

New Westminster Design Panel

Tuesday, July 26, 2022, 3:00 p.m. Meeting held electronically and open to public attendance Council Chamber, City Hall

We recognize and respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem speaking peoples. We acknowledge that colonialism has made invisible their histories and connections to the land. As a City, we are learning and building relationships with the people whose lands we are on.

Pages

- 1. <u>CALL TO ORDER AND LAND ACKNOWLEDGEMENT</u> The Chair will open the meeting and provide a land acknowledgement.
- 2. <u>CHANGES TO THE AGENDA</u> Addition or deletion of items.

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1. Minutes of June 28, 2022

4. REPORTS AND PRESENTATIONS

4.1. Development Permit Application: Brewery District Transit Plaza

A Development Permit application has been submitted for the Brewery District Transit Plaza which would facilitate the development of a privately-owned public plaza space that would provide an accessible connection to the Sapperton SkyTrain Station and the Royal Columbian Hospital. The purpose of this report is to provide information to the New Westminster Design Panel (NWDP) in regard to the overall project design, and to receive comments from the Panel with special consideration of the items noted in the Design Considerations section of this report.

Recommendation

THAT the New Westminster Design Panel review the design submission and provide comments for applicant and staff consideration; and

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3

THAT the New Westminster Design Panel consider a motion of support or non-support for the proposed Development Permit Application.

5. STANDING REPORTS AND UPDATES

Regular and ongoing reports from staff or members for information and discussion.

6. NEW BUSINESS

Items added to the agenda at the beginning of the meeting.

7. END OF MEETING

8. UPCOMING MEETINGS

Remaining scheduled meetings for 2022, which take place at 3:00 p.m. unless otherwise noted:

- August 23
- September 13
- October 25
- November 23
- December 13



NEW WESTMINSTER DESIGN PANEL

MINUTES

Tuesday, June 28, 2022 Meeting held electronically and open to public attendance Council Chamber, City Hall

PRESENT Bryce Gauthier Caroline Inglis* Narjes Miri*

Narjes Miri* Stanis Smith* Micole Wu*

REGRETS

Winston Chong Brad Howard

GUESTS Mark Koropecky Jeffrey Mok Father Mykhailo Ozorovych Sarah Siegel Stephen Vincent

STAFF PRESENT

Amanda Mackaay Judith Mosley Mike Watson Katie Stobbart BC Society of Landscape Architects (BCSLA) Architectural Institute of BC (AIBC) Architectural Institute of BC (AIBC) Architectural Institute of BC (AIBC) BC Society of Landscape Architects (BCSLA)

Architectural Institute of BC (AIBC) Development Industry Representative (UDI)

Surf Architecture IBI Group Holy Eucharist Cathedral Hapa Collaborative Durante Kreuk Ltd.

Planner Senior Heritage Planner Acting Supervisor, Development Planning Committee Clerk

*Denotes electronic attendance

1. CALL TO ORDER AND LAND ACKNOWLEDGEMENT

Narjes Miri opened the meeting at 3:05 p.m. and recognized with respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem speaking peoples. She acknowledged that colonialism has made invisible their histories and connections to the land. She recognized that, as a City, we are learning and building relationships with the people whose lands we are on.

2. CHANGES TO THE AGENDA

There were no changes to the agenda.

3. ADOPTION OF MINUTES FROM PREVIOUS MEETINGS

3.1 Minutes of May 24, 2022

MOVED and SECONDED

THAT the Minutes of the May 24, 2022 New Westminster Design Panel meeting be adopted.

Carried.

All members present voted in favour of the motion.

4. <u>REPORTS AND PRESENTATIONS</u>

4.1 Rezoning and Development Permit Applications: 810 Agnes St

Mike Watson, Acting Supervisor, Development Planning, provided an overview of the proposal, noting the following:

- Ownership has recently changed on the rezoning and development permit applications for 810 Agnes Street;
- The proposal now includes a 32-storey building with 327 secured market rental housing units, including four townhouse units along Agnes Street;
- The site is located Downtown in the tower district of the Downtown Community Plan, and is situated on a steep slope among other towers (either proposed or complete);

- 824 Agnes Street is adjacent to the site, and is currently being used as a temporary off-leash dog park. 824 Agnes Street was gifted to the City in 1979 by the Chinese Benevolent Society, and has been included in the list of top ten most endangered New Westminster heritage sites by the Heritage Preservation Society—it used to be home to a Chinese Community Centre;
- The site at 824 Agnes Street was identified for use as a commemorative park location, as well as a location which would provide needed green space in the Downtown area. The master plan for this park space was endorsed by Council in 2020;
- Much of the building design has remained the same as when it as presented to the NWDP in 2018, however there have been some key revisions:
 - The building height has increased from 29 to 32 storeys;
 - The floor plate has increased in size to 7,600 square feet;
 - Overall density has increased from 7.2 FSR to 8.8 FSR;
 - The building materiality has changed; and
 - The Victoria street interface at grade level has been revised.
- The applicant is still required to construct the park space at 824 Agnes Street, and the proposal includes an interior amenity space (approx. 3,500 square feet) which integrates into the park and is intended to be City-owned and programmed.

