Individual strategies should utilize configuration of street edges, management of sight lines within public and semi-public spaces, lighting and signage.

The design of all public and semi-public outdoor spaces in the Village at Historic Sapperton should integrate CPTED principles. The proximity of the Sapperton SkyTrain station will bring life and activity to the area; however, it also has the potential to attract criminal activities, a fact that should be explicitly addressed with a range of CPTED strategies.

CPTED principles have been integrated into the Design Guidelines, refer to Sections 5 and 6 for specific considerations, and Appendix 13 for the City of New Westminster CPTED Guidelines.

Key aspects of CPTED that should be applied in this development include:

- the creation of a hierarchy of spaces that establish territorial control by both residents and businesses;
- provision of adequate escape routes through public areas, such as local streets and plazas;
- controlled access to buildings that ensures entry and egress can be effectively supervised;
- site design that maximizes natural surveillance over pedestrian routes, children's play areas, and at entrances to parking structures;
- protection of likely targets through the installation of physical barriers; and
- adequate lighting and signage.

Surveillance

Natural surveillance should be maximized in areas with pedestrian routes, children's play areas, and at entrances to parking structures. Due to the site's proximity to a rapid transit station, active uses that place more people and activities on the street will be encouraged.

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3.13 Streets and Parking

Objective

Design the street pattern and parking requirements to promote sustainable transportation choices while meeting the basic demands for the development to function successfully.

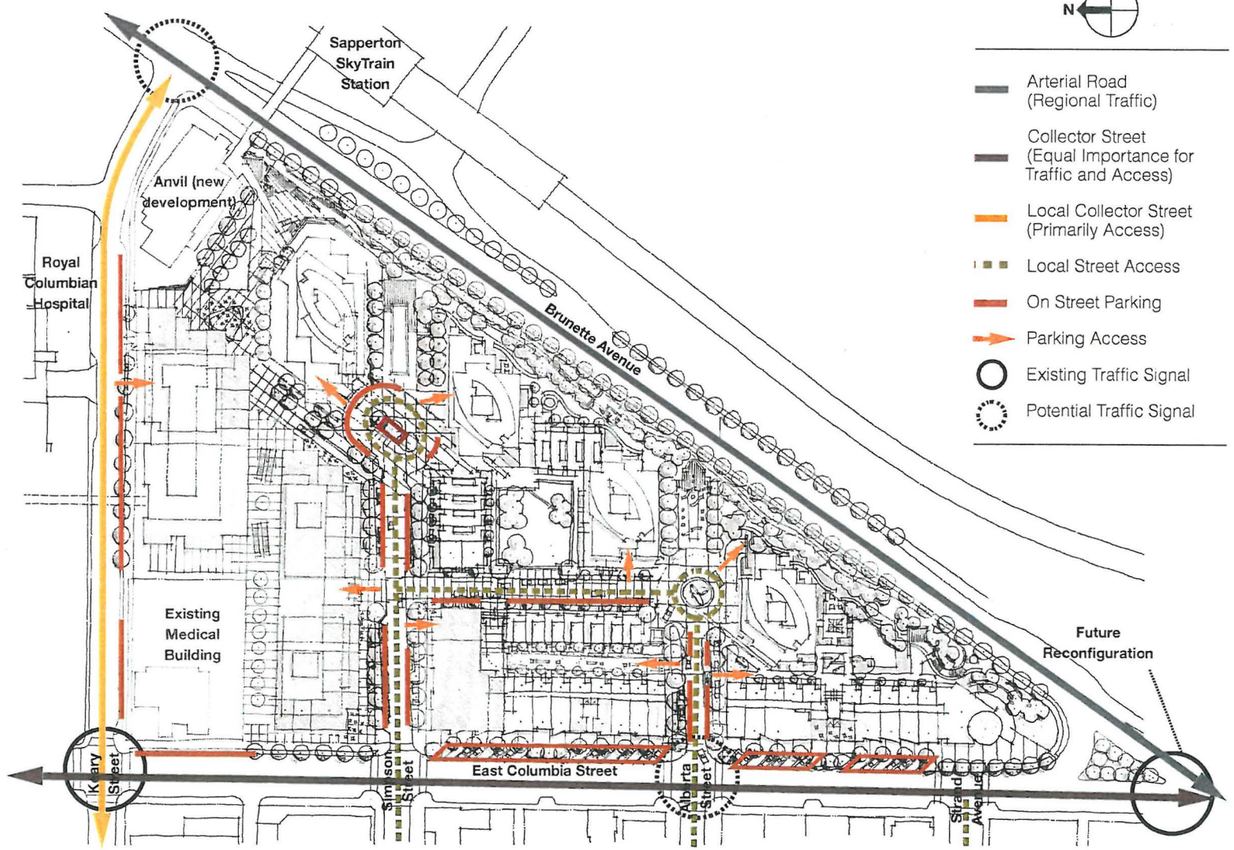
The Village at Historic Sapperton is bound by three streets: Brunette Avenue on the east which is an arterial road where traffic movement has primary consideration; East Columbia Street on the west which is a collector road where traffic movement and local access have equal consideration; and Keary Street on the north side which is a local collector where local access has primary consideration.

Street Pattern and Vehicle Access

The Village at Historic Sapperton street network will follow the existing grid pattern and will provide permeability through the site to the benefit of pedestrians, cyclists and vehicular movements. Extending the existing neighbourhood road grid into the site will help visually connect the Village with the community and encourage residents to access services and amenities on the site.

Two vehicular accesses to the development are planned on East Columbia Street and these will be aligned directly opposite Alberta Street and Simpson Street. These intersections will form minor access stop controls with East Columbia Street, and the Alberta Street intersection should have pedestrian traffic signal control.

A third access will be introduced on Keary Street that connects directly to an underground garage, and is also accessible from East Columbia Street via the internal streets. The three access points will provide drivers with a choice of routes to access and exit the site therefore spreading traffic demands and avoiding the over-design of intersections.



Streets and Parking Map

N

- Arterial Road (Regional Traffic)
- Collector Street (Equal Importance for Traffic and Access)
- Local Collector Street (Primarily Access)
- Local Street Access
- On Street Parking
- Parking Access
- Existing Traffic Signal
- Potential Traffic Signal

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3.13 Streets and Parking

High Street

An important feature of the development will be the treatment of East Columbia Street. Retail and commercial uses will front directly onto the sidewalk at street level, creating activity and vitality. This will be complemented with a widened sidewalk and landscaping. Parallel street parking will also add to the activity at this location by increasing the parking supply, while at same time acting as a traffic calming feature and buffer for pedestrians from the travel lanes.

City-Driven Initiatives

The City of New Westminster has developed design options for the intersection at East Columbia Street/Brunette Avenue as part of the North Fraser Perimeter Road scheme. In general, the objectives are to realign the intersection away from East Columbia Street to accommodate a four-lane road configuration east of the intersection (currently three-lane) and provide additional traffic capacity. These design options will be reviewed in the context of the Village development plans.

Keary Street will be retained in its current form with parking located on both sides of the street. There is the opportunity in the future that Keary Street's intersection with Brunette Avenue could have a traffic signal when Brunette Avenue is widened, providing better vehicle access to the arterial road network. This traffic signal could also accommodate a pedestrian connection to the Brunette Creek Greenway.

Parking Strategies

Parking is an essential component for the sustainability of the Village Master Plan. Its provision has to find a balance between encouraging sustainable transportation choices while meeting basic demands for the development to function successfully.

The majority of parking will be provided in underground parking structures, while some short-term curbside parallel parking / loading spaces will be provided on the new internal streets. This will further promote the pedestrian Village concept. For more detailed information concerning the underground parking structures associated with the new development, please refer to Appendix 11.

Site Parking

Parking will be rationalized to ensure that it is fully utilized, especially as some of the planned uses will have different peak demand periods. Therefore, one of the main objectives is to provide as much communal/shared underground parking as possible in the Village to accommodate the demands of the Health Services, retail uses, restaurant/bar, etc. that are planned. Communal parking is the most efficient way of maximizing parking usage as parking supply can be reduced up to 40%, compared to situations where each land-use is considered individually. On top of this, parking charges will ensure that people who arrive by private automobile are not subsidized by those who arrive by sustainable forms of travel (i.e., visitor parking daily rates that are greater than the cost of transit fare). Access to a communal underground garage will be available from Keary Street or East Columbia Street (via the development's internal streets), while access to the other parking garages will be from the internal streets/lanes that are connected to East Columbia Street.

Residential Parking

Parking for the residential uses may be unbundled from the sale of the unit. A new resident could therefore have the opportunity to purchase a parking space (or two spaces) at market value,





lease or decline a space altogether. Unbundling may be integrated with a subsidized membership or rates for residents to participate in an auto club, such as the Cooperative Auto Network, that already has an established presence in the New Westminster area. Parking spaces for the auto club could be located throughout the development in communal locations to maximize access and utilization. Residential parking will be located in structures below each building with secure access points. Some residential visitor parking will be accommodated in the parking structures, although it is expected that visitor parking will mainly occur at the curbside or in communal off-street car parking locations.

Employee Parking

Employee parking for Health Services will be located in the same underground garage as the communal car park and would be charged at a rate that is consistent with existing hospital parking lots and encourages sustainable transportation choices.

Universal Accessibility

Parking for the mobility impaired will be provided in both curbside and off-street parking locations. For off-street parking lots, it will be in the most accessible locations (i.e., close to elevators/ exits). At the curbside, it will be located on East Columbia Street. These spaces will comply with the City's requirements in regard to pavement markings and stall size.

3.14 Site Services

Development Assumptions

A site servicing analysis report was prepared by Delcan Engineering to compare the Village at Historic Sapperton's potential servicing demand with the demands of the former industrial use of the site. The site is already serviced with all utilities, and many of these existing services can be reused for the redevelopment. The site servicing analysis report can be found in its entirety under separate cover in the *'Village at Historic Sapperton – Consultant Reports'* document.

Wastewater Discharge

The average daily dry weather discharge for the Village at Historic Sapperton is predicted to be approximately 80% of the volume of discharge from the former brewery use. The peak wet water flow estimate for the redevelopment is comparable to the three year average discharge of the brewery.

Stormwater Runoff

Runoff estimates for the redevelopment are no greater than those of the former brewery use, although the former brewery site was almost 100% impervious. The application of stormwater management best practices, including infiltration and detention strategies, will reduce runoff rates from the site.

Reuse of Existing Combined Sewer Services

Consistent with the policies of the City of New Westminster, City Works will connect the sanitary and storm sewer lines just beyond the property line into the existing combined sewer line. The degree to which the existing lines can be reused will depend on a more detailed condition and capacity assessment, to take place during the design stage.

Water Demand Estimates

Based on the development assumptions, the average daily demand will see a reduction of approximately 24% compared to that of the former brewery operation.

Reuse of Existing Water Services

The City typically requires that each development parcel have one water service. The current water services appear to cover parcels two and three. The reuse of the existing services and the level of required additions will be determined by a detailed condition and capacity assessment during the design stage.

Fire Hydrants and Fire Protection

The site has seven existing fire hydrants and the brewery had an additional on-site hydrant. It is anticipated that the city will require hydrants at the new intersections and that all buildings will have fire sprinkler systems.

Electrical Service

The city requires that all overhead power lines adjacent to the site are underground. Given the nature of the former use of the site, it is reasonable to expect that there is sufficient electrical utility capacity in the area for the proposed redevelopment.

Gas Service

There is a gas line currently servicing the site. It is expected that if it was large enough to supply the needs of the brewery, it will likely be adequate for the proposed redevelopment. Reuse of the existing property services are subject to the approval of
Terasen Gas.

Telecommunication Service

There is a large Telus duct bank located on the eastern edge of the property. An extension of this servicing, or use of the electrical utility's fibre duct, will be required to service the new development.

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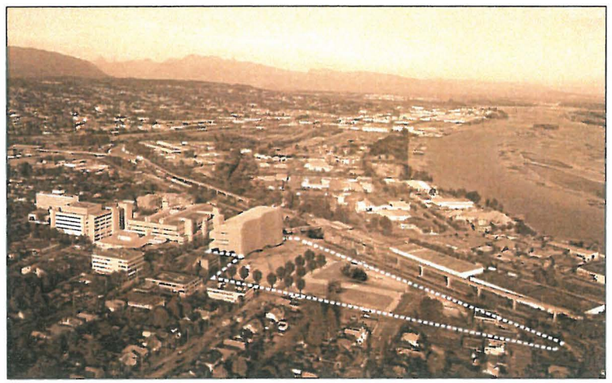
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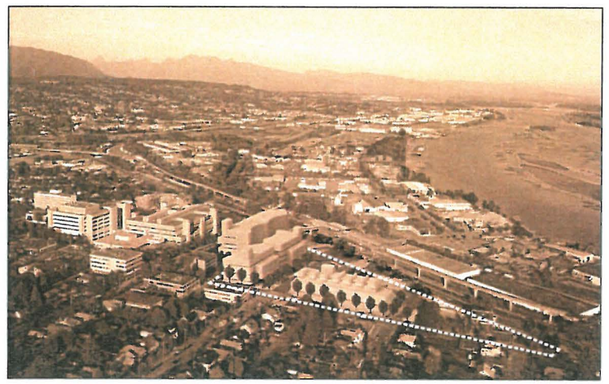
3.15 Development Phasing

Due to the size of the property and the mixed-use concept, it is expected that the project will be developed in phases over a 10-15 year period. The Master Plan will be the "road map" to ensure that:

- the end product is consistent with the original vision;
- the development provides all the components of a Complete Community; and
- community livability is not negatively impacted over the course of development.

The exact phasing and timing will be determined by market conditions. However, to aid in understanding a potential phasing scenario, and its impact, the following Developing Phasing Plan is presented.





Phase 1

The first phase of development could focus on the Health Services mixed-use building fronting the Royal Columbian Hospital on Keary Street. Simpson Street will be extended into the site. The streetscape for the north section of East Columbia Street, Keary Street and the Simpson Street extension will be defined.

Phase 2

The second phase could see low density mixed-use building(s) of retail, commercial, and residential uses fronting East Columbia Street between Alberta and Simpson Streets. Alberta Street will be extended into the site and the streetscape along East Columbia Street fronting the new construction will be built.

A potential second mixed-use Health Services building at East Columbia Street may also be part of Phase 2.

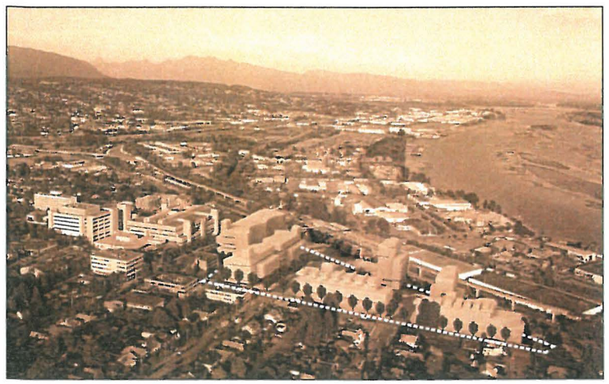
The Health Services Court plaza would be developed after the second Health Services building is completed.

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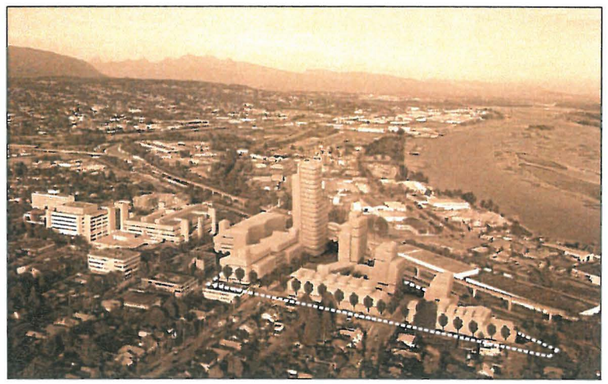
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3.15 Development Phasing



Phase 3

The third phase of development could see the completion of the mixed-use building development along East Columbia Street, completing its "High Street" character. The Garden Gateway, where Brunette Avenue meets East Columbia Street, will be completed and will define the entrance to the neighbourhood. Two residential mid-rise apartments along Brunette Avenue will be developed. The Alberta View Deck, public park space and pedestrian mews that are adjacent to the two residential mid-rise apartments will be completed.



Phase 4

The fourth phase of development could see the construction of the final residential building along Brunette Avenue as well as the flexible use high-rise building at Brunette Avenue and Keary Street. The flexible use high-rise building, depending on market forces, could become part of the Health Services uses (i.e., office/education/research/care) or a residential or commercial mixed-use building. The Simpson View Deck, public park space including the Village Green and the second and final urban plaza, the Arrival Plaza, will be completed.

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4.0 Architectural Guidelines



The role of the architect is to create unique places that resonate with the history or neighbourhoods in which they are built.

R. Henriquez

4.1 Building Elements, Form and Character
4.2 Health Service Elements
4.3 Residential Elements Low-Rise and Mid-Rise
4.4 Residential Elements High-Rise
4.5 Retail Elements
4.6 Commercial Elements

The Village at historic SAPPERTON est. 1859

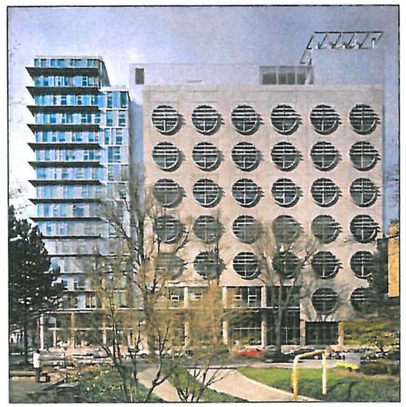
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4.1 Building Elements, Form and Character

Mixed-Use Context

The architectural guidelines for the Village are intended to build upon the City of New Westminster's 'Columbia Street East Design Guidelines'. More specifically, the architectural guidelines herein expand the discussion concerning the opportunities and challenges of the separate building elements that make up a mixed-use building type. Each building is examined regarding the mass, character, materials and features, and will be grouped into one of four different sub-districts, based on use and form, in Section 6.

In Section 6, these various building elements are assembled as complete building types that define the neighbourhood character of the Village.



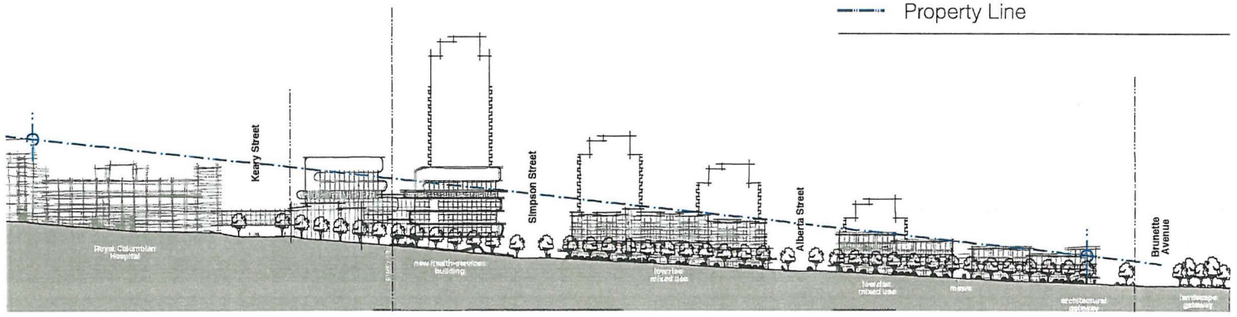




General Form and Character

The overall form and character of the Village can be summarized as a cascade of building forms that transition from a neighbourhood atmosphere along East Columbia Street to a more urban character at the SkyTrain plaza. The Village should have an active and vital mixed-use character. Each of the four sub-districts will have distinctive characteristics that together make up a diverse Village atmosphere. Section 3.10 describes the overall architectural character for the Village.

Site Section – East Columbia Street



Legend

Proposed Maximum Building Height (along East Columbia Street)

Property Line

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4.0

4.1 Building Elements, Form and Character

Colour Code

The drawings have been colour coded to reflect the composition of each building use (refer to the building use legend below).

Each building use element and mixed-use building is shown in section and plan to describe the building in three dimensions.

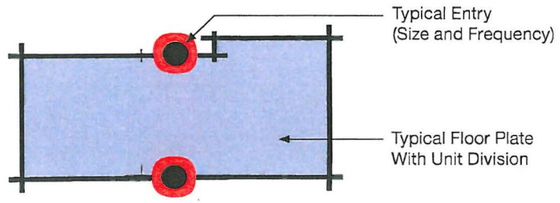
Building Use Element Diagrams

The building use elements are not intended to describe actual buildings, but describe the scale and general arrangement of each use (i.e., Health Services, Residential, Retail, Commercial) within a building. In this way, the grain and composition of uses for the buildings in each sub-district can be understood more clearly.

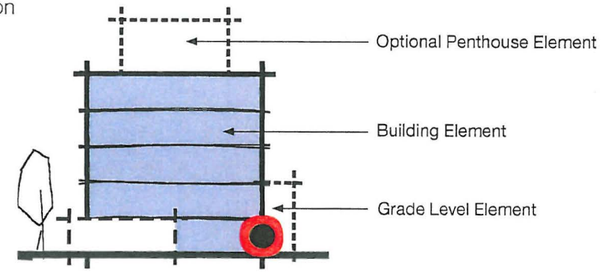
The low-rise and mid-rise residential, retail and commercial building elements will have distinct sub-elements. For example, retail use could be along East Columbia Street, the internal street network or be a part of the Health Services buildings. The salient characteristics of each sub-element has been sketched and discussed within the appropriate building use element section.

Example: Building Use Element

Plan View

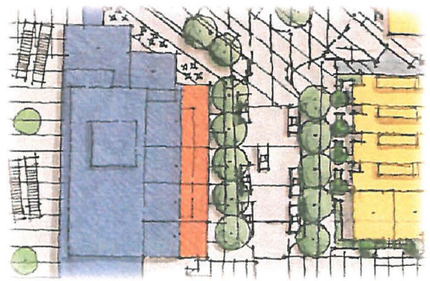


Section

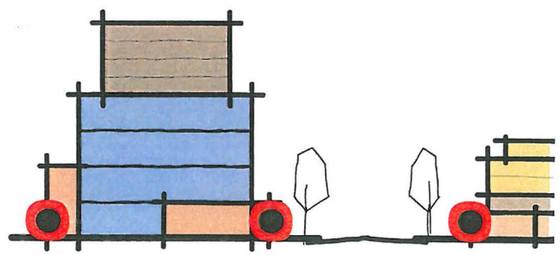


Example: Mixed-Use Building

Plan View



Section



Building Use Legend

- Health Services
- Residential
- Retail
- Commercial

Building Entrance Legend

- Building Entrance
- Single Entry

Note: These diagrams are examples only, to represent the mixed-use building typology.

4.2 Health Service Elements

Mass and Form

The orientation of Health Services buildings should respect neighbourhood street patterns. Building heights should relate to and have the ability to integrate with the adjacent hospital facilities along Keary Street. Large building masses will be divided into smaller elements.

Character

The architectural language could be inspired by the activities and artifacts of medical practice. A strategy to humanize the scale of the window to wall ratio for this kind of institutional building should be developed. The internal circulation patterns of the Health Services uses will be carefully considered and integrated.

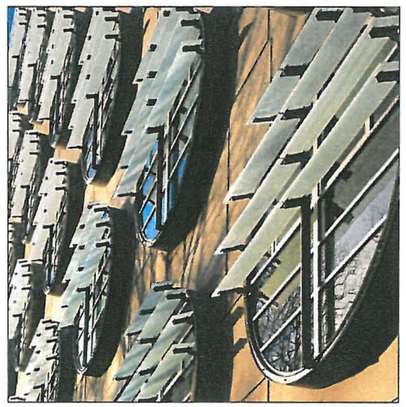
Materials

Buildings should be made from durable materials that will age well over time. Materials should look clean and healthy. Metal panels, glass, brick and concrete are encouraged.

Features

Strategies that bring light into larger floor plates should be developed. Window elements should be scaled and clustered to reduce the impact of the blank facades of interstitial floor levels. Mechanical penthouses could be clustered into sculptural forms that crown the overall building mass. Entries must be clearly recognizable with simple circulation patterns to work well for users and in emergency situations.

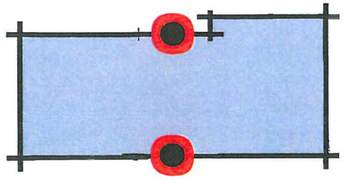




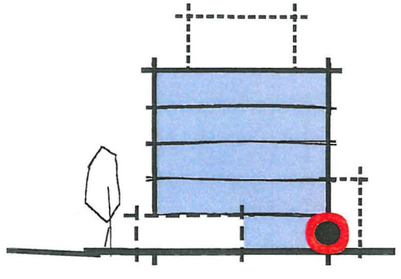


Health Service Building Use Element Diagrams

Plan View



Section



Building Entrance Legend

Building Entrance Single Entry

4.0

4.3 Residential Elements – Low-Rise and Mid-Rise

Mass and Form

Low-rise residential forms are used throughout the project to add human scale and provide a diversity of housing types. Low and mid-rise residential forms are used primarily along East Columbia Street, where they add traditional scale and enclosure. Mid-rise form should be divided into smaller elements with mid block entry courts and steps in the overall profile.

Character

The architectural expression of these housing types should integrate the design of the building as a whole, but also provide opportunities for individual expression. Roof gardens, front yards, terraces and patios should be used to break up the roofscape of these elements. The architectural language should contribute to the domestic scale and character of the Village.

