

A vibrant, compassionate, sustainable city that includes everyone.

# CITY COUNCIL MEETING AGENDA

# Monday, July 11, 2022, 6:00 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.

<u>LIVE WEBCAST</u>: Please note City Council Meetings, Public Hearings, Council Workshops and some Special City Council Meetings are streamed online and are accessible through the City's website at <a href="http://www.newwestcity.ca/council">http://www.newwestcity.ca/council</a>

Pages

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# 1. CALL TO ORDER AND LAND ACKNOWLEDGEMENT The Mayor will open the meeting and provide a land acknowledgement.

2. CHANGES TO THE AGENDA Urgent/time sensitive matters only

# 3. REPORTS AND PRESENTATIONS FOR COUNCIL DISCUSSION AND ACTION

- 3.1. New Westminster Homelessness Action Strategy
  - a. Presentation, Climate Action, Planning and Development, UBC 10 School of Community and Regional Planning, and Community Action Network (On Table)
  - New Westminster Homelessness Action Strategy
     To seek Council endorsement in principle for the attached New
     Westminster Homelessness Action Strategy (2022), which
     provides a five-year vision and plan for addressing
     homelessness and related issues.

Recommendation:

**THAT** Council endorse in principle the attached New Westminster Homelessness Action Strategy.

# Recommendation:

**THAT** Council endorse in principle the attached New Westminster Homelessness Action Strategy.

# 4. CONSENT AGENDA

If Council decides, all the recommendations in the reports on the Consent Agenda can be approved in one motion, without discussion. If Council wishes to discuss a report, that report is removed from the Consent Agenda. A report may be removed in order to discuss it, because someone wants to vote against the report's recommendation, or because someone has a conflict of interest with the report. Any reports not removed from the Consent Agenda are passed without discussion.

# **Recommendation:**

THAT Council adopt the recommendations for items # on consent.

# 4.1. 2022 Heat Response Planning Update This report is to inform Council of the updated plans and initiatives for response to extreme heat through the rest of the summer of 2022 Recommendation: THAT Council receive this report for information. 4.2. Affordable Housing Project Update To provide an update on several affordable housing projects in which

To provide an update on several affordable housing projects in which the City is a partner.

# **Recommendation:**

THAT Council receive this report for information.

# 4.3. Business License Bylaw Modernization 91 The purpose of this report is to seek endorsement from Council on the policy direction, scope and extent being proposed for modernization of the Business License Bylaw. Recommendation: THAT Council endorse the direction for revising the Business License

**THAT** Council endorse the direction for revising the Business License Bylaw as outlined in this report.

# 4.4. Council Maternity and Parental Leave Draft Policy To respond to a Council Motion and bring before Council a

maternity/parental leave policy for approval.

# **Recommendation:**

THAT Council adopt the draft maternity/parental leave policy, attachment 1 of this report

4.5. Draft Community Energy and Emissions Plan

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This report presents the draft Community Energy and Emissions Plan (CEEP), created to guide the City towards achieving its ambitious climate emergency greenhouse gas (GHG) emission reduction targets. Before finalizing the Plan, staff proposes consulting with community and industry representatives through the summer of 2022 to gather input on the draft.

# **Recommendation:**

**THAT** Council support in principle the draft Community Energy and Emissions Plan as a basis for public consultation over summer 2022. **Recommendation:** 

**THAT** Council support in principle the draft Community Energy and Emissions Plan as a basis for public consultation over summer 2022.

**4.6.** Manufacturer's Patio Application (Steel and Oak) for 1319 Third Avenue This report provides information regarding an application from Steel & Oak Brewing Co. to create a permanent licensed patio along the side of the existing business.

### **Recommendation:**

THAT the following resolution be approved:

WHEREAS New Westminster City Council considered a staff report regarding an application from Steel & Oak Brewing Company Ltd. to operate a 30 seat patio located at 1319 Third Avenue with liquor service hours from 9:00 AM to 11:00 PM Monday through Sundays;

WHEREAS the overall occupancy of the establishment remains at 100 people;

WHEREAS the location is in a light industrial zone (M-1) in the Downtown area;

WHEREAS the establishment is not expected to negatively affect traffic patterns or parking given proximity to transit, and noise is not expected to be an issue;

WHEREAS the establishment has operated a Manufacturer Lounge since January 2016 without any negative impact to the neighbourhood;

WHEREAS if the application is approved, the community impact is expected to be positive in that it will increase the business' contribution to the unique character and vitality of the Downtown based on the establishment's size, hours of operation and location;

WHEREAS the New Westminster Police Department does not oppose the application;

WHEREAS a sign has been placed in front of the business for 27 days,

two newspaper notices were published as well as circulated in the City's e-newsletter (Citypage Online), to 1200+ subscribers and providing details regarding the application and inviting the public to submit comments to the City; and,

WHEREAS the City has received one piece of correspondence in support of the application;

THEREFORE BE IT RESOLVED:

THAT New Westminster City Council recommends the approval of the application by Steel & Oak Brewing Company Ltd. to operate a 30 person patio, located at 1319 Third Avenue with liquor service hours from 9:00 AM to 11:00 PM Monday through Sundays.

# 4.7. National Day for Truth and Reconciliation – September 30, 2022

To update Council regarding the Province of British Columbia's (the "Province") continuing to actively engage in consultation with Indigenous Peoples, labour, and business stakeholders on determining how best and most-respectfully to observe the National Day for Truth and Reconciliation, and to propose that Council appoint September 30, 2022 as a statutory holiday in alignment with the Province until a decision is made at the provincial level.

### **Recommendation:**

THAT Council approve a second, one-time declaration to appoint September 30, 2022 as a statutory holiday for the City of New Westminster to commemorate the history and legacy of residential schools and honour Indigenous communities, families and survivors by observing a day for Truth and Reconciliation.

THAT staff report back to Council in 2023 with a recommendation regarding when the City of New Westminster will mark Truth and Reconciliation Day in subsequent years to ensure alignment with the Province of British Columbia.

**4.8. Proposed Energy Step Code Acceleration for Single Detached Dwellings** To seek Council direction to proceed with work on the acceleration of the Energy Step Code for single detached dwellings in 2023 using the two option framework proposed by the Environment and Climate Advisory Committee. The framework would provide single detached dwellings with the choice to: 1) meet Step 5 of the Energy Step Code, or 2) meet Step 3 with installation of, or connection to, a low carbon energy system (LCES).

# **Recommendation:**

**THAT** Council direct staff to proceed with work on the acceleration of the Energy Step Code for single detached dwellings in 2023 using a two option framework.

	<b>4.9. Recruitment 2022: Grant Committee Appointments</b> The purpose of this report is to report on recent appointments to the City's Grant Committees.		211				
		<b>Recommendation:</b> THAT Council receive the report titled, "Recruitment 2022: Grant Committee Appointments" for information.					
	4.10.	Submission to the Department of Canadian Heritage Museum Assistance Program under the Recovery Fund For Heritage Organizations This report is to request Council's resolution to submit a grant application to the Department of Canadian Heritage for recovery funding to respond to the COVID-19 pandemic.	213				
	<b>Recommendation:</b> THAT Council authorize an application for grant funding to the Department of Canadian Heritage for recovery funds to respond to the COVID pandemic; and						
		<b>THAT</b> the Manager of Museums and Heritage Services be authorized to enter into a funding agreement with the Government of Canada.					
	4.11.						
	4.12.	Proclamation: MADD 25th Anniversary, August 7-14, 2022	217				
4.13. Minutes for Adoption							
		a. June 27, 2022 City Council Meeting (9:00 a.m.)	218				
		b. June 27, 2022 City Council Meeting (5:45 p.m.)	220				
		c. June 27, 2022 Public Hearing	234				
5. OPPORTUNITY FOR THE PUBLIC TO SPEAK TO COUNCIL – 7:00 PM							
6.	6. <u>BYLAWS</u>						
	6.1. Bylaws for adoption						
		<ul> <li>a. Development Approval Procedures Amendment Bylaw No. 8342, 2022</li> <li>To allow the delegation of minor Development Variance Permits to the Director of Climate Action, Planning and Development. This bylaw is on the agenda for ADOPTION.</li> </ul>	244				
		b. Delegation Amendment Bylaw No. 8344, 2022 To allow the delegation of minor Development Variance Permits to the Director of Climate Action, Planning and Development.	249				

7. MOTIONS FROM MEMBERS OF COUNCIL

This bylaw is on the agenda for ADOPTION.

# 7.1. Re-Branding the City of New Westminster, Mayor Cote

Whereas the City of New Westminster has a vision to be a vibrant, compassionate, sustainable city that includes everyone; and

Whereas the City is committed to building a community that is equitable, inclusive and welcoming; and

Whereas the City embraces reconciliation as a path forward to charting a new relationship with Indigenous people and Nations; and

Whereas it is important that the City's branding be consistent with our shared values, vision and diverse make up of our city;

Be it resolved that the City of New Westminster begin the process to update the City's logo and phase-out the use of "Royal City" moniker in our branding.

Be it further resolved that the City develop a plan to engage with the community in the development of a new brand identity that is inclusive and allows for collective pride in our city.

**7.2.** Mandatory Health Warning on Alcohol Products, Councillor Puchmayr Whereas harmful use of alcohol results in over 3 million global deaths per year (5.3 % of all deaths) including an alarming 13.5% of deaths in the age group of 20 to 39 years of age; and

Whereas harmful use of alcohol is a factor on over 200 disease and injury conditions, amounting to 5.1% of global disease and injury burden; and

Whereas harmful use of alcohol brings significant social and economic loss to individuals and to society at large;

Therefore be it resolved that the City of New Westminster write to the Federal and Provincial Governments and ask them to introduces policies requiring warning labels on all alcohol containers and that the governments expand the education of our citizens, young and old, on the dangers attributed to the harmful use of alcohol.

# 8. NEW BUSINESS

8.1. ON TABLE Public Hearing Process – Correcting an Administrative Error This report requests Council direction on next steps regarding correcting an administrative error in the public hearing waiver process that had been utilized for five recent rezoning applications.

#### **Recommendation:**

That Council direct staff to correct the administrative error by proceeding as outlined in the Next Steps Section of this report.

That Council give three readings to Bylaw 8353, 2022, which would repeal the following bylaws: Bylaw No.8317, 2022 (Parking Reduction for Patios); Bylaw No.8325, 2022 (122 Eighth Ave); and, Bylaw No. 8323, 2022 (817 St. Andrews St)

8.2. ON TABLE Zoning Amendment Bylaws Repeal Bylaw No. 8353, 2022 To repeal Bylaw No.8317, 2022 (Parking Reduction for Patios); Bylaw No.8325, 2022 (122 Eighth Ave); and, Bylaw No. 8323, 2022 (817 St. Andrews St) in order to correct an administrative error.

This bylaw is on the agenda for THREE READINGS.

8.3. ON TABLE Rezoning Application for Infill Townhouse: 337 and 339 Keary Street – Comprehensive Report

> To request that: 1) the application to rezone 337 and 339 Keary Street be considered and no Public Hearing held, in accordance with the Local Government Act; 2) notification be circulated in accordance with the Local Government Act; and, 3) First, Second and Third Readings of Zoning Amendment Bylaw No. 8324, 2022 be rescinded; to enable a nine unit infill townhouse proposal.

# **Recommendation:**

**THAT** the application to rezone 337 and 339 Keary Street be considered and no Public Hearing held, in accordance with the *Local Government Act*.

**THAT** notification be circulated in accordance with the *Local Government Act.* 

**THAT** First, Second, and Third Readings of Zoning Amendment Bylaw No. 8324, 2022 be rescinded.

8.4. ON TABLE Zoning Amendment Bylaw (337 and 339 Keary Street), No. 8324, 2022

To enable construction of a 9 unit infill townhouse project at 337 and 339 Keary Street.

This bylaw is on the agenda for **RESCINDMENT OF FIRST, SECOND AND THIRD READING**.

8.5. ON TABLE Zoning Bylaw Text Amendment for Secured Market Rental Housing: 616-640 Sixth Street – Comprehensive Report To request that: 1) the application to amend the text of the Comprehensive Development zoning of 616-640 Sixth Street be considered and no Public Hearing held, in accordance with the Local Government Act; 2) notification be circulated in accordance with the

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Local Government Act; and, 3) First, Second and Third readings of Zoning Amendment Bylaw No. 8348, 2022 be rescinded.

# **Recommendation:**

**THAT** the application to amend the text of the Comprehensive Development zoning of 616-640 Sixth Street be considered and no Public Hearing held, in accordance with the *Local Government Act.* 

**THAT** notification be circulated in accordance with the *Local Government Act*.

**THAT** First, Second, and Third Readings of Zoning Amendment Bylaw No. 8348, 2022 be rescinded.

# 8.6. ON TABLE Zoning Amendment Bylaw (616 and 640 Sixth Street - Text 479 Amendment) No. 8348, 2022

To enable construction of a mixed-use, 100% secured market rental project at 616 and 640 Sixth Street.

This bylaw is on the agenda for **RESCINDMENT OF FIRST, SECOND AND THIRD READING**.

# 8.7. ON TABLE Rezoning Application for Duplex: 122 Eighth Avenue – Comprehensive Report

To request that: 1) Council consider the application to rezone 122 Eighth Avenue and that no public hearing be held, in accordance with the Local Government Act; and, 2) notification be circulated in accordance with the Local Government Act; to enable a stratified duplex proposal.

### **Recommendation:**

**THAT** the application to rezone 122 Eighth Avenue be considered and no public hearing be held, in accordance with the *Local Government Act*.

**THAT** notification be circulated in accordance with the *Local Government Act.* 

# 8.8. ON TABLE Rezoning Application for Triplex: 817 St. Andrews Street – Comprehensive Report

To request that: 1) Council consider the application to rezone 817 St. Andrews Street and that no public hearing be held, in accordance with the Local Government Act; and, 2) notification be circulated in accordance with the Local Government Act; to enable a stratified triplex proposal.

### **Recommendation:**

**THAT** the application to rezone 817 St. Andrews Street be considered and no public hearing held, in accordance with the *Local Government Act*,

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**THAT** notification be circulated in accordance with the *Local Government Act*.

# 8.9. ON TABLE Parking Reductions for Patios on Private Property - Zoning Amendment Bylaw Update

To recommend notice be given for an amendment to the Zoning Bylaw which would allow businesses to convert parking or loading spaces on private property into patio space.

### **Recommendation:**

THAT Council consider Zoning Amendment Bylaw No. 8357, 2022 and no public hearing be held, in accordance with the Local Government Act;

THAT notification be circulated in accordance with the Local Government Act;

THAT Zoning Amendment Bylaw No. 8317, 2022 be repealed.

# 9. ANNOUNCEMENTS FROM MEMBERS OF COUNCIL

# 10. END OF THE MEETING

\*Some personal information is collected and archived by the City of New Westminster under Section 26(g)(ii) of the Freedom of Information and Protection of Privacy Act and for the purpose of the City's ongoing commitment to open and transparent government. If you have any questions about the collection of personal information please contact Legislative Services, 511 Royal Avenue, New Westminster, V3L 1H9, 604-527-4523.



**ON TABLE** City Council Meeting July 11, 2022 re: Item 3.1.a

# **HOMELESSNESS ACTION STRATEGY**

# **Council Meeting**

July 11, 2022



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# Vision

The 2022 Homelessness Action Strategy provides a five-year vision and plan for addressing homelessness in New Westminster and incorporates 46 actions.

The vision is of a desired future:

- where all residents can locate affordable and secure housing;
- where there is an adequate income and opportunities for employment, including supported, to maintain one's housing; and,
- where there are services and supports to assist the unsheltered and precariously housed, and to address underlying issues which may jeopardize one's housing.

"Everyone needs a home and everyone needs to belong."



# Background

**2006:** The previous Strategy was one of the first in the Province, included the formation of a Homelessness Coalition and provided a five-year vision and plan for addressing homelessness in New Westminster.

**2012:** The Homelessness Coalition became a Society, and operated at more of an arm's length relationship from the City. During the next five years, the Coalition developed a series of action plans and undertook initiatives to address the basic needs of the unsheltered.

**2008-14:** During this period, unsheltered homelessness decreased by 53%.



# Background

**2018-20:** New challenges emerged, which started to reverse some of the gains made in addressing unsheltered homelessness, including:

- a housing affordability crisis
- an opioid epidemic
- a COVID-19 pandemic

**2021:** In spring, the City completed work on a Homelessness Needs Assessment. In the fall, work commenced on a new Strategy, incorporating a five-year vision and plan to address homelessness.



# **Partnerships**

A Homelessness Action Strategy Working Group was established, which met on five occasions and included representation from: the City, business associations, faith-based and non-profit organizations, residents groups, senior government ministries, and individuals with lived and living experience of homelessness.

The Strategy was developed in partnership with:

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- The Homelessness Coalition Society
- The Community Action Network (CAN)
- The University of British Columbia (UBC) School of Community and Regional Planning

# **Case Study Research**

# Housing First:



The research found that stable and secure housing is essential to transitioning people out of the cycle of homelessness and poverty. This finding very much informs this Strategy, with its emphasis on developing new supportive and non-market housing.



# Systems Change:

The research confirmed the importance of addressing the underlying causes and not just the symptoms of homelessness by taking a holistic and systemic perspective.



# Collaborative Implementation:

The research highlighted that homelessness is a complex and multi-jurisdictional issue, and requires all interests working together to address it, including the senior levels of government.

# **Case Study Research**

Case study research was conducted to learn about best practices, with specific attention to inclusive methods of engagement, promising approaches to addressing homelessness, and collaborative implementation frameworks.

To this end, eight Canadian and two American municipalities were reviewed.



# **Community Action Network**

The Community Action Network (CAN) leaders have lived and living experience of homelessness and poverty and have graduated from a training program to be better self-advocates and to inform civic plans, policies and practices.

They played a pivotal role in the development of the Strategy, including sitting on the Working Group, informing the engagement process, conducting engagement activities, and reviewing proposed actions. They will also be involved in the implementation of the Strategy.



# **Engagement Process**

Engagement activities included:

- key informant interviews, focused discussions and surveys with people with lived and living experience of homelessness
- key informant interviews with service providers and ministry officials
- focus group discussions with business and resident associations



# **Engagement Process**

- A Community Conversation on Homelessness, which included a Panel Discussion and a Question and Answer Session.
  - This event was also used to launch a Community Survey to identify community concerns or issues, potential opportunities, and proposed actions and interventions to address homelessness



In total, approximately 450 people were engaged as part of the Strategy.

# **Proposed Actions**

Based on the Homelessness Needs Assessment, the case study research and the engagement process, 46 actions emerged, which are grouped according to the following five categories:



COORDINATION AND PARTNERSHIP



SHELTER, HOUSING AND TENANT SUPPORT



INCOME, EMPLOYMENT AND FINANCIAL LITERACY



SERVICES AND SUPPORTS



COMMUNICATION, ENGAGEMENT AND INVOLVEMENT

# **Implementation Framework**

The City and the Homelessness Coalition Society will take primary responsibility for the implementation of the Homelessness Action Strategy.

The Homelessness Coalition Society will establish a Homelessness Action Strategy Implementation Working Group, which will be co-chaired by the City and the Coalition. This body will include a diverse membership, including people with lived and living experience of homelessness, and have the following responsibilities:

- inform updates related to the Homelessness Needs Assessment;
- develop an annual Action Plan based on the actions as contained in the Strategy;
- inform the implementation of specific actions;
- inform monitoring and reporting related to the implementation of the Strategy.

City staff will resource the Working Group, including related to the four above cited responsibilities.

# **Implementation Framework**

Given that homelessness has provincial and regional implications, the Strategy includes the following proposed action:

• That the City advocate that the Provincial government mandate that municipalities have Homelessness Plans (similar to Housing Needs Reports) and that Regional Districts be given more responsibility for the coordination of such plans across municipalities, including tying senior government funding decisions to municipal responsiveness.

This recognizes that the City, to be effective in addressing homelessness, requires the cooperation of neighbouring municipalities, and requires financial assistance from the senior levels of government.

# **Monitoring and Evaluation**

City staff, with the guidance of and input from the Homelessness Action Strategy Implementation Working Group, will prepare an annual update report to Council and other interested public and non-profit bodies.

This report will summarize key indicators related to homelessness and provide an update on the progress in implementing the annual Action Plan. Regarding the latter, it will identify the status of action implementation – i.e., fully, partially or not at all. If partially or not at all, it will state the reason(s) (e.g., inability to involve key community partners, lack of resources, etc.).

# **Council Consideration and Approval**

Council will be requested to approve the Homelessness Action Strategy in principle.

This recognizes that the proposed actions attributable to or involving the City have not been costed out and their implications on work programs has not been determined.

Prior to implementation of any action requiring City resources, Council will be provided with specific cost and work program information, and their approval will be required.



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

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Emilie Adin, MCIP Director, Climate Action, Planning and Development	File:	13.2630.09
		Item #:	2022-530

### Subject: New Westminster Homelessness Action Strategy

#### RECOMMENDATION

**THAT** Council endorse in principle the attached New Westminster Homelessness Action Strategy.

#### **PURPOSE**

To seek Council endorsement in principle for the attached New Westminster Homelessness Action Strategy (2022), which provides a five-year vision and plan for addressing homelessness and related issues.

#### **SUMMARY**

The New Westminster Homelessness Action Strategy incorporates a five-year vision and plan for addressing homelessness and related issues. It contains 46 actions that meet the diverse needs of the unsheltered and precariously housed; ensuring that facilities, programs, services and supports are responsive to those needs, and that barriers to access are eliminated or significantly reduced.

In consultation with the New Westminster Homelessness Coalition Society, a Homelessness Action Strategy Working Group was established in fall 2021. It met on five occasions. The working group was comprised of representatives with a mandate or an interest to address homelessness. The City partnered with the Community Action Network (CAN), which comprises leaders with lived and living experience of homelessness and poverty, and the University of British Columbia (UBC) School of Community and Regional Planning to develop the new Strategy. The Strategy was informed by case study research. More specifically, eight Canadian and two American municipalities were reviewed as to their homelessness plans and best practices. Particular attention was paid to inclusive methods of engagement, promising approaches to addressing homelessness, and collaborative implementation frameworks. Of these ten case studies, the Cities of Burnaby and Victoria are highlighted in the Strategy as to lessons learned.

The Strategy was also informed by an extensive community consultation process. This included but was not limited to: people with lived and living experience of homelessness and poverty; faith-based and non-profit service providers; provincial ministry officials; business and resident interests; and the general public. In total, over 450 people were engaged throughout the process. This is a high number especially given that the entire engagement process took place during the COVID-19 pandemic.

The Strategy, based on the research and engagement, and with the support of the Working Group, contains the following vision. It is a future:

- where all residents can locate affordable and secure housing;
- where there is an adequate income and opportunities for employment, including supported, to maintain one's housing; and,
- where there are services and supports to assist the unsheltered and precariously housed, and to address underlying issues which may jeopardize one's housing.

The Strategy contains 46 actions which are organized according to the following five categories:

- Coordination and Partnership
- Shelter, Housing and Tenant Support
- Income, Employment and Financial Literacy
- Services and Supports
- Communication, Engagement and Involvement

Regarding implementation of the Strategy, the City and the Homelessness Coalition Society will take primary responsibility. To this end, the Coalition will establish a Homelessness Action Strategy Implementation Working Group, which will be co-chaired by the City and the Coalition. This body will include a diverse membership, including people with lived and living experience of homelessness and poverty, and have the following responsibilities:

- inform updates related to the Homelessness Needs Assessment;
- develop an annual Action Plan based on the actions as contained in the Strategy;
- inform the implementation of specific actions; and,
- inform monitoring and reporting related to the implementation of the Strategy.

City staff will resource the Working Group.

With guidance from the Working Group, City staff will prepare an annual monitoring report to share with Council and other interested public and non-profit bodies. This report will summarize key indicators related to homelessness. It will also provide a progress update on implementing the annual Action Plan; indicating for each action item whether it was achieved fully, partially or not at all. If partially or not at all, reason(s) will be stated (e.g., inability to involve key community partners, lack of resources, etc.).

The Homelessness Action Strategy Implementation Working Group will meet three times during fall 2022, and will prepare an Action Plan for 2023. This Action Plan is intended to be presented to Council in December 2022 or January 2023, and will include specific costing information related to recommended actions and implications for staff work programs. The City and the Working Group will apply for funding and grants for recommended actions that necessitate collaboration and partnership with the senior levels of government.

### **FINANCIAL IMPLICATIONS**

Staff is recommending that Council endorse in principle the Homelessness Action Strategy. This recognizes that the proposed actions attributable to or involving the City have not been costed out and their implications on work programs have not been determined.

### **OPTIONS**

There are two options for consideration:

- 1. That Council endorse in principle the attached New Westminster Homelessness Action Strategy.
- 2. That Council provide staff with other direction.

Staff recommends option 1

#### **ATTACHMENTS**

Attachment 1: Staff Memo Attachment 2: Background Attachment 3: New Westminster Homelessness Action Strategy (2022)

# **APPROVALS**

This report was prepared by: Emily Huang, Affordable Housing Planning Analyst

This report was reviewed by: John Stark, Acting Manager of Planning

This report was approved by:

Serena Trachta, Acting Director of Climate Action, Planning and Development Lisa Spitale, Chief Administrative Officer



Attachment 1 Staff Memo

# Corporation of the City of NEW WESTMINSTER

# ΜΕΜΟ

Climate Action, Planning and Development

Το:	Serena Trachta, Acting Director of Climate Action, Planning and Development	Date:	July 11, 2022		
From:	John Stark, Supervisor of Community Planning	File:	13.2630.09		
		Item #:	[Report Number]		
Subject:	New Westminster Homelessness Action Strategy				

#### RECOMMENDATION

**THAT** Council endorse in principle the attached New Westminster Homelessness Action Strategy.

### PURPOSE

To seek Council endorsement in principle for the attached New Westminster Homelessness Action Strategy (2022), which provides a five-year vision and plan for addressing homelessness and related issues.

### **SUMMARY**

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The Strategy was informed by case study research. More specifically, eight Canadian and two American municipalities were reviewed as to their homelessness plans and best practices. Particular attention was paid to inclusive methods of engagement, promising approaches to addressing homelessness, and collaborative implementation frameworks. Of these ten case studies, the Cities of Burnaby and Victoria are highlighted in the Strategy as to lessons learned.

The Strategy was also informed by an extensive community consultation process. This included but was not limited to: people with lived and living experience of homelessness and poverty; faith-based and non-profit service providers; provincial ministry officials; business and resident interests; and the general public. In total, over 450 people were engaged throughout the process. This is a high number especially given that the entire engagement process took place during the COVID-19 pandemic.

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- Coordination and Partnership
- Shelter, Housing and Tenant Support
- Income, Employment and Financial Literacy
- Services and Supports
- Communication, Engagement and Involvement

Regarding implementation of the Strategy, the City and the Homelessness Coalition Society will take primary responsibility. To this end, the Coalition will establish a Homelessness Action Strategy Implementation Working Group, which will be co-chaired by the City and the Coalition. This body will include a diverse membership, including people with lived and living experience of homelessness and poverty, and have the following responsibilities:

- inform updates related to the Homelessness Needs Assessment;
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- inform the implementation of specific actions; and,
- inform monitoring and reporting related to the implementation of the Strategy.

City staff will resource the Working Group.

With guidance from the Working Group, City staff will prepare an annual monitoring report to share with Council and other interested public and non-profit bodies. This report will summarize key indicators related to homelessness. It will also provide a progress update on implementing the annual Action Plan; indicating for each action item whether it was achieved fully, partially or not at all. If partially or not at all, reason(s) will be stated (e.g., inability to involve key community partners, lack of resources, etc.).

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### **FINANCIAL IMPLICATIONS**

Staff is recommending that Council endorse in principle the Homelessness Action Strategy. This recognizes that the proposed actions attributable to or involving the City have not been costed out and their implications on work programs have not been determined.

### **OPTIONS**

There are two options for consideration:

- 1. That Council endorse in principle the attached New Westminster Homelessness Action Strategy.
- 2. That Council provide staff with other direction.

Staff recommends option 1.

### **ATTACHMENTS**

Attachment 1: New Westminster Homelessness Action Strategy (2022)

# APPROVALS

This memo was prepared by: Emily Huang, Affordable Housing Planning Analyst

This memo was reviewed by: John Stark, Supervisor of Community Planning

This memo was approved by: Serena Trachta, Acting Director, Climate Action, Planning and Development



Attachment 2 Background

# BACKGROUND

#### Need for a New Strategy

The City's first Homelessness Action Strategy was developed in 2006, and provided a five-year vision and plan for addressing homelessness and other social issues in New Westminster. As part of Strategy development, a Homelessness Coalition was established to assist with implementation, monitoring and reporting. In 2012, the Coalition became a Society, and operated at more of an arm's length relationship from the City. During the next five years, the Coalition developed a series of action plans, some in collaboration with the City, and undertook initiatives to address the basic needs of the unsheltered and to raise public awareness about the issue of homelessness.

By 2016, new challenges were emerging, which started to reverse some of the gains made in addressing unsheltered homelessness, including a housing affordability crisis and an opioid epidemic. In 2019, the City and the Coalition decided that there was a need for a new Strategy to address homelessness. Work commenced on a Needs Assessment to inform the Strategy; however, it was paused in March 2020 as a result of the COVID-19 pandemic. In spring 2021, the City completed work on the Needs Assessment, which documented statistical information on the unsheltered and the precariously housed. In fall 2021, work commenced on a new Strategy, incorporating a five-year vision and plan to address homelessness and other social issues in New Westminster.

#### **Homelessness Situation**

Since the early-2000s, the City has been actively involved in addressing homelessness. It was one of the first municipalities in the Province to develop a Strategy in response to this issue, and one of the first to establish a Homelessness Coalition of diverse interests to work towards Strategy implementation. The City and the Coalition, in collaboration with BC Housing, and through the development of new emergency shelter capacity and supportive housing, reduced unsheltered homelessness by 53% between 2008 and 2014.

By 2016, the housing affordability crisis became acute, and the practice of 'renovictions,' in which tenants are evicted under the guise of performing major renovations, became commonplace. By 2019, it is estimated that there were upwards of 300 renovictions in New Westminster. During this period, opioid usage reached epidemic proportions. As a result, these and other challenges started to reverse some of the gains in addressing unsheltered homelessness.

On March 3 and 4, 2020, the Regional Homeless Count was conducted and enumerated 52 unsheltered and 71 sheltered homeless in New Westminster. On March 18, 2020, the Province declared a Provincial Health Emergency related to COVID-19. This emergency evolved into a pandemic, and had significant impacts on unsheltered homelessness in New Westminster, and across British Columbia. Contributing factors included physical distancing requirements which limited emergency shelter capacity; employment and income disruption, particularly amongst lower-paid service workers; and reluctance by family members and friends to accept unsheltered and precariously housed people into their homes due to fear of virus transmission.

In September 2020, City staff reached out to service providers with a mandate to address homelessness in New Westminster. These service providers, based on their interactions and observations, believe that the number of unsheltered homeless, including those who are 'couch surfing,' is likely three to four times the pre-pandemic number.

# **ANALYSIS**

### Importance of Partnership and Coordinated Action

The City recognizes the importance of partnership and coordinated action in addressing homelessness. To this end, the City partnered with the New Westminster Homelessness Coalition Society, which includes over 20 faith-based and non-profit organizations with a mandate or an interest to address homelessness.

The City also partnered with the UBC School of Community and Regional Planning, and engaged three of their graduate level students who assisted in all aspects of Strategy development, including research and engagement. The City also engaged the Community Action Network (CAN), which is comprised of leaders with lived and living experience of homelessness and poverty. CAN leaders played a pivotal role by ensuring that the engagement was accessible and inclusive of the unsheltered and precariously housed, and that the actions were responsive to their diverse needs.

### **Establishment of Working Group**

In consultation with the New Westminster Homelessness Coalition Society, a Homelessness Action Strategy Working Group was established in fall 2021. It met on five occasions and was comprised of representatives with a mandate or an interest to address homelessness, including from the City, business associations, faith-based and non-profit organizations, resident groups, the senior levels of government, and UBC students. The participation of CAN leaders were seen as subject matter experts. The principal responsibilities of Working Group members were to:

- represent their area of interest, organization and/or population served;
- share their experience, knowledge and perspectives;
- contribute to discussions and be respectful of the contributions of others;
- identify gaps and needs, and areas for further research;
- think creatively and collaboratively;
- suggest actions to address identified issues; and,
- review and sign-off on the final Strategy, including the Action Plan.

#### Case Study Research

The Strategy was informed by case study research. More specifically, eight Canadian and two American municipalities were reviewed as to their homelessness plans and strategies to learn about best practices, with particular attention to inclusive methods of engagement, promising approaches to addressing homelessness, and collaborative implementation frameworks. Of these case studies, the Cities of Burnaby and Victoria are highlighted in the Strategy as to lessons learned.

#### **Community Engagement Process**

The Strategy was informed by an extensive community engagement process. This included but was not limited to: people with lived and living experience of homelessness and poverty; faith-based and non-profit service providers, provincial ministry officials; business and resident interests; and the general public.

The UBC graduate level students and CAN leaders were integrally involved in both informing and conducting the community engagement process. Of significance, emphasis was placed on engaging typically under-represented sub-populations of the unsheltered and precariously housed, or those whose voice is seldom heard, including immigrants, refugees and racialized community members, Indigenous peoples, LGBTQ2S+ individuals, seniors (55+), women, and youth and young adults (under 25).

In total, over 450 people were engaged throughout the process. This is a high number especially given that the entire community engagement process took place during the COVID-19 pandemic.

#### **Engagement Outcomes**

#### People with Lived and Living Experience of homelessness

People with lived and living experience of homelessness shared the following comments, insights and suggestions, which have been grouped and summarized for ease of reference:

- that they generally feel accepted and welcome in New Westminster and that they can better meet their needs than in other municipalities;
- that they often feel unsafe, particularly near SkyTrain stations, and that they have difficulty accessing public toilets, especially at night;
- that they sometimes feel judged when using facilities and services, and that there are other barriers which limit access to and use of them;
- that they have been significantly impacted by the COVID-19 pandemic, with many stating that they felt isolated or lonely;
- that there is a need for more supportive housing, which provides longer-term solutions to homelessness, and enhanced access to mental health and substance use services; and,

• that many hope to obtain secure employment and affordable housing, and feel part of the community and valued as people.

#### Faith-Based and Non-Profit Service Providers and Provincial Ministry Officials

Faith-based and non-profit service providers and provincial ministry officials shared the following comments, insights and suggestions, which have been grouped and summarized for ease of reference:

- that unsheltered homelessness is on the increase with contributing factors being the COVID-19 pandemic, the housing affordability crisis and the opioid epidemic;
- that facilities and services for the unsheltered are under-funded, and that this creates barriers to access, including long waitlists and wait times;
- that the stigma associated with being homeless is a barrier to accessing supports, and that associated misinformation contributes to community opposition to addressing this issue, including related to new supportive housing;
- that the pandemic has significantly impacted faith-based and non-profit organizations, and contributed to staff and volunteer burn-out, which has created recruitment and retention issues;
- that there is a need for additional emergency shelter capacity and supportive housing which meets the diverse needs of the unsheltered; and,
- that there is a need for enhanced mental health and substance use services, expanded outreach capacity, and a 24/7 resource centre or hub.

#### Business and Resident Interests

Business and resident association representatives shared the following comments, insights and suggestions, which have been grouped and summarized for ease of reference:

- that there is concern about the increasing presence of human waste, mental health issues, public drug use and intoxication, and squatting and the potential for fires;
- that there is frustration with calling the police non-emergency line and a request for one number to access all City services, and that this number be operational 24/7 and that it not be a recording;
- that there are misconceptions about homelessness, and the need for a communications campaign to address them;
- that there is a need for enhanced communication and information with regard to what the City is doing to address homelessness and other social issues;
- that there is an interest in being part of the solution, including an ideas booklet which would include donation, sponsorship and volunteer opportunities; and,
- that there is a need for enhanced access to laundry services, personal storage and public toilets, possibly as part of a 24/7 resource centre or hub, and additional emergency shelter capacity and supportive housing.

#### Community Members

Community members, as part of a survey, shared the following comments, insights and suggestions, which have been grouped and summarized for ease of reference: Of note, 23 respondents identified themselves as a business owner in New Westminster.

- That the most often cited concerns or issues are:
  - mental health and substance use (36.1%);
  - homeless encampments and squatting (22.5%);
  - potential for fires as the unsheltered try to stay warm (19.0%);
  - o presence of human waste (11.2%); and,
  - o garbage and litter associated with takeaway meals (6.1).<sup>1</sup>
- That the most often cited actions to address homelessness are:
  - increase access to mental health supports (51.9%);
  - develop more affordable housing (37.5%)
  - increase enforcement, including related bylaws and policing (35.4%);
  - enhance drop-in programming, including 24/7 (31.6%), and,
  - increase access to substance use services (28.3%).<sup>2</sup>
- That the most often cited actions that businesses and residents can take to make a difference or be part of the solution in addressing homelessness are:
  - advocate for additional supports (40.4%);
  - make a donation to an organization addressing homelessness (39.1%);
  - help reduce stigma and misinformation (37.9%);
  - o volunteer at a program or an emergency shelter (32.7%); and,
  - share resource information with the unsheltered (29.4%).<sup>3</sup>
- That about a third of respondents (33.7%) reported that a family member or friend had experienced homelessness or been at extreme risk of homelessness.

#### DISCUSSION

#### **Proposed Vision**

The Homelessness Action Strategy incorporates the following vision. It is a future:

- where all residents can locate affordable and secure housing;
- where there is an adequate income and opportunities for employment, including supported, to maintain one's housing; and,
- where there are services and supports to assist the unsheltered and precariously housed, and to address underlying issues which may jeopardize one's housing.

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<sup>&</sup>lt;sup>1</sup> Survey respondents could only identify one concern.

<sup>&</sup>lt;sup>2</sup> Survey respondents could identify up to three actions. As such, the total does not equal 100.0%.

<sup>&</sup>lt;sup>3</sup> Survey respondents could identify up to three actions. As such, the total does not equal 100.0%.

It reinforces the sentiment that "everyone needs a home and everyone needs to belong."

#### **Proposed Actions for Addressing Homelessness**

The proposed actions are based on a review of the Homelessness Needs Assessment, the case study research and the community engagement process. Regarding the latter, instrumental roles were played by the Homelessness Action Strategy Working Group, the UBC graduate level students and the CAN leaders.

The proposed actions build on this vision, and the three components addressed within it. In total, there are 46 actions, from immediate- and short-term ones that can be achieved with minimal resources and build traction and momentum, to longer-term ones that require significant resources, and necessitate collaboration and partnership with the senior levels of government. The actions are organized according to the following five categories:

- Coordination and Partnership
- Shelter, Housing and Tenant Support
- Income, Employment and Financial Literacy
- Services and Supports
- Communication, Engagement and Involvement

Collectively, the actions are intended to meet the diverse needs of the unsheltered and precariously housed; ensuring that facilities, programs, services and supports are responsive to those needs, and that barriers to access are eliminated or significantly reduced.

#### **Regional Coordination related to Homelessness**

The Strategy recognizes that homelessness is a provincial and regional issue, and that homelessness can be transitory. As such, it recognizes that municipal approaches in addressing homelessness are limited in their effectiveness. To this end, it includes the following proposed action:

 That the City advocate that the Province mandate that municipalities have Homelessness Plans (similar to Housing Needs Reports) and that Regional Districts be given more responsibility for the coordination of such plans across municipalities, including tying senior government funding decisions to municipal responsiveness.

#### Implementation and Monitoring

The Homelessness Action Strategy Implementation Working Group will prepare an annual Action Plan based on the Strategy. The selected actions will be implementable based on the Working Group's membership and available resources. In some cases, the membership will be augmented or a task group established to address a specific action. The selected actions will also facilitate collaboration between member organizations; result in tangible benefits to those who are unsheltered and precariously housed; and build momentum, commitment and a sense of ownership. A key consideration will be to raise community awareness regarding homelessness and its underlying causes as a means of building support for the Strategy and its implementation, and to reduce the stigma and misinformation associated with homelessness.

#### Involvement of the Senior Levels of Government

The senior levels of government have an important role to play, as they are best positioned to reduce systemic barriers which may be contributing to homelessness and funding new supportive and non-market housing which provides longer-term solutions to addressing homelessness. They are also essential in enhancing quality of life of those who are unsheltered or precariously housed, including related to emergency shelters; food security programming; health services; and outreach, advocacy and referral.

#### **Monitoring and Evaluation**

The City will continue to update the Homelessness Needs Assessment, including a complete update every three years in association with the Metro Vancouver Regional Homeless Count. This work will determine if homelessness is improving, deteriorating or staying the same, while providing evidence as to the effectiveness of selected actions or interventions.

City staff, in collaboration with the Homelessness Action Strategy Implementation Working Group will prepare an annual report update to Council. It will summarize key indicators related to homelessness and the progress in implementing the annual Action Plan.

#### **INTER-DEPARTMENTAL COLLABORATION**

The Community Planning Section of the Climate Action, Planning and Development (CAPD) Department has engaged the Integrated Services Division of the CAPD Department and Police as part of the Homelessness Action Strategy Working Group, and provided updates to the New Westminster Inter-Departmental Working Group on Homelessness, which includes representation from a variety of City Departments.

#### **FINANCIAL IMPLICATIONS**

Staff is recommending that Council endorse in principle the Homelessness Action Strategy. This recognizes that the proposed actions attributable to or involving the City have not been costed out and their implications on work programs have not been determined. If Council endorses in principle the Strategy, the Homelessness Action Strategy Implementation Working Group will meet three times during fall 2022, and will prepare an Action Plan for 2023. This Action Plan is intended to be presented to Council in December 2022 or January 2023, and will include specific costing information related to recommended actions and implications for staff work programs, The City and the Working Group will apply for funding and grants for recommended actions that necessitate collaboration and partnership with the senior levels of government.





## New Westminster Homelessness Action Strategy





### Message From Mayor And Council

City Council is committed to addressing the issue of homelessness and ensuring that the city's unsheltered are accommodated, and have access to services and supports to address their varied needs. To do this, there is a need for a vision and strategy, specific actions, and collaboration and partnership amongst all those with a mandate or interest to address homelessness. Let's work to ensure that everyone has a home, that everyone feels a sense of belonging, and that everyone is supported by the larger community.



## Acknowledgements

The development of the Homelessness Action Strategy would not have been possible without the commitment and dedication of the Homelessness Action Strategy Working Group, who met on a monthly basis to inform and oversee its preparation.

It would also not have been possible without the involvement of the Community Action Network, who are leaders with lived and living experience of homelessness and poverty that have taken training to be better self-advocates and to ensure that City plans, policies and strategies are responsive to the needs of all community members. Additionally, it would not have been possible without the involvement of the three graduate level students from the UBC School of Community and Regional Planning, who contributed their considerable energy, knowledge, skills and time.

Many others were involved throughout the extensive engagement process, and your commitment and dedication to addressing homelessness is truly appreciated and commendable. Only through collective action is there a hope of resolving this issue, and ensuring that everyone has a place to call home and a community in which to belong.

For more information on those who contributed to the development of the Strategy, please refer to attachment #1.

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.

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## **Executive Summary**

Since the early-2000s, the City of New Westminster (City) has been actively involved in addressing homelessness. It was one of the first municipalities in the Province to develop a Strategy in response to this issue, and one of the first to establish a Homelessness Coalition of diverse interests to work towards Strategy implementation. The City and Coalition, in collaboration with BC Housing, and through the development of new shelter capacity and supportive housing, reduced unsheltered homelessness by 53% between 2008 and 2014.

The above referenced Strategy was developed in 2006, and provided a five-year vision and plan for addressing homelessness in New Westminster. In 2012, the Coalition became a Society, and operated at more of an arm's length relationship from the City. During the next five years, the Coalition developed a series of action plans, some in collaboration with the City, and undertook initiatives to address the basic needs of the unsheltered and to raise public awareness about the issue of homelessness.

By 2018, new challenges were emerging, which started to reverse some of the gains made in addressing unsheltered homelessness, including a housing affordability crisis and an opioid epidemic. In 2019, the City and the Coalition decided that there was a need for a new Strategy to address homelessness. Work commenced on a Needs Assessment to inform the Strategy; however, it was paused in March 2020 as a result of the COVID-19 pandemic, which further aggravated the homelessness situation. In spring 2021, the City completed work on the Needs Assessment, which documented statistical information on the unsheltered and precariously housed. In fall 2021, work commenced on a new Strategy, incorporating a five-year vision and plan.

The Strategy recognizes the importance of partnership and coordinated action in addressing homelessness. To this end, the City partnered with the Coalition and established a Working Group, which was comprised of those with a mandate or interest to address homelessness. The City also partnered with the UBC School of Community and Regional Planning, and engaged three of their graduate level students who assisted in all aspects of Strategy development, including research and engagement. The Community Action Network (CAN), which is comprised of leaders with lived and living experience of homelessness and poverty played a pivotal role by ensuring that the engagement was accessible and inclusive of the unsheltered, and that the actions were responsive to their diverse needs.

Based on the research and engagement process, 46 actions emerged, which are grouped according the following five categories:

- Coordination and Partnership
- Shelter, Housing and Tenant Support
- Income, Employment and Financial Literacy
- Services and Supports
- Communication, Engagement and
   Involvement

# Introduction

Homelessness is one of the most pressing issues facing municipalities across Metro Vancouver and the Province, and New Westminster is no exception.

In the past, homelessness was thought of as an issue which primarily impacted Caucasian males between the ages of 25 an 44 years. However, as municipalities diversify and evolve, so too does the unsheltered population, and facilities, programs, services and supports must respond and adapt in order to meet the unique needs of different sub-populations of the unsheltered. These sub-populations include but not limited to: families, new immigrants, refugees, seniors, women, youth, BIPOC and racialized community members, LGBTQ2S+ individuals, and those with disabilities.

The 2022 Homelessness Action Strategy provides a five-year vision and plan for addressing homelessness in New Westminster. More specifically, it incorporates a vision of a desired future:

- where all residents can locate affordable and secure housing;
- where there is an adequate income and opportunities for employment, including supported, to maintain one's housing; and,
- where there are services and supports to assist the unsheltered and precariously housed,

It reinforces the sentiment that "everyone needs a home and everyone needs to belong."

The action plan builds on this vision, and the three components addressed within it. In total, it incorporates 46 actions, from immediate- and short-term ones that can be achieved with minimal resources and build traction and momentum, to longer-term ones that require significant resources, and necessitate collaboration and partnership with the senior levels of government. Collectively, the actions are intended to meet the diverse needs of the unsheltered; ensuring that facilities, programs, services and supports are responsive to those needs, and that barriers to access are eliminated or significantly reduced.

The Strategy embraces the approach of "planning with and not for the unsheltered and precariously housed." To this end, the Community Action Network (CAN), which is comprised of leaders with lived and living experience of homelessness and poverty, were represented on the Working Group; informed the Engagement Framework and assisted in its implementation; and took part in discussions related to action plan development. CAN leaders will also play an important role in Strategy implementation, monitoring and reporting.

# Background

Between 2002 and 2008, the unsheltered homeless population increased by 118% in New Westminster. Starting in 2005, the City undertook a number of actions, including developing a Homelessness Needs Assessment and Strategy, establishing a Homelessness Coalition, and partnering with BC Housing on the development of 28 emergency shelter beds and 84 transitional and supportive housing units. These actions and others made a significant difference. Between 2008 and 2014, the unsheltered homeless population decreased by 53%.

In 2012, the Coalition, which assisted with the development of the Strategy, became a Society, and operated at more of an arms-length relationship from the City. During the next five years, the Coalition developed a series of action plans, some in collaboration with the City, and undertook initiatives to address the basic needs of the unsheltered and to raise public awareness about the issue of homelessness.

City and Coalition actions to address homelessness during this period included but were not limited to:

#### CITY

- Providing a City Partnership Grant to assist with the administrative costs of the Coalition
- Coordinating and annually updating an Extreme Weather Response Plan
- Developed a Tenant Relocation Policy, which applies in situations where purposebuilt market rental housing is subject to redevelopment
- Funding the administrative costs of the New Westminster Rent Bank Program
- Partnered with BC Housing on the development of 44 modular supportive housing units for women with a history of homelessness
- Prepared a Food Security Action Plan and provided funding to the Coalition with regard to its implementation
- Prepared and regularly update 'Helping Hand' and 'Survival Guide' brochures, which list community and social service organizations
- Working closely with faith-based and non-profit organizations to address the complex needs of the unsheltered and precariously housed.

#### COALITION

- Advocating for enhanced housing, services and supports for the unsheltered, including the reinstatement of funding related to homeless outreach, referral and advocacy
- Hosting Homelessness Action Week activities to address the needs of the unsheltered and to raise public awareness about homelessness
- Holding Homelessness Connect Days where the unsheltered can access an array of community-based services and supports
- Implementing the Food Security Action Plan
- Operating the award-winning "I's on the Street" micro-street cleaning project which provides supported employment to the unsheltered and those living with mental illness, while addressing business and resident concerns related to community cleanliness.

By 2018, new challenges were emerging, which started to reverse some of the gains made in addressing unsheltered homelessness, including a housing affordability crisis and an opioid epidemic. In 2019, the City and the Coalition decided that there was a need for a new Strategy to address homelessness. Work commenced on a Needs Assessment to inform the Strategy; however, it was paused in March 2020 as a result of the COVID-19 pandemic. During the ensuing year, the City established a COVID-19 At-Risk and Vulnerable Populations Task Force, which has accessed close to \$875,000 in foundation and senior government funding, with another about \$625,000 pending, to address the pandemic related needs of the unsheltered and precariously housed.

While the pandemic marked unprecedented collaboration between the City, the Coalition and faith-based and nonprofit organizations, it also saw a marked increase in unsheltered homelessness. Based on the March 2020 Regional Homeless Count, which was conducted just prior to the onset of the pandemic, 52 unsheltered and 71 sheltered homeless were counted in New Westminster. In September 2020, City staff reached out to service providers with a mandate to address homelessness in New Westminster. These service providers, based on their interactions and observations, believe that the number of unsheltered homeless, including those who are 'couch surfing,' is likely three to four times the pre-pandemic number.

In spring 2021, the City completed work on the Needs Assessment, which documented statistical information on the unsheltered and precariously housed. In fall 2021, the City, in consultation with the Coalition, established a Working Group comprised of representatives with a mandate or interest to address homelessness, and in conjunction with the Community Action Network and the UBC School of Community and Regional Planning, commenced work on a new Strategy.

#### WHAT DOES IT MEAN TO BE HOMELESS?

Although the traditional view of homelessness might be one of someone living in a tent or residing in a shelter, homelessness is more encompassing than this traditional view. According to the Homeless Hub: homelessness is the situation of an individual, family, or community without stable, safe, permanent, appropriate housing, or the immediate prospect, means and ability of acquiring it. Therefore, this encompasses not just people who are on the street or in a shelter, but also people in arrangements such as 'couch surfing' and living temporarily with family or friends.



## Developing The Strategy

#### **3.1 NEEDS ASSESSMENT**

In spring 2021, the City completed work on the Needs Assessment. The purpose of the Assessment was to inform the Homelessness Action Strategy, particularly with regard to the identification of needs and gaps and the development of proposed actions. Its other purposes included: assisting faith-based and non-profit organizations to develop and implement interventions to address the needs of the unsheltered or to respond to the impacts of homelessness; and to make the case for foundation and senior government funding in support of identified interventions.

As a result of the COVID-19 pandemic, and its associated impacts on homelessness, including a three to four times increase in unsheltered homelessness, there is a need to update the Needs Assessment to better reflect the current reality. There is also a need to update it on a more frequent basis, including after the release of each Regional Homeless Count, which are conducted every three years, with the next one scheduled for March 2023.

#### 3.2 CASE STUDY RESEARCH

Many other municipalities, both near and far, have developed homelessness plans and strategies in the past decade, and a review was conducted to learn about best practices, with specific attention to inclusive methods of engagement, promising approaches to addressing homelessness, and collaborative implementation frameworks. To this end, eight Canadian and two American municipalities were reviewed.



Burnaby, BC - Home, 2021-2031 Victoria, BC - Community Plan to End Homelessness, 2019 - 2024 Edmonton, AB - A Place to Call Home, 2017 Kamloops, BC - Reaching Home, 2019-2024 Richmond, BC - Homelessness Strategy, 2019-2029 Vancouver, BC - A Home for Everyone, 2012 - 2021

North Vancouver, BC (City & District) - Poverty Reduction Plan, 2021 - 2031 Portland, OR - Home Again, 2005 - 2015 Seattle, WA Pathways Home, 2016 Kelowna, BC - The Journey Home Strategy, 2018

Based on the review, the plans and strategies engaged a diverse range of interests, including people with lived and living experience of homelessness. This diversity was seen as important to ensuring that actions and interventions were responsive, and that barriers to access were considered and addressed. It also emphasized the need to meet the unsheltered where they are comfortable and have a relationship. Given that most of the plans and strategies were pre-pandemic, some of the inclusive approaches to engagement could not be easily replicated or needed to be modified.

With regard to promising approaches to addressing homelessness, consideration was given as to whether they would be applicable to the context of New Westminster. Many municipalities have emphasized a housing first approach, whereby stable housing is seen as a first step towards transitioning people out of the cycle of homelessness and poverty. This approach is very much informing this Strategy, with its emphasis on developing new supportive and non-market housing.

Another promising approach, often in association with housing first, is emphasizing systems change. This approach addresses the causes, instead of the symptoms, of an issue by taking a holistic and systemic perspective. It takes an 'upstream' approach in which investments address the underlying causes of homelessness such as childhood trauma, domestic violence and relationship breakdown, inadequate income and shelter assistance rates, limited access to mental health and substance use supports, lack of affordable housing, etc. This approach goes beyond the municipal context and is reliant on the senior levels of government, and is evident in this Strategy, with its emphasis on early intervention and prevention.

Given the many contributing factors to homelessness and its pervasive and transitory nature, most of the plans and strategies include collaborative implementation frameworks, which recognize that no one level of government can address this issue on its own. Such frameworks also recognize the jurisdictional and taxation limitations of municipalities, and the fact that homelessness is a regional issue in which municipalities have to coordinate their actions and interventions to be effective. As such, the Strategy includes a number of actions which are based on advocacy to, and collaboration and partnership with the senior levels of government.

Why do we focus most of our resources on assisting people after they have become homeless and so little on preventing them from becoming homeless in the first place?

- Key Informant Interview

#### CASE STUDY PROFILE #1: CITY OF BURNABY

#### HOUSING AND HOMELESSNESS STRATEGY ("THE HOME STRATEGY"), 2021-2031

The City of Burnaby's 'HOME' Strategy, the first of its kind in the municipality, engaged a diverse group of community members. It focuses on both housing and homelessness issues as they are interconnected. In developing the Strategy, four themes were kept front of mind - reconciliation, diversity, affordable living, and the right supply. It identifies key areas of local need, such as housing for under-represented groups, including but not limited to: Indigenous peoples, refugees, women fleeing abuse, and youth.

#### **Relevance to New Westminster**

The Strategy centres the voices of those with lived and living experience of homelessness, especially for under-represented groups that are commonly not heard in decision making. Its goals and strategies are categorized as follows:

- Preventing pathways into homelessness
- Supporting pathways out of homelessness
- Contributing to continued collaboration and coordination among homeless serving partners

#### CASE STUDY PROFILE #2: CITY OF VICTORIA

#### COMMUNITY PLAN TO END HOMELESSNESS IN THE CAPITAL REGION, 2019-2024

The City of Victoria's 'Community Plan to End Homelessness in the Capital Region' is a five-year plan to address homelessness. Homelessness is highlighted as one of the critical issues impacting the region, with the 2018 Point in Time Homeless Count revealing that at least 1,525 people were un-housed. It engaged service providers, Indigenous peoples, and individuals with lived and living experience of homelessness. It includes five key community-based outcome areas and their associated goals and objectives. These outcome areas will guide investments in housing and services over the next five years.

#### **Relevance to New Westminster**

The Plan structured its engagement through a coalition and working group, and highlights the importance of engaging people with lived and living experience of homelessness. It includes their voices, and recognizes their diverse needs, and ensures that goals and objectives are responsive to them. It also emphasizes systems change, a regional approach to addressing homelessness, and the need for collaboration and partnership.

#### 3.3 COMMUNITY ENGAGEMENT PROCESS

The Strategy is mindful of the desire to meet the diverse needs of the unsheltered, ensuring that facilities, programs, services and supports are responsive, and that barriers to access are eliminated or significantly reduced. To this end, an Engagement Framework was developed to inform the community engagement process and to ensure that diverse voices and experiences, especially from under-represented groups, are actively solicited.

It is far more cost-effective to keep someone housed than it is to address their needs on the street, including medical expenses, paramedic and police charges, shelter costs, etc it is also more compassionate.

- Community Survey Respondent

#### **3.3.1 ENGAGEMENT FRAMEWORK**

The Engagement Framework identified a diverse range of interests to inform the Strategy, including people with lived and living experience of homelessness, faith-based and non-profit service providers, provincial ministry officials, business and resident interests, and the general public.

ENGAGEMENT ACTIVITY	PARTICIPANTS
Homelessness Action Week	People with Lived and Living Experience of Homelessness
Focus Groups	Business and Resident Associations
Working Group	Organizations with a Mandate to Address Homelessness
Key Informant Interviews	Government, Housing and Social Services
Surveys (In-Person and Phone)	Community-at-Large
Community Conversation on Homelessness Event and Related Survey	Community-at-Large
Action Plan Development	City Staff, UBC Students, Community Action Network Leaders

#### Total: Approximately 450 individuals

#### **PEOPLE WITH LIVED AND LIVING EXPERIENCE OF HOMELESSNESS**

Homeless counts and homeless surveys tend to be dominated by males (73% based on the 2020 Regional Homeless Count) and those who are between the ages of 25 and 54 (67%), live alone (83%) and who are white (79%). This is a reflection that these groups and populations are aware of and are more likely to utilize facilities, programs, services and supports for the unsheltered. Of note, homeless counts and homeless surveys tend to be conducted in such locations.

All homeless counts under-report the true extent of homelessness, particularly by certain groups and populations, including immigrants and refugees (14%), racialized communities (21%), seniors (24%)<sup>1</sup>, youth (9%) and women (25%), as well as those identifying as LGBTQ2S+ (11%). These groups and populations tend to live temporarily with family and friends, and are often referred to as "couch surfers" or the "hidden homeless." Indigenous peoples (33%) are over-represented among the unsheltered yet their perspectives and voices tend to be under-represented.

There are various barriers to these under-represented groups and populations accessing facilities, programs, services and supports, including accessibility, adaptability, age, appropriateness, culture, language, safety, and sexual orientation. As such, they have diverse and unique needs which are often not reflected in facilities, programs, services and supports for the unsheltered.

Given the above, most homeless plans and strategies, including those reviewed as part of the case study research, conduct focused engagement with these under-represented groups and populations, as well as others. This ensures that their diverse and unique needs are documented, that their barriers to access are understood, and that the proposed actions or interventions are appropriate and responsive. Most significantly, they are provided with a voice, instead of others speaking on their behalf.

<sup>1.</sup> People who are homeless demonstrate signs of aging earlier than those who are securely housed, and, as such, a homeless senior is defined as someone who is 55 years or older.

To this end, City staff, in consultation with Community Action Network leaders and the UBC School of Community and Regional Planning students, conducted key informant interviews, focused discussions, and surveys with the following groups. Regarding the surveys, some were conducted by faith-based and non-profit service providers who had a relationship and trust with the respondents:

- Immigrants, Refugees and Racialized Communities
- Indigenous Peoples<sup>2</sup>
- LGBTQ2S+ Individuals
- Seniors (55+)
- Women
- Youth and Young Adults (Under 25)

In total, 50 people with lived and living experience of homelessness were involved in the community consultation process.

#### COMMUNITY ACTION NETWORK LEADERS

The Community Action Network (CAN) leaders, who have lived and living experience of homelessness and poverty and who graduated from a seven-session training program to be better self-advocate and to inform civic plans, policies and practices, played a pivotal role in informing and implementing the community engagement process. Two CAN leaders sat on the Homelessness Action Strategy Working Group; one participated as a panelist at the Community Conversation on Homelessness ; two conducted key informant interviews and surveys; and six reviewed the proposed actions which form an essential component of the Strategy. Additionally, CAN leaders contributed their insights and perspectives related to homelessness, which can be accessed in attachment #2.

#### **DEEP LISTENING CIRCLES**

The Community Action Network leaders were significantly involved in the development of the Engagement Framework, and proposed Deep Listening Circles as a way of engaging people with lived and living experience of homelessness. This technique centres the voices and experiences of the speaker and encourages listeners to behave with humility and suspend judgement. In particular, it sees everyone as learners who are exploring and making sense of each other's experiences and interpretations. Given the COVID-19 pandemic, this technique could not be implemented as it was highly dependent on in-person gatherings. This technique could still be used to inform and guide the implementation of proposed actions and interventions.

2. While Indigenous peoples are over-represented among the unsheltered, their perspectives and voices tend to be under-represented.

### FAITH-BASED AND NON-PROFIT SERVICE PROVIDERS AND PROVINCIAL MINISTRY OFFICIALS

Service providers and Ministry officials who regularly interact with the unsheltered have insights and perspectives as to needs and gaps, barriers and challenges related to access, and proposed actions and interventions. They are often on the frontlines, and in situations where they are advocating on behalf of the unsheltered. They may also have specific knowledge related to a sub-population of the unsheltered (e.g., women fleeing abusive situations, youth transitioning out of care, etc.) and this information is essential to ensuring that the Strategy is responsive to the diverse needs of the unsheltered.

UBC students conducted key informant interviews with service providers and ministry officials. In total, six service providers and ministry officials were interviewed.

#### HOMELESSNESS ACTION STRATEGY WORKING GROUP

The Homelessness Action Strategy Working Group, which met on five occasions, included a diversity of interests and was tasked with informing the development of the Homelessness Action Strategy, including related to needs and gaps, barriers and challenges, and proposed actions and interventions. Working Group members were also involved in informing and implementing the community engagement process.

The Working Group had representation from 10 faith-based and non-profit organizations, two business and two resident associations, three City Departments, and the Ministry of Poverty Reduction and Social Development, as well as a UBC student and two Community Action Network leaders.

#### **BUSINESS AND RESIDENT INTERESTS**

Businesses and residents have been impacted by homelessness but have limited opportunities to share their concerns or be part of the solution. Frequently, their interactions are adversarial, and they often do not understand municipal limitations related to enforcement, or proposed City actions to address their concerns. Some business and resident interests want to know what they can do to make a difference in their neighbourhoods, and to ensure that facilities, programs, services and supports are responsive to their needs too – e.g., hours of operation, litter collection, etc.

City staff and UBC students held one focus group with business associations and one focus group with resident associations. The focus groups utilized an online platform and were 90 minutes in length. In total, 10 business and resident interests attended the two focus groups.

#### **COMMUNITY MEMBERS**

Based on the City's 2022 Budget Survey, 30% of respondents identified homelessness and 43% of respondents identified housing affordability as some of the most important issues in New Westminster. This level of concern speaks to the interest in these issues, and the need for action in addressing them.

Community members are generally not aware of City actions in addressing these issues, and the difficulties in realizing new emergency shelter capacity and supportive and non-market housing. They are also not aware of ways in which they can assist in addressing these issues.

To this end, City staff held a Community Conversation on Homelessness, which included a panel presentation and a question and answer session. This event was also used to launch a community survey to identify community concerns or issues, potential opportunities, and proposed actions and interventions to address homelessness. In total, 47 community members attended the conversation and 341 community members responded to the survey.

#### **OTHER FORMS OF ENGAGEMENT**

The COVID-19 At-Risk and Vulnerable Populations and Seniors and Persons Living with Disabilities Task Forces, the City of New Westminster Inter-Departmental Working Group on Homelessness, and the City of New Westminster Seniors Advisory Committee all informed the development of the Strategy.

For more information on the Engagement Framework, please see the following document:

Homelessness Action Strategy Engagement Objectives and Principles

#### THE INCREASE IN THE NUMBERS OF HOMELESS SENIORS

Based on the 2020 Homeless Count, a total of 513 seniors (55+)<sup>3</sup> were enumerated as being homeless in Metro Vancouver. Of note, seniors (55+) represented 24% of the homeless population in Metro Vancouver (and 17% of the homeless population in New Westminster). Since 2002, there has been a steady increase in the percentage of seniors (55+) counted as being homeless in Metro Vancouver. As evidence, the percentage was 5% in 2002, 9% in 2005 and 2008, 16% in 2011, 18% in 2014 and 22% in 2017.

Based on the 2020 Homeless Count, 63% of respondents reported two or more health conditions, with sheltered respondents reporting fewer health conditions than unsheltered respondents. Although the reporting of count health conditions by age was not disclosed, there is evidence that health conditions significantly increase with age. According to the 2017/18 Canadian Community Health Survey, about 37% of seniors (65+) report having at least two of the 10 most common chronic diseases, with almost half of those aged 85+ reporting multi-morbidity (Statistics Canada, Aging and Chronic Diseases: A Profile of Canadian Seniors, 2020).

To remind housed residents of this city that the mere presence of homeless people is not synonymous with increased crime and violence, and that homeless people are our neighbours and part of our community.

- Community Survey Respondent

#### **3.3.2 ENGAGEMENT OUTCOMES**

#### PEOPLE WITH LIVED AND LIVING EXPERIENCE OF HOMELESSNESS

People with lived and living experience of homelessness shared the following comments, insights and suggestions, which have been grouped and summarized for ease of reference:

- that they generally feel accepted and welcome in New Westminster and that they can better meet their needs than in other municipalities;
- that they often feel unsafe, particularly near SkyTrain stations, and that they have difficulty accessing public toilets, especially at night;
- that they sometimes feel judged when using facilities and services, and that there are other barriers which limit access to and use of them;
- that they have been significantly impacted by the COVID-19 pandemic, with many stating that they felt isolated or lonely;
- that there is a need for more supportive housing, which provides longer-term solutions to homelessness, and enhanced access to mental health and substance use services; and,
- that many hope to obtain secure employment and affordable housing, and feel part of the community and valued as people.

It's completely unnecessary for a person to experience homelessness, yet that is the reality many face without choice. Then, there are those who hate the mere sight of you and see your situation as a result of your own bad decisions. No one really wants to be homeless, addicted, mentally ill ... it just happens ... and it's really hard. There's a serious lack of resources for homeless women in New Westminster.

- Community Survey Respondent

## FAITH-BASED AND NON-PROFIT SERVICE PROVIDERS AND PROVINCIAL MINISTRY OFFICIALS

Faith-based and non-profit service providers and provincial ministry officials shared the following comments, insights and suggestions, which have been grouped and summarized for ease of reference:

- that unsheltered homelessness is on the increase with contributing factors being the COVID-19 pandemic, the housing affordability crisis and the opioid epidemic;
- that facilities and services for the unsheltered are under-funded, and that this creates barriers to access, including long waitlists and wait times;
- that the stigma associated with being homeless is a barrier to accessing supports, and that associated misinformation contributes to community opposition to addressing this issue, including related to new supportive housing;

- that the pandemic has significantly impacted faith-based and non-profit organizations, and contributed to staff and volunteer burn-out, which has created recruitment and retention issues;
- that there is a need for additional emergency shelter capacity and supportive housing which meets the diverse needs of the unsheltered; and,
- that there is a need for enhanced mental health and substance use services, expanded outreach capacity, and a 24/7 resource centre or hub.

#### **BUSINESS AND RESIDENT INTERESTS**

Business and resident association representatives shared the following comments, insights and suggestions, which have been grouped and summarized for ease of reference:

- that there is concern about the increasing presence of human waste, mental health issues, public drug use and intoxication, and squatting and the potential for fires;
- that there is frustration with calling the police non-emergency line and calls for one number to access all City services, and that the number be operational 24/7 and that it not be a recording;
- that there are misconceptions about homelessness, and the need for a communications campaign to address them;
- that there is a need for enhanced communication and information with regard to what the City is doing to address homelessness and other social issues;
- that there is an interest in being part of the solution, including an ideas booklet which would include donation, sponsorship and volunteer opportunities; and,
- that there is a need for enhanced access to laundry services, personal storage and public toilets, possibly as part of a 24/7 resource centre or hub, and additional emergency shelter capacity and supportive housing.

#### **COMMUNITY MEMBERS**

Community members, as part of a survey, shared the following comments, insights and suggestions, which have been grouped and summarized for ease of reference: Of note, 23 respondents identified themselves as a business owner in New Westminster.