Jeffrey Mok, IBI Group, provided a presentation on the project, and Sarah Siegel, Hapa Collaborative, provided an overview of the landscape aspects of the proposal.

In response to questions from the panel, Mr. Mok, Ms. Siegel, and Mr. Watson advised:

- Many City departments have expressed interest in the public amenity space, including Parks and Recreation and Museum and Archives;
- The park space includes elements that draw upon the heritage of the area, with Chinese features including a wisdom tree, water on the site, a bamboo garden, etc.;
- The screens in the park vary in height, from short on the interior of the park to taller around the edge (approx. six feet). The highest wall interfacing with the street would be five feet high, with the planter wall about 18 inches above that. There is a feature wall built into the park as well;

- There is limited access to the transfer slab, so it is currently decorative and does not include a garden or amenity space;
- Currently looking at a window walls system, which would be a mixture of metal and glass panels for the tower, with one mass in a light colour and one mass in a dark colour, like a yin yang; and
- The City has the option to close the park at night if desired.

The panel had the following comments on the project:

- More could be done to accentuate the theme and importance of the Chinese history reflected in the park, perhaps an overhead structure that provides shade;
- With such a significant grade change, it is important to do a very detailed grading study to understand the impact on the pedestrian and the streetscape;
- One the landscape plan, recommend directly showing all the doors at different levels to help understand the circulation at those levels;
- Reconsider the spacing between the bike racks— the interior bike rack will be less usable as it is so tight;
- There is a ramp connecting to the public parking area but limited opening for cars to turn in and out. The paving pattern should be better defined for clearer circulation between pedestrians and cars;
- Plantings could protect the corners of the building;
- Having some green on the third-level roof would benefit people looking down on the space;
- It does not appear that a person could access the bike level from the elevator—people do take their bikes in and out of their apartments and that should be accessible;
- The tower-street interface is very successful;
- Simplifying the floor plate is better for energy performance;
- The balconies and projections have a playful sense of articulation;
- The massing is more interesting than the generic tower-podium approach;
- Various points of entry are well-resolved considering the complexity of the topography;
- The industrial approach to the building's textural materials is appropriate and interesting;
- Recommend having a significant public artwork or place-maker—a mural that references the heritage of the neighbourhood,

interpretive signage, or similar, to tell a story that goes beyond just a few details;

- The exterior elevator might be challenging in terms of long-term maintenance but there is not a better solution given the grades;
- Supportive of the overall switch to the market rental; and
- Putting up fences around the park will create poor sightlines and make it an unsafe space, rather than an open public space.

MOVED and SECONDED

THAT the New Westminster Design Panel support the project at 810 Agnes Street, with the recommendation that the applicant address the above matters to the satisfaction of Planning staff.

Carried.

All members present voted in favour of the motion.

4.2 Official Community Plan Amendment and Heritage Revitalization Agreement: 501 Fourth Avenue and 408 Fifth Street (Holy Eucharist Cathedral)

Amanda Mackaay, Development Planner, provided an overview of the proposal.

Father Mykhailo Ozorovych, Holy Eucharist Cathedral, and Mark Koropecky, SURF Architecture provided a presentation on the project, and Stephen Vincent, Durante Kreuk Ltd., provided an overview of the landscape aspects of the proposal.

In response to questions from the panel, Father Ozorovych and Mr. Koropecky advised:

- A license officer has been appointed by the Health Authority to approve, in principle, the design for the childcare space;
- A smaller footprint with a taller form was considered for the manor building, but it was starting to loom over the residential to the north and competing with the cathedral massing itself;
- The structure of the overall west wing building is cast-in-place concrete, so there is a lot of load capacity to accommodate localized loads for the trees; and

• The glazed blades with coloured interlayers do not have a direct reference to the original cathedral, but there is usually a blue and yellow flag hanging from the cathedral entrance.

The panel had the following comments on the project:

- The solar studies are done in 3D and it is difficult to assess the impact of the development on the outdoor spaces; these should be done in Plan, not in 3D;
- Continue to work with the license officer to ensure it is appropriate for the child play space to be on the roof and so separate from the childcare space;
- Explore an urban agriculture space between the west wing and the manor—a community garden, for example;
- If possible, explore enhancing the privacy between the daycare and the other programs within the building;
- Maintenance for the magnolia tree in the kids' play area could be a challenge as it is a deciduous tree. Provide other sitting benches or opportunities for the kids instead of a flowering tree. Might consider moving the planter to the south end;
- It is nice to see sacred spaces like this being rejuvenated and used for a wider range of amenities that servethe public and improve the neighbourhood;
- Overall scale and massing is good, in the context of what the site needs to accomplish;
- One member of the panel suggested the buildings need to borrow more from the architecture of the cathedral for a unifying effect. The iconic windows, the concrete form, the copper dome, are the right elements to carry through;
- Another panel member disagreed about borrowing more from the cathedral's architecture;
- The roof deck is good but needs much more planting;
- There could be some gates for those two private units;
- The verticality of the cathedral and the west wing building are compatible;
- Appreciate the efforts made to enhance the accessibility of the cathedral for people with disabilities; and
- Not pleased with the scale of the manor building and design of the roof, and would like it to fit better with the rest of the development.