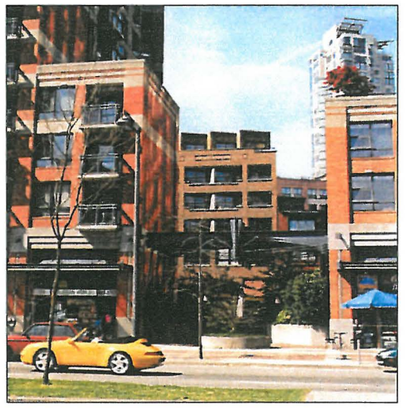
Materials

Residential elements should use a similar palette of materials to adjacent buildings, but explore the use of colour and detailing to add interest and identity. Brick, concrete and wood are encouraged.

Features

Ground-oriented units should include individual entries with raised private gardens. Opportunities for live/work layouts should be considered.



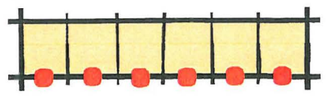




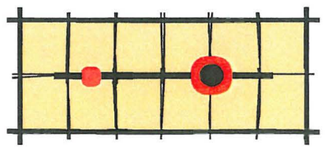
Low-Rise and Mid-Rise Residential Building Use Element Diagrams

Plan View

Grade oriented low-rise

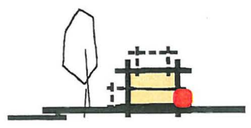


Mid-rise

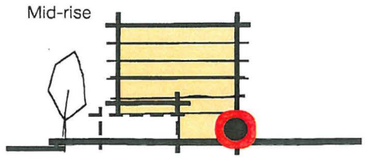


Section

Grade oriented low-rise



Mid-rise



Building Entrance Legend

Building Entrance Single Entry

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4.4 Residential Elements – High-Rise

Mass and Form

The orientation of the building mass should respect neighbourhood street patterns and view corridors. Building heights should form a hierarchical relationship across the site. The mass at penthouse levels should be reduced to provide better views diagonally across the site.

Character

High-rise buildings should maximize internal and external view potential. Roofscapes should be developed as planted patios and terraces. While the character of high-rise forms should not mimic smaller domestic buildings, the character of each building should offer inhabitants a sense of detail and identity.

Materials

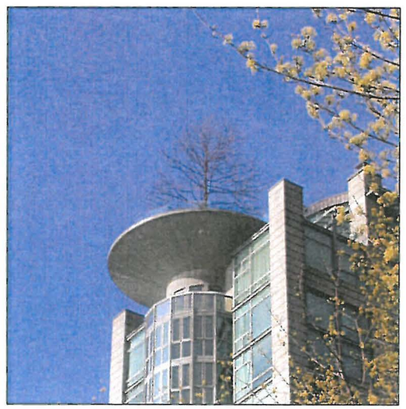
Buildings should be made from durable materials that are stable and secure. Materials should be more finely detailed at pedestrian level. Detailing at upper levels should be more subdued. Brick, concrete, steel and glass are encouraged.

Features

Balconies and windows should be used to provide scale and rhythm. Penthouse levels should include special features and sculptural forms to crown the overall building mass. Entries should have spaces that mark the transition from public to private space.

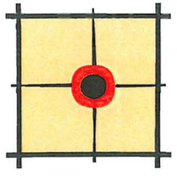




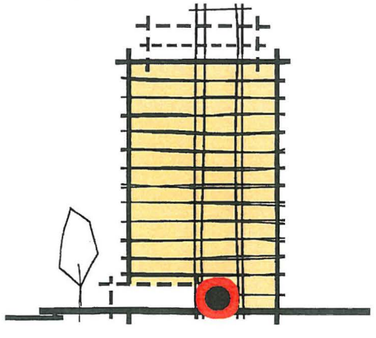


High-Rise Residential Building Use Element Diagrams

Plan View



Section



Building Entrance Legend

Building Entrance Single Entry

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4.0

4.5 Retail Elements

Mass and Form

Retail elements will occupy the lower floors of mixed-use buildings. Their massing is designed to create pedestrian friendly edges with enough sidewalk width for products, yet not so much that pedestrian interest wanes. Three types of retail space have been identified.

- **High Street** retail located along East Columbia Street. These units have a tight rhythm of entries and storefronts that step along a sloping street.
- **Internal Street** retail located within the development along pedestrian routes to the SkyTrain station. These elements contain larger retail units and micro units not suitable for East Columbia Street, but important elements that provide for daily neighbourhood needs and SkyTrain convenience.
- **Galleria** retail located along the pedestrian connection from the Arrival Plaza to East Columbia Street. These are smaller elements that contain more pedestrian-oriented shops possibly with a focus on Health Services related products.

Character

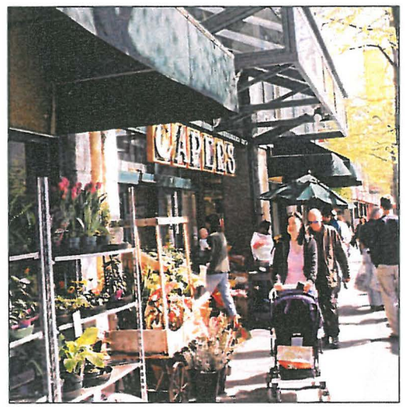
The character of the retail elements is defined by transparency, provision for signage, rain protection and well scaled pedestrian space.

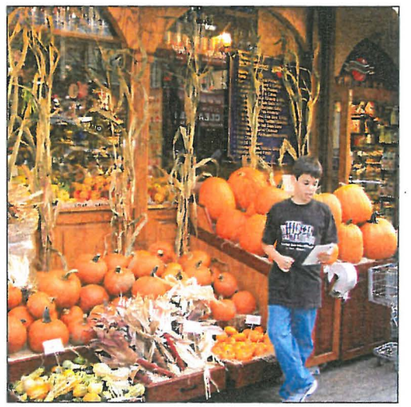
Materials

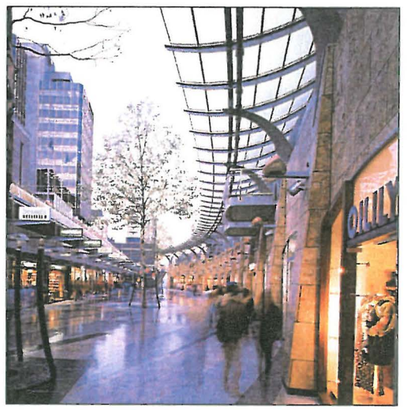
Materials should be durable and suitable to a high traffic urban environment. Brick, concrete and steel are encouraged. More traditional materials such as wood should also be considered along East Columbia Street.

Features

Large transparent windows with space for the display of goods are encouraged. Rain protection in the form of glass or fabric canopies is required.



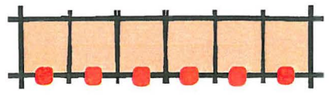




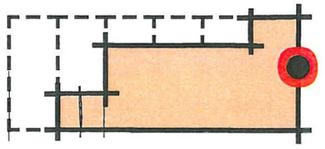
Retail Building Use Element Diagrams

Plan View

High Street

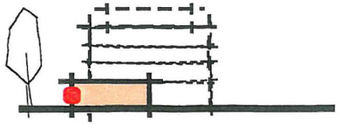


Internal Street

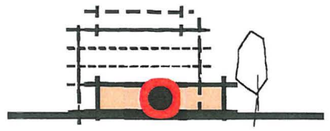


Section

High Street



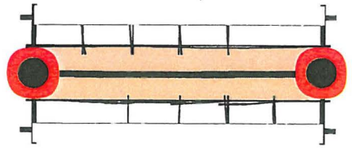
Internal Street



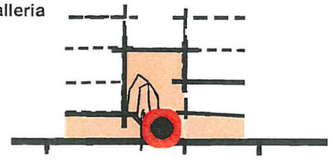
Building Entrance Legend

Building Entrance Single Entry

Galleria



Galleria



4.6 Commercial Elements

Mass and Form

Commercial elements include restaurants, pubs and office space. These elements can be used as pavilion-like elements to accent building volumes at gateways, plazas, upper floors of retail and health service buildings.

Character

The architectural language should incorporate elements and features that evoke the local history. Key commercial elements can add vitality and identity to the development. Office elements should be used to help with the scale of street edges and to break down larger massing elements.

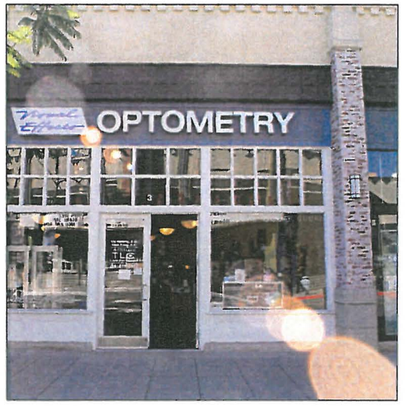
Materials

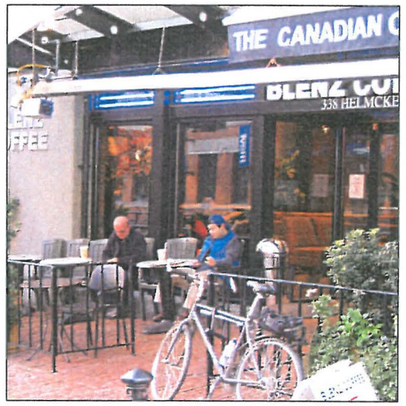
Commercial elements should use the same palette of materials as adjacent buildings, but explore the use of colour and detailing to add interest and identity. Brick, concrete and glass are encouraged.

Features

Entries to commercial elements should not compete with larger retail and institutional components. Commercial elements should take advantage of outdoor patios, sidewalk setbacks and second floor terraces.

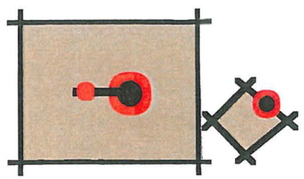




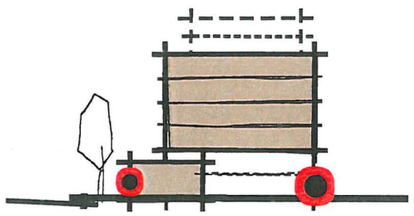


Commercial Building Use Element Diagrams

Plan View



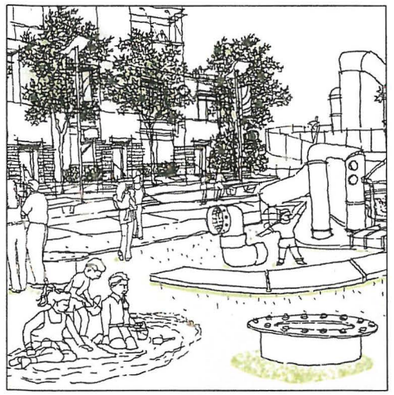
Section



Building Entrance Legend

Building Entrance Single Entry

5.0 Landscape Design



Landscape design provides a common thread throughout the Village that references the history of Sapperton and physical sustainability, and provides places to gather, play and enjoy nature.

5.1 Image and Theme
5.2 Public Art
5.3 Streetscapes
5.4 Pedestrian and Bicycle Pathways
5.5 Views and Screening
5.6 Environmental Aspects of the Landscape
5.7 Plant Materials
5.8 Installation and Maintenance Standards

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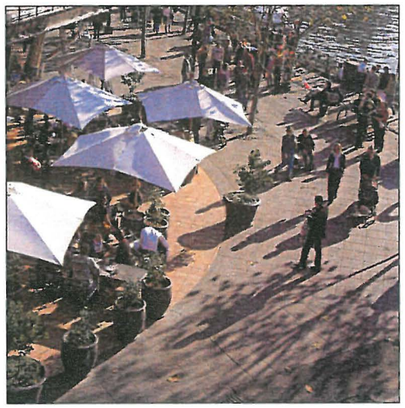
5.1 Image and Theme

The landscape development should reference the overall identity of the Village at Historic Sapperton. It should actively contribute to a physically and socially integrated community that utilizes innovative approaches to environmental design, while acknowledging the historic legacy of the site and the surrounding neighbourhood.

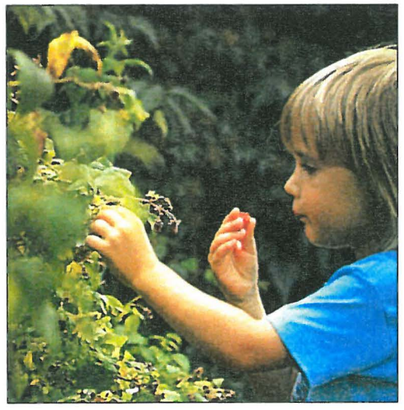
There will be a range of health care facilities and related services in the Village, and the landscape of individual developments should respond to this by offering a comprehensive set of accessible pedestrian connections, recreational spaces and bicycle routes. The design of the open spaces should reference Sapperton's industrial, institutional and commercial activities in features such as engraved stones, industrial artifacts, and other features as described in Section 5.3.

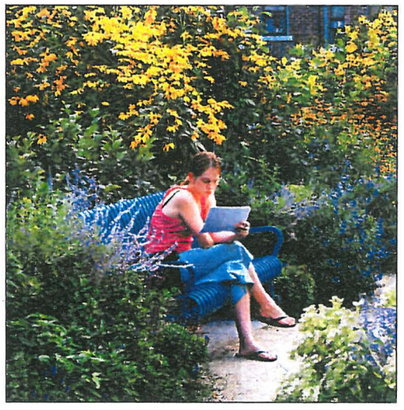
The landscape development should bring together the ideals of maintaining an active and healthy lifestyle, local community involvement and environmental awareness. This can be expressed through the provision of a comprehensive network of pedestrian greenways and bicycle paths. These connections should be designed and maintained in such a manner that their environmental significance is communicated to both residents and visitors.

In addition to the internal network of streets and paths, the landscape development should relate to the adjacent streets and surrounding neighbourhood.









5.2 Public Art

Objective

The public art component of the landscape development should support and complement the overall character of the Village while providing engaging and memorable features. Art will be either integrated into the streetscape through the use of elements such as custom manhole covers, paving benches and lighting, or displayed as a centerpiece or singular feature in a public space.

Designers of public art installations should consider celebrating environmental infrastructure with rain gardens and water features that utilize storm-water from roofs and paved surface as described in Section 5.7.

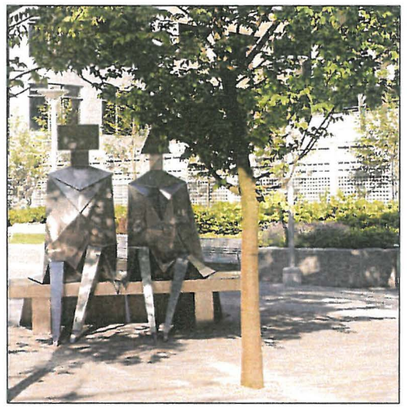
Community Involvement

The public art process will create opportunities for community involvement. The resulting activities may involve various community organizations, public artists, and students.

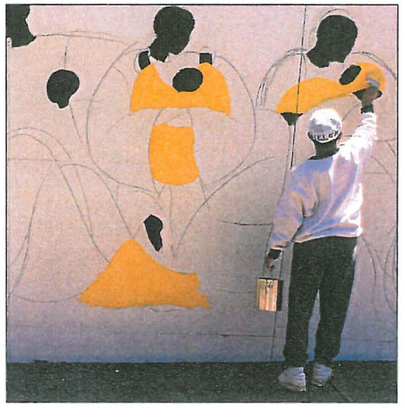
Integration of Historic Elements, Naming and Commemoration

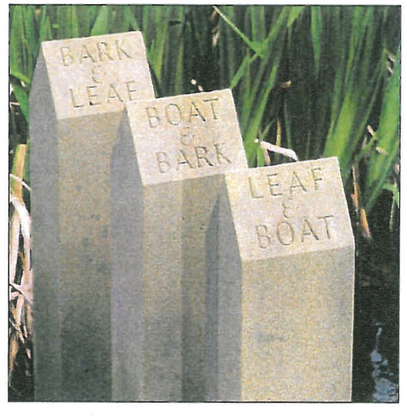
The Village at Historic Sapperton has inherited a legacy of the Royal Engineers (specifically the 'Sappers' or surveyors), commercial brewing, and health care services. These themes should be represented in the landscape development through the design of specific spaces, and through key theme materials and details that tell neighbourhood stories. Such stories will ideally speak to universal themes that have a timeless element. An example of this would be "shadows" embedded in the surfacing of a paved area, that have a recognizable connection to the historical individuals and their stories.

Naming of individual buildings, streets and public spaces should highlight the history of the site, and both the civil and commercial activities that have taken place in the area over time. Historic figures relating to life and business in Sapperton should be considered for naming opportunities. Elements such as the gate and street lamp on East Columbia Street, individual artifacts from the former brewery that have been identified by the New Westminster Community Heritage Commission and the stone wall from the original brewery should be integrated into the public realm in creative ways.









5.3 Streetscapes

Objective

Streets should provide a pedestrian-scaled environment that calms traffic and allows for a variety of modes of travel. The scale of streets within the Village should allow for vehicular access while creating a livable public open space. Sidewalks should vary in width to create corner bump outs, mid-block crosswalks and other features that increase the safety and livability of the street.

Street Furniture

Site furnishings for the streets in the Village should include benches, light posts, litter receptacles, bike racks, drinking fountains, notice boards, phone booths, newspaper boxes and bus shelters.

Site Furnishings and Lighting

The choice and location of site furnishings and lighting should emphasize safety, comfort and quality, and should reflect the local and historic context of the site. Selection of site furnishings should reference the visual theme of the development, and should emphasize durability and resistance to vandalism. Lighting should be designed to minimize the impact of the development on the neighbourhood night environment.

Exterior lighting fixtures that use luminaries with 1000 lumens or more should be shielded, and those with over 3500 lumens should meet the Full Cutoff Classification as described by the Illuminating Engineering Society of North America (IESNA) Practice Manual. Site lighting should not shine onto neighbouring property.

Wayfinding and Signage

It is essential to establish a hierarchy of signs that follows a signature theme throughout the Village, and to ensure that the design of signage for each building references this theme.

Signs should either physically relate directly to the features they represent or be grouped to create a comprehensive wayfinding system. Signs that show the name of the building and the date of construction create a sense of history and add character to the landscape.

Awnings

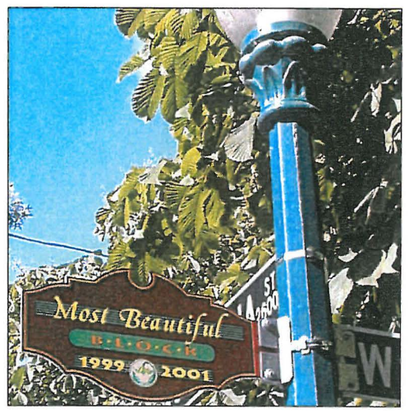
Fabric awnings and glass canopies contribute to a successful streetscape. Awnings should fit within the structural bays of the building façade, and should not cross vertical architectural elements such as piers or pilasters. A "three-point" or shed awning style reinforces the traditional Village theme. Awnings and canopies should extend a minimum of 1.5 metres or 5 feet from the building.

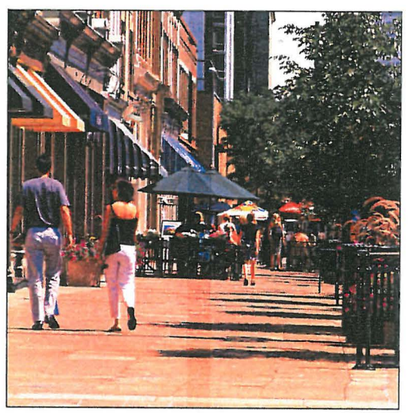
Areas surrounding bus shelters should provide comfortable, attractive and safe public waiting space, with:

- durable seating and standing space protected from the weather;
- signage that identifies the Village at Historic Sapperton; and
- lighting, paving materials and curb design that provides barrier-free access to transit vehicles.

Vehicular Routes and Parking

A distinctive design should be adopted for area drains, catch basins and manhole covers, and be used throughout the Village. This may be an existing set of products or may include unique designs created for this development. Drains and catch basins installed in roadways should be selected with bicycle safety in mind (i.e., slots parallel to direction of travel should not be used).









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5.3 Streetscapes

Car Park Entrances

Project architects should look for opportunities to set entrances into building walls, to provide adjacent walls with a high quality treatment that reflects the appearance of the façade, and to locate such entrances at the side or back of the building. Unobstructed sight lines should be provided at pedestrian and street crossings adjacent to car park entrances.

Street Parking

Streets should include parking bays with spaces parallel to the curb, both on internal streets and on East Columbia Street. Both roadside parking and overflow parking areas should be constructed with permeable paving where the gradient allows, and provided with planted swales and rain gardens to reduce the volume of surface runoff.

Pedestrians

Traffic calming measures should be incorporated into both sidewalk design and pedestrian crossings, which may be raised above the street level and constructed with distinctive paving materials.









5.4 Pedestrian and Bicycle Pathways

Objective

The greenways and path system should offer a comprehensive network of connections throughout the Village. Pathways should be constructed with permeable paving materials where possible, to reduce the amount of runoff entering the storm sewer system. In addition to the street end parks and the Arrival Plaza, circulation through the site should provide frequent pedestrian "nodes" such as courtyards at the entrance to buildings, and informal "pocket" parks.

Orientation

Pedestrian connections should be designed to provide clear orientation and convenient access to residences, offices, commercial destinations and public spaces. Materials and design detailing should reinforce the hierarchy of routes, utilizing variations in both texture and colour.

Major Pathways

Major routes serving larger numbers of pedestrians should be a minimum of 3 metres wide, and should be constructed with high quality paving materials such as concrete and/or stone pavers. These paths should meet BC Building Code requirements for wheelchair accessibility, either as part of the main route or on an alternate alignment.

Secondary Pathways

Local connections and routes should be a minimum of 1.8 metres wide. These path may be constructed with loose material such as crushed granite or crushed brick, however they must provide safe and comfortable access by individuals with limited mobility, and the design must take ongoing maintenance into consideration.

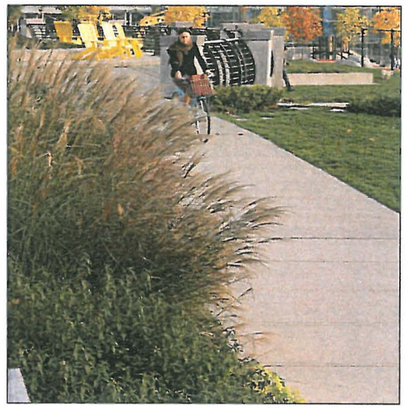
Paving

Pedestrian paths should be designed to utilize stone and/or concrete pavers combined with textured finishes for ramps. The front edge of stair treads should be textured, and/or constructed with a material that visually signals the change in level. In cases where pedestrian and bike paths are adjacent, a separation may be created with roughly textured borders between the two zones.

Bicycle Routes

Bicycling should be actively encouraged, and cyclists provided with a choice of convenient routes through the Village. Clearly marked bicycle routes should be provided on streets such as East Columbia Street, where the sidewalk should be dedicated to pedestrian traffic. However, major pathways, parks and plazas should be designed to accommodate both pedestrians and bicycles. Bicycle routes along streets, major paths and greenways should be clearly marked with signs and painted lines on the pavement. At points where these routes intersect streets, bollards should be installed to prevent vehicular access.

Bike racks, lockers, benches and garbage receptacles should be integrated into public plaza spaces and building entrances. Clear sight lines must be established at bicycle crossings to minimize conflicts between cyclists, motorists and pedestrians.









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5.5 Views and Screening

Objective

Trees and shrubs should provide a green structure and context for both development sites and service areas. Taking advantage of views over the Fraser River will be a primary objective for the open space and landscape development throughout the Village at Historic Sapperton. The landscape development should address this at each phase of the design process.

Siteline

While unobstructed lines of sight must be maintained at intersections, crosswalks and entrances to individual buildings, there will be many opportunities to screen service areas and utilities. Site engineers are encouraged to incorporate air vents and mechanical vaults into building walls and other structures wherever possible.

Vegetation Placement

Tree placement should be determined in relation to other landscape features to define public, semi-public and private space, to direct and enhance views, and to soften street edges.

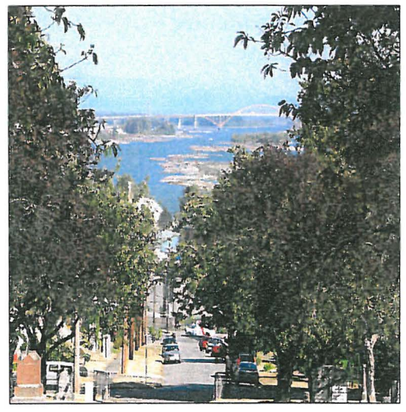
The selection of specific trees, their massing and location should respect views from existing buildings on adjacent properties.

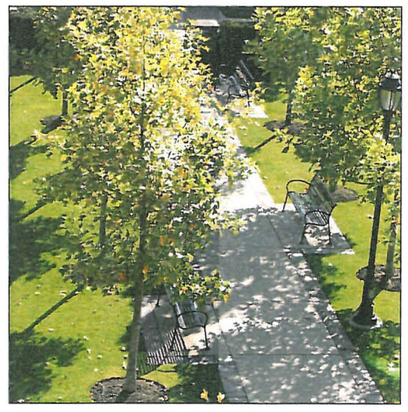
Public Safety

Built features in the landscape should follow CPTED guidelines (Appendix 13), and should use materials, detailing and arrangement of spaces to create outdoor spaces that explicitly address public safety.









5.6 Environmental Aspects of the Landscape

Objective

The objective is to employ environmentally sensitive design strategies throughout the Village at Historic Sapperton. With this in mind, the principles outlined in the Canadian Green Building Council LEED™ Canada NC Version 1.0 Rating System should be followed where possible.