- That the most often cited concerns or issues are:
  - mental health and substance use (36.1%);
  - homeless encampments and squatting (22.5%);
  - potential for fires as the unsheltered try to stay warm (19.0%);
  - presence of human waste (11.2%); and,
  - garbage and litter associated with takeaway meals (6.1).<sup>4</sup>
- That the most often cited actions to address homelessness are:
  - increase access to mental health supports (51.9%);

<sup>4.</sup> Survey respondents could only identify one concern.

- develop more affordable housing (37.5%)
- increase enforcement, including related bylaws and policing (35.4%);
- enhance drop-in programming, including 24/7 (31.6%), and,
- increase access to substance use services (28.3%).<sup>5</sup>
- That the most often cited actions that businesses and residents can take to make a difference or be part of the solution in addressing homelessness are:
  - advocate for additional supports (40.4%);
  - make a donation to an organization addressing homelessness (39.1%);
  - help reduce stigma and misinformation (37.9%);
  - volunteer at a program or shelter for the unsheltered (32.7%); and,
  - share resource information with the unsheltered (29.4%)<sup>6</sup>.
- That about a third of respondents (33.7%) reported that a family member or friend had experienced homelessness or been at extreme risk of homelessness

Because of untreated mental health conditions, my family member has lost numerous housing opportunities, became increasingly isolated from family and friends, and has engaged in self-harming behaviour.

- Community Survey Respondent

#### THE IMPORTANCE OF MENTAL HEALTH ISSUES

When community survey respondents were asked about previously identified concerns associated with homelessness, over one-third of respondents (36.1%) cited mental health and substance use issues. This was by far the most often cited response, with the next most often cited responses being: homeless encampments and squatting (22.5%), feeling or being unsafe (18.0%), and presence or human waste (11.2%).

When asked about previously identified actions to address concerns associated with homelessness, the number one response was: increase access to mental health supports (51.6%). By comparison, the next most often cited responses were to develop more affordable housing (37.5%), increase enforcement, including related to bylaws and policing (35.4%), and install toilets which are available 24/7 (31.6%). Regarding the second question, respondents could select more than one action.

There are several initiatives in place and underway to address mental health issues, including for the unsheltered, in New Westminster. These include the Fraser Health Assertive Community Treatment and Integrated Homeless Acion Response Teams, and the recently formed Peer Assisted Crisis Team. Moving forward, there will be a need to ensure coordination of these initiatives and others, as well as facilitating secure and stable housing for the unsheltered, if those with mental health issues are to be adequately assisted and supported. For more information, refer to attachment #3.

5. Survey respondents could identify up to three actions. As such, the total does not equal 100.0%.

6. Survey respondents could identify up to three actions. As such, the total does not equal 100.0%.

#### MAKING A DIFFERENCE IN ADDRESSING HOMELESSNESS

When community survey respondents were asked about previously identified ways in which community members can make a difference, the three most often cited responses were: advocating for additional support (40.4%), making a donation to an organization addressing homelessness (39.1%), and helping to reduce the stigma and misinformation by having conversations with family members and friends about homelessness (37.9%). Regarding this question, respondents could select more than one action.

As part of the open ended responses to the above question, suggestions included but were not limited to: engage people with lived and living experience of homelessness to educate the larger community; hold more community conversations on homelessness; regularly communicate with business and resident associations; and work with the local newspaper to profile stories as to how affordable housing and supports enabled people to exit homelessness.

As part of the key informant interviews, it was noted that: "Homelessness can feel overwhelming and be paralyzing in its complexity and scale." It was further noted that: "We need to let people know what they can do to make a difference, and emphasize that no contribution is too small."

For more information on the Engagement Process and Outcomes, please use the following link:

**Engagement Summary Report** 

**Visual Summary** 

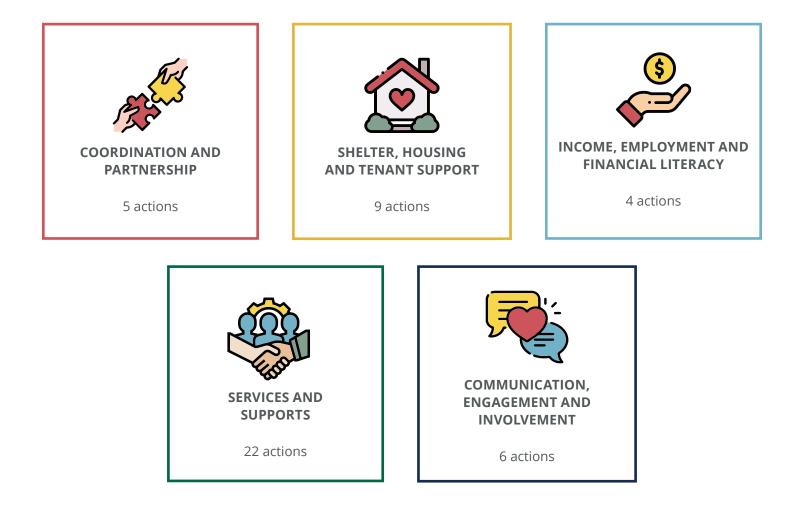
I would love to see more paid roles with support and leadership training for people with lived experience to lead initiatives as change agents.

- Community Survey Respondent



# Proposed Actions

The proposed actions are based on a review of the Homelessness Needs Assessment, the case study research, and the comprehensive engagement process outcomes. Regarding the latter, instrumental roles were played by the Homelessness Action Strategy Working Group, the UBC students and the Community Action Network.



#### 4.1 COORDINATION AND PARTNERSHIP

Homelessness is a complex issue with many underlying causes. It is also regional and provincial in scope, and beyond any one level of government to address. As such, it requires a coordinated approach, and partnerships with the faith-based and non-profit sector and the senior levels of government.

• That the City and Homelessness Coalition Society take primary responsibility for the implementation of the Homelessness Action Strategy, and that the City fund and/or access foundation and senior government grants to assist the Coalition with regard to providing coordination services, oversight and resources related to the implementation of specific actions.

- That the Homelessness Coalition Society establish a Homelessness Action Strategy Implementation Working Group, which would be co-chaired by the City and the Coalition. This Working Group, which would include a diverse membership, would have the following responsibilities:
  - inform updates related to the Homelessness Needs Assessment;
  - develop an annual Action Plan based on the actions as contained in the Strategy;
  - inform the implementation of specific actions, including identifying potential funding sources and resource opportunities; and,
  - inform monitoring and reporting related to the implementation of the Strategy.

City staff will resource the Working Group, including undertaking updates related to the Homelessness Needs Assessment; assisting in the development of the annual Action Plan; taking a significant role with regard to implementation; collaborating with the Coalition Coordinator to apply for grants and other funding opportunities; tracking indicators to monitor progress in support of implementation; and preparing progress reports and updates to City Council.

- That the Homelessness Action Strategy Implementation Working Group include representation from the Community Action Network and/or people with lived and living experience of homelessness and poverty, with specific attention to engaging people from under-represented sub-populations of the unsheltered.
- That the City work towards a more equitable distribution of facilities, programs, services and supports for the food insecure, unsheltered and precariously housed, including by neighbourhood, and that it address mobility and transport considerations when access or physical accessibility is an issue.
- That the City advocate that the Province mandate that municipalities have Homelessness Plans (similar to Housing Needs Reports) and that Regional Districts be given more responsibility for the coordination of such plans across municipalities, including tying senior government funding decisions to municipal responsiveness.

#### 4.2 SHELTER, HOUSING AND TENANT SUPPORT

Shelter and housing can provide pathways out of homelessness, and if longer-term and paired with appropriate supports, can assist in addressing underlying causes which contribute to homelessness. The City is working with the senior levels of government to realize 358 supportive and 2,083 non-market housing units between 2021 and 2031.

- That the City continue to advance "social benefit" zoning, such that social benefit land uses are permitted "as of right," either across the city, in certain geographic areas, or within specific zones, and that it include lands leased or owned by faith-based and non-profit organizations.
- That the City advocate that BC Housing continue to fund existing extreme weather and emergency shelter beds and that it monitor and respond to the need for such beds, including related to specific population groups of the unsheltered.
- That the City advocate that BC Housing work to ensure that extreme weather and emergency shelter sites provide for the following needs, which have been identified as barriers to access:
  - ability to accommodate women, youth and children while meeting their unique needs and ensuring their safety;
  - ability to accommodate couples;

- ability to accommodate pets, either on-site or through a contractual arrangement with the New Westminster Animal Shelter;
- adequate storage to accommodate personal belongings, including larger items such as buggies or carts;
- fully accessible to accommodate guests with health, mobility or physical limitations.
- That the City advocate that BC Housing expand provision of transition and second stage housing for women and children fleeing abusive situations.
- That the City advocate that the Ministry of Children and Family Development fund a Youth Safe House in New Westminster.
- That the City advocate that the Ministry of Children and Family Development provide additional support, including housing, and bridging services for youth aging out of care.
- That the City, in partnership with the Tenant Resource and Advisory Centre, hold tenant education and information sessions, which deal with legal protections and rights, and address the needs of specific population groups such as newcomers, persons with disabilities, and seniors.
- That the City continue to fund the administrative costs of the New Westminster Rent Bank Program.
- That the City and Purpose Society advocate for continued senior government funding for the New West Rent Bank Program in order to enhance access to and eligibility for loans, and to ensure that the amounts provided reflect the true cost of rents.

#### 4.3 INCOME, EMPLOYMENT AND FINANCIAL LITERACY

Lack of income, and low-paying employment, including casual and part-time, are contributing factors to homelessness. Adequate income and employment, including supported, combined with financial literacy and life skills training, can assist individuals in exiting homelessness and remaining housed.

- That the City advocate that the Province increase Income Assistance and Disability rates to better reflect the true cost of living, including for shelter, and that it advocate for expanded eligibility and amounts related to rent subsidy programs.
- That the City and Homelessness Coalition Society realize sustainable funding for the "I's on the Street" micro-street cleaning program, and that it explore related initiatives that engage the unsheltered, provide supported employment opportunities, and address business and resident concerns related to homelessness and other social issues.
- That the City advocate that the Province place greater emphasis on supported work programs for the unsheltered, and that businesses be compensated or incentivized to provide supported employment opportunities.
- That the Community Poverty Reduction Committee and the Homelessness Coalition Society work with mainstream financial institutions to develop and/or promote financial literacy programming and short-term, low-interest loans.

#### 4.4 SERVICES AND SUPPORTS

Services and supports can prevent individuals from falling into homelessness, enhance quality of life while homeless, and assist in existing homelessness. They can also address business and resident impacts associated with homelessness and related issues.

#### **4.4.1 INFORMATION AND RESOURCES**

- That the City advocate that the Province fund a 24/7 drop-in and resource centre in the Downtown, which would enhance service coordination and provide access to emergency food; information and referral services; and laundry, shower and toilet facilities.
- That the City continue to prepare and update the Financial Supports Bulletin, Food Resources Calendar, Survival Guide and Tenant Information Update, and that it explore new ways to communicate this information, including through community notice boards and QR codes.
- That the City provide access to a free phone line at City Hall, and that it continue to partner with Douglas College and Purpose Society on digital inclusion initiatives, including the distribution of smart phones, enhanced access to Wi-Fi, installation of charging stations, and provision of training.
- That the City, in consultation with the Welcoming and Inclusive New Westminster (WINS) Local Immigration Partnership Council, prepare, translate and circulate resource information for cultural and ethnic community members who are food insecure and unsheltered.

#### 4.4.2 FOOD SECURITY

- That the City and Homelessness Coalition Society explore donor and sponsorship opportunities, and access foundation and senior government funding in support of the Food Security and Resource Hubs.
- That the City and Homelessness Coalition Society commence work on a new Food Security Action Plan, which addresses increasing rates of food insecurity and escalating food prices, and that they access foundation and senior government funding to cover costs related to its development, implementation and sustainability.

#### 4.4.3 HEALTH, HYGIENE AND SANITATION SERVICES

- That the City expand availability of toilet facilities for the unsheltered, including through enhanced access to civic facilities, partnerships with faith-based and non-profit organizations, and provision of free-standing, pre-fabricated toilets.
- That the City advocate that Fraser Health fund expanded hours (i.e., from 7:00 a.m. to 3:00 p.m.) for the Health Contact Centre, which provides witnessed consumption and other harm reduction services.
- That the City advocate that Fraser Health fund an inhalation site as part of the Health Contact Centre, or at another site in conjunction with the Centre.
- That the City, through Fire and Rescue Services, and with funding support from Fraser Health, partner with a non-profit organization on an Opioid Response Pilot Project, which would provide follow-up, support and referral after an overdose event.

- That the City advocate that Fraser Health fund evening hours (i.e., from 4:30 p.m. to 10:00 or 11:00 p.m.) for the recently formed Integrated Homelessness Action Response Team, which is supporting the sheltered and unsheltered with mental health issues.
- That the City provide support to the New Westminster Peer Assisted Crisis Team, which is civilian-led, and includes both mental health professionals and peer support workers, and assists people in distress, by connecting individuals to mental health and substance use supports.
- That the City engage in discussions with Fraser Health regarding coordinating the activities of the Assertive Community Treatment Team, the Integrated Homelessness Action Response Team and the Peer Assisted Crisis Team, and that it advocate that BC Housing and Fraser Health fund temporary and permanent housing for unsheltered individuals with mental health issues, ensuring that they can manage their condition from a position of stable housing.<sup>7</sup>
- That the Homelessness Coalition Society identify veterinarians that are willing to provide pro bono veterinary services to pets of unsheltered persons, possibly as part of Homeless Connect Day, and pet stores and suppliers that are willing to provide free pet food.

#### 4.4.4 OUTREACH, REFERRAL AND ADVOCACY SERVICES

- That the City, through Police or Integrated Services, create a Vulnerable Persons Liaison Officer Team who would work in conjunction with non-profit outreach workers to address homelessness and other social issues.
- That the City advocate for additional senior government funding to augment homeless outreach, referral and advocacy services, and that the services be tailored to address the specific needs of different population groups of the unsheltered, including related to newcomers, seniors, women, and youth.

#### 4.4.5 EMERGENCY PLANNING AND PREPAREDNESS

- That the City, through Fire and Rescue Services and Community Planning, prepare and regularly update emergency management and preparedness plans with the active involvement of vulnerable populations, including the food insecure and unsheltered.
- That the City advocate for senior government funding to support the operation of warming and cooling centres for the unsheltered during extreme weather events, and that this funding also cover the costs of retrofitting and equipping facilities for this purpose (e.g., installation of air conditioning systems, purchase of space heaters, etc.).

7. For more information, please refer to Attachment #3: Mental Health Initiatives.

#### 4.4.6 FACILITY AND PROGRAMMABLE SPACE TO MEET COMMUNITY NEEDS

- That the City, as part of programming and rental booking decisions related to civic facilities, consider meeting community needs, including related to the food insecure, unsheltered and precariously housed.
- That the City, as part of negotiations related to community amenity contributions, consider realizing non-profit office and program space to meet community needs, including related to the food insecure, unsheltered and precariously housed.

#### 4.4.7 FRONTLINE WORKER REMUNERATION, TRAINING AND EDUCATION

- That the City and Homelessness Coalition Society apply for foundation and senior government funding to facilitate education and training opportunities for front-line workers with regard to cultural sensitivity, entitlement and unconscious bias, and gender responsiveness to ensure that all groups, including BIPOC, Indigenous, LGBTQ2S+ community members and women, feel welcome, comfortable and safe in accessing services and supports for the unsheltered.
- That the City and the Homelessness Coalition Society advocate to the Province for enhanced protections, remuneration and training for front-line workers who staff drop-in centres, emergency shelters and supportive housing sites, and provide services and supports to the unsheltered.

#### 4.5 COMMUNICATION, ENGAGEMENT AND INVOLVEMENT

Businesses and residents are calling for enhanced communication related to homelessness, including City actions to address it, and have indicated an interest in finding out about opportunities to learn more about and make a difference in responding to this issue.

- That the City, in partnership with the Homelessness Coalition Society and Douglas College, and building
  on the Arts Empowerment and Social Change Project, implement an anti-stigma program to address
  misinformation and stereotypes regarding the unsheltered, and to build empathy and receptivity for
  interventions, including supportive and non-market housing, to address the needs of the unsheltered and
  precariously housed.
- That the City, through Economic Development, Community Planning and Integrated Services, regularly update businesses and residents about efforts to address homelessness and other social issues, and that it provide a forum, possibly through 'Be Heard New West,' for feedback.
- That the City develop and staff an after-hours non-emergency line where businesses and residents can share and receive a response to their concerns, including possible follow-up action if deemed appropriate.
- That the Homelessness Coalition Society develop a "how to make a difference" brochure in which businesses and residents can address homelessness (e.g., advocating for additional services and supports, making a donation, raising awareness about the issue, volunteering at a program, etc.).
- That the City, Chamber of Commerce or Homelessness Coalition Society develop an award to publicly recognize businesses that are making a difference in addressing homelessness and other social issues.
- That the City and Homelessness Coalition Society reach out to cultural and ethnic communities, groups and organizations, including faith, to share information about homelessness, to distribute resources for the unsheltered, and to address the stigma associated with this issue, and any cultural components related to it.
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## Implementation, Monitoring And Reporting

Council will be requested to approve the Homelessness Action Strategy in principle. This recognizes that the proposed actions attributable to or involving the City have not been costed out and their implications on work programs has not been determined. Prior to implementation of any action requiring City resources, Council will be provided with specific cost and work program information, and their approval will be required.

#### **5.1 IMPLEMENTATION**

The Homelessness Action Strategy Implementation Working Group will prepare an annual Action Plan based on the Strategy. The selected actions will be implementable based on the Working Group's membership and available resources. In some cases, the membership will be augmented to address a specific action or a task group established to focus on a specific action. The selected actions will also facilitate collaboration between member organizations; result in tangible benefits to those who are unsheltered and precariously housed; and build momentum, commitment and a sense of ownership. A key consideration will be to raise community awareness regarding homelessness and its underlying causes as a means of building support for the Strategy and its implementation, and to reduce the stigma and misinformation associated with homelessness.

As noted previously, the senior levels of government have an important role to play, as they are best positioned to reduce systemic barriers which may be contributing to homelessness and funding new supportive and non-market housing which provides longer-term solutions to addressing homelessness. They are also essential in enhancing quality of life while unsheltered, including related to emergency shelter, food security programming, health services, and outreach, advocacy and referral.

#### **5.2 MONITORING AND EVALUATION**

The City will continue to update the Homelessness Needs Assessment, including a complete update every three years in association with the Metro Vancouver Homeless Count. This work will be particularly important in determining if homelessness is improving, deteriorating or staying the same, while providing evidence as to the effectiveness of selected actions or interventions.

City staff, in collaboration with the Homelessness Action Strategy Implementation Working Group, will prepare an annual update report to Council and other interested public and non-profit bodies. This report will summarize key indicators related to homelessness and provide an update on the progress in implementing the annual Action Plan. Regarding the latter, it will identify the status of action implementation – i.e., fully, partially or not at all. If partially or not at all, it will state the reason(s) (e.g., inability to involve key community partners, lack of resources, etc.). Based on the report, the Strategy could evolve to address emergent issues or respond to unforeseen circumstances.

## Attachments

#### 6.1 ATTACHMENT #1: ENGAGEMENT PROCESS CONTRIBUTORS

#### HOMELESSNESS ACTION STRATEGY WORKING GROUP MEMBERS

Dave Brown, Lookout Housing and Health Society William Canero, UBC School of Community and Regional Planning Alice Cavanagh, Downtown New Westminster Business Improvement Society Lynda Edmonds, Fraserside Community Services Society Lynda Fletcher-Gordon, Lower Mainland Purpose Society Emily Huang, City of New Westminster Natalie Johnston, Fraser Health Authority Blaine Kane, Spirit of the Children Society Jennifer Lee, Union Gospel Mission Laurie McKay, New Westminster Ministerial Association Veronika Metchie, City of New Westminster

#### COMMUNITY ACTION NETWORK LEADERS

Sandra Cail Monica Deng Sharon Ennis Richard Schabler Kelly Teal Grace Ucwii

#### CITY OF NEW WESTMINSTER STAFF

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#### UNIVERSITY OF BRITISH COLUMBIA SCHOOL OF COMMUNITY AND REGIONAL PLANNING STUDENTS

William Canero Zoe Howell Joanne Nellas

#### 6.2 ATTACHMENT #2: COMMUNITY ACTION NETWORK LEADER PERSPECTIVES

#### **6.2.1 INTRODUCTION**

Staff requested that the Community Action Network (CAN) leaders provide responses to the following three questions. While CAN leaders were involved in all aspects of Strategy development, it was considered important to provide an opportunity to hear from them in their own words.

#### 6.2.2 QUESTIONS

- Why is this issue important to you?
- What have you learned as a result of your involvement in developing the Strategy?
- What is your desired future or vision for those experiencing homelessness?

#### **6.2.3 PERSPECTIVES**

#### GRACE

#### Why is this issue important to you?

It's important to me because at first I didn't know that if I talked, I would be heard. I feared racism and discrimination.

#### What have you learned as a result of your involvement in developing the Strategy?

Talking, sharing my thoughts, my experiences and my stories, and hearing from others has built great hope in me. I have come to know that I'm valued and I can change somebody's life through CAN.

#### What is your desired future or vision for those experiencing homelessness?

My desire is to see that the City of New Westminster has planned for affordable housing for those with lowincomes to decrease the number of people who are homeless, and to provide homes to those with mental illness.

#### **KELLY**

#### Why is this issue important to you?

The ongoing crisis of homelessness is important to me for the following reasons: (1) I have been close to it, and if it weren't for my family and my best friend, I would have lost my home; and (2) community is needed for everyone. Having a sense of belonging and having shelter are important for a person to thrive.

#### What have you learned as a result of your involvement in developing the Strategy?

I have learned that there are several cogs in the process and that patience is needed. Also ideas from everyone are needed to solve these issues.

#### What is your desired future or vision for those experiencing homelessness?

I want the solutions to be sustainable. To allow people to thrive. Supportive, with the ability to grow and heal. A level housing program that allows people to learn and grow in the process.

#### MONICA

#### Why is this issue important to you?

This issue is important to me because when I see homeless people on the street, the first thing that comes to my mind is asking myself how I can help them.

#### What have you learned as a result of your involvement in developing the Strategy?

I have learned a lot of things. I learned that they are our brothers, sisters, daughters and mothers, and they have lost hope. I have to do something to return their lives back to them.

#### What is your desired future or vision for those experiencing homelessness?

People become homeless for different reasons. There are social causes of homelessness such as a lack of affordable housing, poverty and unemployment, and life events which push people into homelessness. People are forced into homelessness when they leave prison, a care building or the army with no home to go to.

#### **RICHARD**

#### Why is this issue important to you?

I have not been consistently successful throughout my life, and I have had hundreds of different jobs, dozens of official educational studies and thousands of unofficial ones. I was a ward of the courts before I knew it, and this is the only lasting relationship I have had. As an orphan, a family of one, when I change my mind, my whole world changes. When I engage others, I have no roots, no foundation of tradition, no parental voices in my head to obey, no traditions or familial responsibilities to live up to, nobody to tell my stories to warn me, or share my glories and failures. I am one and free to live as I choose, but I must choose to live every day.

It wasn't the first time but in early-2019, I received a letter from Income Assistance that my consideration for 'life' support has been denied, the next cheque I received would be the last. Immediately, I went into panic mode, knowing already that so much as the mildest modification to my rent agreement would result in a \$500 rent increase, and my landlords were eager to do just that, and alternatively having to find some other place to move without most of my belongings.

The dead end provided only visions of homelessness. Originally, I was looking to see what tent city life is about, then I heard the invitation to participate in the fight against poverty by Viveca Ellis on Co-op Radio. I called her immediately and signed-up. Without explanation, my Income Assistance was reinstated, and through the testimonies of how people are easily exploited and discarded from the economy, I developed a determination to align the principles of our social safety net expectations with real world scenarios I know.

#### What have you learned as a result of your involvement in developing the Strategy?

I have since come to learn that the situation is much more dynamic and there are reasons for things being the way they are. That the social safety net is the work of many organizations, public and private; and that individuals that fall into it are far more diverse than the crowds I have known. It is a lack of social skills, and moral foresight that places a lot of people in poverty, or at risk of poverty and homelessness.

#### What is your desired future or vision for those experiencing homelessness?

I am seeing the array of characters experiencing homelessness as displaced economic refugees. Many are blindsided by social change, others fall through policy cracks or loopholes, while others are socially threatening like rocks surfacing in descending ocean water levels. If there was a model for my vision, it would be the tent cities, being administered like our provincial camp grounds, and our food support system like a dining restaurant. Land partitioned into lots, and applicants, by name, provided the responsibility for a lot through a registry, food services ensuring each applicant is attended to, and a common attraction where campers can explore and mingle freely.

I believe that by providing a system that evolves a sense of the moral and social expectations of living together, people can see which way is forward and personally apply consistent efforts toward social independence. Overall, people need to have an identity to protect, the sense of invisibility and irresponsibility gives people the idea that they really are invisible and not responsible; a faulty motivation that further entrenches them into poverty and homelessness.

We all fit into the bigger picture like puzzle pieces. Assembling a puzzle has a process of organizing the pieces by what is obvious, and finding where each fits in. I would like to see the many 'helping hands', identify as puzzle enthusiasts working together for BC. Thank you for asking, this I believe is the greatest motivator to participation.

#### SANDRA

#### Why is this issue important to you?

I have lived in the Lower Mainland since 1989 and I have noticed a steady increase in poverty and homelessness since 2010. I have watched as the gap between the social classes have grown wider and wider. To move out of poverty is almost impossible and the middle class is disappearing altogether. The cost of living is far too expensive and hard-working people are having to make a choice between paying their rent and feeding their families. This is a most pertinent issue because this trend affects us all. The fastest growing population is becoming the marginalized community, and it is growing at such a rate that the resources that are being provided cannot keep up with the need. Social assistance rates have not seen significant raise for so many years that recipients become entrenched in poverty which leads to a plethora of other societal issues. I, myself, experienced homelessness, and finding a way out of it is far more difficult than becoming homeless. If these issues aren't given the highest priority in government, it will become an epidemic, so far out of control in the near future and fixing it will be far more costly than it would be to address it now while we still have the power to do something about it.

#### What have you learned as a result of your involvement in developing the Strategy?

I learned to listen, to really listen, not to respond, but to hear and feel each and every story I have heard from all the people I have met. Somehow, we all have travelled different roads to get to the same place. We all share commonality in our experience with poverty and homelessness. No one journey is more important than the next. I learned about the power in sharing stories, and how important it is to be heard by people who have the power to make change, and I will keep sharing my story until the right people have heard it and are influenced enough by it to actually do something about it. I believe that if enough of us tell our stories, we can be the voice of change.

#### What is your desired future or vision for those experiencing homelessness?

In order for us to create a vision for those experiencing homelessness, we must be able to address all the reasons one becomes homeless. Trauma is almost always the reason behind homelessness. We need to fix our medical system and make mental health support more accessible, before someone commits suicide because they can't find someone to help them. Trauma leads to addiction, just as important as mental health support, people suffering from addiction need access to safe supply, rehabilitation facilities, and non-judgmental compassionate care. There needs to be access to social services for those who are fleeing from violence and other services need to be readily available to stop them from ending up on the streets. Shelters, group homes, transitional housing, educational and job readiness programs. Youth at risk and youth aging out of foster care need options that steer them away from the streets in the form of opportunity. They need the same access to education, mental health support, job opportunities and affordable housing as those coming from stable homes. We need to start the same conversations that end the stigma of poverty and homelessness that we have done for mental health awareness, LGBTQ2S+ communities, racism and Indigenous rights. We all need to recognize that the people that make up the homeless community are our neighbours, they all have someone who loves them, and they need to be treated with kindness, compassion and need to be recognized as viable members of our society.

#### SHARON

#### Why is this issue important to you?

People are our most valuable resource, so we need to foster and promote their continued growth.

#### What have you learned as a result of your involvement in developing the Strategy?

Most homelessness is a result of happenstance and not laziness, addiction or other issues. Most are well educated and willing to improve themselves.

#### What is your desired future or vision for those experiencing homelessness?

To coordinate resources in order to enable the people to help themselves for a better future.

### 6.3 ATTACHMENT #3: MENTAL HEALTH INITIATIVES

There are several initiatives in place and underway to address mental health issues, including for the unsheltered and precariously housed, in New Westminster. These include but are not limited to the following:

#### FRASER HEALTH ASSERTIVE COMMUNITY TREATMENT (ACT) TEAM

The New Westminster/Tri-Cities Assertive Community Treatment (ACT) Team provides flexible, community-based support for adults (19+) with serious and persistent mental illness and significant functional impairments who have not connected with, or responded well to, traditional outpatient mental health and rehabilitation services. Team members work closely with clients, along with family members or significant others, if appropriate, to create a plan to improve their quality of life and decrease their time spent in hospital. Team members include a coordinator, a psychiatrist, nurses, social workers, and a peer support worker. The ACT Team operates from 8:30 a.m. to 4:30 p.m., Monday through Friday.

#### FRASER HEALTH INTEGRATED HOMELESSNESS ACTION RESPONSE TEAM (IHART)

The New Westminster/Tri-Cities Integrated Homelessness Action Response Team (IHART) works to stabilize and treat chronic health conditions, including mental health and substance use issues, with particular attention to those who are unsheltered and living in encampments and select supportive housing environments. It supports people's transition to new emergency shelter or housing in collaboration with BC Housing and social service organizations. Team members include a mix of nurses, allied health professionals, and clinical and peer support workers. IHART operates from 8:30 a.m. to 4:30 p.m., seven days per week.

#### PEER ASSISTED CRISIS TEAM (PACT)

The Peer Assisted Crisis Team (PACT) Pilot Project will work in collaboration with the Canadian Mental Health Association. Its purpose is to provide a compassionate response to those experiencing mental health crisis, combined with poverty and/or homelessness, as well as being at far higher risk of having police contact. It will employ mobile crisis teams which will respond to mental health calls; with each team comprising a health professional and a trained peer crisis responder. The team will provide mental health support and connection to a range of related community-based services, including housing. Recently, a Project Manager was retained to build internal capacity and to assist with the implementation of the pilot project.

#### OTHER COMMUNITY-BASED HEALTH SERVICES AND SUPPORTS

There are a number of other community-based health services and supports which also address mental health issues; however, that is not their primary mandate. These include: (1) a Multidisciplinary Health Clinic which is in the process of being established; will address the needs of the unsheltered, and will be operated by Lookout Housing and Health Society; (2) a Community Health Clinic which is operational, addresses the needs of newcomers, including those with no or precarious immigration status, and is operated by Umbrella Multicultural Health Coop; and (3) a Wellness Centre, which acts a community hub that supports healthy living centered around care and connection for students and families in New Westminster.

#### SUMMARY

Given the above community-based health services and supports, which directly or indirectly address the needs of persons with mental health issues, it will be essential to facilitate coordination to ensure that needs and gaps are being addressed; that duplication is not occurring; and that there are clear pathways to accessing these and other services and supports.

### **NEW WESTMINSTER HOMELESSNESS ACTION STRATEGY**

### JULY 2022



City of New Westminster 511 Royal Avenue New Westminster, BC V3L 1H9

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### R E P O R T Fire & Rescue Services

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Erin Williams Acting Fire Chief	File:	2113237
		Item #:	2022-528

#### Subject: 2022 Heat Response Planning Update

#### RECOMMENDATION

**THAT** Council receive this report for information.

#### **PURPOSE**

This report is to inform Council of the updated plans and initiatives for response to extreme heat through the rest of the summer of 2022

#### SUMMARY

The Emergency Management Office (EMO) is continuing to actively follow weather patterns and trends as we move through the summer months. As a result of the increase in extreme heat emergencies, Provincial Authorities have created a new plan called BC Provincial Heat Alert and Response System. The EMO has devised our heat response plan accordingly to align with the guidance and suggestions of the Provincial plan.

Our current focus at this time in continued preparation for extreme heat response is on outreach and collaboration within the community.

#### BACKGROUND

Extreme Heat is a period of un-seasonally high temperatures, typically accompanied by high humidity and lack of night-time cooling. Extreme Heat can last for several days, and the severity of the situation may be further complicated if accompanied by poor air quality (e.g. during wildland fire smoke episodes or urban 'smog').

The EMO has reviewed and updated the Extreme Heat Response Plan which will be reviewed annually to ensure that risk of extreme heat in the City of New Westminster is managed by a series of temporary mitigation strategies and initiatives during an extreme heat event.

#### EXISTING POLICY AND PRACTICE

The City's extreme heat response plan has been updated based on actions from last year and the brief heat we experienced at the end of June of this year.

#### ANALYSIS

#### Outreach Update

Currently, the EMO is focused on reaching our vulnerable populations, isolated residents and providing heat related education. We have been working with the New Westminster Homelessness Coalition Society, Senior Services Society and Fraser Health Home Health to ensure we are providing timely communication when we are responding during an event. We are also reaching out to other non-profits / faith based organizations to collaborate our efforts and create partnerships in response to an extreme heat event and or any future emergency event. This could be in the form of providing communication into the community to coordinating additional cooling spaces, resources and or supplies.

#### **Resources**

The EMO and the City's Purchasing Division have been actively sourcing suppliers for air conditioned buses and messaging boards. We are creating an updated list in the event these may be required during an emergency response.

#### Alerting Update

The EMO has also reviewed and updated our Extreme Heat Response Plan to align with the new Provincial Extreme Heat Preparedness Guide (HARS). This guide focuses on two alert levels. For each alert level, the City has developed responses which augment those of Provincial Authorities.

- Level 1 Heat Warning Can be issued up to one week in advance of forecasted temperatures that are anticipated to have an actual of ≥ 27°C at YVR. The Emergency Operations Centre (EOC) will be activated to a LEVEL One for monitoring and awareness during the Heat Warning and will support a coordinated response form City Departments by initiating the following for a response:
  - Coordinate with City designated facilities the possible extension of hours if deemed necessary.

- Advertise the location and hours of City owned cooling venues available in the City; Century House, Queensborough Community Centre, Anvil Centre and NW Library
- Provide communication to not-for-profits, Fraser Health, other organizations directly.
- EMO to be available to help support not-for-profits with water distribution if required.
- 2) Level 2 Extreme Heat Warning / Special Weather Statement in Effect An extreme heat warning / Special Weather Statement has been issued by Environment Canada when there are three days of forecasted extreme heat, and/or the Health Authority or the City of New Westminster deems there to be a need for an initiated response. The following actions will be taken in this level of response:
  - Coordinate with City designated facilities including pools & spray parks the need for extension of hours.
  - Advertise the location and hours of City owned cooling venues available in the City; Century House, Queensborough Community Centre, Anvil Centre and NW Library
  - Provide additional community outreach and engagement with vulnerable population and the groups that support them.
  - Distribute resources to the public such as water, locations will be identified during the event.
  - Increase on duty first responders as required.

During a Level 2 activation, the extreme heat criteria indicates temperatures at which the expected risk to the public is extremely high. This level of alert triggers additional responses from the Health Authority, local government and partner organizations as well as public messaging to strongly encourage individuals and communities to be aware of the risk and take action to stay cool.

#### Outdoor Cooling Strategy

Parks & Recreation staff are currently developing an Outdoor Cooling Strategy to identify best practices related to outdoor cooling and ensuring equitable access for all residents to cooling infrastructure in parks and open spaces during the hot summer months. As part of the Strategy, staff have developed a map with information for residents indicating where to 'cool off' which includes locations for water stations, outdoor pools and spray parks as well as green infrastructure (i.e. parks and natural areas with mature trees/ forested areas that create cool shade). In addition to launching the Outdoor Cooling Map, staff will be installing up to 15 temporary misting stations and bottle fillers in priority neighbourhoods later this summer (anticipated in late July/ early August).

The next steps in developing the Outdoor Cooling Strategy include:

- July 2022- Complete mapping of existing outdoor 'cooling' infrastructure and <u>identify gaps.</u>
- August 2022- Launch online survey/community engagement process to confirm priority areas and collect ideas for outdoor cooling.
- September/ October 2022 Summarize community input and develop a draft Outdoor Cooling Strategy
- October/November 2022- Finalize Strategy and Implementation Plan for Council's consideration.

#### SUSTAINABILITY IMPLICATIONS

Staff continue to consult with Emergency Management BC in order to understand the impacts of climate change such as the Heat Dome in 2021. Staff are also in the process of developing an increased response with Fraser Heath during emergency events, which will help guide future climate related atmospheric events.

#### FINANCIAL IMPLICATIONS

There is no expenditure at this time except the allocation of regular staff time to monitor weather conditions, assess the developing risk, and initiate preparations. Following an activation additional financial resources may be required to implement mitigation measures depending on the further development of extreme heat conditions.

#### INTERDEPARTMENTAL LIAISON

Interdepartmental liaison to date has coordinated with the establishment of a heat strategy working group. This group consists of representatives from Parks & Recreation, Library, Anvil Centre, Police, Fire, Community & Social Planning, Finance, Corporate Communications, Engineering, Human Resources and the EMO. Interaction with other departments will be incorporated if the City & the Province activate their respective EOCs.

#### **OPTIONS**

The following options are presented for Council's consideration:

- 1. That Council receive this report for information; or
- 2. That Council provide alternative direction to staff.

Staff recommends Option 1.

#### **CONCLUSION**

The EMO will monitor the forecasts and continue our efforts in pre-planning for extreme heat with internal City Departments. We will also continue to mobilize and provide outreach targeting vulnerable populations, residents, faith based and non- profits and provide information on ways to prepare for and become more resilient in extreme heat.

#### ATTACHMENTS

Attachment 1 – Extreme Heat Info Flyer May 2022

#### APPROVALS

This report was prepared by: Cory Hansen, Emergency Planning Coordinator

This report was reviewed by: Erin Williams, Acting Fire Chief Renee Chadwick, Manager Special Projects and Community Partnerships Erika Mashig, Manager Parks and Open Space Planning, Design and Construction

This report was approved by: Erin Williams, Acting Fire Chief Lisa Spitale, Chief Administrative Officer

# **STAY SAFE IN EXTREME HEAT**



### PREPARE

- Ensure you have a working fan
- Install window coverings to block the sun
- Get to know your neighbours who might be vulnerable and need support during a heat event
- Listen to local weather forecasts and stay aware of extreme weather advisories

### **KEEP COOL**

- Avoid direct sunlight
- Wear lightweight, light-coloured clothing
- Take cool showers or baths
- Drink a lot of water
- Turn off all heat sources, including thermostats
- Check on friends and neighbours
- Keep pets out of the heat and provide lots of water
- Avoid high energy activities or outdoor work
- Seek air-conditioned venues, such as malls, libraries, community centres etc.



## **FIND A COOLING VENUE**

During extreme heat events, the City will open cooling venues in the community. Look for locations and hours of operation at **newwestcity.ca** and on social media:

- facebook.com/newwestminster
- Stwitter.com/new\_westminster
- instagram.com/new\_westminster

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# **Stay Connected. Stay Safe.**

### Neighbours can be your first responders during an emergency.

Building relationships with your neighbours can help you manage during an emergency. Strong and connected neighbourhoods and communities are more resilient and recover quicker following emergencies. Here are some things you can do to connect as neighbours and become more prepared.

#### **Social Connection and Neighbourliness**

Social connection and neighbourliness can play an important role in preparing for all types of emergencies. Here are some things you can do to help:

- Create a neighbourhood map identifying an evacuation route
- Identify neighbours with pets, skills, and resources and note who may require extra assistance
- Create a shared emergency supply kit
- Connect with neighbours to see if they need help with things like errands, shopping, and their emergency preparedness

#### Gather and Learn Together

Gathering and learning together builds deeper social connections with many benefits. Some things you can do to learn together include:

- Organize a first aid or emergency preparedness course for interested neighbours
- Have tea or coffee and engage your neighbours in emergency preparedness conversations
- Plan a "party with a purpose" for example, have a social gathering and build an email and phone list of neighbours' contacts, skills they have to offer, or learn about neighbours who may request assistance an emergency

### Start today to be better prepared for tomorrow!



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NEW WESTMINSTER



### R E P O R T Office of the Chief Administrative Officer

То:	Mayor Cote and Members of Council in Regular Meeting	Date:	July 11, 2022
From:	Lisa Spitale, Chief Administrative Officer	File:	
		Item #:	2022-522

#### Subject: Affordable Housing Project Update

#### RECOMMENDATION

THAT Council receive this report for information.

#### **PURPOSE**

To provide an update on several affordable housing projects in which the City is a partner.

#### **SUMMARY**

In order to help address the housing affordability crisis, the City is actively pursuing creative approaches to providing affordable housing in New Westminster, including facilitating public housing rental projects. Through the affordable housing portfolio, the City seeks to be a strategic partner on affordable housing projects; to identify and prioritize resources for the most viable projects; to pursue senior government funding; and to ultimately see sufficient new affordable housing units developed at various stages on the housing continuum; emergency shelter, supportive, non-market family and Indigenous housing.

#### BACKGROUND

The City identifies the need for supportive and affordable housing units in the community through the Housing Needs Report (Understanding Housing and Housing Needs in New Westminster: Housing Needs Report 2021-2031), which is updated every

five years. The Report identifies existing and projected gaps, and estimates the need for additional housing units in the community. The City, through a planning process, develops a Housing Strategy, which outlines the housing targets Council has endorsed to be pursued given available resources, senior government funding and competing municipal priorities.

The 2021-2031 Report estimates the following affordable housing needs for that period:

- Emergency shelter beds/mats: 72
- Supportive housing units: 358
- Affordable rental housing units: 2,083

Based on this, the City has identified a total affordable housing goal of 230 units/year through 2031, including emergency shelter, supportive and non-market units. Each year, the City will complete a Housing Development Update that summarizes advances in the previous year toward achieving this target. The target will be evaluated and adjusted, as needed, annually, based on these updates to the Housing Needs Report.

In order to help address the housing crisis, the City is exploring and seeking out creative approaches to providing affordable housing in New Westminster, including facilitating affordable rental housing projects. Through the affordable housing portfolio, the City seeks to be a strategic partner on projects; to identify and prioritize resources for the most viable projects; to pursue senior government funding; and to ultimately see new affordable units constructed.

#### DISCUSSION

#### Affordable Rental and Supportive Housing Development Policy

The City has a number of existing housing-related policies, which address different parts of the Housing Affordability Spectrum, and recognize a range of housing needs, including: Emergency and Extreme Weather Shelters, Supportive Housing, Affordable Rental Housing, Market Rental Housing, and Market Home Ownership.

However, in 2021, it was identified that a policy for Affordable Rental and Supportive Housing Development was needed to clearly outline the City's contribution to development projects that provide these types of units in New Westminster. This policy is currently under development. Supportive or affordable rental housing units provided as a component of mixed-income projects alongside market-rental or market-ownership are excluded from this Policy. These mixed-income projects are covered under the City's Inclusionary Housing Policy. Affordable homeownership projects are also not covered under this policy. Emergency shelter is covered elsewhere under the City's soon to be completed Homelessness Action Strategy.

The policy under development will define the City's financial and in-kind supports and a streamlined development review process. Once the policy being drafted is reviewed and

approved by Council, the supports outlined in the policy and streamlined processes would be available to eligible projects. The draft policy will set out eligibility criteria and an application process so that eligible projects will know how they may access these supports.

It is anticipated that a draft of the policy will be presented to Council fall 2022.

#### Nightly and 24/7 Emergency Response Centre Shelter – 502 Columbia Street

BC Housing, the Lower Mainland Purpose Society and the City are working together to transition the lower floor of 502 Columbia Street (the former Army and Navy Department Store) from an Extreme Weather Response (EWR) shelter, now closed (as such shelters only operate between November 1 and March 31), into a 24/7 Emergency Response Centre (ERC) shelter.

The ERC shelter will have Purpose Society staff onsite at all times and provide shelter guests with a bed, along with supports, referrals to community services, meals and hygiene facilities. To facilitate a 24/7 ERC shelter, building upgrades and additional sanitation services are required. BC Housing has engaged a Code Consultant and is willing to cover the majority of the costs associated with the two sanitation trailers, each containing three sinks and toilets, and two showers, whose maintenance will be the responsibility of the shelter operator. The building owner is also evaluating the extent of the necessary building upgrades.

The 24/7 ERC shelter, if operationalized, will be in place until March 31, 2023 with the possibility of an extension and will provide 50 beds. Anticipated occupancy is the first or second week of September 2022, with the possibility of a nightly shelter (i.e., 8:00 p.m. to 8:00 a.m.) operating in the interim. The 24/7 ERC shelter will address the increased numbers of unsheltered, with much of this increase attributable to the COVID-19 pandemic, until new supportive housing is developed at 60 to 68 Sixth Street.

#### Supportive Housing at 60 to 68 Street

BC Housing is moving towards a model of supportive housing as a preferred approach to sheltering the unsheltered. Supportive housing projects provide affordable and secure housing for an extended period of time, thus enabling occupants to address issues which may be contributing to their homelessness. To this end, BC Housing and the City have collaborated on enabling 52 units of supportive housing at 60 to 68 Sixth Street. Council has approved the Official Community Plan amendment and Rezoning to permit this housing, with site development work soon to be underway, and occupancy approximately 30 to 36 months, if final project funding is approved. Originally anticipated to be a modular housing development, BC Housing has informed the City that although the modular construction is technically feasible, they are reverting to a traditional woodframe construction due to site constraints (site size) and market conditions. Managed by a non-profit agency, preference for these units will be given to the locally unsheltered, with City staff and homeless outreach workers contributing to such decisions.

#### 350 to 366 Fenton Street

In partnership with Vancouver Native Housing Society (VNHS), the City is pursuing an affordable housing project on this site in Queensborough. In fall 2022, a grant application was submitted for a three-storey, 58-unit building to meet the needs of urban Indigenous individuals and families, including a target of 50% units for women and children. Although the grant application was not successful in securing federal funding, VNHS and the City remain committed to a project on the site. VNHS is currently applying to Canada Mortgage and Housing Corporation for funding to further refine a housing development proposal for the site. If successful, the City will work with VNHS on the next stages of the project including securing funding.

#### Affordable Housing at Poplar Landing – 1400 Quayside Drive

Poplar Landing, located at 1400 Quayside Drive, New Westminster, is jointly owned by Metro Vancouver and the City. Staff from both Metro Vancouver and the City continue to work jointly to develop an affordable housing project on this site.

Throughout 2020, Metro Vancouver and the City conducted numerous feasibility studies and identified factors that would impact the cost and complexity of bringing this site into a 'development-ready' state; soil remediation, ground densification, dike reconstruction and off-site works. These studies have identified site and soil conditions that significantly increase costs to bring the land to a development-ready state. Given the challenging site conditions and costs, delivering affordable rental housing at this site is not without challenges. However, through 2021/22, Metro Vancouver and the City staff have explored more creative solutions to achieve affordable housing through this site. Both partners will continue to explore creative opportunities to bridge this site's funding gap and anticipate reporting to Council in fall 2022

#### Project Manager(s) – Affordable Housing Projects

As noted earlier, the City is pursuing creative approaches to providing affordable housing in New Westminster, including actively facilitating affordable rental housing projects between senior levels of government, housing providers and other non-profits. Securing affordable housing projects is complex, challenging, and often involves multiple project partners, funding sources, and approval authorities. It also involves separating out the City's role as 'regulator' and 'project partner/applicant;' a challenging aspect for a single staff person to balance.

To assist in implementing this Strategic Priority, staff are preparing to post a Request for Qualifications for Project Managers. This would result in having a list of pre-qualified

proponents that could then be retained as affordable housing project opportunities are identified.

As a City-appointed Project Manager, the two key roles of the consultant will be to:

- Provide advice to the City drawing on technical knowledge, skills, and experience in the development of affordable housing projects. They will also be responsible for securing and coordinating technical experts/specialists, where necessary.
- 2. Act as a Project Manager taking responsibility for managing the project from start to completion in a role that is distinct from the City's 'regulatory function,' as well as from any project partners' project management requirements or needs. It is a coordinating role, ensuring the project advances and that activities are undertaken by supporting consultants, project partners, City staff team members and approving authorities, as required. They will act as an advocate for the project throughout the approvals process and will be required to "trouble shoot" to resolve any issues arising or any potential delays.

It is anticipated that the list of pre-qualified Project Managers will be in place by August 2022, after which staff would be able to retain proponent(s) for individual projects. At this time, identifying a Project Manager for 60 to 68 Sixth Street is the priority, followed by Fenton Street and Poplar Landing when they reach an appropriate stage.

#### **FINANCIAL IMPLICATIONS**

The capital budget 2022-2026 includes \$8,860,000 for affordable housing projects. The breakdown of potential City contributions can be summarized as:

- Up to \$500,000/project for off-site works
- Up to \$150,000/project for Project Management costs
- \$1,000,000 for Poplar Landing project
- \$1,000,000 for Fenton Street project

#### INTERDEPARTMENTAL LIAISON

The Affordable Housing portfolio is being moved forward by staff in a number of Divisions including Economic Development, Climate Action, Planning and Development, Engineering, and Parks and Recreation.

#### **OPTIONS**

Two options are presented for Council's consideration,

1. THAT Council receive this report for information.

2. THAT Council provide staff with alternative direction.

Staff recommends option 1.

#### **APPROVALS**

This report was prepared by: Carolyn Armanini

This report was reviewed by: John Stark

This report was approved by: Lisa Spitale, Chief Administrative Officer



### R E P O R T Office of the Chief Administrative Officer

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Lisa Spitale, Chief Administrative Officer	File:	
		Item #:	2022-523

#### Subject: Business License Bylaw Modernization

#### RECOMMENDATION

**THAT** Council endorse the direction for revising the Business License Bylaw as outlined in this report.

#### PURPOSE

The purpose of this report is to seek endorsement from Council on the policy direction, scope and extent being proposed for modernization of the Business License Bylaw.

#### **SUMMARY**

The reassignment of Business Licensing to the Economic Development division provides an opportunity to update the City's business licensing approach to better reflect the current and evolving business environment. This includes ensuring that both resources and tools are readily available for prospective and new businesses to facilitate start-up and growth, and that regulatory processes do not present onerous and unnecessary requirements on applicants and staff alike. The modernization of the Business License Bylaw will be guided by the City's regulatory responsibility around public safety and consumer protection, while transitioning the City to a risk-based regulatory framework.

#### BACKGROUND

#### Regulation of Business

#### Community Charter

The City's general authority in relation to business regulation, as well as the requirements and limitations on that authority, is outlined in the *Community Charter* section 8(6), which states a council may, by bylaw, regulate in relation to business. The *Community Charter* also sets out authority to establish a system of licensing, permits and standards/approvals.

Section 15(1) provides a further non-exhaustive list of what a municipality may do through its licensing system, including granting or refusing to grant licenses;

- prohibiting activities or things until a license has been granted;
- setting the time period the license is effective for;
- establishing terms and conditions of licenses;
- suspending or cancelling licenses; and
- establishing an appeal system for refusal, suspension or cancellation of licenses.

The *Community Charter* also sets out circumstances where municipalities may impose requirements or prohibitions in relation to certain categories of businesses:

- require people renting residential units to maintain a tenant registry;
- require buyers and sellers of second-hand goods to provide notice of sales and exchanges;
- prohibit altering, selling or exchanging second-hand goods during a specified time period;
- require waste from manufacturing plants to be disposed in a specific way;
- prohibit public performances in specified locations;
- prohibit the operation of public places of amusement; and
- prohibit specified professional athletic contests.

#### Local Government Act

*The Local Government Act (LGA)* previously provided municipalities with regulatory powers with respect to specific classes of businesses, however these have largely been subsumed by the *Community Charter (as outlined above)*. *Section* 637 *LGA* does contain some language relating to business regulation and licensing (e.g. maximum and minimum charges that may be charged by commercial carriers of persons and things; establishment and alteration of routes taken by those carriers; and limits on the number of vehicles licensed to which persons in any class of carriers.)

The extent to which staff and the City employ these powers is established by Council direction, as set out in the proposed business bylaw modernization work plan below.

#### **Business Licensing Approach Overview**

The Economic Development division's approach to business licensing is guided by the following objectives:

- Simplifying and streamlining operational processes to better reflect the current and evolving business environment
- · Providing tools that promote and reward compliance
- Developing efficiencies for both business applicants and city staff
- Reducing regulatory burden

A significant component of this work is related to the modernization of the business license bylaw to remove outdated and obsolete requirements while maintaining appropriate regulations for the licensing and oversight of emerging and evolving industries.

Concurrently, staff are undertaking initiatives to improve business licensing system technology and processes to better support staff while creating efficiencies, enhancing customer experience, and making doing business with the City easier and faster. Examples of this work include includes development of an online business licensing application portal, updating and translation of howto-guides, and work to streamline the business license renewal process.

#### **Risk-Based Licensing**

As noted, the ongoing review of business licensing by the Economic Development division is being undertaken through a risk mitigation lens. Under this model, licensees considered as higher risk - as determined by their business activity - would receive an increased level of regulatory review and compliance oversight, whereas licensees considered lower risk would benefit from reduced regulatory burden. The risk-based approach enhances compliance and effective enforcement efforts by focusing the City's resources on higher risk businesses, while creating efficiencies for lower risk businesses. A review of several business sectors have revealed that some historically viewed as 'increased risk' is out of step with current reality. In those cases where business sectors have evolved over time and now have less risk exposure (e.g. nuisance behavior) to the community, this approach can remove onerous process, regulatory requirements, and costs to doing business. Concurrent with this work is the review and development of an enforcement system focused on public safety that clearly and transparently outlines different stages of consequences for those businesses violating City bylaws.

Additionally, technological innovation and changing social patterns have resulted in non-traditional service delivery of business services and products (i.e. online, electronic, virtual, etc.) As such, more nuanced and dynamic regulations are needed to ensure that objectives related to business support and promotion, and risk mitigation, such as safety, and nuisance control, can continue to be met, while achieving efficiencies for business applicants and staff.

#### DISCUSSION

The City of New Westminster issues licenses to over 160 different types of businesses, trades and professions. Regulations for these businesses are predominantly laid out in Business Licensing Bylaw No. 5640, 1986. In 2017, an update of the business license bylaw was initiated, however due to staff resourcing challenges, never completed. As staff revisit this bylaw modernization, an overview of the proposed work to be undertaken includes:

- Consideration of conditional licensing As part of the review of the City's risk-based approach, an analysis on conditional licensing will be completed. Conditional licensing would allow those business considered low risk (e.g. retail businesses in previously/recently inspected buildings that do not require Fraser Health approval) to open prior to receiving an inspection and formal business license. This is an approach taken in several other Metro Vancouver municipalities and one that is viewed across the board as benefiting both businesses and city staff through increased efficiencies.
- Historically problematic uses A review of categories that have historically solicited concerns in the community, such as arcades, billiard halls, vending machines, adult retail, adult entertainment, raves, karaoke venues, used pre-owned goods and body rub/massage providers will be conducted. The overall intent will be to ensure the regulatory burden is commensurate with the public safety risks these types of businesses now pose.
- Modernize liquor categories In recognition of changing patterns and activities, a component of the business bylaw modernization will include a review of categories and fees relating to liquor establishments. This will include updating categories and language to better reflect provincial categories and the range of activity that occurs in bars/pubs, manufacturing locations with lounges, as well as entertainment venues.
- Consolidate license types and processes This includes consolidation of license types and processes (e.g. food trucks, specific types of retail or consulting categories) and elimination of duplicate/similar business categories and regulatory processes.
- Respond to new and evolving industries- The nature of business has changed significantly since the business license bylaw was last reviewed. Several licensing categories are now outdated and staff often deal with applications for a new type of business not contemplated by the existing bylaw (e.g. ghost kitchens, crypto currency farming, mobile businesses, etc.) Consideration will be given to establishment of new license types, including temporary or short-term pop-up licenses, and removal of outdated categories

(e.g. shoeshine, tea reader). The overarching goal is to future-proof the bylaw by including broader language with less-specific categories.

- General language updates An overall general language update is required, as well as a thorough review for freedom of privacy and protection consideration. Consideration will be given to removing any moral vs. legal (i.e. separation of church and state) language in the process.
- Review of license fees and structure A municipal comparison of business license fees with an emphasis on categories such as liquor, arcades and rental housing units will be conducted. This will also include an analysis of the pros and cons of multi-year licenses.
- Licensing non-profits/societies Enhanced clarity around licenses for non-profits and registered societies will be provided. Currently, there is no fee charged for these uses, however, provision of business licenses for these uses can assist the City and stakeholders (e.g. business improvement associations) with data and knowledge as to the full spectrum of the businesses and services provided.
- Updates to complimentary bylaws The work will also include potential amendments to the Zoning Bylaw, Sign Bylaw (clarity around business signage on street level stores) and the bylaw governing business license fees to consolidate, simplify and enhance clarity around business related regulations.

#### NEXT STEPS

Staff will commence the review and analysis over the summer and intend to solicit input from stakeholders, both internal and external, in the early fall. Stakeholder input will solicited from local business associations, Indigenous partners, the City's Economic Development Advisory Committee, and a business/non-profit focus group.



The revised business license bylaw will inform the subsequent roll-out of e-apply online business license application portal.

#### FINANCIAL CONSIDERATIONS

There are no financial implications beyond what has already been approved in the current year's budget. The bulk of the work to modernize the Business License Bylaw will be undertaken by existing staff, and any minor costs associated with the modernization process will be funded from the approved Economic Development division operating budget. The comprehensive review of business licensing is expected to result in streamlining and modernization of license categories and processes. Future proposals to amend the business license fee structure may result in financial implications given the related potential impact on licensing fees charged. Staff will report to Council on these potential impacts as the work progresses.

#### **OPTIONS**

Options for Council's consideration include:

- 1. **THAT** Council endorse the direction for revising the Business License Bylaw as outlined in this report.
- 2. **THAT** Council Provide staff with alternate direction.

Option 1 is recommended.

#### INTERDEPARTMENTAL LIAISON

This project is being led by staff from the Economic Development division. Staff from other departments involved in the business licensing process, including Fire, and Climate Action, Planning and Development (Planning, Building and Bylaws), have been, and continue to be, consulted throughout the process.

#### APPROVALS

This report was prepared by: Carolyn Armanini

This report was reviewed by: John Stark

This report was approved by: Lisa Spitale, Chief Administrative Officer



### R E P O R T Human Resources and IT and Legislative Services

To:	Mayor Cote and Members of Council,	Date:	July 11, 2022
From:	Jacque Killawee City Clerk	File:	05.1035.10
	Eva Yip Acting Director of HR	Item #:	2022-542

#### Subject: Council Maternity and Parental Leave Draft Policy

#### RECOMMENDATION

THAT Council adopt the draft maternity/parental leave policy, attachment 1 of this report

#### **PURPOSE**

To respond to a Council Motion and bring before Council a maternity/parental leave policy for approval.

#### BACKGROUND

At the evening Council meeting of January 21, 2022 Council passed the following motion:

**Whereas** the Local Government Act, Community Charter, and New Westminster Council Procedure Bylaw do not provide maternity and/or parental leave rights to elected officials; and

Whereas the absence of maternity and/or parental leave for local elected officials specifically disadvantages persons considering running for office and, hence, is a systemic barrier to attracting more diverse and representative candidates to local government; and

**Whereas** an elected official may want to take maternal and/or parental leave from their position and it is currently unclear as to this leave availability. It is unreasonable

to expect the Councillor to have to rely on Council deliberations or "hope" that their request for leave will be accepted officially;

**THEREFORE BE IT RESOLVED THAT** Council direct staff to report back on:

- Options that would include common entitlements for maternity and/or parental leave for elected officials in the City of New Westminster following the birth or adoption of a child;
- Additional supports for parents who sit on Council with young families in the City of New Westminster; and,
- Similar resolutions that have been submitted to the Lower Mainland Local Government Association (LMLGA) and the Union of BC Municipalities (UBCM) with a view to submitting a motion in 2022.

This reports seeks to respond to this motion by bring before Council a draft policy and reporting back on supports for Council members with young families and the opportunity to support a UBCM motion in September.

#### EXISTING POLICY AND PRACTICE

There are two area of existing policy and practice in this area.

The first is the section 125 of the Community Charter which states

(5)Subject to subsection (7), if a council member is absent from council meetings for

- (a) a period of 60 consecutive days, or
- (b) 4 consecutive regularly scheduled council meetings,

whichever is the longer time period, the council member is disqualified from holding office in accordance with subsection (6).

(7) The disqualification under subsection (5) does not apply if the absence is

- (a) because of illness or injury,
- (b) with leave of the council, or
- (c) because the council member is on a leave of absence under section
- 109.3 [mandatory leave of absence].

This provides a mechanism at the discretion of the majority of Council to grant a leave to a member of Council. The discretionary nature of this leave as noted in the motion leaves the Council member in uncertainty. The policy attached to this report aims to address this. The second area of policy that addresses this motion is the Council Expense Policy. This policy addresses supporting Council members with young families. The policy provides under section 4.3 Eligible Expenses the following:

Childcare (actual cost of child-minding expense) to a maximum of \$40.00/day, incurred by a Council member while attending an Event or Official Function. Events include the annual Federation of Canadian Municipalities (FCM), the Union of British Columbia Municipalities (UBCM) and the Lower Mainland Local Government Association (LMLGA) and any other local government related convention, conference, course or seminar approved by Council in advance. Official Functions include any function where municipal business is carried out, or is of a nature where municipal representation is required; and includes representation on an outside Committee, Board or similar entity.

This would allow a Council member to claim the cost of child-minding expense while attending events.

#### ANALYSIS

The analysis is presented in three sections to respond directly to Council's motion.

#### **Maternity/Parental Leave**

Municipalities have through UBCM called upon the Provincial government to make changes to the *Local Government Act* and *Community Charter* to provide Maternal/Parental leave to Councillors. The provincial government responded in 2016 stating they would require further analysis to determine the implications and highlighted that "local governments have full authority to grant leave for a wide variety of reasons to elections officials and establish policies for such leave". In response to the lack of action by the provincial government a few municipalities have implemented material/parental leave policies, most recently Coquitlam and others are in the process of developing them. In looking to create the draft policy found in Attachment 1, staff reviewed these policies and a summary of the provisions is located in Attachment 2. Each policy provides slightly different benefits.

The starting point for consideration of the New Westminster policy, was an understanding of the legal framework of the topic. Under the *Employment Standards Act* employees have the following benefits:

- 17 weeks' maternity leave for birth parent
- 61 weeks' parental leave if also taken maternity leave
- 62 weeks' parental leave if do not take maternity leave
- 62 weeks' parental leave for adopting parent

Further it states that

- Requests for leave must be made at least four weeks before the leave
- Maternity and parental leave are unpaid and
- The City is required to continue to pay its share of benefit premiums.

The City further provides exempt employees an additional salary top up for six weeks of maternity leave, and there is no top up for parental leave.

Employees are entitled to the following Employment Insurance Benefits:

- 55% of earnings to a maximum of \$638/week for standard parental benefits (within 52 weeks); or,
- 33% of earnings to a maximum of \$383/week for extended parental benefits (within 78 weeks).

While staff have provided the requirements of the *Employment Standards Act* and the benefits provided to exempt staff, there is no requirement to comply with these as the policy is entirely within the discretion of Council.

In proposing the policy before Council today, staff considered the principles that Council has affirmed in its mission statement, its strategic plan and in the recently adopted DEIAR Framework: That of wanting to support a diverse municipal government that is vibrant and compassionate. As the motion states, the lack of maternal and parental leave provisions for Council can deter candidates from office. Therefore, the policy in Attachment 1 mirrors the benefits a Councillor could expect to receive from an employer to provide an equal playing field. The Policy provides the following:

- The same leave provision provided under employment insurance and the Employment Standards Act. There will be two leave provisions, both maternity and parental, with a maximum leave of 78 weeks through combining the two leaves. It is expected that a Councillor because of their commitment to public service and desire to steer this community would take a shorter leave.
- 2) In alignment with the *Employment Standards Act*, the City would continue to provide benefits to the Councillor.
- 3) The Councillor would continue to receive their Council salary. This differs from the legal requirements but reflects the different situation of Councillors. Councillors during the leave may not be able to collect EI because their Council salary is not eligible for EI. Councillors will also retain the right to attend Council and perform duties that they are able to during the leave. A per hour rate for this work would be complex and difficult to manage give the nature of the work of a Councillor. Unlike employees, Councillors are not replaced by another individual.
- 4) The same notice provisions as the *Employment Standards Act* are included in the policy, that of four weeks, with a requirement that a Councillor work with the Mayor and Chief Administrative Officer to outline the work they would undertake and the accommodations needed during the leave.
- 5) In alignment with the *Employment Standards Act*, that Councillor would return to all Committee assignments, unless the committee assignment has terminated during the leave.

In considering the leave, staff also considered if the Mayor was to request a leave of absence. This would be of a different nature as the Mayor has a full time role with the City and not every Council member may have the capacity or desire to take on this role during the leave. In the policy, it is proposed that the Mayor be replaced by an interested Council member selected by Council for the period of the leave with compensation to reflect the work required. If the attached policy is adopted, there will need to be an addition to Part 3 of the Procedure Bylaw to reflect this process.

The leave of any Council member would not affect quorum of Council. This would remain the same. There will need to be consideration of quorum in multiple leaves were to occur. Staff are aware of the issue and would provide guidance and support if this were to occur.

#### **Support for Young Families**

As noted, Council members have the ability to expense child care provisions to attend conferences and events that form part of Council business. This provision is not provided to staff at the City of New Westminster. To ensure that Council members are aware of this support provision, staff will ensure special mention is made of it during Council on-boarding.

#### **UBCM** Resolutions

There have been two previous UBCM motions in 2016 and 2021 (Attachment 3). Only the resolution in 2016 has a provincial response listed.

UBCM motions are normally provided to the Lower Mainland Local Government Association that then endorsed them for the UBCM. This process has been competed for 2022. A motion is on the agenda at UBCM sponsored by Squamish which calls on the UBCM to update its Council and Board Remuneration guide to included recommended minimum requirements for maternity and parental leave for elected officials in BC following the birth or adoption of a child. In light of timing, staff recommend that Council support this motion.

#### FINANCIAL IMPLICATIONS

The provision of maternity/parental leave will only impact the budget of the City if a Mayor requires this leave, otherwise the salaries and benefits for Council members already form part of the existing budget.

#### **INTERDEPARTMENTAL LIAISON**

This report was developed jointly by Human Resources and IT and Legislative Services.

#### **OPTIONS**

There are two options before Council:

- 1. THAT Council adopt the draft maternity/parental leave policy, attachment 1 of this report;
- 2. That Council provide other direction.

Staff recommend option 1.

#### **CONCLUSION**

This report provides the background information needed for Council to workshop a new maternity/parental benefits and provide advocacy on the topic.

#### **ATTACHMENTS**

Attachment 1 Draft Maternal / Parental Leave Policy Attachment 2 Comparison Table of Municipal Maternal / Parental Leave Policies Attachment 3 UBCM resolutions regarding Maternal / Parental Leave Policies

#### **APPROVALS**

This report was prepared by: Jacque Killawee, City Clerk

This report was reviewed by: Eva Yip, Acting Director of Human Resources and IT

This report was approved by: Lisa Spitale, Chief Administrative Officer



# Attachment 1

## Council Maternity / Parental Leave Policy



Policy Title:	Council Maternity/Paternity Leave Policy
Issue Date:	July 11, 2022
Revised Date:	
Prepared by:	Jacque Killawee, City Clerk
Document #:	2112727

#### 1. <u>Purpose</u>

The purpose of the Council Maternity and Parental Leave Policy (the "Policy") is to encourage individuals, who are interested in becoming a public elected official and having a child during the term of office, to run for municipal council, by ensuring that members of Council are provided with paid time off to coincide with the birth or adoption of a child. This Policy enables individuals to recover from childbirth, bond with, and care for their newborn or adopted child, without fear of negative impact on the status of their position of office.

The City of New Westminster (the "City") recognizes the physical, emotional and psychological demands of being a new parent, and considers that a period of leave is important for the wellbeing of both the parent and the child. This Policy has been created as an affirmation of the City's commitment to support members of Council both in their decisions to become parents and in their work as elected officials.

This Policy also provides guidance in relation to the application of Sections 125(5) and 125(7) of the *Community Charter*, SBC 2003, c. 26 (the "*Charter*") to absences by members of Council pursuant to the Policy.

#### 2. <u>Scope</u>

2.1 This Policy applies to City of New Westminster members of Council.

#### 3. <u>Definitions</u>

3.1 "Member of Council" means an elected member of Council, including the Mayor.