MOVED and SECONDED

THAT the New Westminster Design Panel support the project with the recommendation that the applicant address the above matters to the satisfaction of Planning staff.

Carried.

All members present voted in favour of the motion.

5. STANDING REPORTS AND UPDATES

There were no items.

6. <u>NEW BUSINESS</u>

There were no items.

7. END OF MEETING

The meeting ended at 5:23 p.m.

8. <u>UPCOMING MEETINGS</u>

Remaining scheduled meetings for 2022, which take place at 3:00 p.m. unless otherwise noted:

- July 26
- August 23
- September 13
- October 25
- November 23
- December 13



R E P O R T Climate Action, Planning and Development

		Item #:	2022-556
From:	Amanda Mackaay, Development Planner	File:	DP000946
To:	New Westminster Design Panel	Date:	July 26, 2022

Subject: Development Permit Application: Brewery District Transit Plaza

RECOMMENDATION

THAT the New Westminster Design Panel review the design submission and provide comments for applicant and staff consideration; and

THAT the New Westminster Design Panel consider a motion of support or non-support for the proposed Development Permit Application.

PURPOSE

A Development Permit application has been submitted for the Brewery District Transit Plaza which would facilitate the development of a privately-owned public plaza space that would provide an accessible connection to the Sapperton SkyTrain Station and the Royal Columbian Hospital.

The purpose of this report is to provide information to the New Westminster Design Panel (NWDP) in regard to the overall project design, and to receive comments from the Panel with special consideration of the items noted in the Design Considerations section of this report.

GUIDING POLICY AND REGULATIONS

Land Use Designation

The site is designated as (BDMU) Brewery District Mixed Use and Health Care in the Official Community Plan. The purpose of this designation is to "provide large mixed use site which must include multiple unit residential, retail and health care offices and

facilities and may include other business and professional office uses". Complementary uses include parks, open space and community facilities. The proposed development is consistent with this land use designation.

Development Permit Area

The site is designated as part of the Brewery District Mixed Use Neighbourhood, identified as Development Permit Area (DPA) 5.3. The intent of this DPA is to "facilitate orderly and sequential development of commercial, health care services, and multi-family development adjacent to the Sapperton SkyTrain Station".

As outlined in the design guidelines, 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

Developments within this DPA are evaluated in relation to the Villages at Historic Sapperton Green (January 2007) design guidelines. A copy of these design guidelines can be accessed via the link below:

https://www.newwestcity.ca/database/files/library/Village_at_Historic_Sapperton_Desig n_Guidelines___January_2007.pdf

Zoning Bylaw

The site is zoned Village at Historic Sapperton Comprehensive Development Districts (C-CD-3) which applies to the entire Brewery District site. The intent of this zone is to "regulate use, density, and building form of a nine-acre parcel to be developed as an integrated, comprehensive mixed use site comprising residential, commercial, business, and professional offices and health care services and office". The Brewery District is divided into sub-districts in the Zoning Bylaw. The site is located within Sub-District 4. This development permit application would be required to meet the regulations of pertaining to sub-district 4 within the C-CD-3 zone.

PROPOSAL

Project Description

Primarily located at 268 Nelson's Court (the site of Building 7 in the Brewery District), directly to the west of Building 8 (located at 230 Keary Street) and to the south of the existing Anvil Building (located at 200 Keary Street), the Transit Plaza is proposed as a prominent public space within the Brewery District site.

The design seeks to create a safe and universally accessible connection with the Sapperton SkyTrain station, Royal Columbian Hospital, Keary Street and the pedestrian network and buildings within the Brewery District. Proposed to be privately owned and

maintained by the developer, the open design intends to provide clear sightlines throughout the plaza and to the new SkyTrain entrance at the Northeast corner of the site. The primary circulation routes wrap around a centralized gathering space in the plaza, which is delineated by planters with integrated seating walls.

BACKGROUND

Related Development Permit Applications

Two separate Development Permit applications have been issued for Building 7 (located at 268 Nelson's Court) and Building 8 (located at 230 Keary Street). The design of these two buildings were reviewed by the Design Panel on December 11, 2018 and April 27, 2021 respectively.

The design review process for the proposed Transit Plaza requires additional time given the need to consult with additional stakeholders (TransLink, Royal Columbian Hospital, Anvil Building Strata). As such, the Transit Plaza is being considered through a separate Development Permit application.