The consideration of solar orientation and prevailing winds should be addressed in the design of open spaces and outdoor amenity areas.

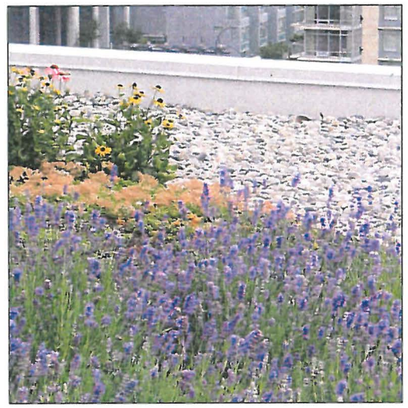
Construction materials utilized in the landscape development should be sourced locally whenever possible, and designers should actively look for opportunities to incorporate recycled materials.

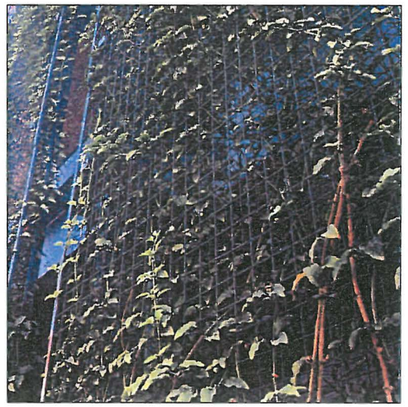
Stormwater Management

Comprehensive stormwater management plans should be prepared to address both the site and the surrounding area. These should consider existing soil conditions, geotechnical issues, and limitations created by underground parking structures. The various measures should be aimed at slowing runoff, and maximizing the amount of water infiltrated into the surrounding soil. Specific strategies may include green roofs, bio-retention areas, rain gardens and other infiltration features. Permeable paving materials should be utilized where possible to reduce runoff and total load on the stormwater system.

Sediment and erosion control measures should be taken to prevent loss of existing soil during construction and to prevent sediments from reaching storm sewers.

Where possible, rainwater should be directed into small-scale storage and treatment areas located in greenways and other open spaces. Specific strategies may include swales with riparian vegetation, permeable paving, rain barrels, and underground cisterns to collect rainwater from roofs.









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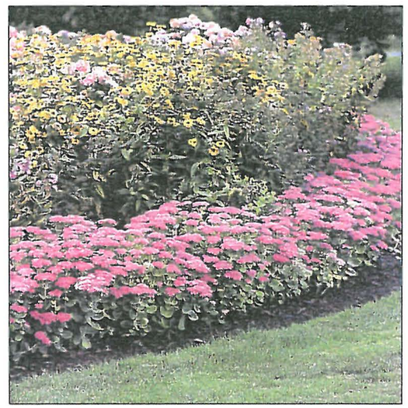
5.7 Plant Materials

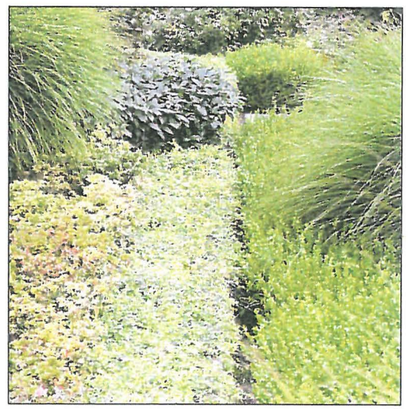
Best Practice Guideline

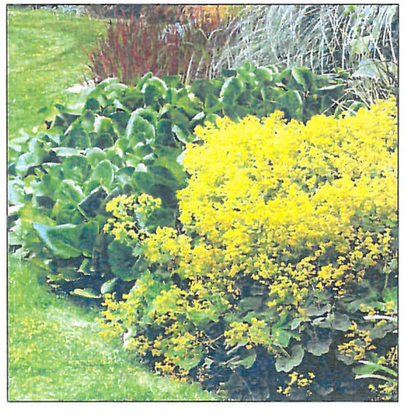
The selection of plant materials will incorporate current best practices to create an attractive and safe outdoor environment. Plant materials should be used throughout the Village to define open spaces, frame views, and moderate temperature and humidity. Plantings should include drought tolerant species, and should be selected for hardiness, pest-resistance, texture and seasonal interest. Native plants should be utilized in areas where their habit and appearance complements the space, and where the growing conditions are suitable.

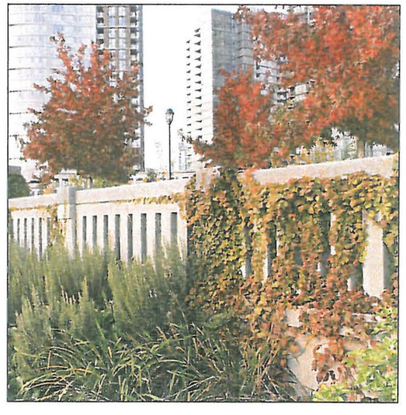
Use of invasive and nuisance plant species should be avoided. Reference material on this topic is available from the BC Ministry of Agriculture and Lands www.agf.gov.bc.ca/cropprot/invasiveplant.htm, and from E-Flora www.geog.ubc.ca/~brian/florae/invasives.html.

Coniferous trees should be placed only in areas where they will not obstruct views. Hedging material should be selected to create screens that can be maintained at a height of 1.2 to 1.5 metres (4 to 5 feet).









5.8 Installation and Maintenance Standards

Goal

The goal is to create a high quality landscape setting for the Village at Historic Sapperton that addresses genetic diversity, soil quality and structural integrity of built elements.

Installation

Installation of all plant material, growing media, planting and irrigation systems should meet the requirements outlined in the BC Landscape Standard (6th Edition, or a more recent version if available), published jointly by the BC Society of Landscape Architects and the BC Landscape and Nursery Association.

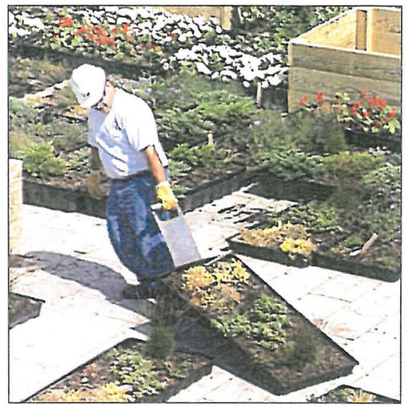
Integrated Pest Management

Landscape maintenance specifications should be developed for the Village at Historic Sapperton that utilize integrated pest management strategies and site specific information to determine appropriate pest management strategies. These should emphasize plant health and natural systems, and minimize the use of chemical controls.

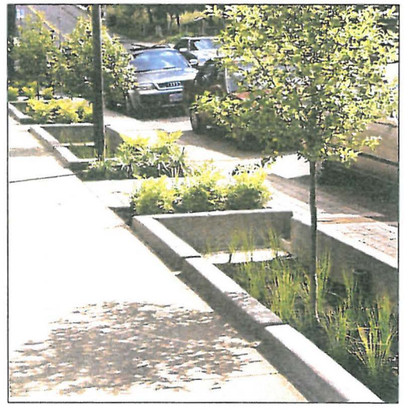
Landscape Maintenance

The level of landscape maintenance should be determined relative to levels outlined in the BC Landscape Standard, and called up in the specifications. This level (1 to 4) will likely vary throughout the Village according to the amount of traffic, and the design intent for specific areas. For each individual development, specifications for establishment maintenance should be referenced in all landscape maintenance contracts.







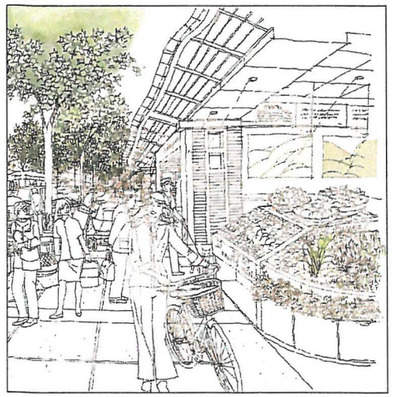


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6.0 Comprehensive Development District



The Village at Historic Sapperton will be a Comprehensive Development, with a mix of land uses and open spaces to meet the needs of current and future residents.

6.1 Master Plan
6.2 Master Plan Model
6.3 Proposed Land Use
6.4 Development Area Summary
6.5 Sub-District 1
Health Services Mixed-Use
6.6 Sub-District 2
Low Density Mixed-Use
6.7 Sub-District 3
High Density Mixed-Use
6.8 Sub-District 4
High Density Flexible

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6.1 Master Plan



Master Plan

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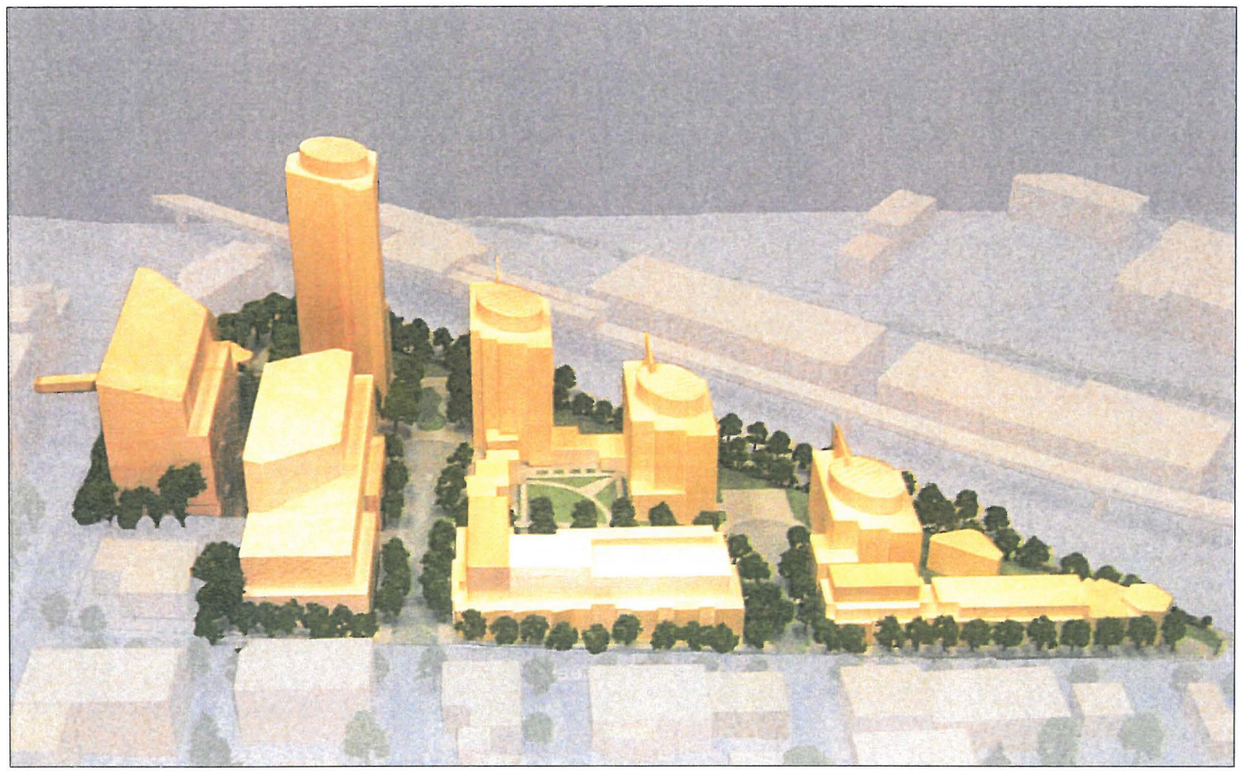
- Health Services
- Residential
- Retail
- Commercial

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6.2 Master Plan Model



Master Plan Model



6.3 Proposed Land Use

Comprehensive Development

A Comprehensive Development (CD) land use designation for the Village will allow for a mixed-use project consisting of commercial, retail, institutional, employment and residential development. Health Services related employment use, pedestrian-oriented retail businesses, and multi-family residential uses at various densities will support the mixed-use concept.

Sub-Districts

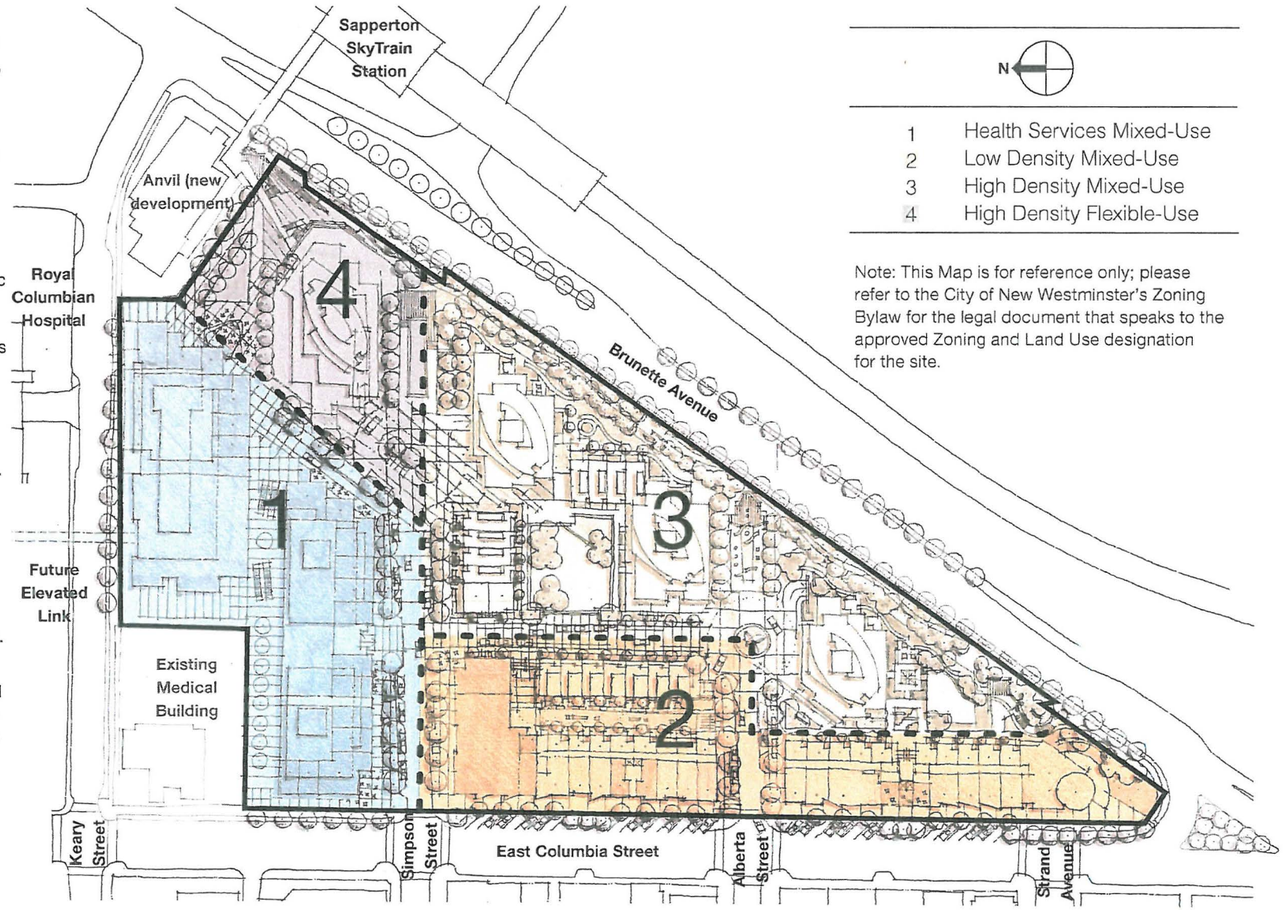
The City of New Westminster designates a redevelopment parcel, such as the Village at Historic Sapperton site as a District, and specific areas within the District as Sub-Districts. Four Sub-Districts in the Village are proposed: Health Services Mixed-Use, Low Density Mixed-Use, High Density Mixed-Use, and High Density Flexible Use.

Sub-District 1, Health Services Mixed-Use – This Sub-District should provide health care related uses that serve the neighbourhood, City and region.

Sub-District 2, Low Density Mixed-Use – This Sub-District should provide a variety of land uses such as lower density residential, neighbourhood commercial and retail land uses. Commercial and retail uses should largely be oriented towards East Columbia Street, the Alberta Street extension, and the Simpson Street extension.

Sub-District 3, High Density Mixed-Use - This Sub-District should provide small-scale commercial and retail uses and medium to higher density multi-family housing choices. Commercial and retail uses are intended to be at-grade as part of mixed-use buildings.

Sub-District 4, High Density Flexible Use - This Sub-District should provide an opportunity for a range of uses including residential, health care, employment, commercial, and retail land uses appropriate for higher densities.



Sub-Districts Map

N

1	Health Services Mixed-Use
2	Low Density Mixed-Use
3	High Density Mixed-Use
4	High Density Flexible-Use

Note: This Map is for reference only; please refer to the City of New Westminster's Zoning Bylaw for the legal document that speaks to the approved Zoning and Land Use designation for the site.

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6.4 Development Area Summary

Development Area Summary

The Village at Historic Sapperton – Building Program								
SITE AREAS						**Imperial**		**Metric**
Labatt Proper Site Area (sq.ft.)						388,991		**36,138 sq.m.**
Labatt Proper Site Area (acres)						8.93		3.61 hectares
200 Keary Commercial Area (sq.ft.)						9,808		**911 sq.m.**
200 Keary Commercial Area (acres)						0.23		0.09 hectares
Total Site Area sq.ft. (incl. 200 Keary)						398,625		**37,033 sq.m**
Total Site Area acres (incl. 200 Keary)						9.15		3.70 hectares
PROPOSED BUILDING AND SUB-DISTRICT AREAS								
District / Building		**Avg. Footprint (sq.ft.)**		**Floors**	**Building Area (sq.ft.)**	**Building Sub Totals (sq.ft.)**	**Sub-District Land Area (sq.ft.)**	**Building Sub Totals (sq.m.)**	**Sub-District Land Area (sq.m.)**
Sub-District -1						**560,500**	113,230	**52,072 sq.m.**	**10,519 sq.m.**
North Galleria (health/retail)		33,500		9	301,500				
Galleria		19,000		1	19,000				
South Galleria (health/retail)		32,000		7.5	240,000				
Sub-District -2						**143,600**	100,060	**13,341 sq.m.**	**9,296 sq.m.**
North East Columbia Street (retail) base		20,000		1	20,000				
North (residential/commercial) above		15,500		4	62,000				
Middle (residential/commercial) above		5,715		3.5	20,000				
South East Columbia Street (retail) base		16,600		1	16,600				
South (residential/commercial) above		10,000		2.5	25,000				
Sub-District -3						**411,500**	136,065	**38,230 sq.m.**	**12,641 sq.m.**
Corner Townhouse (residential)		2,000		4	8,000				
South Alberta Street High-rise (residential)		10,200		8.5	86,700				
North Alberta Street High-rise (residential)		10,200		12.5	127,500				
South Simpson Street High-rise (residential/retail)		10,200		16.5	168,300				
Village Green Townhouses (residential/retail)		7,000		3	21,000				
Sub-District -4						**279,400**	49,270	**25,957 sq.m.**	**4,577 sq.m.**
High-rise base (Flex use)		12,889		9	116,000				
High-rise top (Flex use)		8,600		19	163,400				
Sub-total Gross Building Area (GBA) (sq.ft.)		**213,404**			**1,395,000**	**1,395,000**	**398,625**	**129,600 sq.m.**	**37,033 sq.m.**
Floor to Space Ratio (FSR) (Labbatt + 200 Keary)					**3.50**				

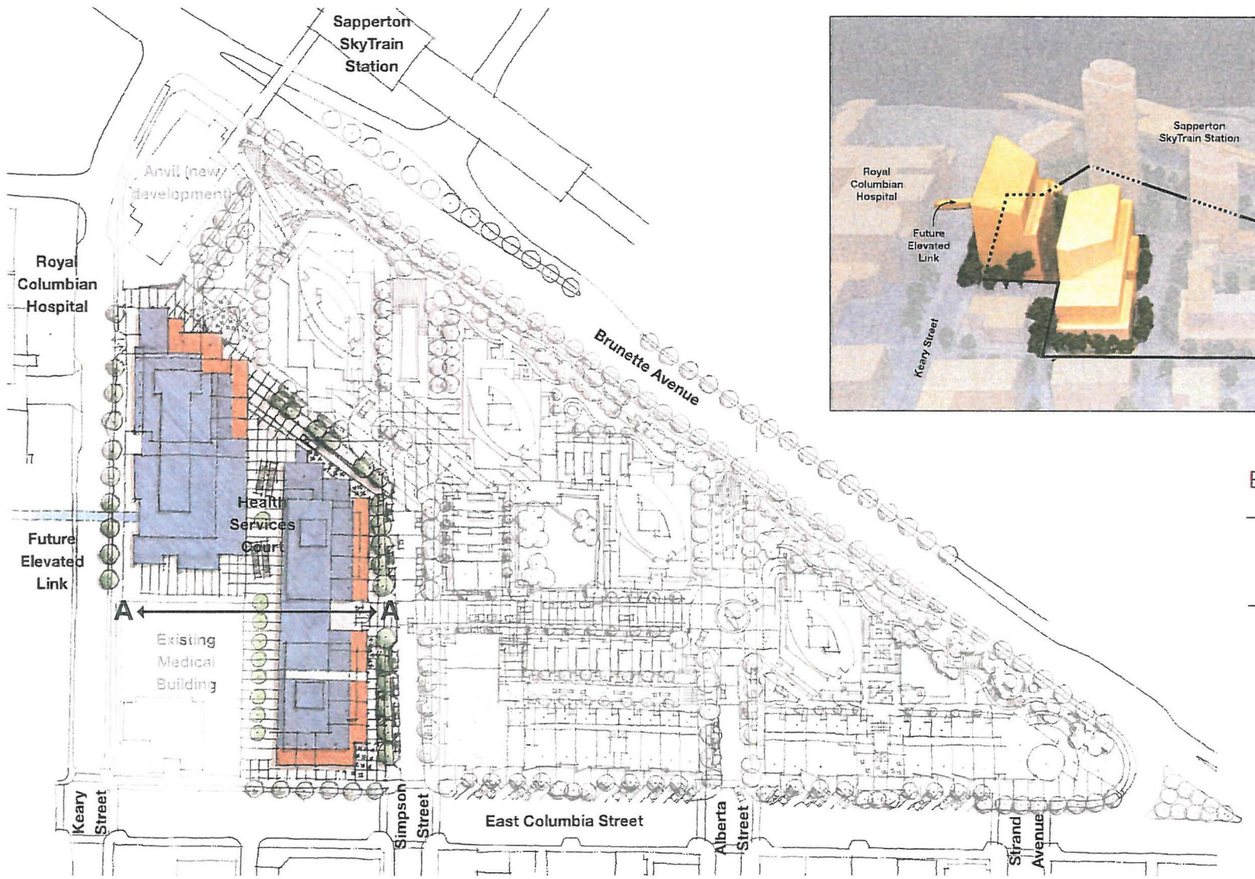
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6.5 Sub-District 1 – Health Services Mixed-Use

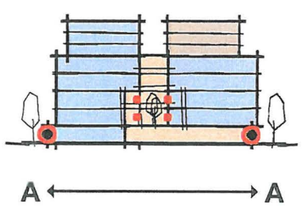
Sub-District Area Plan



Model Perspective

Building Use Legend

- Health Services
- Retail
- Residential
- Commercial



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6.5 Sub-District 1 – Health Services Mixed-Use



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6.5 Sub-District 1 – Health Services Mixed-Use

Key Stats

Land Area: 113,230 sq.ft.

Buildable Area: 560,500 sq.ft

Maximum Building Height:
125 ft. (9 storeys)

General Land Use:

- Health Services
- Employment
- Health and convenience related retail
- Commercial

Note: Refer to Village at Historic Sapperton Zoning Bylaw for comprehensive zoning details.

Development

Sub-District 1 has been identified as a site for the future growth and delivery of health services. Located immediately adjacent to the existing Royal Columbian Hospital and within easy access to Sapperton SkyTrain station, the parcel is bordered by Keary Street, East Columbia Street, and the proposed extension of Simpson Street.

A health services oriented building will act as an extension of Royal Columbian Hospital. Consideration should be given to a direct link to the existing hospital via an enclosed elevated link. An internal galleria will provide a connection between Sapperton SkyTrain, the Arrival Plaza and Health Services Court to East Columbia Street. Ground floor retail along East Columbia Street, Simpson Street and the Galleria will accommodate a variety of retail tenants. A provision to negotiate the steep incline along Keary Street toward the mid-block crosswalk that leads to a public elevator inside Royal Columbian Hospital should be developed as an accessible route.

The buildings' east face define a critical edge of the Arrival Plaza connecting visitors and residents to health services, the SkyTrain and other local businesses. This hard-surfaced plaza should be designed with an emphasis on safety and physical accessibility while serving as a true gateway to the entire community.

Underground parking and loading will be accessed off Simpson and Keary Streets.

Design Considerations

- Mid-rise, mixed-use health services buildings with an internal galleria;
- step from higher building mass near the SkyTrain station to lower building mass along East Columbia Street;
- animate the edge of urban plazas;
- incorporate ground floor retail where appropriate;
- ramps, stairs, escalators and elevators will address circulation across and at the edge of the site;
- provide a levelled grade to a maximum of 5% to facilitate pedestrian circulation within the site;
- provide rain protection along the building edge and galleria to connect Royal Columbian Hospital and East Columbia Street with the SkyTrain station;
- roof top planting is encouraged; and
- create an elevated link connecting Royal Columbian Hospital over Keary Street.