#### 4. Legislation

- 4.1 The *Charter* does not expressly contemplate a situation in which a member of Council would take a leave of absence due to pregnancy or parental reasons.
- 4.2 Section 125(5) of the *Charter* provides as follows:

Subject to subsection (7), if a council member is absent from council meetings for

(a) a period of 60 consecutive days, or

(b) 4 consecutive regularly scheduled council meetings,

whichever is the longer time period, the council member is disqualified from holding office in accordance with subsection (6).

4.3 Section 125(7) of the *Charter* provides that:

The disqualification under subsection (5) does not apply if the absence is because of illness or injury or is with the leave of council.

#### 5. Leave Provisions

#### 5.1 Maternity

5.1.1 A Member of Council who has given birth is eligible for a paid maternity leave, covering pre and post natal time for a period of up to 17 consecutive weeks, which must be taken no earlier than 13 weeks before the expected birth date and no later than the actual birth date.

#### 5.2 Parental Leave

5.2.1 A Member of Council who has given birth is eligible for up to 61 consecutive weeks of paid parental leave beginning immediately following the end of the maternity leave.

5.2.3 A Member of Council who is the parent of a child, but has not given birth to the child, is eligible for up to 62 consecutive weeks of paid parental leave beginning after the child's birth, and within 78 weeks after the birth.

5.2.4 A Member of Council who adopts a child is eligible for up to 62 consecutive weeks of paid parental leave beginning within 78 weeks after the child has been placed with the Member of Council.

#### 6. <u>Compensation and Benefits</u>

6.1 During a maternity or parental leave, the Member of Council will be entitled to full remuneration.

6.2 If the Member of Council participates in the benefit program offered by the City, those benefits will continue during a maternity or parental leave, based on the current cost sharing arrangement.

#### 7. <u>Notice of Leave</u>

- 7.1 To ensure that the City can make the necessary arrangements to accommodate individuals taking maternity or parental leave, a Member of Council must give at least 4 weeks' written notice to the Mayor or Chief Administrative Officer of their intention to take such leave ("Notice of Leave"). Where it is not possible for the Member of Council to give at least 4 weeks' notice, the Member of Council should give Notice of Leave at the earliest possible date.
- 7.2 Notice of Leave should include:
  - (a) the expected start date and the expected end date of the leave;

(b) information about any Council duties that the Member of Council requests to continue to perform during the leave; and

- (c) any workplace accommodations requested for the duration of the leave.
- 7.3 Following receipt of a Notice of Leave, the Mayor or the Chief Administrative Officer will advise Council of the leave dates.
- 7.4 No Council motion is required for approval of a maternity or parental leave. A maternity or parental leave pursuant to this Policy is deemed to be with the leave of Council for the purposes of Section 125(7) (b) of the *Charter*, and the Member of Council shall not be considered disqualified from Council by being absent from Council meetings during the leave pursuant to Section 125(5) of the *Charter*.

#### 8. Duties During Leave

- 8.1 A Member of Council who takes maternity or parental leave pursuant to this Policy is not required to participate in Council meetings, public hearings, Council committee meetings, meetings of other bodies to which they are appointed by Council, or perform other duties of a Member of Council.
- 8.2 If the Member of Council who takes maternity or parental leave pursuant to this Policy is the Mayor, Councillors will be asked to put their names forward for consideration as Acting Mayor during the Mayor's leave. Council will appoint the Acting Mayor by resolution.
- 8.3 Despite being on maternity or parental leave, a Member of Council may attend any meeting of Council and exercise all rights and privileges of office. The Member of Council's exercise of rights and privileges of office while on leave will not affect Council's deemed approval of the leave.
- 8.4 For the purposes of the minutes of meetings, a Member of Council absent from a meeting due to maternity or parental leave, shall be recorded in the minutes as on approved leave.

- 8.5 If a Member of Council gives notice that they do not wish to continue with a committee membership or regional appointment during a maternity or parental leave, Council may authorize the temporary assignment of that membership or appointment. The Member of Council shall provide 2 weeks' written notice to the Mayor and Chief Administrative Officer of their intent to resume any of the Council-approved appointments during their leave.
- 8.6 All memberships and appointments will be returned to the Member of Council at the end of their leave, unless the memberships and appointments expire before the end of the leave.



### Attachment 2

### Council Maternity / Parental Leave Report

Municipality	Length Maternity leave	Length Parental/adoption leave	Pay	Conditions	Advance notice
Whistler (May 2014)	6 months	6 months		Cannot combine Maternal and paternal leave	Min 4 weeks
Calgary (July 2018)	16 weeks (4 month)	26 weeks (6.5 months)	<ul> <li>Maternity: 100% pay for the first 6 weeks, payment of EI maximum benefit for remained of leave</li> <li>Parental/adoption: Payment of EI maximum benefit</li> </ul>	<ul> <li>Member determines impact of leave benefits</li> <li>Advice in writing any Council duties the member will continue to perform and required workplace accommodations</li> </ul>	Min 6 weeks
Squamish (June 2019)	6 months	6 months	<ul> <li>Full pay for maternal and parental leave</li> <li>Benefit premiums paid</li> </ul>	<ul> <li>Cannot be combined and the total cannot exceed 6 months leave</li> <li>Council may extend the leave under s. 125(7)</li> <li>Can attend any Council or Committee meeting</li> <li>Resume all appointments and designations upon their return</li> </ul>	Min 4 weeks
North Saanich (November 2021)	17 weeks	61 or 62 weeks	<ul> <li>Top up to any EI benefits to 100% of gross Council earnings for the first 17 weeks</li> <li>Benefit premiums paid</li> </ul>	<ul> <li>Must inform of duties wishing to continue and any required workplace accommodations</li> <li>May attend any meeting of Council and exercise all rights and privileges of office</li> <li>Temporarily assign committee membership or regional appointments</li> <li>Written notice to resume appointments</li> <li>Membership and appointments return at the end of the leave unless they have expired</li> </ul>	Min 6 weeks
Coquitlam (June 2022)	16 weeks	16 weeks	Receive full payment while on leave	• May attend any meeting of Council and exercise all rights and privileges of office except any committee or appointment that have been reappointed to accommodate leave	Min 2 weeks



# Attachment 3

# **Previous UBCM Motions**

### **Previous UBCM Motions**

### 2022 LMLGA Resolutions:

Beyond GDP: Maternity and Parental Leave to the UBCM Council and Remuneration Guide

Sponsor(s) District of Squamish

Whereas the LGA and CC do not provide maternity and parental leave rights for elected officials;

And whereas the absence of maternity and parental leave for local government elected officials unless a policy is specifically adopted by a local government specifically disadvantages young and female candidates for office and hence is a systemic barrier to attracting more diverse and representative candidates to local government.

Therefore be it resolved that UBCM update its Council and Board Remuneration guide to included recommended minimum requirements for maternity and parental leave for elected officials in BC following the birth or adoption of a child.

ON MOTION, was ENDORSED

### **2021 UBCM Resolutions**

Year 2021 Number NR1 - Sponsor(s) Squamish-Lillooet RD

Whereas the Local Government Act and Community Charter do not provide maternity and parental leave rights to elected officials;

And whereas the absence of maternity and parental leave for local elected officials specifically disadvantages young and female candidates running for office and, hence, is a systemic barrier to attracting more diverse and representative candidates to local government:

Therefore, be it resolved that prior to the next local government elections in 2022, UBCM work with the Ministry of Municipal Affairs and the Gender Equity Office to amend the Local Government Act and the Community Charter to establish common minimum entitlements for maternity and parental leave for elected officials in BC following the birth or adoption of a child, but allows flexibility for local governments to exceed said minimum entitlements should they choose to.

Convention Decision: Endorsed

### **2016 UBCM Resolutions**

Year 2016 Number B99 - Sponsor(s) Oak Bay, Esquimalt

Whereas the BC Employment Standards Act guarantees the rights of parents to maternity and parental leave;

And whereas the Local Government Act and Community Charter fail to protect parental rights of local government elected officials, requiring council or regional district board approval of leave for elected officials who become parents:

Therefore be it resolved that UBCM encourage the provincial government to amend the Local Government Act and the Community Charter to guarantee maternity and parental leave for elected officials to be consistent with the Employment Standards Act provisions following the birth or adoption of a child;

And be it further resolved that the legislation be amended to permit the elected official to return to work on the same terms that were in place at the start of their leave, and that any changes in the elected officials appointments to committees, boards or commissions will not be made as a result of the maternity or parental leave.

### **Provincial Response**

Ministry of Community, Sport and Cultural Development

The Ministry of Community, Sport and Cultural Development recognizes that maternity and parental leave for elected officials is an important issue. As noted by the Resolutions Committee, this is the first time UBCM has brought this issue to the Provinces attention. Given its complexity, any consideration of changes to legislation on this topic would first require significant analysis, including a clearer understanding of a range of issues such as: the existing legislative, contract, policy and common law framework around employee leave; whether elected officials can be considered employees under the Employment Standards Act for these purposes; and if so, implications that might have for elected officials status for other purposes. Work to explore these issues would need to be undertaken jointly with the Ministry of Jobs, Tourism and Skills Training which has responsibility for the Employment Standards Act. If there is interest, the Ministry is open to further dialogue with UBCM on this topic. Currently, local governments have full authority to grant leave for a wide variety of reasons to elected officials and establish policies for such leave including handling of appointments such as to boards and committees, and other duties during the leave and upon return. The existing authority affords individual communities full range to consider their unique circumstances in determining policies related to various types of leave.

## **Convention Decision Endorsed**



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

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Emilie K. Adin, MCIP Director, Climate Action, Planning and Development	File:	09.1740.02
		Item #:	2022-526

### Subject: Draft Community Energy and Emissions Plan

#### RECOMMENDATION

**THAT** Council support in principle the draft Community Energy and Emissions Plan as a basis for public consultation over summer 2022.

#### **PURPOSE**

This report presents the draft Community Energy and Emissions Plan (CEEP), created to guide the City towards achieving its ambitious climate emergency greenhouse gas (GHG) emission reduction targets. Before finalizing the Plan, staff proposes consulting with community and industry representatives through the summer of 2022 to gather input on the draft.

#### **EXECUTIVE SUMMARY**

This report presents the draft Community Energy and Emissions Plan (CEEP), which would guide the City towards achieving its ambitious climate emergency greenhouse gas (GHG) emissions reduction targets (45% reduction by 2030, 65% by 2040, and net zero by 2050).

The final CEEP, once adopted, will be the overarching plan for the community's energy and emissions reduction efforts. The Plan will:

- 1. Directly support the implementation of the Seven Bold Steps for Climate Action through the identification of energy and emissions reduction opportunities, strategies, and actions.
- 2. Inform climate action related to the following areas over the next 30 years:
  - a. land use planning and development,
  - b. sustainable transportation,
  - c. waste management,
  - d. natural areas and green infrastructure, and
  - e. energy infrastructure and utility systems.
- 3. Advance the City's equity goals and efforts to ensure the transition to a low carbon future is equitable.

The draft CEEP is based on community and industry engagement, industry best practices, the latest climate research, and emissions modelling. The CEEP includes five key action areas and 55 actions to help reduce community-wide emissions and build a more climate-resilient, energy-conscious, and low carbon community.

Staff recommends that Council endorse undertaking community consultation over the summer of 2022 to gather final input on the draft CEEP. Final revisions would be made to the document based on staff, community, industry, and Council feedback. It is anticipated that the final document will be presented to Council for adoption in fall 2022.

#### FINANCIAL IMPLICATIONS

There are no financial implications for the City in this decision.

### **OPTIONS**

The following options are provided for Council's consideration:

- 1. That Council support in principle the draft Community Energy and Emissions Plan as a basis for public consultation over summer 2022; or
- 2. That Council provide staff with alternative direction.

Staff recommends Option 1.

### **ATTACHMENTS**

Attachment 1 – Staff Memo Attachment 2 – Draft Community Energy and Emissions Plan Attachment 3 – CEEP Engagement Summary

### **APPROVALS**

This memo was prepared by: Nayel Halim, Community Energy and Emissions Specialist

This memo was reviewed by: Meredith Seeton, Policy Planner Lynn Roxburgh, Supervisor of Land Use Planning and Climate Action

This memo was approved by: Serena Trachta, Acting Director, Climate Action, Planning and Development Lisa Spitale, Chief Administrative Officer



Attachment 1 Staff Memo



# MEMORANDUM

Climate Action, Planning and Development

То:	Emilie K Adin, MCIP Director, Climate Action, Planning and Development	Date:	July 11, 2022
From:	John Stark, Supervisor of Community Planning	File:	09.1740.02
Subject:	Att 1 - CEEP Staff Memo.docx		

#### RECOMMENDATION

Staff recommends that the Director forward this memo and the following resolution to Council for consideration:

**THAT** Council support in principle the draft Community Energy and Emissions Plan as a basis for public consultation over summer 2022.

### PURPOSE

This report presents the draft Community Energy and Emissions Plan (CEEP), created to guide the City towards achieving its ambitious climate emergency greenhouse gas (GHG) emission reduction targets. Before finalizing the Plan, staff proposes consulting the community and industry representatives through the summer of 2022 to gather input on the draft.

#### **SUMMARY**

This report presents the draft Community Energy and Emissions Plan (CEEP), which would guide the City towards achieving its ambitious climate emergency greenhouse gas (GHG) emissions reduction targets (45% reduction by 2030, 65% by 2040, and net zero by 2050).

The final CEEP, once adopted, will be the overarching plan for the community's energy

and emissions reduction efforts. The Plan will:

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The draft CEEP is based on community and industry engagement, industry best practices, the latest climate research, and emissions modelling. The CEEP includes five key action areas and 55 actions to help reduce community-wide emissions and build a more climate-resilient, energy-conscious, and low carbon community.

Staff recommends that Council endorse undertaking community consultation over the summer of 2022 to gather final input on the draft CEEP. Final revisions would be made to the document based on staff, community, industry, and Council feedback. It is anticipated that the final document would be presented to Council for adoption in Fall 2022.

### BACKGROUND

To support the objectives established by Council's 2019 Climate Emergency Declaration and the Seven Bold Steps for Climate Action, the City worked with a consultant, Sustainably Solutions Group (SSG), to develop the new Community Energy and Emissions Plan (CEEP).

The draft CEEP builds on the City's achievements of the 2011 CEEP. Since 2011, the climate crisis has grown more urgent and there has also been a rapid evolution of low carbon technologies and climate policy options. The draft CEEP considers this changed context in charting the path to more ambitious emissions reduction targets. The CEEP also builds on climate actions already taken by the City, and directions established in the City's Master Transportation Plan and Official Community Plan, as well as other subject area plans.

## PLAN PROCESS & ENGAGEMENT

The draft CEEP was developed through various phases:

- Phase 1: Data Collection and Emissions Modelling
- Phase 2: Developing Low Carbon Scenario and Initial Engagement
- Phase 3: Review of the Draft

### Phase 1: Data Collection and Emissions Modelling

This phase was conducted over the summer of 2021. The CEEP was informed by the collection of emissions-related data that helped define the City's current energy and emissions profile. This was used to forecast future emissions trends by source, fuel type, and by sector. The forecast considers projected population and employment growth, land use patterns, anticipated climate trends, and other relevant parameters over the next 30 years to 2050.

### Phase 2: Developing Low Carbon Scenario and Initial Engagement

The next phase involved developing the City's Low Carbon Scenario, which is the pathway that would see the City implement low carbon actions in order to achieve its ambitious emissions reduction targets. It also involved gathering input from community and industry representatives on specific actions and opportunities that could help reduce GHG emissions. Engagement activities included:

- online workshops with community members, industry representatives and with equity-denied community members to gather input on CEEP actions and priority areas; and
- an online community survey to gather feedback on low carbon actions.

Attachment 2 provides a summary of engagement findings.

### Phase 3: Review of the Draft

In March of 2021, an initial draft CEEP was received. Staff consulted extensively with interdepartmental staff. In response to the feedback received, revisions were made to the draft in order to better convey the call to action for the community, the private sector and other actors to collaborate on climate action and help achieve the City's emissions reduction targets together. Revisions also resulted in more clearly identifying key action areas and opportunities that yield the greatest GHG emissions reduction impacts, and help ensure that the actions are achievable within the City's jurisdiction (leveraging partnerships and advocating to senior government where necessary) and are New Westminster specific.

In advance of the revised draft being created, staff updated the Environment and Climate Advisory Committee, the Environment and Climate Task Force, and the New Westminster Utility Commission. The Task Force expressed support for staff bringing the revised draft to Council and undertaking a final round of consultation through the summer of 2022.

### DRAFT CEEP SUMMARY

The draft CEEP, provided as Attachment 3, conveys the urgency of taking bold climate action steps, and charts a pathway for the City, in partnership with other levels of

government, the community and the private sector, to approach net zero emissions by 2050.

The Plan includes five key action areas, targets for each area, and 55 specific implementation actions. These are categorized and summarized as follows:

- Transportation low carbon mobility and supporting active transportation;
- Buildings retrofitting existing buildings and requiring new buildings to be built to high performance standards;
- Waste reducing waste and embracing circular economy<sup>1</sup> principles;
- Energy supporting energy conservation, district energy, and renewable energy; and
- Natural areas and green infrastructure preserving and enhancing natural areas and the urban tree canopy, and increasing the use of green infrastructure.

The CEEP makes it clear that the most significant potential gains are in transportation – both through a mode shift and electrification – as well as building efficiency improvements and electrification. Achieving the ambitious targets in these two sectors would require particular focus and continued nimbleness as new legislative tools and technologies come online.

The CEEP would be a living document that will need to be updated regularly through evaluation and monitoring. It would also need to allow for flexibility to take advantage of emerging opportunities, technological advancements and innovation in order to ensure that it is future-proof and stands the test of time.

## **CEEP** and the Seven Bold Steps

The approach taken in developing the CEEP was to allow emissions modelling and community and industry input to drive the action areas and targets identified. As such, these are an adjustment from the Seven Bold Steps. Many of the Bold Step targets are embedded in the Plan, some are adjusted based on data availability, and all are extended from 2030 to 2050. When a final version of the CEEP is brought forward for Council consideration, staff anticipates providing options for adjusting the Seven Bold Steps to better align with the CEEP.

## NEXT STEPS

Before finalizing the CEEP, staff proposes consulting the community and industry representatives through the summer of 2022 to gather input. Consultation activities are anticipated to include:

<sup>&</sup>lt;sup>1</sup> A circular economy is a model of production and consumption, which involves reusing, sharing, repairing, refurbishing and recycling existing materials and products as long as possible.

- Posting the draft on the Be Heard New West page, and soliciting feedback through a forum discussion;
- Advertising through social media and Citypage;
- Outreach to community and industry representatives who participated in earlier consultation activities for their feedback; and
- Promoting the input opportunity at pop-up engagement events through the summer.

Staff also anticipate bringing the draft to the July 20, 2022 Environment and Climate Advisory Committee meeting for feedback. The revised draft will also be circulated to interdepartmental staff for final review.

Input gathered on the draft will inform final revisions to the CEEP, which could then be brought for Council consideration in fall of 2022.

Implementation of the Plan would include prioritizing actions based on urgency, financial implications, GHG emissions reductions and additional benefits, and current and future capital and infrastructure planning processes.

### **INTERDEPARTMENTAL LIAISON**

Staff from various divisions have provided input during the CEEP development and commented on the initial draft, including senior staff from Finance, Engineering Services and Parks and Recreation. The Utility Commission and the Environment and Climate Task Force were engaged during this Plan development.

### **OPTIONS**

The following options are provided for Council's consideration:

- 1. THAT Council support in principle the draft Community Energy and Emissions Plan as a basis for public consultation over summer 2022; or
- 2. THAT Council provide staff with alternative direction.

Staff recommends Option 1.

### **ATTACHMENTS**

Attachment 2 – CEEP Engagement Summary Attachment 3 – Draft Community Energy and Emissions Plan

### APPROVALS

This memo was prepared by: Nayel Halim, Community Energy and Emissions Specialist

This memo was reviewed by: Meredith Seeton, Policy Planner Lynn Roxburgh, Supervisor of Land Use Planning and Acting Supervisor of Climate Action

This memo was approved by: John Stark, Supervisor of Community Planning

New Westminster Community Energy and Emissions Plan Engagement Summary

May 2022

SSG SUSTAINABILITY SOLUTIONSGROUP



# **Engagement Objectives**

As part of the Community Energy and Emissions Plan (CEEP) development process, New Westminster community members and industry representatives were engaged to gather input on climate action initiatives that would support the City's climate emergency targets.

Pivotal to the success of the CEEP and future sustainability of the city is a recognition of our community's interests and perspectives regarding this important initiative. The City and Sustainability Solutions Group (SSG) conducted a variety of engagement activities to gather feedback, which will help the project team identify specific projects, actions, and strategic initiatives that the City can take to achieve its emission reduction targets.

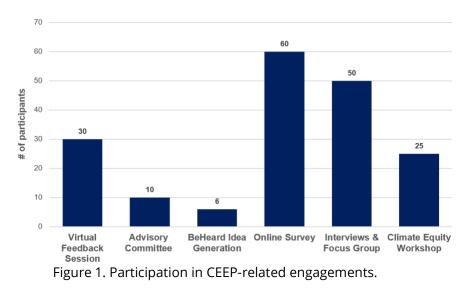
# What Was the Process?

The process of developing the City's low-carbon targets and actions required three critical steps:

- A technical analysis by SSG and the City to update New Westminster's greenhouse gas (GHG) inventory and plot a business-as-planned scenario;
- 2. Focus group and industry engagement to refine climate targets; and

3. Engagement with the community.

Industry and community engagement was conducted through various engagement activities (see Figure 1), where participants outlined their priorities for climate action and identified specific initiatives the community can take to address the climate emergency.



As SSG and the City began developing the CEEP in the fall of 2021. A community survey was launched asking for input on tactics for implementing the Plan. A virtual community workshop in October 2021 focused on the same topic.

A workshop with industry professionals and organizations from the housing and development sectors focused on buildings and the built environment. Attendees included:

- Greater Vancouver Homebuilders Association,
- Urban Development Institute,
- University of British Columbia,
- Mantle Developments,
- Metro Vancouver.
- BC Non-Profit Housing Association,
- FRESCO Energy Efficiency,
- Energy Save New West,
- Local housing developers,
- Local contractors/builders, and
- Local heating, ventilation, and air conditioning (HVAC) tradespeople.

Select interviews occurred separately with city departments, Energy Save New Westminster, and Kruger Paper. These interviews followed the themes and questions of the focus groups but more specific to their work in building renovations and industrial processes.

Addressing the needs and priorities of vulnerable and atrisk community members is an emerging priority. In early 2022, members of the Community Action Network (CAN) participated in a workshop focused on addressing equity in climate action. CAN is a partnership with the BC Poverty Reduction Coalition to ensure that people with lived and living experience in poverty and homelessness are valued, respected, and supported in the engagement process and that their contributions are reflected in decision making and initiative development.

Figure 2 provides an overview of the timeline for the community engagement and shows participation in various CEEP related engagements.

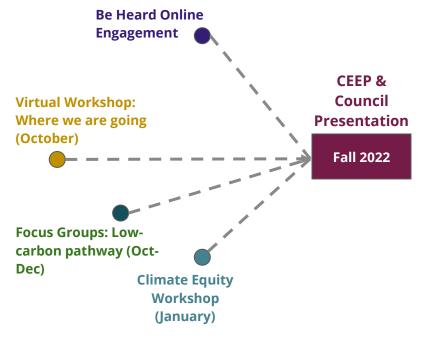


Figure 2. Engagement process.

# What we Heard

# Virtual Community Workshop

On October 6th, 2021, the City hosted a virtual community workshop on the Community Energy and Emissions Plan (CEEP). The purpose of the workshop was to introduce the CEEP project, provide a summary of the City's current energy and emissions profile, and gather input on potential actions the City can take to achieve the goals of the Seven Bold Steps.

Since the CEEP focuses on reducing community-wide emissions, the workshop focused on gathering participant input on possible actions to support Bold Step #2 – Car Light Community, Bold Step #3 – Carbon Free Homes and Buildings, and Bold Step #5 – Carbon Free Energy. Overall, there was support for many of the actions proposed. Feedback was also received on additional actions that could be considered.

The key themes that emerged where:

 Receiving approval from strata organizations is challenging and deters owners from making improvements.

- Incentives and rebates for energy retrofits can help reduce energy consumption and improve accessibility to affordable housing operators.
- Participants expressed interest in initiatives that support fuel-switching for both vehicles and space heating.
- Prioritize increasing active transportation to achieve GHG emissions rather than relying on uptake of electric vehicles

# **Interviews & Focus Group**

Housing and development industry representatives, as well as and major industry, were engaged to ensure the pathway to net-zero GHG emissions was achievable in the New Westminster context. Feedback included:

- Building energy performance for new construction. Builders felt that plans to rapidly advance step-code construction (proposed for 2025) are too sudden and net-zero construction still needs more practice before becoming widespread. They recommended delaying these targets towards 2030.
- 2. Building retrofit timelines. Many stakeholder members supported the aspirational targets for retrofitting buildings but noted supply chain and workforce capacity would prevent them from

meeting the targets without significant technological improvements and labour supply.

- **3. Building retrofit outcomes.** Stakeholders noted that achieving a 50% reduction for heating demand in retrofitted buildings will be very difficult and costly especially for smaller/single detached buildings. They recommended adjusting the target to 20–30%, which is more in line with industry practice.
- 4. Industry/hydrogen/electricity. Heavy industry in New Westminster is currently dependent on natural gas. Some industrial processes that require less heat can be electrified, but hydrocarbon combustion is still critical. The recommendation is to use more hydrogen and renewable natural gas after 2040.
- 5. Transportation. Respondents felt that the City should focus its efforts on funding public and active transport instead of electric vehicles. Electric vehicles will not be accessible to low-income populations for many years, and more active transportation comes with more health and community co-benefits. Respondents also noted the COVID-19 pandemic has proven long commute distances are not always necessary. The recommendation was to make the modal split target more ambitious.

# **Climate Equity Workshop**

The City held a workshop with representatives of equityseeking groups on January 25<sup>th</sup> 2022 to better understand how equity can be incorporated into the CEEP.

Community members and organizations in affordable housing, mental health, seniors, and youth services workshopped climate targets and priority actions for including equity in the City's climate action plan.

The feedback is summarized below:

- City policies and incentives: City policies often do not reach equity-denied groups because of financial barriers. Incentives for renewable energy/carbon free energy often only apply to homeowners and building owners. Respondents pointed out that lowincome community members often do not have access to a credit card so they cannot participate in bike-share or car-share programs.
- 2. Community scale interventions and infrastructure spending: Funding for more bike lanes, better transit, discounted bikes or transit passes, or more public space would allow lowincome residents to better participate in climate action. Equity-denied groups highlighted community

gardens with local fruit trees as particularly accessible.

- 3. Building renovations: Renters will not be able to retrofit their buildings or apartments and rely on decisions made by building owners. This means many low-income residents live in buildings with drafty windows, infestations, flooding, or poor insulation. For this reason, the City should incentivize building owners to retrofit, while maintaining affordability for tenants.
- 4. Future extreme climate events: Climate extremes (heat waves and cold waves) affect ageing populations and vulnerable people disproportionately. Many New Westminster residents live without air conditioning, and more emergency relief buildings are needed

**Priority Actions for Equity-Seeking Groups** 

Equity-seeking groups identified the following priorities for the City's climate action plan:

- More emphasis on good state of repair for rental buildings;
- Availability of used bikes and reduced rate e-bikes for low-income populations;
- Free transit for high school/middle school students;
- Reduced energy/electricity rates for low income households;

- Partnerships to provide electric vehicles for community associations serving equity-denied populations; and
- More community gardens/fruit-bearing trees in the city.

# **CEEP Community Survey**

### Context

The CEEP Community Survey was open to the public using the Be Heard platform from January 10 to February 8, 2022.

The purpose of the survey was to gather feedback on lowcarbon initiatives that will influence New Westminster's nearterm climate actions and implementation of the Seven Bold Steps. Note that the survey did not cover all of the bold steps. Bold Steps 1 and 2, Carbon-Free Corporation and Pollution-free Vehicles, are covered under the Corporate Energy and Emissions Reduction Strategy (CEERS) and the draft eMobility Strategy.

The survey had 58 respondents, though not every respondent answered every question.

# **Questions - Buildings**

# Q1 Which of the following energy efficiency improvements are you interested in making to a New Westminster property?

When asked what types of energy improvements they would make, most respondents opted for installing solar panels. Of the 57 respondents, 38 chose solar panels. Heat pumps were the second most popular choice at 32 respondents.

About half of respondents also included improved home insulation, efficient doors and windows, and replacing older appliances with more efficient models.

Only 16 respondents opted for more efficient water faucets/toilets.

A breakdown of the responses follows:

- 27 for improving home insulation;
- 28 for installing more efficient doors and windows;
- 16 for installing low-flow showers, faucets, and toilets;
- 22 for replacing older appliances with more efficient options;
- 38 for installing solar panels on the roof, ground, or in a community setting;

- 32 for converting to an electric heat pump;
- 4 for none of the above.

The question invited respondents to add their own options. These included mini-split heat pumps in condos/apartments to replace baseboard heaters to improve quality of life and lower emissions; home composting and community gardens to mitigate waste emissions; air sealing; gas absorption heat pumps or hybrid systems as opposed to air-source; electric heat pump water heaters; and solar windows and shingles.

# Q2 What supports would you need to make the changes you indicated in the previous question?

When asked what respondents would need to carry out their preferred home improvements, the most cited response was financial support (38 of 53 respondents). Of the 38 respondents who selected financial support, 20 of them either only selected financial support or selected it over education programs. Presumably the message here is that many respondents are aware of the available technology but lack the financial means to implement it.

The question invited respondents to include their own answers. Among the answers provided, five of them dealt with financial concerns. These included needing more information on city and provincial rebates and more information on how savings from new technologies stack up against the initial investment cost of installing them and disposing of old infrastructure.

Of the respondents, 28 also selected education programs about home improvement technology, while 23 selected the agreement of a building owner or strata.

Respondents who provided their own answers also expressed concern about how landlords and strata councils can hamper home improvement efforts. These answers indicate there are people in New Westminster who would like to implement home improvement technologies but are being prevented from doing so by overarching bodies. Two respondents called for more pressure to be placed on landlords and more codes and regulations to facilitate these improvements.

Though only 10 respondents sought more information on how to implement new technologies themselves, one respondent asked for support accessing contractors who can competently advise on which technologies best suit particular homes and then install the technology at a reasonable cost. Q3 Please rank the carbon-free buildings priorities you think the City should focus on in the next five years, with 1 being the top priority and 5 being the lowest priority.

This ranking question drew 56 respondents. Though the top ranked three options came in very close to one another, the highest ranked option at 2.25 was to create guidelines to encourage very low to zero-emission construction. Low-interest financing programs was the second ranked option at 2.4, and policy to support landlords to transition rental buildings to lower-emitting alternatives was ranked third at 2.87.

Programs to help builders choose low-emissions materials was ranked fourth at 3.11, and community rooftop and terrace gardens were ranked fifth at 4.0. Q4 The City could facilitate training programs to ensure local builders and contractors have the skills to be part of the transition to a sustainable future. For example, reducing building emissions will require building energy auditors and carpenters who are familiar with energy-efficient building standards and equipment. Given Canada's commitment to reducing emissions, there is significant potential for job growth in industries such as these. Should the City support (fund, subsidize, and promote) programs that train people to have these and other skills that will be required to help New Westminster transition to a lowemissions future?

Of all respondents, 57 answered this question and the majority (32) said yes, the City should facilitate training programs and ensure local builders have the skills required to install and maintain new technologies, while 14 said no. It should be noted that about half of the 11 respondents who chose "other" wrote that the City may not be the best positioned body to facilitate such programs. Q5 How supportive are you of increasing the supply of renewable energy in New Westminster by 2050 by installing solar panels on roofs, community solar gardens, etc.?

Of the 57 people who responded to this question, 37 stated they were fully in support of increasing renewable energy within the community. Only one expressed that they did not support this at all.

Of those who would support renewable energy expansion if they had more information, 7 expressed a need for more information about the technology, 8 wanted more information about the benefits to the community, and 15 wanted to know how renewable energy would affect their finances and household.

Those who wrote their own responses weren't necessarily opposed to renewable energy. Some had concerns about the viability of solar energy in New Westminster's cloudy climate, others about prioritizing renewable energy over reducing emissions from buildings, and others about whether the municipality is the best positioned to run a renewable energy utility. Q6 Out of the 6 actions listed below, please choose up to 5 renewable energy priorities you think the City should focus on in the next five years, with 1 being your top priority and 5 being the lowest priority.

Out of the 6 possible options, 3 were ranked highest and very close together. Having developers install rooftop solar ranked highest at 2.47, offering rebates for solar panels ranked second at 2.74, and ensuring roofs are structurally sound enough for solar panels ranked third at 2.98.

Blending renewable natural gas into the energy supply ranked fourth at 3.28.

Offering community generated solar energy to low-income households at a reduced rate ranked fifth at 3.33.

Hydrogen fuel cells ranked sixth at 4.2.

**Questions - Transportation** 

Q7 What is your main mode of transportation to get around New Westminster?

Of the 57 respondents who answered this question, half (28) own and use their own vehicle to get around the city.

The next largest proportion of respondents (18) are predominantly pedestrians.

The remaining respondents take public transit (4), ride their bikes (3), or use a combination of the above (4).

# Q8 How often do you take public transportation?

Of the 57 respondents who answered this question, only 1 takes transit daily. On the other hand, only 4 respondents never take public transit.

When combined, 17 respondents take public transit a few times a week or weekly. Another 14 take public transit a few times a month, while 17 take it a few times a year.

Four respondents stated they used to take transit more often but reduced their trips because of the pandemic.

# Q9 If you do not often take public transportation, what would encourage you to take it / take it more?

The pandemic influences people's decision making when it comes to taking transit more often. Of the 51 people who answered this question, 17 said they would take more trips if COVID-19 transmission rates were to come down. However, 19 people said they would take more trips if buses ran more frequently.

Of the respondents, 10 said they would need stops closer to their home and destination, and 9 need lower cost. This question invited respondents to write in their own answers. This question drew the highest number of and most varied answers.

Fifteen respondents wrote in their own answers. Their answers included needs like increased ferry availability in Queensborough, reduced travel time to their destination and faster intercity/regional transit (perhaps an extension of the Skytrain), and better bus shelters that protect riders from the weather.

Others transport too many heavy items in life or work to make transit viable.

Others think their electric vehicles negate their transportation impacts and are therefore absolved of the need to integrate transit as a low-emission option.

# Q10 How often do you ride a bike in New Westminster?

Of the 57 respondents who answered this question, only 3 bike daily. Another 19 never bike.

When combined, 8 respondents ride a few times a week or weekly, another 7 ride a few times a month, while 13 ride a few times a year.

Some respondents who wrote in their own answers cited a desire for an e-bike, either because they are of advanced age or have health problems and could use the assist, or because streets in New Westminster are so hilly.

# Q11 If you do not often ride your bike in New Westminster, what would encourage you to ride more?

Of the 55 respondents who answered this question, 29 stated that increased protected bike lanes would incentivize them to ride more. Another 22 would want better protection against bike theft. Thirteen said they either can't ride a bike or that nothing will incentivize them to do so. Thirty-nine respondents would benefit from some sort of ebike access; these respondents are almost evenly divided between those who would like rebates to buy their own ebikes and those who would want a bike-share program.

One respondent brought up a need for better regulations around e-bikes and scooters to allow e-bike riders more assured access to protected spaces off main roads. She cited an incident where her husband was ticketed for riding a slow-speed e-scooter in the bike lane. He is unable to drive a car and the scooter gave him mobility, but the incident was so distressing that he sold the e-scooter.

This points to a need for clearer communication and regulation around shared space for push bikes and ebikes/scooters.

Some residents still wish to ride without a helmet.

One respondent asked for increased ferry trips in and out of Queensborough, which speaks to a need for better support for multi-modal transit.

Another asked for a bike lock subsidy, which also speaks to protection from bike theft.

Q12 Please rank your priorities related to transportation and land use that you think the City should focus on within the next five years, with 1 being your top priority and 4 being the lowest priority.

Fifty-six respondents answered this question. More safety for cyclists and pedestrians at intersections ranked highest at 1.8. Covered and secured bike garages at high-frequency destinations ranked second at 2.04, which also speaks to a need for improved support for multi-modal transportation.

A zero-emissions zone in New Westminster ranked third at 2.61, while more benches and protected seating ranked fourth at 2.8.

# **Next Steps**

Staff are currently drafting the CEEP and integrating community and stakeholder engagement.

A draft CEEP will be published on the Be Heard website where residents can view, comment, and provide feedback.

The draft will be reviewed and updated before a finalized version is brought to Council for adoption in fall 2022.

# **New Westminster**

# **Community Energy and Emissions Plan**

June 2022

DRAFT

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# Land Acknowledgement

The City of New Westminster is located 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.

# Message from Mayor and Council

[Still to Come]

# **Contributors and Acknowledgements**

The City would like to recognize the contributions made to the Community Energy and Emissions Plan process by community members, the Environment and Climate Task Force, the Environment and Climate Advisory Committee, Mayor and Council, and participating stakeholders. Their contributions ensured that this Action Plan captures the climate action aspirations of the community.

Modelling and plan development was led by Sustainability Solutions Group (SSG).

# **Executive Summary**

The climate emergency calls for bold and rapid action. The City of New Westminster has set responsible and ambitious emissions reduction targets of becoming a net zero greenhouse gas (GHG) emission community by 2050, and achieving significant reductions by 2030 and 2040. Reaching these targets will take unwavering focus by the City, collaboration with senior levels of government and the private sector, and proactive action by community members.

This Community Energy and Emission Plan (CEEP) provides a roadmap to approach net zero by 2050, and is a call to action for the City and the broader community. Informed by community and industry perspectives, the latest research on climate science, emissions modelling and an exploration of the most impactful emissions reduction opportunities, the CEEP provides five sector focus areas, and 55 actions for the City to take. The sectors and corresponding action areas are as follows:

Sector	Action Areas
Transportation	Shifting to sustainable transportation modes
	Accelerating adoption of electric mobility
Buildings	<ul> <li>Retrofitting existing buildings to be more efficient and use</li> </ul>
	renewable energy
	Ensuring new buildings are as high performing as possible
Energy	Reducing energy demand
	Generating local renewable energy
	<ul> <li>Expanding district energy and waste heat recovery systems</li> </ul>
	Exploring Smart Grid technology
Waste and Circular Economy	Reducing and diverting waste
	Implementing circular economy principles
Natural Areas and Green	Expanding the urban forest canopy
Infrastructure	Expanding naturalized areas
	Developing more green infrastructure

The biggest GHG reduction opportunities are in the transportation and buildings sectors. Action recommendations in these areas look to ensure we reduce energy demand first, improve efficiency, and ultimately switch fuel sources to low carbon sources. This approach will help manage impacts on the electricity grid and build community resilience.

Implementation of the CEEP will need to include flexibility, to ensure the City can adapt and pivot as new action opportunities arise with legislative and technological change. Ensuring actions are implemented in an equitable way will also be critical to ensuring the transition to a low carbon community benefits everyone.

# **Part 1: Defining the Challenge**

# **1. Introduction**

The importance of rapid climate change response cannot be overstated. Human-induced climate change through fossil fuel use is a global crisis that threatens health and public safety, infrastructure, livelihoods, biodiversity, and ecosystems. As local and global greenhouse gas (GHG) emissions increase, the Earth continues to heat at an unprecedented rate. The Intergovernmental Panel on Climate Change's (IPCC) 2021 6<sup>th</sup> Assessment Report<sup>1</sup> confirms that without intervention, global heating of greater than +2°C will occur in the next 30 to 80 years. Heating of +1.5°C is the point at which major, disruptive weather events will occur. Heating beyond this level will result in severe, frequent weather and geological catastrophes. Limiting heating to the +1.5°C global target will curb the severity of climate change impacts to human and natural systems but will not prevent them. The Assessment Report concludes that rapid fossil fuel use elimination across all socio-economic sectors is imperative to avoid the worst climate impacts.

Following a community call for action to address this threat, the City of New Westminster declared a climate emergency in 2019 and committed to reducing GHG emissions across the community by 45% of 2010 levels by 2030, 65% by 2040, and 100% by 2050. The Community Energy and Emissions Plan (CEEP) is the blueprint for taking the bold action required to address the emergency. The targets and actions identified in this plan show the low-carbon pathway to net-zero greenhouse gas (GHG) emissions by 2050, as well as ambitious interim targets.

The modelling that informed the CEEP shows that getting to near zero emissions is possible but challenging. Following the low-carbon pathway requires focus by the City, ongoing commitment from senior levels of government, and participation from a range of partners, including businesses and building owners. New enabling legislation from the Provincial Government is needed to implement certain emissions reduction actions. When it arrives, the City will need to act quickly to incentivize energy efficiency retrofits, roll out waste bans, and implement other emissions reduction measures.

The CEEP focuses on actions the City can take within its jurisdiction, to lead by example, set the regulatory context, explore incentives, and create the neighbourhoods that will enable low-carbon living. However, the City does not control all the mechanisms needed to achieve zero emissions. Critically, collective action is also needed by community members to proactively undertake retrofits to homes, to choose sustainable transportation when able, to reduce and divert waste, and more. Rapidly reducing emissions and reaching net-zero is a community effort. The CEEP helps sharpen our focus on the scale and urgency of the challenge and identifies how we will meet it.

<sup>&</sup>lt;sup>1</sup> Intergovernmental Panel on Climate Change, 6<sup>th</sup> Assessment Report (2021): <u>https://www.ipcc.ch/assessment-report/ar6</u>

# **2. Background and Policy Context**

# **Building on New Westminster's Bold Steps for Climate Action**

Following the City's 2019 climate emergency declaration and adoption of ambitious emission reduction targets, City Council endorsed Seven Bold Steps for Climate Action to guide the community toward a low-carbon future.

This plan builds on and supports the implementation of the Seven Bold Steps, which include seven targets for 2030. The modelling that informs the CEEP indicates that actions to reduce emissions need to be taken in areas beyond the Seven Bold Steps as well. The CEEP therefore includes these actions, and adjusts and extends targets out to 2050, providing a data-backed pathway to zero emissions.

This CEEP replaces 2011's Community Energy and Emissions Plan, which guided climate action for the past decade. The climate crisis has grown more urgent in the intervening years. There has also been rapid evolution of low-carbon technologies as well as new policy and regulatory tools. The CEEP considers this changed context in charting the path to more ambitious emission reductions.

# **Connection to Existing Plans**

The challenge of bold action on climate can be daunting but substantial work is already underway to create the community conditions for low-carbon living. The City has a suite of overarching plans that incorporate climate change mitigation and adaptation actions, and various subject-specific plans on rolling out climate action in particular areas.

# **Overarching Plans**

These overarching plans set the long-term land use and transportation pattern for the city, and fundamentally influence the way community members live and move.

- Official Community Plan (2017): provides a vision, goals, and policies for New Westminster to the year 2041. Together, these elements connect the community's "big picture" aspiration with the tools needed to achieve it, including specific actions, development permit guidelines, and land use designations.
- **Master Transportation Plan** (2015) and neighbourhood transportation plans: establish long range transportation network plans and priorities, focusing on advancing sustainable transportation.

# **Subject Specific Plans**

- **Environment Strategy and Action Plan** (2018): includes a vision, set of goals and actions on energy and emissions, built environment, waste and natural areas and habitat.
- **Biodiversity Strategy** (2022): analyses the state of natural areas and biodiversity in the City and provides a suite of recommended actions and guidelines that will help the City to prioritize protection, enhancement, and restoration of natural habitat areas and the species that live there.
- **Urban Forest Management Strategy** (2016): outlines actions to protect the city's urban forest and ecosystems by increasing the city's tree canopy, improving tree management practices, and building community ownership of the urban forest.
- **eMobility Strategy** (2022): accelerates and supports the move towards sustainable and electric transportation systems in the community, including supporting e-bikes and other e-micromobility

options, increasing EV charging infrastructure and supporting adoption of EVs, and enhance electric utility management to accommodate increased electrical demand.

- **Integrated Stormwater Management Plan** (2017): helps the City manage rain water, prevent sewer overflows and flooding, and enhance watersheds, through a suite of green infrastructure approaches.
- **Corporate Energy and Emissions Reduction Strategy** (2020): identifies actionable strategies for the City to become a carbon neutral corporation by 2030.

These plans offer strong, relevant direction for the CEEP. Their implementation will support climate change mitigation and adaptation goals. The urgency of their implementation is underscored by the CEEP modelling which confirms the need for immediate, ambitious action to meet our emission reduction targets.

### Senior Government Climate Planning

The following federal, provincial, and regional plans offer mandates, policies and implementation strategies that support the transition to a net-zero emissions future.

- **Pan-Canadian Framework** is the federal framework for climate action, including the approach to pricing carbon pollution and measures to achieve emission reductions across all economic sectors. It aims to drive innovation and growth by increasing technology development and adoption to ensure Canadian businesses are competitive in the global low-carbon economy. It also includes actions to provide guidance on GHG reporting, advance climate change adaptation, and build resilience to climate impacts across the country.
- **CleanBC Roadmap to 2030** outlines Provincial commitments to meet the legislated target of achieving net-zero GHG emissions by 2050. Achieving the CleanBC target requires all jurisdictions across the province to use clean energy and reduce GHG emissions as much as possible. Doing so can put ambitious communities at the forefront of initiatives and enable them to capture opportunities as they arise; the CEEP can thus be seen as a significant opportunity.
- **Metro Vancouver's Climate 2050** is the strategic framework guiding the region's climate change policies and collective actions to transition towards a low carbon future.
- **Transport 2050** is the long-term strategy that shapes the future of transportation in Metro Vancouver, setting the goals, directions, and key initiatives for the entire regional transportation system, across all modes. Transport 2050 has a strong climate focus and includes bold action on advancing carbon-free transportation.

### **SIDEBAR: Climate Leadership to Date**

New Westminster has a history of taking innovative climate action. Some noteworthy achievements include:

- Launching Energy Save New West (ESNW) in 2013, to assist community members and industry partners to improve the energy efficiency of new and existing buildings and reduce community wide GHG emissions.
- Creating the community's first solar garden in 2018.
- Adopting a climate action budgeting framework in 2019 in response to the climate emergency declaration.
- Being an early adopter of the BC Energy Step Code in 2019.
- Being one of the first jurisdictions in North America to introduce requirements for all new residential buildings to be 'EV ready' in 2019.

### **Following First Nations Climate Leadership**

New Westminster is within the traditional territory of the Halkomelem (hən'qəmin'əm, Halq'eméylem, Hul'q'umi'num') and Skwxwú7mesh sníchim-speaking peoples. Since time immemorial, Halkomelem and Skwxwú7mesh peoples have lived with these lands and hold an intimate awareness of its value to life and wellbeing. The City of New Westminster recognises, values, and respects these Indigenous connections to this land and all we can learn about how it sustains everyone. For over 150 years this land has been harmfully exploited by colonization which has contributed to the climate crisis we all face today.

First Nations communities are leaders in addressing the climate emergency and much can be learned from local examples, such as the Tsleil-Waututh Nation's leadership on solar arrays (a new array powering the Nation's administrative building as pictured here).



*Figure 1. The largest ground-mount solar array in Metro Vancouver powers the Tsleil-Waututh Nation's administrative building* (<u>https://twnsacredtrust.ca/twn-says-yes-to-renewable-energy/</u>)</u>

Solutions to the climate emergencies must be led by Indigenous knowledge systems such as the Medicine Wheel. The Medicine Wheel teaches as about the interconnection of all things. It teaches us that the living world is sacred and what happens to one, happens to us all. The City is learning to apply the holistic lens of the Medicine Wheel in our objective to heal the land, and in so doing, as we implement the CEEP, we can begin to heal ourselves as well.

Finding a path out of the climate emergency requires learning from, and working with, First Nations and Indigenous residents of this land. The City must seek ways to work with our Indigenous partners to deliver on the goals of the Community Energy and Emissions Plan. Implementation must grow a relationship of mutual respect, trust and reconciliation with local First Nations and indigenous people.

### **Climate Equity**

Improved equity outcomes are a principal goal of the CEEP. Climate action must enhance equity and address the wellbeing of everyone, especially equity-denied groups.

Live-alone and frail seniors, low-income groups, racialized communities, people with physical and mental health conditions, and those experiencing homelessness are more likely to be exposed to or impacted by climate hazards. These populations are less able to adapt to a changing climate and severe weather events (including extreme heat and poor air quality). They are also more likely to live in areas with less green space and reside in older buildings with inefficient heating and no cooling systems. If they own a private vehicle, it is also likely to be gasoline powered, and potentially older with poor fuel efficiency. The City's implementation of the CEEP must ensure that equity-denied groups benefit from the transition to a low-carbon society and are meaningfully involved in decision-making that informs this transition.

### SIDEBAR: Addressing Energy Poverty

The median energy cost burden for Canadian households is 3% of after-tax income. A household is experiencing energy poverty when its energy cost burden exceeds two times the national median or 6% on their home energy bills. In 2016, 9% of New Westminster households were experiencing energy poverty.

The City collaborated with other local governments to address this issue and carried out a detailed assessment of energy poverty. This study identified the contributing factors to energy cost burden and prevalent barriers that have prevented equity-denied groups from benefitting from energy efficiency programs and available incentives at the provincial level. A data toolkit was created that gives the City a detailed understanding of the New Westminster context. This will be used to review City policies and programs through an equity lens.

With rigorous data available, the City is better equipped to design targeted initiatives that will allow us to identify opportunities to reduce energy poverty and expand on building adaptation initiatives.

### **Resilience and Adaptation**

The primary focus of the Community Energy and Emissions Plan is to mitigate local GHG emissions. However, climate impacts are already being felt in the community, and climate adaptation is increasingly critical. Resilience and adaptation are important lenses for climate action planning.

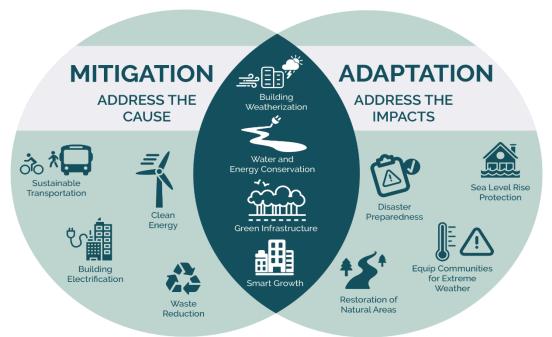


Figure 2. Areas of overlap between climate change mitigation and adaptation actions.

Several of the City's existing plans include climate actions that support both mitigation and adaptation, such as enhancing the tree canopy and developing green infrastructure to better manage stormwater. Some CEEP emission reduction actions also have climate change adaptation benefits. For example, building energy efficiency retrofits will provide more insulation against extreme cold or heat events. Adding local renewable energy production and battery storage will increase resilience against power outages or price shocks. Continuing to develop compact and walkable communities will help residents easily get help or resources if roads or transit systems are damaged. This strategy identifies adaptation benefits of its emissions reduction actions. Considering adaptation benefits and applying an equity lens to the distribution of these benefits will be critical during action implementation. Further work to identify adaptation strategies and actions is also needed through a separate process.

## 3. Climate Impacts

Though climate change is a global phenomenon, its effects are and will be felt at the local level. Unless immediate and drastic action is taken to reduce GHG emissions, New Westminster can expect continued climate disruption, further heating, and increased severity and frequency of local climate impacts.

The annual average temperature is projected to increase by 3°C by the 2050s.<sup>2</sup> Days hotter than 30°C, which New Westminster almost never sees, may increase to 16 per year.<sup>3</sup> These hot days will increase the amount of energy needed to cool indoor spaces. In summer 2021, the region experienced a record-breaking "heat dome" event which resulted in the tragic premature deaths of 28 community members in New Westminster, including seniors and those living with pre-existing health conditions.

The region's already dry summers are also projected to receive 15% less rain, although annual precipitation is also projected to increase 7%.<sup>4</sup> Fall and winter storms like the atmospheric rivers that drenched the region in November 2021 will become more likely, which could damage infrastructure and affect biodiversity in the Fraser River.

The following local climate impacts are also expected:

- Warmer temperatures and more humid air from increase rainfall in the winter and spring months will result in greater air front variances, resulting in more frequent and intense storms;
- Warmer annual mean temperatures will result in flora and fauna species migration, with some currently local species moving north. This may result in an increase of invasive species and risk to local biodiversity;
- Warmer winters will decrease heating demand in winter months;
- Wetter winters and springs will increase flood risk frequency and severity, as well as risk of decreased slope stability;
- Decreased snowpack will mean less water for the summer months, increasing drought risk;
- More frequent, higher river flows combined with expected sea level rise will cause increased strain on dikes and other flood protection infrastructure. Existing drainage infrastructure may need capacity increases or retention ponds;
- Increased drought will increase wildfire risk, wildfire smoke presence, and airborne particulate pollutants; and
- Longer dry seasons may increase the length of forest fire season.

#### SIDEBAR: Wider Climate Change Disruptions

As a global phenomenon, climate change disrupts the local, regional, and global systems we rely on to live safe, consistent lives. Climate change impacts to ecosystems and agriculture are expected to have major impacts on food and water availability across the globe, affecting billions of people. New Westminster residents are at lower risk of water shortages due to local precipitation levels and our watershed management and conservation practices. However, food availability disruptions caused by climate change may disproportionately reduce access to healthy diets by increasing food costs.

<sup>4</sup> Ibid, 2.

<sup>&</sup>lt;sup>2</sup> Pacific Climate Impacts Consortium's Plan2Adapt for the region of Metro Vancouver. https://services.pacificclimate.org/plan2adapt/app

<sup>&</sup>lt;sup>3</sup> Climate Atlas of Canada report for Vancouver, British Columbia. <u>https://climateatlas.ca/sites/default/files/cityreports/Vancouver-EN.pdf</u>

## 4. Emissions and Climate Action Pathways

### What Emissions are Included?

The CEEP considers Scopes 1 and 2 GHG emissions, as well as Scope 3 GHG emissions for waste and energy transmission (Figure 3). Agriculture and other land use emissions are excluded as these are insignificant within New Westminster. The carbon sequestration value of forests is included, however. Out-of-boundary transportation by rail or aviation are excluded as these are typically outside of the City's jurisdiction to control. Similarly, indirect emissions from activities like product manufacturing and construction materials are excluded under the assumption that these emissions are included in the inventories of the jurisdictions in which they occur.



Figure 3. Emissions scopes as they relate to geographic and inventory boundaries.<sup>5</sup>

<sup>&</sup>lt;sup>5</sup> Image source: Consumption-Based Inventories of C40 Cities. <u>https://www.c40.org/researches/consumption-based-emissions</u>

GHG inventories typically track carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O) emissions the three main types of greenhouse gases that governments can most control. Gases are measured in tonnes and converted into tonnes of carbon dioxide equivalents (tCO2e). The conversion allows comparison of each gas' greenhouse effect (global warming potential, GWP) relative to one unit of CO2.

Greenhouse Gas	Global Warming Potential Value				
Greenhouse Gas	Over 20 years	Over 100 years			
Carbon Dioxide (CO2)	1	1			
Methane (CH4)	86	34			
Nitrous Oxide (N2O)	268	298			

### 2010 and 2016 Emissions Inventories

New Westminster's emission reduction targets are set against 2010 emission levels, which were 240,610 tCO2e total emissions. 2010 inventory data is downscaled from provincial data. The CEEP uses 2016 as a modelling base year, as local energy and emissions data is available for this year, increasing the accuracy of the inventory for this year. Figure 4 shows New Westminster's 2016 emissions by fuel source and by sector.

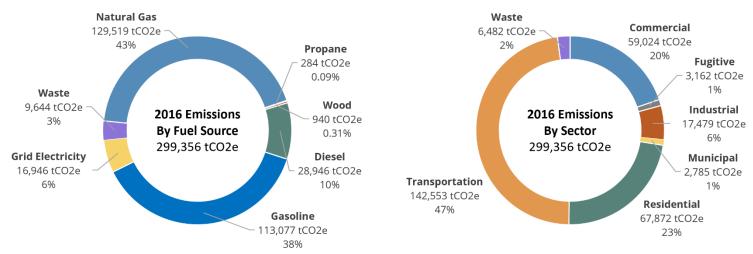


Figure 4. Emissions by fuel source and sector in New Westminster's 2016 base year.

Natural gas was the largest source of GHG emissions (43%) in 2016, followed by gasoline (38%). The transportation sector accounted for the largest percent of emissions (47%), followed by 23% in the residential sector, and 20% in the commercial buildings sector. The emission inventory shows us the most critical areas of action for emission reduction efforts.

### **Emissions Reduction Pathways**

New Westminster is a growing community. In 2016, approximately 76,600 people lived in New Westminster. By 2050, the population is projected to grow to roughly 120,000. The number of homes and jobs in the city will increase as well. Energy use and emissions production is directly tied to these increases.

Determining an ambitious pathway to net-zero emissions is crucial. Cumulative emissions lock in greater heating and more extreme planetary conditions. There are different potential timelines to take for climate action, each resulting in differing cumulative emissions production (Figure 5). Ambitious action in the short term achieves the greatest reductions. Steady action starting now and continuing in the coming decades results in greater cumulative emissions. Waiting until closer to the 2050 emission reduction target date results in much greater cumulative emissions. The longer we wait to act, the greater the resulting emissions, and the greater the climate change impacts.

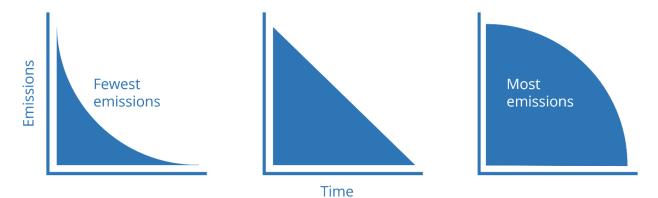


Figure 5. Differences in cumulative emissions when different reduction pathways are followed.

Rigorous scenario modelling was conducted to assess the emissions impact of energy consuming activities across all community sectors (i.e., buildings, transportation, waste, natural areas and green infrastructure, and energy). Accounting for community growth, energy consumption and emissions production were modelled to 2050, providing an emissions projection estimate.

A Low-carbon Scenario (LCS) of emission reduction actions was also modelled to determine a pathway for New Westminster to achieve its net-zero emissions target (Figure 6). The LCS includes a variety of actions based on known and projected technological trends, higher level government commitments, and community inputs.

The LCS reduction pathway most closely aligns with the middle scenario in Figure 5. We do not necessarily have the capacity to cut emissions as rapidly as a fewest emissions scenario but we can work quickly to avoid the most cumulative emissions scenario.

Figure 6 depicts the projected emissions to 2050 and the emission reduction impacts of senior government commitments (CleanBC and federal actions), projected industrial sector energy efficiency and fuel switching, and local actions modelled in the Low-carbon Scenario.

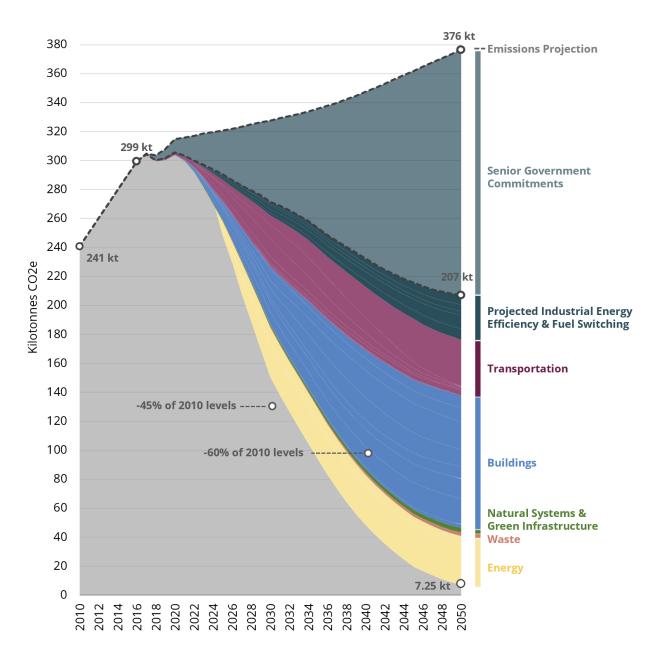


Figure 6. New Westminster's community emissions projection and modelled emission reduction effects of various provincial and local low-carbon actions, 2010-2050. The sharp emissions increase from 2010 to 2016 is likely primarily due to emission inventory differences, not necessarily an actual emissions increase (although it is likely emissions did rise some with population, housing, and vehicle use growth over this period). 2010 inventory data is derived from downscaled provincial emissions data while the 2016 inventory data is based on observed data.

LCS actions reduce emissions 97.0% from 2010 levels (97.6% from the 2016 modelling base year), getting New Westminster close to its 2050 net-zero target. Although LCS actions modelled are ambitious, their emission reductions fall short of achieving the interim emission reduction target of -45% by 2030

under 2010 levels, primarily due to the short timeframe for action. More rapid and ambitious action in the residential buildings and transportation sectors could achieve the target. The interim target of -65% by 2040 under 2010 levels can be easily met by implementing these actions.

7.25 kilotonnes of emissions remain in 2050 after emission reduction actions are taken over the next 28 years. Bridging the gap to net-zero will require extra fossil fuel elimination and potentially carbon sequestration efforts. Three main sources are responsible for the remaining 2050 emissions:

- Natural gas use in industrial processes and buildings that haven't switched to low-carbon energy sources;
- Single detached dwellings still using wood stoves for heating; and
- Legacy solid waste that pre-dates improved organics diversion efforts emitting methane from anaerobic decomposition in landfills.

The 7.25 ktCO2e gap is challenging to bridge. The remaining emitting energy sources can be switched for low-carbon energy sources, but the existing solid waste in the landfill continues to decompose and emit methane over long periods. Capping the landfill and capturing the methane provides a partial solution: about 45% of the methane produce can typically be captured by this method. Additional solutions could include further increases to carbon-sequestering green spaces and forest or investing in gold standard carbon offsets. Determining the final solution may not be necessary at this time; technologies will advance and conditions will change over the next 30 years, providing different emission reduction opportunities. Implementing actions we know can be taken right now to reduce New Westminster's emissions by 97% by 2050 is the main focus.

### SIDEBAR: Community Voice

CEEP development involved gathering input from community members and industry representatives to inform emission reduction actions and priorities, including: which actions would be most likely to foster community uptake, which were most appropriate to the New Westminster context, and which might generate additional benefits like economic development and diversification, and improved health and well-being. Representatives of equity-denied groups were engaged to ground the actions in the lived reality of residents. Further engagement will be critical during implementation.

### SIDEBAR: Reduce, Improve, Switch

The philosophy of 'Reduce, Improve, Switch' puts avoiding energy use as the top priority, followed by maximizing energy efficiency improvements, and then switching to low-carbon energy sources to meet remaining demand.

- "Reduce" means decreasing energy consumption through actions like reducing personal vehicle use, increasing walking and biking, and incorporating passive design measures such as solar awnings into buildings.
- "**Improve**" refers to increasing energy efficiency through actions like replacing lighting and appliances with more efficient options or driving a more fuel-efficient vehicle.
- "Switch" includes actions like replacing natural gas furnaces with electric heat pumps or replacing an internal combustion engine vehicle with an electric one.

British Columbia has the benefit of low-carbon hydroelectricity. It's supply is limited, however, and reducing electricity use and improving energy efficiency "frees up" electricity and helps avoid costly new electricity generation and distribution infrastructure.

# Part 2: CEEP Actions

The CEEP provides a data-informed actions roadmap to reduce emissions and curb climate change impacts.

This action plan:

- Supports implementation of the City's Seven Bold Steps for Climate Action;
- Reinforces the importance of ambitiously implementing the recommendations in existing plans;
- Identifies and fills policy gaps with new actions for areas where more ambitious action is needed;
- Integrates the results and priorities from engagement with community and industry representatives;
- Describes short- and medium-term actions and their role in meeting the City's climate emergency targets (emission reduction targets of 45% by 2030, 65% by 2040, and 100% by 2050 under 2007 levels); and
- Indicates actions with strong potential to advance equity and inclusion, build community resilience, and achieve other benefits.

## **Structure of the Plan**

The CEEP has five action sectors: transportation, buildings, energy, waste and circular economy, and natural areas and green infrastructure. The industrial sector is not included as the City has few policy and regulatory mechanisms to influence this sector. Industrial sector emissions are expected to decrease as energy efficiency and fuel switching efforts are made in response to increasing carbon pricing set at the federal level. 2030 and 2050 targets are defined for each sector and actions are described for reaching the targets. As CEEP actions are implemented, a continuous cycle of monitoring progress, evaluating outcomes, and adjusting approaches to improve outcomes occurs.

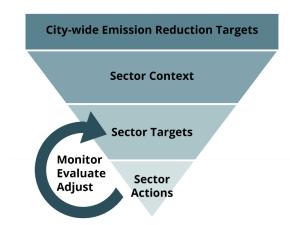


Figure 7. CEEP structure.

## **1.** Transportation

Transportation accounted for nearly 30% of community energy in 2016 and was responsible for nearly half (48%) of community GHG emissions. 88% of all transportation emissions came from gasoline powered cars and light trucks. New Westminster residents usually choose personal vehicles to get around. Our community also has significant through-traffic and congestion challenges.

The good news is that New Westminster is well-positioned to significantly reduce emissions from the way we move. The city boasts a compact form of development and has a land use framework that continues to focus housing near SkyTrain stations, services, jobs, and amenities in many neighbourhoods. We have steep terrain but remain a walkable community. With five SkyTrain stations, we are well-served by transit.

The City's first priority is to support more walking, biking, transit use, and use of multi-occupant shared vehicles. These modes are affordable and active transportation promotes health, reduces congestion, and makes efficient use of energy and resources. To make this shift, walking and biking need to feel safe, transit needs to be comfortable and convenient, and "last mile" challenges need to be solved. eMicromobility adoption such as e-bikes and e-scooters will help with the last mile, overcome the challenge of steep terrain, and further the distance that can be comfortably travelled without a car.

Electrification of vehicles—including transit, commercial and personal vehicles—will also reduce emissions and improve air quality. Adoption of electric vehicles (EVs) for trips that cannot be done by active transportation will provide significant gains. Vehicle electrification goals can be reached by supporting charging at home, work, and key destinations.

### WHAT YOU CAN DO

- Get around on foot or by bike for a healthy lifestyle.
- Is it possible to live close to your place of work or use transit to get there?
- Work from home some days, if you're able.
- Use a car share service. You save on car payments, insurance costs, and parking fees, and you never have to get gas.
- Use e-bikes, e-scooters, and e-boards. They're quick, convenient, and inexpensive compared to cars.
- Combine transit and biking. You can take you bike on the bus and the SkyTrain.

### Targets

2030

- 60% of all trips within the city by sustainable modes of transportation (walking, biking, rolling, transit, and riding in multi-occupant shared vehicles)
- 93% of vehicle sales will be zero emission vehicles.

- 80% of all trips within the city by sustainable modes of transportation.
- 100% of vehicles are zero emissions models.