DESIGN CONSIDERATIONS

The applicant's drawings are included as Appendix A and Accessibility Memo is in Appendix B. Staff would appreciate comments from the New Westminster Design Panel on the proposed plaza, including how it responds to the Villages at Historic Sapperton Green guidelines and principles. Some items identified by staff for consideration by the Panel are as follows:

Universal Accessibility and Circulation

A key objective for the Brewery District site is the provision of safe and universal accessibility (less than 5% grade) for people of all abilities and modes of travel. As shown on sheet L5.1 in Appendix A, the proposed design provides a maximum slope of 5% as well as wider pathways for all major circulation routes throughout the plaza. The design also proposes the inclusion of covered bike and scooter racks, as well as bike repair stand on the north side of the plaza.

Staff will continue to work with the applicant to further explore opportunities to respond to the 5% slopes in the north plaza area. Staff would appreciate feedback from the Design Panel on how the design of the north plaza bench can better work with and respond to the grade change; currently the seat wall surrounding the planting area ends up as two levels as shown in Figure 1 below.



Figure 1: Looking east at the north plaza bench.

Another key objective is the provision of a clear, safe and universally accessible connection between the SkyTrain station, the hospital and the surrounding buildings in the Brewery District. The permanent condition of the plaza would see the removal of the existing linear access ramp along the Anvil building and switchback ramp to the west of the building which connects the Brewery District with the SkyTrain; it would be replaced with a wider pathway at a more gradual slope with the goal of improving circulation and universal accessibility. A new crosswalk would also be provided across Keary Street to create a safer and more accessible connection to and from the Royal Columbian Hospital. The HandyDART drop-off location will be relocated next to the crosswalk, directly connected to the plaza by a 7% grade ramp with handrails. The design and location intends to create a safer condition and the limit the uphill travel distance for users.

Placemaking and Quality of Public Realm

As envisioned in the design guidelines, the Transit Plaza will provide a memorable first impression for commuters and visitors who arrive in Sapperton by skytrain, marking the point of arrival into the City of New Westminster. The new entry gate for the SkyTrain station has been designed to be a prominent entry point. The design includes a large canopy for weather protection which enhances its visibility from different areas of the plaza.

The sun and shade analysis found on L6 demonstrates how the plaza has been designed to provide shade in the summer months while balancing opportunities for access to sunlight.

A diversity of seating options and softcaping are proposed to provide visual interest, and contribute to the active and passive enjoyment of the space. Staff will continue to work with the applicant on a planting plan that contributes to a welcoming and engaging public realm, while mitigating the urban heat island effect. Comments from the panel on the proposed planting plan (as shown in sheet L7 in Appendix A) would be appreciated.

Interface with Adjacent Buildings

The Transit Plaza will interface with Building 7 (268 Nelson's Court) to the south, Building 8 (230 Keary Street) to the west and the Anvil Building (200 Keary Street) to the north. Retail commercial is proposed at grade for both Building 7 and 8; it is anticipated that patio space would be located along these frontages. The coordination of the design between the Transit Plaza and Buildings 7, 8 and the Anvil Building will be important to ensure the plaza is seamlessly integrated with plaza and/or patio spaces along these building frontages.

Wayfinding and Safety

The applicant has integrated CPTED and Defensible Space principles into their proposed design. The plaza has been designed to provide clear sitelines of public seating areas and circulation routes, with the intention of ensuring users feel safe in the space. Lighting has been integrated into the design to facilitate safe movement in the plaza at night. The applicant proposes to provide 24 hour security with the intention of mitigating nefarious activity.

The proposed design integrates TransLink signage and map kiosks at key areas across the plaza to support wayfinding and clarity of the SkyTrain entrance. The proposal uses lighting, as well as hard and soft landscaping materials to create multi-modal wayfinding opportunities. Wood has been added to many of the benches as a contrasting material with the intention of helping someone with limited vision locate the seating.

Staff will continue to work with the applicant to incorporate clear and universally accessible signage and wayfinding into the design. Suggestions and/or further considerations from the panel would be appreciated.

Questions for the Design Panel's Consideration

In addition to seeking general comments from the New Westminster Design Panel (NWDP) in regard to the overall design of the proposed Transit Plaza and the abovementioned design considerations, staff has identified the following questions for the NWDP to provide specific response to:

- Staff seeks input from the NWDP on how successful the proposed design is providing a clear, safe and universally accessible connection to the Sapperton SkyTrain station, the Royal Columbian Hospital and the surrounding Brewery District pedestrian network.
- Staff seeks input from the NWDP on the overall quality of the proposed public realm and how successful the proposed design is at creating a memorable destination for residents and visitors.

- 3. Staff seeks input from the NWDP on the proposed wayfinding, signage and lighting design.
- Staff seeks input from the NWDP on how well the design interfaces with Building 7 to the south, Building 8 to the west, and the Anvil Building to the north as shown in drawing L10 in 'Appendix A'.
- Staff seeks input from the NWDP about the selection of hard and soft landscaping materials, including input on the planting species selected as shown in drawing L4 and L7 in 'Appendix A'.