Open Space and Amenities

Arrival Plaza

The Arrival Plaza must function as a key entrance and exit point for the City of New Westminster, and for the Royal Columbian Hospital complex.

Provision to complete an Arrival Plaza should be initiated with the first phase of development. Initial care needs to be taken to integrate the Plaza with adjacent buildings currently under construction. The Plaza should be refined with each subsequent phase of development including the Health Services Court and Flexible Use Building.

See Section 6.4 High Density Flexible Use, Open Space and Amenities for complete guidelines for the Arrival Plaza.

Health Services Court

The Health Services Court will provide an outdoor living space that connects visitors to the many health services and related businesses situated in the Village and within Royal Columbian Hospital.

The Health Services Court will provide a "front door" to Royal Columbian Hospital for the many people who arrive by SkyTrain, as well as to those who are dropped off at the end of Simpson Street. This space should provide an attractive public courtyard, designed with an emphasis on safety and physical accessibility. It should also address:

- the entrance to the covered Galleria and overpass to the hospital;
- public art and artifacts that illustrate the history of the hospital site; and
- the need for a calm, quiet and nurturing landscape that responds to the needs of hospital patients.

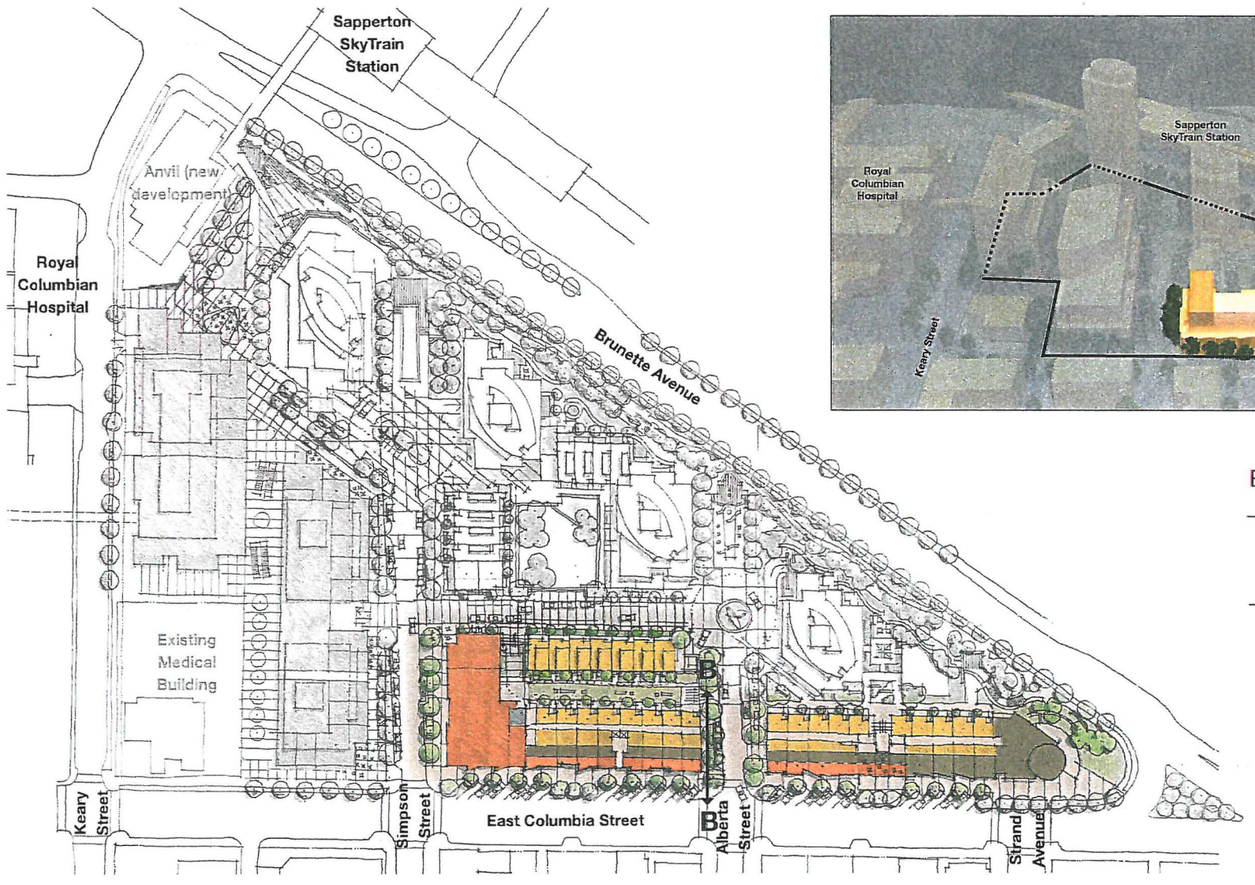
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6.6 Sub-District 2 – Low Density Mixed-Use

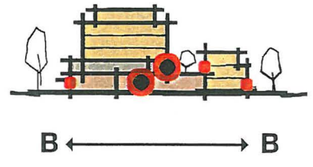
Sub-District Area Plan



Model Perspective

Building Use Legend

- Health Services
- Retail
- Residential
- Commercial



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6.6 Sub-District 2 – Low Density Mixed-Use



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6.6 Sub-District 2 – Low Density Mixed-Use

Key Stats

Land Area: 100,060 sq.ft.

Buildable Area: 143,600 sq.ft.

Maximum Building Height:
65 ft. (5 storeys)

General Land Use:

- Residential
- Retail
- Commercial

Note: Refer to Village at Historic Sapperton Zoning Bylaw for comprehensive zoning details.

Development

Sub-District 2 is a mixed-use low-rise area that is located between Simpson Street and Strand Avenue, primarily along East Columbia Street.

Low-scale built form will front East Columbia Street, creating a pedestrian friendly retail edge. A variety of retail uses will be located at a ground level podium with residential and/or commercial uses above.

Raised interior mews and grade level lanes will join apartment-type residential levels with adjacent grade oriented townhomes to the east. The residential component should have a setback at the two-storey level along retail edges to minimize overshadowing and respect the neighbourhood scale of East Columbia Street. Roofscapes will include stepped forms with terraces and roof gardens. Exposed rooftop mechanical equipment should be screened.

Weather protection along public sidewalks will help to create a pedestrian scale and animate building facades, and contribute to the desired "High Street" atmosphere. Underground parking and loading shall be located off secondary internal streets. As outlined in the 'Columbia Street East Design Guidelines,' provision for mid-block entry courts and gateway building massing at the Brunette Avenue convergence should be explored to add pedestrian and neighbourhood identity. Smaller retail units should be located along East Columbia Street and will be stepped with sloping grade. Larger retail units should be located at building corners, with storefronts extending onto secondary streets. Larger floor areas should be located internally.

Design Considerations

- Mixed-use low-rise with ground-oriented townhomes;
- retail base with fine grain retail divisions along East Columbia Street to support notion of retail "High Street";
- third level setback to create balconies, enhance pedestrian scale, and minimize overshadowing;
- roof top planting is encouraged;
- generous sidewalks and parking along East Columbia Street; and
- gateway element at the intersection of Brunette Avenue and East Columbia Street.

Open Space and Amenities

East Columbia High Street

East Columbia High Street will offer convenient local shopping to the residents of the Village and to the surrounding neighbourhood, and animate the street adjacent to Royal Columbian Hospital.

The East Columbia High Street should be designed to provide a varied streetscape that includes some or all of the following elements:

- trees with planting pockets for seasonal displays that relate to the street;
- signage and lighting that identify the street as a destination within New Westminster;
- clear directions to the Sapperton SkyTrain station and Royal Columbian Hospital;
- distinctive paving layout and site furnishing that support the Village theme;
- seasonal banners and flags;
- benches, bike racks, bollards and hanging baskets that are coordinated to respond to the overall design; and
- continuous shelter from rain along the retail edge.

Residential Neighbourhoods

The residential neighbourhoods provide residents with a safe and comfortable setting within a stimulating urban environment that provides a wide range of amenities.

The residential neighbourhoods that make up the Village at Historic Sapperton should be designed with careful attention to the transitions between private outdoor space and surrounding public zones. There should be a diversity of planting to provide seasonal interest, as well as effective separation of public and semi-private areas.

Shared garden spaces for residents may be provided in areas where there is adequate light and drainage. These areas should have running water, tool storage, and convenient access to a driveway or other service area for the delivery of materials. The design should include low evergreen screening and decorative fencing to provide an attractive gathering space, and improve the appearance of the garden in winter. Shared gardens would be operated by resident groups.

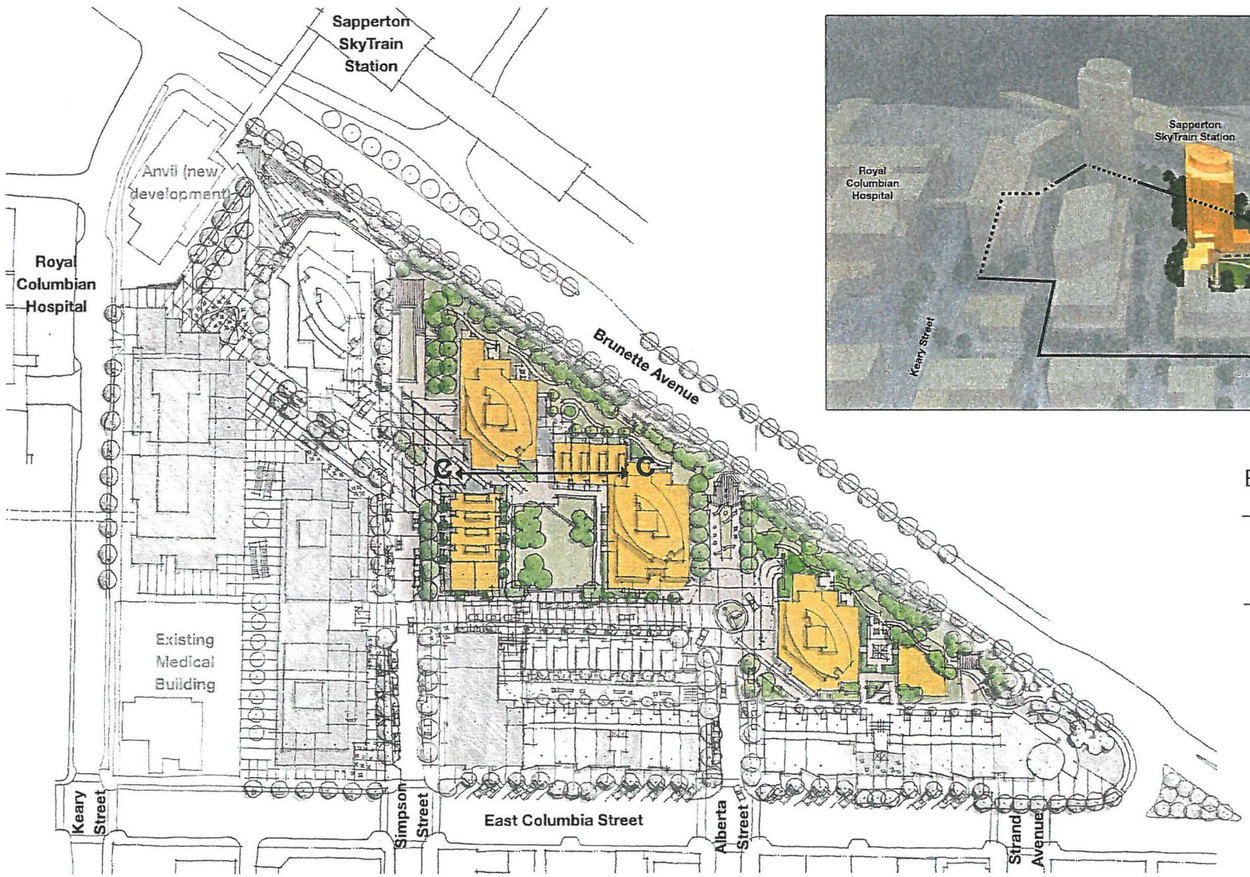
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6.7 Sub-District 3 – High Density Mixed-Use

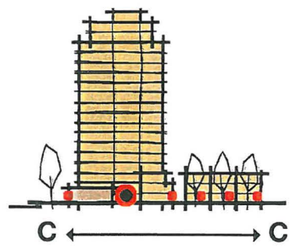
Sub-District Area Plan



Model Perspective

Building Use Legend

- Health Services
- Residential
- Retail
- Commercial

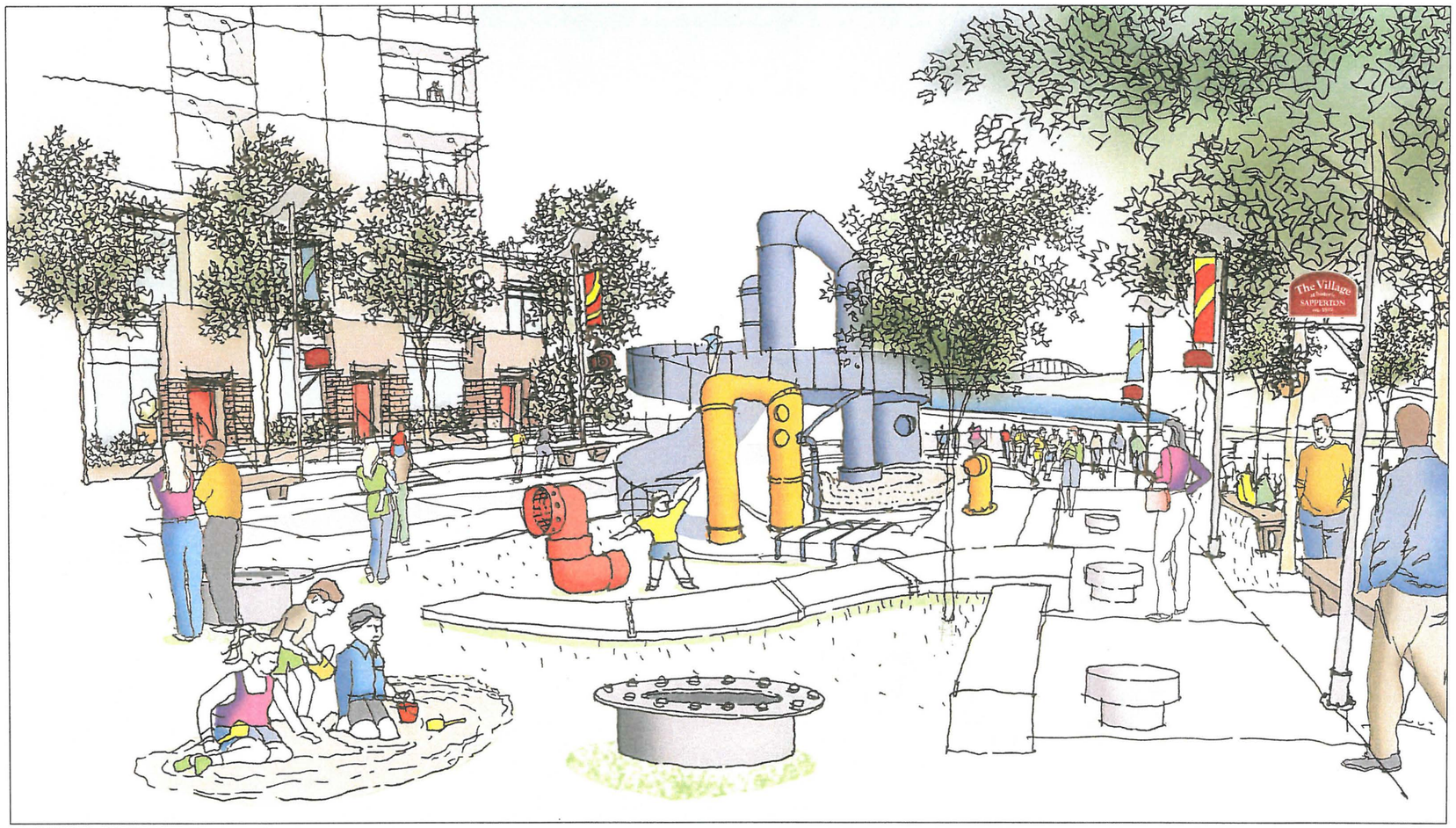


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6.7 Sub-District 3 – High Density Mixed-Use



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6.7 Sub-District 3 – High Density Mixed-Use

Key Stats

Land Area: 136,065 sq.ft.

Buildable Area: 411,500 sq.ft.

Maximum Building Height:
180 ft. (18 storeys)

General Land Use:

- Residential (Market/Seniors/Care)
- Retail

Note: Refer to Village at Historic Sapperton Zoning Bylaw for comprehensive zoning details.

Development

Sub-District 3 includes a high-rise residential development located on a promontory along Brunette Avenue. Ground-oriented townhomes, lofts, and/or live-work spaces will frame a community common or green that should be inviting to residents and passers-by. Building design should pay careful attention to the transitions between public and private outdoor spaces. The siting of the buildings allows for public viewing decks at the terminus of Alberta Street and Simpson Street.

A multi-level underground parking structure should be designed to aid in mitigating noise from Brunette Avenue's heavy traffic flow. The architectural expression of the parking structure should work in combination with the proposed greenway along Brunette Avenue to provide natural ventilation, security and soft landscape opportunities.

Ground-oriented townhouse forms can be used at the tower base and street edges to maintain a pedestrian-scaled experience. The building base along Simpson Street should include provision for retail space along the public route to the Sapperton SkyTrain station. A green space at the terminus of Alberta Street will include a children's play area. The green space at the terminus of Simpson Street will include historic artifacts from the brewery. Public viewing decks at these street ends will have commanding views of the Fraser River. Building design should pay close attention to the transition between public and private outdoor spaces.

Access to the underground parkades should be set back from the building frontage and accessed from Simpson, Alberta or the new internal cross streets.

Design Considerations

- Three high-rise residential buildings with ground-oriented townhomes;
- multi-level underground parkades;
- Village Green as described in the upcoming Open Space and Amenities section;
- roof top planting encouraged for low-rise buildings and townhomes;
- high-rise buildings should explore a hierarchical massing that cascade from the SkyTrain station;
- penthouse levels of high-rise buildings should be setback, responding to cross views while adding character and identity to the Village;
- noise control mitigation such as multiple-paned windows and landscaping elements; and
- site lines between architectural and landscape components follow CPTED principles as outlined in Appendix 13.

Open Space and Amenities

Village Green

The Village Green will be a local park space near the end of Simpson Street. This area will provide an urban park environment that is focused on the immediate community. It may be a primary location for public art features that tell the story of the brewery and the history of the Sapperton area. The design must transition the surrounding housing into the public space using a variety of approaches, including changes in elevation and screening, planting and built elements.

Although the Village Green will not be developed as a children's park, it should provide paths, planters, seating, and cultural features that will interest and engage people of all ages.

Alberta View Deck

The Alberta View Deck will provide a distinctive and dedicated play space for the Village, and will benefit from the spacious character and views towards the river. Issues that must be addressed in the design will include:

- separation between traffic and the play-ground area for children's safety;
- provision of transitional spaces and increasing levels of privacy near building edges;
- inclusion of local and site specific artifacts that will provide visitors with a memorable experience; and
- the importance of high quality materials and careful detailing of landscape elements to provide durability and environmentally responsible use of materials.

This area may also include planting that has a specific theme such as a butterfly garden or an area designed to showcase a foliage colour or texture or historical reference to early gardens in New Westminster.

The Convergence of Brunette Avenue and East Columbia Street

The point where Brunette Avenue and Columbia Street converge will identify the Sapperton neighbourhood to visitors.

The open space at the corner of East Columbia Street and Brunette Avenue provides an opportunity to identify the Village, create a memorable first impression of the neighbourhood, and showcase the history of the neighbourhood in a manner that can be understood by passers-by. The designers should make it a priority to contrast this area with the surrounding industrial landscape and to improve air quality at this busy intersection.

Signage

The signage at the corner of Brunette Avenue and East Columbia Street should identify Sapperton, and should relate to the theme of the Village. It should be constructed with durable materials and should be provided with lighting after dark.

Simpson View Deck

Please see Section 6.4 High Density Flexible Use, Open Space and Amenities for these guidelines.

Residential Neighbourhoods

Please see Section 6.2 Low Density Mixed-Use, Open Space and Amenities for these guidelines.

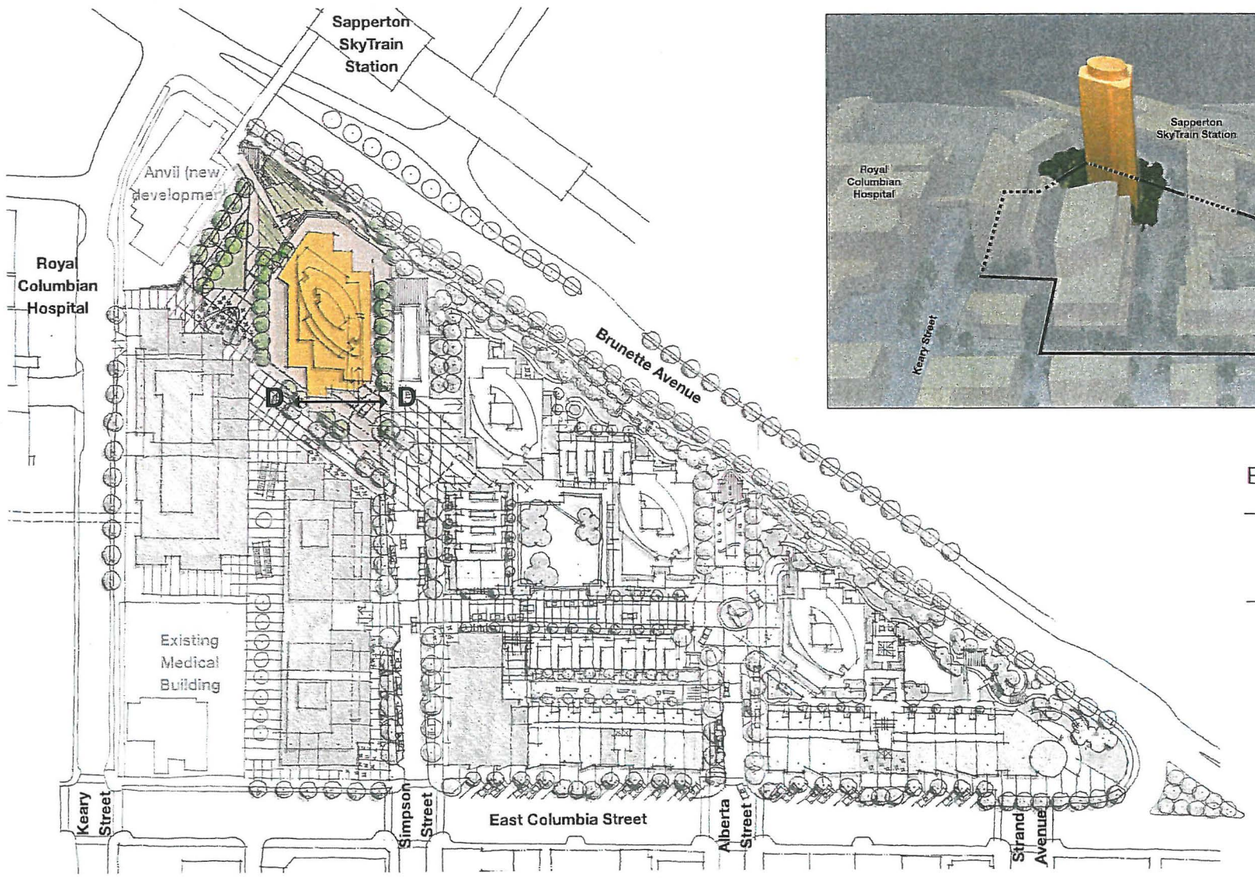
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6.8 Sub-District 4 – High Density Flexible Use

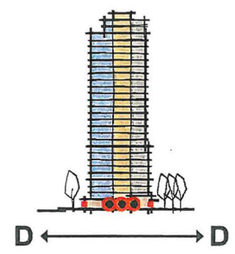
Sub-District Area Plan



Model Perspective

Building Use Legend

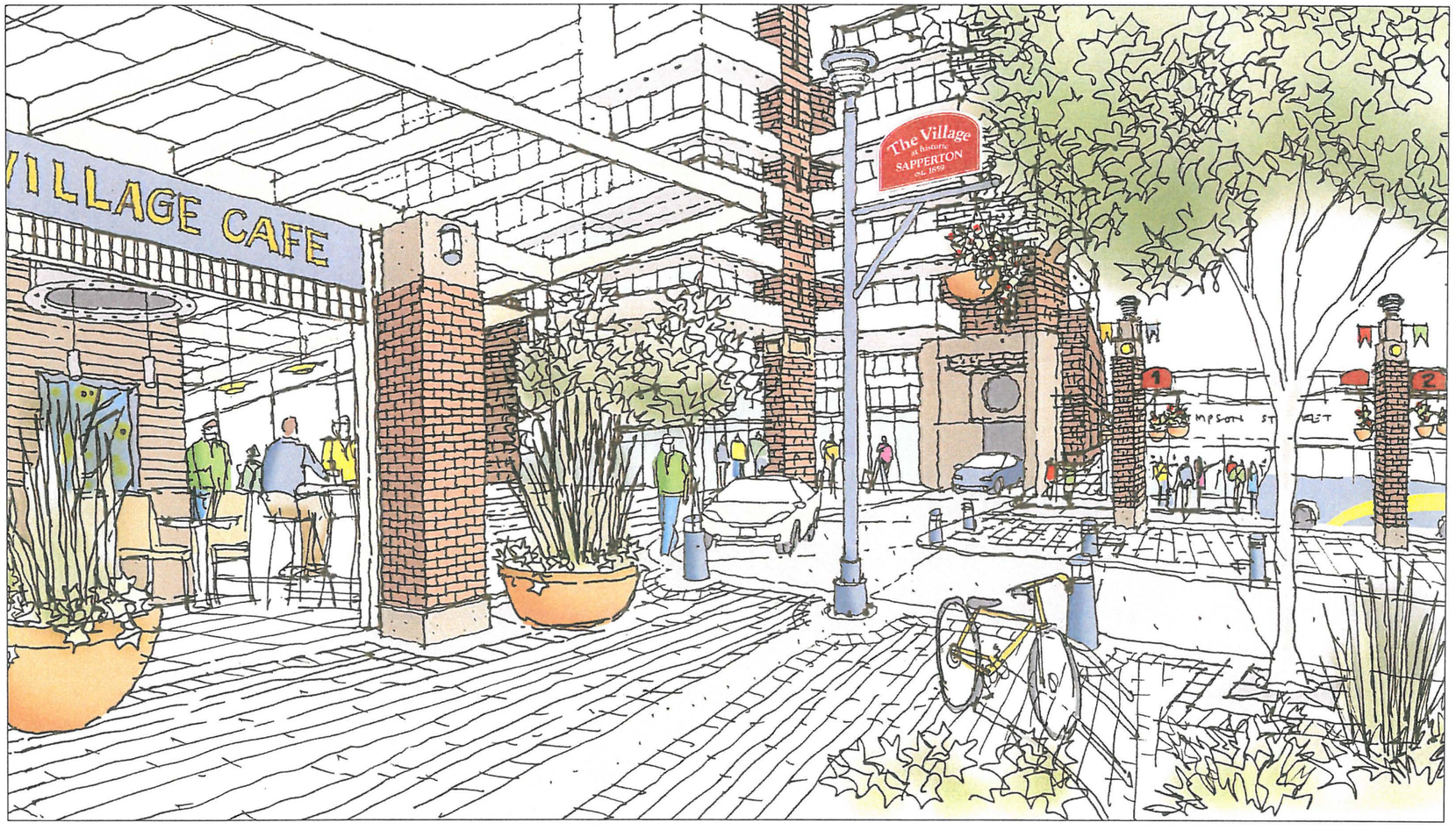
- Health Services
- Retail
- Residential
- Commercial



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6.8 Sub-District 4 – High Density Flexible Use



6.8 Sub-District 4 – High Density Flexible Use

Key Stats

Land Area: 49,270 sq.ft.