Actions	GHG reductions	Benefits	Resources	Timeline
Sustainable Transportation Modes				
<ol> <li>Continue to implement the Official Community Plan, including:         <ul> <li>a. pursuing complete communities with transit-supportive densities and land use mixes; and</li> <li>b. enabling transit-oriented development in the Downtown and at SkyTrain station areas.</li> </ul> </li> </ol>	Preventative	Equity Health Resilience	N/A	Ongoing
<ol> <li>Prioritize sustainable transportation action implementation from the Master Transportation Plan, including:         <ul> <li>rapidly completing a network of active transportation infrastructure;</li> <li>supporting transit use by improving customer facilities and information, and exploring transit priority measures; and</li> <li>encouraging other transportation demand management measures that reduce demand for personal vehicle use.</li> </ul> </li> </ol>	High	Equity Health Resilience	\$\$\$	Ongoing
3. Collaborate with Metro Vancouver and TransLink to implement the Regional Greenway and Major Bikeway Networks within New Westminster.	Medium	Equity Health	\$\$	Mid-term
<ul> <li>4. Advocate for and support implementation of TransLink's regional Transport 2050 plan, including: <ul> <li>a. expanding frequent transit service, and improving service along the Major Transit Network (development of rapid bus along 8th Street, and capacity relief measures on the Expo SkyTrain line); and</li> <li>b. improving affordability, accessibility, and safety of transit and active transportation for all community members.</li> </ul></li></ul>	High	Equity	N/A	Ongoing, on a priority basis
5. Explore holding car-free days and creating car-free areas.	Low	Equity Health	\$	Near-term
6. Advocate for more exploration of mobility pricing or road use charges, in collaboration with Metro Vancouver and TransLink.	Medium	Equity Health	N/A	Near-term
eMobility				
7. Implement the eMobility Strategy. Ensure EV and eMicromobility (e-bikes, etc.) adoption is accelerated by:	High	Equity Health Resilience	\$\$\$	Near-term

				1
<ul> <li>a. Incorporating an eMicromobility lens into planning and policies, enhancing e-bike accessibility, and improving access to secure public and private e- bike parking;</li> <li>b. enabling residents to choose EVs by supporting access to charging at home, work, and in public spaces, and supporting EV affordability; and</li> <li>c. proactively managing electricity grid</li> </ul>				
<ul> <li>impacts of charging.</li> <li>8. Support the implementation of TransLink's regional Transport 2050 plan. Focus on actions transitioning to zero emission vehicles, such as: <ul> <li>a. financial incentives for eMicromobility and EV adoption;</li> <li>b. prioritizing access for low-income residents and small businesses; and</li> <li>c. supporting the transition of medium- and heavy-duty vehicles to low emissions in the near-term and zero emissions over the long-term.</li> </ul> </li> </ul>	High	Equity Health Resilience	\$\$\$	Ongoing
9. Support TransLink in implementing the 2050 Low Carbon Fleet Strategy to advance battery electric bus service in New Westminster, positioning New Westminster as an area to lead with this transition.		Equity Health Resilience	N/A	Ongoing
10.Explore establishing zero emission vehicle zones, where only people walking, rolling, biking or driving EVs and other zero emission vehicles may access the area, partnering with TransLink, Metro Vancouver, or other agencies as appropriate.	Medium	Equity Health Resilience	\$	Near-term
11.Show leadership by continuing to transition to an energy efficient and low- carbon corporate fleet, as directed by the Corporate Energy and Emissions Reduction Strategy (CEERS).	Low		\$\$\$	Near-term
12.Collaborate with Metro Vancouver and other partners to advocate to senior governments to support the transition to zero emission medium and heavy duty vehicles.	High		N/A	Medium- term
13.Collaborate with Metro Vancouver and other partners to reduce emissions from deliveries (including online deliveries), by exploring initiatives such as supporting transitioning delivery fleets to zero emissions, off-peak deliveries, small	Medium		N/A	Near-term

urban consolidation bike deliveries.	centres, and cargo				
Resources Estimates:	\$ - < \$100,000	\$\$ - \$100,000-\$	500,000	\$\$\$ -> \$500,0	000

## 2. Buildings

Buildings accounted for approximately 53% of total energy use and 43% of total GHG emissions in New Westminster in 2016. 95% of emissions from buildings were from natural gas used to heat commercial and residential buildings, even though 49% of homes use electric heating. Transitioning to high performance buildings (new and existing) is a critical part of our low-carbon pathway.

New Westminster is a very built-up city, with many heritage buildings and strong rent protection that provides critical affordable housing. Retrofitting existing buildings to reduce energy demand (e.g. adding insulation, draft sealing), improving their efficiency (e.g., using efficient lighting and appliances), and switching fuel sources (e.g., from fossil fuel furnaces to efficient electric heat pumps), will result in more efficient use of energy and resources. Retrofits also help improve the livability and safety of homes, especially in the context of increased frequency and severity of extreme weather events.

Achieving retrofit goals will require demystifying and solving challenges related to retrofitting multi-unit residential buildings (MURBs), as well as using regulatory tools as soon as they are available to prompt switching to low-carbon energy sources. Supporting appropriate incentives and inspiring residents and rental building owners to proactively invest to reduce emissions will be critical.

As the city continues to grow, it is also essential that new buildings are constructed to the highest energy efficiency standards. New Westminster uses the BC Energy Step Code to require high energy performance. Modelling shows that significant emission reductions can be achieved over the mid- to long-term by requiring higher Step Code levels sooner in new construction. New buildings should simply not use fossil fuel energy sources. The City can also look for opportunities to be bold and innovative in reducing emissions from the built environment in large scale developments such as those at the Braid and 22<sup>nd</sup> Street SkyTrain station areas.

### WHAT YOU CAN DO

- Upgrade your home energy efficiency by improving insulation, improving airtightness, or replacing the furnace with an electric heat pump. There are many subsidies available to make the upgrades affordable and you'll save money with lower energy bills.
- If you're using electric baseboard heating, consider upgrading to an electric heat pump, which is 300-500% more energy efficient and provides cooling in the summer.
- Clean or replace air filters on air conditioning/heat pump units regularly to maintain the units' efficiency.
- Choose energy efficient models when your appliances need to be replaced. Replace gas stoves with electric induction models. Replace gas fireplaces with electric heat pumps.
- Work with your condo strata board to determine the best energy efficiency solutions for your building. They could include replacing windows, upgrading insulation, installing heat pumps, and installing external window shades/awnings.

### Targets

- Retrofit 50% of existing buildings to achieve 50% heating demand reduction and switch space and water heating to electric.
- All new buildings meet the highest tier of the BC Energy Step Code.
- All new buildings use fossil fuel free energy systems.

- Retrofit 95% of existing buildings to achieve 50% heating demand reduction and switch space and water heating to electric.
- New buildings are net-zero emissions.

Ac	tions	GHG reduction	Benefits	Resources	Timeline
Ex	isting Buildings				
1.	<ul> <li>Increase the supports and programs for energy retrofits for existing residential, institutional, commercial, and industrial buildings, including:</li> <li>a. prioritizing addressing the unique retrofit needs of multi-unit residential buildings, especially rental buildings;</li> <li>b. focus on the least efficient building stock (pre-1980);</li> <li>c. adapting retrofit strategies to work with heritage and character buildings;</li> <li>d. exploring innovative financing mechanisms and tools to support retrofits (e.g. on-bill financing, green revolving load funds, or Property Assessed Clean Energy Financing (PACE)); and</li> <li>e. collecting and analysing energy and spatial data of existing buildings to identify priority building archetypes and optimal strategies to support energy retrofits.</li> </ul>	High	Health	\$\$\$	Near- term
2.	Advocate to senior government and agencies to increase incentives and financing programs for energy retrofits, particularly for multi-unit residential buildings.	High	Health Equity	N/A	Near- term
3.	As legislation changes to allow fuel sources to be regulated, ensure City regulations require low-carbon heating and hot water systems replacements.	High	Health	N/A	Near- to mid-term
4.	Review the City's regulatory and policy context for opportunities to better incentivize energy retrofits in exchange for additional density or other benefits, where appropriate.	High	Health Equity	N/A	Short- term
5.	Continue to pursue heritage retention and revitalization where appropriate, efficiently using energy and resources through adaptive reuse of buildings.	Low	Resilience	N/A	Ongoing

Ne	w Buildings			1	
6.	Require maximum BC Energy Step Code tier for residential and non-residential buildings before 2030.	Medium	Health Equity Resilience	N/A	Mid-term
7.	Identify appropriate performance standards for institutional and industrial buildings, and encourage meeting these standards through policy.	Medium	Health Equity Resilience	N/A	Mid-term
	As legislation changes to allow fuel sources to be regulated through GHG intensity, ensure City regulations require low-carbon energy sources for new buildings.	Medium	Health Equity Resilience	N/A	Mid-term
All	Buildings				
9.	Continue to support and participate in pilot projects targeting energy performance improvements that are advanced by partners, the community or the development sector, and assist in disseminating lessons learned.	Low	Resilience	N/A	Ongoing
10.	Review the Zoning Bylaw, Development Permit Area guidelines, and other policies and regulations to remove any remaining barriers, and to further incentivize energy efficiency and GHG emissions reductions.	Low	Resilience	N/A	Near- term
11.	Continue to offer educational opportunities to the building industry, and explore ways to support industry training to be able to adapt to high performance building standards and lead the way on innovative buildings.	High	Health Resilience	N/A	Ongoing
12.	Continue to demonstrate leadership through high energy performance City facilities constructed with low embodied carbon materials, as directed by CEERS.	Low	Resilience	N/A	Ongoing
13.	Advocate for the development of a mandatory energy labelling and benchmarking program for buildings and, in the interim, explore tools the City can use to encourage voluntary energy disclosure.	Low		N/A	Near- term

Resources Estimates: \$ - < \$100,000 \$\$ - \$100,000-\$500,000 \$\$\$ - > \$500,000

### CASE STUDY: Energy Save New West

Energy Save New West (ESNW) is a community energy program designed to improve the energy efficiency and reduce greenhouse gas emissions in new and existing homes and businesses in New Westminster. ESNW works closely with a network of program partners in effort to provide a wide range of services, incentives, industry training and information to help local residents and businesses better manage energy use and related costs. Their focus is to deliver a better experience that makes it easier for people to improve the energy performance of their home or business. ESNW has had tremendous impact in the community through providing:

- A comprehensive suite of rebates and incentives including access to energy assessments, technical energy coaching, energy upgrades and access to utility rebates;
- A secure customer journey with end-to-end program support to make it straightforward and easier for homeowners and businesses to participate;
- Proactive consultation with participants to maximize the potential benefits of energy efficiency retrofits including increased uptake of program rebates and incentives offered by City of New Westminster, FortisBC and BC Hydro; and
- Positive industry engagement with local builders, designers and architects including training and professional development from the program that encourages design and construction of better homes in New Westminster.

## 3. Energy

Gasoline cars and trucks accounted for 38% of 2016 emissions. Natural gas heating accounted for another 43%. Emissions related to electricity accounted for only 6% as BC's predominantly hydroelectricity grid is one of the cleanest in Canada. As transportation and buildings electrify, significant emissions gains will be made.

Continued growth and electrification may create electricity supply constraints. Energy conservation and demand management are important strategies to avoid reaching the limit of grid electricity supply. These also save on household energy costs and reduce the need for new electricity infrastructure.

New Westminster can also address increased grid demand through local renewable energy generation. This also adds resilience to the grid.

The actions in this section help to: implement energy conservation and demand management initiatives, encourage local renewable energy systems, embrace emerging smart grid technologies, and expand connections to district energy systems. As a City with its own electric utility, New Westminster is well positioned to take bold action on energy.

WHAT YOU CAN DO:

- Switch to energy efficient light bulbs.
- Turn off switches and disconnect charging plugs from outlets when not in use.
- Air dry dishes and clothes.
- Switch from baseboard heating to a heat pump to use less electricity.
- If you own a single detached dwelling, consider installing solar panels to take advantage of New Westminster's net metering program.

**CALLOUT BOX: Did you know?** Vampire loads (also known as phantom plug loads) secretly drain electricity when an electronic device is turned off, but still plugged into an outlet. Any digital device charger (phone, tablet, computer, TV, stereo, etc.) plugged into a wall still consumes a small, but continuous amount of electricity, even when the actual device isn't attached.

#### Targets

- Reduce per capita energy demand by 30% by 2030.
- Generate 2% of electricity from local and renewable sources of energy.

- Reduce energy demand by 60% per capita by 2050.
- Generate 5% of electricity from local and renewable sources of energy.

Ac	tions	GHG Reduction	Benefits	Resources	Timeline
	cal Energy Generation	Reduction			
1.	Complete a renewable energy study that identifies viable supply sources and a prioritized list of initiatives.	High	Health Resilience	\$	Near-term
2.	Explore how to encourage cost effective, on- site renewable energy generation in new and existing buildings through incentives and policy tools, such as preferential net-metering rates.	Medium	Health Resilience	\$	Near-term
3.	Explore opportunities to expand urban solar gardens that enable community members to invest in solar projects.	Low	Health Resilience Equity	\$	Ongoing, on a priority basis
	ergy Conservation and Demand Manageme	nt		1	
4.	Continue to implement and expand on educational campaigns to encourage and raise awareness about energy conservation, including providing additional information on utility bills.	Low	Equity Resilience	\$	Near-term
5.	Encourage the use of smart technology to better manage energy usage (e.g. smart thermostats).	Low		\$	Near-term
6.	Collect and share resources on energy conservation programs developed by BC Hydro and other partners to build knowledge and capacity among commercial and institutional building Electric Utility customers to reduce their energy consumption.	Medium	Resilience	N/A	Near-term
7.	Work with Electric Utility and BC Hydro to implement energy conservation and demand management strategies, including continuing to ensure New Westminster customers have access to programs offered by BC Hydro or an equivalent program offered by the City.	Medium	Resilience	N/A	Near-term
Dis	strict Energy and Waste Heat Recovery				
8.	Explore the feasibility of extending Sapperton's district energy system or developing new systems as new opportunities arise.	Medium	Resilience	\$\$\$	Near-term

<ol> <li>Explore opportunities to encourage on-site waste heat recovery systems in buildings with a net positive internal rate of return.</li> </ol>	Medium	Resilience	\$	Near-term
Smart Grid Technologies				
10. Assess the business case and feasibility of battery energy storage within the City's existing grid.	Medium	Resilience	\$\$	Mid-term
11. Explore opportunities to partner on a pilot of a solar-battery demonstration project on a building.	Low	Resilience	\$	Near-term
12. Conduct feasibility studies that test low-carbon backup power systems to reduce reliance on fossil fuel backup power generators.	Medium	Resilience	\$	Near-term
13. Continue to explore upgrading electrical metering equipment with an advanced metering infrastructure (AMI) system to allow community members to better monitor and assess their energy use.	Low	Equity Resilience	\$\$\$	Ongoing

Resources Estimates: \$ - < \$100,000 \$\$ - \$100,000-\$500,000 \$\$\$ - > \$500,000

### SIDEBAR: Urban Solar Gardens

There are two urban solar gardens in New Westminster. They consist of community-owned solar photovoltaic arrays. One is located on the City public works yard and the other is located on the Queensborough Community Centre. This City-led renewable energy project provides an opportunity for interested residents, businesses, and non-profit organizations to voluntarily subscribe to a portion of the total electricity generated by the array. The solar power generated is credited back to each subscriber's electricity bill twice per year for up to 25 years.

### CASE STUDY: District Energy

The Sapperton district energy project will supply clean, affordable, and renewable heating to residents in the area while reducing emissions. The Royal Columbian Hospital will be an anchor customer for the system, with its significant annual heating requirements. The system will also serve new residential and commercial development. As the underground piping network expands into new neighbourhoods at Sapperton and Braid Stations, it may be possible to connect existing commercial and multi-unit residential buildings, replacing their heating equipment as it reaches replacement age. New buildings along East Columbia Street may also be able to connect.

The district energy system has potential to generate local revenue and keep energy dollars within the community. The system is anticipated to reduce GHG emissions by approximately 8,600 tCO2e per year—125,000 tCO2e over its lifespan.

## 4. Waste and Circular Economy

Emissions from waste represented 3% of total emissions in New Westminster in 2016. Although this is a small portion of the emissions profile, as population grows emissions from waste are anticipated to increase 46%, making waste reduction diversion an important source of emission reduction.

Metro Vancouver has jurisdiction over waste management and processing for New Westminster. The City can exert influence through its collection services, partnerships, advocacy, and policies in key areas. The City can support more composting and diversion of organics, increased recycling of more types of materials, and ensure buildings' configuration makes this as convenient as possible.

Substantial waste-related emissions reductions can also come from shifting to a circular economy model. In a circular economy, waste is "designed out". Outputs from one process are inputs for another; instead of being extracted, used, and disposed, resources are potentially used indefinitely. Achieving this shift would require significant societal change, but the City can use regulations, policy, and advocacy to help build momentum.

### Targets

2030

• Reduce annual waste by 5% by 2030.

2050

• Reduce annual waste by 20% by 2050.

### WHAT YOU CAN DO

- Follow the 5-Rs (in this order): Refuse, Reduce, Reuse, Repurpose, Recycle.
- Champion improved recycling at your work or in your housing complex.
- Save up your specialty items and bring them to the United Boulevard Recycling and Waste Centre.
- If you have a yard, compost your food waste, yard trimmings, and soiled paper.

Ac	tions	GHG reduction	Benefits	Resources	Timeline
Wa	aste Reduction				
1.	Support senior government action on reducing use of single use plastics and implement changes locally as soon as a framework is provided.	Low	Resilience	N/A	Ongoing
2.	Support and amplify waste reduction and diversion educational programs delivered by Metro Vancouver and other partners (e.g. community groups supported through City grants).	Low	Resilience	N/A	Ongoing
3.	Explore opportunities to host or support regular waste reduction events such as zero waste days, community repair events, or neighbourhood garage sales.	Low	Resilience	\$	Ongoing
Wa	aste Diversion				
4.	Continue to regularly expand and improve household recycling and yard and food scraps diversion and collection programs.	Low	Resilience	\$\$	Ongoing
5.	Continue to require recycling and organics facilities on site in multi-unit residential, industrial, commercial, and institutional buildings, and consider expanding guidelines to improve the convenience and experience of recycling and organics storage and pick-up.	Low	Resilience	N/A	Ongoing
6.	Work with businesses to reduce waste and divert organics from restaurants, the tourism industry, and the commercial sector overall.	Low	Resilience	N/A	Ongoing
7.	Expand green demolition by reviewing and increasing requirements for construction waste diversion and encourage deconstruction, and improving enforcement for better compliance.	Low	Resilience	N/A	Near- term
8.	Support Metro Vancouver in its update to and implementation of the Regional Solid and Liquid Waste Management Plans, and advocate for a stronger climate lens in these regional plans, including: a. strengthening the market for recycling and recycled materials, expanding Extended Producer Responsibility, and pursuing circular economy opportunities b. enhanced GHG emissions capturing methane (biogas) from landfills, expansion of low emissions waste-to- energy facilities as appropriate, and reducing emissions from organics.	Low	Resilience	N/A	Ongoing

Cir	cular Economy			
9.	Collaborate with Metro Vancouver and municipalities in the region to coordinate development of a circular economy, including the potential development of regional principles or a regional strategy.	Low	Equity Resilience	\$ Ongoing
10	. Build on the results of the 2018 circular economy workshop conducted in collaboration with the National Industrial Symbiosis Program (NISP), and engage more businesses in circular economy initiatives.	Low	Equity Resilience	\$ Near- term

Resources Estimates: \$ - < \$100,000 \$\$ - \$100,000-\$500,000 \$\$\$ -> \$500,000

## **5. Natural Areas and Green Infrastructure**

In addition to taking action to reduce emissions from different sectors, addressing the climate emergency requires restoring and leveraging natural systems, to buffer against the impacts of climate change.

Natural areas, including the soils and plants in parklands and our urban forest canopy, sequester carbon. Growing the City's forest canopy coverage to 27% would result in the removal of 4,050 tonnes of carbon pollution every year, and increase our forest's carbon storage capacity by 50%. Green infrastructure like rain gardens and bioswales also allow water to infiltrate and be filtered, reducing indirect emissions associated with grey infrastructure (e.g., stormwater gutters, pipes and tunnels, and water and wastewater treatment facilities).

Natural areas and green infrastructure can also help improve New Westminster's resilience and adaptability to climate change by managing storm water runoff, mitigating the urban heat island effect, improving air quality, and fostering biodiversity. Integrating the natural environment within the public realm can also support human well being and mental health, and has a spin off benefit of making walking and biking more compelling.

The City's Integrated Stormwater Management Plan, Biodiversity Strategy, and Urban Forest Management Plan contain sound recommendations for enhancing natural systems within the city. Implementing these plans will be important to enhancing resilience and off-setting emissions. Relatedly, supporting a sustainable local food system can also have an impact on GHG emissions.

### WHAT YOU CAN DO

- Keep the trees on your property and consider planting new ones.
- Plant native species plants.
- Let your lawn go golden in the summer.
- Install a raingarden and capture rainwater for use on plants and lawns.
- Adopt a catch basin.

#### Targets

2030

• Increase the urban forest canopy cover to 27% by 2030.

- Maintain the urban forest canopy coverage at 27%.
- Protect 10% of City's land base as natural park area.

Ac	tions	GHG reduction	Benefits	Resources	Timeline
1.	Develop an Adaptation Strategy that outlines strategies and actions to mitigate climate related risks and build climate resilience.	Low	Health Resilience Equity	\$	Near- term

Management Strategy and Biodiversity Strategy including:       Resilience         a. incentivizing community members to install habitat features and plant trees;       Equity         b. further encouraging developers and builders to integrate green spaces into developments;       Equity         c. integrating natural systems into the public realm, such as parks, greenways, and active transportation corridors; and       Health         d. exploring land acquisition and restoration to expand natural park areas.       Medium       Health         4. Explore opportunities to support sustainable local food systems, such as by:       Medium       Health         a. continuing to encourage communal gardens and private balcony or roof gardens in new multi-unit residential       Medium       Health	Stor a. b.	ntinue to implement the Integrated ormwater Management Plan, including: . creating additional resources and enhanced guidelines for green infrastructure on private property; and . expanding the use of green infrastructure on public lands.	Low	Health Resilience Equity	\$\$\$	Ongoing
local food systems, such as by:Resiliencea. continuing to encourage communalEquitygardens and private balcony or roofgardens in new multi-unit residential	Mar Stra a. b. c.	<ul> <li>ategy including:</li> <li>incentivizing community members to install habitat features and plant trees;</li> <li>further encouraging developers and builders to integrate green spaces into developments;</li> <li>integrating natural systems into the public realm, such as parks, greenways, and active transportation corridors; and</li> <li>exploring land acquisition and restoration to expand natural park</li> </ul>	Medium		\$\$\$	Ongoing
buildings; b. reviewing regulations to remove barriers to urban farming; and c. supporting local food procurement and farmers markets.	loca a. b.	<ul> <li>al food systems, such as by:</li> <li>continuing to encourage communal gardens and private balcony or roof gardens in new multi-unit residential buildings;</li> <li>reviewing regulations to remove barriers to urban farming; and</li> <li>supporting local food procurement and</li> </ul>	Medium	Resilience	N/A	Ongoing
5. Seek opportunities to reduce water consumption, such as through promoting the use of smart technologies such as timers and leak detectors by residents and businesses.LowHealth Resilience EquityNear- term	con the time	nsumption, such as through promoting e use of smart technologies such as ners and leak detectors by residents and	Low	Resilience	\$	
6. Explore opportunities to increase the City's Low Resilience \$\$\$ Ongoin water pumping efficiency.			Low	Resilience	\$\$\$	Ongoing

## **Monitoring and Evaluation**

GHG emission inventories will be updated regularly. The City will measure, track and report on its targets and actions annually, making adjustments where required. This reporting will be part of a larger key performance indicator (KPI) reporting project.

Taking a flexible and iterative approach to action implementation will help manage the risk and uncertainty with these efforts and allow the City to take advantage of evolving federal and provincial government policy and regulations, and emerging technologies.

Implementation of the CEEP will be informed by the creation of a decision support tool that helps the City prioritize climate action, by considering factors such as cost effectiveness, GHG emission impact, equity, additional community benefits, and opportunities to further reconciliation. The City will also consider developing a carbon budget, deepening the climate budget framework that is already in place.

Rapid implementation and scaling up of actions will require additional staffing. Additional positions on the Climate Action Team may be needed, to build momentum on achieving building retrofit targets, for example. The Climate Action Team will lead implementation of the CEEP, but many actions have interdepartmental implications. Rapid implementation of the Master Transportation Plan to support emissions reductions from transportation, for example, will require additional staffing in the Transportation team.

# **The Next Chapter**

The modelling and analysis that underpins this Plan makes it clear how urgently we need to act to make the kind of impact on emissions that is needed to meet our community energy emission reduction targets. Bold action will be needed to retrofit our existing buildings, build new buildings to the best standards available, shift out of our polluting vehicles, reduce our waste, and enhance natural systems. This plan provides a roadmap and following through will require significant focus and collective action.

The City is committed to continuously learning and deepening action on the climate emergency. Following current best practices, the inventory underpinning the CEEP focuses on "scope 1 and 2 emissions". However, we know that out of scope emissions also have a real impact on climate and need to be addressed.

The next chapter in GHG emissions reduction must address these upstream and downstream emissions, through approaches such as lifecycle analysis and consideration of embodied carbon. We as a community need to reconsider our consumption patterns and look for circular economy options, and critically examine our lifestyles to shift to low-carbon living. The City will look for opportunities to lead this shift through corporate actions as well as new policy and programs that inspire collective community action. Potential future actions include adopting consumption-based emissions accounting for the City, an evidence-based carbon budget approach, or developing a sustainable consumption strategy that identifies and prioritizes options for lower carbon consumption.

# Disclaimer

Sustainability Solutions Group (SSG) exercised reasonable skill, care, and diligence to assess the information acquired during the preparation of the analysis that informs the Community Energy and Emissions Plan, but no guarantees or warranties are made regarding the accuracy or completeness of this information. This document, the information it contains, the information and basis on which it relies, and the associated factors are subject to changes that are beyond the control of SSG. The information provided by others is believed to be accurate but has not been verified.

This analysis includes strategic-level estimates of New Westminster that should not be relied upon for design or other purposes without verification. SSG does not accept responsibility for the use of this analysis for any purpose other than that stated above, and does not accept responsibility to any third party for the use, in whole or in part, of the contents of this document. This analysis applies to the City of New Westminster and cannot be applied to other jurisdictions without analysis. Any use by the City of New Westminster, its sub-consultants or any third party, or any reliance on or decisions based on this document, are the responsibility of the user or third party.

# **Abbreviations & Glossary**

**CEEP** Community Emergency Action Plan

- CO2 Carbon dioxide
- CO2e Carbon dioxide equivalents
- DE District energy
- GHG Greenhouse gas emissions
- LCS Low-carbon scenario
- RNG Renewable natural gas

## Units

### GHG emissions

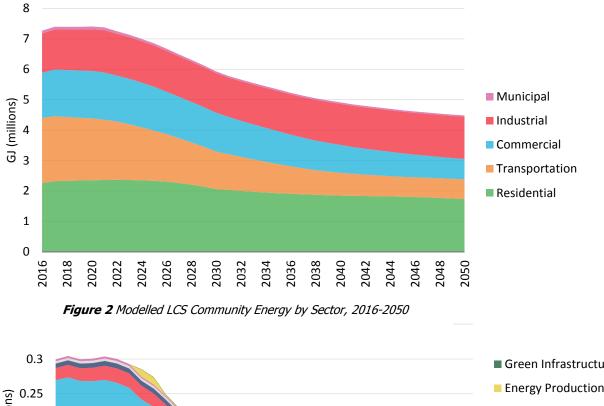
1 ktCO2e = 1,000 tCO2e

### Energy

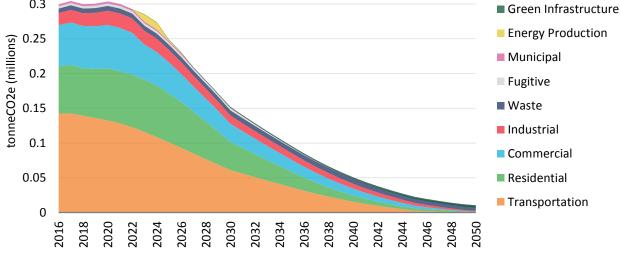
1 MJ= 0.0001 GJ 1 TJ= 1,000 GJ 1 PJ= 1,000,000 GJ 1 GJ= 278 kWh 1 MWh= 1,000 kWh 1 GWh=1,000,000 kWh

# Appendix 1: Low-carbon Scenario Modelled Energy and Emissions Charts

Modelled LCS energy trajectory (top) and emission reductions (bottom) by sector: As energy efficiency and renewable energy actions are taken, energy demand decreases across all sectors except for a slight increase in the industrial sector as industry grows. Transportation energy demand decreases substantially as EVs require less energy to operate and use that energy more efficiently than gas and diesel vehicles. As energy sources electrify and switch to RNG and hydrogen, emissions decrease in all sectors except waste, which increases slightly with population.

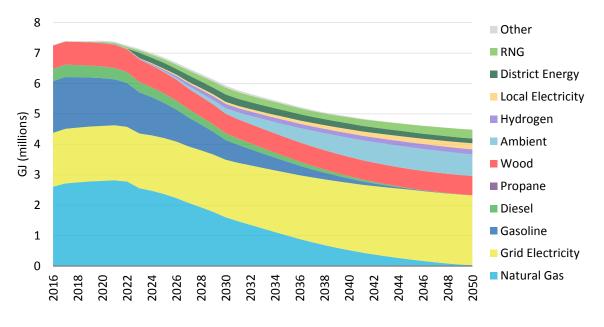


Modelled LCS energy trajectory (top) and emissions reductions (bottom) by fuel type: Gasoline and diesel



use all but disappear by 2050, replaced by electricity provided by the grid and local sources. RNG and hydrogen help reduce natural gas use. District energy systems and ambient heat (electric heat pumps) reduce natural gas use as well. Building heating systems and vehicles increasingly switch to electricity

Figure 1 Modelled LCS Emission Reductions by Sector, 2016-2050



use, increasing the energy drawn from the grid and local sources. All of these energy shifts and reductions have corresponding emissions reductions. Emissions all but disappear by 2050, with some remaining from continued natural gas use, wood use, and legacy solid waste.

Figure 3 Modelled LCS Community Energy by Fuel Type, 2016-2050

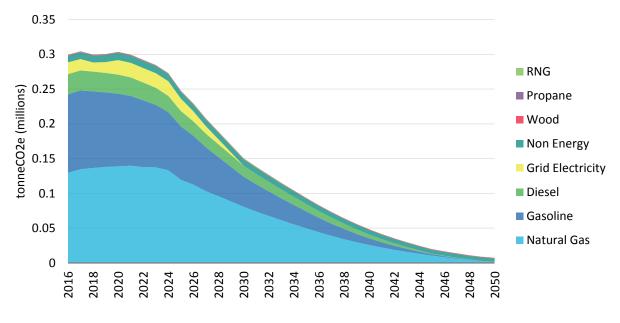


Figure 4 Modelled LCS Emissions Reductions by Fuel Type, 2016-2050

Modelled LCS energy use trajectory by end use (below): As winters warm and building heating systems transition to efficient electric heat pumps, overall space heating energy demand decreases, even though there are more buildings and homes to heat by 2050. The increased efficiency of hot water electric heat pumps decreases total water heating demand, even though there are more buildings using water. Total transportation energy use decreases as vehicles electrify and more trips are made by active transportation, transit, and energy efficient e-bikes, e-scooters, and e-boards. Industrial energy use grows slightly as industry grows. Space cooling energy demand increases slightly as summers warm, but the increase is small compared to the realized decrease in space heating energy.

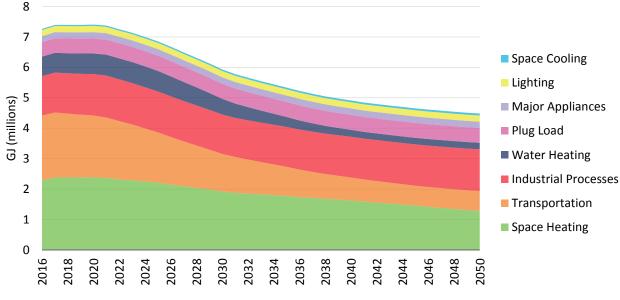


Figure 5 Modelled LCS Energy Use Trajectory by End Use, 2016-2050



# R E P O R T Office of the Chief Administrative Officer

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Lisa Spitale, Chief Administrative Officer	File:	2081399
		Item #:	2022-525

# Subject: Manufacturer's Patio Application (Steel and Oak) for 1319 Third Avenue

#### RECOMMENDATION

THAT the following resolution be approved:

WHEREAS New Westminster City Council considered a staff report regarding an application from Steel & Oak Brewing Company Ltd. to operate a 30 seat patio located at 1319 Third Avenue with liquor service hours from 9:00 AM to 11:00 PM Monday through Sundays;

WHEREAS the overall occupancy of the establishment remains at 100 people;

WHEREAS the location is in a light industrial zone (M-1) in the Downtown area;

WHEREAS the establishment is not expected to negatively affect traffic patterns or parking given proximity to transit, and noise is not expected to be an issue;

WHEREAS the establishment has operated a Manufacturer Lounge since January 2016 without any negative impact to the neighbourhood;

WHEREAS if the application is approved, the community impact is expected to be positive in that it will increase the business' contribution to the unique character and vitality of the Downtown based on the establishment's size, hours of operation and location;

WHEREAS the New Westminster Police Department does not oppose the application;

WHEREAS a sign has been placed in front of the business for 27 days, two newspaper notices were published as well as circulated in the City's e-newsletter (Citypage Online), to 1200+ subscribers and providing details regarding the application and inviting the public to submit comments to the City; and,

WHEREAS the City has received one piece of correspondence in support of the application;

THEREFORE BE IT RESOLVED:

THAT New Westminster City Council recommends the approval of the application by Steel & Oak Brewing Company Ltd. to operate a 30 person patio, located at 1319 Third Avenue with liquor service hours from 9:00 AM to 11:00 PM Monday through Sundays.

#### PURPOSE

This report provides information regarding an application from Steel & Oak Brewing Co. to create a permanent licensed patio along the side of the existing business.

#### **SUMMARY**

Steel & Oak Brewing Co., located at 1319 Third Avenue, has applied to the City of New Westminster and the Province's Liquor and Cannabis Regulation Branch (LCRB) to operate and serve liquor in a patio on the portion of Levi Street directly beside the brewery. Approval of this application would make permanent a temporary pandemic-related patio (known as a Temporary Expansion Service Area) that the applicant was approved for and operated since May 2021. The patio would accommodate up to 30 people. There would be no change to the total maximum occupancy of the business which would remain at 100 people, including all interior space and another existing, approved patio located on Third Avenue. The proposed liquor service hours are from 9am-11pm Monday to Sunday, consistent with the business' existing operations.

#### BACKGROUND

#### **Policy and Regulations**

The subject property is designated Industrial (I) in the City's Official Community Plan (OCP), and zoned Light Industrial (M-1). The M-1 zone currently has a site-specific provision for the property, allowing for a lounge endorsement area with a maximum occupant load of 100 persons.

Manufacturers wishing to operate a patio must obtain approval from both the Liquor and Cannabis Regulation Branch and the City.

## Liquor and Cannabis Regulation Branch Policy

Manufacturers with a lounge or special event area endorsement who are operating an outdoor patio as a Temporary Expanded Service Area (TESA), can apply for a new outdoor patio to make their TESA permanent. The Branch's process to consider an application can be summarized as follows:

- The operator must submit a Manufacturer's New Outdoor Patio Application;
- The local government provides a resolution to support or oppose the application. The local government has 90 days to provide a resolution unless an extension is requested. Prior to considering a resolution, the local government must conduct a public input process to obtain the views of residents. The resolution must contain comments pertaining to the potential for negative impacts on the community and the views of residents; and
- After the local government provides a resolution regarding the application, the Branch proceeds to make a final decision regarding amending the establishment's liquor license.

## **City Policy**

The City's process to consider a patio application (on public property) from a business with a manufacturer's liquor license is as follows:

- City staff meet with the applicant to discuss bylaw requirements relating to the design and operation of the proposed patio;
- The applicant submits an application, as necessary, to the Street and Sidewalk Patio Program;
- The applicant posts a project sign on site;
- Two notices are placed in the local newspaper as well as through the City's enewsletter (circulated to approximately 1200 subscribers) inviting the public to comment on the application;
- Council considers a staff report regarding the application and adopts a resolution regarding the application; and
- Staff submits the resolution to LCRB and if the patio is supported by Council, finalizes the Street and Sidewalk Patio Program permissions with the applicant.

#### **Site Characteristics and Context**

The subject site is situated in the North Arm North neighbourhood of the city, on Third Avenue between Stewardson Way and Levi Street. The property, with an approximate site area of 4,359 sq. m. (46,918 sq. ft.), contains two multi-tenant buildings. Steel and Oak Brewing Company currently operates within one of the units of the building that fronts along Third Avenue. The business has a previously approved permanent onstreet patio in front of the business along Third Avenue, as well as the more recent patio that was installed as part of the City's and Province's response to support expanded seating and service areas for COVID-19 business recovery, and is the subject of this report.

Other properties surrounding the site are similarly zoned Light Industrial (M-1), including other manufacturing/warehouse buildings to the north, automobile-related uses to the

east and west, and an ICBC Claims Centre to the south. The property is also located in fairly close proximity to the railroad tracks, the elevated SkyTrain guideway, and Stewardson Way.

A site context map is provided below (Figure 1):

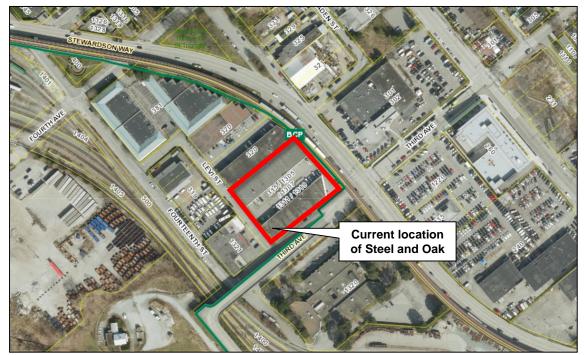


Figure 1. Site Context Map

## PROPOSAL

The applicant is proposing to make permanent the pandemic-related patio (known as a Temporary Expanded Service Area) they were approved for and have operated since May 2021. The patio would be located in front of the business on street right of way and could accommodate up to 30 people. There is no change to the total maximum occupancy of the business which remains at 100 people, including all interior space and the previously approved patio located on Third Avenue. The proposed liquor service hours are from 9am-11pm Monday to Sunday, consistent with the businesses existing operations.

As the patio was approved through the City and Province's Covid-19 related patio program, the patio is already constructed, see **Figure 2**. The patio located on Third Avenue can be seen in **Figure 3**.



Figure 2. Levi Street Patio



Figure 3. Third Avenue Patio

#### DISCUSSION

As part of the review process, public input was sought from the community as well as comments from New Westminster Police Department, the Provincial Liquor Inspector and other City departments.

#### **Public Comments**

The applicant posted a sign in front of the business for 27 days, see **Attachment 1**. Two notices (June 9 and 16, 2022) were place in the local newspaper as well as

through the City's e-newsletter (1200+ subscribers) advising the public of the application and inviting comments. One piece of correspondence was received in support, from the Downtown Business Improvement Association, see **Attachment 2**.

#### **New Westminster Police Department**

New Westminster Police Department advises they do not have issues with Steel and Oak's operations or with this application.

#### **Provincial Liquor Inspector**

The Liquor Inspector reports that Steel and Oak has not generated any concerns or violations with respect to Provincial liquor regulations.

#### **City Departments**

<u>The impact of noise on the community in the immediate vicinity of the establishment</u>. Noise is not expected to be an issue, based on the establishment's size, closing hours and location. The location is in an industrial area that is removed from nearby residences, and where some street noise is unlikely to cause disturbance to residents. The City's Integrated Services division reports that Steel and Oak has not generated any community complaints regarding bylaw matters in the past.

Steel and Oak's maximum occupant load inside the premise remains at 100 people. The patio will not increase the overall maximum occupant load but rather allow flexibility to shift to patio space depending on weather and/or customer demand. City regulations regarding patios on public property associated with manufacturer's endorsement areas require businesses to close their patio at 11pm in an industrial area. In this instance, the applicant's hours of operation are in alignment as their existing approved permissions do not extend past 11pm.

#### The impact on the community if the application is approved

If the application is approved, the impact is expected to be positive in that it will support a local business recovering from the pandemic, support the local food and drink industry and offer an additional social venue for residents, workers and business. The maximum person capacity of 100 with hours of 9:00 am-11:00 pm Monday to Sunday is considered by staff to be acceptable.

#### Views of residents

As noted above, no correspondence was received on this application. Given the size of and location of the establishment, this was not unexpected by staff.

#### **Patio Design**

The patio is located on City property and meets the design guidelines of the Street and Sidewalk Patio Program.

#### **OPTIONS**

There are two options Council presented for Council's consideration:

1. THAT the following resolution be approved:

WHEREAS New Westminster City Council considered a staff report regarding an application from Steel & Oak Brewing Company Ltd. to operate a 30 seat patio located at 1319 Third Avenue with liquor service hours from 9:00 AM to 11:00 PM Monday through Sundays;

WHEREAS the overall occupancy of the establishment remains at 100 people;

WHEREAS the location is in a light industrial zone (M-1) in the Downtown area;

WHEREAS the establishment is not expected to negatively affect traffic patterns or parking given proximity to transit, and noise is not expected to be an issue;

WHEREAS the establishment has operated a Manufacturer Lounge since January 2016 without any negative impact to the neighbourhood;

WHEREAS if the application is approved, the community impact is expected to be positive in that it will increase the business' contribution to the unique character and vitality of the Downtown based on the establishment's size, hours of operation and location;

WHEREAS the New Westminster Police Department does not oppose the application;

WHEREAS a sign has been placed in front of the business for 27 days, two newspaper notices were published as well as circulated in the City's e-newsletter (Citypage Online), to 1200+ subscribers and providing details regarding the application and inviting the public to submit comments to the City; and,

WHEREAS the City has received one piece of correspondence in support of the application;

THEREFORE BE IT RESOLVED:

THAT New Westminster City Council recommends the approval of the application by Steel & Oak Brewing Company Ltd. to operate a 30 person patio, located at 1319 Third Avenue with liquor service hours from 9:00 AM to 11:00 PM Monday through Sundays.

2. THAT Council provide staff with alternate direction.

Staff recommend Option 1.

#### **INTERDEPARTMENTAL LIAISON**

Staff from Climate Action, Planning and Development were consulted regarding this matter. The Police Service and Liquor Inspector were also consulted.

#### **ATTACHMENTS**

Attachment 1: On-site Application Signage Attachment 2: Letter of Support from Downtown BIA

#### **APPROVALS**

This report was prepared by: Carolyn Armanini

This report was reviewed by: Blair Fryer

This report was approved by: Lisa Spitale, Chief Administrative Officer



# Attachment # 1 On-Site Application Signage

From: Jorden Foss To: Carolyn Armanini Subject: [EXTERNAL] Patio Sign Date: Thursday, June 9, 2022 7:15:28 AM

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

## Please find attached.





Attachment # 2 Letter of Support

# DOWNTOWN NEW WESTMINSTER

June 7, 2022

Mayor Jonathan Cote and Members of City Council City of New Westminster 511 Royal Avenue New Westminster, BC

Re: Steel & Oak Patio

Dear Mayor and Council,

On behalf of the Downtown New West BIA, I am writing to lend our support for the continued operation of the liquor service patio at Steel & Oak.

City staff and officials moved expeditiously to approve the parklet patios during the first year of the pandemic, and we commend you for considering the continued operation of these vital placemaking initiatives. Not only have they helped businesses like Steel & Oak continue to serve customers safely, but they also help to create a lively and positive atmosphere for our Downtown.

We strongly support our member, Steel & Oak Brewing, with the continued safe service of liquor on the Levi Street patio.

Sincerely,

Kerderpeter

Kendra Johnston Executive Director Downtown New West BIA

CC: Carolyn Armanini, Senior Planner, Economic Development <u>carmanini@newwestcity.ca</u>

> Downtown New Westminster Business Improvement Society 8-552 Columbia Street, New Westminster, British Columbia V3L 1B1 T: 604.524.4996 E: info@downtownnewwest.ca www.downtownnewwest.ca



# R E P O R T Human Resources & Information Technology

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Eva Yip, Acting Director, Human Resources & Information Technology	File:	
		Item #:	2022-548

#### Subject: National Day for Truth and Reconciliation – September 30, 2022

#### RECOMMENDATION

THAT Council approve a second, one-time declaration to appoint September 30, 2022 as a statutory holiday for the City of New Westminster to commemorate the history and legacy of residential schools and honour Indigenous communities, families and survivors by observing a day for Truth and Reconciliation.

THAT staff report back to Council in 2023 with a recommendation regarding when the City of New Westminster will mark Truth and Reconciliation Day in subsequent years to ensure alignment with the Province of British Columbia.

#### **PURPOSE**

To update Council regarding the Province of British Columbia's (the "Province") continuing to actively engage in consultation with Indigenous Peoples, labour, and business stakeholders on determining how best and most-respectfully to observe the National Day for Truth and Reconciliation, and to propose that Council appoint September 30, 2022 as a statutory holiday in alignment with the Province until a decision is made at the provincial level.

#### BACKGROUND

On June 3, 2021, the federal government officially adopted the National Day for Truth and Reconciliation (the "National Day"), which is to be observed on September 30<sup>th</sup>. This National Day is now included in the list of statutory holidays in the Canada Labour Code and applies only to federally-regulated employees.

Following the federal government announcement, on August 3, 2021, the Province also marked September 30<sup>th</sup> as a day of commemoration and announced its intention to consult with Indigenous leaders, organizations, and communities on how best to respectfully commemorate this National Day moving forward.

At the August 30, 2021 Regular meeting, Council approved a one-time declaration to appoint September 30, 2021 as a statutory holiday for the City.

As the Province continues its consultation process, it has advised that provincial public sector employers should follow the same process as last year. That is, that September 30, 2022 should again be observed as a statutory day for remembrance for those employees who are normally entitled to federal and provincial statutory days (See Attachment #1).

#### **ANALYSIS**

Since 2021, the federal government has recognized September 30<sup>th</sup> as a statutory holiday. The Province has also recognized the same and is doing so again for 2022 until consultations on how and when to recognize the day in the future are complete. As such, it is noted that the date of the provincial statutory holiday in the future may not be the same date as declared by the federal government (i.e., September 30<sup>th</sup>).

The City of New Westminster has collective agreement language similar to that in provincial collective agreements. The City has had without prejudice discussions with the various unions regarding the proposed statutory holiday on September 30, 2022, which would apply across all employee groups. Furthermore, similar to operations during existing statutory holidays, regular programs and services will continue to operate in some departments and facilities on this day.

Given the Province's stance of recommending observance for 2021 and again in 2022 pending their consultation process, staff propose that Council, for a second time, approve a one-time declaration to appoint September 30, 2022 as a statutory holiday in recognition of National Day for Truth and Reconciliation, and then consider the City's future position at a later date to ensure alignment with the Province. This direction is consistent with the anticipated recommendations that the majority of Metro Vancouver municipalities will be making to their respective Councils.

#### **CONCLUSION**

Following endorsement of the declaration for a one-time appointment of September 30, 2022 as a statutory holiday for all employee groups for the City of New Westminster to observe the National Day for Truth and Reconciliation, staff will report back to Council and make a recommendation for this National Day in 2023 and beyond, based on the ensuing decision made by the Province.

#### **ATTACHMENTS**

Attachment 1: Province of BC Update on Consultations

#### **OPTIONS**

**Option 1:** THAT Council approve a second one-time declaration to appoint September 30, 2022 as a statutory holiday for the City of New Westminster in recognition of National Day for Truth and Reconciliation.

**Option 2:** THAT staff report back to Council in 2023 with a recommendation regarding when the Corporation of the City of New Westminster will recognize National Day for Truth and Reconciliation in 2023 and beyond to ensure alignment with the Province of British Columbia.

Option 3: THAT Council provide staff with other direction.

#### Staff recommend Options 1 and 2

#### **APPROVALS**

This report was prepared by: Eva Yip, Acting Director, Human Resources & Information Technology

This report was approved by:

Eva Yip, Acting Director, Human Resources & Information Technology Lisa Spitale, Chief Administrative Officer



# Attachment #1

# National Day for Truth and Reconciliation September 30th



# **National Day for Truth and Reconciliation**

Indigenous Peoples have long advocated for the creation of a national day to celebrate the diverse cultures, resilience and contributions of Indigenous Peoples as well as to commemorate the history and legacy of the residential school system.

In recent years, Sept. 30 has been known as Orange Shirt Day. Founded by Phyllis Webstad, Orange Shirt Day is a grassroots campaign that grew out of her own experiences and the experiences of other residential school survivors who attended St. Joseph's Mission near Williams Lake. It is a day to honour and hold up the healing journeys of residential school survivors and their families, to engage in meaningful discussions about the history and legacy of the residential school system. Orange Shirt Day has become an important opportunity to open up dialogue on anti-racism and anti-bullying.

In June 2021, the Government of Canada passed Bill C-5 to designate Sept. 30 as a federal statutory day to be observed as the National Day for Truth and Reconciliation. This was done in direct response to the Truth and Reconciliation Commission's Call to Action #80, which calls upon the federal government, in collaboration with Indigenous Peoples, "to establish, as a statutory holiday, a National Day for Truth and Reconciliation to honour survivors, their families, and communities, and ensure that public commemoration of the history and legacy of residential schools remains a vital component of the reconciliation process."

#### **Update on Consultations**

In August 2021, the Province of British Columbia advised public sector employers to observe Sept. 30, 2021, as a day in recognition of obligations in most collective agreements. B.C. also made a public commitment to engage Indigenous Peoples on how best to observe the National Day for Truth and Reconciliation moving forward followed by engagement with stakeholders in key business sectors. This process is currently underway.

As that process continues, for this upcoming year, the Province has advised public sector employers, including K-12 public schools, that the same process should be followed as last year –September 30 should again be observed as a statutory day for remembrance this year for those employees who are normally entitled to federal and provincial statutory days. This supports these employers to plan ahead and manage their workplaces and ensure service delivery is maintained where required. As with other statutory days, essential services that people depend on will continue to operate in places where they are required.

We expect that private sector employers with provisions on statutory days may also want to observe the day as they did last year, while consultations continue on the best way to observe the day moving forward.

#### Will the Province make September 30th a statutory day?

This decision to establish a statutory day will be informed by the ongoing engagement with residential school survivors, Indigenous partners and communities, followed by an engagement with stakeholders in key business sectors to understand the potential impacts, opportunities and mitigation measures should a new statutory day be created.

#### When will the Province make a decision?

The timeline for decision will be based on what is heard during the engagement with Indigenous Peoples and the business community. For this year, the Province is advising public sector employers to observe the day in the same way as they did last year. We expect many private sector employers will choose to do the same.

#### **More Information**

#### https://www.canada.ca/en/canadian-heritage/campaigns/national-day-truth-reconciliation.html

#### http://www.orangeshirtday.org/

#### **National Centre for Truth and Reconciliation**



# R E P O R T Environment and Climate Advisory Committee

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Environment and Climate Advisory Committee	File:	09.1740.02
		Item #:	2022-529

## Subject: Proposed Energy Step Code Acceleration for Single Detached Dwellings

#### RECOMMENDATION

**THAT** Council direct staff to proceed with work on the acceleration of the Energy Step Code for single detached dwellings in 2023 using a two option framework.

#### **PURPOSE**

To seek Council direction to proceed with work on the acceleration of the Energy Step Code for single detached dwellings in 2023 using the two option framework proposed by the Environment and Climate Advisory Committee. The framework would provide single detached dwellings with the choice to: 1) meet Step 5 of the Energy Step Code, or 2) meet Step 3 with installation of, or connection to, a low carbon energy system (LCES).

#### **SUMMARY**

On March 18<sup>th</sup>, 2022, the Environment and Climate Advisory Committee (EnCAC) proposed a motion to accelerate the City's Energy Step Code timeline and adopt a two option framework that would require builders of single detached dwellings to achieve level 5 of the Step Code, the highest standard for building energy efficiency, or achieve level 3 of the Step Code if the builder uses a low carbon (usually electric) system for heat and hot water.

Staff support the proposed framework as it aligns with the City's climate emergency targets and implementation of the City's Bold Step #3 Carbon Free Homes and Buildings. Staff provided an update on this motion to the Environment and Climate Task Force (ECTF) and received direction to present the motion to Council for consideration.

#### BACKGROUND

#### **Committee Discussion**

At the March 18, 2022 meeting of the Environment and Climate Advisory Committee (EnCAC), it proposed the following motion:

THAT EnCAC encourage New Westminster City Council to adopt a Community Energy and Emissions Plan (CEEP) which includes a plan to create regulations by 2023 in New West for new construction of single family dwellings that require builders to achieve level 5 of the Step Code, the highest standard for building energy efficiency, or if the builder uses a low-carbon (usually electric) system for heat and hot water, the Step Code is relaxed to level 3.

The EnCAC discussed the proposed motion and the tradeoffs between prioritizing building electrification and improved energy efficiency. There was also discussion on upcoming Building Code changes that will incorporate a carbon pollution standard, which would give local municipalities the ability to regulate fuel selection.

At the EnCAC meeting on May 18, 2022, staff presented additional background on the City's implementation of the Energy Step Code, and highlighted key considerations related to the proposed motion. The EnCAC subsequently passed the motion.

The Minute Excerpt from the March 18, 2022 and the draft Minute Excerpt May 18, 2022 EnCAC meeting are included in Attachment 1.

Staff provided an update on this motion to the Environment and Climate Task Force at its June 13, 2022 meeting. The Task Force supported the EnCAC motion to accelerate the City's Energy Step Code timeline and to adopt the two option framework in 2023, and directed staff to present the motion to Council for consideration.

#### STAFF COMMENT

The BC Energy Step Code is an optional, better-than-Code, energy efficiency compliance path in the BC Building Code. In recent years, many local governments across BC have adopted the BC Energy Step Code into their policies and regulations to support meeting their climate objectives and reduce emissions from buildings.

On February 25, 2019, Council adopted Step Code for new Part 9 (smaller residential buildings) and Part 3 (multi-unit residential over four storeys, and most office and commercial buildings). See Attachment 2 to this report. As per the City's existing requirements, single detached dwellings are required to be built to Step 3 of the Step Code (without any controls or incentives as to fuel source). The City's existing requirements also indicate the intent to offer a two option framework for Part 3 multi-unit residential buildings. However, an approved LCES has yet to be established by the City, which means all projects are being designed to Step 3, instead of Step 2 with a LCES.

If EnCAC's proposal is adopted, the two option framework proposed by EnCAC would provide single detached dwelling applicants with two choices:

- 1. Meet Step 5 (the highest performance level) of the Energy Step Code; or,
- 2. Meet Step 3 (the current performance level) of the Energy Step Code with installation of, or connection to, a Low Carbon Energy System (LCES).

The BC Energy Step Code has been effective in reducing the total amount of thermal and mechanical energy used in a new building. Currently, the Energy Step Code is agnostic to fuel source, as its primary intention is to improve energy efficiency through building envelope. Therefore, the proposed framework seeks to incentivize the installation of a low carbon energy system that provides energy efficient heating and cooling services powered by low-carbon BC grid electricity. Builders can avoid the higher investment in the building envelope, as is required to meet Step Code 5, by installing a low carbon energy system.

Staff recommends the proposed framework as it supports the City's climate emergency targets and implementation of the City's Bold Step #3 Carbon Free Homes and Buildings. An inventory based on 2016 data found that residential buildings are responsible for 22% of New Westminster's community-wide emissions. In terms of the city's total emissions by fuel type, natural gas accounts for the largest source of emissions (43%) and is used in all building types.

Prior to the proposed motion, staff collaborated with Energy Save New West to host a series of virtual 'Builder Breakfasts' for local homebuilders and developers of Part 9 residential buildings. Amongst other topics, these sessions gathered feedback on a similar proposal to accelerate Energy Step Code using a two option framework. Participants were in favour of the proposal as it would provide two paths to satisfy the Building Bylaw requirements. Participants identified a desire for training, guidance from Building staff, and incentives.

Other municipalities, such as the District of North Vancouver, West Vancouver, Vancouver, and Richmond have already implemented a similar two option framework. The lessons learned from their implementation can help inform the deployment of New Westminster's two option Step Code framework. Lessons learned from this research and from the implementation of a two option program for single detached dwellings would also inform the City's next steps in applying the two option framework to Part 3 multi-unit residential buildings. With the implementation of a LCES option for Part 3 buildings, the intent is to allow connection to the City's District Energy System as one of the approved low carbon energy systems.

#### NEXT STEPS

Accelerated Step Code implementation that incentivizes builders to install a Low Carbon Energy System powered by low-carbon BC grid electricity will have implications to the New Westminster electrical grid and on internal processes related to permitting and inspections. Further consultation with staff, the Utility Commission, and industry is required to gauge impacts, identify potential risks, and explore solutions to successfully implement the proposed accelerated Step Code schedule in 2023.

Staff anticipate undertaking the following steps to implement the proposed accelerated Energy Step Code in 2023:

- Research approach and lessons from other local municipalities that have implemented the same framework.
- Develop procedures to support processing applications using a LCES pathway.
- Consult with the staff, the Utility Commission, and industry representatives.
- Present Building Bylaw Amendment for consideration by Council.
- Distribute notification regarding changes being implemented.
- Implement the accelerated Energy Step Code two option framework.
- Continue to support industry and staff training and capacity building related to LCES and high performance building (e.g. through Energy Save New West).

#### FINANCIAL IMPLICATIONS

There are no financial implications at this time; however, staff resources will be needed to implement the proposed framework.

#### **OPTIONS**

The following options are provided for Council's consideration:

- 1. That Council direct staff to proceed with work on the acceleration of the Energy Step Code for single detached dwellings in 2023 using a two option framework.
- 2. That Council provide staff with alternative direction.

Staff recommend Option 1.

## **ATTACHMENTS**

Attachment 1 – Environment and Climate Advisory Committee Minute Extracts Attachment 2 – New Westminster's Existing Energy Strep Code Requirements

## APPROVALS

This report was prepared by: Nayel Halim, Community Energy and Emissions Specialist

This report was reviewed by:

Katie Stobbart, Committee Clerk

Lynn Roxburgh, Supervisor of Land Use Planning and Climate Action Serena Trachta, Manager Building Inspection Services Emilie Adin, Director, Climate Action, Planning and Development

This report was approved by: Serena Trachta, Acting Director, Climate Action, Planning and Development Lisa Spitale, Chief Administrative Officer



# Attachment 1 Environment & Climate Advisory Committee Meeting Minutes

## MARCH 16, 2022 ENVIRONMENT AND CLIMATE ADVISORY COMMITTEE MEETING DRAFT MINUTES EXTRACT

### 7.2 New Homes and Renewable Energy

Karen Crosby, Community Member, raised the topic of discussing speeding up the requirement for new homes and buildings to only use renewable energy, rather than natural gas hookups.

MOVED and SECONDED

THAT ENCAC encourages New Westminster City Council to adopt a CEEP which includes a plan to create regulations by 2023 in New Westminster for new construction of single family dwellings that require builders to achieve level 5 of the STEP code, the highest standard for building energy efficiency, or if the builder uses a low-carbon (usually electric) system for heat and hot water, the STEP code is relaxed to level 3.

**Procedural note:** This motion did not go to a vote as the Committee wished for more information on Step Code before continuing the discussion.

The Committee had the following comments arising from discussion:

- Appreciate the intent of the motion, but it may not capture all considerations. Rather than just avoiding natural gas, would like to encourage a holistic approach which encourages builders to consider the building envelope and total efficiency of the system; and
- We need to also work to reduce consumption, and replacing everything with electricity may not be the answer. May want to amend the wording of the motion. MOVED and SECONDED

THAT the Environment and Climate Advisory Committee postpone New Homes and Renewable Energy to the next meeting so that staff may provide more information to the Committee about STEP code.

Carried.

All members present voted in favour of the motion.

## MAY 18, 2022 ENVIRONMENT AND CLIMATE ADVISORY COMMITTEE MEETING DRAFT MINUTES EXTRACT

## 6. UNFINISHED BUSINESS FROM PREVIOUS MEETINGS

#### 6.1 New Homes and Renewable Energy

With discussion of Energy Step Code - Nayel Halim

Karen Crosby, Community Member, prefaced the conversation by highlighting the slide: The Case for Electrifying from the Energy Step Code presentation that was sent ahead to the committee. She noted the following:

- Electric heating without gas is much better than any step code level at reducing greenhouse gas emissions;
- There are tradeoffs in any policy decision, and some level of energy efficiency will be lost with this proposal, but emissions would be lower overall, which must be our focus if we are to effectively solve the climate crisis;
- The energy step code seems to be designed to reduce energy demand in buildings, not necessarily change from fossil fuels to renewable energy, but the climate crisis demands that we make that change;
- If we continue to build with gas infrastructure, we will lock ourselves into another 20 to 100 years of burning gas in these buildings depending on how long the buildings last and how much (expensive) retrofitting happens; and
- To solve the climate crisis we need to realize there are large forces at play, and we need to be the strongest, most collective voice we can be to change the status quo away from burning gas as guickly as possible.

The Committee noted that one of the big challenges with electric heating is proper insulation, as older home technology is outdated; there are many homes in which it is very expensive to run electric heating.

Nayel Halim, Community Energy and Emissions Specialist, and Lynn Roxburgh, Acting Supervisor, Land Use Planning and Climate Action, provided a presentation entitled "Energy Step Code: An Overview" which included a summary of the committee's discussion from March 16, and a brief summary of the Climate Action Work Plan and next steps that would be taken following the potential approval of this motion, as well as a high-level overview of Step Code. In response to questions from the Committee, Mr. Halim and Ms. Roxburgh noted:

- Net Zero Energy Ready is defined in the Step Code, just categorized as "future-proofed" to be able to transition to net zero. It does not explicitly state that Step Code would achieve net zero; and
- Currently where the industry is at, steps four and five feels out of reach to the industry, and our current requirement is step three, which is the right step to offer for the incentive to be meaningful.

The Committee noted that one concern with mandating this is affordability, particularly for single-family homes. Serena Trachta, Manager, Inspections, advised that there is no good done by building a building that is not energy efficient.

Procedural Note: Teresa Morton left the meeting at 6:50 p.m.

MOVED and SECONDED

THAT EnCAC encourage New Westminster City Council to adopt a CEEP which includes a plan to create regulations by 2023 in New Westminster for new construction of single family dwellings that require builders to achieve level 5 of the Step code, the highest standard for building energy efficiency, or if the builder uses a low-carbon (usually electric) system for heat and hot water, the Step Code is relaxed to level 3.

Carried.

All members present voted in favour of the motion.



# Attachment 2 New Westminster's Existing Energy Step Code Requirements

**NEW WESTMINSTER'S EXISTING ENERGY STEP CODE REQUIREMENTS** 

Page 209 of 628

#### CITY BUILDING BYLAW REQUIREMENT

	Building Permit applications filed on or after		
Part 9 Residential	March 31, 2019	January 1, 2020	
Single Detached and Semi-Detached Homes	Step 1	Step 3	
Laneway and Carriage houses	Step 1	Step 2	
Triplexes, Townhomes and Stacked Townhomes*	Step 1	Step 3	
Part 3 Multi-Unit Residential	March 31, 2019	January 1, 2020	
Wood-Frame Residential		Step 3 <b>[OR]</b> Step 2 with approved <b>Low Carbon</b>	
Concrete Residential	N/A		
Hotels/Motels <sup>◊</sup>		Energy System <sup>*</sup>	
Part 3 Commercial	March 31, 2019	January 1, 2020	
Office		Step 2	
Retail / Mercantile (Group D and E Occupancies)	N/A		

*Note: The City is not accepting applications under the Low Carbon Energy System (LCES) option until additional policy development is complete.* 



# R E P O R T Legislative Services

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Jacque Killawee City Clerk	File:	
	,	Item #:	2022-519

#### Subject: Recruitment 2022: Grant Committee Appointments

#### RECOMMENDATION

THAT Council receive the report titled, "Recruitment 2022: Grant Committee Appointments" for information.

#### **PURPOSE**

The purpose of this report is to report on recent appointments to the City's Grant Committees.

#### BACKGROUND

At the June 27, 2022 Closed meeting, New Westminster City Council approved the following motions in relation to the City's Grant Committee appointments:

THAT Council appoint the following individuals to the positions on the City's Grant Committees as follows:

Community Livability and Social Equity Grant Committee

- Marilyn Lanz
- Ryan Hayes
- Tanzee Bharucha
- Nazli Azimiko

Social and Cultural Vibrancy Grant Committee

- Miranda Huron
- Virginia McMahon

THAT the appointments be released to the public.

#### Adopted on Consent.

#### **OPTIONS**

**Option 1:** THAT Council receive the report titled "Recruitment 2022: Grant Committee Appointments" for information.

**Option 2:** Please provide Staff with other direction.

Staff recommends Option 1.

#### CONCLUSION

Appointments to Advisory Committees, Boards and Commissions must be authorized by a Council resolution.

#### APPROVALS

This report was prepared by: Carilyn Cook, Committee Clerk

This report was approved by: Jacque Killawee, City Clerk Lisa Spitale, Chief Administrative Officer



# R E P O R T Office of the Chief Administrative Officer

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Lisa Spitale Chief Administrative Officer	File:	
		Item #:	2022-531
Cubic of	Submission to the Department of Ca	nadian Horit	taga Musaum

#### Subject: Submission to the Department of Canadian Heritage Museum Assistance Program under the Recovery Fund For Heritage Organizations

#### RECOMMENDATION

**THAT** Council authorize an application for grant funding to the Department of Canadian Heritage for recovery funds to respond to the COVID pandemic; and

**THAT** the Manager of Museums and Heritage Services be authorized to enter into a funding agreement with the Government of Canada.

#### **PURPOSE**

This report is to request Council's resolution to submit a grant application to the Department of Canadian Heritage for recovery funding to respond to the COVID-19 pandemic.

#### BACKGROUND

On June 27, 2022, Canadian Heritage announced details of the new Canada Arts and Culture Recovery Program (CACRP) which continues the Department's targeted support for organizations that are still facing significant financial challenges in the third year of the pandemic. As proposed in Budget 2022, the Government of Canada is investing \$50 million in 2022-2023 to provide additional targeted support measure to compensate Canadian arts, culture, and heritage organizations for revenue losses due to public health restrictions and capacity limits, and the hesitancy of audiences to return to in-person activities due to COVID-19. The Department announced that funding will be

available to those organizations with annual 2019 expenses between \$2,000 and \$1,000,000. The New Westminster Museum and Archives (NWMA) has been successful in its application to the previous two iterations of this recovery program and are positioned to receive up to \$73,161.00 in financial support.

#### DISCUSSION

The guidelines for this program were released on June 27, 2022 and applications to Program are being accepted until August 2, 2022. In part, eligibility for the Program requires that the applicant:

- be a municipal or university museum with a distinct budget
- manage a heritage collection
- provide public access through regular hours of operation (including on a part-time or seasonal basis)
- have had annual expenses in 2019 between \$2,000 and \$1,000,00

The New Westminster Museum and Archives fulfills the above criteria so it is positioned well to be successful in an application.

Should the submission be successful, the City would be required to enter into funding agreements with the Federal Government Department of Canadian Heritage. These agreements are standard form agreements provided by the Federal Government and include an indemnity and release in favour of the Federal Government. As with any application to senior levels of government, there is no guarantee that the submission will be successful.

In 2020 and 2021 the turnaround on applications to similar federal programs were rapid and managed on a first come first serve bases. Staff are requesting Council authorization to enter into agreement with the Government of Canada as the application deadline arrives while Council is on their summer break.

#### SUSTAINABILITY IMPLICATIONS

Department of Canadian Heritage funding will support the City in managing its 2022 budget by offsetting costs that would otherwise be borne by the municipality.

#### FINANCIAL IMPLICATIONS

As the Reopening Fund is anticipated to be managed in a similar fashion to last year's, the New Westminster Museums and Archives operations would be eligible to receive \$73,161.

## **OPTIONS**

The following options are presented for Council's consideration:

- **1. THAT** Council authorize an application for grant funding to the Department of Canadian Heritage for recovery funds to respond to the COVID pandemic; and
- **2. THAT** the Manager of Museums and Heritage Services be authorized to enter into a funding agreement with the Government of Canada.
- 3. That Council provide other direction to staff.

Staff recommend Options 1 and 2.

#### **INTERDEPARTMENTAL LIAISON**

Interdepartmental liaison to date has included coordination with the Finance Department, Legislative Services and Intergovernmental & Community Relations.

#### **CONCLUSION**

City staff is requesting approval to submit an application to the Museums Assistance Program administered by the Federal Department of Canadian Heritage. If approved, the Federal Government could contribute 8% of the New Westminster Museums and Archives 2019 expenses amounting to \$73,161 to aid in its COVID recovery measures. A Council resolution is required in support of the grant application.

#### APPROVALS

This report was prepared by: Rob McCullough, Manager of Museums and Heritage Services

This report was approved by: Lisa Spitale, Chief Administrative Officer



## P R O C L A M A T I O N

CITY OF NEW WESTMINSTER

# PRIDE WEEK August 5 – 13, 2022

- WHEREAS All individuals seek recognition and respect of their human and civil rights which are accorded to citizens in a free and democratic society, regardless of race, culture, creed, sexual orientation or gender identity; and
- WHEREAS The City of New Westminster is a city respecting ethnicity and diversity and has benefited socially, economically and culturally from all its residents; and
- WHEREAS The Two-Spirit, Lesbian, Gay, Bisexual, Transgender, Queer, Intersex, Asexual people, plus those people who identify with the community yet cannot be restricted by a label, in the City of New Westminster have come together to celebrate their uniqueness as individuals, as well as their shared goals and achievements; and
- **WHEREAS** The City of New Westminster's thirteenth annual Pride kicked off this week with activities for the entire community; and
- WHEREAS The aim of Pride Week is to promote education in diversity, equality, trust, understanding and a means for the 2SLGBTQIA+ community to connect for the good of all.
- NOWI, Jonathan Cote, Mayor of the City of New Westminster do herebyTHEREFOREproclaim August 5 13, 2022 as

### **PRIDE WEEK**

In the City of New Westminster, Province of British Columbia.