ATTACHMENTS

Appendix A: Applicant Submission Package Appendix B: Accessibility Summary

This report was prepared by: Amanda Mackaay, Development Planner

This report was reviewed and approved by: Mike Watson, Acting Supervisor of Development Planning



Appendix A Applicant Submission Package





BREWERY DISTRICT TRANSIT PLAZA NEW WESTMINISTER, BC

Drawing Lists

LO	Cover
L1	Project Summary & Design Ra
L2	Overall Context and Site Plan
L3	Wayfinding Plan
L4	Materials Plan
L5.1	Grading and Layout Plan
L5.2	Elevations
L5.3	Sections
L6	Sun and Shade Analysis
L7	Planting Plan
L8	Lighting Plan
L9.1	Details
L9.2	Details
L9.3	Details
L9.4	Details
L10	3D Renders

ISSUED FOR DEVELOPMENT PERMIT DOCUMENTS DATE: 2022.02.04 SPACE2PLACE PROJECT NO.: 21-002

Rationale

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REVISIONS: Date Rev. Description
2022 02 04 SSLED FOR DEVELOPMENT FRISTIT
wesgroup
space2place Suite 200, 291 East 2nd Avenue, Vancouver, BC, V6T 1B8 604.646.4110 Studio@ space2place.ca
PROJECT:
Brewery District Transit Plaza New Westminster

COVER



PROJECT SUMMARY

The Transit Plaza establishes a place of arrival at the North Entry to the Brewery District along Keary street. It will be the primary point of arrival for residents and visitors arriving via the Sky Train through Sapperton Station and an important connection between the Royal Columbian Hospital to the North. The plaza is designed as a flexible space that provides clear routes of circulation to destinations throughout the Brewery District while also serving as a destination hub providing opportunities for gathering, people watching and respite.

OBJECTIVES FOR THE PLAZA

Connectivity CONNECTIVITY

- Accessibility
- · Pedestrian connections to Royal Columbian Hospital, Sapperton Station and Brewery District
- Improving clarity of circulation

Placemaking

- · A unique sense of place, with strong historical references
- High guality robust urban design to act as central node

Technical Requirements

- Wayfinding, Translink signage, screens and maps
- Air Vent location, CPTED, fire response, and security
- Cycling facilities
- Grading to integrate with surrounding uses

SITE CONTEXT

The transit plaza will complete the network of public spaces at the Brewery District, complementing the existing plaza at the centre of the Brewery District. The plazas are connected by a generous pedestrian promenade extending North South through the heart of the District.

The transit plaza is an important public space that interfaces with a variety of conditions along its edges. The south edge of the plaza interfaces with the residential Building 7 (currently under construction). The primary pedestrian access for Building 7 opens to the plaza along the south edge. The majority of the plaza is constructed on the slab of Building 7's parking garage.

The west side of the plaza is framed by Building 8 (construction to start in the near future). Building 8 has a retail/restaurant frontage along the ground floor. If the ground floor space becomes a cafe/restaurant/brew-pub it is anticipated that an outdoor patio will occupy the available space along the building frontage. This patio will provide public life along the west side of the plaza space.

Directly to the north of the plaza is the existing residential Anvil Building/200 Keary Street. The proposed plaza design removes the access ramp from the Anvil property and establishes the new entry to Sapperton Station through the Plaza. Additionally a generous planting area will be established providing separation between the residential units in the Anvil Building and the proposed plaza.

A key consideration in the circulation design of the plaza is access to the Royal Columbian Hospital across Keary Street from the site.

PLACE MAKING AND IDENTITY

The plaza has been designed to establish a memorable place that marks the point of arrival from Sapperton Skytrain station. The perimeter of the plaza is defined by the circulation connecting the Skytrain station, Keary Street, the Royal Columbian hospital, Brewery District pedestrian network and the surrounding buildings. The plaza is centrally situated to provide opportunities for gathering and seating away from the busy circulation routes. The plaza is designed to be a high quality public space and will become part of the Brewery District Public space network.

An elliptical metal screen sits on top of the parking garage vent at the pivot point of the pathway circulation along the north edge of the plaza. This screen will camouflage the air vent infrastructure and provide a space to integrate imagery or graphics referencing the heritage and historical uses of the site. Materials for site elements and landscape features will allude to the site's industrial past.

The blank concrete walls between Building 1 and Building 8 present an opportunity for showcasing an annotated historical timeline, likely reaching from the Stó:lō who gathered seasonally along the banks of the river to fish for salmon via the Keary family to the Lucky Lager and Labatt Breweries.

UNIVERSAL ACCESS AND CIRCULATION

The plaza provides safe and direct paths of access for people of all abilities and modes of travel. The proposed design improves the clarity of circulation across the site, removes awkward barriers to movement and improves accessibility. Some of the key accessibility features include:

- Maximum slopes of 5% on all slopes for all major circulation routes through the plaza.
- Removal of awkward switchback ramp west of the Anvil Building that connects the Brewery District public open space network with the Skytrain and replace with a more gradual slope on the pathway through the transit plaza. This improves clarity of circulation and provides a more accessible entrance to the skytrain.
- Direct and unobstructed access paths to key crossing points are provided at Keary Street to Royal Columbia Hospital, and Nelson's Court.
- Safe and secure bike and micro mobility parking is provided along the north side of the plaza.
- The paths of travel are clearly defined.