Buildable Area: 279,400

Maximum Building Height: 200 ft. (28 storeys)

General Land Use:

- Various

Note: Refer to Village at Historic Sapperton Zoning Bylaw for comprehensive zoning details.

Development

Sub-District 4 is a high-rise development immediately adjacent to the Arrival Plaza and closest to the SkyTrain connection. Zoning for this sub-district permits flexibility in land use to accommodate future residential, health care, office, retail, education, or hotelling functions to support Health Service functions.

A high-rise point tower is integrated with public open spaces; to the north is the Arrival Plaza that is connected to the SkyTrain. The Health Services Court to the west is an entry point to the many Health Service facilities. A public open space at the foot of Simpson Street should evoke the history of the brewery, Royal Columbian Hospital and the Sapperton neighbourhood with an extensive use of planting, site furnishings, lighting, public art and retained brewery artifacts. One of a series of public-viewing platforms within the site will maximize views of the Coast mountain range, Fraser River, Surrey bluffs and Cascade mountains.

The upper levels of the tower should be slender and sculpted to minimize overshadowing and view obstruction. The building form must respect the helicopter medical route (air right-of-way) while optimizing 360° views. Access to an underground residential parkade should be designed to avoid pedestrian conflicts.

As the final phase of development, lower floors of this building should be developed as small transit-oriented retail space with rain protection and activities that complete the Arrival Plaza.

Design Considerations

- High-rise building as focal point;
- integration of themed open spaces;
- public viewing platforms;
- ground level retail where applicable;
- massing and form of tower to be multi-directional;
- underground residential parkade;
- strong pedestrian connection between Simpson and Keary Streets; and
- CPTED principles as outlined in Appendix 13.

Open Space and Amenities

Arrival Plaza

The Arrival Plaza should function as a key entrance and exit point for the City of New Westminster and the Royal Columbian Hospital complex.

The Arrival Plaza should provide a memorable first impression to commuters and visitors who arrive in Sapperton by SkyTrain. The primary purpose of this area is to provide a clear and legible route through the Village site to both Keary Street and through to East Columbia High Street. The Plaza will provide a viewpoint over Brunette Avenue to the Fraser River, and a setting for outdoor dining, people waiting for medical appointments and people meeting friends and colleagues.

Adjacent development will provide 'eyes on the street'. Opportunities for 24 hour convenience retail should be explored.

The design of the plaza and adjacent developments should provide:

- safe passage to and from the SkyTrain overpass;
- facilities for bicycle commuters;
- pedestrian and bicycle connections to surrounding streets;
- interface with the adjacent Anvil development;
- routes into and through the Village at Historic Sapperton;
- image and theme for the Village, including historic references;
- distinctive way-finding and signage elements;
- micro-climate: vegetation to provide shade, moisture and oxygen;
- safe and comfortable resting and waiting areas;
- views;
- visual interest and beauty through quality of design and public art elements; and
- stormwater management strategies that are integrated into a plan that reduces surface runoff to the City storm sewer system.

Simpson View Deck

The east terminus of Simpson Street will be one of a series of important public viewpoints within the Village. It will also be a drop-off or pick-up area for people who take the SkyTrain in New Westminster. Views towards the Fraser River, the Port Mann Bridge and Surrey will be one of the primary attractions, so the design should provide a variety of opportunities to pass through the space on foot or on bicycle, and to relax and enjoy the view.

The View Deck will provide clear site lines into the open space from the Simpson Street turnaround.

Residential Neighbourhoods

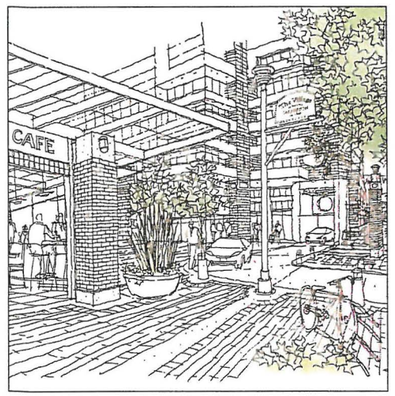
Please see Section 6.2 Low Density Mixed-Use, Open Space and Amenities for these guidelines.

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7.0 Zoning and Policy



The policies in place outline the future development of the community and livability for the region.

7.1 Rezoning and Development Process
7.2 Existing Zoning
7.3 Municipal Policy Context
7.4 Regional Policy Context
7.5 Changing Policy Context
7.6 Amenities

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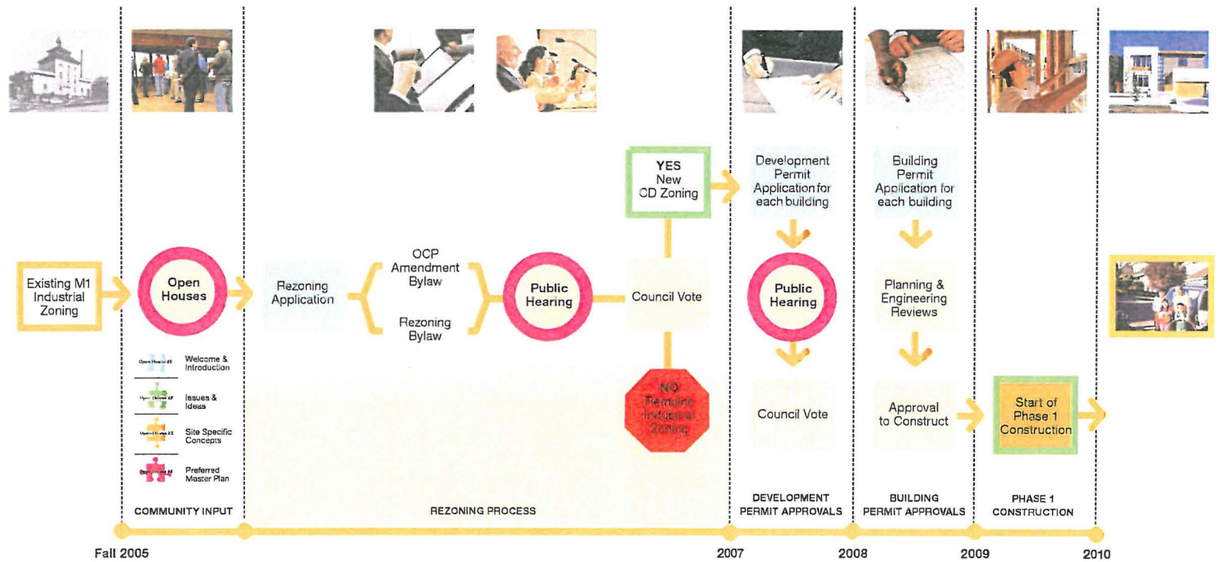
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7.1 Rezoning and Development Process

Development Process

The development process includes rezoning and development permit applications alongside community input, and culminates in the redevelopment of the site. The entire process will take several years to be accomplished.

The Development Process



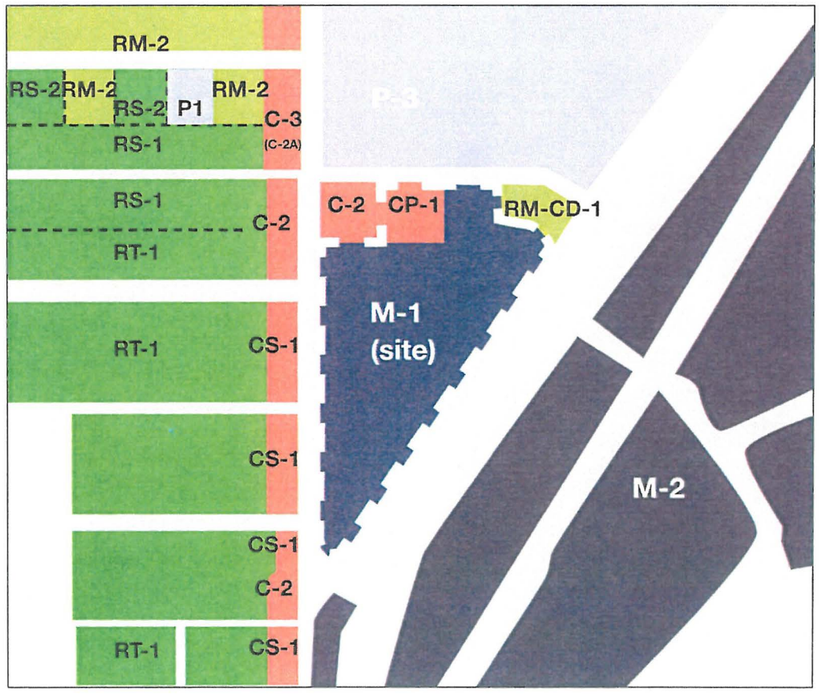
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7.2 Existing Zoning

Zoning Bylaw

The City of New Westminster's zoning bylaw currently designates the former brewery site as an M-1 Light Industrial District, which permits light industrial, retail and service uses. Specifically, seventy-one different uses are permitted (e.g., banks, bottling works, broom manufacturing, cafes and restaurants, child care, grocery stores, public assembly, etc; [see New Westminster Zoning Bylaw Section 710 for all permitted uses]. In M-1 Districts, buildings can be built to a maximum height of six storeys or 85 feet (25.91 metres) and no front, rear or side yard setbacks are required.



Legend

- CS-1 CP-1 C-2 — Commercial
- M-1 — Light Industrial
- RM-2 RM-CD-1 — Multi-Unit Residential
- M-2 — Heavy Industrial
- RS-1 RS-2 — One/Two Unit Residential
- Institutional

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7.3 Municipal Policy Context

General Overview

The City of New Westminster's Official Community Plan (OCP) is a policy document that guides the municipality's future growth and development. It addresses issues such as population and growth management, housing, commercial revitalization, industrial activity, and the economy.

Some of the general goals of New Westminster's OCP are:

- maintain or enhance New Westminster's identity and symbolic significance within the Lower Mainland and British Columbia as a whole;
- maintain or enhance the unique social and physical character of New Westminster and its neighbourhoods;
- encourage a livable, safe and healthy community by providing a wide range of opportunities for housing, employment, commerce, recreation, arts and culture, transportation, nature and heritage preservation, education and health services;
- work toward creating a safe and aesthetically pleasing City;
- guide and manage growth in a manner that is consistent with the principles of sustainable development and complete communities;
- provide for the balanced growth of residential, commercial, industrial and institutional land uses;
- manage growth in a sustainable manner and in a way that encourages complete communities;
- manage community growth to accommodate the Great Vancouver Regional District population and employment targets for 2021;
- provide for anticipated growth in an orderly, economic and efficient manner;
- provide a range of housing choices that are affordable for a variety of incomes, and are appropriate for a variety of residents; and
- reduce the need for automobile travel and general reliance on the automobile.

Site Area

The former brewery site is located in the Brunette Creek Neighbourhood, and is designated for industrial use. The site is next to the Sapperton Neighbourhood, which is designated for commercial and residential uses.

The OCP includes policies that accommodate the changing needs of industrial uses:

- promote New Westminster as a competitive industrial centre with Brunette Creek (Sapperton), North Queensborough and North Arm North as the manufacturing centres of the City;
- review industry needs and update industrial land regulation to reflect conditions in the industrial market; and
- review industrial land regulations to make appropriate provisions for newly emerging industries.

At the same time, the OCP has policies that encourage building neighbourhood centres concentrated around neighbourhoods and city-serving commercial areas:

- build a pattern of neighbourhood centres throughout the City and focus urban development in these centres
- promote prime office uses in the Uptown, Downtown and Waterfront areas while encouraging secondary office uses in neighbourhood centres; and
- promote the concentrated nodal development of retail and service commercial uses in existing neighbourhood centres.

The OCP also establishes a policy that the City will maintain a 1:1 ratio of jobs to employable adults. Even though industrial lands are important to provide employment and tax base, the OCP recognizes that "costs to develop industrial lands are high due to challenging soil conditions, a high water table, servicing availability of sites, small land parcels, high priority costs for conversion to other uses and the relatively slow market demand for industrial land in the City."

Sustainable Development

One primary goal of the New Westminster OCP is to "guide and manage growth in a manner which is consistent with the principles of sustainable development and complete communities."

Sustainable development is important to the residents of New Westminster, and accordingly, the City has taken a leadership role in the region with initiatives such as its Smart Growth Development Checklist. Smart Growth can be defined as "well-planned, well-managed growth that results in a city that is liveable, and thrives economically."

Currently, all projects that require zoning amendments or development permits must have completed the Smart Growth Development Checklist. The Checklist enables an assessment of whether the project enhances OCP goals of sustainable development and complete communities. For the City, "sustainability" is about reducing people's ecological footprint—for example, by reducing resource inputs and waste outputs—while increasing the quality of life. 'Complete communities' describes places where people can live, work and play without having to travel great distances to do so.

The Smart Growth Development Checklist ensures that developers address considerations relating to:

- economic sustainability – e.g., jobs created during and after construction;
- environmental sustainability – e.g., walking distance to public transit, pursuit of certification through the LEED™ Green Building Rating System; and
- social sustainability – e.g., price range of housing, incorporation of CPTED principles in the project design.

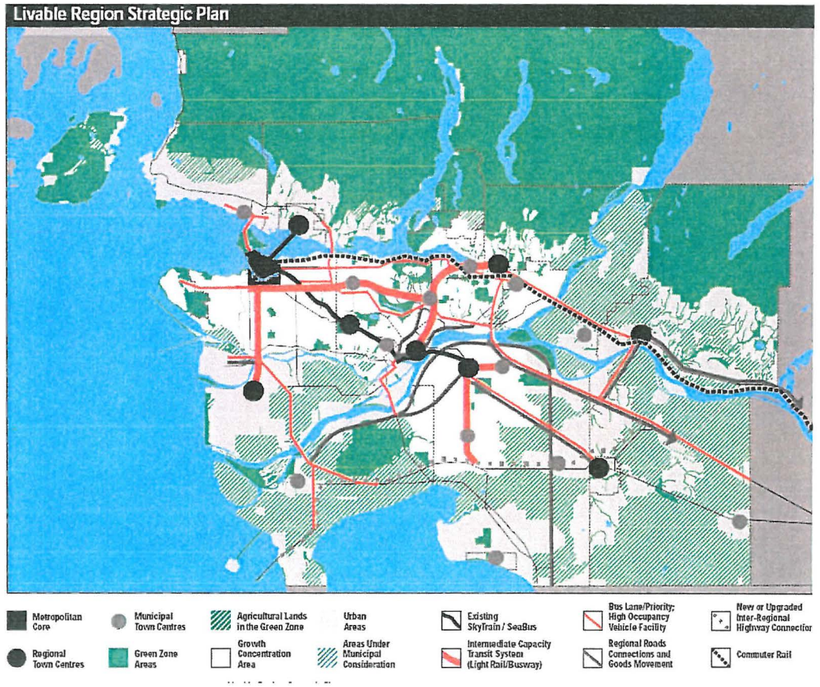
7.4 Regional Policy Context

LSRP

The GVRD Livable Region Strategic Plan (LSRP) is a comprehensive set of principles that guides growth and development in the Greater Vancouver region. This plan also forms a key part of New Westminster's policy context; approved by the City of New Westminster in 1994, it is the basis of the City's Official Community Plan (OCP). The LSRP oulines the framework for land use and transportation decisions throughout the GVRD based on four fundamental strategies:

- protect the Green Zone;
- build complete communities;
- achieve a compact metropolitan region; and
- increase transportation choice.

The New Westminster Official Community Plan and the GVRD Livable Region Strategic Plan contain several planning objectives and policies that provide clear direction on many aspects of the City's and community's development. These have been thoughtfully considered and integrated into the design at the Village at Historic Sapperton.



Livable Region Strategic Plan

7.5 Changing Policy Context

Common Ground

The GVRD's Livable Region Strategic Plan (LRSP) forms the backbone of the City of New Westminster's Official Community Pan (OCP). Combined, these plans contain several planning objectives that affect the growth and development of the site:

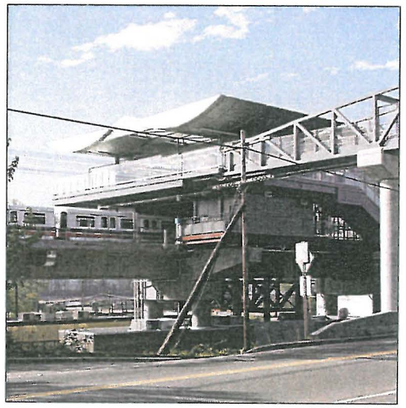
- a commitment to encourage Transit-Oriented Development around SkyTrain stations;
- working to achieve a well-balanced economy that provides a range of economic and employment opportunities;
- encouraging and facilitating commercial revitalization efforts in neighbourhood centres;
- encouraging the intensification and diversification of existing industrial lands to accommodate changing industry demands;
- promoting prime office and employment uses in the City of New Westminster's Uptown, Downtown and Waterfront areas while encouraging secondary office uses to locate in neighbourhood centres, such as Sapperton;
- supporting the expansion of institutional facilities (e.g., Royal Columbian Hospital, Douglas College, Justice Institute); and
- land use planning that increases the attractiveness and feasibility of walking, cycling and transit use (e.g., bus, SkyTrain).

Changing Policy Context

It is important to note that the City of New Westminster is evolving and several changes have occurred since the 1998 adoption of New Westminster's OCP, including:

- the closure of the Labatt brewery;
- the construction of the Sapperton SkyTrain station;
- the closure of Saint Mary's Hospital;
- new residential development in Sapperton; and
- efforts to revitalize East Columbia Street.





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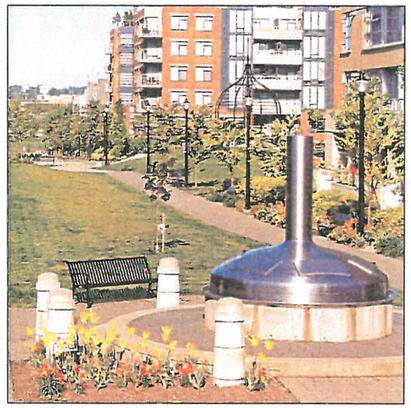
7.6 Amenities



Iron gate taken from the Labatt's Brewery in Victoria



Original stone wall from the former Labatt's Brewery



Redevelopment of Molson Arbutus Lands, Vancouver

Objective

The Village at Historic Sapperton will provide both existing and new residents with several public and private features that will make the place an attractive and functional neighbourhood to live, work and play.

Leisure and Recreation

The Open Space framework identifies a series of urban plazas, public parks, greenway and pedestrian connections, and a Village gateway that will provide opportunities for leisure and recreational activities. The Open Space will provide residents with places to relax, contemplate, play and interact. Several opportunities for placemaking exist (for more details refer to Section 3.5 and 3.7):

- Arrival Plaza;
- Health Services Court;
- Village Green;
- Simpson View Deck;
- Alberta View Deck; and
- Garden Gateway.

Human Environment

The urban and village streetscape and neighbourhood landscape should provide a well-integrated and recognizable image to the people that use the area. This should comprise a unified collection of street furniture, including street benches, lights, waste receptacles, bicycle racks, planters, and signage. Weaving public art and sustainable features throughout the Village will educate and inspire the community and further enhance the human environment (refer to Section 5).

Health Services

A key feature of the Village's mix of land uses is the Health Service use. This opportunity exists in large part from the commitment and partnership between WesGroup and the Fraser Health Authority. The Village will support the expansion of Fraser Health and other complementary Health Services with increased office and institutional space. Underground parking and movement patterns within the site and to Royal Columbian Hospital should provide the area with excellent accessibility to support Health Services (refer to Section 3.4).

Employment and Tax Base

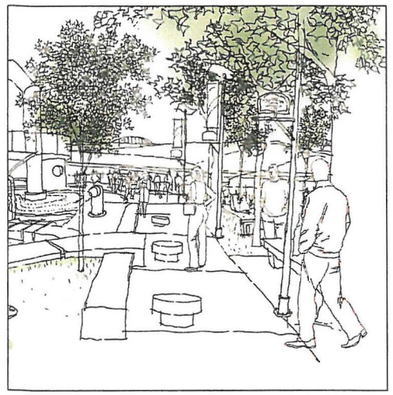
The Master Plan design, and proposed Village of Historic Sapperton Zoning Bylaw have been carefully crafted to provide the flexibility and diversity to attract and provide for a balanced and diverse employment and tax base for the development, to ensure long-term sustainability.

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Appendix



The concept for the Village at Historic Sapperton has been developed in response to community feedback, policy documents, and issues and opportunities identified throughout the process.

A.1 Summary of Consultant Studies
A.2 Topographic Analysis
A.3 View Analysis
A.4 Street Cross Sections
A.5 Street Cross Sections
A.6 Street Cross Sections
A.7 Site Sections
A.8 Site Sections
A.9 Shadow Studies
A.10 Shadow Studies
A.11 Parking
A.12 Site Servicing
A.13 CPTED Guidelines
A.14 Full Consultant Reports (under separate cover)
A.15 Public Consultation Report (under separate cover)

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A Development by WESGROUP

A.1 Summary of Consultant Studies

WesGroup engaged several consultant firms to research and analyze issues and opportunities that affect the redevelopment of the site.

The studies have informed the concept and Master Plan for the Village at Historic Sapperton. A brief summary of the studies is provided below, for detailed information, the consultants' reports are available under separate cover.

Economic and Land Use Study

In October 2005, WesGroup was advised by the City of New Westminster staff that the industrial land inventory in the City was a pressing issue. Staff advised WesGroup to prepare a report to analyze and project trends in population, employment and land use as they relate to the City of New Westminster and more specifically the former brewery site. The City of New Westminster and WesGroup collaboratively established the terms of reference for this report which was prepared by Urban Futures Inc.

Industrial Land Use Study

Based on WesGroup's Economic and Land Use Study, and the City's evaluation of the study, independently prepared by Coriolis Consulting Corporation, City of New Westminster staff prepared a report to Council, dated August 23, 2006. This report recommended that Council direct staff to investigate non-industrial land uses for the site in consultation with the community, and report back to Council with a proposed non-industrial OCP designation for the site.

Retail Impact Study

WesGroup has commissioned a Retail Impact Study to better understand the demand for local serving retail and how new retail uses in the redevelopment would impact the neighbourhood and existing area retail. This study has been prepared by Cushman & Wakefield LePage, Inc.

Transportation Impact Study

WesGroup commissioned Bunt and Associates to analyze the proposed redevelopment Master Plan to understand its impact on traffic and parking on and around the site, and to provide input to maximize opportunities for sustainable transportation in the development (e.g., bicycle routes, transit links, street design).

Infrastructure and Site Services

Delcan examined the existing infrastructure and services and projected the demand that the proposed development would have on the infrastructure system. Their findings suggest that, compared to the former brewery usage, the redevelopment will demand far less from the existing infrastructure and services.