Jonathan X. Cote MAYOR



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# PROCLAMATION

CITY OF NEW WESTMINSTER

# MADD VANCOUVER CHAPTER WEEK August 7 – 14, 2022

- **WHEREAS** An individual's decision to consume alcohol is a private matter, but driving after consuming alcohol is a public matter; and
- WHEREAS MADD Vancouver Chapter has represented MADD Canada in Metro Vancouver for the past 25 years supporting victims and fighting against impaired driving; and
- **WHEREAS** When a person is killed or injured by an impaired driver, the effect on families and communities is devastating; and
- WHEREAS Impaired driving crashes are not accidents.
- **NOW** I, Jonathan Coté, Mayor of the City of New Westminster do hereby proclaim **THEREFORE** The week of August 7 – 14, 2022 as

#### MADD VANCOUVER CHAPTER WEEK

In the City of New Westminster, Province of British Columbia.

Jonathan Coté MAYOR





A vibrant, compassionate, sustainable city that includes everyone.

# **CITY COUNCIL MEETING**

# MINUTES

Monday, June 27, 2022, 9:00 a.m. Meeting Held Electronically

PRESENT: Mayor Jonathan Coté Councillor Patrick Johnstone Councillor Jaimie McEvoy Councillor Nadine Nakagawa Councillor Chuck Puchmayr Councillor Mary Trentadue

#### ABSENT: Councillor Chinu Das

# STAFF PRESENT:

STAFF PRESENT:	
Ms. Lisa Spitale	Chief Administrative Officer
Ms. Jacque Killawee	City Clerk
Ms. Emilie Adin	Director of Climate Action, Planning and Development
Mr. Renee Chadwick	Manager, Special Projects and Community Partnerships
Mr. Steven Faltas	Business Process Manager, Electrical Operations
Ms. Corrinne Garrett	Senior Manager, Recreation Services and Programs
Mr. Dean Gibson	Director of Parks and Recreation
Ms. Lisa Leblanc	Director of Engineering Services
Ms. Lorraine Lyle	Senior Manager, Financial Services
Mr. Craig MacFarlane	Manager of Legal Services
Ms. Tobi May	Manager, Civic Buildings and Properties
Ms. Lynn Roxburgh	Acting Supervisor of Land Use Planning and Climate Action
Mr. Patrick Shannon	Manager, Purchasing
Mr. John Stark	Acting Senior Manager of Climate Action, Planning and
	Development
Ms. Denise Tambellini	Intergovernmental and Community Relations Manager
Ms. Harji Varn	Chief Financial Officer and Director of Finance
Mr. Mike Watson	Acting Supervisor of Development Planning
Mr. Ryan Weber	Acting Manager Recreation Facilities

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Mr. Erin WilliamsActing Chief, New Westminster Fire and Rescue ServicesMs. Eva YipActing Director, Human Resources and Information Technology

#### 1. CALL TO ORDER

The meeting was called to order at 9:00 a.m.

#### 2. MOTION TO MOVE THE MEETING INTO THE CLOSED MEETING

That Council will now go into a meeting which is closed to the public in accordance with Section 90 of the Community Charter, on the basis that the subject matter of all agenda items relate to matters listed under Sections:

90(1)(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;

90(1)(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

90(1)(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;

90(1)(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;

90(2)(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party;

#### 3. END OF THE MEETING

The meeting ended at 9:01 a.m.

Jonathan Cote MAYOR Jacque Killawee CITY CLERK



A vibrant, compassionate, sustainable city that includes everyone.

# **CITY COUNCIL MEETING**

# MINUTES

Monday, June 27, 2022, 5:45 p.m. Meeting held electronically and open to public attendance Council Chamber, City Hall

# PRESENT:

Mayor Jonathan Coté Councillor Patrick Johnstone Councillor Jamie McEvoy Councillor Nadine Nakagawa Councillor Chuck Puchmayr Councillor Mary Trentadue

#### ABSENT: Councillor Chinu Das

## STAFF PRESENT:

Ms. Lisa Spitale	Chief Administrative Officer
Ms. Jacque Killawee	City Clerk
Mr. Kwaku Agyare-Manu	Senior Manager of Engineering
Mr. Jorge Cardenas	Chief Librarian
Ms. Christine Cho	Human Resources Business Partner
Mr. Dean Gibson	Director of Parks and Recreation
Ms. Lisa Leblanc	Director of Engineering Services
Ms. Lorraine Lyle	Senior Manager, Financial Services
Mr. Rob McCullough	Manager, Museums and Heritage Services
Ms. Christy Mereigh	Manager, Strategic Projects
Ms. Jennifer Miller	Manager of Public Engagement
Ms. Denise Tambellini	Manager, Intergovernmental and Community Relations
Mr. Sean Topnik	Network Administrator
Ms. Harji Varn	Chief Financial Officer and Director of Finance
Mr. Eugene Wat	Manager, Infrastructure Planning, Engineering Services
Mr. Erin Williams	Acting Chief, New Westminster Fire and Rescue Services
Ms. Eva Yip	Acting Director, Human Resources and Information Technology
Ms. Ashley Young	Communications Officer

# 1. CALL TO ORDER AND LAND ACKNOWLEDGEMENT

Mayor Coté opened the meeting at 5:52 p.m. and recognized with respect that New Westminster is on the unceded and unsurrendered land of the Halkomelem speaking peoples. He acknowledged that colonialism has made invisible their histories and connections to the land. He recognized that, as a City, we are learning and building relationships with the people whose lands we are on.

## 2. CHANGES TO THE AGENDA

MOVED and SECONDED

THAT Council receive all on table items.

Carried.

All members present voted in favour of the motion.

## 3. PRESENTATION - 5:45 PM

#### 3.1 2021 Annual Report

## a. Presentation (On Table)

Lisa Spitale, Chief Administrative Officer, provided an overview of the 2021 Annual Report and highlighted the accomplishments of the City:

- Affordable Housing and Childcare:
  - Approved 206 of affordable and supportive rental housing;
  - Created an extreme weather response plan;
  - Defended Rental Units Bylaw Amendments;
  - Created 126 new childcare spaces and started approvals for 90 new before and after-school care spaces;
- Support of cultural and economic development through community participation in dance, music and storytelling and Indigenous culture through various programming;
- Implemented the Future for Economic Development Plan;
- Support of the hospitality sector with the development of a patio program;
- Updated the Community Energy and Emissions plan (CEEP);
- Construction of the təməsewtx<sup>w</sup> Aquatic and Community Centre;
- Expansion of space for cultural and arts programming;
- Commenced recruitment for an Indigenous Relations Advisor;
- Hosted a community action network program to assist people with living experience in homelessness and poverty to inform city work;

-		
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- Planning and engagement for inclusive and sustainable transportation;
- Enhancements made to increase efficiency and improve services;
- Staff engagement on diversity, inclusion, equity and anti-racism;
- Work completed on the Seven Bold Steps; and
- Thanks expressed for staff participation in the formulation of the report and all of the accomplishments of 2021.

# b. Statement concerning the number of written submissions received, including On Table submissions (City Clerk)

Jacque Killawee, City Clerk, advised one written submission was on table.

#### c. Council consideration of the 2021 Annual Report

Councillors expressed thanks for the accomplishments of a difficult year and noted:

- Acknowledgement of work done on affordable housing, climate action, and reconciliation policies;
- Request for statistics on policing in New Westminster;
- Acknowledgement of 101 new childcare spaces in Queensborough; and
- 840 trees planted in 2021.

#### MOVED and SECONDED

THAT Council receive the on table submission.

	Written Submissions		
Name	Date Submitted	Date Received	#
Christopher Bell	June 27, 2022	On Table	C-1

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Council consider the 2021 Annual Report.

Carried.

All members present voted in favour of the motion.

## 4. END OF PART 1 – RECESS

The meeting adjourned at 6:09 p.m. in consideration of the Public Hearing.

## 5. RESTART FOR PART 2 FOLLOWING THE PUBLIC HEARING

Mayor Coté called the meeting to order following the Public Hearing at 7:19 p.m.

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## 6. BYLAWS CONSIDERED AT THE PUBLIC HEARING

# 6.1 Zoning Amendment Bylaw (735 Eighth Avenue) No. 8341, 2022

To allow a Liquor Primary licence as a permitted use at 735 Eighth Avenue (Massey Theatre). This bylaw is on the agenda for **THIRD READING** and **ADOPTION**.

MOVED and SECONDED

**THAT** Zoning Amendment Bylaw (735 Eighth Avenue) No. 8341, 2022 be given Third Reading.

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Zoning Amendment Bylaw (735 Eighth Avenue) No. 8341, 2022 be Adopted.

Carried.

All members present voted in favour of the motion.

# 6.2 Heritage Revitalization Agreement (108-118 Royal Avenue and 74-82 First Street) Bylaw No. 8339, 2022

This bylaw will enable the development of a six to eight storey multiple unit residential building with 189 stratified residential units and a density of 3.29 FSR in exchange for the retention, on-site relocation, restoration, and protection of the Woods House (1890) at 82 First Street. This bylaw is on the agenda for **THIRD READING**.

In discussion, Council members noted:

- Concerns regarding tree removal and retention and the maintenance of the urban canopy;
- The benefits of cycling connections and safe walkways for students;
- Suggestion to seek high-density developments on non-arterial roads;
- Concern with the high number of parking spaces in relation to accessible transit areas; and
- Higher density is encouraged in the downtown area.

# MOVED and SECONDED

**THAT** Heritage Revitalization Agreement (108-118 Royal Avenue and 74-82 First Street) Bylaw No. 8339, 2022 be given Third Reading

All members present voted in favour of the motion.

# 6.3 Heritage Designation (82 First Street) Bylaw No. 8340, 2022

This bylaw will legally protect the Woods House (built 1890) at 82 First Street and designate it as protected heritage property. This bylaw is on the agenda for **THIRD READING**.

MOVED and SECONDED

**THAT** Heritage Designation (82 First Street) Bylaw No. 8340, 2022 be given Third Reading.

Carried.

All members present voted in favour of the motion.

# 6.4 Road Closure Bylaw and Land Disposition (Windsor Street) Bylaw No. 8350, 2022

This bylaw will authorize the sale and closure of a 404.7 square metres portion of Windsor Street. This bylaw is on the agenda for **THIRD READING.** 

MOVED and SECONDED

**THAT** Road Closure Bylaw and Land Disposition (Windsor Street) Bylaw No. 8350, 2022 be given Third Reading.

Carried.

All members present voted in favour of the motion.

# 6.5 Road Closure and Dedication Removal (Queensborough Eastern Neighbourhood Node) Bylaw No. 8347, 2022

This bylaw will close two surplus roads in the Queensborough Eastern Neighbourhood Node, which will allow them to be sold and zoned for development. This bylaw is on the agenda for **THIRD READING**.

MOVED and SECONDED

**THAT** Road Closure and Dedication Removal (Queensborough Eastern Neighbourhood Node) Bylaw No. 8347, 2022 be given Third Reading.

Carried.

All members present voted in favour of the motion.

# 6.6 Zoning Amendment (Blackley Street) Bylaw No. 8351, 2022

This bylaw will zone two surplus roads in the Queensborough Eastern Neighbourhood Node, which will be closed and consolidated with adjacent

properties with the same zoning in order to facilitate development in the Node. This bylaw is on the agenda for **THIRD READING**.

MOVED and SECONDED

**THAT** Zoning Amendment (Blackley Street) Bylaw No. 8351, 2022 be given Third Reading.

Carried.

All members voted in favour of the motion.

# 7. <u>CONSENT AGENDA</u>

If Council decides, all the recommendations in the reports on the Consent Agenda can be approved in one motion, without discussion. If Council wishes to discuss a report, that report is removed from the Consent Agenda. A report may be removed in order to discuss it, because someone wants to vote against the report's recommendation, or because someone has a conflict of interest with the report. Any reports not removed from the Consent Agenda are passed without discussion.

# MOVED AND SECONDED

**THAT** Council adopt the recommendations for items 7.1 to 7.4, 7.7, and 7.10 on consent.

## Carried.

All members present voted in favour of the motion.

# 7.1 2021 Statement of Financial Information

To seek Council's approval of the 2021 Statement of Financial Information.

**THAT** Council receive and approve the attached 2021 Statement of Financial Information.

## Adopted on Consent.

# 7.2 Amendments to the Elections Procedures Bylaw No. 7985, 2018

To provide clarifications to electors, staff and the courts regarding Special Voting Opportunities (SVOs) and mail ballot voting for local government elections.

**THAT** Council give three readings to Elections Procedures Bylaw Amending Bylaw No. 8355, 2022, as set out in Attachment 1.

## Adopted on Consent.

# 7.3 Approval of Climate Action Reserve Fund Bylaw No. 8321, 2022

The purpose of this report is to seek Council's approval of the Climate Action Reserve Fund Bylaw.

**THAT** Council give three readings to Climate Action Reserve Fund Bylaw No. 8321, 2022.

#### Adopted on Consent.

## 7.4 Development Approval Procedures Amendment Bylaw No. 8342, 2022 and Delegation Amendment Bylaw No. 8344, 2022: Bylaws for Three Readings

To seek Council consideration of three readings of Bylaw No. 8342, 2022 and Bylaw No. 8344, 2022 to allow delegation of minor Development Variance Permits to the Director of Climate Action, Planning and Development.

**THAT** Council give three readings to Bylaw No. 8342, 2022 to amend Development Approval Procedures Bylaw No. 5658, 1987 to delegate minor Development Variance Permits to the Director of Climate Action, Planning, and Development; and

**THAT** Council give three readings to Bylaw No. 8344, 2022 to amend Delegation Bylaw No. 7176, 2015 to delegate minor Development Variance Permits to the Director of Climate Action, Planning, and Development.

#### Adopted on Consent.

## 7.5 Diversity, Equity, Inclusion and Anti-Racism (DEIAR) Framework

To provide Council with the Diversity, Equity, Inclusion and Anti-Racism (DEIAR) Framework and a set of proposed next steps.

Council acknowledged the work of staff and LevelUp Consultants for their work on the report which, upon implementation, will make the organization stronger and better able to serve the community.

#### MOVED AND SECONDED

**THAT** Council receive the June 27, 2022 report entitled" for Diversity, Equity, Inclusion and Anti-Racism (DEIAR) Framework" for information.

Carried.

All members present voted in favour of the motion.

## 7.6 eMobility Strategy: Adoption

To seek Council adoption of the eMobility Strategy.

In discussion, Council members noted:

7

- The eMobility Strategy addresses concerns regarding electric vehicle (EV) charging in the City and other forms of electrical mobility;
- Ways to support eMobility devices and removing barriers to the use of EVs and sustainable transportation; and
- Older multi-family units present challenges in moving to EV chargers.

## MOVED AND SECONDED

- 1. **THAT** Council adopt the eMobility Strategy;
- 2. **THAT** staff be directed to identify and advance actions in the eMobility Strategy that can be implemented within the existing staffing capacity and budget resources; and
- 3. **THAT** staff be directed to bring forward eMobility Strategy funding requests for consideration in the 2023 budget process, including the recommendation to create a new staff position to oversee the implementation of the eMobility Strategy.

Carried.

All members present voted in favour of the motion.

# 7.7 Komagata Maru Dock Water Lot Lease Agreement Renewal – Amending Agreement No. NEW326-10551F-002

To seek Council authorization to enter into a Lease agreement with the Vancouver Fraser Port Authority and to authorize the Mayor and City Clerk to sign, for the water lot within which the Komagata Maru Dock in Queensborough is located.

**THAT** Council authorize the Mayor and City Clerk, on behalf of the City of New Westminster, to execute Amending Agreement No. NEW326-10551F-002 between the City of New Westminster and Vancouver Fraser Port Authority as provided in Attachment #1 of this report.

# Adopted on Consent.

# 7.8 Proposed Redistribution of Federal Electoral Districts 2022

The Electoral Boundaries Commission for BC is proposing realigning the Federal electoral boundaries for New Westminster and creating two separate electoral districts. Staff are recommending a letter be sent to the Electoral Boundaries Commission for British Columbia expressing concerns with the proposed redistribution.

In discussion, Council members noted:

- The City of New Westminster is better served federally if considered one riding;
- The need for a strong advocate for the City of New Westminster;
- New Westminster's infrastructure is unique and needs individual representation; and
- Concern for the potential erasure of the interests of the City.

## MOVED AND SECONDED

**THAT** Council request staff to issue a letter to the Electoral Boundaries Commission for British Columbia (BC) expressing concerns with the proposed redistribution of federal electoral districts to create two electoral districts in New Westminster: New Westminster-Bridgeview and Richmond East.

Carried.

All members present voted in favour of the motion.

## 7.9 Temporary Working Space Agreement (GVSD590) for 590 Blackberry Drive

To seek Council's authorization to enter into a Temporary Working Space Agreement with Greater Vancouver Sewerage and Drainage District and Onni Development (Victoria Hill) Corp. (the "Onni").

In discussion, Council members expressed concerns regarding the closure of the trail and sought ways to limit the closure or provide alternate access to the trail.

In response to questions from Council, Kwaku Agyare-Manu, Senior Manager of Engineering, provided the following information:

- Glenbrooke Ravine will remain open and accessible to residents;
- The southern and western access will remain open;
- Glenbrooke Ravine northern access will be closed during construction; and
- Metro Vancouver will provide personnel on the trail to direct traffic and ensure safety.

Council members requested more information and continued access to Glenbrooke Ravine.

# MOVED and SECONDED

**THAT** Council direct staff to bring back this report to the July 11, 2022 meeting, and to work with Metro Vancouver to include continued access to

Glenbrooke Ravine from all public footpaths during the term of the agreement.

Carried.

All members present voted in favour of the motion.

#### 7.10 Minutes for Adoption

- a. June 13, 2022 City Council Meeting (9:00 a.m.)
- b. June 13, 2022 City Council Meeting (6:00 p.m.)

## Adopted on Consent.

#### 8. <u>BYLAWS</u>

#### 8.1 Bylaws for Rescindment and Re-Reading

## a. Housing Agreement (823-841 Sixth Street) Bylaw No. 8316, 2022

To enter into a housing agreement to secure 96 non-market rental units.

To facilitate the project at 823-841 Sixth Street, the multiple properties are being consolidated into one property. This process resulted in a change to the legal description and Parcel Identifier (PIDs), which took place at the same time the Housing Agreement Bylaw was being considered. There is a legal requirement that the Housing Agreement, and therefore the bylaw, reference the correct legal descriptions and PID. Therefore staff are questing that Council rescind this Bylaw's third reading and that the corrected Bylaw be given a third reading.

THAT THIRD READING of Bylaw No. 8316, 2022 be RESCINDED.

## THAT Bylaw 8316, 2022, as amended, be given THIRD READING.

MOVED and SECONDED

**THAT** the Third Reading of Bylaw No. 8316, 2022 be Rescinded.

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Bylaw 8316, 2022, as amended, be given Third Reading.

Carried.

All members present voted in favour of the motion.

#### 8.2 Bylaws for Readings

## a. Elections Procedures Amendment Bylaw No. 8355, 2022

To provide clarifications to electors, staff and the courts regarding Special Voting Opportunities (SVOs) and mail ballot voting for local government elections. This bylaw is on the agenda for **THREE READINGS.** 

MOVED and SECONDED

**THAT** Elections Procedures Amendment Bylaw No. 8355, 2022 be given First Reading.

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Elections Procedures Amendment Bylaw No. 8355, 2022 be given Second Reading.

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Elections Procedures Amendment Bylaw No. 8355, 2022 be given Third Reading.

## Carried.

All members present voted in favour of the motion.

# b. Climate Action Reserve Fund Bylaw No. 8321, 2022

A Bylaw to establish a Reserve Fund in support of the City of New Westminster's commitment to greenhouse gas reduction targets for the City's corporate operations and the community. This bylaw is on the agenda for **THREE READINGS**.

MOVED and SECONDED

**THAT** Climate Action Reserve Fund Bylaw No. 8321, 2022 be given First Reading.

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Climate Action Reserve Fund Bylaw No. 8321, 2022 be given Second Reading.

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Climate Action Reserve Fund Bylaw No. 8321, 2022 be given Third Reading.

Carried.

All members present voted in favour of the motion.

# c. Development Approval Procedures Amendment Bylaw No. 8342, 2022

To allow the delegation of minor Development Variance Permits to the Director of Climate Action, Planning and Development. This bylaw is on the agenda for **THREE READINGS**.

MOVED and SECONDED

**THAT** Development Approval Procedures Amendment Bylaw No. 8342, 2022 be given First Reading.

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Development Approval Procedures Amendment Bylaw No. 8342, 2022 be given Second Reading.

## Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Development Approval Procedures Amendment Bylaw No. 8342, 2022 be given Third Reading.

#### Carried.

All members present voted in favour of the motion.

# d. Delegation Amendment Bylaw No. 8344, 2022

To allow the delegation of minor Development Variance Permits to the Director of Climate Action, Planning and Development. This bylaw is on the agenda for **THREE READINGS**. MOVED and SECONDED

**THAT** Delegation Amendment Bylaw No. 8344, 2022 be given First Reading.

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Delegation Amendment Bylaw No. 8344, 2022 be given Second Reading.

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Delegation Amendment Bylaw No. 8344, 2022 be given Third Reading.

Carried.

All members present voted in favour of the motion.

#### 8.3 Bylaws for adoption

## a. Parks and Recreation Fees Amendment Bylaw No. 8343, 2022

A bylaw to set the Parks & Recreation Fees and Charges for 2023. This bylaw is on the agenda for **ADOPTION.** 

MOVED and SECONDED

**THAT** Parks and Recreation Fees Amendment Bylaw No. 8343, 2022 be Adopted.

Carried.

All members present voted in favour of the motion.

## 9. <u>NEW BUSINESS</u>

None

## 10. ANNOUNCEMENTS FROM MEMBERS OF COUNCIL

Councillor Nakagawa, congratulated Krueger Paper on their 100-year anniversary in the community and thanked staff for the tour.

Councillor Nakagawa attended the New Westminster Secondary Graduation Ceremony and congratulated the graduates on their accomplishment, noting it has been a difficult year due to the pandemic. Mayor Coté acknowledged Krueger Paper and their donation at the Mayor's Food Bank Challenge.

Councillor Puchmayr acknowledged the many people who attended the Nagar Kirtan on Sunday, June 26, 2022 at the Gurdwara Sahib Sukh Sagar in Queensborough.

## 11. END OF THE MEETING

The meeting ended at 7:59 p.m.

Jonathan Coté

MAYOR

Jacque Killawee

CITY CLERK



A vibrant, compassionate, sustainable city that includes everyone.

# **PUBLIC HEARING**

# MINUTES

## June 27, 2022 Meeting held electronically and open to public attendance Council Chamber, City Hall

- PRESENT:
- Mayor Jonathan Coté Councillor Patrick Johnstone Councillor Jamie McEvoy Councillor Nadine Nakagawa Councillor Chuck Puchmayr Councillor Mary Trentadue

## ABSENT Councillor Chinu Das

## STAFF PRESENT:

Ms. Lisa Spitale	Chief Administrative Officer
Ms. Jacque Killawee	City Clerk
Mr. Kwaku Agyare-Manu	Senior Manager of Engineering
Mr. Jorge Cardenas	Chief Librarian
Ms. Christine Cho	Human Resources Business Partner
Mr. Dean Gibson	Director of Parks and Recreation
Ms. Dilys Huang	Development Planner
Ms. Lisa Leblanc	Director of Engineering Services
Ms. Lorraine Lyle	Senior Manager, Financial Services
Mr. Rob McCullough	Manager, Museums and Heritage Services
Ms. Christy Mereigh	Manager Strategic Projects
Ms. Jennifer Miller	Manager of Public Engagement
Ms. Lynn Roxburgh	Acting Supervisor of Land Use Planning and Climate Action
Ms. Denise Tambellini	Manager, Intergovernmental and Community Relations
Mr. Sean Topnik	Network Administrator
Ms. Harji Varn	Chief Financial Officer and Director of Finance
Mr. Eugene Wat	Manager, Infrastructure Planning, Engineering Services
Mr. Mike Watson	Acting Supervisor of Development Planning

#### 1. CALL TO ORDER AND LAND ACKNOWLEDGEMENT

The meeting was called to order at 6:12 p.m.

#### 2. <u>STATEMENT CONCERNING THE PROPOSED BYLAW AND THE CONDUCT</u> OF THE PUBLIC HEARING

Mayor Coté provided a statement regarding the bylaws under consideration, the conduct of the public hearing, and the expected conduct of all participants.

#### 3. <u>Zoning Amendment Bylaw No. 8341, 2022 for 735 Eighth Avenue (Massey</u> <u>Theatre)</u>

- 3.1 **Proposal Information** 
  - 3.1.1 Notice of Public Hearing
  - 3.1.2 Bylaws
    - 3.1.2.1 Zoning Amendment Bylaw (735 Eighth Avenue) No. 8341, 2022

#### 3.1.3 Previous Decisions, Reports and Related Documents

- 3.1.3.1 Index
- 3.1.3.2 Decisions, Reports and Related Documents
- 3.1.3.2.1 R-1 Minutes Extracts
- 3.1.3.2.2 R-2 Preliminary Report to Council April 25, 2022
- 3.1.3.2.2.1
- 3.1.3.2.3 R-3 First and Second Readings by Council May 30, 2022

#### 3.1.4 Public Input

3.1.4.1 Index

#### 3.1.4.2 Public Input Submissions

Jacque Killawee, City Clerk, advised 23 written submissions had been received, two of which were on table.

## MOVED and SECONDED

**THAT** Council receive the following public input submissions related to Zoning Amendment Bylaw No. 8341, 2022 for 735 Eighth Avenue (Massey Theatre):

	Public Input Submissions		
Name	Date Submitted	Date Received	#
Stefanie Swinnard	June 21, 2022	June 22, 2022	C-1
Elaine Avila	June 21, 2022	June 22, 2022	C-2
Andree St. Martin	June 21, 2022	June 22, 2022	C-3
Marivic Cregan	June 21, 2022	June 22, 2022	C-4
Maria Pidgorna	June 21, 2022	June 22, 2022	C-5
Sunshine Gudlaugson	June 21, 2022	June 22, 2022	C-6
Lynn Radbourne	June 21, 2022	June 22, 2022	C-7
Raymond Liens	June 21, 2022	June 22, 2022	C-8
Maria Lualhati Alcuitas	June 21, 2022	June 22, 2022	C-9
Rich & Shannon	June 21, 2022	June 22, 2022	C-10
Patterson			
Peter Leblanc	June 21, 2022	June 22, 2022	C-11
Anna Pidgorna	June 21, 2022	June 22, 2022	C-12
Gabor Gasztonyi	June 21, 2022	June 22, 2022	C-13
Richard Theriault	June 21, 2022	June 22, 2022	C-14
Bob Crockett	June 21, 2022	June 22, 2022	C-15
Liz O	June 22, 2022	June 22, 2022	C-16
Mun Bagri	June 22, 2022	June 22, 2022	C-17
Robyn Kurtz	June 22, 2022	June 22, 2022	C-18
Trudi Goels	June 22, 2022	June 22, 2022	C-19
Rani MacInnes	June 22, 2022	June 23, 2022	C-20
Peter Leblanc on behalf	June 22, 2022	June 23, 2022	C-21
of Richard Carswell			
Catherine Eddy	June 22, 2022	ON TABLE	C-22
Chelsea Carlson	June 23, 2022	ON TABLE	C-23

Carried.

All members present voted in favour of the motion.

# 3.2 Overview of the Proposal (Climate Action, Planning, and Development)

Dilys Huang, Development Planner, summarized the application as follows:

• The proposed zoning bylaw amendment would allow a liquor primary licence as permitted use on site;

- Approval would allow the Massey Theatre to serve liquor during theatre performances and other related events without applying for an event specific permit;
- The building's primary use is as a theater; and
- No exterior building changes are proposed.

## 3.3 Opportunity to Speak to Council

The Chair called for first time speakers three times and none were present in person or electronically. The City Clerk reviewed the ways in which people could speak to Council.

**Procedural Note:** Council recessed at 6:20 p.m. to allow for additional speakers to join the meeting, and reconvened at 6:23 p.m.

The Chair called for additional first-time speakers and none were present. The City Clerk confirmed that there were no additional first-time speakers indicating they wanted to speak electronically.

## MOVED and SECONDED

**THAT** Zoning Amendment Bylaw No. 8341, 2022 for 735 Eighth Avenue (Massey Theatre) be closed.

#### Carried.

All members present voted in favour of the motion

MOVED and SECONDED

**THAT** Zoning Amendment Bylaw No. 8341, 2022 for 735 Eighth Avenue (Massey Theatre) be referred to Council for Third Reading and Adoption.

Carried.

All members present voted in favour of the motion.

## 4. <u>Heritage Revitalization Agreement Bylaw No. 8339, 2022, Heritage</u> <u>Designation Bylaw No. 8340, 2022, and Road Closure Bylaw No. 8350, 2022</u> <u>for 108-118 Royal Avenue and 74-82 First Street</u>

- 4.1 **Proposal Information** 
  - 4.1.1 Notice of Public Hearing
  - 4.1.2 Bylaws
    - 4.1.2.1 Heritage Revitalization Agreement (108-118 Royal Avenue and 74-82 First Street) Bylaw No. 8339, 2022

- 4.1.2.2 Heritage Designation (82 First Street) Bylaw No. 8340, 2022
- 4.1.2.3 Road Closure Bylaw and Land Disposition (Windsor Street) Bylaw No. 8350, 2022

#### 4.1.3 Previous Decisions, Reports, and Related Documents

- 4.1.3.1 Index
- 4.1.3.2 Decisions, Reports, and Related Documents
- 4.1.3.2.1 R-1 Minutes Extracts
- 4.1.3.2.2 R-2 Preliminary Report to Council March 1, 2021
- 4.1.3.2.3 R-3 Report to Community Heritage Commission -April 7, 2021
- 4.1.3.2.4 R-4 Report to New Westminster Design Panel -April 27, 2021
- 4.1.3.2.5 R-5 Memorandum to Community Heritage Commission - July 7, 2021
- 4.1.3.2.6 R-6 First and Second Readings by Council June 13, 2022

## 4.1.4 Public Input

4.1.4.1 Index

## 4.1.4.2 Public Input Submissions

Jacque Killawee, City Clerk, advised two written submissions had been received, one of which was on table.

#### MOVED and SECONDED

**THAT** Council receive the following public input submissions related to Heritage Revitalization Agreement Bylaw No. 8339, 2022, Heritage Designation Bylaw No. 8340, 2022, and Road Closure Bylaw No.8350, 2022 for 108-118 Royal Avenue and 74-82 First Street:

	Public Input Submissions		
Name	Date Submitted	Date Received	#
Spooky Clay	June 18, 2022	June 20, 2022	C-1
Carly (S&C)	June 26, 2022	ON TABLE	C-2

Carried.

All members present voted in favour of the motion.

# 4.2 Overview of the Proposal (Climate Action, Planning, and Development)

Mike Watson, Acting Supervisor of Development Planning, provided an overview of the application as follows:

- The proposed site includes six lots plus a portion of Windsor Street;
- The proposed bylaw application allows for a new six to eight storey building of 189 units, restoration of Woods House, relocation of Henderson House and vehicle and bicycle parking;
- Woods House was built in 1890 and will be retained, restored and protected as it has high historic value as the oldest surviving building on the block;
- Henderson House, built in 1930, is proposed to be relocated off site with a \$30,000 dollar developer contribution for facilitation of relocation;
- The application includes the sale of a portion of Windsor Street
- The creation of a multi-use pathway along the west side of the site; and
- The application is consistent with the Official Community Plan (OCP) and supports housing goals with the creation of 189 residential units.

# 4.3 Opportunity to Speak to Council

Note: Unless otherwise indicated, all speakers reside in New Westminster.

Adel Bellemlih, applicant, noted:

- The application was made with a holistic plan for the benefit of the property and the community;
- Priority was given to the restoration of Woods House;
- The multi-use pathway is a positive addition to the transportation plan;
- Significant streetscape enhancements will be implemented;
- The safety of school children has been considered;
- The charging capabilities for electric vehicles surpasses City requirements;
- Heating and cooling systems in the development will utilize electricity; and
- Six different amenity spaces and outdoor gathering spaces are proposed to address social isolation.

In response to a question from Council, Mr. Bellemlih advised that if the agreement to move Henderson House is not upheld, he would make every attempt to relocate the house.

Staff noted that a site is preapproved for the heritage house relocation at 709 Cumberland Street.

Allison Taylor McBryde spoke in opposition to the proposed application due to the following:

- Loss of heritage trees in surrounding sites;
- Increased densification will complicate traffic;
- 253 parking spots is a large number for 189 units; and
- Cunningham is not a safe route for walkways to schools.

In response to questions from Council, staff noted:

- An arborist report on the property identified the 71 trees that are being removed as having infection, root rot and were not of high value;
- Arboritsts are being consulted and 120 replacement trees will be planted;
- There are no tree size or canopy requirements; and
- The application meets the bylaw requirements for parking spaces and space allotted for parking does not have an impact on the planned number of trees.

Garey Carlson and Andrew Falcon noted the cycling community endorses the multi-use pathway as an example of cooperative design from stakeholders in the City of New Westminster.

Carlyn Craig, prior owner of Henderson House, spoke in favour of the development to retain Henderson House and expressed concerns regarding many diseased trees on the property.

Laura (last name not provided) spoke in favour of the addition of the multiuse pathway as a route to the local elementary school.

In response to a question from Council, staff advised the sidewalk width is 2.5 metres with an additional street buffer.

Morgan (last name not provided), a neighbor to the property, expressed appreciation for the needed housing development but expressed concerns regarding a lack of a privacy barrier from the proposed sidewalk.

Allison Taylor McBryde, speaking a second time, expressed concerns for the two levels of parking, noted concerns regarding student safety on Cunningham Street, and questioned impact of the development on an underground stream. Staff advised that geotechnical assessments will been reviewed and will be part of the city building permit process.

The Chair called for first time speakers three times and none were present in person or electronically. The City Clerk reviewed the ways in which people could speak to Council.

**Procedural Note:** Council recessed at 7:04 p.m. to allow for additional speakers to join the meeting, and reconvened at 7:07 p.m.

The Chair called for additional first-time speakers and none were present. The City Clerk confirmed that there were no additional first-time speakers indicating they wanted to speak electronically.

MOVED and SECONDED

**THAT** the Public Hearing for Bylaw Nos 8339, 2022, 8340, 2022, and 8350, 2022 be closed.

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Heritage Revitalization Agreement Bylaw No. 8339, 2022, Heritage Designation Bylaw No. 8340, 2022, and Road Closure Bylaw No.8350, 2022 for 108-118 Royal Avenue and 74-82 First Street be referred to Council for Third Reading.

Carried.

All members present voted in favour of the motion.

## 5. <u>Zoning Amendment (Blackley Street) Bylaw No. 8351, 2022 and Bylaw to</u> <u>Close Surplus Road Allowances in the Queensborough Eastern</u> <u>Neighbourhood Node Bylaw No. 8347, 2022</u>

- 5.1 **Proposal Information** 
  - 5.1.1 Notice of Public Hearing
  - 5.1.2 Bylaws
    - 5.1.2.1 Bylaw to Close Surplus Road Allowances in the Queensborough Eastern Neighbourhood Node Bylaw No. 8347, 2022
    - 5.1.2.2 Zoning Amendment (Blackley Street) Bylaw No. 8351, 2022

#### 5.1.3 Previous Decisions, Reports and Related Documents

- 5.1.3.1 Index
- 5.1.3.2 Decisions, Reports and Related Documents
- 5.1.3.2.1 R-1 Minutes Extracts
- 5.1.3.2.2 R-2 Report to Council June 13, 2022
- 5.1.3.2.2.1 R-3 First and Second Readings by Council June 13, 2022
- 5.1.4 Public Input
  - 5.1.4.1 Index
  - 5.1.4.2 Public Input Submissions

Jacque Killawee, City Clerk, advised no written submissions had been received.

# 5.2 Overview of the Proposal (Climate Action, Planning, and Development)

Lynn Roxburgh, Acting Supervisor of Land Use Planning and Climate Action, advised:

- The proposed properties are roads and not currently zoned;
- Proposal to consolidate the areas with the adjacent properties for commercial spaces on the ground level and residences above;
- City's intention to sell the properties for \$1,090,000.00; and
- The bylaw would zone:
  - Area One as Comprehensive Development Districts (Mercer High Street) CD-64; and
  - Area Two as Comprehensive Development Districts (Neighbourhood Oriented Commercial and Residential Mixed Use) CD-65.

## 5.3 Opportunity to Speak to Council

The Chair called for first time speakers three times and none were present in person or electronically. The City Clerk reviewed the ways in which people could speak to Council.

**Procedural Note:** Council recessed at 7:14 p.m. to allow for additional speakers to join the meeting, and reconvened at 7:17 p.m.

The Chair called for additional first-time speakers and none were present. The City Clerk confirmed that there were no additional first-time speakers indicating they wanted to speak electronically.

## MOVED and SECONDED

**THAT** the Public Hearing for Bylaw Nos. 8347, 2022 and 8351, 2022 be closed.

Carried.

All members present voted in favour of the motion.

MOVED and SECONDED

**THAT** Zoning Amendment (Blackley Street) Bylaw No. 8351, 2022 and Bylaw to Close Surplus Road Allowances in the Queensborough Eastern Neighbourhood Node Bylaw No. 8347, 2022 be referred to Council for Third Reading.

Carried.

All members present voted in favour of the motion.

# 6. END OF PUBLIC HEARING

The meeting ended at 7:18 p.m.

Jonathan X. Cote MAYOR Jacque Killawee CITY CLERK

#### CORPORATION OF THE CITY OF NEW WESTMINSTER

#### BYLAW NO. 8342, 2022

A Bylaw to Amend Development Approval Procedures Bylaw No. 5658, 1987

WHEREAS the Council of the Corporation of the City of New Westminster has adopted Development Approval Procedures Bylaw No. 5658, 1987;

AND WHEREAS the Council of the Corporation of the City of New Westminster wishes to amend Development Approval Procedures Bylaw No. 5658, 1987;

NOW THEREFORE the Council of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

- 1. This Bylaw may be cited for all purposes as "Development Approval Procedures Amendment Bylaw No. 8342, 2022".
- 2. Development Approval Procedures Bylaw No. 5658, 1987 is hereby amended by:
  - (i) replacing all instances of the words, Director of Development Services, with the following:

Director of Climate Action, Planning and Development.

(ii) replacing the deleted section 5.(f.1) with the following:

The Director of Climate Action, Planning and Development may, upon receipt of the fees and accompanying information, exercise the authority of Council in relation to the issuance of minor Development Variance Permits, also referenced in Delegation Bylaw No. 7176, 2015. The Director of Climate Action, Planning and Development shall evaluate if the proposed variance is minor in accordance with the evaluation criteria outlined in Schedule A and application evaluation criteria outlined in Schedule B of this bylaw. The Director of Climate Action, Planning and Development may impose terms and conditions such as those outlined in Schedule C of this bylaw.

- (iii) deleting Section 12.
- (iv) inserting as new Schedules A, B, and C the Schedules A, B, and C attached to and forming part of this bylaw.

3. The Development Approval Procedures Bylaw is further amended by making such consequential changes as are required to give effect to the amendments particularized in this bylaw, including changes to the format and numbering.

GIVEN FIRST READING this <u>27th</u> day of <u>June</u>, 2022.

GIVEN SECOND READING this <u>27th</u> day of <u>June</u>, 2022.

GIVEN THIRD READING this <u>27th</u> day of <u>June</u>, 2022.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

MAYOR JONATHAN X. COTE

JACQUE KILLAWEE, CITY CLERK

#### SCHEDULE "A"

#### **PROVISIONS OF DELEGATION OF MINOR VARIANCES**

#### CRITERIA FOR DETERMINING WHEN A VARIANCE IS MINOR

Minor variances in the following categories may be considered by the Director: 1) siting, size, and dimensions of buildings, structures and other permitted uses; 2) off street parking and loading for projects that include five or fewer units; 3) signs; 4) landscaping to screen or for natural environmental benefits. No variance may result in a change to the density or permitted use of the site.

A variance is considered to be minor where it is comparatively unimportant in size, or degree. The determination of degree must be done with regard to the particular circumstances involved. A minor variance may result in a significant change from a provision of the bylaw where that provision is determined to be comparatively unimportant under the particular circumstances. A minor variance cannot vary the application of a zoning bylaw in relation to residential rental tenure the terms for which are defined in section 481.1 of the Local Government Act.

A variance is minor if, given the provision of sufficient evidence, and the particular circumstances of the application, it can be determined that the variance would:

- 1. Be small enough to be relatively unnoticeable by the average user of the site, adjacent sites, and the surrounding public realm; or,
- 2. Be of a comparatively unimportant degree, as defined by the variance resulting in:
  - Construction that is consistent with the neighbourhood context;
  - Construction that is appropriate to existing buildings on the site;
  - Construction that maintains functionality (e.g. access and connectivity, accessibility, screening, fire access, weather protection) and/or livability (e.g. adequate outdoor space) of the subject site;
  - No more than minor adverse impacts to the functionality (e.g. loading, garbage collection, vehicle access location) and/or livability (e.g. views, shadowing, light, air, indoor or outdoor privacy) of neighbouring properties, including for any buildings that could be built on those properties under existing zoning;
  - No more than minor adverse impacts to the public realm (e.g. streetscape, lane, adjacent public open space), and/or other public assets (e.g. trees);
  - No more than minor adverse impacts to the future expansion or operation of existing permitted uses in the vicinity;
  - Adequate safety for those using, accessing and/or traveling past the subject site and surrounding sites on foot, rolling or by vehicle; and,
  - No loss of protected trees, except in circumstances where the Director determines the variance would support other priorities of Council or the City.

#### SCHEDULE "B"

#### **PROVISIONS OF DELEGATION OF MINOR VARIANCES**

#### APPLICATION EVALUATION CRITERIA

The Director shall evaluate minor Development Variance Permit applications using the following considerations, which are consistent with the City of New Westminster's Policy Approach to Considering Requests for Development Variances (2008), as updated from time to time:

- There should be a valid reason why the bylaw requirements cannot be met. It is not sufficient that a variance would be convenient to an owner in order to justify its approval; nor is it required that a variance be justified due to hardship; however, requests for variances on new buildings will generally not be supported unless there is a hardship related to the site (such as slope and topography issues), or it would support a Council priority (e.g. affordable rental, retention of protected trees, etc.);
- 2. The applicant can demonstrate they have explored all reasonable alternative solutions and determined that none is available, to the satisfaction of the Director;
- 3. The applicant can demonstrate the possible mitigations to issues related to the variance have been identified and incorporated into the proposal, to the satisfaction of the Director;
- 4. The variance would result in a nonconformity that is satisfactory and acceptable from a planning standpoint, e.g. continues to meet the intent of the bylaw, fulfills related planning objectives, etc. This includes that the description or definition of the permitted use must be considered, to help frame what is the intent of the Zoning Bylaw and Official Community Plan and how the new use strays outside or continues to meet that intent;
- 5. The variance would result a nonconformity that is consistent with other related City policy that would otherwise support the limitations of the provision of the regulation being sought to vary; and
- 6. The variance would result a nonconformity that maintains sufficient vehicle vision clearance (i.e. at street and lane corners, driveways), and/or required vehicle access to the site.
- 7. If the Director is not satisfied that the information provided with the application is sufficient to make a determination at the staff level, or if the Director does not believe that the impacts of the variance requested have been sufficiently mitigated, the Director reserves the right to send the DVP application to Council for their consideration.

#### SCHEDULE "C"

#### **PROVISIONS OF DELEGATION OF MINOR VARIANCES**

#### **TERMS AND CONDITIONS**

The following terms and conditions may apply to development variance permits approved through this process:

- 1. A Development Variance Permit shall apply to, and only to, those lands within the City described by the Permit, and any or all buildings, structures and other development thereon.
- 2. The provisions of Zoning Bylaw 6680, 2001, as updated and/or replaced from time-to-time, shall be varied or supplemented only as described by the Development Variance Permit.
- 3. The development shall be carried out within 24 months of the date of issuance of a Development Variance Permit.
- 4. As a condition of the issuance of a Development Variance Permit, the City may hold a Security in the amount set out by the Permit to ensure that related landscaping is carried out in accordance with the terms of the permit and that any unsafe condition that may occur as a result of contravention of the Permit is corrected. The City may undertake and complete the works required to satisfy the landscaping condition or carry out any construction required to correct the unsafe condition, or both, at the cost of the Owner and may apply the Security in payment of the cost of the works, with any excess to be returned to the Owner. Interest earned on the Security provided shall accrue to the Owner and be paid to them immediately on return of the Security or, in default, become part of the amount of the Security.
- 5. The land described by the Development Variance Permit shall be developed strictly in accordance with the terms and provisions of the Permit which shall form a part of the Permit.
- 6. If the Owner does not substantially commence the development permitted by a Development Variance Permit within 24 months of the date of the Permit, the Permit shall lapse.
- 7. All plans and specifications included in a Development Variance Permit are subject to any charges required by the Building Inspector or other officials of the City where such plans and specifications do not comply with any duly enacted law or bylaw, and such non-compliance is not specifically permitted by the Permit. Minor variations which do not substantially alter the work referred to in the plans and specifications may be permitted if approved in writing by the Director.

#### CORPORATION OF THE CITY OF NEW WESTMINSTER BYLAW NO. 8344, 2022

#### A Bylaw to Amend Delegation Bylaw No. 7176, 2015

The Council of The Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

#### Citation

1. This Bylaw may be cited for all purposes as "Delegation Amendment Bylaw No. 8344, 2022."

#### Amendments

- 2. Delegation Bylaw No. 7176, 2015 is amended by:
  - a. Replacing all instances of "Development Services" with "Climate Action, Planning and Development."
  - b. Adding to Section 5, after subsection (b), the following subsection:
    - (c) issuing minor Development Variance Permits, upon receipt of the fees and accompanying information, as referenced in Development Approval Procedures Bylaw No.5658,1987 and the accompanying Schedules A, B and C.
- 3. These amendments shall come into effect upon adoption.

GIVEN FIRST READING THIS 27th day of \_\_\_\_\_ 2022.GIVEN SECOND READING THIS 27th day of \_\_\_\_\_ 2022.GIVEN THIRD READING THIS 27th day of \_\_\_\_\_ 2022.

ADOPTED THIS \_\_\_\_\_ day of \_\_\_\_\_ 2022.

Mayor

Jacque Killawee, City Clerk



# R E P O R T Climate Action, Planning and Development and Legislative Services

То:	Mayor Cote and Members of Council, Regular Council Meeting	Date:	July 11, 2022
From:	Emilie Adin Director Climate Action, Planning and Development	File:	05.1035.10
	Jacque Killawee City Clerk	Item #:	2022-552

#### Subject: Public Hearing Process – Correcting an Administrative Error

#### RECOMMENDATION

That Council direct staff to correct the administrative error by proceeding as outlined in the Next Steps Section of this report.

That Council give three readings to Bylaw 8353, 2022, which would repeal the following bylaws: Bylaw No.8317, 2022 (Parking Reduction for Patios); Bylaw No.8325, 2022 (122 Eighth Ave); and, Bylaw No. 8323, 2022 (817 St. Andrews St)

#### **PURPOSE**

This report requests Council direction on next steps regarding correcting an administrative error in the public hearing waiver process that had been utilized for five recent rezoning applications.

#### BACKGROUND

The City made an administrative error in the Council consideration process for five recent rezoning applications, in light of recent changes in the Local Government Act. The five applications are:

Table 1. Zoning Amendment Bylaws Impacted by Errors in Process in Waiving Hearings

Bylaw No.	Address	Land Use Proposed	# of Readings completed
8317, 2022	Parking Reduction for Patios		4 readings (adopted)
8325, 2022	122 Eighth Ave	A duplex	4 readings (adopted)
8323, 2022	817 St. Andrews St	A triplex	4 readings (adopted)
8324, 2022	337-339 Keary St	An infill townhouse development	3 readings (bylaw not adopted)
8348, 2022	616-640 Sixth St	Mixed-use secured market rental tower (with ltd. affordable housing)	3 readings (bylaw not adopted)

A need for a larger conversation between the City and the public regarding public hearings (e.g. how to get input on development projects earlier in the review process, setting/reviewing criteria on when to waive hearings, questions relating to appropriate conduct) has previously been identified, to be undertaken at a future date.

#### DISCUSSION

#### **Issue of Timing**

Since November 2021, for projects where Council has resolved not to hold a public hearing, notifications ought to have been sent out to neighbouring property owners and residents before first reading of the bylaws, per the "new system" of Local Government Act (LGA) regulations as adopted under Bill 26 (Attachment 1 – extract from the LGA). Instead, the City had continued to follow the process it had for decades under the "former system" of LGA regulations, during which notifications went out between second and third readings.

Except for the timing of certain steps, the "former system" process used for these five applications is consistent with the "new system" process, and current City policy, as summarized below:

- The content of the notifications and geographic area where the notifications were received have not changed between the old and the new LGA regulations.
- The City's principles for determining when staff recommend not holding a public hearing for an application were applied, as set up and endorsed by Council under the "former system" prior to the new legislation coming into place.

• There is no material difference as to opportunities to participate in a public process, or to speak to Council between the "former system" and "current system." I.e., there are the same number of reports, decisions and notifications. Only the timing of the bylaw readings would have altered, as summarized in Table 2 below.

Table 2. Comparison of Consideration Process Steps between "Former" and "New" Sets	
of LGA Regulations for Zoning Bylaws without a Public Hearing	

Stone in Bylow	Actions in Each Step		
Steps in Bylaw Consideration	"Former System"	"New System"	
Process	(under former LGA	(under new LGA regulations	
	regulations)	adopted under Bill 26)	
Recommendation not to hold a Public Hearing	<ul> <li>Council-endorsed (July 2021) principles used to determine when to recommend Council consider a public hearing waiver</li> </ul>	<ul> <li>Council-endorsed (July 2021) principles used to determine when to recommend Council consider not holding a public hearing</li> </ul>	
Council Meeting 1*	<ul> <li>Comprehensive Report to Council recommending consideration of zoning bylaw, plus staff recommendation to waive public hearing</li> <li>1<sup>st</sup> and 2<sup>nd</sup> reading</li> <li>Council issues resolution to waive PH</li> </ul>	<ul> <li>Comprehensive Report to Council recommending consideration of zoning bylaw, plus staff recommendation that a public hearing not be held.</li> <li>Council directs staff to provide notice that they intend not to hold a Public Hearing</li> </ul>	
Public Notification prior to Council Meeting 2	<ul> <li>Notifications of PH waiver in compliance with Local Government Act</li> <li>Comprehensive Report available on line for public review during notification period</li> </ul>	<ul> <li>Notifications of intent not to hold a public hearing in compliance with Local Government Act</li> <li>Comprehensive Report available for public review during the notification period</li> </ul>	
Council Meeting 2	• 3 <sup>rd</sup> reading	• 1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> reading	
Council Meeting 3	Adoption	Adoption	

\*Note – it is fully at Council's discretion whether to accept the staff recommendation not to hold a public hearing, or to instead forward the application to a public hearing. In the latter case, the next steps would be slightly different than laid out in this table, consistent with the LGA.

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### NEXT STEPS

Though there is no material difference between the "Former System" (under old legislation) and "New System" (under new legislation), staff recommends the City redo the Council consideration process for all five of the bylaws. The next steps would be:

- A. <u>Restart the Council consideration process</u> To restart the Council consideration process for the five bylaws, the following is requested of Council through a number of on table reports at this July 11, 2022 meeting:
  - i. Give three readings to Bylaw No. 8353, 2022, Attachment 1 to this report which would begin the process to repeal the current adopted zoning bylaws for Eighth Ave, St. Andrews St, and the parking reduction for patios;
  - ii. Through consideration of the recommendations in the five additional ontable reports, restart the approvals process. The on-table reports include:
    - a. Three reports, one each for the Eighth Ave, St. Andrews St, and Parking Reduction for Patios zoning bylaws, which provide new bylaw numbers for these unchanged bylaws;
    - b. Two reports request Council rescind the existing three readings for the two zoning bylaws not yet adopted (Keary St, Sixth St); and,
    - c. All five reports request Council approve issuing notification for all five zoning bylaws that a public hearing will not be held, and direct staff to proceed with public notification consistent with the Local Government Act.
- B. <u>Notifications</u> the City would send out new notifications, consistent with the "new system" LGA requirements, detailing the need to correct an administrative error, and that no material changes have been made to the zoning bylaws. The notification period will be August 18<sup>th</sup> to August 29<sup>th</sup>.
- C. <u>Consideration of bylaws</u> at the August 29 Regular Meeting, all five zoning bylaws would be referred to Council for consideration of three readings. This meeting would have an open delegation period that would allow the public to speak to the bylaws.
- D. <u>Consideration of adoption</u> at a new August 31 Regular Meeting Council would consider:
  - i. Adoption of Bylaw No. 8353, 2022, which would repeal the current adopted zoning bylaws for Eighth Ave, St. Andrews St, and the parking reduction for patios; and,
  - ii. Adoption of all five zoning bylaws (Keary St, Sixth St, if all conditions have been met;, and the new bylaws for Eighth Ave, St. Andrews St, Parking Reduction for Patios).

As this would have some impact to the ability of those of the projects without an existing adopted zoning bylaw to proceed to the next stages of the development process, staff would work with the applicants to minimize these impacts.

The following are three resolutions for Council's consideration:

- 1. That Council direct staff to correct the administrative error by proceeding as outlined in the Next Steps Section of this report.
- That Council give three readings to Bylaw 8353, 2022, which would repeal the following bylaws: Bylaw No.8317, 2022 (Parking Reduction for Patios); Bylaw No.8325, 2022 (122 Eighth Ave); and, Bylaw No. 8323, 2022 (817 St. Andrews St)
- 3. That Council provide staff with other direction.

Staff recommends 1 and 2.

### **ATTACHMENTS**

Attachment 1. Extract of new regulations from the Local Government Act

### **APPROVALS**

This report was prepared by:

Jackie Teed, Senior Manager of Climate Action, Planning and Development Jacqueline Killawee, City Clerk

This report was approved by:

Emilie K. Adin, Director of Climate Action, Planning and Development Lisa Spitale, Chief Administrative Officer



# Attachment 1 Local Government Act Extract

### Extract from the Local Government Act

Colors in this extract denote when the section of the Act came into force. Green indicates November 25, 2021, Blue indicates February 28, 2022.

### Requirement for public hearing before adopting bylaw

- 464. (1) Subject to subsection (2), a local government must not adopt
  - (a) an official community plan bylaw,
  - (b) a zoning bylaw, or
  - (c) a bylaw under section 548 [early termination of land use contracts]

without holding a public hearing on the bylaw for the purpose of allowing the public to make representations to the local government respecting matters contained in the proposed bylaw.

- (2) A local government is not required to hold a public hearing on a proposed zoning bylaw if
  - (a) an official community plan is in effect for the area that is the subject of the zoning bylaw, and
  - (b) the bylaw is consistent with the official community plan.
- 466. (1) If a public hearing referred to in section 464 is to be held, the local government must give notice of the hearing
  - (a) in accordance with this section, and
  - (b) in the case of a public hearing on an official community plan that includes a schedule under section 614 (3) (b) [designation of heritage conservation area], in accordance with section 592 [giving notice to owners and occupiers].
  - (2) The notice must state the following:
    - (a) the time and date of the hearing;
    - (b) the place of the hearing, if applicable;
      - (b.1) if the hearing is conducted by means of electronic or other communication facilities, the way in which the hearing is to be conducted by those means;
    - (c) in general terms, the purpose of the bylaw;
    - (d) the land or lands that are the subject of the bylaw;
    - (e) the place where and the times and dates when copies of the bylaw may be inspected.
  - (3) The notice must be published in accordance with section 94 [requirements for public notice] of the Community Charter.
  - (3.1) If the local government has adopted a bylaw under section 94.2 [bylaw to provide for alternative means of publication] of the Community Charter,

the notice must be published by at least one of the means of publication specified in the bylaw not less than 3 days and not more than 10 days before the public hearing.

- (3.2) If the local government has not adopted a bylaw under section 94.2 of the Community Charter, the last publication of the notice must be not less than 3 days and not more than 10 days before the public hearing.
- (4) If the bylaw in relation to which the notice is given alters the permitted use or density of any area or the residential rental tenure in any area, or limits the form of tenure to residential rental tenure in any area, the notice must
  - (a) subject to subsection (6), include a sketch that shows the area that is the subject of the bylaw alteration, including the name of adjoining roads if applicable, and
  - (b) be mailed or otherwise delivered at least 10 days before the public hearing
    - (i) to the owners, as shown on the assessment roll as at the date of the first reading of the bylaw, and
    - (ii) to any tenants in occupation, as at the date of the mailing or delivery of the notice,

of all parcels, any part of which is the subject of the bylaw alteration or is within a distance specified by bylaw from that part of the area that is subject to the bylaw alteration.

- (5) If the bylaw in relation to which the notice is given is a bylaw under section 548 [early termination of land use contracts], the notice must
  - (a) subject to subsection (6), include a sketch that shows the area subject to the land use contract that the bylaw will terminate, including the name of adjoining roads if applicable, and
  - (b) be mailed or otherwise delivered at least 10 days before the public hearing
    - (i) to the owners, as shown on the assessment roll as at the date of the first reading of the bylaw, and
    - (ii) to any tenants in occupation, as at the date of the mailing or delivery of the notice,

of all parcels, any part of which is subject to the land use contract that the bylaw will terminate or is within a distance specified by bylaw from that part of the area that is subject to that land use contract.

- (6) If the location of the land can be clearly identified in the notice in a manner other than a sketch, it may be identified in that manner.
- (7) Subsection (4) does not apply if 10 or more parcels owned by 10 or more persons are the subject of the bylaw alteration.

(8) The obligation to deliver a notice under subsection (4) or (5) is satisfied if a reasonable effort was made to mail or otherwise deliver the notice.

### Notice if public hearing not held

- 467. (1) If a local government decides not to hold a public hearing referred to in section 464 (2) [public hearing not required for certain zoning bylaws] on a proposed zoning bylaw, it must give notice in accordance with this section.
  - (2) The notice must state the following:
    - (a) in general terms, the purpose of the zoning bylaw;
    - (b) the land or lands that are the subject of the bylaw;
    - (c) the date of the first reading of the bylaw;
    - (d) the place where and the times and dates when copies of the bylaw may be inspected.
  - (3) Section 466 (3) to (4) and (6) to (8) applies to a notice under this section, except that
    - (a) a reference in that section to a public hearing is to be read as a reference to the first reading of the bylaw, and
    - (b) the reference in subsection (4) (b) (i) of that section to the date of the first reading of the bylaw is to be read as a reference to the date of the mailing or delivery of the notice.

### Posted notices respecting proposed bylaws

- 468. (1) Without limiting the obligations to give notice under sections 466 and 467, a local government may, by bylaw,
  - (a) require the posting of a notice on land that is the subject of a bylaw, and
  - (b) specify the size, form and content of the notice and the manner in which and the locations where it must be posted.
  - (2) Specifications under subsection (1) (b) may be different for different areas, zones, uses within a zone and parcel sizes.

## CORPORATION OF THE CITY OF NEW WESTMINSTER

### BYLAW NO. 8353, 2022

## A Bylaw to Repeal Three Zoning Amendment Bylaws

The Corporation of the City of New Westminster ENACTS AS FOLLOWS:

- 1. This Bylaw may be cited as "Zoning Amendment Bylaws Repeal Bylaw No. 8353, 2022".
- 2. The City Council of the Corporation of the City of New Westminster repeals the following bylaws:
  - a. Zoning Amendment Bylaw (Parking Reductions for Patios) No. 8317, 2022
  - b. Zoning Amendment Bylaw (817 St. Andrews Street) No. 8323, 2022
  - c. Zoning Amendment Bylaw (122 Eighth Avenue) No. 8325, 2022

GIVEN FIRST READIN	G this	day of		2022.
GIVEN SECOND REAL	DING this	day of		2022.
GIVEN THIRD READING this		day of		2022.
ADOPTED this	day of		2022.	

Jonathan X. Cote, Mayor

Jacque Killawee, City Clerk



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

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Emilie K. Adin, MCIP Director of Climate Action, Planning and Development	File:	REZ00217
		Item #:	2022-543

### Subject: Rezoning Application for Infill Townhouse: 337 and 339 Keary Street – Comprehensive Report

#### RECOMMENDATION

**THAT** the application to rezone 337 and 339 Keary Street be considered and no Public Hearing held, in accordance with the *Local Government Act*.

THAT notification be circulated in accordance with the Local Government Act.

**THAT** First, Second, and Third Readings of Zoning Amendment Bylaw No. 8324, 2022 be rescinded.

### **PURPOSE**

To request that: 1) the application to rezone 337 and 339 Keary Street be considered and no Public Hearing held, in accordance with the *Local Government Act;* 2) notification be circulated in accordance with the *Local Government Act;* and, 3) First, Second and Third Readings of Zoning Amendment Bylaw No. 8324, 2022 be rescinded; to enable a nine unit infill townhouse proposal.

#### **EXECUTIVE SUMMARY**

Rezoning and Development Permit (DP) applications have been received for 337 and 339 Keary Street. A total of nine side-by-side, ground-oriented residential units are proposed in two buildings. Plans indicate an overall Floor Space Ratio (FSR) of 1.00. All of the proposed units would be family-friendly, containing three bedrooms, and

stratified. The development proposes 10 off-street parking spaces, as well as long- and short-term bicycle spaces, in accordance with Zoning Bylaw requirements.

Applicant-led and City-led public consultation has been undertaken for the project and the applicant has responded to key community feedback. Staff recommends that the application to rezone the property be considered, and the Public Hearing waived in accordance with the *Local Government Act*.

This rezoning application was initially put before Council for a waived public hearing on May 9, 2022. It received Third Reading on May 30, 2022. The City in June 2022 realized that it has made an administrative error in the timing of the public notifications due to changes in the *Local Government Act*. To correct this error, the City is repealing all three readings of the bylaw and this report is placed before Council to begin the new approval process. This process will correct the administrative error, and no changes have been made to the content of the zoning bylaw, or the proposed project. Given this, the City is not requiring the applicant to complete any additional steps in the rezoning process, as all required steps were completed previously.

### BACKGROUND

### **Policy and Regulations**

The Official Community Plan land use designation for the subject properties is Residential – Ground Oriented Infill Housing (RGO), which allows infill townhouses. The properties are zoned Single Detached Residential Districts (RS-1) and require rezoning to allow for townhouse development. While the existing Infill Townhouse Rowhouse (RT) zone would guide the proposed rezoning, a Comprehensive Development (CD) zone would be created for this parcel to accommodate site constraints created by the properties' slope and lack of rear access lane. The proposed Zoning Amendment Bylaw No. 8324, 2022 is included as Attachment 1.

As the subject site is located within the Ground Oriented Housing Development Permit Area (DPA 1.2), a DP is required for the form and character of the proposed development. The DP has been reviewed concurrently through the rezoning process, and would be issued by the Director of Climate Action, Planning and Development, subject to Council approving the Rezoning application. Further information on the policy and regulatory context of this application is provided in Attachment 2.

### PROJECT PROPOSAL

The proposed development consists of nine side-by-side, ground-oriented townhouse units within two buildings ranging in height from two to three storeys. Building 1 would be oriented towards Keary Street and Building 2 towards a central drive aisle. A total of 10 off-street parking spaces are proposed (nine resident stalls and one visitor/loading stall), consistent with Zoning Bylaw requirements and accessed from a central drive aisle.



### Figure 1: Proposed Project Rendering (view from Keary Street)

All units would be family-friendly, contain three bedrooms, and range in size from approximately 115.1 sq. m. (1,238.8 sq. ft.) to 195.6 sq. m. (2,105.1 sq. ft.), inclusive of garage areas. Secondary suites would not be permitted and designs have been reviewed for illegal suiting opportunities. Private outdoor space and bike parking requirements would be met for both buildings, and shared outdoor amenities are proposed at the northern corners of the site. Additional site context information is included in Attachment 3 and project statistics in Attachment 4. The applicant's design rationale and project drawings are included in Attachments 5 and 6.

### DISCUSSION

#### **Building Massing and Transition**

The applicant has proposed a contemporary design that steps down in height following the natural topography of the site, creating a sensitive transition to neighbouring singledetached houses. The two storey end unit adjacent to the driveway entrance is intended reinforce the pedestrian scale of Keary Street, while the front gable roof design and exterior materials reflect the street's architectural character. Staff considers the overall density and form to be generally consistent with the neighbourhood context and the design to be generally consistent with the Development Permit Area guidelines.

#### Landscape and Trees

The applicant has submitted an arborist report in support of a Tree Permit application. The site is fairly heavily treed, with six trees present on-site, four of which are specimen sized. Eight trees, including two City trees, are present off-site. The project proposes the removal of four on-site trees to enable development, including two specimen trees. Two on-site specimen trees would be retained, as well as all (eight) off-site trees. Replacement trees are proposed in excess of that required. The City would work with the applicant to repurpose the wood from felled trees for culturally and/or ecologically beneficial purposes. To support the long-term health of the retained on-site trees, a covenant requiring their post-construction care would be required as a condition of adoption. The covenant would be registered on title, and would require that future owners carry out a five-year remediation and maintenance plan, with the condition of the trees reported to the City arborist on an annual basis.

#### **Off-Street parking and Vehicular Access**

As no rear lane is present at this site, a central drive aisle is proposed, accessed from Keary Street. Off-street parking would be accommodated in attached garages (8 resident spaces) and parking pads (1 resident space, 1 visitor/loading space). Though the Infill Townhouse and Rowhouse DPA guidelines do not permit enclosed parking structures, this relaxation is considered reasonable due to the site's constraints and because the building form has remained consistent with guidelines and respectful of the adjacent context. The proposed garage areas are included in the project's density calculations.

#### PUBLIC CONSULTATION

#### **Applicant-led Consultation**

Applicant-led consultation included an online survey, virtual open house, and project website, and residents within 100 metres (328 feet) of the project were notified of opportunities to submit feedback. A total of 14 community members attended the open house and 17 survey responses were received. Attachment 7 includes a description of the consultation process and all received feedback.

Survey feedback indicated that over 88% of respondents support the project. Feedback was focused on increased housing choice in Sapperton; tree retention; density; illegal suiting; and, traffic and on-street parking impacts. Staff notes that the proposed density is consistent with the Infill Townhouse and Rowhouse (RT) Zoning District, that off-street parking is consistent with Zoning Bylaw requirements, and that the design has been reviewed for illegal suiting opportunities.

#### **City-led Consultation**

City-led consultation included a project website and online survey, published on Be Heard New West. Residents within 100 metres of the project were notified of the online survey. In total, two survey responses were received and feedback focused on increased housing choice in Sapperton; density; and streetscape integration. All feedback received by the City is included in Attachment 9.

Written feedback was also received from the owner of 333 Keary Street, the neighbouring property east of 337 Keary Street. In addition to the topics above, the owner expressed concern regarding stabilization of the project, due to a past dispute about the retaining wall along the shared property line. Staff notes that while such

disputes are private in nature, the applicant would be required to stabilize and retain the project within the bounds of their own property. The details of this aspect of the project would be determined during the Building Permit phase.

#### New Westminster Design Panel

The application was presented to the New Westminster Design Panel (NWDP) on January 11, 2022 (minutes in Attachment 8). After reviewing the proposal and providing comments, the Committee expressed its general support for the project to proceed.

#### **Applicant Response and Revisions**

The applicant has addressed consultation feedback in the following ways:

- Redesigned common amenity spaces and private open spaces to minimize impacts on retained specimen trees;
- Shifted the driveway entrance towards the east property line to minimize impacts on retained City trees;
- Added non-glare, low lighting across the site to increase resident safety; and,
- Added additional landscaping to increase separation between the proposed townhouses and neighbouring properties.

Staff considers the above changes reasonable responses to the community feedback received.

### **REVIEW PROCESS**

Staff considers that the applicant has reasonably addressed public feedback, and that the application meets City policy for waiver of the Public Hearing. Given this, the development application review process is as follows:

- 1. Preliminary Report to Council;
- 2. Applicant-led public consultation, including dissemination of information through the local Residents Association;
- 3. Presentation to the New Westminster Design Panel;
- 4. City-led public consultation, including the creation of a Be Heard New West webpage and survey;
- Council consideration of the rezoning application and issuance of notice of waiving the Public Hearing (WE ARE HERE);
- 6. Council consideration of First, Second, and Third Reading;
- 7. Council consideration of Adoption of the Bylaw; and,
- 8. Issuance of the Development Permit by the Director of Climate Action, Planning and Development.