Physical, visual and cognitive connections of the public spaces have been carefully considered. The flow of activity is enhanced by providing a hierarchy of spaces that link site features and orchestrate movement through the site at various speeds. Primary paths of circulation around the plaza accommodate various modes of mobility and larger gatherings of users, while the protected open space in the middle offers opportunities for refuge.

* attached to this submission is a memo prepared by Marco Pasqua, our accessibility consultant

INTEGRATION OF OCCUPIABLE SPACE

The Transit Plaza is designed as a "glue" place. A place that facilitates the connection between many routes of travel and buildings. It is also serves as a destination hub. The heart of the plaza is designed as a flexible open space. This space will be able to accommodate congregations of groups, and a variety of programmed and/or unprogrammed activities. Additionally, there are a variety of seating opportunities throughout the site. A range of spaces at different scales that accommodate larger groups and private niches for intimate experiences.

The public realm is designed to be welcoming and comfortable. There are clear sightlines throughout and across the plaza enabling users to feel safe and comfortable spending time in this place. The design of the plaza considers the micro climates within the site. The sun study shows that large portions of the plaza are shades throughout the day and throughout the year. The plaza is designed to make the most of the available sunlight, while providing opportunities for shade in the summer months.

HARDSCAPE VS SOFTSCAPE

In order to accomplish the circulation and social goals for the Transit Plaza, a majority of the site it paved. Concrete planter walls, steps and retaining walls are necessary to provide soil depth for plants, negotiate the significant grade changes on the site and to provide a variety of seating opportunities. The design carefully integrates softscape areas to help define the edges of the public spaces and provide visual interest throughout the plaza. The gathering space at the centre of the plaza is defined by planters with integrated seat walls. These planters help provide separation between the gathering space and the main routes of circulation. The planting is selected to reflect the seasonal cycles of vegetation.

LIGHTING AND EVENING OPPORTUNITIES

The plaza is an important part of the Brewery District public space network and public access to the Sapperton Skytrain. The plaza has been designed to facilitate movement throughout the site during daylight and evenings. The plaza is lit through the use of lights integrated with the planter walls and pole mounted fixtures at strategic locations.

TRANSIT PLAZA

The layout of the plaza was developed in close collaboration with Translink and the City of New Westminster. Through this collaboration a number of design considerations have been integrated into the design of the plaza. These considerations include:

- · Removal of the existing access ramp on the Anvil Property and create new circulation to Sapperton Station through the Transit Plaza.
- Pedestrian connection between the plaza and Keary Street will be reconstructed to improve the clarity and flow of the circulation between Sapperton Station and **Royal Columbia Hospital**
- A new entry gate and covered access point will be built at the NE corner of the new plaza.
- Translink Map Kiosks and Signage are integrated into the design of the plaza.
- Covered bicycle and micro mobility parking are provided at the entry of Sapperton Station along the north side of the plaza.



wesgroup

uite 200, 291 East 2nd Avenue, Vancouver, BC, V5T 1B

Brewery District

Transit Plaza

New Westminste

PROJECT SUMMARY &

DESIGN

RATIONALE

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ELEVATION A-A'



ELEVATION B-B'





SECTION C-C'



SECTION D-D'







MARCH (10AM)



MARCH (12PM)



MARCH (2PM)



MARCH (4PM)





JUNE (12PM)



JUNE (2PM)



JUNE (4PM)











	Common Name	Spacing	Size	Quantity	Average Growth
	Vine maple	n/a	8cm cal	10	15' ht
milis	Salal Swee: box	3' o.c. 2' o.c.	r/a r/a	36 176	3-6' ht 1-2' ht
	Ornamental grasses	2' o.c.	r/a	58	4' ht.
	Greater woocrush Autumn moor grass	1.5' o.c. 8" o.c.	r/a r/a	150 495	1-2' ht 8" ht
	White snakeroot Purple coneflower	10" o.c. 10" o.c.	r/a r/a	155 337	3-5' ht 2-5' ht
	Buglenerb	8" o.c.	r/a	567	6-9" ht
a sylvatica /		autheria Shator / Salat		Barcocca holer	ara var. hunilis / Swert
TE PAVII DARK) LIGHT)	PLANT LE	a) s	HRUBS - Gs HRUBS - Sh RASSES - cp		
AREA LIC RE			IRASSES - Is IRASSES - sa ERENNIALS - ERENNIALS - ERENNIALS -	ер	



D5 C.I.P. CONCRETE STEPPED SEAT WALL SCALE 3/4"=1'-0"

PLAN - NOT TO SCALE

SLAB REINFORCEMENT:

KEYWAY CONSTUCTION JOINT, TYP.