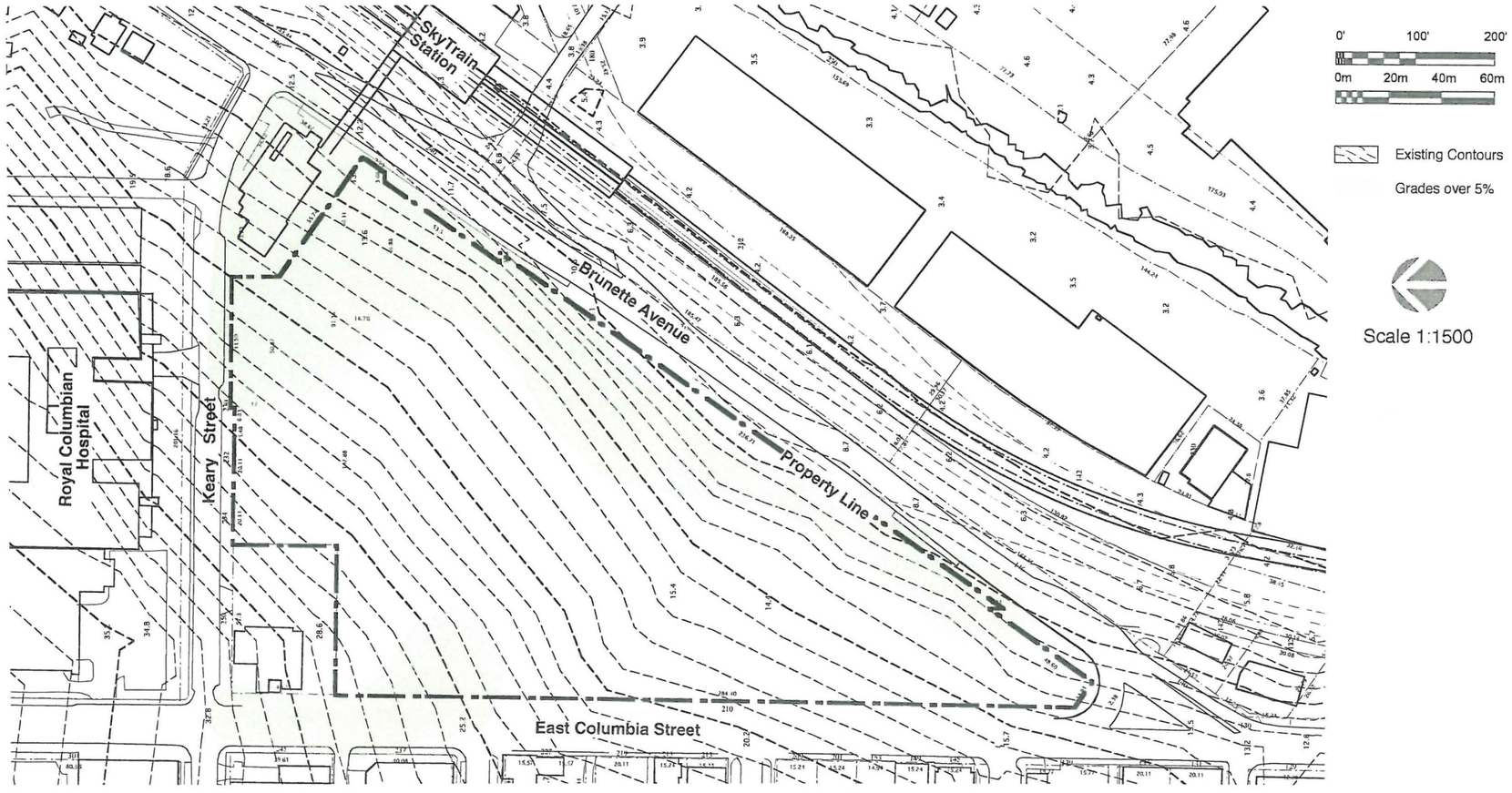
Note: All of these reports and studies have been provided to the City of New Westminster as part of the formal application for OCP amendment and rezoning of the property.

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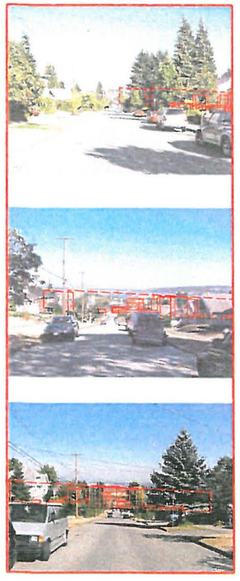
A.2 Topographic Analysis



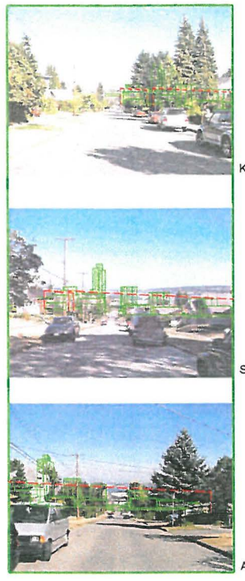
A.3 View Analysis

VIEWS FROM HILL

BUILDINGS BEFORE



PROPOSED BUILDINGS



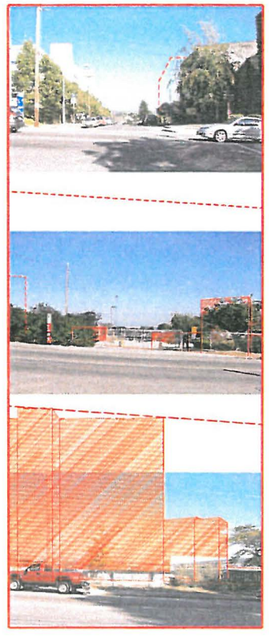
KEARY STREET

SIMPSON STREET

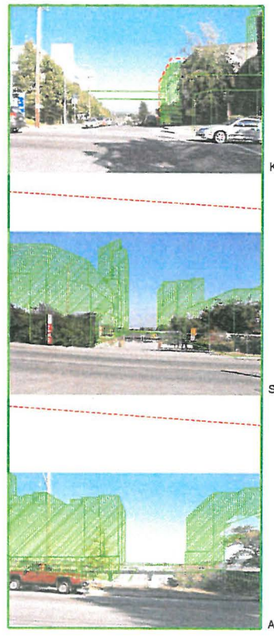
ALBERTA STREET

VIEWS FROM SIDEWALK EAST COLUMBIA STREET

BUILDINGS BEFORE



PROPOSED BUILDINGS



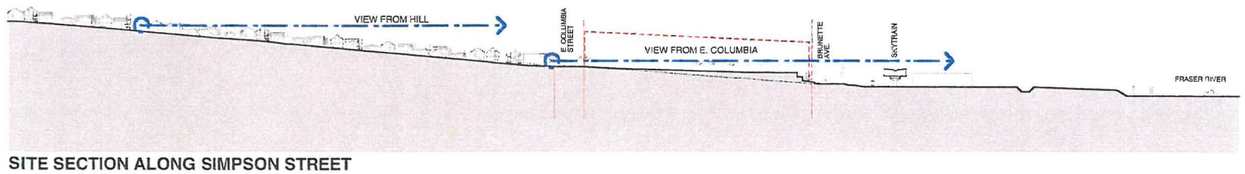
KEARY STREET

SIMPSON STREET

ALBERTA STREET

View Analysis Legend

- Proposed Building Heights
- Former Brewery Building
- Building Height Allowed by Existing M1 Zoning

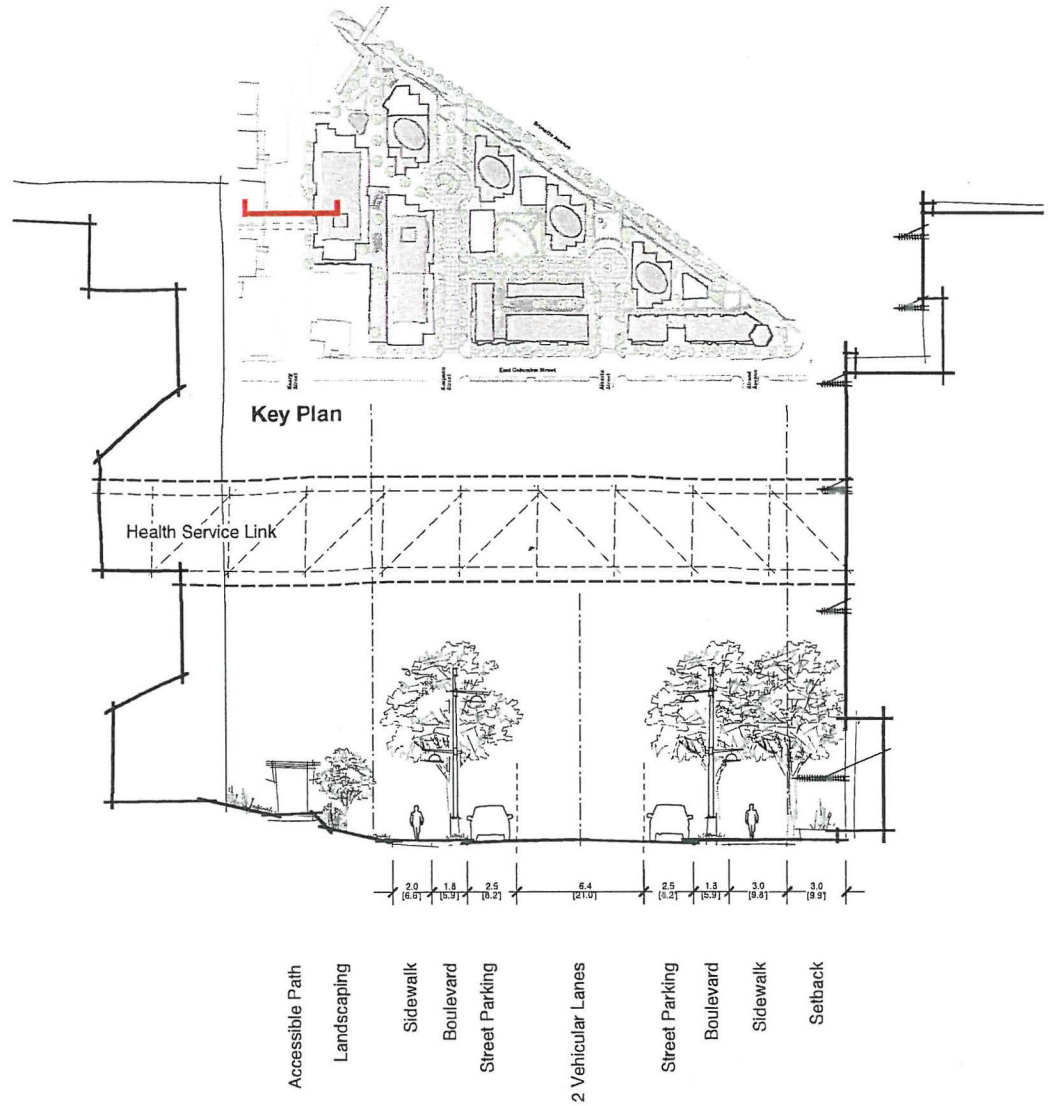


SITE SECTION ALONG SIMPSON STREET

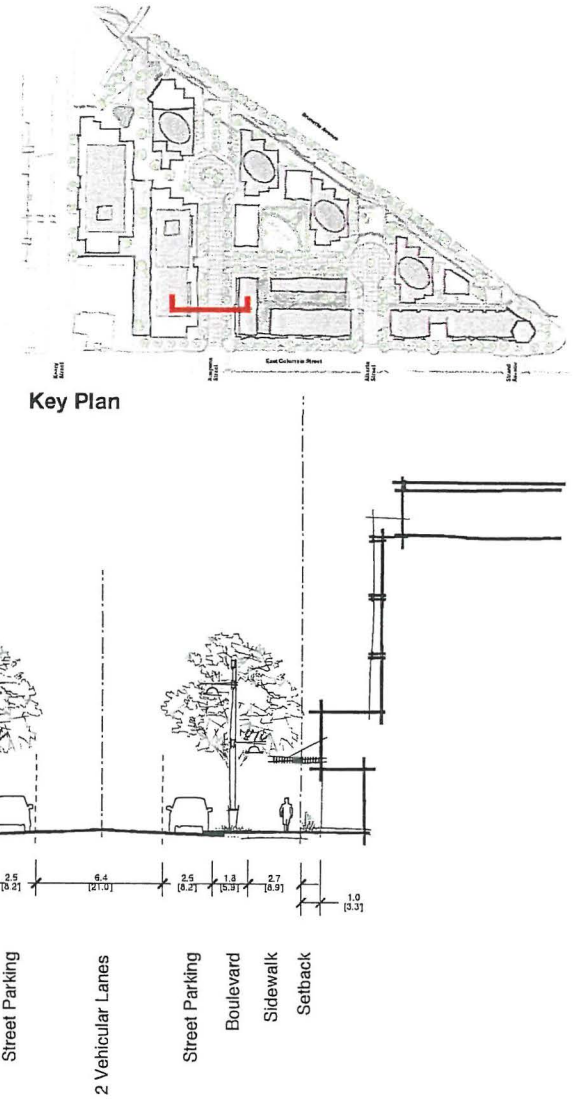
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A Development by WESGROUP

A.4 Street Cross Sections



Street Cross Section - Keary Street

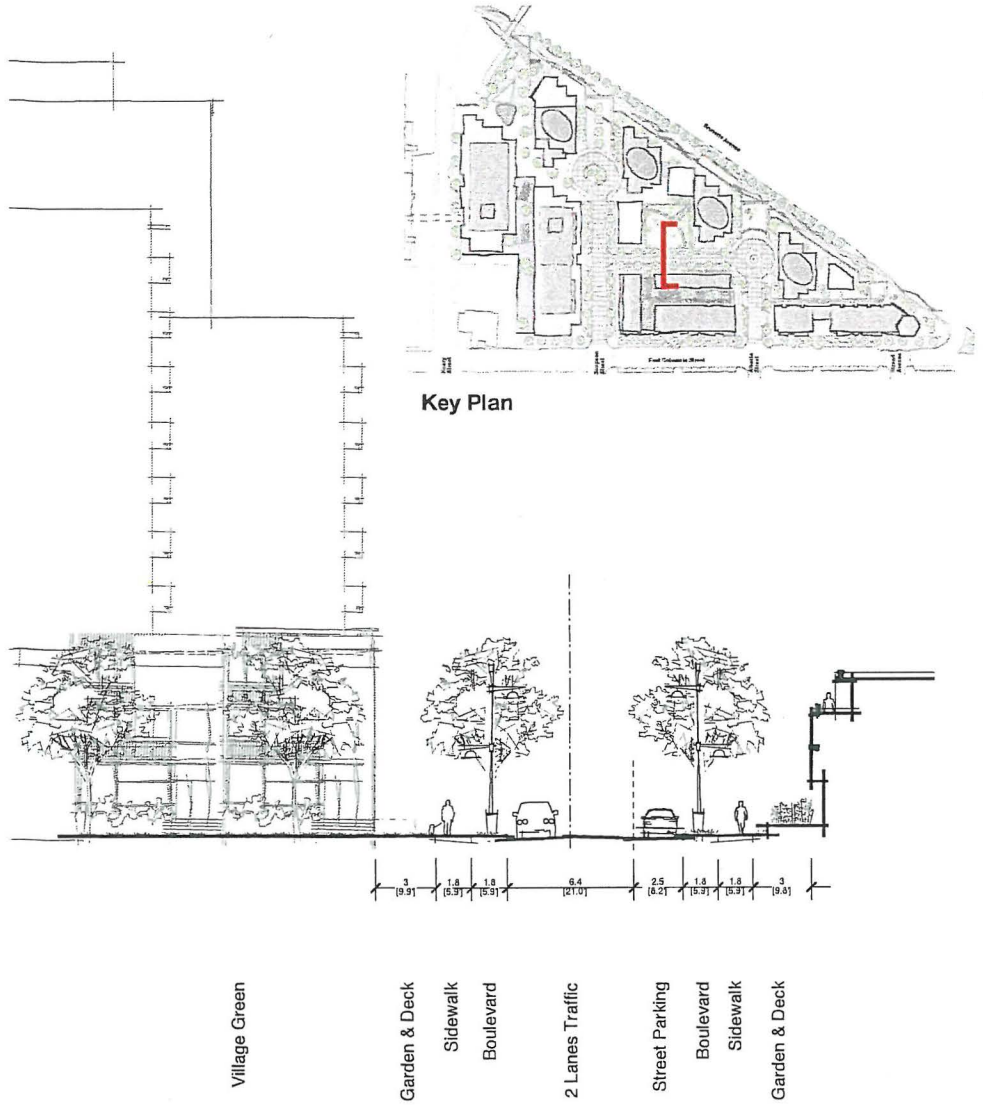


Street Cross Section - Simpson Street

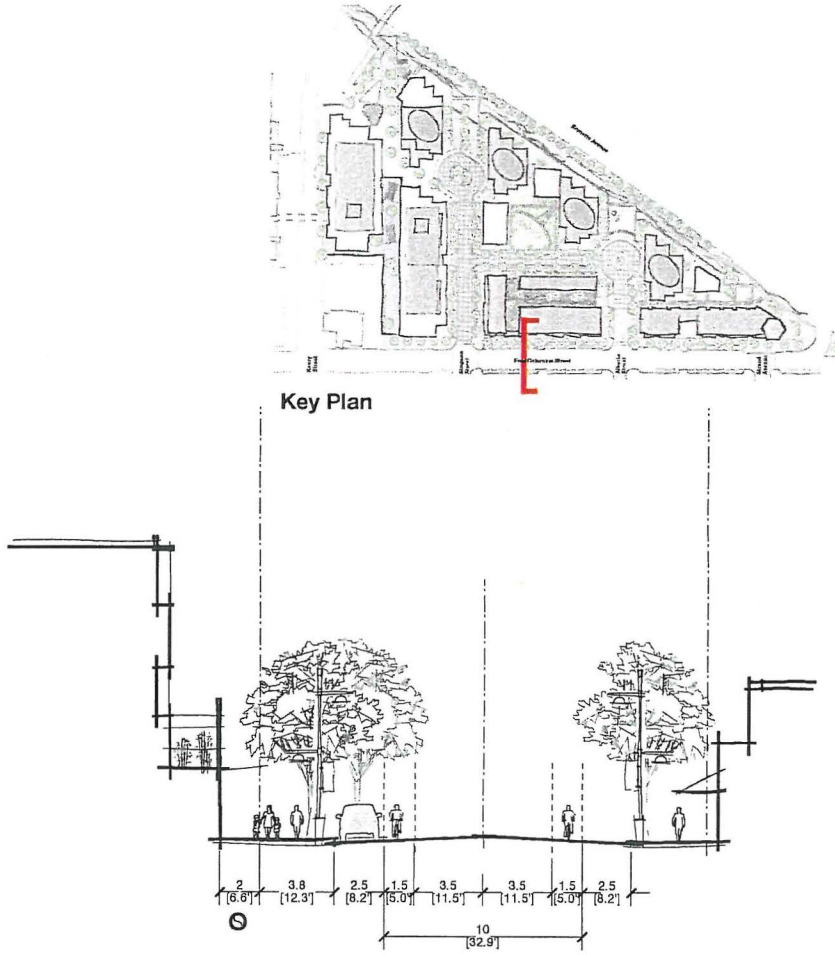
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A Development by WESGROUP

A.5 Street Cross Sections



Street Cross Section - Internal Street

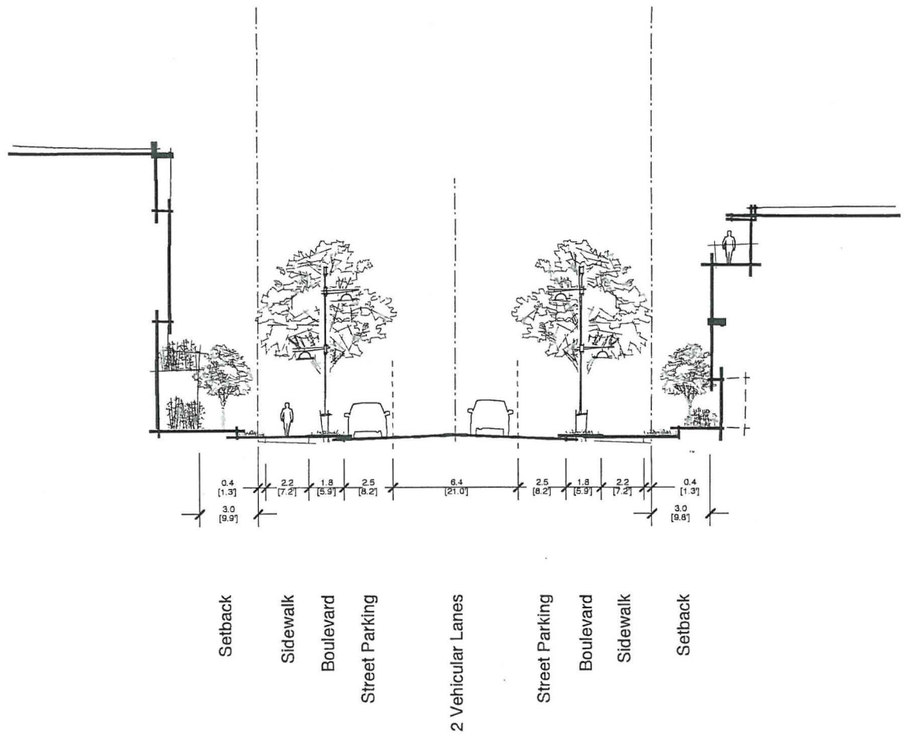


Street Cross Section - East Columbia Street

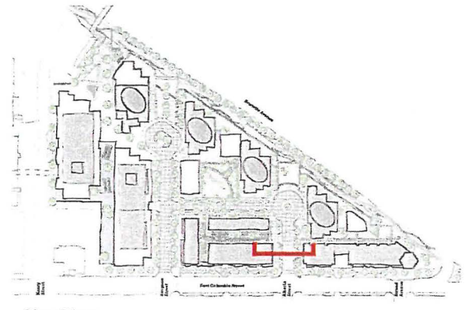
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A Development by WESGROUP

A.6 Street Cross Sections

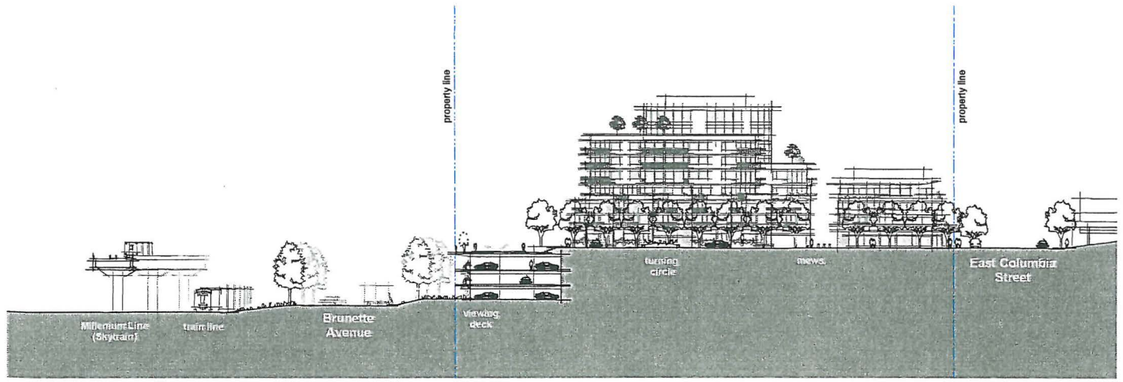


Street Cross Section - Alberta Street

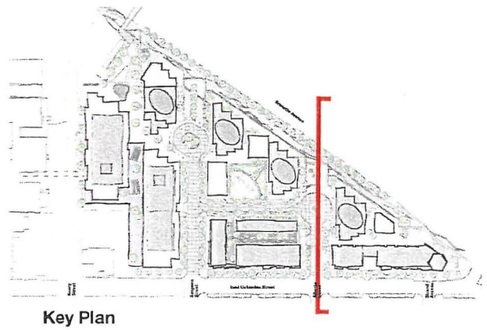


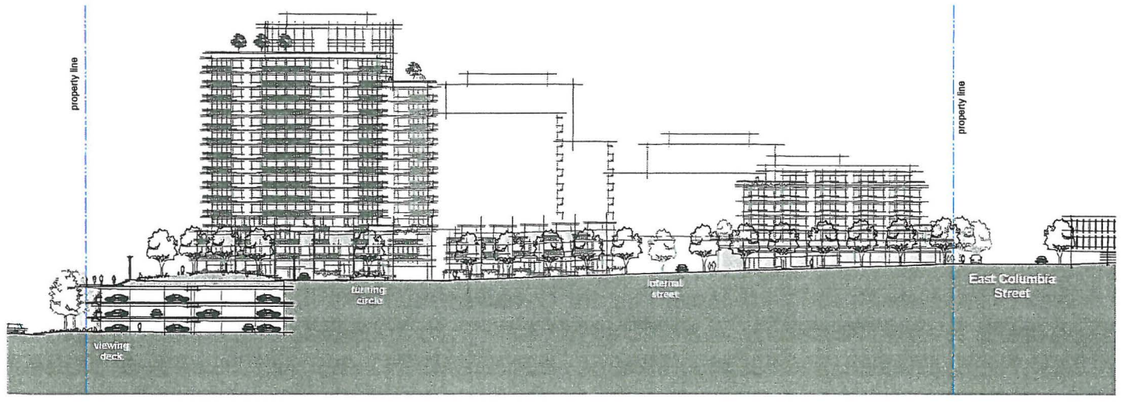
Key Plan

A.7 Site Sections – Alberta and Simpson Streets

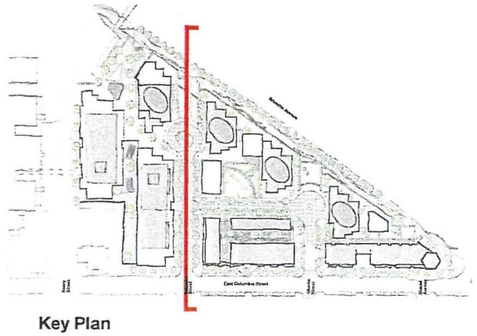


Site Section at Alberta Street





Site Section at Simpson Street

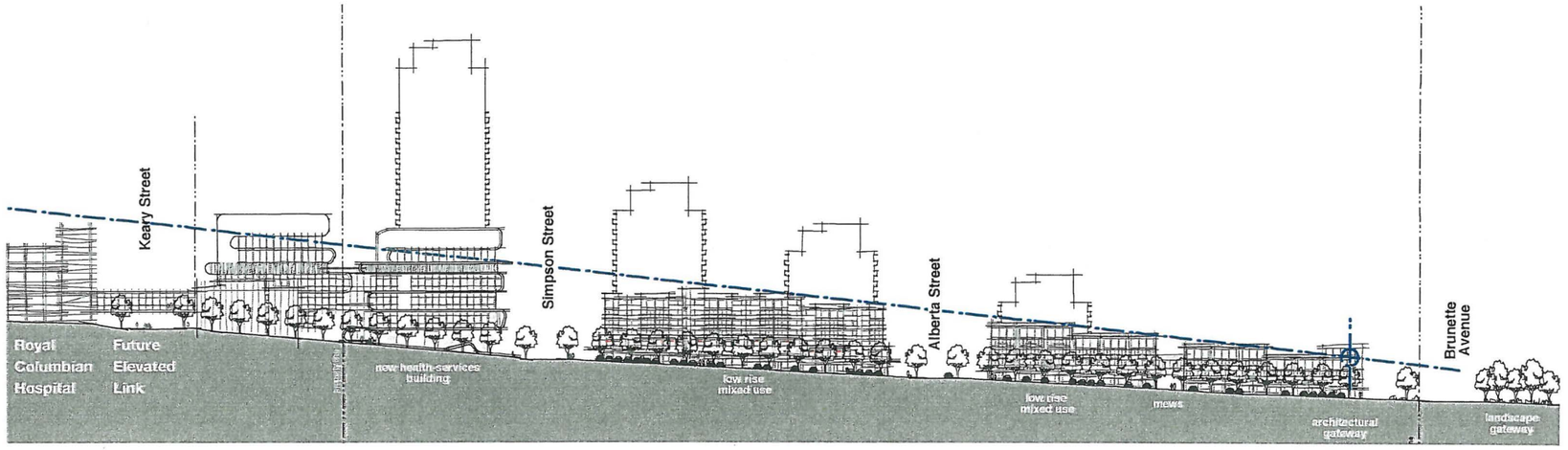


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A Development by

WESGROUP

A.8 Site Section – East Columbia Street

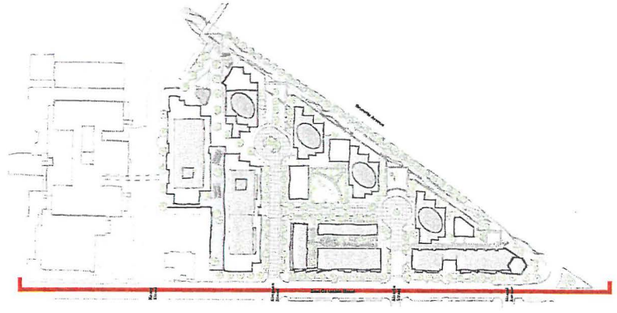


Purpose

Site Sections show the relationship between the proposed architectural mass and the street.