As the form of development is consistent with the OCP, the application was not forwarded to the Advisory Planning Commission for review or comment.

### FINAL ADOPTION REQUIREMENTS

The following items will need to be addressed to the satisfaction of staff prior to the adoption of the proposed Zoning Bylaw Amendment:

- Registration of a Section 219 Restrictive Covenant (Tree Covenant);
- Registration of a Section 219 Restrictive Covenant (Parking Covenant); and
- Payment of Voluntary Amenity Contribution of \$90,000.

#### INTERDEPARTMENTAL LIAISON

The City has a project-based team approach for reviewing development applications. A staff-led project team was assigned for reviewing this project consisting of staff from Engineering (Servicing and Transportation), Fire, Electrical, Parks and Recreation, and Climate Action, Planning and Development (Building, Planning, Trees, and Heritage) Departments who provided comments throughout the development review process.

### **OPTIONS**

The following options are available for Council's consideration:

- 1. That Council consider the application to rezone 337 and 339 Keary Street and no Public Hearing held, in accordance with the *Local Government Act*.
- 2. That notification be circulated in accordance with the Local Government Act.
- 3. That First, Second, and Third Readings of Zoning Amendment Bylaw No. 8324, 2022 be rescinded.
- 4. That Council provide Staff with alternative feedback.

Staff recommends Options 1, 2, and 3.

#### **ATTACHMENTS**

- Attachment 1. Zoning Amendment Bylaw No. 8324, 2022
- Attachment 2. Policy and Regulations Summary
- Attachment 3. Site Characteristics and Context
- Attachment 4. Project Statistics Table
- Attachment 5. Applicant's Design Rationale
- Attachment 6. Project Drawings
- Attachment 7. Applicant-led Consultation Summary

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 Attachment 8. Extract of January 11, 2022 New Westminster Design Panel (NWDP) Meeting Minutes
 Attachment 9. City-led Consultation Summary
 Attachment 10. Engineering Servicing Memo

### APPROVALS

This report was prepared by: Wendee Lang, Development Planner

This report was reviewed by: Mike Watson, A/Supervisor of Development Planning

This report was approved by: Emilie K. Adin, Director, Climate Action Planning and Development Lisa Spitale, Chief Administrative Officer



## Attachment 1

## Zoning Amendment Bylaw No. 8324, 2022

#### CORPORATION OF THE CITY OF NEW WESTMINSTER ZONING AMENDMENT BYLAW (337 & 339 KEARY STREET) NO. 8324, 2022

#### A Bylaw to Amend Zoning Bylaw No. 6680, 2001

WHEREAS the Local government Act authorizes a municipality to zone areas of land and to make regulations pursuant to zoning,

WHEREAS the Council has adopted a zoning bylaw under Part 14 of the *Local Government Act*, and wishes to amend the bylaw,

THE CITY COUNCIL of the Corporation of the City of New Westminster, in open meeting assembled, ENACTS AS FOLLOWS:

- 1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw (337 & 339 Keary Street) No. 8324, 2022."
- 2. The Lands that are the subject of this bylaw are shown as outlined in bold on the map attached to this bylaw as Schedule B, and are referred to in this bylaw as the "Subject Lands",
- 3. Zoning Bylaw No. 6680, 2001 is amended by:
  - a) Adding as a new section, to be numbered section 1096, the regulations attached to this bylaw as Schedule A.
  - b) Changing the zoning designation of the Subject Lands from "Single Detached Residential Districts (RS-1)" to "Comprehensive Development District (337 & 339 Keary Street) (CD-96)"; and,
  - c) Updating the Zoning Map annexed as Appendix "A" to Zoning Bylaw No. 6680, 2001 to record this zoning change.

GIVEN FIRST READING this9th	day ofMay	, 2022.	
GIVEN SECOND READING this	day ofAay	, 2022.	
GIVEN THIRD READING this <u>30th</u>	day ofMay	, 2022.	
THIRD READING RESCINDED this	day of	, 2022.	
SECOND READING RESCINDED this	day of	, 2022.	
FIRST READING RESCINDED this	day of	, 2022.	
Public Hearing not held, notice published _	and	, 2022.	
GIVEN FIRST READING this	day of	, 2022.	
GIVEN SECOND READING this	day of	, 2022.	

Page 268 of 628

GIVEN THIRD READING this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

ADOPTED this \_\_\_\_\_\_ day of \_\_\_\_\_, 2022.

MAYOR JONATHAN X. COTE

JACQUE KILLAWEE, CITY CLERK

Comprehensive Development Districts (337 & 339 Keary Street) (CD-96)

# 1096 Comprehensive Development District (337 & 339 Keary Street) (CD-96)

1096 .1 The intent of this district is to, in combination with the design guidelines for infill townhouse and rowhouse within the Official Community Plan, allow infill townhouses and rowhouses which integrate well into existing single detached residential neighbourhoods.

### **Permitted Uses**

1096 .2 The following principal and accessory uses are permitted in the CD-96 zoning district. For uses accompanied by a checkmark, there are either Use Specific Regulations in the Conditions of Use within this zoning district or within the General Regulations or Special Conditions Sections of this bylaw.

Permitted Principal Uses	Use Specific Regulations
Single unit residential use;	✓
Multiple dwellings;	
Permitted Accessory Uses	Use Specific Regulations
Uses accessory to any permitted <i>principal uses</i> ;	
Home based businesses;	✓

### **Conditions of Use**

1096 .3 A single detached dwelling shall conform to the regulations in the NR-2 zoning districts for lots located east of Eighth Street and north of Sixth Avenue, otherwise they shall conform to the regulations in the RS-2 zoning district.

### Density

1096 .4 The floor space ratio for the principal buildings shall not exceed 1.00.

## **Principal Building Height**

1096 .5 All principal buildings and structures shall not exceed a height of 10.67 metres (35 feet) as measured from averaged, existing grade at the four corners of the building to the highest point of the building

### **Detached Accessory Building Regulations**

- 1096 .6 Detached accessory buildings:
  - a) shall not cover more than fifteen percent (15%) of the site area;
  - b) shall not exceed one *storey*;
  - c) shall not be located in the required *front yard*;
  - d) shall not exceed 3.6 metres (12 feet) measured from the finished floor to the highest point of the building;
  - e) shall not be enclosed on more than two sides, excluding the roof;
  - f) shall not have dormers;
  - g) shall not be located closer than 1 metre (3.28 feet) from the *principal building(s)*;
  - h) in the case of a carport, where the vehicle entry faces the *lane*, shall not be located closer to a *lane* than 6.71 metres (22 feet), less the width of such a *lane*; and,
  - i) shall not be located closer than 4.57 metres (15 feet) from the corner of a *site* at an intersection of streets, at the intersection of lanes or at the intersection of a street and a *lane*.

### **Off-Street Parking and Loading Requirements**

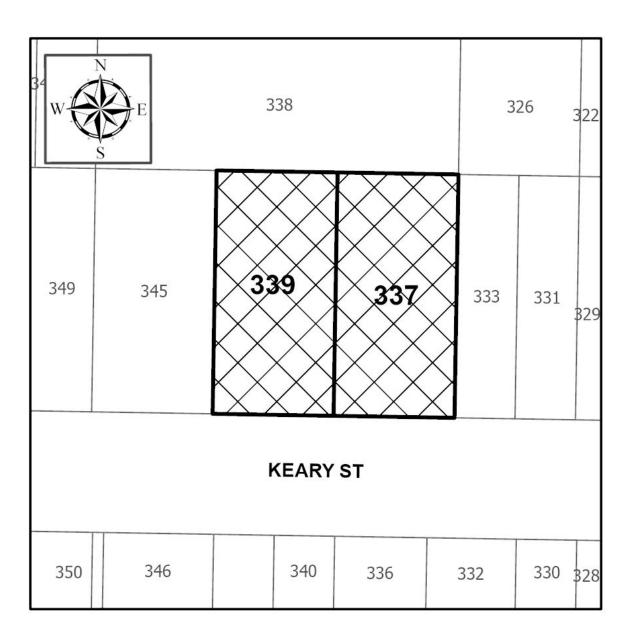
- 1096 .7 Off-street parking shall be provided in accordance with the Off-Street Parking Regulation section of this Bylaw except:
  - a) parking shall not be permitted in the *front yard*;
  - b) where a site abuts a *lane* 12 feet (3.66 metres) or more in width, all parking access is required from that *lane*;



- c) where a site abuts a lane less than 12 feet (3.66 metres), or does not abut a lane, parking access may be provided by one driveway from a *street* if that driveway is not less than 9 feet (2.74 metres) nor more than 18 feet (5.49 metres) in width;
- d) one off-street loading space shall be required per *site*; and
- e) notwithstanding the requirements in (d), the required off-street loading space may be shared with a visitor parking space provided a restrictive covenant is registered on title to the property, to the satisfaction of the *Director of Engineering*, to ensure the shared loading and visitor *parking spaces* are reserved and maintained for the uses for which they are required
- 1096 .8 The Locked-in Lot provisions in Section 170.1 of the Zoning Bylaw shall apply, except where existing adjacent lots meet the following:
  - i. Has a minimum site area of 557.40 square metres (6,000 square feet) or greater; and,
  - ii. Has access from a lane with a minimum width of 4.87 metres (16.0 feet), or is a corner lot.

#### Schedule B to Zoning Amendment Bylaw No 8324, 2022

## Area to be Rezoned to Comprehensive Development District (337 & 339 Keary Street) (CD-96)





# Attachment 2 Policy and Regulations Summary

### POLICY AND REGULATIONS SUMMARY

#### **Official Community Plan**

The subject properties are designated (RGO) Residential – Ground Oriented Infill Housing, which is described, in part, as follows:

<u>Purpose</u>: To allow a mix of ground oriented infill housing forms which are complementary to the existing neighbourhood character. Generally forms with a higher number of units are expected to be located on larger properties. Units can be attached, detached or a combination of the two.

<u>Principal Forms and Uses</u>: Single detached dwellings, single detached dwellings on a compact lot, duplexes, triplexes, quadraplexes, cluster houses, townhouses, rowhouses and other equivalent ground oriented housing forms. Lots with single detached dwellings may also include a secondary suite and/or a detached accessory dwelling unit.

The proposed development is consistent with the intent of the RGO land use designation and therefore, no Official Community Plan (OCP) amendment would be required for this proposed development.

#### **Development Permit Area**

The subject site is located within the Ground Oriented Housing Development Permit Area (DPA 1.2) and, as such, a Development Permit is required for the proposed development. This DPA refers development of infill townhouse properties to DPA 1.3 (Infill Townhouses and Rowhouses). The intent of this DPA is to encourage small scale infill projects, such as infill townhouses and rowhouses that are complementary to the existing single detached dwelling context through appropriate building form, scale, and location. Small projects, with a low number of units, are anticipated.

A Development Permit is required for the proposed development, which will be reviewed concurrently with the Rezoning application. Development Permits have been delegated to the Director of Climate Action, Planning and Development for issuance.

### **Zoning Bylaw**

The subject properties are currently zoned Single Detached Residential (RS-1), and would need to be rezoned and consolidated to support the proposed development.

As the basements proposed as part of the development do not satisfy the "basement" definition contained in the Infill Townhouse and Residential Districts (RT), the applicant is proposing to rezone to a Comprehensive Development (CD) zone. The intent of the RT district is to, in combination with the design guidelines for infill townhouses and rowhouses contained within the Official Community Plan, allow infill townhouses and

rowhouses that integrate well into existing single detached residential neighbourhoods. The proposal meets this intent, which would be reflected in the CD zone.

### Family-Friendly Housing Policy

The proposed development has fewer than 10 units and therefore is not subject to the Family-Friendly Housing Policy requirements of the City. However, three bedrooms are proposed for each unit, which is in keeping with the Policy.



## Attachment 3

## Site Characteristics and Context

## SITE CHARACTERISTICS AND CONTEXT

The subject site, which includes two properties, is located in the Sapperton neighbourhood, in an area composed of single-detached dwellings and mid-rise apartment buildings. The lots have an approximate combined area of 17,296 sq. ft. (1,606.9 sq. m.) and slope down Keary Street from west to east with a grade change of approximately 10%. There is no rear lane access to the property. One single-detached dwelling is currently situated on each lot.

The existing single detached properties to the east and west of the subject site are also designated (RGO) Residential – Ground Oriented Infill Housing. The existing mid-rise apartment building abutting the site to the north is designated (RM) Residential – Multiple Unit Buildings. The site is located approximately one block west of Royal Columbian Hospital and the surrounding Special Employment Area, one block south of Sapperton Park, and one block east of Skwo:wech Elementary School. A site context map and aerial image is provided below:



Figure 1: Site Context Map with 337 and 339 Keary Street highlighted in blue

## Proximity to Transit Service and Other Sustainable Transportation Options

Keary Street is classified as a local road and serves as a portion of the Crosstown Greenway, while nearby E. Columbia Street is a collector road and designated Great Street. The sidewalk network surrounding the site is complete, including an accessible curb letdown at the intersection of Keary Street and E. Columbia. The site is well-served by transit, as shown on the table below:

Transit Facility	Approx. Frequency	Approx. Distance
#109	30 minutes	575 ft. (175 m.) to E. Columbia Street at Keary Street
#155	20 minutes	400 ft. (122 m.) to Keary Street at E. Columbia Street
Sapperton Skytrain Station	6 to 7 minutes	1,310 ft. (400 m.) to Sapperton Skytrain Station

### Table 1: Site Proximity to Transit Service

### **Demolition of the Existing Single Detached Houses**

Prior to submission of their rezoning and development permit applications, the applicant sought approvals for the demolition of the existing 1906 and 1907 houses. As per the City's policy for buildings that are 100 years or older, a Heritage Assessment for these houses was submitted. The Heritage Assessment indicated that the buildings contain low to moderate heritage significance. The demolition permit application was forwarded to the Community Heritage Commission (CHC) on April 7, 2021 and the CHC supported the staff recommendation for issuance.

At this meeting, the CHC also recommended that the applicant consider advertising the 337 Keary Street house as available for relocation, which they have done. The CHC also recommended the applicant consider deconstruction as an alternative to demolition waste, which they intend to do, should the project be approved. The Director of Climate Action, Planning and Development has not yet issued the demolition permit.



# Attachment 4 Project Statistics Table

## PROJECT STATISTICS

	Permitted / Required Under RT Zoning	Proposed
Lot Area	-	17,296.8 sq. ft. (1,606.9 sq. m.)
Site Frontage	-	131.2 ft. (40.0 m.)
Average Lot Depth	-	131.8 ft. (40.2 m.)
Total FSR Inclusive of Basement	1.00 FSR	1.00 FSR
Total FSR Excluding Basement	0.85 FSR	1.00 FSR Proposed basements do not meet RT zone definition
Maximum Basement Height Above Existing Grade	3.28 ft. (1.0 m.)	Proposed basements do not meet RT zone definition
Building Height	35 ft. (10.67 m.)	Building 1: 33.9 ft. (10.3 m.) Building 2: 34.4 ft. (10.5 m.)
Residential Units	-	9 units
Off-Street Parking		
Resident	9 spaces	9 spaces
Visitor/Loading	1 spaces	1 spaces
Total	10 spaces	10 spaces
Bicycle Parking	For all uses permitted in the RT Zone, off-street bicycle parking is required in accordance with the Laneway and Carriage House Design Guidelines within the City of New Westminster Official Community Plan.	12 spaces (long term) 6 spaces (short term)



Attachment 5 Applicant's Design Rationale

#### DESIGN RATIONALE

Sapperton Heights Holdings Inc. is proposing to redevelop 2 lots along Keary Street, which currently contain two older single-family homes, with a 9-unit townhouse project. The proposed townhouse units are all of three-bedroom configuration.

#### PROJECT DESCRIPTION AND DESIGN RATIONALE

The 9-townhomes will be contained in two buildings. One building will front Keary Street and one will sit behind a central drive aisle/courtyard.

Buildings facing Keary Street will be 2.5 storey's in height, while the units behind will be 3 storey's above grade. All units will have private and usable outdoor space. Along the Keary frontage is a landscaped front yard that incorporates a classic 'stoop' condition that activates the street condition, puts eyes on the street and provides a buffer from traffic. The rear town homes have generous elevated decks on the rear that connect directly from the main level living space.

#### SITE CONSTRAINTS

It is our understanding the intent of the RT Townhouse Rowhouse guideline has to do with the perception of scale and sensitive integration into existing single-family neighbourhoods. The requirement of having 0.85 FSR above grade and 0.15 below grading ensures the impact of the built form to the surrounding single family homes is minimized, as the units are substantially pushed into the ground

There are several constraints unique to this site that make meeting these requirements challenging:

Because the site is without access from a lane on the north, vehicle access must come directly off Keary Street. Due to the size and scale of the site an underground parkade is not economically feasible, therefore we must utilize slab on grade construction. With this type of construction the elevation of the lower floor level is tied directly to the elevation of the garages, which are in turn set by the elevation of the central drive aisle. Driveway grades have been designed to a minimum elevation so the buildings can sit as low as possible on the site while meeting the Overland flow path requirement. We are thereby limited in our ability to sink the units further into the site, which precludes us from qualifying our lower level as 'basement' as per the CNW definition. We are therefore request that we proceed with the application under a CD zone and have more of our allowable FSR 'above grade'.

In an effort to meet the intent of the RT guidelines we have manipulated the built form so as to minimize the impact to the single family homes to the east and west. 3 storey units are located on the west 'high' side of the site, pushed down as low as possible and buried into the high side of the site The resultant elevation on the west property line is a 2 storey elevation. As the site falls dramatically to the east, we introduced a 2 storey unit on south-east corner, to present a similar 2 storey elevation and successfully transition to the single family home to the east.

#### FORM + CHARACTER

#### (a) Building Materials

• We've proposed an elevated material palette that is residential in character (Walls: Brick / horizontal siding, cementitious panels. Roof: Asphalt Shingle. Windows: Vinyl. Soffits: Natural Wood).

• Exposed concrete to be concealed with landscaping.

#### (b) BUILDING COLOURS

• Proposed colours reflect a common palette of muted grey and white exterior, with accented front doors and windows.

#### (c) COMPATIBLE ELEVATIONS AND TRANSITIONS

• All building faces visible from adjacent streets have been designed to compliment the existing elevations of adjacent properties.

• All homes are ground oriented with individual front entries that are clearly defined.

• Front facing doors along Keary will contribute to the enhancement and increased activity along this street

#### (d) FACADES

#### • Each unit is clearly legible and delineated as a private home providing articulation across the main elevation

#### (e) ROOF LINES

• Proposed roof lines are complimentary to existing character nature of the neighbourhood.

#### (f) NATURAL SYSTEMS

• All units have large and operational windows at fronts and backs of homes which will allow for improved internal ventilation and natural light penetration. Where possible, windows were also included on sides of building to further increase the light and air circulation.

#### (g) PARKING AREAS

• Private off-street parking is provided in private at-grade garages accessed from a central driveway. • Visitor parking area will be clearly marked as visitor parking.

#### (h) UTILITY AND GARBAGE AREAS

- Garbage/Recycling containers will be provided in a designated screened enclosure
- Individual hot water utility rooms will be inside each home;

#### NEIGHBOURHOOD CHARACTER

• The proposed design offers a gentle, yet defined transition from the adjacent residential lot and complements the surrounding community amenities

• The proposed design echoes the existing materials and character of the neighbourhood;

• The ratio of windows/doors to solid wall is compatible with existing buildings in the neighbourhood;

• Lighting features will include porch lights, lights in private outdoor areas and path lighting.

#### LANDSCAPING

- All areas not covered by hard surface will be landscaped;
- Landscaping will reflect local planting species;

• Landscaping will be used to enhance separation of public and private spaces.

#### LIVABILITY

• The buildings have been designed to minimize shadow impacts on adjacent sites with use of gable roof forms which allow light to filter through between gables roofs;

• Light penetration has been maximized by offering large and operational windows along front and rear of units and providing side windows where possible;

- All units will contain a private front yard and a private rear deck
- Bicycle storage will be provided inside private garages.

#### ENVIRONMENTAL

As mentioned, the site is close to major public transportation routes. This minimizes the need for dependency on cars and encourages walking to a wide range of essential amenities. Landscaping has been designed to allow for the retention of storm water on site to redistribute to local ground water or to compliment landscape irrigation. Light pollution is minimal because the development is compact.

#### AFFORDABILITY

#### CPTED

#### VARIANCES

Rear yard setback.

#### FAMILY-FRIENDLY HOUSING POLICY

out balconies

#### SITE CHARACTERISTICS

grade to the east.

## **DESIGN RATIONALE KEARY TOWNHOMES**

APRIL 06, 2022 337 & 339 KEARY STREET, NEW WESTMINSTER

The immediate environmental benefit this project offers, will be the replacement of two existing houses that have extremely poor energy performance.

Multiple families can be accommodated in three-bedroom townhomes at a price which is significantly lower than buying single family homes in the area, 9 families have the opportunity to own where currently only two families can be accommodated. Multi-family developments also help reduce the cost of living by splitting the costs of maintaining the land and buildings.

Crime prevention has been accommodated with well-lit open side yards and spaces. Yards are open and landscaped with low vegetation to minimize opportunities to be undetected by residents. Another strength of this proposal, is its close proximity to shops and services. This includes, major public transit, close proximity to shopping, close proximity to public services, including the Hospital, Police, Ambulance, Fire services, Elementary and High Schools, and City Hall.

Due to the lack of rear lane access we have no choice but to provide vehicle access/driveway off Keary Street and access units through a central drive aisle. This creates significant spatial constraints on the site and we would request relaxations in the following areas:

• Height envelope on the west property line of approx. 3'-10.5".

The project seeks to provide a variety of townhouse sizes including (9) three bedroom townhomes. The townhomes will feature exclusive outdoor space at grade, spacious decks, both juliette and walk

The complex will encircle a central drive aisle which will double as a communal social area/courtyard.

The site sits between Richmond Street to the west and East Columbia to the east, with an 11.7 ft fall in

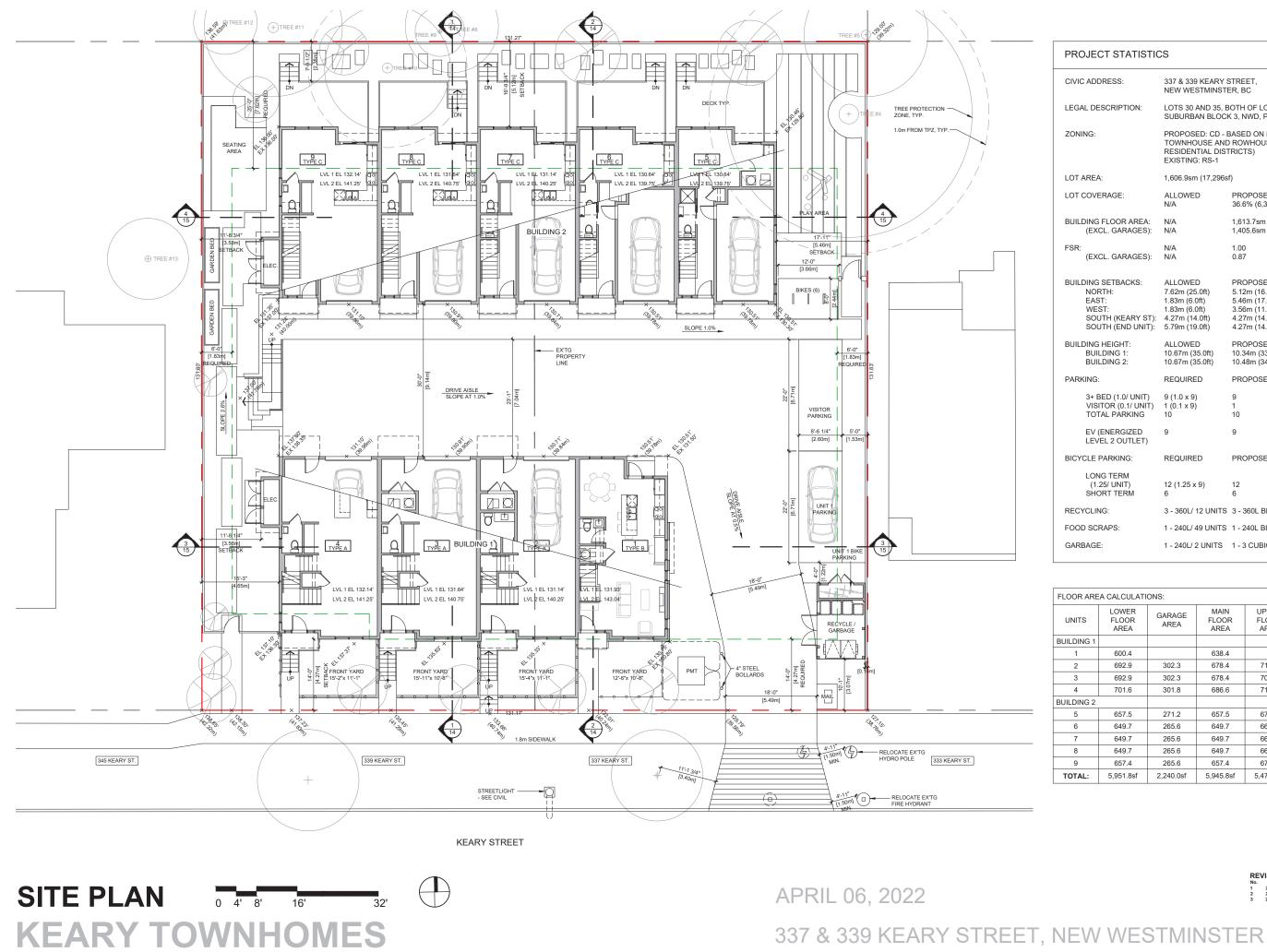
Access to the site is from Keary St only (there is no lane access)

Two single family homes currently occupy the lots. of which were assessed to have little heritage value and approved for demolition by the Heritage Advisory Committee.

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Attachment 6 Project Drawings

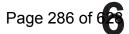


JECT STATISTICS						
ADDRESS:	DRESS: 337 & 339 KEARY STREET, NEW WESTMINSTER, BC					
DESCRIPTION:	LOTS 30 AND 35, BOTH OF LOTS 8 AND 9 SUBURBAN BLOCK 3, NWD, PLAN 2620					
IG:	PROPOSED: CD - BASED ON RT (INFILL TOWNHOUSE AND ROWHOUSE RESIDENTIAL DISTRICTS) EXISTING: RS-1					
REA:	1,606.9sm (17,296s	F)				
OVERAGE:	ALLOWED N/A	PROPOSED 36.6% (6,328sf)				
ING FLOOR AREA: (EXCL. GARAGES):	N/A N/A	1,613.7sm (17,369.4sf) 1,405.6sm (15,129.4sf)				
(EXCL. GARAGES):	N/A N/A	1.00 0.87				
ING SETBACKS: NORTH: EAST: WEST: SOUTH (KEARY ST): SOUTH (END UNIT):	1.83m (6.0ft) 1.83m (6.0ft) 4.27m (14.0ft)	PROPOSED 5.12m (16.8ft) 5.46m (17.9ft) 3.56m (11.7ft) 4.27m (14.0ft) 4.27m (14.0ft)				
ing height: Building 1: Building 2:	ALLOWED 10.67m (35.0ft) 10.67m (35.0ft)	PROPOSED 10.34m (33.9ft) 10.48m (34.4ft)				
ING:	REQUIRED	PROPOSED				
3+ BED (1.0/ UNIT) VISITOR (0.1/ UNIT) TOTAL PARKING	9 (1.0 x 9) 1 (0.1 x 9) 10	9 1 10				
EV (ENERGIZED LEVEL 2 OUTLET)	9	9				
LE PARKING:	REQUIRED	PROPOSED				
LONG TERM (1.25/ UNIT) SHORT TERM	12 (1.25 x 9) 6	12 6				
CLING:	3 - 360L/ 12 UNITS	3 - 360L BINS				
SCRAPS:	1 - 240L/ 49 UNITS	1 - 240L BIN				
AGE:	1 - 240L/ 2 UNITS	1 - 3 CUBIC YARD BIN				

AREA CALCULATIONS:						
s	LOWER FLOOR AREA	GARAGE AREA	MAIN FLOOR AREA	UPPER FLOOR AREA	UNIT AREA INCL. GARAGE	UNIT AREA EXCL. GARAGE
IG 1						
	600.4		638.4		1,238.8sf	1,238.8sf
	692.9	302.3	678.4	712.6	2,083.9sf	1,781.6sf
	692.9	302.3	678.4	708.3	2,079.6sf	1,777.3sf
	701.6	301.8	686.6	716.9	2,105.1sf	1,803.3sf
IG 2						
	657.5	271.2	657.5	671.8	1,986.8sf	1,715.6sf
	649.7	265.6	649.7	663.5	1,962.9sf	1,697.3sf
	649.7	265.6	649.7	663.5	1,962.9sf	1,697.3sf
	649.7	265.6	649.7	663.5	1,962.9sf	1,697.3sf
	657.4	265.6	657.4	671.7	1,986.5sf	1,720.9sf
L:	5,951.8sf	2,240.0sf	5,945.8sf	5,471.8sf	17,369.4sf	15,129.4sf

RESUBMISSION **D** 

REVISIONS 1 2021.1213 2 2022.0303 3 2022.0406 A R C H I T E C T U R E





# RENDERINGS **KEARY TOWNHOMES**

APRIL 06, 2022 337 & 339 KEARY STREET, NEW WESTMINSTER

**DP RESUBMISSION** REVISIONS 1 2021/12/13 2 20220303 3 20220406 A R C H I T E C T U R E Page 287 6 6 3



# RENDERINGS **KEARY TOWNHOMES**

APRIL 06, 2022 337 & 339 KEARY STREET, NEW WESTMINSTER

Page 288 6 6

**DP RESUBMISSION** REVISIONS 1 2021/12/13 2 20220303 3 20220406 A R C H I T E C T U R E



**BUILDING 1 SOUTH ELEVATION** 



**BUILDING 1 NORTH ELEVATION** 



**BUILDING 2 SOUTH ELEVATION** 

# **COLOUR ELEVATIONS KEARY TOWNHOMES**



**BUILDING 2 NORTH ELEVATION** 

APRIL 06, 2022 337 & 339 KEARY STREET, NEW WESTMINSTER

**DP RESUBMISSION** REVISIONS 1 2021.12.13 2 2022.03.03 3 2022.43.04 A R C H I T E C T U R E

Page 289 61 626



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# Attachment 7 Applicant-led Consultation Summary

#### 337 Keary Public Information Open house Summary Report

Public Information Meeting Summary Report

Event Date:	February 7, 2022
Time:	4:30pm – 6:30pm
Location:	Virtual Open House on zoom
Purpose	To present development to neighbours
	To provide an opportunity for the public to ask questions about the project
	To provide an opportunity for neighbours to comment on the proposal

Information about the development including maps and rendition of the project on Page 8

Notification: In accordance and approval with City of New Westminster – Wendee Lang

#### Invitation Flyer

Invitation flyers was delivered to 345 address, according to Wendee Lang, on January 19, 2024, 2 weeks + 3 days delivery time prior to February 7, 2022 Please see flyer copy on Page 9

#### Newspaper Ad

2 Newspaper ads were placed in New Westminster Records, on Thursday, January 24, 2022 and Thursday February 3, 2022 Please see newspaper ad on Page 10

#### Notification Sign

A notification sign was posted on the property to notify neighbours about the meeting. Please see sign and pictures of installed sign on Page 11-12

#### **On-Line Survey**

An on-line survey where neighbours can participate and comment on various topics, closed on February 14, 2022 at 6:30pm – 1 week after the virtual open house Please see details of on-line survey on Page 13-19

#### Email correspondence to the McBride-Sapperton Residents Association Email was send by Lisa Chan to the McBride-Sapperton Residents Association advising them of the project. Please see detail of this email on Page 20-22

#### Virtual Open House

Due to Covid, the meeting was held virtually, via zoom. Thomas Grimwood of Grimwood Architecture, Wendee Lang, from City of New Westminsters, and Lisa Chan, Sapperton Living, were the 3 main facilitators for this meeting.

The general tone of this meeting was in support for this 9 townhouse development in the city of New Westminster. All speakers were in support to more mid-level smaller, more affordable housing, not currently available in Sapperton area in New Westminster.

Virtual Open house has 19 members in attendance, including : Thomas, Lisa and Kelly from Sapperton Living, Developer Wendee and Nazanin from City of New Westminster 14 public attendee (15 but one was a repeat attendee using another zoom login).

Personal Information Removed

Comments Summary

Q = Questions

A = Answers

C = Comments

Please see zoom chat room screenshot in page 6-7

Meeting starts at 4:30pm – Welcome everyone

- Q1
- Personal Information Removed Information I
- Lisa said yes Α
- Personal Information Removed ask when did we start to develop Q
- Α Lisa said about 2 years ago, waited for OCP, did a preliminary application, 2<sup>nd</sup> one went through, preliminary approved a year ago

Thomas clarify preliminary application

- Personal Removed Information Removed Information Nerrowal Information Informat Q2 contacted old property manager Bill last year about retaining wall
- Thomas not sure yet about what to do about the wall, project hasn't been fully approved yet А
- Thomas ask<sup>Personal</sup> to send him concern about the wall and property line
- С Wendee reminded everyone to please be Respectful during the entire meeting.
- Personal Information Removed C1 said we should only have 8 units instead of 9 so property could have more visitor parking
  - resident at Hospital street typed "agree with parking" in zoom chat
  - typed "agree as well with parking" in zoom chat
- Personal Information Removed C2 resident at Hospital Street Comment he likes the development as there are more homes for new families Increase land use for maximum potential

C3	Personal Information Removed owner of <sup>Personal</sup> Keary works at hospital, and parking is an issue in the area, but largely because of the hospital, don't think changing from 9 units to 8 will solve the issue. Personal Information Removed comment it's a great project as the city doesn't have anything like this, there are no 3 bedroom, mid level houses for newer and smaller families, he also commented city is not affordable to new families.
С	Wendee comment city is aware city needs more housing, they are always looking into encouraging more housing.
C4	Paranal Memoderesident up the street on KearyComment driving and parking is always a problem because of the hospitalPersonal MemodeVestionationPersonal MemodePersonal MemodePersonal MemodePersonal MemodePersonal MemodePersonal MemodePersonal MemodePersonal MemodePersonal MemodePersonal MemodePersonal 
C5	Personal Information Removed lives in area, and want to translate for them. Personal Information said complex is great, more spaces, there is more community
Q3 A A	Personal Information Removed Thomas said it will be approximately 1 year Wendee said this will go to council in May, if council approve, then development permit
Q4 A Q A	Personal information Thomas talks about the development details including landscaping and tree preservation Personal information wants to know which tree, Thomas clarify Thomas continue to talk about development, parking, elevations, materials Thomas present project, including deck, landscaping, privacy, backyards.
Q5 A	Removed wants to talk about a questions that was send – Is there EV parking for public Thomas said not sure yet right now
Q6 A	Personal informati on Thomas said approximate a year from now, subject to approval

- Q7 Personal Information When will it be approved –
- A Wendee said public council meeting details in New West website
- Q Personal Information Removed What is timeline for the project Thomas about 1 year
- Q8  $\frac{Personal}{Information}$  ask What is the width of the driveway
- A Thomas: Show floorplan
- Q Personal Information What is the square footage of the townhouse
- A Thomas: Show floorplan
- Q Personal Information Removed Will there be a solid concrete wall
- A: Thomas: not determine yet
- Q Personal Information Removed What is plan for visitor parking
- A: Thomas: not determine yet
- Q9 Personal Information put her hand up, wants to know length of construction
- A Thomas: about 1 year.
- Q Personal Information Currently city construction on Keary What is construction time
- A Thomas: We don't know
- Q Personal Information Removed concern about construction noises
- A Wendee said there is a protocol about construction noises Wendee said this is managed by building department
- Q Personal Information wants to know about construction traffic
- A Lisa said heavy equipment is only brought in for first couple of months, and since we are Not going underground, it's faster
- A Personal Information commented on chat about construction noise as per city
- Q10 Personal Information Removed inquire about landscaping
- A Thomas clarify about landscaping

Personal Information Removed

talks about the neighbourhood in general, safety in surrounding area,

#### lighting.

- Q11 <sup>Personal</sup> Is a real estate agent, want to know timeline
- A Thomas talk about vote, permit, and construction
- Q12 Personal Information wants to know about property line,
- A Wendee said needs to talk to building department
- Q13 Personal Information Removed wants to know why there are no townhomes in this area?
- A Wendee talked about city planning
- Q14 Personal Information comment if this will go through?
- A Wendee said everything comply but it's up to city council
- Q15 Personal Information interested, want to upgrade her current living sizes, want to know prices

- A Thomas talked about sizes
- Q Personal Information wants to know about floorplans.
- A Thomas went through floorplans details.
- Q16 Personal Information wants to know if there are anymore future development
- A Wendee said check New Westminster website
- Q Personal Information wants to know about fire pit, if it's charcoal or gas
- A Thomas clarify
- Q17 Personal Induire about landscaping, choices of plants, trees, foliage.
- A Thomas clarify about lanscaping
- Q Personal Removed ask when will this be up for sale Thomas: not until at least after September, we have to get development permits, disclosure statements first. Personal Information can watch out for more details on sappertonliving.com
- Q18 Information Removed ask about smoking,
- A Lisa confirm this will be Strata rules

Several participants comments about the city in general, the neighbourhood, smaller housing opportunity, laneway houses.

Comments about virtual open houses, will this be the norm going forward. Wendee comments pro and con of virtual open houses

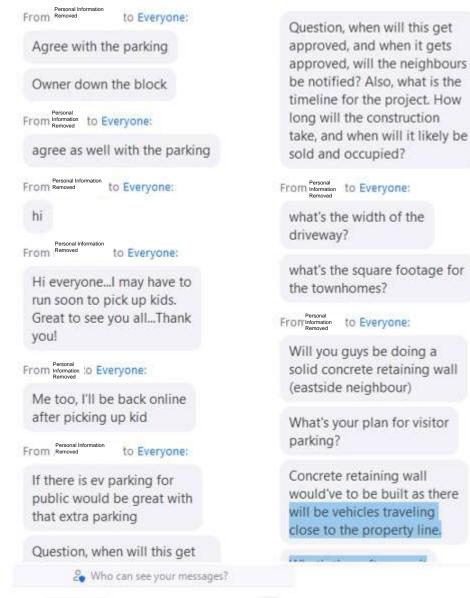
C6 In	Personal Information Removed	comments it's a good thing the houses Removed	are being developed but
		Personal Information Removed	

C7 <sup>Personal Information Removed</sup> comment there is a lot of bus stops along Keary, public transport well developed in surrounding area

Meeting Ended at 6:30pm – Goodbye to everyone

This meeting length and format was sufficient to provide all participants an opportunity to learn more, ask questions, and make comments they wish to inquire about the development. Participants ask the development team and City Planner a variety of questions, mostly related to parking, timeline of development, construction concerns and details of the development. They express explicit support for this project as they comment developing families and younger generations are all looking for townhouses in the area as an alternative to ever rising and expensive single-family house in the New Westminster area. They appreciate a better land use and more housing in the Sapperton area

#### Zoom Chat Screenshot – Page 1



To: Everyone 🛩

C File

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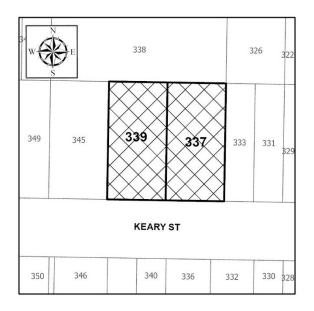
close to the property line. that is assuring to hear What's the soft per unit From Nazanin Esmaeili - City of ... to Everyone: 7am to 10pm https://www.newwestcity.ca/p lanning-building-and-8am to 8pm Monday to development/projects-on-Friday and Saturday is 9am to the-go брm plnpost@newwestcity.ca looks good From Removed to Everyone: Have a nice evening Jacob@jhrealestate.ca - I'm register as well but please put Times have changed now me in that list start time I believe is 7am From Removed to Everyone: From Removed to Everyone: Thanks for the info everyone! the design looks great and fit into the community. look From Nazanin Esmaeili - City of ... to Everyone: forward to it From Removed to Everyone: devfeedback@newwestcity.ca From Personal Information to Everyone: Glad excavation is minimal, that is assuring to hear Thank you everyone, it was really informative. Appreciate From Nazanin Esmaeili - City of ... to Everyone: it, good night https://www.newwestcity.ca/p lanning-building-and-

& Who can see your messages? C) File To: Everyone ~

Glad excavation is minimal,

Type message here...

## Map of 337-339 Keary Street



## Artist Rendition of the Building



Flyer

-1



#### Proposed Infill Townhouse Project at 337 & 339 Keary Street, New Westminster

We have submitted rezoning and development permit applications to build 9 infill townhouses. The proposed townhouse design is consistent with the Official Community Plan land use designation (Residential – Ground Oriented Infill Housing) and in keeping with the Infill Townhouses and Rowhouses Development Permit Area design guidelines. The property will be rezoned to a site-specific Completensive Development (CD) zone.

We are committed to proactively working with the Otyand licensed professionals to build quality homes that meet or exceed the requirements of the current building code and City bylaws.

To view more images of the proposed design and provide feedback via online survey, please visit our website:

www.sappertonliving.com

## SAPPERTON

#### Sapperton Living Virtual Open House

The homeowners & design team invite you to a scheduled Zoom meeting. The design team & homeowners will be available to review any aspects of the project & answer any questions you may have.

Date: February 7, 2022 from 430pm-830pm From: RS-1 – Single Detached Dwelling Districts Te: CD-96 Comprehensive Development District (337-339 Keary 3:) Project Name: Sapperton LMing Project Website: www.sappertonliving.com Online Survey: www.surveymonkey.com/h/D2W.219 New West Be Heard: www.behe.ardine.wwest.co Brealt: https://ppertonliving.@gmail.com Phone: 604-447-0221



New West Record THURSDAY, January 27, 2022 13

## Community

## School lunch program faces steep rise in costs

#### Julie MacLellan jmaclellan@newwestrecord.ca

Costs for the New Westminster school district's lunch program are twice as high as it budgeted for - but the school board is committed to keeping the

program going. The district works with Simply Foods to of-fer daily lunches in all elementary and middle schools through its Fuel Up program. Families receive a

monthly menu featuring a different selection of hot and cold options each day, and they can opt in to as many lunches as they choose. Full and partial subsidies are available when needed, but the majority of families pay full price for the meals - with 25 cents from the price of a small entrée and 50 cents from the price of a

the cost of subsidies. The goal is to provide stigma-free meals for everyone; students in a classroom don't know whose meals are subsidized and whose aren't

Over the past year, the district has seen a big increase in the number of families ordering meals - but the increase in fullprice meals hasn't been enough to cover the increase in subsidized orders.

large entrée going towards

"We're seeing a real increase in what this program is costing us," said Tanis Anderson, the district's vice-principal of early learning, during a presentation to the school board's education committee on Jan. 18.

In 2020, the district paid out \$10,839 in October, \$11,292 in November and \$7,541 in December

for subsidized meals. In the same months, families ordering full-price meals paid \$1,005, \$831 and \$320, respectively, towards subsidies

By 2021, the district's costs were up to \$18,468 in October, \$22,151 in November and \$14,751 in December. Family subsidies contributed \$1,408, \$1,531 and \$1,167 in the same months B.C. Dairy also offers

free dairy products for children receiving a subsidized lunch and reduced prices for everyone else on milk, milk alternatives, yogurt cups and parfails. Anderson said school staff make sure families who need the program get

connected to it. "Schools are so much more than these 9-to-3 buildings. These are community hubs; they do so much more than just ed-

ucate the child," she said. "We know that when kids are fed, they're better able to regulate their behaviour, they're better able to focus, they're bener able to tocus they're having less issues on the playground. ... It's just so important." Trustee Anita Ansari

said that, for some working parents, the program is a convenience when it comes to lunch planning but, for others, it's a ne cessity.

"Our community is really having a tough go around food security," An-sari said. "(The lunch program) is getting some of our families through this pandemic."

School board chair Gurveen Dhaliwal said the program has become increasingly important as more families in the city are struggling. "It really was the intent

of the program that no

### Want to help out?

If you'd like to help sup-port the Fuel Up program, you can make a donation

Visit newwestschools. schoolcashonline.com. Click on the cart, then Make a Donation. You can use the pull-down menu to direct your donation to the Fuel Up School Nourishment Program. Donations are tax-de-ductible, and receipts are provided.

child should ever be hun-gry," she said. "I want to make sure we're able to actually support this program and support the families of New West." Dhaliwal suggested the district might want to look

into ways of fundraising

to help offset the program costs.

Secretary-treasurer Bettina Ketcham said costs for the meal program come out of the Commu-nityLINK funding the district gets from the province for a variety of programs to support vulnerable students.

MM

This year, she said, the district set aside about \$100,000 of that money for the meal program, based on costs of about \$10,000 a month. Now, she said, it looks like actual spending will be closer to \$200,000 - which means the district's general operating budget will have to pick up the rest.

"In future years, the board will have to make some difficult decisions,' Ketcham said, adding the district will need to find "efficiencies" in other areas to cover those costs.







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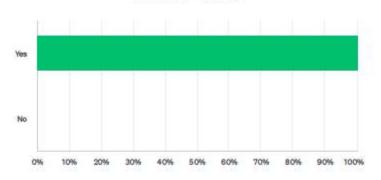
#### On-Line Survey results (survey closed on February 14, 2022 at 6:30pm)

337 + 339 Keary Public Feedback Survey

SurveyMonkey

### Q1 Are you a resident of New Westminster?

Answered: 17 Skipped: 0

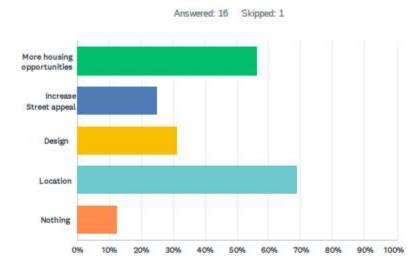


ANSWER CHOICES	RESPONSES	
Yes	100.00%	17
No	0.00%	0
TOTAL		17

## Q2 Which neighbourhood do you live in?

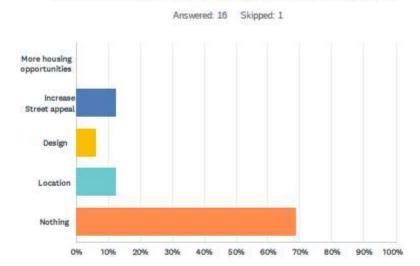
Answered: 16 Skipped: 1

#	RESPONSES	DATE
1	Sapptron	2/12/2022 7:38 PM
2	Sapperton	2/6/2022 12:03 PM
3	Glenbrook	2/2/2022 12:34 PM
4	Sapperton	1/29/2022 10:44 PM
5	Gienbrook North	1/27/2022 8:28 PM
6	Sapperton	1/27/2022 5:26 PM
7	Sapperton	1/27/2022 1:28 PM
8	Sapperton	1/26/2022 10:06 AM
9	Sapperton	1/25/2022 2:36 PM
10	sapperton	1/25/2022 1:45 PM
11	Sapperton	1/24/2022 10:08 PM
12	Sapperton	1/24/2022 10:05 PM
13	DT	1/23/2022 12:58 PM
14	Sapperton	1/22/2022 9:40 AM
15	Sapperton	1/21/2022 1:35 PM
16	Sapperton	1/21/2022 11:53 AM



## Q3 Tell us what do you like about the project

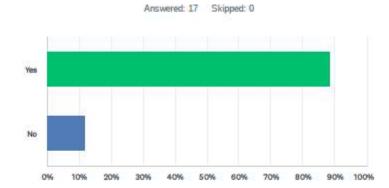
ANSWER CHOICES RESPONSES		
More ho	ousing apportunities 56.25%	9
Increase	e Street appeal 25.00%	4
Design	31.25%	5
Location	n 68.75%	11
Nothing 12.50%		2
Total Re	espondents: 16	
#	OTHER (PLEASE SPECIFY)	DATE
1	It will increase my property value	1/27/2022 5:26 PM
2	sapperton borders the ever-busy hospital and transit area yet there are only towers - we neer more townhomes with above ground parking included otherwise they get too expensive when there are elevators and underground parking	
3	Type of housing being proposed (townhouses)	1/21/2022 1:35 PM



### Q4 Tell us what do you not like about the project

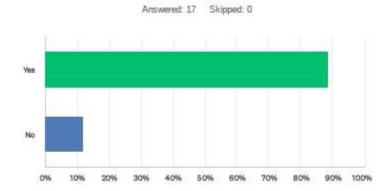
ANSWE	ER CHOICES	RESPONSES	
More ho	ousing opportunities	0.00%	0
Increas	e Street appeal	12.50%	2
Design		6.25%	1
Location	n	12.50%	2
Nothing	3	68.75%	11
TOTAL			16
#	OTHER (PLEASE SPECIFY)	D	ATE
1	I haven't viewed floor plans so can't comment. Price	will also be a consideration 2/	2/2022 12:34 PM

Q5 It is our intention to preserve as many trees as we can, as well as build new homes that are energy-efficient, so both aspects will be environmentally friendly. Would that be something you are in favor of?



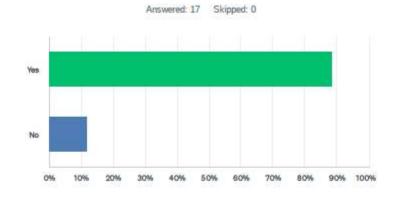
ANSWE	ER CHOICES RESPONSES		
Yes	88.24%		15
No	11.76%		2
Total Re	espondents: 17		
#	OTHER (PLEASE SPECIFY)	DATE	
1	Trees belong on City property. There should be no requirements to increase or maintai numbers on private property as they make it impossible to grow vegetables and maint garden	n tree 1/22/2022 9:40 AM ain a	

#### Q6 In general, do you support this type of ground oriented housing that are constructed on under-utilized lots among older existing properties?



ANSWE	R CHOICES	RESPONSES	
Yes		88.24%	15
No		11.76%	2
TOTAL			17
#	OTHER (PLEASE SPECIFY)		DATE
1	prefer this size of housing option over taller or to	owers	2/2/2022 12:34 PM

SurveyMonkey



## Q7 Do you support this project

ANSWE	R CHOICES	RESPONSES	
Yes		88.24%	15
No		11.76%	2
TOTAL			17
#	OTHER (PLEASE SPECIFY)		DATE
	There are no responses.		



Kelly Shih <kelly4470221@gmail.com>

#### 337 & 339 Keary DP Application

4 messages

Hi Monica,

Lisa & David Chan <lisadavid.chan@gmail.com> To: sappertonRA@gmail.com Cc:

Thu, Jan 20, 2022 at 7:00 PM

I was just informed by Removed that the email address for your association has changed. I'm resending the email I sent last week regarding our Development Permit application below. Please advise if I can send the finalized neighbourhood notification postcard, signage and newspaper ad to this email address.

Thanks!

Lisa Chan, MBA President Lanaca Properties Ltd.

Tel: 604-649-4670 862 Renfrew St Vancouver BC V5K 4B6



-- Forwarded message ------From: Lisa & David Chan <lisadavid.chan@gmail.com> Date: Sat, Jan 15, 2022 at 10:30 AM Subject: Re: Introduction To: McBride/Sapperton RA <mcbridesappertonra@gmail.com> Cc: Personal Information Removed

Thank you for the introduction Rnold!

Nice to e-meet you Monica and Dee! We are in the process of submitting our Development Permit for a 9 unit townhouse at 337-339 Keary St. We hope to have the neighbourhood notification postcard, signage and newspaper posting completed by next week and will forward more information as soon as it's ready. In the meantime, if you have any questions or concerns, feel free to call me anytime at the number below.

Thanks!

Lisa Chan, MBA President Lanaca Properties Ltd.

Tel: 604-649-4670 862 Renfrew St Vancouver BC V5K 4B6



On Fri, Jan 14, 2022 at 3:50 PM Personal Information Removed Hi Monica and Dee,

wrote:

CC'D in this email is my friend Lisa who is developing a property in Sapperton. She has a virtual open house coming up and wants to share it with the RA.

Please let her the best way for her to get you the information.

Warmly,

Personal Information Removed

Sapperton Residents' Association <sappertonra@gmail.com> To: Lisa & David Chan <lisadavid.chan@gmail.com> Cc: <sup>Personal Information Removed</sup> Sun, Jan 23, 2022 at 12:16 PM

Hi Lisa,

Thank you on behalf of the Sapperton RA for reaching out to us about your project.

At this time all of our meetings are virtual so we would be unable to share postcards, signage or newspaper postings with our membership; in normal times you would be able to distribute the postcards at the door.

From following the email thread it looks like you may be holding a virtual open house in the near future; if you'd like we can post details about that open house on our Facebook feed and via Twitter on your behalf after you send us the details.

We do have a meeting coming up on February 9th and will be having an executive meeting on the 2nd to set the agenda. I'm not certain if you have a short (10- 15 minutes) presentation ready, or if we would be able to add you to this upcoming meeting's agenda due to time constraints from other agenda items (we'd decide that on the 2nd). If your virtual open house is occurring after the 9th of February we can certainly alert our membership to the date and details by including the information on the agenda which is sent to the membership a few days before our meeting, and during the meeting if we can't allocate time for a presentation. You could then attend the next meeting which is April 13th. Regards,

Anita Riddell Sapperton RA [Quoted text hidden]

Lisa & David Chan lisadavid.chan@gmail.com> To: Sapperton Residents' Association <sappertonra@gmail.com> Cc: Personal Information Removed Wed, Jan 26, 2022 at 9:42 AM

Hi Anita,

Thank you so much for your response. Our virtual open house is scheduled for Monday, Feb 7th from 4:30 - 6:30. Here is the link to the project website... Sappertonliving.com

Since we already sent 350 postcards to residents in the area, I don't want to bother you to post on social media. There will be a public hearing coming up in March so I can notify you of that once the date is confirmed.

Thanks again for your support on our project and look forward to working together to build an inclusive, vibrant community!

Thanks!

Lisa Chan, MBA President Lanaca Properties Ltd.

Tel: 604-649-4670 862 Renfrew St Vancouver BC V5K 4B6



[Quoted text hidden]

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Page 313 of 628



Attachment 8 *City-led Consultation Summary* 



## NEW WESTMINSTER DESIGN PANEL

## **MINUTES – Extract**

Tuesday, January 11, 2022, 3:00 p.m. Meeting held electronically and open to public attendance Council Chamber, City Hall

### 5. <u>REPORTS AND PRESENTATIONS</u>

### 5.2 337 and 339 Keary Street – Rezoning Application and Development Permit for 9-unit Infill Townhouse Development

**Procedural Note:** Bryce Gauthier, BC Society of Landscape Architects (BCSLA) Representative, declared a conflict of interest and was not present for the discussion on this item. Caroline Inglis, Architectural Institute of BC (AIBC) Representative, assumed the role of Chair during his absence.

**Procedural Note:** There was no quorum for the discussion on this item.

Wendee Lang, Planning Analyst, reviewed the January 11, 2022 staff report and provided a presentation regarding a proposed rezoning application and Development Permit for a nine-unit infill Townhouse development.

Thomas Grimwood, Grimwood Architecture, provided a presentation entitled Keary Townhomes. Mr. Gauthier presented on the landscape portion but was not present for the ensuing discussion.

In response to questions from the Panel, Mr. Grimwood and Mr. Gauthier provided the following information:

- Tree number four will be retained;
- Artificial turf will likely be used in the dog relief area, with a drain; and
- A child with mobility issues should be able to access the playground. By keeping the slope under 5% it will also be wheelchair accessible.

The Panel provided the following comments in discussion about the proposal:

- The city needs more of these kinds of housing projects—good architecture and materials, and a great family-oriented development within five minutes of the Skytrain and all one's daily needs;
- Natural wood and brick are good quality materials, and the hardy board is a good complement to these. Recommend having an envelope consultant on board to ensure the materials are applied durably;
- Would prefer to have a lounge space as opposed to a dog relief area;
- Appreciate the effort to protect as many trees as possible, making it part of the design of the project;
- At the front, the turf area goes right to the edge of the building recommend another row of planting or shrubs;
- The location of the agriculture plot could be reconsidered for an area with more sun, and/or use shade-tolerant plants;
- Would like to see the wood material brought through in other aspects of the design like landscaping or architectural features;
- Consider adding a third colour to soften the gradient between the two different colours of paving stones; and
- Make sure there is a barrier-free path in the corner where the fire pit is located.

The Committee expressed its general support for the project to proceed.

**Procedural Note:** Mr. Gauthier returned following the discussion to Chair the remainder of the meeting.



Attachment 9 *City-led Consultation Summary*  **Project Report** 29 October 2020 - 11 April 2022

# Be Heard New West City 337 & 339 Keary Street



Highlights

MAX VISITORS PER

INFORMED AWARE VISITORS VISITOR

VISITORS

51

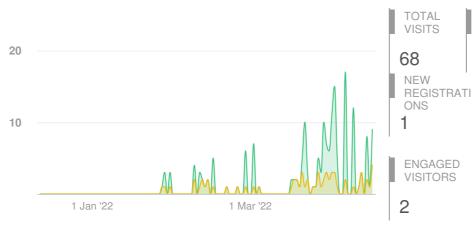
VISITORS

25

DAY

4

## **Visitors Summary**

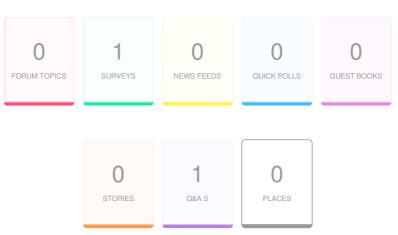


Pageviews

Visitors

Aware Participants 51		Engaged Participants		2	
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	51		i togiotor ou	0	, mongine ao
Informed Participants	25	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	1	1	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	22	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	22	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	2				

## ENGAGEMENT TOOLS SUMMARY



ТооІ Туре	ype Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Qanda	Do you have a question about 337 & 339 Keary Street?	Published	1	0	0	0
Survey Tool	337 and 339 Keary Street Comment Form	Published	5	1	1	0

## **INFORMATION WIDGET SUMMARY**



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	337 & 339 Keary Street - Drawing Package.pdf	13	13
Document	337 & 339 Keary Street - Architectural Drawing Set - March 2022.pdf	11	14
Document	337 & 339 Keary Street - Landscape Drawing Set - March 2022.pdf	10	12
Document	337-339 Keary St Council Report - January 10, 2022	2	2

## **ENGAGEMENT TOOL: SURVEY TOOL**

## 337 and 339 Keary Street Comment Form

Visitors 5	Contributors 2	CONTRIBUTIONS 2
------------	----------------	-----------------

#### No Graphs to show

Pro Tip:

The following types of questions are shown here as graphs.

Dropdown Type Question

Checkbox Type Question

Radio Type Question

Region Type Question

Number Type Question

Text based responses are not shown in this report.

Survey Responses

29 October 2020 - 11 April 2022

# 337 and 339 Keary Street Comment Form

# **Be Heard New West City**

Project: 337 & 339 Keary Street







 Respondent No:
 1

 Login:
 Personal Information Removed

 Email:
 Personal Information Removed

 Responded At:
 Apr 11, 2022 11:55:40 am

 Last Seen:
 Apr 11, 2022 17:58:59 pm

 IP Address:
 Personal Information Removed

#### Q1. Do you have any comments about the proposed project?

I really like this idea and I think it will make it possible for younger families to once again move into this neighbourhood.

Q2. Optional: Please share your postal code. New We

New Westminster, BC, V3L3L3



Email: Personal Information Removed

 Responded At:
 Apr 11, 2022 20:33:48 pm

 Last Seen:
 Apr 11, 2022 20:33:48 pm

 IP Address:
 n/a

#### Q1. Do you have any comments about the proposed project?

The proposed change in zoning to CD seems inappropriate for the area. While it is understood that the OCP permits townhouses the proposed density is approximately double what currently exists on Keary Street. The increased density demonstrates that this proposal is really a monetary opportunity where the units will be marketed and sold in the +/-\$1M range, so this is not about providing affordable or market rate housing. The off-street parking proposed would certainly not meet with the vehicular demand on the street which is already compromised by car share programs. With 9 vehicles proposed on-site and with the units being marketed to two income professionals, there is the potential for vehicle stacking on Keary Street at the end of the work day with everyone coming home from work at the same time and entering the single driveway that serves all 9 units. The remainder of the vehicles would park on Keary Street. The proposed front yard setback identified as 4.27m (proposed and permitted by CD zoning) is not congruent with the rest of Keary Street. And of course, matching the existing setback requirements for RS zoning would compromise the proposed centre drive way that serves the units at the North side of the site, so clearly this is also used as a means of increasing the density (proposed to be FSR 1.0) which again clearly demonstrates that this proposal is about maximizing profit potential as opposed to making a positive contribution to the visual landscape, built environment and local community.

Q2. Optional: Please share your postal code.

New Westminster, BC, V3L3L2

#### Wendee Lang

From:	Personal Information Removed
Sent:	Friday, February 4, 2022 2:17 PM
To:	Wendee Lang
Cc: Subject:	Personal Information Removed [EXTERNAL] 337/339 Keary and Personal Information Removed
Follow Up Flag:	Follow up
Flag Status:	Flagged

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

#### Greetings Wendee,

My name is <sup>Personal Information Removed</sup> and my neighbor is <sup>Personal Information Removed</sup>, we relatively live at <sup>Personal Information Removed</sup> Street.

We saw the 337/339 Keary project and wanted to express our support and appreciation that this neighborhood which is so close to amenities, transit and hospital, is considering more progressive and affordable housing projects.

We are also interested in doing a similar project to the 337/339 Keary project with our properties and would appreciate a moment of time to introduce ourselves and have a high level discussion prior to our submitting a concept for a pre-application review.

Kindly let us know a window of time next week when you're available and we'll promptly book ourselves into your calendar.

Regards,

Personal Information Removed

#### Wendee Lang

From:	Personal Information Removed
Sent:	Friday, March 11, 2022 10:33 AM
То:	Wendee Lang
Cc:	Gillian Day; Adrian McLeod; Personal Information Removed
Subject:	[EXTERNAL] RE: Questions Regarding Proposal Submitted for 337 & 339 Keary Street -
	Council/City Planning Department

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Wendy, thank you for your time to answer some of our questions. After days of back and forth and mauling the idea of 9 town homes and discussions on how the project will impact the neighborhood, in the future. We have decided to ask the City and Council to leave the community plan as is. We feel the look of the neighborhood and parking will be greatly impacted. Three new <u>homes</u>, built on Keary Street and one with a carriage home, look beautiful and have added a nice curb appeal. Esthetically, this is more appealing to our neighborhood. Yes, there is one 6 <u>plex</u> on Keary Street that was built in 1962. My understanding (talking to the long term owners who live next door) was built without consultation, and they are still sore about it.

We ask please keep our community plan the same.

Thank You for your understanding to this sensitive matter. Personal Information Removed

The content of this email is confidential and intended for the recipient specified in message only. It is strictly forbidden to share any part of this message with any third party, without a written consent of the sender. If you received this message by mistake, please reply to this message and follow with its deletion, so that we can ensure such a mistake does not occur in the future.

From: Wendee Lang
Sent: Wednesday, 9 March 2022 09:00
To: Personal Information Removed
Cc: Gillian Day; Adrian McLeod; Personal Information Removed
Subject: RE: Questions Regarding Proposal Submitted for 337 & 339 Keary Street - Council/City Planning Department

#### Good morning,

Thank you, <sup>Personal Information Removed</sup> email and for taking the time to express your questions and concerns regarding the proposed infill townhouse Rezoning and Development Permit applications for 337 and 339 Keary Street, and for your patience as I sought to provide a comprehensive response. All such feedback will be summarized and included in a report to Council as part of their deliberation in the next couple of months. For more information and to keep up to date about the project, please visit the project's Be Heard New West project page at: <u>https://www.beheardnewwest.ca/337-339-keary-st</u>

For ease of reading, I have grouped your questions into subheadings below. If you would like more detail on the proposed project, the current drawings are available on Be Heard New West at the link above. I will note that my answers reflect the current proposal, and that the applicant is making some revisions to the project based on what they have heard from the community. This means that some of the information may change, however these revised drawings will also be posted to the Be Heard New West project page in late March.

#### **Project Process: Rezoning and Development Applications**

Before diving into the project statistics, I just wanted to clarify that this project has not yet been approved. At this time, the property owner has submitted Rezoning and Development Permit applications for the proposed project. As the properties are currently zoned for single-detached housing, a change in zoning (rezoning) is required to allow a small townhouse development. A new zone would be created for this development, which would be considered by Council. A Development Permit is also required, which allows the City to review the proposed design and the project's overall fit for the neighbourhood. If Council chooses to approve the new zoning for the properties, and the Development Permit is issued by the Director of Climate Action, Planning and Development, the property owner would then apply for their Building Permit. Details relating to demolition (including the handling of hazardous materials), and construction would be determined during the Building Permit stage. Typically projects of this size do not involve multiple phases of construction.

The City does not influence the sale or marketing of projects for which permits are issued, and so unfortunately I am not able to answer your questions regarding those aspects of the project. Regarding information about the project's architect, as noted on the plans provided at the <u>Be Heard New West project page</u>, the property owner has selected Grimwood Architecture. More information on Grimwood Architecture can be found at <u>https://www.grimwood.ca/</u>.

#### **Proposed Project Statistics**

The project proposes nine, 3-bedroom townhouse units between 1,200 sq. ft. and 2,100 sq. ft. including the proposed garage areas. These units would be stratified and for sale. These types of units are considered to be friendly to families as they contain more than one bedroom, with bedrooms located on the top floor. Secondary suites are not permitted and only one kitchen is proposed per unit. As part of the Development Permit and Building Permit reviews, the proposed design is reviewed to prevent the creation of illegal suites.

The proposed density for the project is or 17,449 sq. ft. total (or 1.0 Floor Space Ratio), which is consistent with what the City anticipates for these types of small townhouse projects. The proposed units would be required to comply with the occupancy requirements in the Zoning Bylaw.

The City understands that the privacy of neighbouring properties is important and has expectations for how close buildings can be located to property lines (called setbacks). This project proposes larger side yard setbacks than expected by the City, with the intention of creating more breathing room between the proposed townhouses and neighbouring properties. The proposed setback to the rear property line is slightly smaller than the City typically expects, as this area usually accommodates parking. However, as parking for this project will be provided by parking pads and attached garages, a large rear yard setback for parking isn't necessary. As you've noted, fencing is also important to the privacy of residents and neighbours, and the project has proposed fencing along the sides of the property, and between the townhouse buildings and the side property lines.

Each property would have access to either front yard areas or rear decks and green space. Several shared outdoor areas are also proposed, including garden beds for residents, social areas, and a children's play space. The amount of greenspace proposed exceeds the City's expectation for this type of project. Regarding lighting, as part of the revised project drawings, the applicant will be providing more detail on the type and location of proposed lighting. This will be reviewed by the City to ensure lighting does not negatively impact neighbours.

The project does not propose signage for the development, aside from address plaques for individual units. These are not proposed to be illuminated.

#### Traffic, Parking and Lighting

The project proposes 9 parking stalls for residents and 1 parking stall for visitors, for a total of 10 parking stalls. Eight of the 9 parking stalls for residents would be in attached garages (large enough for one car), and 1 unit would have access to a parking pad. While I do understand that parking is an issue in this neighbourhood, the proposed vehicle parking proposed is consistent with the Zoning Bylaw parking requirements for infill townhouses. Bike parking for each unit would also be provided. As these units are less than 400 m. from Sapperton Skytrain Station and along the E. Columbia Street bus route, and in an area close to grocery stores, restaurants, and services, the City expects that people will use a variety of travel methods.

The driveway is proposed to be wide enough to accommodate two vehicles passing. Traffic calming devices are not proposed, however considering the short length of the driveway and its curve, speed is not anticipated to be a problem.

Typically the City does not require that small projects submit a traffic study unless there is a particular question that needs to be answered, and one has not been requested for this project. However, the project has been reviewed by the Transportation Department for any potential issues with the proposed parking and vehicle access design. The City has also confirmed that the units will be accessible to emergency responders. The hydro pole and fire hydrant would be relocated.

While the details of required improvements to Keary Street are still being determined, projects of this size are typically required to make improvements to the sidewalk, road, curbs and lighting.