TOP OF FACE OF CONCRETE PACING TO HAVE BROOM FINISH

COMPACTED GRANULAR BASE-

COMPACTED SUB-GRADE

32 9 ³/₄ (100) BARS @ 111 ³/₄ (400 mm) O.C., TYP. BOTH DIRECTIONS OR 1S2 x 1S2 - MW25.8 x MW25.4 WWF EQUIVALENT, CENTRAL IN SLAB

1'-4"

<u>↓ _ _ _ </u>__

PLANTING AREA WITH

GROWING MEDIUM AS SPECIFIED.

THICKENED EDGE.-

POSITIVE

DRAINAGE

(MIN.2%)







CONTINUOUS 32' HORIZ. BAR SOFT LANDSCAPE AREA, WITH GROWING MEDIUM COMPACTED GRANULAR -BASE COURSE COMPACTED SUB-GRADE-

SQUARE EDGES

(D3)

UNIT PAVERS, REFER TO-MATERIALS PLAN LAYOUT

C.I.P. CONCRETE EDGE AS PER DETAIL

SOFT LANDSCAPE AREA,— WITH GROWING MEDIUM

UNIT PAVERS

SCALE 3/4"=1'-0"

(D2)

POSITIVE DRAINAGE

(MIN.2%)

1" (25MM) BEDDING SAND -

COMPACTED GRANULAR BASE -COMPACTED SUB-GRADE









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Appendix B Accessibility Summary



INSPIRE. ENGAGE. EDUCATE.



Brewery District Transit Plaza

November 2021

ACCESSIBILITY SUMMARY



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INTRO AND DISCLAIMER

Accessibility Review

This summary report overviews the strengths and opportunities as reviewed by Marco and Karin Pasqua during site visits and document reviews during the Fall of 2021. All findings and recommendations are intended to provide insights on universal design best practices, to support the access needs of people who have mobility, visual, auditory or cognitive needs.

Assessment Scope

The Brewery District is located adjacent to the Sapperton Skytrain Station and Royal Columbia Hospital. The scope of this report highlights the transit plaza and exterior integration of public access routes to the Skytain Station, from the hospital and commercial areas.

The scope of this report is a high-level overview summarizing accessibility best practices and providing insights to be used for future planning and submission in the development proposal.

Disclaimer

It is important to note that these are recommendations only, and not intended to replace any building codes, laws, or regulations. If in doubt, please consult a building code or legal professional.

Marco Pasqua Enterprises is not responsible for changes to the building or venue that happens as a result of this report. The owner, tenant, manager, or operator of the building or venue should use discretion when taking any action arising from this report.

ANALYSIS OF THE TRANSIT PLAZA



SUMMARY

Marco and Karin Pasqua, Accessibility Consultants with Marco Pasqua Enterprises (MPE) have reviewed the proposed plans for the transit plaza and the interim access to the Sapperton SkyTrain station as part of the Brewery District Masterplan from an accessibility and universal design perspective. We support Wesgroup's plan for their simplified interim solution for pedestrian routing and the proposed permanent solution.

- SIMPLIFIED INTERIM SOLUTION

Accessibility Analysis

Switchback Removal

- The removal of the switchback is supported for the following reasons:
 - Though the switchback reduces the overall grade of slope connecting the Anvil building to the cross walk, the lift at RCH is not in service. The switchback therefore adds additional exertion and effort on behalf of a wheelchair user.
 - Utilizing the switchback is not immediately obvious for a user. At the last site visit, the entrance to the switchback was covered by leaves and therefore completely invisible, additionally the leaves significantly reduce traction.
 - The curb cut at the bottom of the switchback adds additional cross slope making accessing the switchback challenging and potentially dangerous for wheelchair users travelling alone, particularly poor weather conditions.

Accessibility Analysis – Continued

Crosswalk

A new crosswalk creates a safer and more direct route to Royal Columbian Hospital (RCH) by accessing the hospital via wider sidewalks and an ability to enter the pedestrian access of the parkade.

Simplified Interim Solution

- The proposed simplified solution is safer for pedestrians, particularly at night (considering CPTED), as opposed to the use of a covered walkway.
- The solution will also allow the permanent infrastructure to be implemented sooner in the construction phase.
- The length of time that a longer, steeper route will be utilized to access the commercial area will be kept to a minimum.

HandyDart Drop-Off Location

The HandyDART drop-off will be moved a few meters up the hill, to be as close to the curb cut as possible, removing some of the up hill travel distance for the user to access the SkyTrain Station and Transit Plaza.

Recommendations

Keary Street Route

- The route from the SkyTrain Station entrance, up Keary St. is a steep slope and can be mitigated using the following suggestions:
 - Add rest areas at regular intervals on the RCH side of Keary St. allowing a mobility device user to rest safely. These rest areas should be level areas of at least 1700 mm wide to allow for a full turning radius. This exceeds CSA's B651-18's guidelines, creating a safe transition from the steep slope.
 - The addition of benches would also allow users to take a moment to rest on the route, an adjacent rest area of 850 mm wide and 1350 mm deep.
 - Work with RCH and their parking security company to have the lift operate during business hours, allowing someone to access the reduced-grade slope and the hospital via the café entrance.