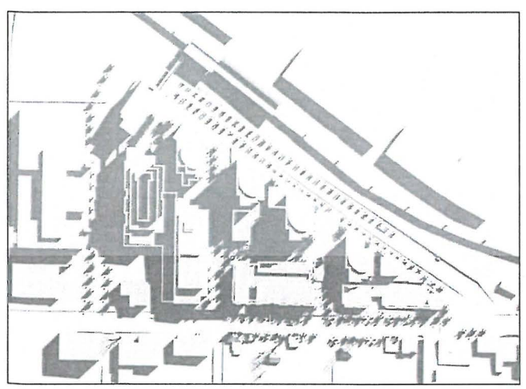
Legend

- Proposed Maximum Building Height (along East Columbia Street)
- Property Line

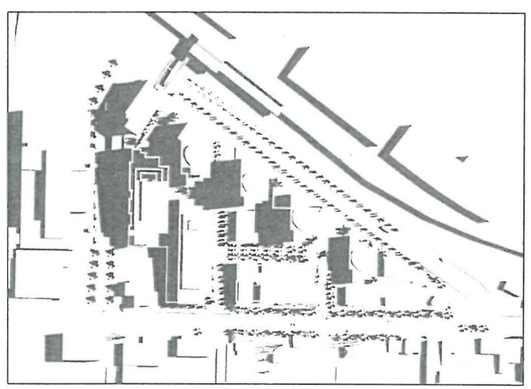


Key Plan

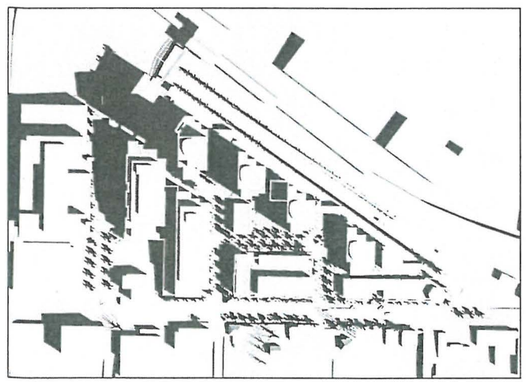
A.9 Shadow Studies



March 21st/Sept 21st - 10:00am
Azimuth 42.01° - Elevation 32.65°



March 21st/Sept 21st - 12:00pm
Azimuth 5.67° - Elevation 40.64°



March 21st/Sept 21st - 2:00pm
Azimuth -32.44° - Elevation 36.05°

Purpose

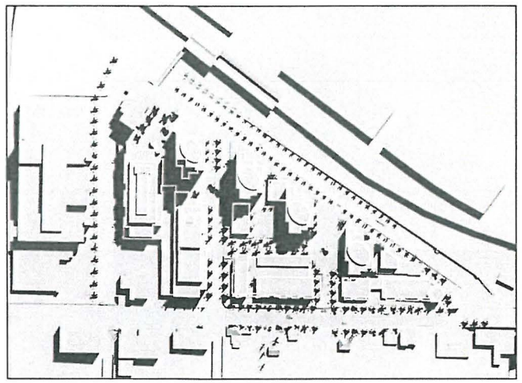
Shadow Studies show the extent of the shadows from the architectural mass at different times of the day.

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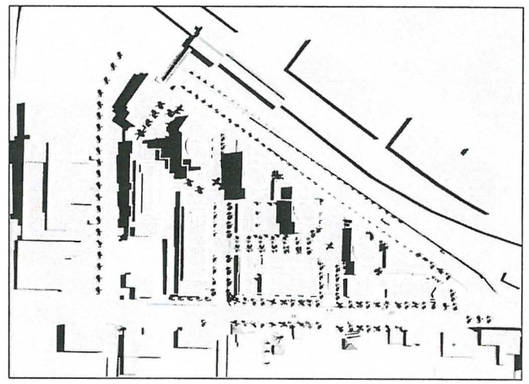
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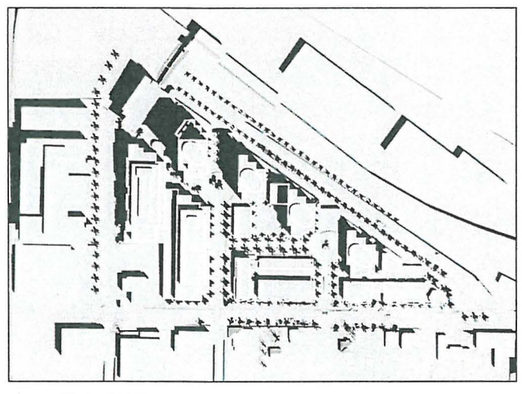
A.10 Shadow Studies



June 21st - 10:00am
Azimuth 57.48° - Elevation 53.38°

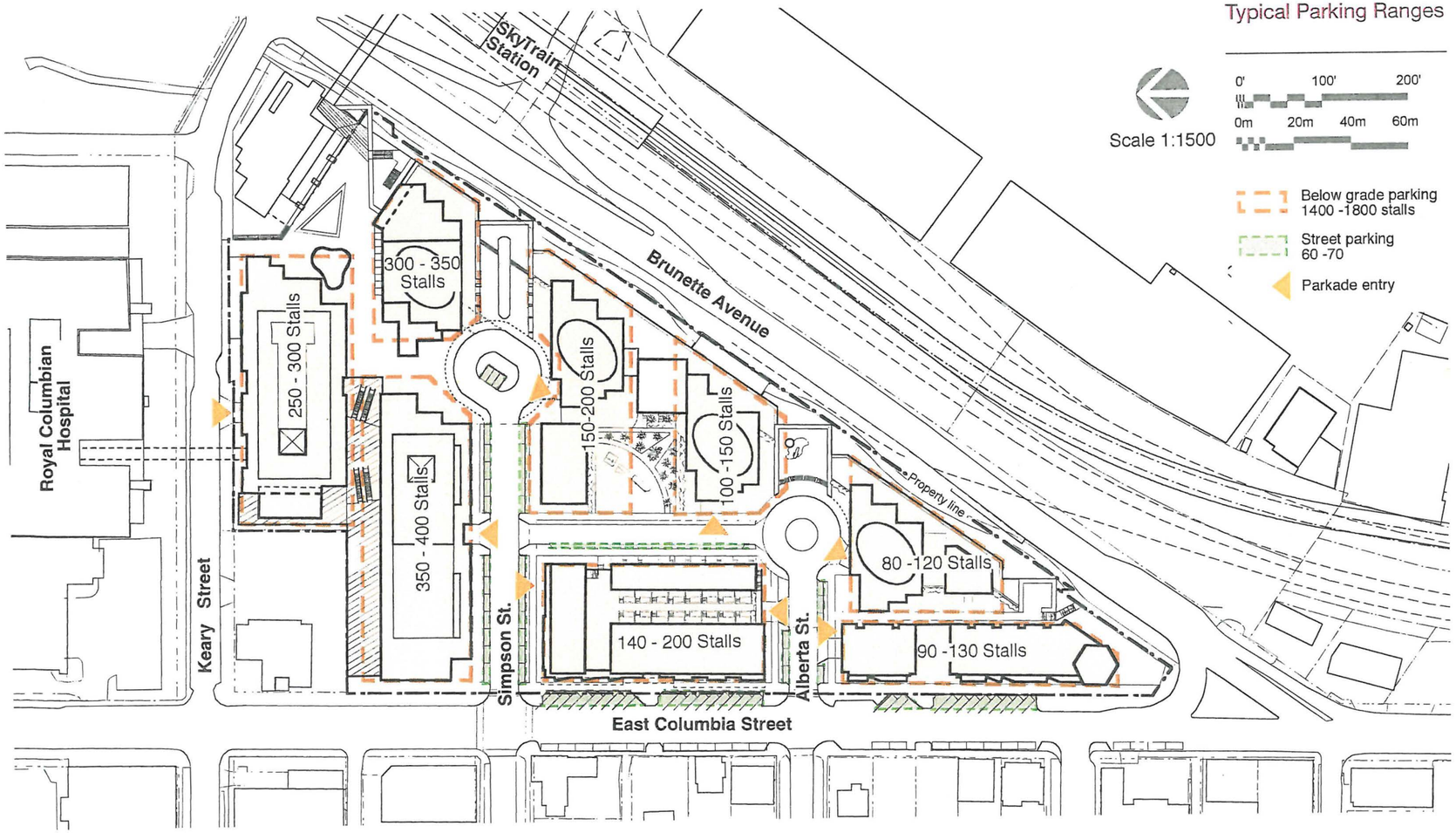


June 21st - 12:00pm
Azimuth 6.25° - Elevation 64.13°



June 21st - 2:00pm
Azimuth -48.91° - Elevation 56.78°

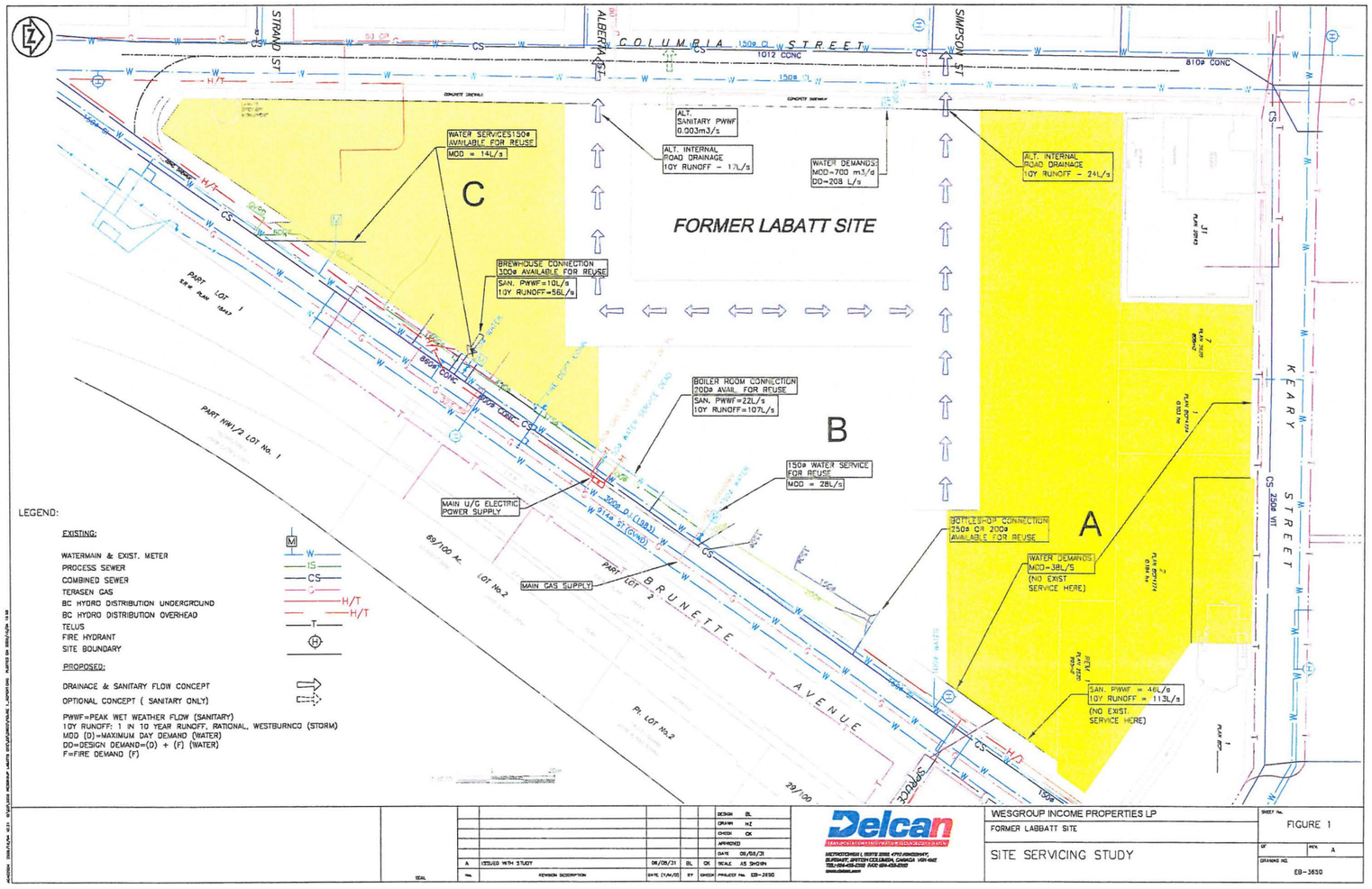
A.11 Parking



The Village at historic SAPPERTON est. 1859

A Development by WESGROUP

A.12 Site Servicing



A.13 CPTED Guidelines

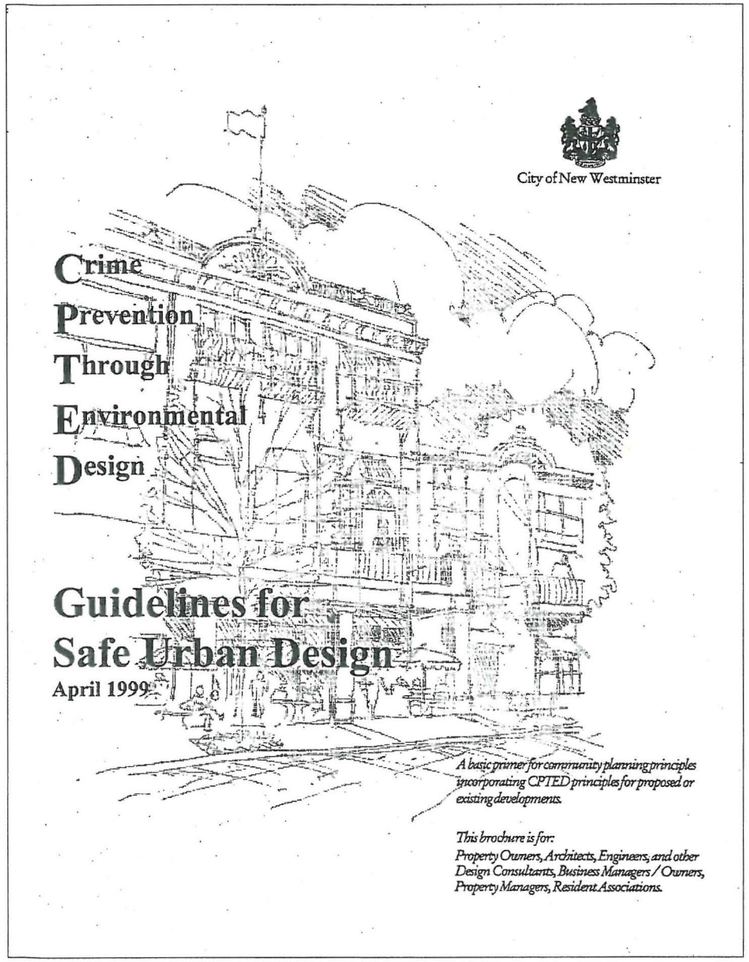


Table of Contents

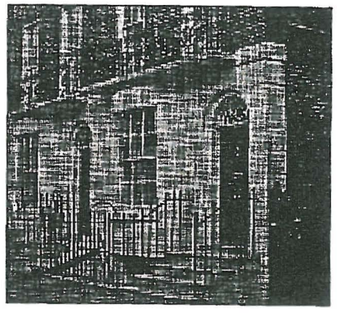
Crime Prevention Through Environmental Design (CPTED) is the modification of the physical environment to reduce fear of crime, opportunities for crime, and nuisance behaviour.

Introduction	5
What is CPTED?	5
Why use CPTED?	6
Reason for Brochure	7
Does CPTED Work?	7
Basic CPTED Principles	9
Fear of Crime	11
Crime Problems CPTED Can Address	12
When Do We Apply CPTED?	17
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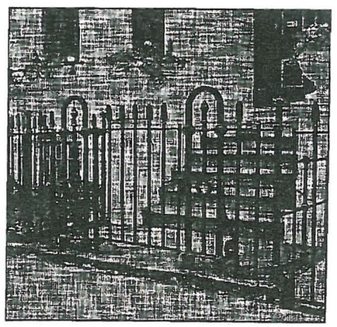
A.13 CPTED Guidelines

Introduction

New Westminster is a compact urban municipality, and one of the oldest in the province. As a result of its role as transportation hub for many decades, our buildings, streets and public places have changed dramatically with increasing population. New Westminster is unique in that it has the range of crime problems a larger city typically would have, but at a scale that is still possible to manage. At the same time, opportunities exist for us to capture and use the historical value of our downtown areas, and enhance the charm of our residential neighbourhoods by good design.



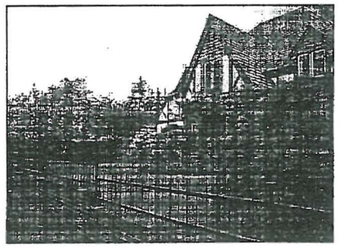
Target Hardening and Hierarchy of Space, can be tastefully done with wrought-iron fencing such as these two examples in an older urban area.



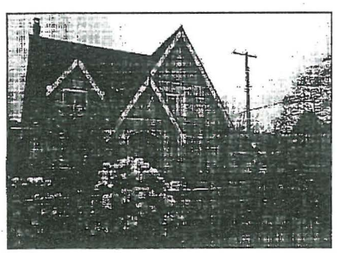
What is CPTED?

Crime Prevention Through Environmental Design (CPTED) is the field of study that focuses on modifying the physical environment to affect criminal behaviour. Over the past 25 years, people have begun to realize that following certain principles when designing and planning buildings and landscapes can prevent many crimes. CPTED has its origins in Jane Jacob's *The Death and Life of Great American Cities* (1961, New York, Random House), where she recorded observations of her neighbourhood in New York City. Jacobs observed that the more diverse and active the street life, and opportunities for natural surveillance by proprietors of businesses provided for community security. Moreover, she noted the relationships of buildings and spaces on the street that presented legitimate users of public spaces to have "eyes on the street". Since then many others including Oscar Newman (*Defensible Space*, MacMillan Co. New York, 1972), and C. Ray Jeffery (*Crime Prevention Through Environmental Design*, Sage Publications, Beverly Hills, 1977) began documenting ways to modify the urban environment to create safe urban spaces.

This field, known as environmental criminology attempts to explain patterns of opportunistic crime, why they happen and how urban spaces affect our emotional reactions to the built environment.



Our homes and our communities should be enjoyable, safe places to live, work and play. Crime Prevention Through Environmental Design (CPTED) is applicable to individual homes, businesses, and whole neighbourhoods. CPTED is also for existing or proposed developments. Pride of ownership (eg. landscaping, building maintenance) as well as clearly defining public and private spaces (such as the fences shown here) are examples of CPTED principles in practice. They can enhance property values if they are done attractively.



Why use CPTED?

Most crimes are not random, and occur and recur in particular locations for very specific reasons. This is known as situational crime. The majority of crimes are not directed at personal injury, but are oriented toward objects that can be stolen quickly. Key factors include:

- a reason or motive for the commission of an offence;
- a site with multiple access and egress for quick entry and escape;
- a specific target (object for the offence); and
- an opportunity to commit the crime (time, where time can be the hours of commission of crime, or the seasons in which they occur).

If the site presents opportunities for repeated attacks, CPTED can address making site changes to lessen the risk of further criminal offence. CPTED is one tool of many that can be used in creating safer communities. CPTED cannot address all crime incidents and nuisance behaviour or predict the location or time of offences. However, CPTED implemented with a thorough understanding of the circumstances surrounding a problem area can save municipalities and property owners significant sums of money, and potentially avoid damaging legal costs resulting from premises liability lawsuits. Enhancing the security of a project may enhance the marketability of a project for developers, and especially to seniors.

CPTED has a role to play in urban sustainability. When we can reduce the fear of crime in our City neighbourhoods and streets, people will be more likely to spend time in interesting, safe areas. Fundamentally, CPTED is good urban design with pedestrian safety and comfort as its basis. New Westminster has immense potential for tourism, public transit, shopping, and overall livability, and it is the life of our streets that make the City an enjoyable place to be. CPTED can work to improve our urban spaces, and the perception that New Westminster is a livable community.

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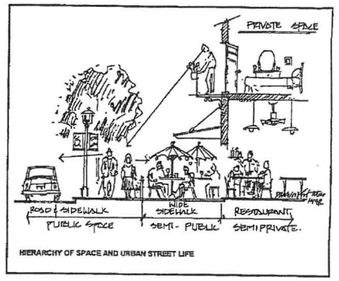
A.13 CPTED Guidelines

Reason for Brochure

New Westminster is a City with enormous potential of being a more attractive pedestrian friendly urban environment. We would like to maintain and enhance our City's attractiveness. Like all urban areas, crime or the threat of crime is a part of our perception of cities. Our image of the City hinges on its appearance. If buildings are defaced with graffiti, garbage and have bars and grills on windows and doors, the risk of crime may not actually be present, but the presence of these "incivilities" send a message that criminal activity is a possibility. This produces fear of crime, and research shows that a negative image of cities does drive legitimate users away from businesses and downtown.

As a result, people experience fear of crime and property or business owners want a quick, economical solution that protects their premises and goods. One such method is via "target hardening", such as installation of bars on windows and grills for doors and gateways. However, these can exacerbate the problem if they are unattractive. Other techniques are via decorative or movable "night only" grill, security wiring or security film or better locks and better lighting.

Sometimes excessive removal of landscaping can produce the same fear of crime around a site. People are sensitive to the details that soften the hard edges of the urban street and enhance street life. The inclusion of well placed landscaping, street furniture or hanging baskets go a long way in improving a street's appearance.



HIERARCHY OF SPACE AND URBAN STREET LIFE

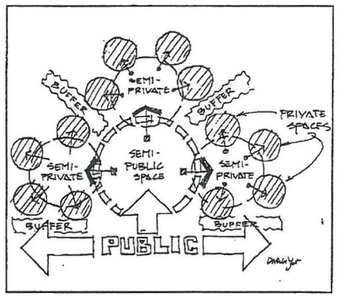
Hierarchy of space on the public street is important to establish territorial control. Here, the hierarchy is vertical as well as horizontal in the illustration above. An existing example of this is shown below, of this outdoor dining area on a public street corner. Below is a public area with residences and offices above which can provide "eyes on the street" at all times of the day (e.g., offices/restaurants along the day and residences at night). Notice that street tree planting and landscaping provide a welcoming street presence.