#### Garbage and Recycling

The City requires that all residential properties use the recyclable and food scraps collection services provided by the City. Garbage would be collected by a private hauler. The project has proposed a combination of dumpsters and rolling bins for garbage, recycling and food scraps storage, all of which would be screened from view, as required by the City.

#### **Additional Studies**

Typically a school study is not required of small projects and has not been requested of this project. The City works with and consults with the School District to provide growth related projections based through the Official Community Plan for the purposes of School District use in their student projections and capital planning. Further, the School District is advised through the rezoning process of individual applications which include residential uses for their school planning needs.

#### Thank you,

**Wendee Lang** | Planning Analyst, Climate Action, Planning and Development C 604.240.6386 | E <u>wlang@newwestcity.ca</u>

This message including attachments, transmitted herein is confidential and may contain privileged information. It is intended solely for the person or entity to which it is addressed. Any review, retransmission, dissemination, taking of any action in reliance upon, or other use of this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please notify the sender and delete or destroy all copies.

We recognise 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.

From: Wendee Lang
Sent: Friday, March 4, 2022 5:03 PM
To: Personal Information Removed
Cc: Gillian Day <gday@newwestcity.ca>; Adrian McLeod <amcleod@newwestcity.ca>;<sup>Personal Information Removed</sup>
Personal Information Removed
Subject: RE: Questions Regarding Proposal Submitted for 337 & 339 Keary Street - Council/City Planning Department

Hi Personal Information Removed

Unfortunately several time sensitive issues have arisen this week, which have delayed my response to your questions. As I want to ensure I provide a comprehensive response, I will be following up with you next week.

Thank you for your patience.

**Wendee Lang** | Planning Analyst, Climate Action, Planning and Development C 604.240.6386 | E <u>wlang@newwestcity.ca</u>

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From: Wendee Lang Sent: Tuesday, March 1, 2022 9:28 AM To: Personal Information Removed Cc: Gillian Day <<u>gday@newwestcity.ca</u>>; Adrian McLeod <<u>amcleod@newwestcity.ca</u>>; <sup>Personal Information Removed Personal Information Removed Subject: RE: Questions Regarding Proposal Submitted for 337 & 339 Keary Street - Council/City Planning Department</sup>

Personal Information Removed

Thank you for taking the time to submit your questions and for your interest in the project. I will review these and provide you a response by the end of the week.

#### Thank you,

Wendee Lang | Planning Analyst, Climate Action, Planning and Development C 604.240.6386 | E <u>wlang@newwestcity.ca</u>

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From: Personal Information Removed
Sent: February 26, 2022 10:05 AM
To: External-Clerks <<u>Clerks@newwestcity.ca</u>>; Adrian McLeod <<u>amcleod@newwestcity.ca</u>>; <sup>Personal Information Removed
Personal Information Removed
Cc: Richard NagyPersonal Information Removed</sup>

**Subject:** [EXTERNAL] Questions Regarding Proposal Submitted for 337 & 339 Keary Street - Council/City Planning Department

Hi Adrian, I was forwarded your contact information from a neighbour. I would like to start off by mentioning the few neighbours I spoke with, all appear to support the proposal submitted by the developer of 337 and 339 Keary Street. Like any project when there's a positive change in the community there's always questions and concerns that arise.

Questions and concerns:

- Are there any conditions on the two properties being developed?
- Are the owners requesting variances on this project? If so what are those variances?

• What size buffers are required between properties?

• Is there a marketing plan (website, pre-sales)?

Will construction be completed in phases? If so what are the phases?

• What other projects has the design firm done? That we maybe able to reference.

• What will be the overall density of the development? What will be the maximum occupancy for the project.

• How many units are there (single family)? Will there be any additional internal suites made? Number of kitchens per townhouse is only 1? When the developer says the homes are single family dwelling how many occupants per house hold?

• What is the price point for the housing?

• What is the square footage of the units?

• 1 Townhouse will not have a built in garage, meaning they would be 1 parking stall on the property?

• What is the total number of visitor parking stalls on the property?

• Where the developer has stated the entrance/exit to the driveway, there is a firehyrant and a hydro/telus power pole. Where will they be relocated?

• Will the townhouses be for rental or for purchase?

• Is the owner retaining ownership of rentals?

What are the yard setbacks?

• We have established the townhouses are rear loaded and front loaded.

• The garages are for singlefamily homes and how many cars can park in the garage?

• Will there be a Strata or a Homeowners association?

• Has the developer done a study regarding the vehicles entering and exiting in the evening (when its dark) and if and how it will impact the neighbors?

• Has a traffic study been done?

• How much increased traffic do you expect?

• Will improvements be made to road, curbs and lighting on Keary street?

• Will the driveway be a one way or a multi-lane road?

• Will traffic calming devices be used in the driveway such as speedbumps to control speed entering and exiting the driveway?

• Can a Firetruck or Emergency vehicle enter and exit without any issues?

• Type of street lighting will be used in driveway? And will this impact the neighbor?

• Will recycling be available to residents? Will it be City or Private pick up?

• Will dumpsters or rolling bins be used for refuse?

• Will refuse containers be screened or hidden?

• Will fencing be constructed for security or privacy?

• How much greenspace will be included?

• Current the two homes on the two property will contain asbestos and other hazardous waste that will need to be carefully removed from the site? Is there and will there be a plan in place?

• Does the new development require signage in the front?

• How tall will the signs be & what materials will be used?

• Are the signs internally illuminated at night?

Has a school study been done?

What schools will be impacted

by the development?

• Will this cause overcrowding in the local schools?

To the best of my knowledge. The proposal submitted is for a total 9 townhouses to be constructed on 337 and 339 Keary. With 8 townhomes having a attached garage for parking. The 9th townhome does not have a garage and parking spot has been designated on the property. Our understanding is 1 parking spot has been designated for visitor parking?

If every home was to have 1 extra car that would be 9 extra vehicles having to park on Keary Street. This doesn't include any friends or family that will be visiting. That would also require street parking. Factor in all the neighbour's and if they have family and friends visiting, parking will definitely be a challenge.

A good solution would be build 8 Townhomes and this would allow the developer to create more parking on the property.

Thank You,

Personal Information Removed

The content of this email is confidential and intended for the recipient specified in message only. It is strictly forbidden to share any part of this message with any third party, without a written consent of the sender. If you received this message by mistake, please reply to this message and follow with its deletion, so that we can ensure such a mistake does not occur in the future.

#### Wendee Lang

From:External-Post Master - PlnSent:Monday, April 11, 2022 3:12 PMTo:Personal Information RemovedSubject:RE: [EXTERNAL] 337/339 Keary Street development

Hello Personal Information Removed

Thank you for your email and for taking the time to send us your feedback about the proposed infill townhouse development at 337 and 339 Keary Street. All feedback received will be summarized and included in a report to Council prior to the Summer.

While the proposed vehicle parking is consistent with the City's off-street parking regulation, this project also has access to great alternative transportation options. It is walking distance to many nearby amenities like Royal Columbian Hospital, shops and services along E. Columbia Street, Sapperton Park and Skwo:wech Elementary School. It is also walking distance to Sapperton SkyTrain station and local bus service, while being located on the Crosstown Greenway (and space for bike parking would be provided for each unit). All of these transit options, in addition to the limited space available for parking, are also consistent with the City's response to the climate emergency and transitioning to more trips within the city by more sustainable methods.

Regards,

Alex Altamura | Planning Assistant T 604-527-4532 | E aaltamura@newwestcity.ca

City of New Westminster | Climate Action, Planning and Development Department 511 Royal Avenue, New Westminster, BC V3L 1H9 www.newwestcity.ca

From: Personal Information Removed Sent: Thursday, April 7, 2022 10:13 AM To: External-Post Master - Pln <plnpost@newwestcity.ca> Subject: [EXTERNAL] 337/339 Keary Street development

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good day, there is a request to rezone the property at 337/339 Keary St from RS-1 to CD-96 turning 2 house lots into a 9 townhome development. The issue with this development proposal is the on-street parking, each unit in the proposal has one parking stall (garage) and for the entire complex there is only one visitor stall. The way I see it most families have two cars so there would probably be nine more cars parked on the street, even more if the garages are used for storage as most are.

I'd be all for this development if there was more off street parking and would like to hear how this will be dealt

with

Thank you, Personal Information Removed

# Hello Personal Information Removed

Thank you for taking the time to send us your feedback about the proposed infill townhouse development at 337 and 339 Keary Street. All feedback received will be summarized and included in a report to Council, tentatively scheduled for early May. The date of this Council meeting will be confirmed in the next week or so and posted on:

• The project's Be Heard New West project webpage – past Council reports, the current project drawings, and information on past public consultation activities can also be found on this page: <u>https://www.beheardnewwest.ca/337-339-keary-st</u>

• The Council meeting page, the agenda for which is posted on the Friday before the Monday Council meetings: <u>https://www.newwestcity.ca/city\_hall/council\_agendas\_meetings/council-meeting-agendas-reports-minutes</u>

Below I've provided some information related to your questions, which I've combined for ease of reading.

#### **Official Community Plan**

One of the most important things that the City is considering with regard to this proposal is its alignment with the Official Community Plan (OCP). The OCP designates both 337 and 339 Keary Street as residential "Residential – Ground Oriented Infill Housing" which allows for a range of different types of projects, from single detached houses, to townhouses. For infill townhouse projects, the City worked closely with the community and Council during the OCP process to develop design guidelines and expectations around density and parking. The goal was to ensure these projects fit into established neighbourhoods, while also providing a family-friendly type of housing that may be more achievable to own than a single-detached house. This project is consistent with the City's expectations for this type of housing.

#### **Project Process, Status, and Public Consultation**

At this time, the property owner has submitted Rezoning and Development Permit applications for the proposed project. As the two properties, 337 and 339 Keary Street, are zoned for single detached housing, a change in zoning (rezoning) is required to allow a small townhouse development. A new zone would be created for this project, which would be considered by Council. A Development Permit is also required, which allows the City to review the proposed design and the project's overall fit for the neighbourhood. The application is currently in its final stages and will likely be presented to Council for final consideration in May.

As part of this application, the property owner was required to host a virtual open house, online survey, and project webpage. The City also engaged with the community through the Be Heard New West project page, by email, and by gathering feedback through an online survey. While all public consultation activities for the project wrapped up earlier this month, you are welcome to write to Council to express your views on the project (see details on how to do so <u>here</u>). As noted above, all of the feedback received about the project will be provided in a report to Council, which is tentatively scheduled for early May and which will be posted on the Council report section City's <u>website</u>. Until this report is published, the <u>Be Heard New</u> West project page contains a summary of what we've heard and the applicant's response to feedback.

#### Parking

The Zoning Bylaw provides the parking requirements for infill townhouse projects. The proposed number of resident and visitor vehicle spaces are to the City's standard and consistent with Zoning Bylaw requirements. This project also has great access to alternative transportation options: it is walking distance to many nearby amenities like Royal Columbian Hospital, shops and services along E. Columbia Street, Sapperton Park and Skwo:wech Elementary School. It is also walking distance to Sapperton SkyTrain station and local bus service, while being located on the Crosstown Greenway (and space for bike parking would be provided for each unit). All of these transit options, in addition to the proposed parking spaces, are also consistent with the City's response to the climate emergency and transitioning to more trips within the city by sustainable methods.

Thank you,

# Wendee Lang | Planning Analyst, Climate Action, Planning and Development

#### C 604.240.6386 | E wlang@newwestcity.ca

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-----Original Message-----

From: Personal Information Removed

Sent: April 13, 2022 8:11 AM

To: External-Post Master - Pln <<u>plnpost@newwestcity.ca</u>>

Subject: [EXTERNAL] Development at 337/339 Keary Street

This Email is in regards to the development application for 337/339 Keary Street. I am a resident on Keary Street. I have a number of questions about the development.

The OCP says for RGO zoning the Purpose is: To allow a mix of ground oriented infill housing forms which are complementary to the existing neighbourhood character. Generally forms with a higher number of units are expected to be located on larger properties. Units can be attached, detached or a combination of the two.

1) please send me the report that outlines how a nine unit, two deep set of townhouses is complementary to the existing neighbourhood character. There is absolutely nothing on the street, that is anything like this. So I'd like the report on this to understand how it was justified

2) The OCP says forms with a higher number of units are expected to be located on larger properties. 4.5 units on a single lot is not complying with that statement. Please provide me with the report or documentation that justifies a significant, not just higher but significantly higher number of units on a single family lot is allowed

3) please send me all of the public consultation done to date. Including the percentage of the people in the area that were involved in the consulted.

4) send me the status of this development application.

5) send me the next dates for public consultation.

6) send me the date this goes to council and details on how we get on the agenda for that meeting

7) please send me the name of the person in charge of this file.

8) Send me the latest studies on the number of cars per household people have in new Westminster and how you determined the number of parking stalls that were reasonable to this development.

Thank you

Personal Information Removed

Sent from my iPad

# DATE: Friday, April 29th, 2022

# TO: WENDEE LANG CITY OF NEW WESTMINSTER Planning Analyst, Climate Action, Planning & Development

# CC ATTENTION: MAYOR JONATHAN COTÉ AND COUNCIL

# RE: <u>CD-96 COMPREHENSIVE DEVELOPMENT (337-339 KEARY ST)</u> <u>APPLICATION (PROJECT NAME: SAPPERTON LIVING)</u>

Good morning, Wendee Lang.

Thank you for your unexpected email response on March 11<sup>th</sup>, 2022. Unexpected because your response was to an unfinished and unedited draft about the <u>337 &</u> <u>339 KEARY STREET CD-96 COMPREHENSIVE DEVELOPMENT APPLICATION</u> that I accidentally emailed to the City's Planning Department on February 27<sup>th</sup>, 2022. After realizing the erroneous transmission, I immediately followed up with an email that clearly states:

" I accidentally sent you an email that I didn't finish typing and editing. Please erase and disregard that email.

I will be sending you an official email about that 337 & 339 Keary Street Residential Proposal in the next few days. Sorry for the inconvenience and thank you."

# Please consider <u>THIS EMAIL AS MY OFFICIAL RECORD REGARDING THIS MATTER</u> for the CITY OF NEW WESTMINSTER'S HONOURABLE MAYOR JONATHAN X COTÉ <u>AND COUNCIL</u> to consider before making a decision on this application.

First off, I would like to say that <u>I am for the FUTURE REDEVELOPMENT OF 337 &</u> 339 KEARY STREET UNDER THE COMMUNITY PLAN TRADITIONAL TO THE MAJORITY OF THE CURRENT NEIGHBOURHOOD STRUCTURES FOLLOWING THE SAME FRONT YARD SETBACK DISTANCE being EITHER...

...building a duplex with their own private driveways with parking garages on each lot...

... OR building single homes with their own private driveway and a rear carriage home on each lot.

# PAGE 2 OF 3

# As such, <u>I am NOT IN FAVOUR OF THIS CD-96 COMPREHENSIVE DEVELOPMENT</u> **APPLICATION to construct a 9 Townhome Complex on 337 & 339 KEARY STREET** for the following two reasons you commented on:

# **VEHICLE STREET PARKING:**

The City Planning Department *CANNOT GUARANTEE* that residents in each of these proposed townhomes on this Application will not have more than one vehicle. That's based on *INCORRECT assumptions and/or UNREALISTIC studies* because currently almost every household on Keary Street has either two or more vehicles. It's a complete fallacy to think current and future residents living in this fine neighbourhood either work in the area or are able to take transit to work. For myself, it's an average 45-60 minute drive to work and due to the nature of my employ, transit is absolutely not an option for me. ANOTHER CASE IN POINT, just within the last month, one new family who just moved into the Keary Street neighbourhood has a TOTAL OF 5 VEHICLES FOR JUST ONE HOUSEHOLD!!!

**OUESTION FOR MAYOR COTÉ AND COUNCIL:** 

Does the CITY ACTUALLY believe each of these 9 Townhomes will only have one vehicle per Townhome as proposed in this APPLICATION?

# **POTENTIAL ILLEGAL SECONDARY SUITES:**

During the last half of the APPLICANT'S FEBRUARY 7th, 2022 OPEN HOUSE ZOOM MEETING, the APPLICANT'S DEVELOPER erroneously suggested that the ground floor spare room with the hall washroom **COULD BE CONVERTED INTO AN IN-LAW SUITE**. She was told by the APPLICANT'S ARCHITECT, that "she was not suppose to say that".

**QUESTION FOR MAYOR COTÉ AND COUNCIL:** 

If this Application aets final approval, how can the CITY PREVENT AND GUARANTEE the potential future conversion of these Townhome Ground Floor Spare Rooms with an adjacent washrooms into an ILLEGAL SUITES?

LASTLY & AGAIN FOR THE RECORD, I am extremely keen for 337 & 339 Keary Street to be developed under a COMMUNITY PLAN that reflects the current surrounding structures in place (ie. Duplexes OR Single Home with rear Carriage on each lot).

# LIKEWISE AND AGAIN FOR THE RECORD, I DO NOT AGREE WITH THIS REZONING APPLICATION FOR 9 TOWNHOMES ON 337 & 339 KEARY STREET. THERE'S GENUINE CONCERN IN THE NEIGHBOURHOOD REGARDING THIS APPLICATION.

Lastly, *please send me the all information as to when and where to attend the City Council meeting on this 337 & 339 Keary Street Development Application.* 

Thank you and have a nice weekend.

Sincerely, Paulo Neves Personal Information Removed



Attachment 10 Engineering Servicing Memo



# Memorandum

To: Wendee Lang, Planning Analyst

Date: April 8, 2022

From: Christian Medurecan, Engineering Technologist

File: PRJ-009358 Reference: DRF00237

Subject: OFF-SITE WORKS AND SERVICES REQUIREMENTS FOR 337 & 339 KEARY STREET – DP000925, REZ00217.

We are responding to the application as referenced above dated August 31, 2021 for the proposed Townhouse Development.

Please be advised that staff have completed a review of the project and identified the following details that will need to be addressed as part of this application:

- 1. The applicant shall, at a minimum, be aware of, or familiarize themselves with the following documents and plans:
  - Subdivision and Development Control Bylaw
  - Tree Protection and Regulation Bylaw
  - Erosion and Sediment Control Bylaw
  - Street and Traffic Bylaw
  - Master Transportation Plan
  - Sapperton/Massey-Victory Heights Transportation Plan
- 2. Consolidation of the lands (337 and 339 Keary Street) to form one single parcel of land.
- 3. Relocation of the exiting Power Pole to accommodate the proposed driveway to the subject property. Please contact Marc Rutishauser in the City's Electrical Operations Department at (604) 524-4533 to initiate these works.
- 4. Provision of a suitably sized on-site Oil and Grit Separator for the treatment of on-site storm water prior to discharging into the City's storm sewer system.
- 5. On-site storm sewer water management will be required to limit the post development flow to pre-development flow. The on-site works shall be designed in accordance with the City's Integrated Storm Water Management Plan.
- 6. All site drainage works shall be designed and constructed in accordance with the City's Erosion and Sediment Control Bylaw 7754, 2016. The developer shall retain a qualified

professional to ensure that the design and implementation of the erosion and sediment controls meet the requirements outlined in the Bylaw.

- 7. All existing trees are to be protected in accordance with the City's Tree protection and Regulation Bylaw No. 7799, 2016 and any trees identified for removal will need to have a permit approved and in place prior to removal.
- 8. Payment of a **\$15,000.00** deposit towards the estimated cost of relocation, by City Crews, of the existing fire hydrant approximately 4.25m east of its current location on Keary Street.
- 9. Payment of a flat fee in the amount of **\$5,850.00 (\*per ex. Lot\*)** plus GST for capping at the main, by the City, of all existing sewer and water service connections not for reuse.

#### **OFF-SITE WORKS AND SERVICES**

10. Under the City of New Westminster Subdivision and Development Control Bylaw No. 7142, 2007 and amendments thereto, the Developer for the above noted property is required to enter into a Works and Services Agreement with the City addressing all off-site servicing requirements. The off-site services will be identified during the detailed development review and will be required prior to issuance of a Building Permit. These works could include but may not be limited to the following generally described servicing:

#### **ROAD WORKS**

The subject site is bounded by Keary Street to the south. According to the City's Master Transportation Plan (MTP), Keary Street is classified as a local road.

#### **Keary Street**

- 10.1. Reconstruction of the Keary Street frontage complete with new sidewalk, curb and gutter, trees, landscaping (including drainage and irrigation), street lighting, underground electrical and telecommunication servicing. Keary Street shall be reconstructed up to road centerline based on the following minimums:
  - Reconstruction of the existing road structure shall be based on the analysis of a Benkelman Beam Test, or other approved method, carried out on the existing road which is to be upgraded. If the test results are proven satisfactory, the minimum requirement shall be a mill and overlay.
  - 1.8m wide sidewalk clear of obstructions
  - 5.50m wide maximum driveway letdown

#### Vehicle Site Access and Circulation

- 10.2. All proposed vehicular access for the development shall be from Keary Street.
- 10.3. All vehicle access requirements shall meet City Bylaw specifications including minimum clearances from intersections, utilities, trees, sidewalks, etc.
- 10.4. Driveway access must meet Design Criteria 8.2.7 specifications for landing area and grades.
- 10.5. Driveway access and design must meet view corridor requirements for sightlines at the parkade entrance as per Design Criteria 8.3.3.

#### UNDERGROUND UTILITIES

#### Water

10.6. Provision of an adequate single water service connection for the development satisfying the fire and domestic demands complete with a suitable water meter with backflow protection. Size and location to be determined by the Developer's consulting engineer and approved by the City. Existing infrastructure which is undersized or not capable of handling the post development flows shall be upgraded at the developer's expense.

#### Sanitary

10.7. Provision of an adequate single sanitary sewer service connection for the development complete with a manhole or inspection chamber at property line. Size and location to be determined by the Developer's consulting engineer and approved by the City. Existing infrastructure which is undersized or not capable of handling the post development flows shall be upgraded at the developer's expense.

#### Storm

10.8. Provision of an adequate single storm sewer service connection for the development complete with a manhole or inspection chamber at property line. Size and location to be determined by the Developer's consulting engineer and approved by the City.

#### Electrical and Telecommunication

- 10.9. All costs associated with the design and conversion of the existing overhead electrical and telecommunication utilities on the roadways adjacent to the site with an underground system for the development. Please contact Marc Rutishauser in the City's Electrical Operations Department at (604) 524-4533 for electrical servicing details. Contact Telus and Shaw directly for telecommunication servicing details.
- 10.10. City communication conduit shall be provided in accordance with the City's Intelligent City Design requirements as it pertains to the Fiber Optic Network and Street Lighting Design. Please contact Phil Kotyk, Fiber Network Operations Manager at (604) 527-4641 for City communication servicing details.
- 10.11. All costs associated with the design and construction of gas servicing for the development. Please contact Fortis BC directly for servicing details.
- 10.12. All third party utility construction drawings shall include the Civil Design Drawings base plan and must be submitted to the City's Engineering Services Division for review and approval. The Developer's consulting engineer shall ensure that the design of all third party utilities have been coordinated with the Civil Design Drawings. Coordination of the drawings must be completed prior to issuance of the Works and Services Agreement.

#### STREET LIGHTING

10.13. Roadway lighting for all street frontages shall be provided and upgraded for safety and to produce accurate and comfortable night time visibility using energy efficient lighting such as LED. Design of roadway lighting shall be in accordance with the City of New Westminster Design Criteria Section 6 and the MMCD (Platinum Edition) Design Guidelines Section 6.0 Roadway Lighting (for LED).

#### **BOULEVARD TREES**

10.14. The boulevards shall be prepared for Boulevard Trees complete with a 900mm, New Westminster Planting Blend or approved equal, growing medium for the full width of the boulevard, including drainage and irrigation. Boulevard landscaping and irrigation shall be provided in suitable location to the satisfaction of the Parks Department. If adequate soil volume is not achievable, provision shall be made for soil cell technology or any other approved method to achieve the specified soil volume. For further information, please contact Sylvain Martel, Senior Arborist at (604) 524-4625 or smartel@newwestcity.ca.

- 11. The preparation of detailed design drawings by a qualified Professional Engineer for the offsite works and services to the satisfaction of the City and in accordance with the City's Design Criteria, Supplemental Specification and Detail Drawings, and Master Municipal Construction Documents. The engineering design drawings for the proposed works may include the following plans:
  - Road works
  - Storm drainage collection facilities
  - Sanitary sewer collection facilities
  - Water distribution facilities
  - Street lighting
  - Boulevard preparation for trees, irrigation and drainage
  - Topographical and lot grading plans
  - Erosion and sediment control plans
  - Electrical power supply and distribution facilities
  - Telecommunication servicing plans
  - Gas facilities
- 10. Under the Works and Services Agreement with the City, the Developer must address the following requirements:
  - 10.1. Employment and retention of a Professional Engineer to prepare and seal the design drawings; to provide a Resident Engineer for inspection of all design and construction related problems; to prepare, certify and seal "As Constructed" drawings, including landscape & irrigation drawings and to certify that all materials supplied and works performed conform to City standards as contained within the Subdivision and Development Control Bylaw and/or the Master Municipal Construction Documents.
  - 10.2. The Developer will be required to post a security deposit for 120% of the estimated construction cost, including contingency, of the off-site servicing works including GST. The security deposit shall be in the form of an Irrevocable Letter of Credit or Cash Deposit. The security deposit will be reduced once the off-site works are completed to the satisfaction of the City less a 10% holdback. Upon issuance of a Certificate of Completion by the City, the 10% security deposit will be held for a two year maintenance period.
- 11. The following payments and deposits shall be paid at the time of execution of the Works and Services Agreement:
  - 11.1. Payment to cover the cost of preparing the Works and Services Agreement, currently **\$1,960.00** plus tax;

- 11.2. Payment of **four percent** (4%) of the estimated construction costs to cover engineering and administrative costs incurred by the City;
- 11.3. Under the Works and Services Agreement the Developer will be required to pay a **\$5,000.00** deposit to cover any charges for emergency works and signage.
- 11.4. Payment of a fee **(\$650.00 plus tax per Tree)** towards the cost to the City for selecting, purchasing, installing, establishing and maintaining Boulevard Trees.
- 12. Signing of a latecomer waiver clause.
- 13. Submission of any easement or right of way documents required by the City in relation to the proposed development.
- 14. The following charges shall be paid at the time of Building Permit Issuance:
  - 14.1. Payment of applicable Greater Vancouver Sewerage & Drainage District (GVS&DD) Development Cost Charges in accordance with Bylaw 187, 1996 and amendments.
  - 14.2. Payment of applicable New Westminster Development Cost Charges in accordance with Bylaw 7311, 2009 and amendments.
  - 14.3. Payment of applicable School Site Acquisition charges in accordance with School District #40 Capital Bylaw No. 2008-1.
  - 14.4. Payment of applicable Regional Transportation Development Cost Charges in accordance with Bylaw No. 124-2018.

Should you have any further questions or concerns please do not hesitate to contact me directly at (604) 636-4463.

Thank you,

Maly

Christian Medurecan, CTech, CPWI-2, BC-CESCL Engineering Technologist

cc L. Leblanc, Director, Engineering Services E. Wat, Manager, Infrastructure Planning C. Dobrescu, Utilities and Special Projects Engineer

G. Otieno, Infrastructure Engineer

M. Anderson, Acting Manager, Transportation

E. Mashig, Manager, Horticulture Services and Parks and Open Space Planning

M. Rutishauser, Acting Manager, Elec. Engineering, Design & Planning, Electric Utility

P. Kotyk, Fiber Networks Operations Manager

S. Trachta, Manager, Inspections, Development Services – Building & Plumbing planreview@newwestcity.ca

#### CORPORATION OF THE CITY OF NEW WESTMINSTER ZONING AMENDMENT BYLAW (337 & 339 KEARY STREET) NO. 8324, 2022

#### A Bylaw to Amend Zoning Bylaw No. 6680, 2001

WHEREAS the Local government Act authorizes a municipality to zone areas of land and to make regulations pursuant to zoning,

WHEREAS the Council has adopted a zoning bylaw under Part 14 of the *Local Government Act*, and wishes to amend the bylaw,

THE CITY COUNCIL of the Corporation of the City of New Westminster, in open meeting assembled, ENACTS AS FOLLOWS:

- 1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw (337 & 339 Keary Street) No. 8324, 2022."
- 2. The Lands that are the subject of this bylaw are shown as outlined in bold on the map attached to this bylaw as Schedule B, and are referred to in this bylaw as the "Subject Lands",
- 3. Zoning Bylaw No. 6680, 2001 is amended by:
  - a) Adding as a new section, to be numbered section 1096, the regulations attached to this bylaw as Schedule A.
  - b) Changing the zoning designation of the Subject Lands from "Single Detached Residential Districts (RS-1)" to "Comprehensive Development District (337 & 339 Keary Street) (CD-96)"; and,
  - c) Updating the Zoning Map annexed as Appendix "A" to Zoning Bylaw No. 6680, 2001 to record this zoning change.

GIVEN FIRST READING this9th	day ofMay	, 2022.	
GIVEN SECOND READING this	day of <u>May</u>	, 2022.	
GIVEN THIRD READING this <u>30th</u>	day ofMay	, 2022.	
THIRD READING RESCINDED this	day of	, 2022.	
SECOND READING RESCINDED this	day of	, 2022.	
FIRST READING RESCINDED this	day of	, 2022.	
Public Hearing not held, notice published _	and	, 2022.	
GIVEN FIRST READING this	day of	, 2022.	
GIVEN SECOND READING this	day of	, 2022.	

Page 350 of 628

GIVEN THIRD READING this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

ADOPTED this \_\_\_\_\_\_ day of \_\_\_\_\_, 2022.

MAYOR JONATHAN X. COTE

JACQUE KILLAWEE, CITY CLERK

Comprehensive Development Districts (337 & 339 Keary Street) (CD-96)

# 1096 Comprehensive Development District (337 & 339 Keary Street) (CD-96)

1096 .1 The intent of this district is to, in combination with the design guidelines for infill townhouse and rowhouse within the Official Community Plan, allow infill townhouses and rowhouses which integrate well into existing single detached residential neighbourhoods.

# **Permitted Uses**

1096 .2 The following principal and accessory uses are permitted in the CD-96 zoning district. For uses accompanied by a checkmark, there are either Use Specific Regulations in the Conditions of Use within this zoning district or within the General Regulations or Special Conditions Sections of this bylaw.

Permitted Principal Uses	Use Specific Regulations
Single unit residential use;	✓
Multiple dwellings;	
Permitted Accessory Uses	Use Specific Regulations
Uses accessory to any permitted <i>principal uses</i> ;	
Home based businesses;	$\checkmark$

# **Conditions of Use**

1096 .3 A single detached dwelling shall conform to the regulations in the NR-2 zoning districts for lots located east of Eighth Street and north of Sixth Avenue, otherwise they shall conform to the regulations in the RS-2 zoning district.

# Density

1096 .4 The floor space ratio for the principal buildings shall not exceed 1.00.

# **Principal Building Height**

1096 .5 All principal buildings and structures shall not exceed a height of 10.67 metres (35 feet) as measured from averaged, existing grade at the four corners of the building to the highest point of the building

# **Detached Accessory Building Regulations**

- 1096 .6 Detached accessory buildings:
  - a) shall not cover more than fifteen percent (15%) of the site area;
  - b) shall not exceed one *storey*;
  - c) shall not be located in the required *front yard*;
  - d) shall not exceed 3.6 metres (12 feet) measured from the finished floor to the highest point of the building;
  - e) shall not be enclosed on more than two sides, excluding the roof;
  - f) shall not have dormers;
  - g) shall not be located closer than 1 metre (3.28 feet) from the *principal building(s)*;
  - h) in the case of a carport, where the vehicle entry faces the *lane*, shall not be located closer to a *lane* than 6.71 metres (22 feet), less the width of such a *lane*; and,
  - i) shall not be located closer than 4.57 metres (15 feet) from the corner of a *site* at an intersection of streets, at the intersection of lanes or at the intersection of a street and a *lane*.

# **Off-Street Parking and Loading Requirements**

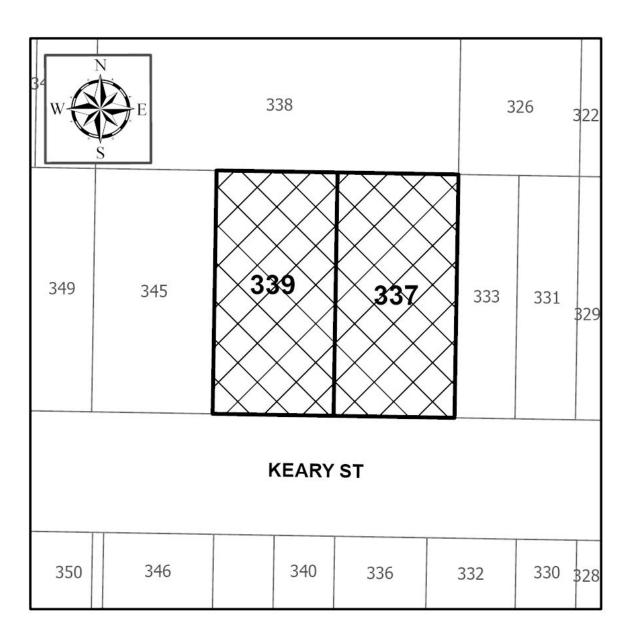
- 1096 .7 Off-street parking shall be provided in accordance with the Off-Street Parking Regulation section of this Bylaw except:
  - a) parking shall not be permitted in the *front yard*;
  - b) where a site abuts a *lane* 12 feet (3.66 metres) or more in width, all parking access is required from that *lane*;



- c) where a site abuts a lane less than 12 feet (3.66 metres), or does not abut a lane, parking access may be provided by one driveway from a *street* if that driveway is not less than 9 feet (2.74 metres) nor more than 18 feet (5.49 metres) in width;
- d) one off-street loading space shall be required per *site*; and
- e) notwithstanding the requirements in (d), the required off-street loading space may be shared with a visitor parking space provided a restrictive covenant is registered on title to the property, to the satisfaction of the *Director of Engineering*, to ensure the shared loading and visitor *parking spaces* are reserved and maintained for the uses for which they are required
- 1096 .8 The Locked-in Lot provisions in Section 170.1 of the Zoning Bylaw shall apply, except where existing adjacent lots meet the following:
  - i. Has a minimum site area of 557.40 square metres (6,000 square feet) or greater; and,
  - ii. Has access from a lane with a minimum width of 4.87 metres (16.0 feet), or is a corner lot.

#### Schedule B to Zoning Amendment Bylaw No 8324, 2022

# Area to be Rezoned to Comprehensive Development District (337 & 339 Keary Street) (CD-96)





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

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Emilie K. Adin, MCIP Director, Climate Action, Planning and Development	File:	REZ00223 DPU00065
		Item #:	2022-545

# Subject: Zoning Bylaw Text Amendment for Secured Market Rental Housing: 616-640 Sixth Street – Comprehensive Report

#### RECOMMENDATION

**THAT** the application to amend the text of the Comprehensive Development zoning of 616-640 Sixth Street be considered and no Public Hearing held, in accordance with the *Local Government Act.* 

**THAT** notification be circulated in accordance with the *Local Government Act*.

**THAT** First, Second, and Third Readings of Zoning Amendment Bylaw No. 8348, 2022 be rescinded.

#### PURPOSE

To request that: 1) the application to amend the text of the Comprehensive Development zoning of 616-640 Sixth Street be considered and no Public Hearing held, in accordance with the *Local Government Act*; 2) notification be circulated in accordance with the *Local Government Act*; and, 3) First, Second and Third readings of Zoning Amendment Bylaw No. 8348, 2022 be rescinded.

#### EXECUTIVE SUMMARY

Recently, the properties at 616 and 640 Sixth Street were sold. Prior to the sale, the City had approved an application for rezoning and issued a subsequent Development Variance Permit to allow a 29 storey, mixed-use development consisting of 237 secured market rental units with retail at grade fronting Sixth Street.

Under the new ownership, an application to amend the text of the Comprehensive Development (CD) zoning of the site has been received by the City. The proposal is to generally maintain the previously approved site plan, with the following key revisions:

- Increase in the number of market rental housing units from 237 to 338 (increase of 101 units);
- Increase in density from 6.46 FSR to 7.41 FSR (increase of 0.95 FSR);
- Increase in the maximum tower floorplate size by 8.9%, from 689 square metres (7,414 square feet) to 750 square metres (8,073 square feet);
- Increase in the height of the podium from three to four storeys, with the proposed fourth storey being set back 3 metres (10 feet); and,
- Decrease in the off-street parking from 313 to 271 parking stalls.

In addition to the revisions above, the applicant has proposed the inclusion of the following:

- 10 below-market rental units;
- 46.4 square metres (500 square feet) of below-market commercial space for lease by a non-profit organization; and,
- A Transportation Demand Management (TDM) Strategy.

Remaining unchanged from applications previously approved by Council:

- The proposed building height;
- At-grade retail along Sixth Street;
- Publicly accessible plaza at Sixth Street and Seventh Avenue;
- Off-site improvements; and
- A Voluntary Amenity Contribution that had been provided to the City in 2019 as a secured condition of a prior rezoning application.

The proposal supports Council's affordable housing and economic development priorities, and the proposed density is consistent with the Official Community Plan land use designation for the site. The applicant has agreed to limit all residential units to rental tenure, using Residential Rental Tenure Zoning as an amendment to the current CD-80 zone. Staff are advising Council to rescind the existing Housing Agreement Bylaws in order to be able to remove the housing agreements and their amendments from title. Operation and maintenance of the secured market and below-market units will be secured through a combination of zoning and another agreement which will be registered to title prior to issuance of a Development Permit (DP).

Given the project's alignment with key Council priorities, the application has been processed under a constrained timeline, and more fulsome consideration of the DP application would occur following adoption of the Bylaw. As such, there are a number of unresolved items outlined within this report, the resolution of which would be secured as conditions of a no build covenant that would be registered on title prior to Council's consideration of adoption.

Staff recommends Council consider the application to amend the text of the Comprehensive Development zoning of 616-640 Sixth Street and no Public Hearing held, in accordance with the *Local Government Act*, given the following:

- Project is consistent with the City's Official Community Plan and exceeds the requirements of the Secured Market Rental Housing Policy;
- Project is strongly aligned with Council priorities in that it is a mixed-use, 100% secured market rental building with 10 below-market units in a highly walkable and transit-central location;
- Project has gone through two previous public processes through the original Rezoning application in 2019 and consideration of the Development Variance Permit in 2020;
- It is the first high-density development of its kind in New Westminster to secure rental housing via rental tenure in perpetuity, rather than for 60 years or the life of the building; and,
- There has been no significant opposition expressed during applicant-led engagement events for the current application and several letters of support for the application have been received, including a letter from the Uptown Business Association of New Westminster (Attachment 5).

This rezoning application was initially put before Council for a waived public hearing on June 13, 2022. It received Third Reading on June 30, 2022. The City in June 2022 realized that it has made an administrative error in the timing of the public notifications due to changes in the *Local Government Act*. To correct this error, the City is repealing all three readings of the bylaw and this report is placed before Council to begin the new approval process. This process will correct the administrative error, and no changes have been made to the content of the zoning bylaw, or the proposed project. Given this, the City is not requiring the applicant to complete any additional steps in the rezoning process, as all required steps were completed previously.

# **ADOPTION REQUIREMENTS**

A number of items that would form adoption requirements have been identified throughout this report, and have been summarized in Attachment 8.

# **OPTIONS**

The following options are provided for Council's consideration:

- 1. That the application to amend the text of the Comprehensive Development zoning of 616-640 Sixth Street be considered and no Public Hearing held, in accordance with the *Local Government Act*.
- 2. That notification be circulated in accordance with the Local Government Act.
- 3. That First, Second, and Third Readings of Zoning Amendment Bylaw No. 8348, 2022 be rescinded.

4. That Council provide staff with alternative direction.

Staff recommends Options 1, 2, and 3.

# ATTACHMENTS

Attachment 1: Staff Memo

- Attachment 2: Zoning Amendment Bylaw (616 and 640 Sixth Street Text Amendment) No. 8348, 2022
- Attachment 3: Drawing Package and Applicant's Design Rationale
- Attachment 4: Background Information
- Attachment 5: Applicant-led Consultation Summary and Response
- Attachment 6: Extract of May 24, 2022 New Westminster Design Panel (NWDP) Meeting Minutes
- Attachment 7: Engineering Servicing Memo
- Attachment 8: Adoption Requirements

# **APPROVALS**

This memo was prepared by: Wendee Lang, Development Planner

This memo was approved by:

Emilie K. Adin, A/Manager and Director of Climate Action, Planning and Development Lisa Spitale, Chief Administrative Officer



Attachment 1 Staff Memo



# MEMO Climate Action, Planning and Development

То:	Emilie K. Adin, MCIP Director, Climate Action, Planning and Development	Date:	July 11, 2022
From:	Jackie Teed, Senior Manager, Climate Action, Planning and Development	File:	REZ00223 DPU00065
		Item #:	[Report Number]

# Subject: Zoning Bylaw Text Amendment for Secured Market Rental Housing: 616-640 Sixth Street – Comprehensive Report

## RECOMMENDATION

Staff recommends that the Director forward this memo and the following resolution to Council for consideration:

**THAT** the application to amend the text of the Comprehensive Development zoning of 616-640 Sixth Street be considered and no Public Hearing held, in accordance with the *Local Government Act.* 

THAT notification be circulated in accordance with the Local Government Act.

**THAT** First, Second, and Third Readings of Zoning Amendment Bylaw No. 8348, 2022 be rescinded.

# **PURPOSE**

To request that: 1) the application to amend the text of the Comprehensive Development zoning of 616-640 Sixth Street be considered and no Public Hearing held, in accordance with the Local Government Act; 2) notification be circulated in accordance with the Local Government Act; and, 3) First, Second and Third readings of Zoning Amendment Bylaw No. 8348, 2022 be rescinded.

## BACKGROUND

#### **Council Consideration**

This rezoning application was initially put before Council for a waived public hearing on June 13, 2022. It received Third Reading on June 30, 2022. The City in June 2022 realized that it has made an administrative error in the timing of the public notifications due to changes in the Local Government Act. To correct this error, the City is repealing all three readings of the bylaw and this report is placed before Council to begin the new approval process. This process will correct the administrative error, and no changes have been made to the content of the zoning bylaw, or the proposed project. Given this, the City is not requiring the applicant to complete any additional steps in the rezoning process, as all required steps were completed previously.

#### Land Use and Planning Committee Review

The application was presented to the Land Use Planning Committee (LUPC) on March 28, 2022 for discussion and feedback. The Committee passed the following motion, and endorsed the proposed application review process:

THAT the Land Use and Planning Committee instruct staff to advise the applicant that their application proceed to next steps with the proposed 750 square metres (8,073 sq. ft.) tower floor plate, four storey podium, and 29 storey tower as outlined in the March 28, 2022 report titled, "Rezoning and Development Permit (616-640 6th Street) – Preliminary Report."

The minutes of this meeting are available at the City's website: <u>https://pub-newwestcity.escribemeetings.com/FileStream.ashx?DocumentId=6641</u>

#### **Policy and Site Context**

The application is consistent with the Official Community Plan (OCP) land use designation of "Mixed Use – High Rise." The lots are zoned Comprehensive Development District (616-640 Sixth Street) (CD-80). A text amendment to the site's existing zoning is required to permit the proposed form of development. Additional policy and background information is included in Attachment 4.

#### **Previous Applications**

#### Previously Approved Rezoning, Housing Agreement, and Development Variance Permit

Zoning Amendment Bylaw No. 7997, 2019 was approved by Council on October 7, 2019. The Rezoning application changed the subject property to a new Comprehensive Development (CD) zone, and permitted a 29 storey, mixed-use development with a total FSR of 6.46, at-grade commercial space, 142 strata units, and 95 secured market rental

units. The rental units were secured by Housing Agreement Bylaw No. 8131, 2019, adopted by Council on September 20, 2019 and registered on title.

A Development Variance Permit (DVP) was approved by Council on December 14, 2020. The DVP facilitated conversion of all previously approved residential units to 100% secured market rental, and permitted variances to increase the maximum tower floorplate from 650.5 square metres (7,000 square feet) to 689 square metres (7,414 square feet), and regularize the proposed parking with rates permitted for secured market rental units. The original Housing Agreement was amended by Council on November 30, 2020 to secure all units as market rental. However, the DVP was not issued or registered on title.

# PROJECT PROPOSAL

The overall site design concept, site access, and open space is generally consistent with the proposal reviewed by Council as part of the 2019 rezoning. The applicant is proposing the following amendments to the CD-80 Zoning for the site:

	Current Proposal	Previously Approved Applications	Difference
Residential Units	338 Secured rental units (including 10 below-market units)	DVP (2020) 237 secured market rental units <u>Rezoning (2019)</u> 95 secured market rental units 142 strata residential units	101 secured market rental unit increase
Density	7.41 FSR	6.46 FSR	0.95 FSR increase
Tower Height	29 storeys	29 storeys	-
Podium Height	4 storeys - fourth storey set back 3 metres (10 feet)	3 storeys	1 storey increase
Tower Floorplate	750 square metres (8,073 square feet)	DVP (2020) 689 square metres (7,414 square feet) <u>Rezoning (2019)</u> 650.5 square meters (7,000 square feet)	61 square metres (657 square feet)
Off-Street Parking	271 spaces (with TDM Strategy)	313 spaces	42 resident space decrease + TDM Strategy

In exchange, the applicant proposes the following:

- Two and three bedroom units in excess of the City's Family Friendly Housing Policy;
- 10 below-market rental units, to be secured on title by a future Housing Agreement or another covenant, to the City's satisfaction;
- 46.4 square metres (500 square feet) of below-market commercial space, to be leased and operated by a non-profit organization, and secured by a future agreement registered on title; and,
- A TDM Strategy including provision of long-term bicycle storage and infrastructure in excess of Zoning Bylaw requirements.

The existing CD zone would be amended to limit all residential units to rental tenure in perpetuity. As a result, staff are requesting that Council rescind the existing Housing Agreement Bylaws relevant to this project.

The project would continue to include the following components, which were part of the 2019 rezoning wherein Council approved additional condo and market rental density for the site:

- A privately owned, publicly accessible plaza at Sixth Street and Seventh Avenue;
- At-grade retail fronting Sixth Street;
- Off-site improvements in support of the Uptown Streetscape Vision;
- Provision of a \$911,475 Voluntary Amenity Contribution previously deposited by the applicant (not required for projects proposing 100% secured market rental units);
- Provision of a public art piece for the Sixth Street at Seventh Avenue plaza; and,
- Maximum building height of 29 storeys.

Additional site context information and project statistics are included in Attachment 4. The applicant's design rationale and project drawings are included in Attachment 3.

# DISCUSSION

# **Proposed Density Change and Unit Mix**

The additional density of 0.95 FSR would be applied to the podium and tower, which is approximately 14.7% more than currently permitted on site. The proposed density is considered reasonable given:

• The proposed density is consistent with the OCP, and with the Secured Market Rental Housing Policy, which both allow for consideration of additional density in exchange for secured market rental units;

- The CD-80 zone would be amended to limit all residential units to rental tenure in perpetuity, using the Residential Rental Tenure Zoning tool recently created by the Province;
- The applicant would voluntarily provide 10 below-market units, secured through a future agreement registered to title, as well as 46.4 square metres (500 square feet) of below-market commercial space, as a condition of the additional density, as secured in the Zoning Bylaw;
- Purpose-built rental housing near Frequent Transit Networks is an identified need throughout the region, the securing of which would be consistent with the City's Official Community Plan, Council's 2019-2022 Strategic Plan, and other municipal and regional housing policies;
- The unit mix exceeds the City's Family Friendly Housing policy, proposing 92 two-bedroom units (27%) and 28 three-bedroom units (8%).

Drawings indicate that an overall FSR of 7.38 is proposed. As per standard practice, the CD-80 zone would be amended to allow up to 7.41 FSR, in order to accommodate minor changes in floor area that may occur through project refinement.

# Proposed Tower Floorplate, Podium and Building Height

The proposed tower floorplate is approximately 8.9% greater in area than that currently permitted on the site, and would allow for additional units and improved unit layouts. The increased podium height would be set back by 3 metres (10 feet) to allow additional light access at the street level, minimizing changes to the walkability and pedestrian scale of Sixth Street. These changes are consistent with the Development Permit Area Design Guidelines, and were supported by the Land Use Planning Committee, who indicated that the larger floorplate and minor change to the podium was acceptable if better and more efficient living spaces could be provided for residents.

# **Existing Commercial Tenants**

The existing commercial building on site is currently leased at a 24% occupancy rate (9 commercial tenants). In December 2021, PC Urban approached tenants with an opportunity to extend their existing leases by 12 months or to move to a month-to-month lease, at discounted lease rates that are approximately 50% of comparable market rates. While both the previous and current property owners have been in communication with tenants regarding redevelopment, the City is also securing a requirement for the property owner to develop a Tenant Relocation Strategy that is to the satisfaction of the City. Additional detail on the applicant's engagement with commercial tenants is in Attachment 5.

## **Transportation Considerations**

#### **Off-Street Parking**

Given the site is bounded by Sixth Street Great Street on one side, and Seventh Avenue Greenway on the other, future access to the building must be from Princess Street. Princess Street provides access to other residential towers, as well as loading access to Royal City Centre mall, including access for large transport trucks. A Level 1 transportation study was completed and accepted by the City engineering department for the previous rezoning of 237 units and 313 parking spaces.

The applicant is proposing a four-level underground parking structure with a total of 271 parking stalls. This represents a 27% reduction compared to that required by the Zoning Bylaw. This relaxation is considered reasonable given:

- All required accessible parking spaces would be provided, including those sized to accommodate an accessible van;
- The site is very proximate to frequent transit, cycling and walking infrastructure; and,
- The proposed TDM Strategy, described below, would encourage use of alternative transportation modes and support Council's commitment to a car light community.

#### Bicycle Parking

The project currently proposes 18 short-term bicycle parking stalls and a minimum of 526 long-term bicycle parking stalls, for a total of 544 bicycle parking spaces. The total number of long-term bicycle parking stalls is an increase of 224 spaces above that which was previously approved through a Development Variance Permit (i.e., 302 long-term spaces). The proposed number of long-term bicycle parking stalls also exceeds that required by the recently updated Zoning Bylaw by 17 spaces.

#### Transportation Demand Management (TDM)

In support of the proposed 27% reduction to the off-street parking requirements for residents, the applicants have developed a preliminary TDM Strategy. This strategy proposes the following TDM measures, which have been reviewed by the City's Transportation Division and require further refinement in order to obtain final support from staff:

- Upgrades to the Rotary Crosstown Greenway (Seventh Avenue), in accordance with the City's Master Transportation Plan;
- Provision of 5 Modo car share spaces and vehicles provided in the parkade and secured for the building;
- Inclusion of Modo car share memberships for each rental unit (to be tied to each unit and transferred to new tenants);

- Multi-modal wayfinding signage at the main pedestrian entrance to the site;
- Developer contribution to monthly transit passes for units without access to a parking space;
- Real time transportation information screen located in a prominent location at the building's main entrance;
- Close proximity to southbound and northbound FTN bus stops (approximate 1 minute walk from the main building entrance);
- A minimum of 17 additional long-term bicycle parking spaces (representing an approximate 3.7% increase above that required by the recently updated Zoning Bylaw);
- A portion of long-term bicycle parking spaces would be provided as bicycle lockers to deter theft;
- Indoor and outdoor bicycle maintenance facilities equipped with repair stands, essential tools, bike pump, and wash station;
- Commitment to host a semi-annual tenant appreciation day with on-site bicycle maintenance services, with the building owner to cover 100% of maintenance labour costs.

The applicant would secure finalization of the TDM Strategy, to the satisfaction of the Director of Engineering Services, prior to issuance of the Development Permit.

# **CONSULTATION**

# **Public Consultation**

# Applicant-led Consultation

Applicant-led consultation included an online comment form, two virtual open houses, and a project website. Residents within 100 metres (328 feet) of the project were notified of opportunities to submit feedback, and advertisements were placed in the New West Record advising the community of the proposal and engagement events. A total of 27 community members attended the virtual open houses and 8 comment forms were received. Attachment 5 includes a description of the consultation process, all received feedback, and the applicant's response to feedback.

Feedback indicated that most respondents feel neutral about the project. Comments were focused on the project's potential neighbourhood traffic impacts, proposed offstreet parking and provision of electric vehicle infrastructure, and the construction timeline (should the project move forward).

Several letters of support for the project were also submitted to the City, including a letter from the Uptown Business Association of New Westminster. These are included in Attachment 5.

## **Committee Consultation**

#### New Westminster Design Panel

The proposed development has been reviewed against the Uptown Development Permit Area design guidelines. The application was presented to the New Westminster Design Panel (NWDP) on May 24, 2022. Overall, the NWDP reacted positively to the increased density, size of the podium, and floorplate, and supported the proposal with the recommendation that some identified design-related items be addressed to the satisfaction of Planning staff. These items are included as Attachment 6 and will be addressed through the Development Permit form and character review process.

#### INTERDEPARTMENTAL LIAISON

The City has a project-based team approach for reviewing development applications. A staff-led project team was assigned for reviewing this project consisting of staff from Engineering (Servicing and Transportation), Fire, Electrical, Parks and Recreation, and Climate Action, Planning and Development (Building, Planning, Trees, and Heritage) Departments who provided comments throughout the development review process.

#### APPLICATION REVIEW PROCESS AND NEXT STEPS

Staff considers that the applicant has reasonably addressed public feedback. Given this, the development application review process is as follows:

- 1. Preliminary Report to Land Use and Planning Committee;
- 2. Report to Council from Land Use and Planning Committee;
- 3. Applicant-led public information / consultation on updated project design;
- 4. New Westminster Design Panel Review of revised design;
- 5. Council consideration of the Zoning Bylaw text amendment application and issuance of notice of waiving the Public Hearing (WE ARE HERE);
- 6. Council consideration of First, Second, and Third Reading;
- 7. Council consideration of Adoption of the Bylaw; and,
- 8. Issuance of the Development Permit by the Director of Climate Action, Planning and Development.

#### **Public Hearing Requirement**

As the project is consistent with the Official Community Plan, staff recommend that Council waive the Public Hearing, in accordance with the *Local Government Act*. To date, the project has gone through three public processes:

- Applicant-led consultation and a Public Hearing through consideration of the original Rezoning application in 2019;
- Public notification and Opportunity to be Heard through consideration of issuance of the Development Variance Permit in 2020;

• Completion of applicant-led consultation activities through consideration of the current application.

Throughout these processes, the current and previous applicants have responded to community feedback. During the most recent consultation events, no significant opposition was expressed and several letters of support for the project have been received, including a letter from the Uptown Business Association of New Westminster (Attachment 5).

The project is strongly aligned with Council's priorities. It proposes a mixed-use, 100% secured market rental building, inclusive of 10 below-market units and 46.4 square metres (500 square feet) of below-market non-profit commercial space, both of which the applicant has voluntary offered, and is located in a highly-walkable and transit-central neighbourhood. The project would also be the first high-density development of its kind to secure rental housing via rental tenure zoning in perpetuity, rather than for 60 years or the life of the building. Given the specific characteristics and history of this project, staff considers waiving the Public Hearing to be appropriate in this instance.

# **ADOPTION REQUIREMENTS**

A number of items which would form adoption requirements have been identified throughout this memo, and have been summarized in Attachment 8.

# **OPTIONS**

The following options are provided for Council's consideration:

- 1. That the application to amend the text of the Comprehensive Development zoning of 616-640 Sixth Street be considered and no Public Hearing held, in accordance with the *Local Government Act*.
- 2. That notification be circulated in accordance with the Local Government Act.
- 3. That First, Second, and Third Readings of Zoning Amendment Bylaw No. 8348, 2022 be rescinded.
- 4. That Council provide staff with alternative direction.

Staff recommends Options 1, 2, and 3.

# **ATTACHMENTS**

#### Attachment 1: Staff Memo

Attachment 2: Zoning Amendment Bylaw (616 and 640 Sixth Street – Text Amendment) No. 8348, 2022

Attachment 3: Drawing Package and Applicant's Design Rationale Attachment 4: Background Information Attachment 5: Applicant-led Consultation Summary and Response Attachment 6: Extract of May 24, 2022 New Westminster Design Panel (NWDP) Meeting Minutes Attachment 7: Engineering Servicing Memo Attachment 8: Adoption Requirements

# **APPROVALS**

This memo was prepared by: Wendee Lang, Development Planner

This memo was approved by:

Emilie K. Adin, A/Manager and Director of Climate Action, Planning and Development Lisa Spitale, Chief Administrative Officer



# Attachment 2

# Zoning Amendment Bylaw No. 8348, 2022

#### CORPORATION OF THE CITY OF NEW WESTMINSTER ZONING AMENDMENT BYLAW (616 AND 640 SIXTH STREET – TEXT AMENDMENT) NO. 8348, 2022

#### A Bylaw to Amend Zoning Bylaw No. 6680, 2001

WHEREAS the Local government Act authorizes a municipality to zone areas of land and to make regulations pursuant to zoning,

WHEREAS the Council has adopted a zoning bylaw under Part 14 of the *Local Government Act*, and wishes to amend the bylaw,

THE CITY COUNCIL of the Corporation of the City of New Westminster, in open meeting assembled, ENACTS AS FOLLOWS:

- 1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw (616 and 640 Sixth Street Text Amendment) No. 8348, 2022."
- 2. Zoning Bylaw No. 6680, 2001 is amended by:
  - a) Deleting section 1080.1 of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) and substituting the following:

1080.1 The intent of this District is to allow a twenty-nine storey mixed use commercial / multi-family residential development and to restrict residential uses to rental tenure.

b) Inserting a new section "Rental Tenure" into the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) as follows:

1080.3 The tenure of the dwelling units for a multiple dwelling use is limited to residential rental tenure.

c) Inserting a new section "Definitions" into the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) as follows:

1080.4 Despite definitions elsewhere in the Bylaw, the following shall be defined as noted below for the purposes of this Zoning District:

#### 1080.5 Below-market commercial space means space:

a) Designated for commercial use;

b) With rents or lease rates equal to, or lower than, average rent or lease rates in private-market office space;

c) Leased and operated by a non-profit organization; and

d) Secured through an agreement registered to title and to the satisfaction of the Director of Climate Action, Planning and Development.

1080.6 **Below market rental units** means *housing units* with rents equal to, or lower than, average rates for similar units in private-market rental housing, as secured

through a housing agreement registered on title on the City's standard terms for such agreements, subject to such minor modifications as the City's Director of Climate Action, Planning and Development considers necessary to ensure rental rates will be below market rates.

d) Deleting the section under the header "Density" of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) and substituting the following:

1080.10 The minimum commercial floor space shall be 975.5 square metres (10,500 square feet).

1080.11 The total floor space ratio shall not exceed a factor of 6.46.

1080.12 The maximum number of residential dwelling units shall not exceed 237 units.

1080.13 Notwithstanding S. 1080.11 and S. 1080.12, the total floor space ratio may be increased to 7.41, provided the following conditions are met:

a) A minimum of 10 below-market rental units are provided;

b) A minimum of 46.4 square metres (500 square feet) of below-market commercial space shall be provided on the ground floor; and,

d) The maximum number of residential dwelling units shall not exceed 338 units.

e) Deleting the section under the header "Principal Building Envelope" of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) and substituting the following:

1080.14 The siting of principal buildings and structures, and the location of uses within buildings and structures, shall generally be in accordance with the Building Siting Plan attached to and forming part of this bylaw and for the CD-80 Zoning District.

1080.15 The maximum site coverage for principal buildings shall not exceed 55%.

1080.16 The site coverage of principal buildings measured at any point above the third storey, must not exceed 1,393.5 square metres (15,000 square feet).

1080.17 The site coverage of principal buildings measured at any point above the fourth storey, must not exceed 799.0 square metres (8,600 square feet).

1080.18 The site coverage of principal buildings measured at any point above the fifth storey, must not exceed 752.5 square metres (8,100 square feet).

1080.19 Maximum principal building height shall not exceed 29 storeys, nor 91 metres (298.5 feet).

1080.20 The building line requirements in Section 180 shall not apply.

 f) Deleting the section under the header "Off-Street Parking and Loading Requirements" of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) and substituting the following: 1080.21 A minimum of 271 off-street automobile parking shall be provided for all uses on site in accordance with the Off-Street Parking Regulations section of this bylaw.

1080.22 A minimum of 5 off-street parking spaces and vehicles shall be provided for car share purposes.

1080.23 Bicycle parking shall be provided in accordance with the Off-Street Bicycle Parking Regulations section of this bylaw except that:

a) A minimum of 526 long-term bicycle parking spaces shall be provided; and,

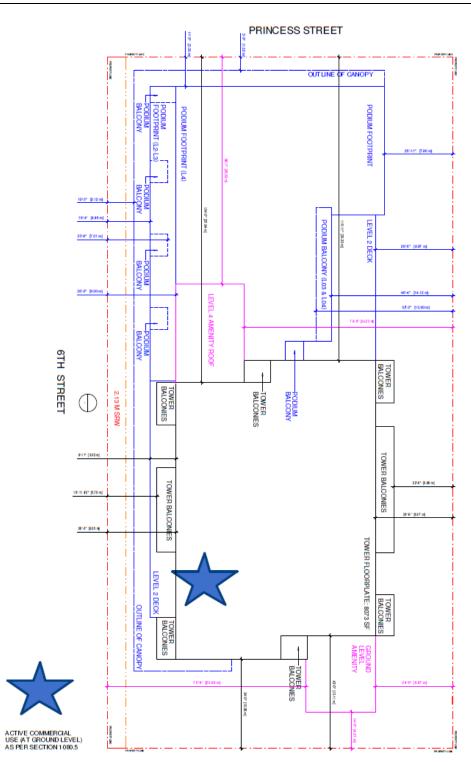
b) A minimum of 18 short-term bicycle parking spaces shall be provided.

1080.24 Off-Street loading shall be provided in accordance with the Off-Street Loading Regulations section of this bylaw.

- g) Deleting section "Building Siting Plan" of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) and substituting with Schedule A "Building Siting Plan" attached to and forming part of this bylaw.
- 3. Zoning Bylaw No. 6680, 2001 is further amended by making such consequential changes as are required to give effect to the amendments particularized in this bylaw, including changes to the format and numbering of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80).

GIVEN FIRST READING this <u>13th</u>	day of	, 2022.
GIVEN SECOND READING this <u>13th</u>	day ofJune	, 2022.
GIVEN THIRD READING this <u>30th</u>	day ofJune	, 2022.
THIRD READING RESCINDED this	day of	, 2022.
SECOND READING RESCINDED this _	day of	, 2022.
FIRST READING RESCINDED this	day of	, 2022.
Public Hearing not held, notice published	and	, 2022.
GIVEN FIRST READING this	day of	, 2022.
GIVEN SECOND READING this	day of	, 2022.
GIVEN THIRD READING this	day of	, 2022.
ADOPTED this day of	, 2022.	

# Schedule A to ZONING AMENDMENT BYLAW (616-640 SIXTH STREET – TEXT AMENDMENT) NO. 8348, 2022



# **Building Siting Plan**



# Attachment 3 Drawing Package and Applicant's Design Rationale



March 25, 2022

Mayor and Council City of New Westminster 511 Royal Avenue, New Westminster, BC V3L 1H9

#### RE: 616 & 640 6<sup>th</sup> Street – Zoning Bylaw Text Amendment & Development Permit Revision File No. REZ00223 / DPU00065

Dear Mayor and Council,

The new owners of 616 & 640 6<sup>th</sup> Street are requesting a text amendment to the previously approved CD-80 by-law and are concurrently submitting a revised development permit to reflect the zoning changes.

#### **Submission Materials**

- 0. Project summary letter below
- 1.a. Rezoning Mixed Use Application Form Signed
- 1.b. Development Permit Uptown Mixed Use Application Form Signed
- 2. Architectural Plans produced by IBI Group Architects, dated March 25, 2022
- 3. Landscape Plans produced by DKL, dated March 25, 2022
- 4. Parking and TDM Memo produced by Bunt Engineering, dated March 23, 2022
- 5. Topographic Land Survey produced by Bennett Land Surveying, dated February 18, 2022
- 6. Arborist Report produced by Radix Tree & Landscape Consulting, dated March 18, 2022
- 7.a. Zoning by-law text amendment fee cheque issued for \$14,725.80
- 7.b. DP Change of Ownership Application Fee cheque issued for \$338.06
- 7.c. Public Consultation Fee cheque issued for \$1,400
- 8. Letter of Authorization signed and dated March 17, 2022

#### **Project Introduction**

This property consists of two parcels of land with frontages along Sixth Street, Princess Street and Seventh Avenue. The property has two existing commercial buildings, two storeys in height, which are partially leased. Directly to the north of the subject site is a two-storey commercial building (Rexall Drugstore), the New Westminster United Reform Church, and Mt. Calvary Lutheran Church. To the west of the site is a 10 storey mixed-use building with retail at grade and residential above and a three storey commercial building. To the south of the site is the Royal Centre Mall and a 22 storey multi-unit residential building. To the east of the site are a 14 storey multi-unit residential building and a 24 storey multi-unit residential building.

Previously a Rezoning Amendment Bylaw No. 7997, 2019 was adopted by council on October 7, 2019. The Rezoning application changed the property from Community Commercial Districts (High Rise, C-3) to Comprehensive Development District (CD-80). First and Second reading of this decision were held on May 27, 2019 and a public hearing was held on June 24, 2019.

A Development Permit application was submitted by the long-time owners, and the project has gone through extensive city and public consultation process, with input from the New Westminster Design Panel. The development permit application is still active and was put on hold by the previous owners as

they requested a Development Variance Permit. The new change of use to be 100% secured market rental housing requires a zoning by-law text amendment.

#### **Text Amendment**

The request for the Zoning By-law Text Amendment is to facilitate minor changes to By-law CD-80. The requested changes are summarized here. A track changes draft by-law has been prepared but not submitted if that would be helpful for staff.

- Eliminating the strata residential use.
- Increasing in the number of secured market rental residential homes from 95 to 338 (58 Studio, 160 One bedroom, 92 Two bedroom, and 28 Three bedroom).
- Increase in the minimum leasable floor area for secured market rental residential from 7,178 square meters to 19,820 square meters.
- The total FSR to facilitate the increased provision of secured market rental residential from 6.46 to 7.38. This density increase can be supported by the Secured Market Rental Housing Policy.
- Increased tower floor plate to match Official Community Plan design guidelines from 650.3 square meters to 750 square meters above the fourth-floor podium (the fifth floor will be 796 square meteres to facilitate additional indoor mezzanine). Supported by the OCP (4.1.3).
  - Complies with OCP for building tower separation.
- With full Transportation Demand Management measures in place the minimum off-street parking would be reduced from 313 to 271, meeting the off-street parking standard by-law requirements.

#### **Additional Approvals Information**

- A privately owned publicly accessible plaza will be maintained and is shown on the site plan.
- Previously contributed \$911,475 voluntary amenity contribution would remain unchanged.
- The form and character of the project is consistent with what was previously reviewed by the public and Council.
- Family friendly units within the development (35% two and three bedroom) continue to exceed Family Friendly Housing Policy requirements for a rental development.

#### **Project Description & Attributes**

- Excellent transit connectivity Six Bus Routes are either adjacent to the property or are within 400m. Transit access is every 5-6minutes in peak hours and 8-10minutes on nights and weekends, connecting to 6 different sky train stations.
- 10 Below market residences
- LEED Gold equivalency Sustainable building achieving water efficiency, waste reduction, high indoor air quality with low emitting products, individual home thermostats, EV charging, environmentally sourced building materials, etc
- Five Car Share Stalls (supplied by Modo)
- Future proof 100% of parking stalls rough in for electric vehicles
- Transportation demand management Car share & memberships, wayfinding, real time information, transit subsidy.
- Exceeding the new bike parking bylaw. 544 proposed bike parking stalls and bike repair room
- Adaptable homes provided within the building, exceeding the 40% required.
- Air Conditioning for tenant comfort and future proof for a warming climate.
- Quality amenities including: gym, party room, outdoor patio bbq and eating area, coworking space, dog run etc.

#### City of New Westminster Policy Alignment

Uptown Official Community Plan

- The proposed development appropriately adheres to the Uptown OCP within the mixed-use high-rise building zone.
- 100% secured market rental building with a variety of unit sizes to accommodate various family types, to support diverse intergenerational neighborhoods.
- Neighborhood interface commercial uses at ground floor building frontages to enhance a vibrant safe public realm. Appropriate street wall with 3m setback (4.1.1) for fourth floor podium (4.1.3).
- Ground floor plaza designed at corner of 7<sup>th</sup> avenue and 6<sup>th</sup> Street.
- Tower floorplate (4.1.3) matches the referenced 750m<sup>2</sup>
- Fourth floor podium matches the OCP recommended 3-4 floors to a maximum of 6 floors. The fourth floor podium is setback 3m as per policy recommendations.