Wayfinding

- Ensure there is adequate signage and information available on appropriate websites informing the public on the most accessible routes and the construction timeline.
- Providing detailed information allows people to determine the most accessible route for themselves.





Accessibility Analysis

Removal of the Ramp Along the Exterior of the Anvil Building

- The proposed plaza and ramp create a route that directly connects to the new cross walk and provides a gentler slope with a maximum grade of 5%. The pathway is wide and universally accessible.
- The removal of the ramp creates a logical flow of the plaza, creating more open space and eases congestion points. This also simplifies and streamlines the route to the entrance of the SkyTrain Station which is supportive for people with anxiety or cognitive disabilities with respect to wayfinding.
- The additional greenspace creates a greater sense of calm and may reduce noise pollution, supporting those who are hard-ofhearing.

Design of the Transit Plaza

- The design includes thoughtfully integrated benches, access to retailers and community gathering areas that all include universally designed access points.
- The layout is logical and allows for access around the plaza and through the centre of the space.
- Benches are included throughout for rest and community gathering.

Wayfinding

In addition to signage, wayfinding is augmented with the use of art, landscape and stonework creating multi-modal wayfinding. For example, the walkways are of a different material than the center of the plaza which is white cane detectable.

Accessibility Analysis - Continued

HandyDART Drop-off

- The proposed relocation of the HandyDART drop-off area on Keary St. to directly adjacent the crosswalk and curb cut is safer and limits the distance that a user needs to navigate uphill.
- Locating the HandyDART drop-off below the crosswalk ensures that users are not blocking the bike path when boarding or disembarking.
- The proposed 7% grade ramp with handrails will directly connect a HandyDART user to the plaza while avoiding the significant slope of Keary St.

Ramp

- The proposed ramp, west of the Anvil Building, provides handrails on both sides, allowing for additional safety and security for the user.
- The ramp supports a user by avoiding the steep grade of Keary St. to access the transit plaza, particularly when arriving by HandyDART.
- The lighting plan for the ramp adds contrast and visibility.

Benches

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- Including colour contrast ensures that someone with limited vision can locate the seating and to prevent injuries. This has been addressed by adding wood as a contrasting material to many of the seating areas. This has been addressed in the Brewery District Transit Plaza Renders – 2011.11.16.
- Considerations for additional lighting into the structure of the benches provides improved contrast at night. This has been addressed in the Brewery District Transit Plaza Renders – 2011.11.16.

Recommendations

HandyDART Drop-off

• Consider adding weather protection adjacent to the area.

Benches

- It is recommended for some benches to include backrests and for many to include armrests allowing for people with balance difficulties to be supported in standing.
- Ensure that some of the benches include adjacent areas of rest allowing a mobility device user or parent with a stroller to pull in.
- Consider adding benches or seating which allow the user to place their feet at less than a 90° angle to their knees to support with standing, especially if no armrests are available.

Wayfinding

- Utilizing icons in wayfinding is supportive for persons with limited English or who have cognitive disabilities.
- Where a route isn't accessible, ensure this is noted by either indicating where the accessible route is located or that there are stairs ahead.
- Consider installing signage at a universal height that can be read by a standing pedestrian or someone who is seated.
- It is recommended for signage to include tactile and Braille, where possible.
- Consider blade signage.

RE: The Proposed Removal of the Linear Access Ramp

This summary offers accessibility insights, opportunities and considerations as provided by Marco and Karin Pasqua, Accessibility Consultants with Marco Pasqua Enterprises ("MPE") for the proposed removal of the linear access ramp as part of the Brewery District Transit Plaza.

Memorandum of Support

As proposed by Wesgroup, the removal of the linear ramp along the Anvil building, will maintain intuitive access and improve universal design of the entrance to the Sapperton SkyTrain Station. As Accessibility Consultants and Rick Hansen Foundation Accessibility Certification Professionals, MPE fully supports this solution.

- The proposed plaza and ramps create a route that directly connects to the new cross walk and HandyDART drop-off, while providing a gentler slope with a maximum grade of 5% and an additional ramp with handrails of a slope of 7%.
- The proposed pathway is wide and universally accessible.
- The removal of the ramp creates a logical flow of the plaza, creating more open space and eases congestion points.
- The removal also simplifies and streamlines the route to the entrance of the SkyTrain Station which is supportive for people with anxiety or cognitive disabilities with respect to wayfinding.
- The additional greenspace creates a greater sense of calm and may reduce noise pollution, supporting those who are hard-of-hearing.

Marco Pasqua Marco Pasqua

Marco Pasqua Accessibility Consultant



THANK YOU

for choosing Marco Pasqua Enterprises

We are pleased to work with you on this project and to present this review, which outlines the accessibility successes and our recommendations from mobility, hearing, cognitive and sight perspectives.

If there are any questions, please do not hesitate to reach out! We are here to help.

Thank you again,

Marco Pasqua

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