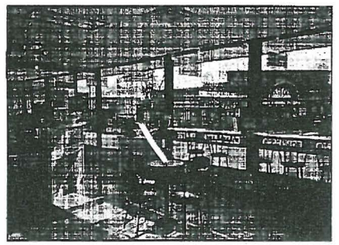
Does CPTED Work?

An underlying principle guiding CPTED is that if a place is used frequently by legitimate users of public areas and the proprietors of compatible businesses, the presence of people is felt by visitors to mean that the space is safe.

Numerous reports indicate that when asked about what people would like to see that would make them feel safer in their communities, most respondents' answer that the presence of people on their streets is the number one priority.



In multifamily housing, in order for territorial control, natural surveillance and access control to work, the hierarchy of spaces from public to private zones need to be well thought out and organized, so they are clear to regular users and visitors alike.



This coffee shop uses good CPTED principles in the interior layout and placement of seating. Natural surveillance of the street and sidewalk are enhanced by customers sitting at the windows. Proprietors have full visual control of entry points and establish a presence on the street via natural surveillance and access control.

Over the years, CPTED principles have been successfully put into practice in many different situations. For example in 1976, a company concerned about the number of robberies in its convenience stores decided to implement some CPTED strategies. They improved both the interior and exterior lighting, redesigned the interior of the store, made changes to the lot, on which the store sat, improved the surveillance and clearly marked the territorial boundaries. This lead to a 30% reduction in the number of robberies.

Recently, in Ontario, in the Peel region, The Peel Regional Police Community Services bureau were asked to provide some crime prevention advice for a neighbourhood shopping centre (the Council Ring Plaza) after the more traditional policing methods failed to stop a break-in problem. The shopping centre had some leftover land resulting from poor site design; and this piece of land was not visible from surrounding roads and the parking lot due to a brick garbage collection area, and six foot fences. The Peel Regional Police's CPTED practitioners recommended opening up the fence by removing alternate vertical slats in the fence to open sight lines to the back of the store. They recommended removal of the brick wall surrounding the garbage enclosure so that opportunities to hide in this anonymous space were eliminated. The results were dramatic. For a minor outlay of money, this approach increased natural surveillance and lessened the opportunity for most minor property crimes. The net result was an average 92% reduction in the number of break-ins almost immediately after CPTED principles were applied.

These are examples where CPTED is useful at a small scale. CPTED can also guide planning of large residential development proposals, and for improving whole existing neighbourhoods.

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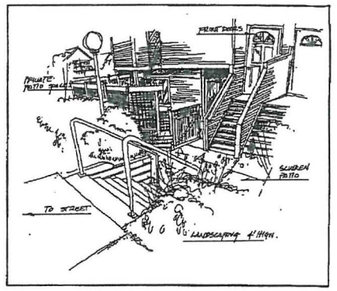
Basic CPTED Principles

CPTED is based upon at least four basic design and usage concepts, that when applied in a site-specific fashion, can reduce fear of crime and some actual crime. It should be noted that CPTED can not address all the potential for crime or nuisance behaviour, but it can over time, change our environment to make it safer. Just as small negative choices can have a cumulative effect to make a place feel unsafe, positive choices, even those that seem small can have a much larger cumulative effect to make new space feel attractive and feel safe. CPTED can be used for existing or proposed developments. The ultimate aim of CPTED is to reduce fear of crime by non-intrusive and sometimes invisible methods of modifying the surroundings. This can be done via visible means of Hierarchy of Space, Access Control, Target Hardening, and Territoriality; explained below:

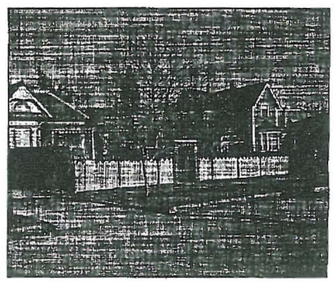
Hierarchy of Space is the sequence of spatial boundary markers that define the transition between what is public, semi-public, semiprivate, and private space. Hierarchy of space in residential areas is primarily horizontal, from the street curb toward the individual front door. In urban areas, hierarchy of space can be horizontal and vertical, such as in mixed-use buildings.

Defensible Space is the creation of space whereby boundaries are defined by owners or proprietors of that space that allows natural surveillance and territorial control against illegitimate activities. An area of personal influence created in this manner, in combination with other CPTED principles can be called defensible space.

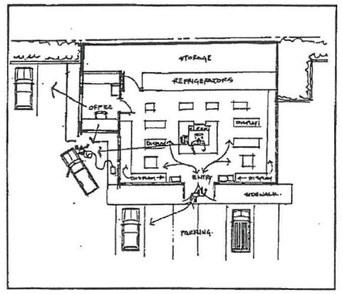
Access Control means that proprietors of a site can control points of egress and ingress to the premises. This can be done by reducing the number of entry ways to a minimum, or by security systems using magnetic strip key locks, or relocating critical entry points to areas likely to be highly supervised.



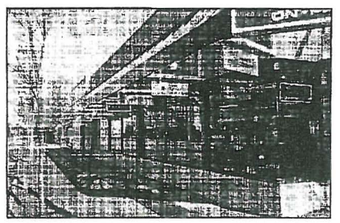
This sunken entry patio area between the apartment front door and the street (at left) lacks opportunities for natural surveillance and access control. The area at the bottom of the stairs is invisible from the street.



Many older homes made use of low fences and landscaping along the edges of the public right of way. Fences such as this one and the ornate gate define personal territory and symbolically demarcate public and private spaces. In addition, it enhances the appearance of the street.



Convenience store design should permit only one entrance to direct the customers past the clerk's station centrally located in the store near the doors. Clerks should have clear sightlines of surrounding premises. Windows wrap around three sides and displays should be no higher than 3 feet at sill level.



In this context, pedestrians can walk right against the windows of the store, and gaze within. Customers inside the store have visibility out to the street. In some cases like this, landscaping is better out in the boulevard and separates pedestrians from traffic. The signage reinforces the presence of legitimate users.

Target Hardening is the placement of physical barriers between the offender and the object of the criminal's illegal act. Common methods are to use decorative grilles, electronic tape on glass windows, concrete planters, etc.

Territoriality is the means by which proprietors define their area boundaries of influence and "stake out their turf" and take ownership. Design features like signage, strategically located landscaping, fences, and regular maintenance of the surroundings reinforce territoriality. For example, residents can reinforce territoriality by mowing the grass and planting flowers around street trees in the municipal boulevard in front of their homes.

Natural Surveillance in CPTED means the ability for pedestrians, proprietors and owners of premises to casually observe activity in their surroundings. People watching is a favourite past time in our cities. Founded on the "eyes on the street" principle, it is important to determine whose eyes are on the street. Care must be taken to design spaces and plan compatible uses for harmonious groups of users that will occupy territory for legitimate reasons.

CPTED measures tend to work best when changes to sites or buildings are made after a careful analysis of the surroundings affecting the targeted premises is made. "Target Hardening" tactics ideally should be applied only as a last resort. Sometimes the solution can be as simple as increasing visibility to the site from surrounding uses, or relocating (and in some cases removing) the object of the criminal's intent. An example might be relocating cigarette packages under the cashier's counter where they are not so visible.

Failure to understand the site contexts, and that no lock or security system will deter the dedicated criminal can force business owners or property managers to get caught in the "Target Hardening Trap", and turn the affected premises into an urban fortress. This presents an unpleasant message to casual passers-by and legitimate users of that space.

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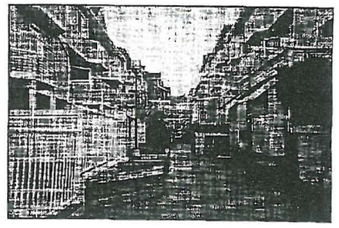
A.13 CPTED Guidelines

Fear of Crime

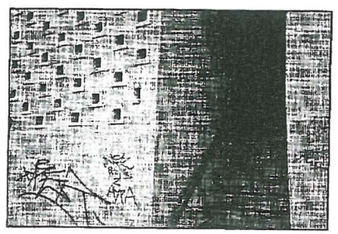
Fear of crime is the perception of the threat of crime whether the actual risk is present or not. It is our emotional reaction to the image of our surroundings. The fear of crime is more damaging to the economic and social wellbeing of our community than actual risk of crime. Studies by environmental psychologists have shown that the fear of crime actually has little to do with the actual rates of crime. People base their anxieties on many things other than their actual victimization or knowledge of specific incidents. The things that contribute most to fear of crime are parts of the landscape that have apparent *"incivilities"* such as:

- Poor maintenance, where it appears that owners or proprietors of a site do not care about the image of the site, and allow it to fall into disrepair. Excessive removal of landscaping or denuding a site can convey a sense of abandonment by owners or proprietors.
- Vacant lots, with no known proprietor or sense of ownership.
- High traffic volumes. It often appears that the higher the traffic volume and noise level associated therewith, the fewer people will spend time in a human unfriendly environment.
- Graffiti that is not eradicated when it appears. This falls under maintenance and image.
- Empty storefronts are an indicator that economic hardship has befallen the area or that the owner has abandoned the site.
- Trashy streets. This leaves the impression that the City does not care for the wellbeing of the residents.
- Excessive target hardening, such as chain link fencing with razor wire, the ubiquitous presence of bars or grilles on ground level windows and doors.

Fear of crime is useful to the offender. When legitimate users vacate those spaces out of fear that crime will occur, this weakens territorial control and increases anonymity.

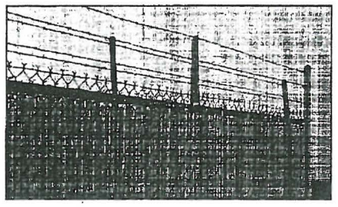


The common walkway between units in this housing project is architecturally and visually confusing. Sightlines along the walkway are not clear due to numerous horizontal projections. It is not clear where residents' doors are, or how this space is monitored.



Above: graffiti known as "tagging" next to darkened stairwells and a blank wall next to a sidewalk can generate concerns for pedestrians at night. It is not clear where the stair leads to, and the graffiti conveys the message that this space is not cared for.

Crime Problems CPTED Can Address

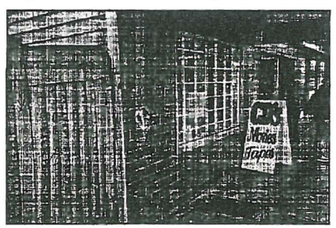


The presence of barbed wire on chainlink fences like this in a central urban area does not improve perceptions of personal safety. The actual risk of crime may be very low but incivilities like this can enhance general fears of crime, and drive away legitimate users.

Early CPTED before the mid 1990's focused primarily on simple tactics such as target hardening, better lighting and stronger locks. Since then, today's CPTED practitioners recognize the situational nature of crime, and that social behaviour is influenced by our surroundings. Now, social planning plays a role in crime prevention planning. Therefore, other urban features affecting social behaviour are design flaws that impact our sense of personal safety such as crime generators, movement predictors, entrapment areas and conflicting user groups, and edge effects.

Advanced CPTED methods focus on community standards and agreements, and developing networks of support among concerned stakeholders in the community, aesthetics, and good urban design. If the problem appears larger than the application of simple CPTED tactics will solve, it is advisable to contact your local police CPTED liaison officer, or a qualified crime prevention planner.

The visual clutter of the storefront here (e.g., bars obscuring window display and unattractive sidewalk sign) presents an image of poor maintenance practices. Also, the presence of graffiti can convey a negative image to transit riders at the bus stop located here.



Crime Facilitators or Activity Generators

These are places and uses that provide opportunities and resources that attract criminal offenders. The combination of factors is said to facilitate the commission of criminal acts. An example would be the grouping of a liquor store, ATM cash machine, and bar near a video arcade.

Movement Predictors

Movement predictors are design elements that restrict personal mobility from one point to another, and do not provide adequate escape routes or enough room for people to pass comfortably. An example would be a pedestrian bridge or public walkway between two structures restricting personal mobility.

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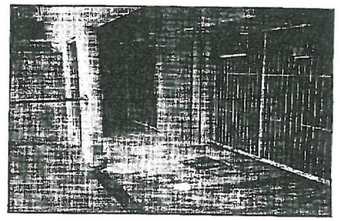
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Entrapment Areas

Areas that pose a potential for attackers to hide in waiting for victims, or are places that are dead ends are said to be entrapment areas. They may include "refuge areas" in building stairwells, or empty spaces under landings in parking garages, or concealed garage spaces in older apartment buildings. Overgrown landscaping may need to be strategically thinned to remove entrapment areas and open up sight lines.



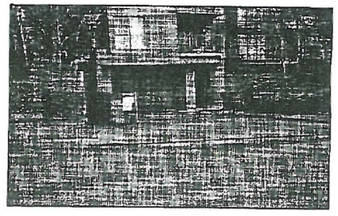
Above and Below: examples of potential entrapment areas with limited visibility. In the case above, the recessed space in the centre of the photograph might be labelled as a "refuge area" in the event of fire, but poses security concerns. Below, little opportunity is provided for direct surveillance of the parking garage entry to this apartment community.

Conflicting User Groups

Conflicting user groups are groups of people who occupy the same space for widely differing reasons at the same time. A case might be placing a video arcade near a seniors home, where the path to the front door of the elderly housing complex take elderly persons past the arcade entrance (i.e., they may feel they are "running the gauntlet" in from of teenagers who seem hostile to them).

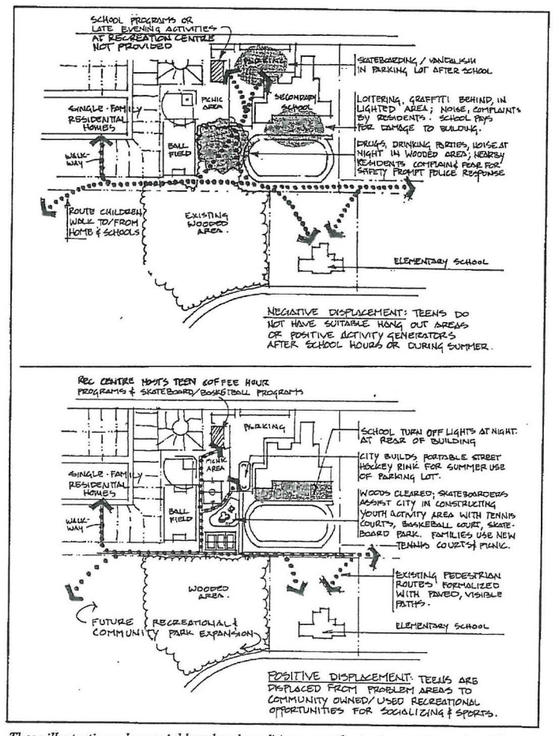
Hotspots

Hotspots are existing locations of incidents, which can impact on nearby developments. They include such areas as underground parkades, (which can be areas of numerous car thefts), bus terminals (where pick pocketing can be a problem), or certain bars where fighting is common.



When planning new developments, the location of nearby hotspots must be taken into account and measures taken to protect the public. For example, a parking garage proposed in a known crime activity area should have:

- ceilings, walls and columns painted white
- good lighting
- good signage for way finding
- access control (preferably an attendant at an entry booth)
- protection such as decorative grilles on windows and parking garage gates
- surveillance cameras in locations of poor visibility
- entrance vestibules should have glass walls to allow people to scan the parking garage or elevator lobby before going to or from their cars.



These illustrations show neighbourhood conditions contributing to negative and positive displacement. Human activity changes with the addition of positive activity generators for teenagers and families in an appropriate setting. In this case a municipality collaborated with teens to design a skateboard park and youth activity area near their school and on major pedestrian routes. Programs run out of the municipal recreation office ensure territorial control and supervision of this area.

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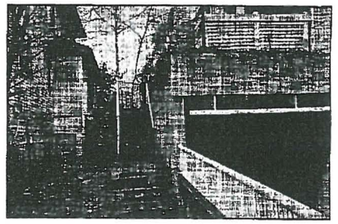
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Displacement

Displacement is the movement of a type of criminal activity or nuisance behaviour from one area to another either physically or in time (as in temporal displacement). Usually this means the relocation of criminal activity from one place to a weaker area where territorial control is not as strong. Research has shown that displacement is not always negative. Sometimes displacement is used to break up and weaken concentrations of undesirable activity if done properly. It can be addressed effectively if proper CPTED planning is incorporated into new designs. *An example is shown on the previous page.*



This example of an "edge effect" includes an abandoned house on the left with graffiti and poor maintenance, and a multifamily residential community adjacent. Visibility in this area is severely restricted. The sidewalk leads residents to their front doors. As a movement predictor, the walkway confines pedestrian mobility, and directs pedestrians through an unsupervised area.

Edge Effects

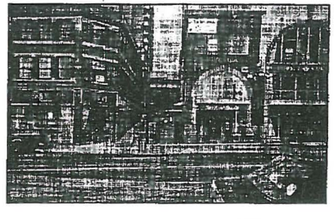
Edge effects are the actual or perceived areas that lie between widely contrasting land uses or territorial boundaries, where territorial control is not evident. Edge effects typically have higher crime rates than areas with a distinct and defined land use. Contemporary CPTED aims to identify and modify these areas in order to create safer environments.

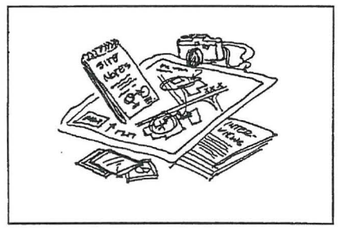
As stated before, crime is not random; and CPTED today not only focuses on the opportunities for crime created by architecture, but also takes into account the wider physical environment, and the routine activities of the people in the neighbourhood. For example, things that have a direct impact on the opportunity for crime include:

- the paths people travel to and from work;
- the location of bus or Sky Train routes;
- the location of popular shopping areas; and
- the places where young people gather.

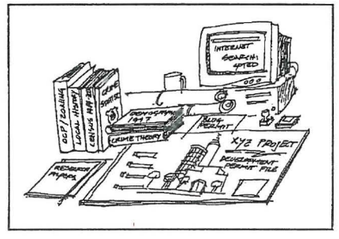
It should be kept in mind that not all nuisance behaviour is crime. Young people need safe places where they can meet and develop social skills, such as recreation centres, coffee bars, and intentionally designed hangout spaces (e.g., skateboards parks). However, if the site is near amenities that facilitate such activity where gathering and recreational mingling is not intended it can generate fear of crime in other legitimate users of that space. What is required is an understanding of the context of the site and what its intended uses are.

This walkway is integrated with the street, and is well lighted at night. The businesses on either side enhance evening windowshopping by staying open later and keeping their lights on inside. This potential edge effect has been integrated as part of the street environment.

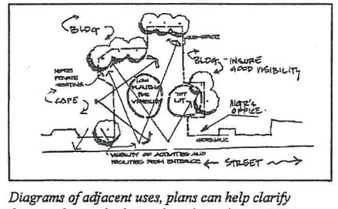




Sometimes site visits are required to answer questions about the context of a proposed development



Land use analysis, demographics, history and police data are often useful in understanding potential impacts on a site.



Diagrams of adjacent uses, plans can help clarify functional spatial relationships desired in CPTED planning

Reducing Opportunities For Crime and Nuisance Behaviour

In order to reduce the opportunities for crime and nuisance behaviour, CPTED designers ask a number of questions about a site within the context of designation, definition and design.

1) ***Designation***

What is the intended purpose of this space?

How was the space originally used in the neighbourhood (sometimes it is useful to analyse the historical context of the site, and see if current behaviour is related to past patterns)?

Are there conflicts with surrounding uses?

Are safe activities being planned in an unsafe area?

How well does the surrounding environment support the intended use of the space?

2) ***Definition (how will territoriality be made obvious?)***

How is the space to be defined?

Where are the borders?

Are there signs indicating what the site use is, and who it belongs to?

Are there social or cultural traditions or patterns that affect how the space will be used?

3) ***Design (how the design reflects the end user of the project)***

How well does the physical design support the intended function of the space?

Does the design reinforce the designated purpose for the space and how it is to be used?

Does the design define who should be using the space?

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When Do We Apply CPTED?

CPTED strategies must be applied carefully. Indiscriminate application of CPTED measures can create new problems in the course of solving other ones. Therefore, an accurate assessment of the site and its physical, social and temporal context is necessary to discover existing environmental conditions and crime patterns. This assessment can reveal potential solutions to problems. CPTED practitioners often find it useful to conduct a crime risk assessment.

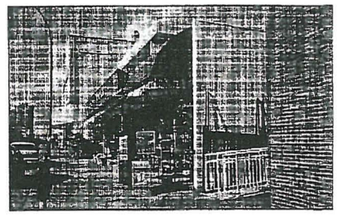
Typically, CPTED follows several steps, for medium and large- scale projects.

1) ***Site Visit***
First, a **site visit** is required in order for the CPTED practitioner to see the site and the context of its surroundings at day and night times.

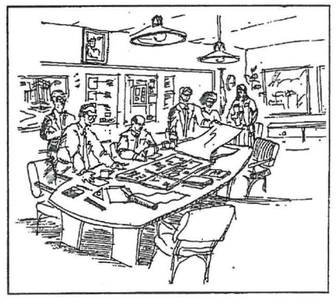
2) ***Safety audits***
A safety audit with stakeholders at night around the site can also yield places in the neighbourhood that generate high levels of emotional discomfort and feelings of vulnerability.

3) ***Preliminary Review***
In this stage of the assessment, meetings with planners are necessary to uncover demographic and statistical information on the character of the neighbourhood under study. Crime data may be gathered at this point from the police. Sometimes a series of interviews and data gathering in the form of mail out surveys and questionnaires may be required to gain information on crime patterns.

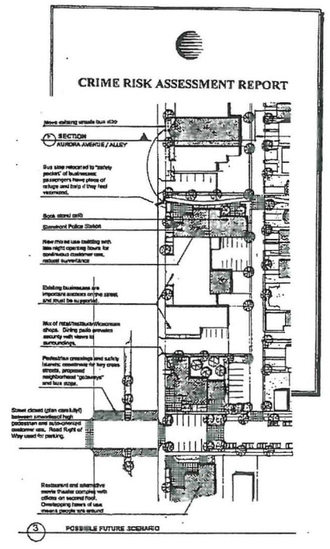
Planning at this stage allows stakeholders to examine how well the site layouts respond to known crime patterns in the neighbourhood, and make appropriate design changes early on.



This local store provides good example of public presence. The removable fencing which is installed at the front of the store at night only, stored at the side for this business, generates activity in an area which might be otherwise unused or unmonitored.



Pre-design meetings and design charettes (also known as brainstorming sessions) with stakeholders, landscape architects, architects, CPTED practitioners, and planning staff are sometimes used before design is finalized on a project. This can go a long way in removing design errors and surprises before final approval and construction begins. The timely incorporation of CPTED principles early in the design process can save time, money and potential legal difficulties.



Based on the findings of the crime risk assessment and suggested improvements, a CPTED implementation plan can be developed. This may help expedite site planning and design approvals.

4) ***Risk Assessment***
This involves synthesizing and analyzing the traffic, demographic, planning/zoning, economic, and crime data to uncover crime and human mobility patterns. Coupled with population growth statistics, this method can allow the CPTED practitioner to develop design and planning strategies that deal with existing and anticipated crime. Sometimes the result is a crime risk assessment report that can help guide future development to improve safety / security, as well as perception of a project.

5) ***Design Review***
At this stage, CPTED practitioners can make design recommendations specific to certain developments, existing or proposed, to address crime patterns affecting the project. The design review involves assessing design charettes and plans to see how well they incorporate CPTED principles. Detailed landscape plans, computer generated models of the site(s), and sketches can be used to examine sight lines, entrapment areas, and natural surveillance opportunities.

How New Westminster Implements CPTED Guidelines

New Westminster has planners and police officers who have been trained in CPTED to review and comment on proposed plans at the Design Review Panel and Consultative Design Committee reviews. New Westminster also has the Crime Free Multi-housing Program, administered by the New Westminster Police Service. This program incorporates CPTED principles to make multifamily housing developments safer, and is now used province wide.

Finally, CPTED is an important part of the New Westminster Official Community Plan (OCP), adopted June 15, 1998. The OCP's aim of creating sustainable, safe, and livable communities is consistent with the Greater Vancouver Regional District (GVRD) Livable Region Strategic Plan.

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A.13 CPTED Guidelines

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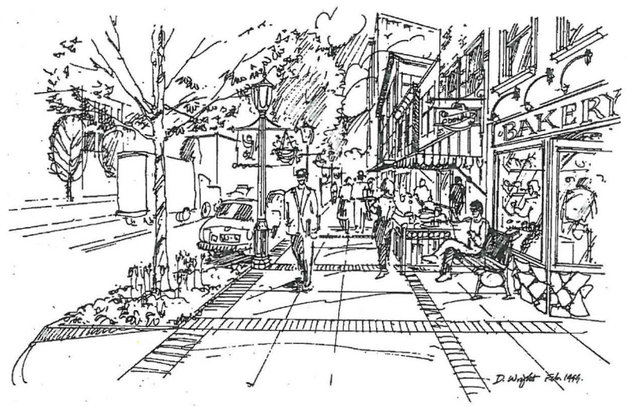
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Need More Information?

Your municipal planning department and police service are well equipped to answer most questions regarding CPTED principles.

For CPTED information or for additional copies of this booklet,
call your local Planning Department,
Phone: (604) 527-4532.

For CPTED and Community Policing issues
call New Westminster Police Service,
Phone (604) 525-5411.

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A.14 Full Consultant Reports (under separate cover)

A.15 Public Consultation Report (under separate cover)