#### Secured Market Rental Policy

- 100% secured market rental building with a variety of home sizes to accommodate various family types, to support a diverse intergenerational neighborhood.
- Increase in density, offered through a density process or rezoning.
- Concurrent processing of rezoning and DP applications.
- Majority of the neighborhood rental housing stock was built from 1950-1970 legacy of federal tax measures. The nearby aging rental stock will require reinvestment and risks redevelopment and demolition. This project provides an injection of new rental to the neighborhood without removing any existing rental housing stock from the community.
- Relaxation of city servicing requirements not requested for this rental housing project.
- Alignment with OCP.
- Higher level of tenure security and affordability considerations for tenants.

#### Affordable Housing Strategy

- Facilitate the development of non-market housing.
- Establish an environment that allows the private market to build affordably (3.3)

#### Family Friendly Housing

- 35% of residences will be 2 & 3 bedrooms
- 100% new purpose-built rental building will have quality amenity spaces and will provide security of tenure for families.

Uptown Streetscape Vision – project streetscape aligns with vision document:

- More space for pedestrians (3m width),
- Reduced pedestrian crossing distance,
- New street lighting,
- Nodes of activity (privately owned publicly accessible plaza at 7th Avenue and 6th Street),
- Street commercial space at grade,
- Building setbacks,
- Cycling lanes to be improved, bike parking facilities provided, transit access,
- Landscaping, weather canopy,
- New street trees with appropriate soil volumes on Princess St, 6th Street & 7th Avenue,
- Public art will be included.

We trust that the above & enclosed information can be deemed a complete application for the requested zoning bylaw text amendment. If any further information is required or you have any questions, please do not hesitate to reach out to John Reid at 604-428-3315 or <u>ireid@pcurban.ca</u>.

Best Regards,

618 6<sup>th</sup> Street Holdings Ltd.

John Reil

John Reid Senior Development Manager

CIVIC ADDRESS:	616-640 6TH STREET, NEW WESTMINSTER
TOTAL SITE AREA:	34,800.90 SF (3233.11 SM)

#### ZONING:

ZONING:	CD-80		
BUILDING HEIGHT			
TOP OF ROOF PAVE	RS 286.83'(87.	42 M)	
TOP OF MECH ROO	F 317.17'(96.	67 M)	(29 STOREYS)
BUILDING HEIGHT I	DATUM= 315.44' (96.15 M)		
SETBACKS: PODIUN	1		SETBACKS: TOWER
NORTH (7TH AVE)	14 FT (4.27	M)	NORTH (7TH AVE)
EAST (6TH ST)	9.33 FT (2.8	4 M)	EAST (6TH ST)
SOUTH (PRINCESS S	5T) 11 FT (3.35	M)	SOUTH (PRINCESS ST)
WEST	29.4 FT (8.9	6 M)/25.9(7.89)	WEST

34.0 FT (10.36 M) 19.25 FT (5.87 M) 124.14 FT (37.84 M) 29.4 FT (8.97 M)

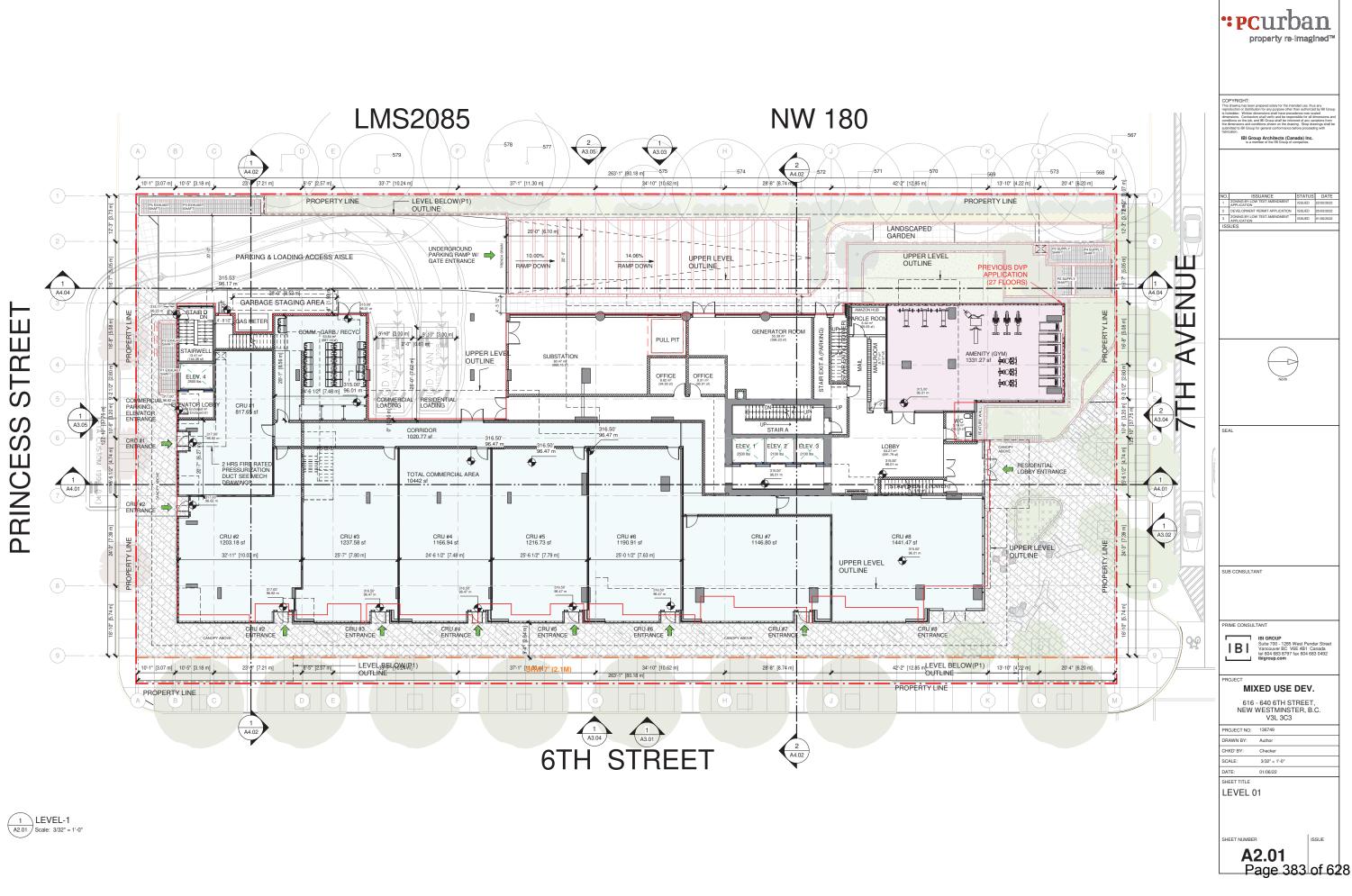
Floor	Studio 1 Bed 2 B	2 Bed	3 Bed	Units	Gross	Area	Unit	Area	Ame Exclu		MECH./S Exclu		Commo	n Area	Floor Are	ea Net	
						ft <sup>2</sup>	m²	ft2	m²	ft2	m²	ft <sup>2</sup>	m²	ft²	m²	ft <sup>2</sup>	m
Roof	0	0	0	0	0	822	76	0	0	0	0	822	76	0	0	0	0
29	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	101	8,018	74
28	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	74
27	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
26	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
25	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
24	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
23	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
22	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
21	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
20	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
19	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
18	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
17	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
16	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
15	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
14	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
13	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
12	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
11	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
10	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
9	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
8	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
7	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
6	2	5	3	1	11	8,073	750	6,956	646	0	0	55	5	1,092	104	8,018	75
5	2	5	2	1	10	8,571	796	6,168	573	1,275	118	55	5	1,092	101	7,241	67
4	2	11	6	1	20	14,950	1,389	12,864	1,195	0	0	84	8	2,061	191	14,866	1,3
3	3	12	6	1	22	15,781	1,466	13,674	1,270	0	0	84	8	2,084	194	15,697	1,4
2	3	12	6	1	22	15,781	1,466	13,674	1,270	0	0	84	8	2,084	194	15,697	1,4
MEZZ-RES	0	0	0	0	0	1,163	108	0	0	0	0	0	0	0	0	1,163	10
01 -Res.	0	0	0	0	0	17,547	1,630	0	0	1,416	132	2,394	222	0	0	2,495	2
01-Com.	0	0	0	0	0			11,242	1,044	0	0	0	0	0	0	11,242	1,0
AL OUTDOOR PL					220	268,367	24,932	224 565	20.052			4,843	450	22 520	2.115	260.022	
Total	58 17%	160 47%	92 27%	28 8%	338 100%	208,367	24,932	224,566	20,863			4,043	450	33,529	3,115	260,833	24,
	1/70	4/70	2170	870	100%			-									-
	Adaptable	dwelling u	nits exclu	sion(40%)											-	3,975	36
St	tudio + 1 Bed u		18	19.90 SF											-	358	3
	2+3 bed uni		120	30.14 SF											-	3,617	33
al Floor Area Net		and and														256,858	_
Area	34,801 SF																

Commerci	g Requirement -	new westing					6
							Cars
	al (per 140.10)						
	ace for every 53						21
	ace for every 3		3 SQ.M)				32
	et units (Secure						
	quirements (per	140.9)					
l space pe							338
listor Pari							
	per unit for visit						34
fotal park	ing stalls require	ed					393
fotal park	ing stalls after s	hared comme	rcial and visit	or parking r	eduction (39)	3-21=372)	372
Non-Mark	et units-Accessi	ble parking (p	er 145.4,Mult	iple Dwellin	gs)		
spaces for	or the first 100 p	arking	10 C	- 0.0	~		4
Lspace for every 30 parking spaces after 100 regular spaces are provided							9
/an-Acces	sible off-street	parking(per 14	15.5)				
l van acce	ssible space for	every 3 access	sible Off-stree	t =4			
fotal acces	ssible off-street	parking stalls(i	ncluding 4 va	n)			13
Commerci	al-Accessible pa	rking (per 145	4,Other Use	5)			
space for	r every 25 parkir	ig spaces prov	ided				1
fotal Acce	ssible parking s	talls required					14
oading Sp	ace required (pe	er 160.3)					
Multiple d	welling: 1 Loadir	ng Space per B	uilding with n	nore that 30	dwelling unit	ts	1
Retail Uses	s: no space need	for first 300 s	g.mt, one spa	ce for the n	ext 1500 sq.m	nt	1
fotal Load	ling space requir	red					2
Total Load	ing space provid	ed					2
fotal required parking stalls						372	
27% TDM	reduction						-101
fotal requ	ired						271
Parking Pr	ovided						
<b>Total Resid</b>	dential provided						
Cars	P1	P2	P3	P4	Total	%	

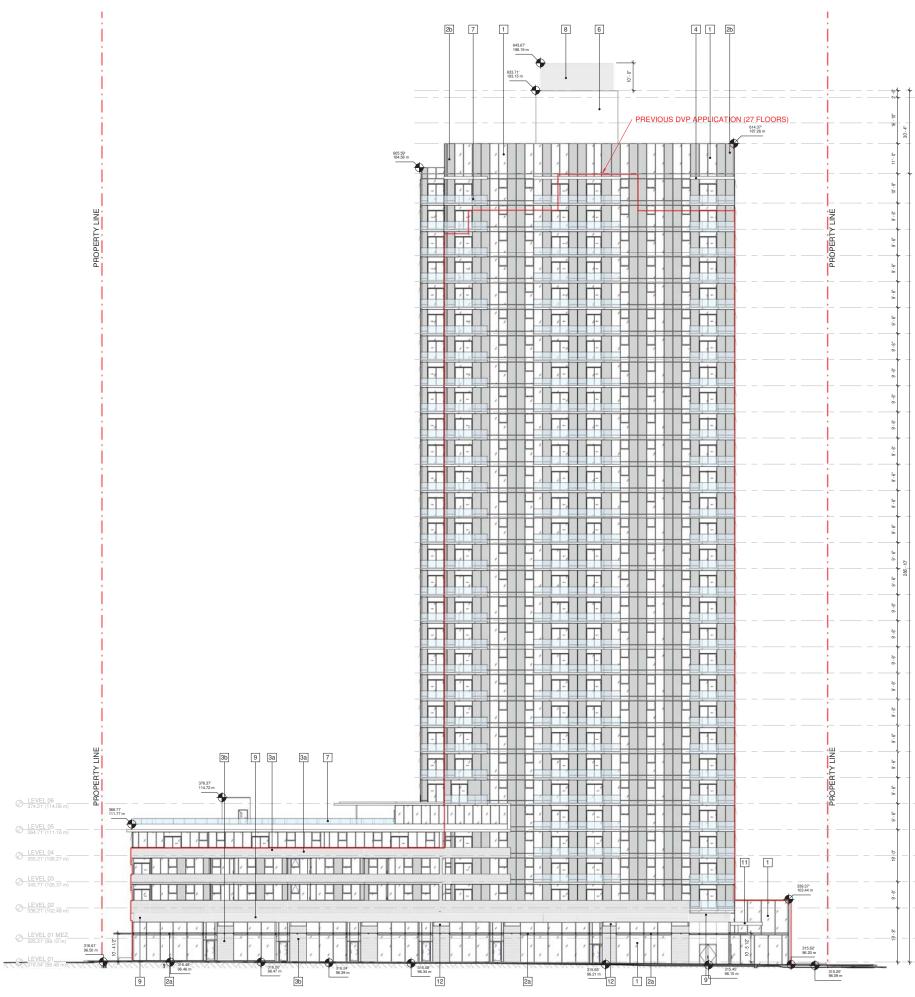
Commercial	LONG TERM	SHORT TERM							
Commercial (Per 150.5)	8								
Long Term									
1 space for each 5382 S	F of net flo	oor area				2			
Short Term									
6 spaces for any buildin	g with 107	64 SF of net floa	or area				6		
Total required						2	6		
Non Market Units(Per 1	50.3)								
Long Term	12								
1.5 space for every dwe	lling unit					507			
Short Term						2453			
100 or more units minir	num 12 sp	aces					12		
Total required						507	12		
Total required of all use	s					509	18		
Sub-Total required of a	ll uses						527		
Bike Spaces Provided						1			
Long Term Bikes	L1	P1	P2	P3	P4	Total	%		
Horizontal Bike	0	0	73	62	71	206	36		
Vertical Bike	0	0	69	63	58	190	33		
Stacked Bike	0	4	66	50	34	154	27		
OVERSIZED	0	26	0	0	0	26	5		
Total Long Term Bike	0	30	208	175	163	576	100		
Short Term Bikes	18	0	0	0	0	18			
Total Bikes	16-			ň.		594			
<u>Note:</u> HORIZENTAL BIKE= HOI									

Total required	8					
Parking Provid	ed					
<b>Total Resident</b>	ial provided					
Cars	P1	P2	P3	P4	Total	%
Standard	16	43	47	45	151	55.72
Small	5	22	23	23	73	26.94
Accessible	0	3	3	3	9	3.32
Van	1	1	1	1	4	1.48
Modo	0	0	0	0	0	0.00
Sub Total	22	69	74	72	237	87.45
Total commer	cial provided	1				
Cars	P1	P2	P3	P4	Total	%
Standard	20	0	0	0	20	7.38
Small	8	0	0	0	8	2.95
Accessible	1	0	0	0	1	0.37
Van	0	0	0	0	0	0.00
Modo	5	0	0	0	5	1.85
Sub Total	34	0	0	0	34	12.55
Total	56	69	74	72	271	100.00

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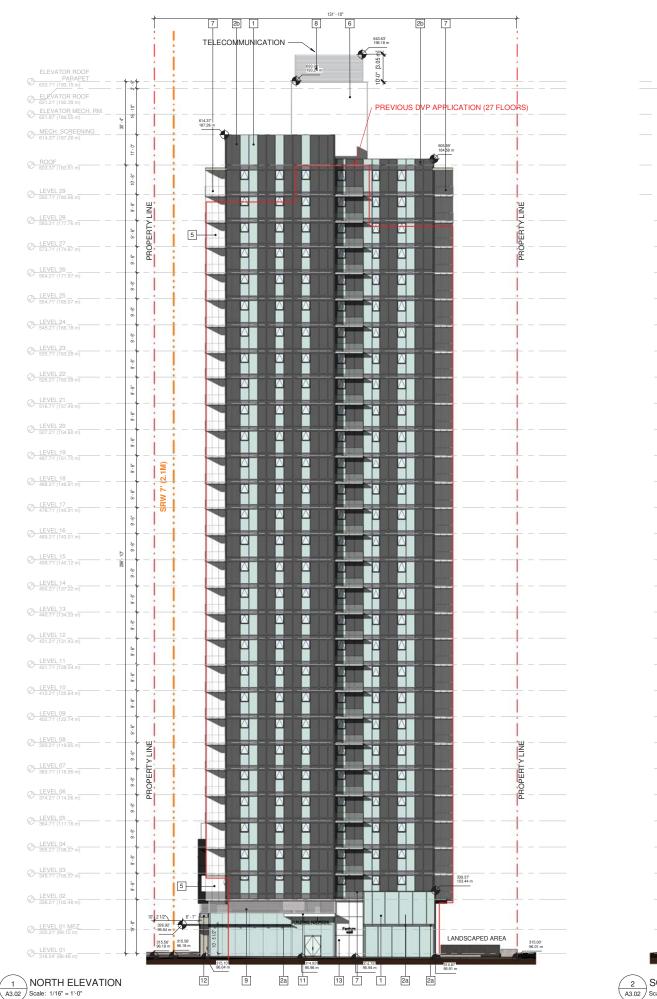


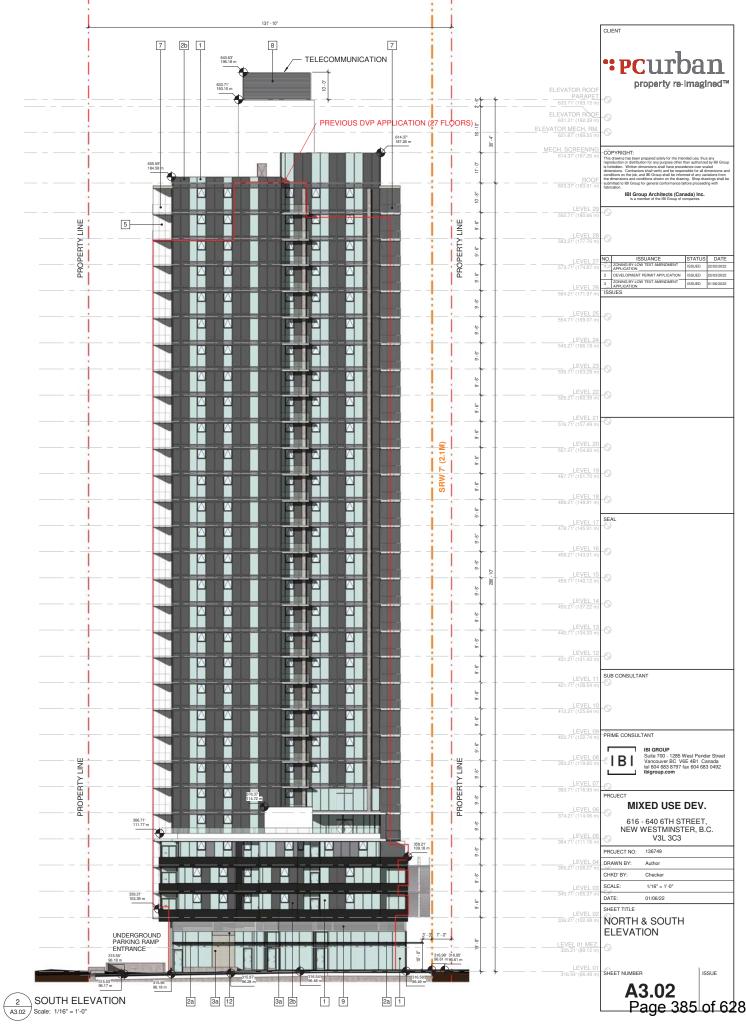


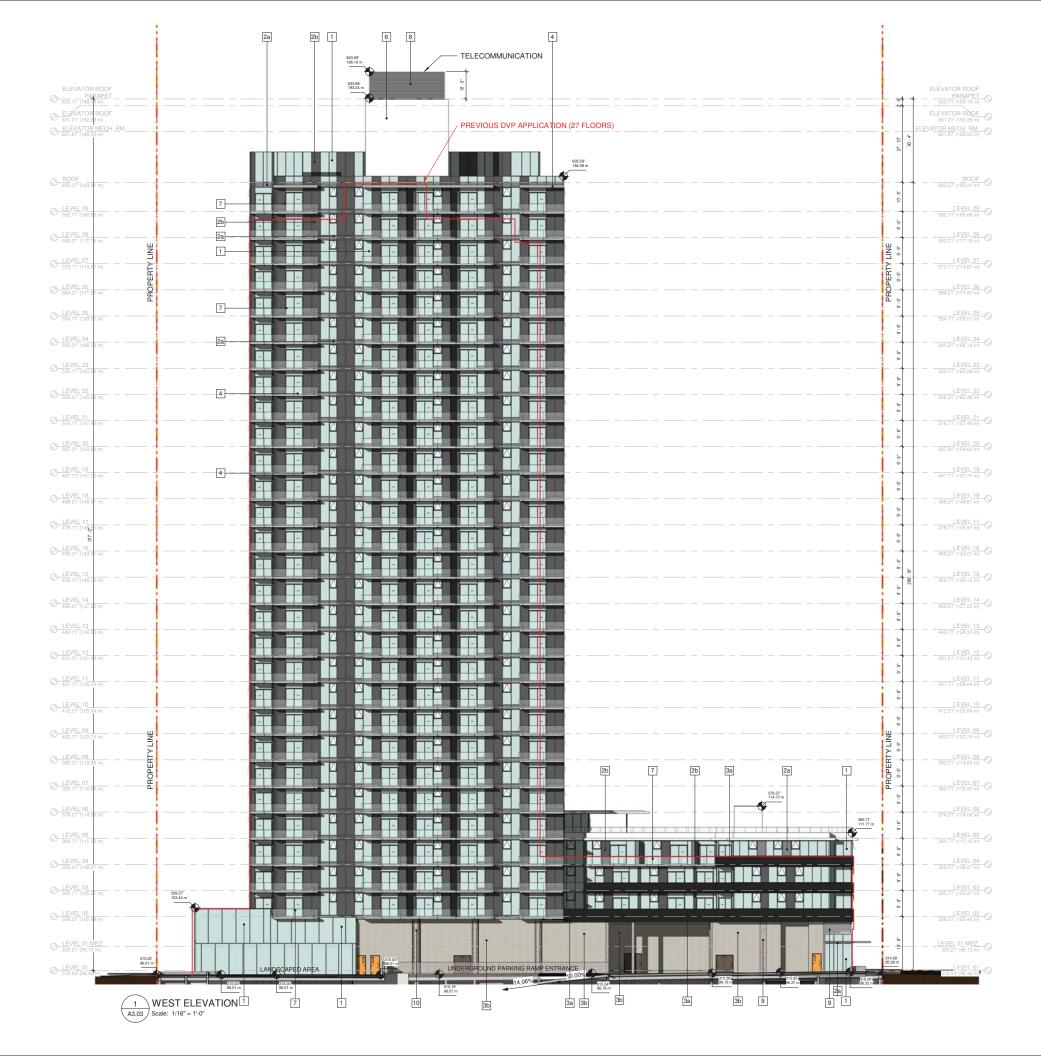


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EAST E	LEVATION 		SSUE

	ELEVATOR ROOF
 	<u>PARAPET</u> <u>633.71' (193.15 m)</u> ELEVATOR ROOF <u>631.21' (192.39 m)</u>
 _El	
	MECH. SCREENING 614.37" (187.26 m)
 _	BOOF 603.37" (183.91 m)
	LEVEL 29 592.71" (180.66 m)
 _	<u>LEVEL 28</u>
 _	LEVEL 27 573.71" (174.87 m)
 _	<u>LEVEL 26</u> 564.21' (171.97 m)
	<u>LEVEL 25</u> 554.71"(169.07 m)
 _	LEVEL 24 545.21"(166.18 m)
 _	LEVEL 23 535.71' (163.28 m)
 _	LEVEL 22 526.21' (160.39 m)
 _	LEVEL 21 516.71' (157.49 m)
	LEVEL 20 507.21" (154.60 m)
 _	<u>LEVEL 19</u> 497.71"(151.70 m)
 _	<u>LEVEL 18</u> 488.21' (148.81 m)
 _	LEVEL 17 478.71" (145.91 m)
	LEVEL 16 469.21' (143.01 m)
	LEVEL 15 459.71' (140.12 m)
 _	LEVEL 14 450.21' (137.22 m)
 _	LEVEL 13 440.71' (134.33 m)
 _	<u>LEVEL 12</u> 431.21' (131.43 m)
	LEVEL 11 421.71°(128.54 m)
 _	LEVEL 10 412.21" (125.64 m)
 _	<u>LEVEL 09</u> 402.71" (122.74 m)
 _	LEVEL 08 393.21" (119.85 m)
 _	LEVEL 07 383.71' (116.95 m)
	LEVEL 06 374.21' (114.06 m)
 	LEVEL 05 364.71' (111.16 m)
 	LEVEL 04 355.21' (108.27 m)
 	LEVEL 03 345.71' (105.37 m)
	LEVEL 02 336.21' (102.48 m)
 	LEVEL 01 MEZ. 325.21' (99.12 m)
	LEVEL 01 316.54" (96.48 m)







CLIENT					
•• PCurban property re-imagined™					
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IBI Group Architects (Canada) Inc. is a member of the IBI Group of companies					
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# Attachment 4 Background Information

# SITE CHARACTERISTICS AND CONTEXT

The subject site is comprised of two lots with frontages along Sixth Street, Princess Street and Seventh Avenue in the Uptown neighbourhood. The lots currently contain two existing commercial buildings (two storeys in height) which are leased at a 24% occupancy rate.

Directly north of the subject site is a two-storey commercial building (Rexall Drugstore), the New Westminster United Reform Church, and Mt. Calvary Lutheran Church. To the west of the site is a 10 storey mixed-use building with retail-at-grade and residential above (2.84 FSR) and a three storey commercial building. South of the site is the Royal Centre Mall and a 22 storey multi-unit residential building (2.56 combined FSR between shopping centre and multi-unit residential). To the east is a 14 storey multi-unit residential building (3.08 FSR) and a 24 storey multi-unit residential building (2.92 FSR).

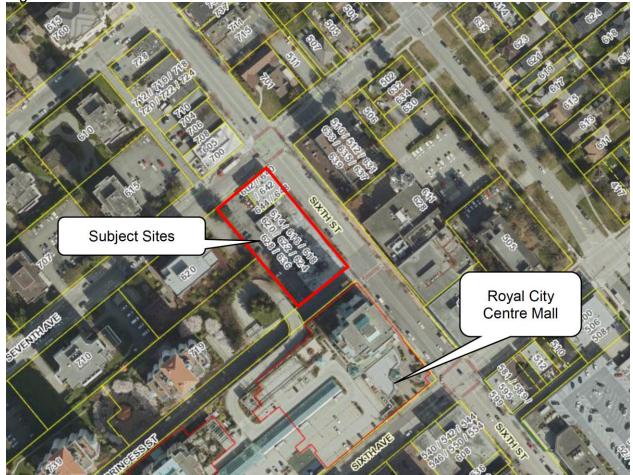


Figure 1: Site Location

# Proximity to Transit Service and Other Sustainable Transportation Options

The site is well serviced by transit and within walking distance to bus stops located along Sixth Street, Eighth Street and Sixth Avenue, covering the Frequent Transit Network (FTN) bus services to/from multiple SkyTrain stations including New Westminster Station, Columbia Station, Lougheed Station, Metrotown Station, Surrey Central Station and Braid Station. The site also fronts the Rotary Crosstown Greenway (Seventh Avenue), and is surrounded by a complete sidewalk network.

Transit Facility	Frequency	Distance
Bus Routes #101, #105, #106, #123, #155 and #N19	<ul> <li>Frequent Transit Network:</li> <li>5-6 minutes (peak hours)</li> <li>6 minutes mid-day and evening</li> <li>8-10 minutes late night and weekends</li> </ul>	Adjacent to site and within 400 metres (Sixth Street, Eighth Street, and Sixth Avenue)

Car share services, for one-way and two-way operations, are available in the neighbourhood. Five, two-way car share vehicles and stalls would be added with excellent access for tenants and other users within the secured commercial and visitor parking area on P1. Council should be aware that each new and successive tenant of the building would receive a membership the car share service for the duration of their residency at 616-640 Sixth Street.

# POLICY AND REGULATIONS

# **Official Community Plan (OCP)**

The subject property is designated (MH) Mixed Use - High Rise. The purpose of this designation is to provide for low-, mid- and high-rise commercial or commercial and mixed use buildings which would create active and engaging streets. This proposal is consistent with this designation.

# **Development Permit Area**

The subject property is located within the Uptown Mixed Use Node Development Permit Area (DPA 4.1). The intent of this DPA designation is to "facilitate new commercial and mixed use development, with active commercial uses oriented towards the principal streets: Sixth Street, Sixth Avenue and Belmont Street." This area is designated with the following purposes:

- Establishment of objectives for the form and character of commercial, mixed use and multi-family development,
- Protection of the natural environment, its ecosystems, and biological diversity,
- Establishment of objectives to promote energy conservation.

A copy of the proposed DPA guidelines for the Uptown Mixed Use Node can be accessed at the following weblink below:

https://www.newwestcity.ca/database/files/library/DPAs\_\_\_\_4.1\_Uptown.pdf

# **Zoning Bylaw**

The subject property was previously zoned Comprehensive Development District (616 and 640 Sixth Street) (CD-80). The intent of this zone was to "allow for a 29 storey development having commercial uses on the ground floor, secured market residential units secured through a housing agreement, and market residential units above."

The current proposal fits with the general intent of the neighbourhood. However, amendments to the existing CD-80 zoning district are required to allow for the increased density, increased podium and tower floorplate site coverage, and to reduce the parking requirements for secured market residential buildings with commercial at grade.

# **Master Transportation Plan**

Sixth Street is identified as a "Great Street" by the Master Transportation Plan (MTP). As per the MTP, Great Streets "require planning and design that goes beyond the typical street function of supporting through traffic. Planning and designing Great Streets means providing characteristics that make streets destinations – places for people to be, instead of places to move through." The project has been considered in light of the MTP objectives of making Sixth Street a "Great Street" in regards to streetscape improvements (sidewalks, landscaped boulevards, etc.), building setbacks, and other design aspects.

Seventh Avenue is also identified as a Greenway within the MTP and Trail and Greenway Master Plan which includes policies to provide safe and comfortable bicycle facilities for people of all ages and abilities.

# **Secured Market Rental Housing Policy**

The variety of strategies and actions outlined in the Secured Market Rental Housing policy are aimed at retaining, renewing and enhancing the supply of secured rental housing. The proposed market rental housing, which would be secured through Rental Tenure Only Zoning, supports the objectives of the Secured Market Rental Housing Policy. The policy exempts projects that provided secured market rental housing from provision of Voluntary Amenity Contributions.

# **Inclusionary Housing Policy**

The purpose of the Inclusionary Housing Policy is to help meet the City's affordable rental housing needs by securing purpose-built, below-market and non-market rental units in new multi-unit strata residential and mixed use residential developments

seeking additional density. Projects that include 100% of housing units as secure market rental housing are exempt from the policy. Despite this, the applicant has voluntarily committed to provide 10 below-market units, to be secured through a Housing Agreement and operated by a third-party, not-for-profit operator.

# Family Friendly Housing Policy

The Family Friendly Housing Policy provides unit mix requirements for two- and threebedroom units, as well as guidelines that ensure units are usable by families. Rental developments are required to provide 5% three-bedroom units and 25% two- and threebedroom units. This proposal includes 28 (8%) three-bedroom units and 92 (27%) twoand three-bedroom units.

# PROJECT STATISTICS TABLE

Characteristic	Permitted / Required Per CD-80 Zoning (2019)	Permitted Per Development Variance Permit (2020)	Current Proposal (2022)
Gross Site Area	-	-	3,233.1 sq. m. (34,800.9 sq. ft.)
Site Frontage (Sixth Street)	-	-	80.4 m. (263.8 ft.)
Lot Depth	-	-	40.3 m. (132.2 ft.)
Gross Floor Area	20,472 sq. m. (220,361 sq. ft.)	20,472 sq. m. (220,361 sq. ft.)	24,932 sq. m. (268,367 sq. ft.)
Floor Space Ratio	6.46	6.46	7.41*
<b>Building Height</b>	29 storeys	27 storeys	29 storeys
Tower Floorplate	650.5 sq. m. (7,000 sq. ft.)	689 sq. m. (7,414 sq. ft.)	750 sq. m. (8,073 sq. ft.)
Residential Units			
Overall Market Strata	237 mixed-tenure units	237 rental units	338 rental units
Secured	142 strata	- 237 market rental	- 328 market rental
Market Rental	95 market rental		10 secured below- market rental
Off-Street Parking	<ul> <li>313 spaces</li> <li>Shared commercial / visitor parking</li> <li>4 car share spaces</li> <li>Accessible parking per Zoning Bylaw requirements</li> </ul>	<ul> <li>253 spaces</li> <li>Shared commercial / visitor parking</li> <li>0 car share spaces</li> <li>Accessible parking per Zoning Bylaw requirements</li> </ul>	<ul> <li>271 spaces</li> <li>Shared commercial/ visitor parking</li> <li>5 car share spaces</li> <li>Accessible parking per Zoning Bylaw requirements</li> <li>TDM Strategy</li> </ul>
Loading	1 space	1 space	1 commercial space 1 residential space
Bicycle Parking Overall Long Term Short Term	<b>330 spaces</b> 312 spaces 18 spaces	<b>314 spaces</b> 302 spaces 12 spaces	<b>544 spaces</b> 526 spaces 18 spaces

\*Note: Drawings indicate that an overall FSR of 7.38 is proposed. As per standard practice, the CD-80 zone would be amended to allow up to 7.41 FSR, in order to accommodate minor changes in floor area that may occur through project refinement.



Attachment 5 Applicant-led Consultation Summary and Response

# PUBLIC INFORMATION MEETING SUMMARY REPORT

## 616-640 SIXTH STREET

Report Prepared by: Pooni Group Report Date: April 27th, 2022

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# **EXECUTIVE SUMMARY**

Pooni Group, on behalf of the applicant, PC Urban, hosted two virtual Public Information Meetings (PIM) on April 21, 2022 at 12PM-1PM and 6PM-7PM. The purpose of the PIMs was to provide the community with information on the proposal and answer questions and collect feedback from the public. The same information was shared at both meetings.

PC Urban has submitted an application to amend the previously approved Comprehensive Development Zone to permit the development of a 29-storey residential building containing 338 market rental homes, 10 of which will be below-market rental homes, and over 10,000 sqft of commercial space. The project, which is located in the Uptown area of the Moody Park neighbourhood and in close proximity to transit, bike routes and amenities, proposes:

- 338 market rental homes secured for 60 years
  - 38% of the homes will contain 2-and or 3-bedroom homes
  - 10 of the homes will be provided at below-market rents
- 10,442 sq. ft. of commercial retail at grade
- 544 bike parking stalls (residential and commercial)
- 5 on-site car-share vehicles for residents and the public
- New landscaped public plaza
- \$150,000 public art commitment

The community was able to provide their feedback on the proposal in the following ways:

- Via a dedicated email info@sixthstreetnw.com
- During the moderated Q&A portion of the PIMs
- Through the online comment form on the project website (<u>sixthstreetnw.com</u>) from April 21 to April 26, 2022

A total of twenty-seven community members attended the PIMs, and a total of eight comment forms and four emails were received between April 22nd and 26th, 2022.

The majority of feedback received indicates a neutral sentiment towards the provision of new rental housing in the community. The main questions and concerns received were around traffic impacts, noise control, parking, and the project timeline.

# TABLE OF CONTENTS

- 2 Executive Summary
- 4 **Public Information Meeting Details**
- 6 Feedback Summary
- 9 Conclusion
- 10 Appendices
  - 10 A- Notification Flyer
  - 11 B Newspaper Advertisement
  - 12 C Presentation Slides
  - 16 D Email Correspondence
  - 17 E Transcription of Comments + Q&A Session



# **PUBLIC INFORMATION MEETING DETAILS**

## **Event Details**

Date: April 21, 2022 Time: 12:00–1:00PM and 6:00–7:00PM Location: Zoom Webinar hosted by Pooni Group

Attendees signed into the Zoom Webinar PIM and were able to participate and view the presentation and ask questions directly of the project team.

## Project Team

- PC Urban Developer/Owner
- IBI Group Architects
- Bunt & Associates Transportation Engineer
- ETA Landscape Architecture Landscape Architect
- AWM Alliance Real Estate Group Ltd. Property Management
- Pooni Group Planning and Communications Consultant

## **Canada Post Notification**

Pooni Group mailed notifications to 1,230 residents using address labels provided by the City of New Westminster.

A copy of the notification flyer is attached as Appendix A.

## Newspaper Advertisement

A newspaper advertisement was printed in the New West Record on April 7, 2022 and April 14, 2022. The advertisement included information about the proposal, details on participating in the public information meetings, and contact information for the project team.

A copy of the notification flyer is attached as Appendix B.

## **Presentation Material**

Pooni Group made a presentation that consisted of the following materials:

- Welcome
- How to Participate
- Project Team
- About PC Urban
- Timeline
- Site Context
- Policy Context OCP & Zoning
- Policy Context Rental and Housing Policies
- Community Benefits
- Proposal Project Statistics 2019 and 2022 Comparison

- Rendering Southwest Corner of Sixth Street and Seventh Avenue
- Rendering Entrance along Seventh Avenue
- Rendering Northwest Corner of Sixth Street and Princess Street
- Landscape Plan Ground Floor
- Landscape Plan Level 5
- Thank you

A copy of the presentation is attached as Appendix C.

# FEEDBACK SUMMARY

The PIMs provided the community with an opportunity to learn about the proposal and participate in a moderated question and answer period with the project team. Questions and comments were received both in written form and verbally and responses were provided by the project team verbally. The public was also able to provide their questions and comments through email as well as an online comment form that was available from April 21-26, 2022 on the project website.

The following is a list of key questions and comments received during the PIM, via email and through the online comment form:

- **Rental Housing –** questions about how the long-term secured market rental works.
- **Density** concern over the increasing density this proposed development would bring to Princess Street, and a supportive comment about the importance of introducing higher density to the neighbourhood.
- **Units** questions about the size of units, unit mix, eligibility for tenancy, rental rates, and appliances of the unit.
- **Charging stations and EVs –** question about the number of car charging stations and if there will be a potential partnership with car sharing companies.
- **Traffic Impacts** questions about the transportation route during construction, if changes will be made on traffic lights, signs, compulsory right turn, and existing bus stop location. Concerns over the proposed 90-degree turn and its potential impact on the traffic condition and capacity of Princess Avenue.
- Noise Impacts questions and concerns over what building materials will be used for noise mitigations and the potential echoing impact of the proposed building on adjacent neighbours.
- **Parking -** questions about the amount of parking provided and if retail visitors' parking will be provided on-site.
- **Property Management –** question about who will own and maintain the property.
- Neighbouring Properties question and concerns about the potential impact the project would have on the property values of surrounding residential buildings, and how the development would approach adjacent properties in the construction period.
- **Project Timing -** questions on when the current tenants will be notified and move out, and when the construction will start.
- Trees question on whether or not any trees will be removed for the site.

Provided below is a summary of all the feedback received through the three different channels:

Emails Received: 4 Comment Forms Received: 8

A copy of all email correspondence is provided in Appendix D

PIM April 21, 2022 from 12:00-1:00PM

Attendees - 10 Written comments/questions - 22 Oral comments/questions - 1 speaker PIM April 21, 2022 from 6:00-7:00PM

Attendees - 16 Written comments/questions - 23 Oral comments/questions - 0 speakers

## Feedback Calculation

To ensure that community sentiment has been accurately captured and is interpreted clearly, the following method was applied:

<u>Emails Received:</u> Emails were sorted support, non-support and correspondence nonindicative of a stance.

- 0 email in support
- 3 emails non-support
- 1 email non-indicative of stance

<u>Comment Forms:</u> Comment forms were sorted support, non-support and correspondence non-indicative of a stance.

- 3 comment forms in support
- 2 comment forms non-support
- 2 comment forms non-indicative of stance

<u>Written Questions/Comments from the PIMs:</u> Written questions and comments were sorted by attendees and then sorted into support, non-support and correspondence non-indicative of a stance. Totals for both meetings have been combined below.

- 1 attendee comments/questions in support
- 1 attendee comments/questions non-support
- 43 attendees comments/questions non-indicative of stance

<u>Oral Questions/Comments from the PIMs:</u> Questions asked or comments provided verbally were sorted by attendees and then sorted into support, non-support and correspondence non-indicative of a stance. Totals for both meetings have been combined below.

• 1 attendee comments/questions non-indicative of stance

<u>Poll Responses from the PIMs:</u> Two poll questions were responded by attendees during the PIMs

- Did you participate in the engagement process for the previous application on this site made by Orr Developments?
  - 8 yeses, 10 nos

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- What is your relationship to the site?
  - 13 homeowners in the neighbourhood
  - 4 renters in the neighbourhood

A transcript of all the questions and comments received is provided in Appendix E.

# CONCLUSION

The PIMs offered the opportunity for participants to learn more about the proposal and ask questions directly to the applicant team.

On April 21st, ten community members attended the 12:00–1:00PM PIM, of which one spoke during the meeting to ask a question and twenty-two written questions/comments were received. Sixteen community members attended the 6:00–7:00PM PIM, of which twenty-three written questions/comments were received. A total of four emails and eight comment forms were received between April 21 and April 26.

The majority of feedback received indicates a neutral position on the provision of new rental housing in the community. The main questions and concerns received were around traffic impacts, charging stations for EVs, parking, and the construction approach. In response to traffic concerns, the applicant team indicated that Princess Street is assessed to be the most appropriate local access to the project site based on the City of New Westminster road network designations, and the 90 degree turn is proposed to achieve a maximum visibility for vehicle motorists. The feedback gathered during the public information meetings help the applicant to understand community values, concerns, and aspirations for the future of the site. The input is considered along with existing property conditions and constraints, developer aspirations, and applicable planning policies.

# APPENDICES

### APPENDIX A - NOTIFICATION FLYER

## ONLINE PUBLIC ENGAGEMENT OPPORTUNITY FOR 616-640 SIXTH STREET NEW WESTMINSTER

PC Urban has acquired 616-640 Sixth Street and has submitted an application to amend the zoning bylaw and development permit for a 29-storey building that was approved by Council in 2019.

The revised application includes **338 rental homes** secured for 60 years, **563 bike parking stalls** exceeding the new by-law, the **reduction of parking spaces** from 313 to 271 supplemented by **transit passes** for tenants without vehicles, **5 car-share vehicles** for residents and the public, the addition of a set-back fouth-storey to the podium, the addition of **10 below-market rental units** and a slight increase in density

from an FSR of 6.46 to 7.41. The application also includes a **public art commitment** and a **landscaped plaza** located at the corner of Sixth Street and Seventh Avenue. To learn more about the application, please visit **www.sixthstreetnw.com**.



## HOW TO PARTICIPATE

The project team will be hosting two online public engagement meetings on Thursday, April 21, 2022 from 12-1PM and 6-7PM. The same information will be shared at both meetings. Please join us online at **www.sixthstreetnw.com** or scan the QR code to the right to register for the meeting and provide your comments.



## Join us on Thursday, April 21 for a presentation and Q&A at 12PM or 6PM:

There are two ways to join the online presentation and Q&A

- Register through the website by selecting your preferred time.
- On Thursday, April 21 at 12PM or 6PM, visit www.sixthstreetnw.com where you will find a "Join the Presentation" button.

Provide your comments during the public input period from April 21 to April 26: There are two ways to provide comments:

- Fill out a comment form online at www.sixthstreetnw.com; or
- Send an email with your comments to info@sixthstreetnw.com.

If you have questions or cannot participate virtually, please contact the project team at info@sixthstreetnw.com or call 604-731-9053 ext 106.

If you have questions for City Staff, please contact Mike Watson, City of New Westminster at mwatson@newwestcity.ca or call 604-527-4516.



### APPENDIX B - NEWSPAPER AD

## ONLINE PUBLIC ENGAGEMENT OPPORTUNITY FOR 616-640 SIXTH STREET NEW WESTMINSTER

PC Urban has acquired 616-640 6th Street and has submitted an application to amend the zoning bylaw and development permit that was approved by Council in 2019.

The revised application includes **338 rental homes** secured for 60 years, **563 bike parking stalls** exceeding the new by-law, the **reduction of parking spaces** from 313 to 271, supplemented by **transit passes** for tenants without vehicles, **5 car-share vehicles** for residents and the public, the addition of a set-back fouth-storey to the podium, the addition of **10 below-market rental units** and a slight increase in density from an FSR of 6.46 to 7.41. The application also includes a **public art commitment** and a **landscaped plaza** located at the corner of Sixth Street and Seventh Avenue.

#### LEARN MORE AT WWW.SIXTHSTREETNW.COM



#### HOW TO PARTICIPATE

The project team will be hosting two online public engagement meetings on Thursday, April 21, 2022 from 12-1PM and 6-7PM. The same information will be shared at both meetings.



- **1. Join us online on April 21 for a presentation and Q&A at 12PM or 6PM** Registration for the meeting is available at www.sixthstreetnw.com
- 2. Provide your comments during the public input period from April 21-26 There are two ways to provide comments: Fill out a comment form online at www.sixthstreetnw.com or send an email with your comments to info@sixthstreetnw.com

If you have questions or cannot participate virtually, please contact the project team at info@sixthstreetnw.com or call 604-731-9053 ext 106

If you have questions for City Staff, please contact Mike Watson, City of New Westminster at mwatson@newwestcity.ca or call 604-527-4516

## **APPENDIX C - PRESENTATION**



\* Dates are estimated and are subject to change

## How to Participate



#### AUDIO

Attendee mics and cameras are turned o If you cannot hear make sure your audio is turned on and the volume is up. ed off Check your Zoom settings to ensure that your audio is connected.

To ask a question type it by clicking the Q&A buttom at the bottom of your Zoom window. You can also ask a question by raising your virtual hand using the Raise Hand function. We will enable your audio to allow you to ask your question verbally

## About PC Urban

With years of experience in real estate development in Western Canada, PC Urban is a multidisciplinary team of dedicated individuals focused on maximizing potential in the properties they re-imagine.

387	Rental homes delivered since 2019
724	Rental homes in development
1.5 M ft <sup>2</sup>	Residential under development
2.3 M ft <sup>2</sup>	Under development across residential commercial and industrial projects

## **Site Context**

The site is located in the Uptown area of the Moody Park neighbourhood and is in close proximity to transit, bike routes and amenities.



## **Policy Context**



- The site is currently zoned Comprehensive Development District (CD-80) based on the rezoning that took place in 2019.
- The Official Community Plan (OCP) designates the site as MIxed-Use High Rise, which permits: high-rise, mixed-use buildings
  - ground-floor commercial uses and residential above
- Sixth Street designated as a "Great Street" as part of the Uptown Mixed Use Node Development Area. Streetscape vision design guidelines include:
   Wider sidewalks
   Pedestrian focus

  - Inclusive public spaces

## **Community Benefits**



Addresses need for creased rental housing supply

 338 new market rental homes secured for 60 years
 of which 10 are below-market rental homes
 38% of all units will be 2 and 3 bedroom bedroom

Looking at the Southwest corner of Sixth Street and Seventh Ave

- modes of transportation
  - Reduction in overall vehicle parking stalls from the initial application
     Transit passes for residents without vehicles
     Son-site car-share vehicles
     S26 tenant bike parking stalls exceeding the bylaw and
     18 ground-level public bike parking stalls

Promotes the use of active and alternative

- Landscaped public plaza on the corner of Sixth Street and Seventh Avenue
   \$150,000 in on-site public art.
   Extra wide boulevard creates an animated pedestrian streetscape and engaging commercial storefronts

efully crafted c amenities



**Policy Context** 

Proposal

## **Entrance along Seventh Avenu**

 Secured Market Rental Policy encourages the development of rental housing

- Family-Friendly Housing Policy ensures multi-family rental projects contain at least:

   25% two- and three-bedroom
   5% of the total project units be three-bedrooms or more

 To support individuals with limited mobility, a minimum of 40% of all dwelling units must be constructed as Adaptable Dwelling Units in accordance with the British Columbia Building Code under the Adaptable Units and Statement of the Stateme Adaptable Housing requirements

#### APPROVED IN 2019 2022 APPLICATION 29-storey building • 3-storey podium 29-storey building • 4-storey podium

143 strata ho 95 rental homes

- 6.46 density (FSR)
- 7000 ft<sup>2</sup> floor pla
- 8073 ft<sup>2</sup> floor plate LEED Gold Building

• 7.41 density (FSR)

0 strata homes Strata nomes
338 new rental homes
10 of which are below market rental
40% of units are adaptable

Amendments sought through the current 2022 rezoning application help to deliver more rental and affordable housing, along with more community amenities.

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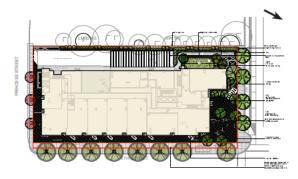
## Landscape Plan - Level 5



## Floor Plan - Ground Floor



## Landscape Plan - Ground Floor





Please visit www.sixthstreetnw.com after the presentation to complete a comment form.

## Floor Plan - Level 2



## Floor Plan - Level 3



Floor Plan - Level 5

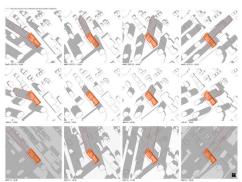


## **Elevation Plan**



East Elevation

## **Shadow Study**



## Floor Plan - Level 4



## Floor Plan - Levels 6-29





#### APPENDIX D - EMAIL CORRESPONDENCE

4/26/20223:26 PM

616 - 640 Sixth St., New Westminster To info@sixthstreetnw.com <info@sixthstreetnw.com>

To Whom it May Concern

#### Dear Sir or Madam.

In 2019, the rezoning had been approved by the City of New Westminster w thout taking into consideration a large number of existing Princess Street residents opposing the project and who signed a petition to the city regarding this matter. The City of New Westminster never answered our pet tion opposing the approval of the new project.

Princess Street between 8th St and 8th St has never been designed as a high volume street, however with a I the 5 existing residential towers, the mail parking and truck loading docks, Princess Street Is already extremely congested and often overwhetmad with traffic.

The proposed development is adding even more traffic, which will inevitably lead to gridlock of Princess Street, thus negatively affecting the living standard of a l residents - current and proposed - and likely the value of the existing properties.

The proposed project has no place in this location and has been approved forcibly by the City of New Westminster without due consideration for all concerned and affected.

We are very determined to unite with all opposing forces against this project and make every effort to stop it from being approved.



To into@sixthsteetnw.com Subject 616-640 Sixth Street

04-26 19 50 (GMT-08 00

Could you tell me how long you expect the location to be an active construction site?

I live directly across the street and am wondering what to expect in terms of the duration of any traffic detours and sounds related to construction.

616-640 sixth street New Westminster To info@sixthstreetnw.com

This just seems to go around and around, I had attended meetings in regards to this building of 129 storey on 8th. And Princess. The city is making a big mistake, Princess St. Is not even a normal size St. And all of the traffic from that building will be going down Princess, along with all the transport delivery trucks that are here everyday, a I day, New Weetinteistre real y doesn't care about its residents on this timy St. Called Princess, everyone desives a place to live, but WHY would the builder not put the underground parking entrance on 7th. Ave. (Way too much competion)





4/22/20228:49 PM

4/22/2022 2:52 PM

Re: Sixth Street Complex

To info@sixthstreetnw.com

To Whom It May Concern:

It is with huge disappointment that this complex appears to be going ahead! How can anyone not realise what the increases to the volume of density that will occur down Princess Street will create? It's a nightmare of accidents waiting to happen. I am appalled that this has not been given proper consideration and I am not the only one who thinks so. Where oh where are these peoples' thinking caps!!!



Thank you, 

To i

Hello

## APPENDIX E - TRANSCRIPT OF COMMENTS + Q&A SESSION

## **Comment Forms**

In 2019, a rezoning was approved for this site that considered 143 condominium and 95 rental units in a 29 storey building. The current proposal is for 338 rental homes, including a proportion of below market affordable units in a 29 storey building. Do you have any comments about the change from condominium to rental homes?	Along with the site in close proximity to Translink's frequent transit network, there are a number of transportation demand management (TDM) measures being considered for this project. The TDM measures include providing transit passes to residents without vehicles, 5 on-site car share vehicles, 5 on-site car share vehicles with memberships for residents, real time transportation information and plentiful bike parking infrastructure. What do you think about the TDM considerations that have been included to help minimize traffic congestion?	What do you like about the proposal?	Do you have any concerns about the proposal?	Is there anything else you would like to share with us at this time?
Fully support the change to rental homes. And that it brings a much- needed supply of climate- controlled (cooling as well as heating) rental units to the area. In-suite laundry is a bonus.	Nice gesture, but there will still be a relatively huge number of people living in a tiny section of a block. People that will have to share roadways, whether as drivers, riders, or pedestrians, with existing road traffic (delivery trucks, cars, buses).		What kind of a loading zone(s) will the building have? Whether delivery of goods for retail or moving trucks for tenants?	Are there features of the design that accommodate older persons and those with mobility issues?
Sounds good	Great! We need to make alternatives to driving more appealing.	It's a better land use than the current one. We need more housing supply to meet the housing crisis in this region. The city would also get a lot more sources of revenue.	I'm concerned whether the design of the building takes into account the impact on birds. Millions of birds collide with glass covered buildings every year.	
I do not mind the rental units change. I do NOT like the traffic congestion and safety hazards that will result if the access for vehicles for this building is on Princess Street. This street is congested enough as it is and no enforcement of traffic blockages takes place. All commercial vehicles park directly on the street - often for extended periods of time. This is a hazard for cars and particularly for pedestrians who are often the elderty!	Are the transit passes ongoing or will they be given out for one or two years and then discontinued? That's not a long term solution.	The look is modern. ? too modern for the rest of the uptown area?	Traffic as stated above. will the building be kept clean and looking as new. I'm not familiar with the rental company.	What will the traffic patterns be on Princess, 8th Street, and 6th stree?
I have friends who spent hours in line just to view a rental home, so while as a homeowner I recognize the benefits of strata housing, this switch responds better to the clear shortage of that more obtainable form of housing	<ul> <li>The TDM measures sounds amazing, a transit pass seems more luxurious to have than a car here given the frequent transit.</li> <li>I would support lowering the amount of car parking required even further, esp if more ride share vehicles were included</li> <li>It would be great to get real protected bikelanes on Seventh St. like the Rexal has across the street, painted lanes just don't cut it.</li> </ul>	The switch in tenure responds to the needs of the community, and is well worth the increases being asked for     The amount of bike parking, ride share vehicles, and free transit passes are to die for     The height increase of the podium provides more privacy for the amenity area, as does the landscaping since it reduced the view from the Royal City Centre Parking lot	The amenity gym would feel more comfortable to use in a less publicly visible location, and this corner feels like it would benefit more from a café or something similar instead.     - it would bee great for residents if the rooftop of the tower also included an amenity space, at the very least do a green roof.	It would be great if homeowners to east could build similar rental building on their properties - At least 4 or 6 floors would help create to a nice transition to this area

In 2019, a rezoning was approved for this site that considered 143 condominium and 95 rental units in a 29 storey building. The current proposal is for 338 rental homes, including a proportion of below market affordable units in a 29 storey building. Do you have any comments about the change from condominium to rental homes?	Along with the site in close proximity to Translink's frequent transit network, there are a number of transportation demand management (TDM) measures being considered for this project. The TDM measures include providing transit passes to residents without vehicles, 5 on site car share vehicles with memberships for residents, real time transportation information and plentiful bike parking infrastructure. What do you think about the TDM considerations that have been included to help minimize traffic congestion?	What do you like about the proposal?	Do you have any concerns about the proposal?	Is there anything else you would like to share with us at this time?
- I think this s a change that makes sense given the need for more rental housing in the region, as it is a more obtainable than strata housing. I have friends who had to wait in a large line to even view a rental home, so this will definitely be well used.	<ul> <li>the Transportation Demand Management this building provides sound perfect and even better than having your own vehicle.</li> <li>I would like to see a physically protected bikelane instead of just the painted lanes, as tit would make this space accessible for all ages and abilities.</li> <li>I think you could reduce the parking provided even more, and prov de further car share spaces, and of cou se the same benefits in lieu of car ownership</li> </ul>	The height, massing, use, and density are completely supportable     The increase in height for the podium makes sense, as it allows more privacy for the building's amenity area     the switch from offering strata to 100% rental with affordable units makes sense given the limited rental market that exists currently. - absolutely love the idea of providing transit passes and offering car share for those that don't have vehicles	<ul> <li>At minimum I think that the rooftop of the tower should have a green roof. However, I think that not having an accessible rooftop at the top of the tower is a real missed opportunity.</li> <li>I think it would make sense to move the amenity gym from its current location, as it doesn't seem very private, and it also feels like a missed opportunity for st eet level activation with a store or cafe.</li> </ul>	- I believe that the homeowners surrounding this proposal should be allowed to build something similar on their property, especially given the housing crisis.
I would like it to have condominium units.	I think having less cars is great.	I like a more transit/biking oriented approach.	I dislike the shift from strata+rental to rental only.	
no	I like this element of the project and believe they will attract residents interested in a car free/light lifestyle.	Will bring more people into the uptown area to support local businesses and culture without the need to drive there.	I am concerned about the pedestrian entrance on 7th Ave. There is a risk of a conflict between cars picking up/dropping off residents in front of the entrance. It is critical that the interface is designed such that cars can NOT park in/block the bike lane, and that there is enough space such that people getting in and out of cars are not blocking the bike lane. Its just as important to get this interface right as it is to provide all the amenities inside the building. The 7th Ave bike route is heavily used and the City is about the spend a lot of money foring up the bike lanes in this area.	
No	Expecting residents to take transit is not consistent with the city plan to remove the bus stop across the street from this building (northbound 6th). Residents will park on nearby streets including on Princess Street which is all no-parking but the city does not enforce it. Parking entrance should not be on Princess Street. The street already has too much traffic for the size of the street. Parking entrance should be on 7th which is a full-sized street.		Parking entrance should not be on Princess Street. The street already has too much traffic for the size of the street. Parking entrance should be on 7th which is a full-sized street.	Parking entrance should not be on Princess Street. The street already has too much traffic for the size of the street. Parking entrance should be on 7th which is a full-sized street.

#### PIM Q&A - 12PM SESSION

#### Question

What does "Secured for 60 yrs" mean?

Does the City require any Charging stations and how many?

what consideration has been given towards traffic on Princess St. currently residents are boxed in with no left hand turns both east and west, adding 200 plus cars to the area is just making it worse...

Can you please put back up the 2019/2022 comparision slide.

What sound abatement on the roof top area? There will be a lot of echoing.

Who will own the building? Who will manage it?

Where is the parkade access? Off Princess Street? What about traffic control for that access? What about the much increased traffic on Princess and the access to 6th and 8th Streets which have no signals and restricted turns at present.

This plan has about 100 more units than the other plan. What size will the units be?

Regarding Charging stations, in other City Bylaw requirements, you have integrated to the plan, but not here?

Where is the driveway

impact to surrounding property values with 100% rentals / over 60 years. who maintains the building over this lenght of time.

Princess echoes all noise from s;urrounding buildings

Thank you. Please provide parking stall differences, if any, from 2019/2022.

There is an additional 100 units. Can describe where the differences come from (clearly the 4th floor additonal but there must be more changes).

What kind of rents will be charged?

It, Princess Street, is already the ONLY delivery route for Royal City Centre with its 2 towers, plus the existing 3 towers along north side of Princess Street. This traffic is not average, given that transport trucks with their very large trailers, are often parked on Princess currently, while waiting for Loading Dock space. And you now are proposing a 90 degree turn into your access area? Any ideas?

When does construction start on this ?

It seems that it is also your residential access.

Have you visited Princess ST and watched all the trucks lining up to turn into Royal City Mall etc. There are 6 sitting on Princess right now comment city already has a 90 degree turn out to 7th ave, as residents cut through this back lot due to no left turn on 6th, real world Yeah, Lynn.

Please visit on a weekday, as Lynn suggests.

## PIM Q&A - 6PM SESSION

Question
What type of retail will be going in on street level
How long will the construction take?
Will the bus stop remain out front?
What are the average sizes of the units? (1 bedroom, 2 bedroom, 3 bedroom)
My concern is demolition of current building and construction of new building. What will be the transportation route? Princess Avenue is not a wise choice.
How will the units be offered to prospective tenants? What do people need to do to become tenants?
Where is parking for customers to the retail stores?
Will any trees in the alley/lane need to be removed for this development?
What changes have you aznd the city cooked up regarding lights and/or stop signs or other turning restrlie ctions at 6th And Princess? Right now it is a compuslory right turn. Will that remain?
Previous question relates to residential tenants. Thanks.
Have current retails been given notice. Is so, for when.
Did you say the bus stop would be temporarily removed?
Considering the huge shortage of housing in the lower mainland, why would you not consider the taller building, like 40-45 storeys? In Burnaby, developers are building 60 storeys tall. In downtown New West, some of the new towers are 45-50 storeys.
Will the building be climate-controlled (air conditioning)?
What are your plans for the turn from princes to sixth? Right now it is a compusory right turn but all of your care are exiting onto Princess and must turn there or at 8th.
When will the current retail tenants have to move out, they are going to be really missed, especially the Waffle House and Cobbler.
Do residential units come with storage lockers? If so, what is their size(s)?
To clarify: the earliest demolitions would start is Winter/Spring 2023?
Have you considered reaching out to partner with the other carshare in New West (Evo)?
One more: Will there be electric vehicle chargers?
What would the rental rates be for the different sized units?
Any public chargers?
Is there insuite or communal laundry?



May 31, 2022

Mayor, Council, and Staff City of New Westminster 511 Royal Avenue New Westminster, BC V4L 1H9

## RE: 616-640 Sixth Street – Public Information Meeting Response

Dear Mayor, Council, and Staff,

On April 21, 2022, PC Urban's consulting team hosted two digital Public Information Meetings (PIMs) regarding the rezoning application for 616-640 Sixth Street New Westminster. A total of 1,230 residents were contacted through Canada Post notifications per the City of New Westminster's requirements and newspaper notifications were printed in the New West Record on April 7<sup>th</sup>, 2022, and April 14, 2022. The advertisements and Canada Post notifications both included information about the proposal, details on participating in the PIM and contact information for the project team. Despite the robust outreach, participation in the PIMs were limited to 26 attendants between the two sessions. Additionally, four emails were received, and eight comment forms were completed by participants.

Below is a record of comments reported in the Public Information Meeting Summary Report, and corresponding responses.

1. Concern over the increasing density this proposed development would bring to Princess Street, and a supportive comment about the importance of introducing higher density to the neighbourhood.

Response: The subject site is classified as residential-high density by the City of New Westminster's Official Community Plan. PC Urban, like the City, believes that density is now a requirement in cities given housing demands and land availability. 616-640 6<sup>th</sup> Street property is ideal for the proposed density given its proximity to a transit, walkability to services and the surrounding context, which includes established residential towers. A myriad of Transportation Demand Management is included in this project encouraging public transit use over personal automobile use.

2. Questions about the size of units, unit mix, eligibility for tenancy, rental rates, and appliances of the unit.

Response: PC Urban is offering a range of units including a small number of studios, 1bedroom, 2-bedroom, and 3-bedroom homes. The project exceeds the City's guidelines for family-sized 2 and 3-bed options. The project includes 10 below market units that will be managed by a third-party non-profit operator. The remaining units will

be priced at market rates. No unique requirements exist for the market units. Appliances will be durable and high quality in nature. Unit sizes include:

- Studios are approximately 350 sqft
- 1-beds range from 533 -690 sqft
- 2-beds range from 752 803 sqft
- 3-beds are 975 sqft

# 3. Questions about charging stations and EVs – question about the number of car charging stations and if there will be a potential partnership with car sharing companies.

Response: PC Urban will follow City of New Westminster bylaws for EV charging. Modo has committed to include five carshare cars in the development. Memberships for Modo will be provided to all tenants, giving them the lowest available rates for usage.

4. Questions about Traffic Impacts – questions about the transportation route during construction, if changes will be made on traffic lights, signs, compulsory right turn, and existing bus stop location. Concerns over the proposed 90-degree turn and its potential impact on the traffic condition and capacity of Prince Avenue.

Response: A construction traffic management plan will be submitted to the City of New Westminster prior to the commencement of construction. PC Urban and the project design team is working closely with Bunt and Associates transportation engineers, to manage traffic impacts. The City's Engineering department will review all relevant traffic considerations.

# 5. Questions and concerns over what building materials will be used for noise mitigations and the potential echoing impact of the proposed building on adjacent neighbours.

Response: All noise bylaws will be followed. The Architect of record indicates that there is nothing about the proposed design that will cause excessive noise or echoing.

## 6. Questions about the amount of parking provided and if retail visitors' parking will be provided on-site.

Response: A total of 34 stalls are supplied in this development for combined visitor parking and commercial parking.

## 7. Questions about Property Management – question about who will own and maintain the property.

Response: PC Urban and partner, AIMCo, plan to retain long term ownership of the building after construction. The building will be professionally managed by AWM Alliance Real Estate Group Ltd.

8. Comment and questions about Neighbouring Properties– question and concerns about the potential impact the project would have on the property values of surrounding residential buildings, and how the development would approach adjacent properties in the construction period.

Response: This project will increase economic activity in the area and should increase adjacent property values. Each neighbour directly impacted by construction activities will be contacted well in advance of construction, to mitigate impacts and communicate construction management plans.

## 9. Comment: Project Timing - questions on when the current tenants will be notified and move out, and when the construction will start.

Response: Information has been shared with current tenants that construction is anticipated to start in Q1 2023. The leases of current tenants has been extended for 12 months to the end of 2022.

### 10. Comment Trees – question on whether or not any trees will be removed for the site.

Response: An Arborist report has been produced for the property highlighting some high value trees that will be retained at the back of the property. Sick/low value trees will be replaced per City guidelines with trees better suited to the environment. The landscape plans show 43 future trees will be planted as part of the development of this project.

If any further information is required or you have any questions, please do not hesitate to reach out to me at 604-428-3315 or <u>ireid@pcurban.ca</u>.

Best Regards,

618 6<sup>th</sup> Street Holdings Ltd.

John Reil

John Reid Senior Development Manager



May 31, 2022

Mayor, Council & Staff, City of New Westminster 511 Royal Avenue, New Westminster, BC V3L 1H9

## RE: 616 & 640 Sixth Street – Commercial Tenant Communication

Dear Mayor, Council & Staff,

This purpose of this letter is to provide information to the City of New Westminster regarding the development communication between Commercial Tenants and Landlord of buildings 616 and 640 6<sup>th</sup> Street. This property comprises of two existing commercial buildings, both two floors in height, each on its own land parcel with fronting onto Sixth Street.

Previously a Rezoning Amendment Bylaw No. 7997, 2019 was adopted by council on October 7, 2019. The Rezoning application changed the property from Community Commercial Districts (High Rise, C-3) to Comprehensive Development District (CD-80). Commercial uses are contemplated on the ground floor and will not be permitted above or below ground level in the future.

The previous owner, Orr Developments, regularly communicated the project development application plans with the existing and former commercial tenants, dating back to their first rezoning application in 2017. Orr Developments have owned and operated this building for many decades and when the building achieved rezoning approval, shorter term lease renewals were negotiated at reduced rents in the lead up to redevelopment. Every written lease had a built-in redevelopment clause with a 12 month notice period for tenants to vacate in advance of demolition and construction start. Orr Developments triggered the redevelopment clause by sending out notice letters to all tenants on December 17, 2020. The main message of the redevelopment communication is that every tenant was required to vacate their space by December 31, 2021.

On December 13, 2021 prior to the date PC Urban purchased the property, we sent out our first tenant communication to offer the tenants a 12 month extension at their existing discounted lease rates or month to month at their below market lease rates. Current commercial rents in the building are approximately 50% of comparable market rates, which allows businesses to save and plan for their relocation while still operating in this location on Sixth Street in the heart of Uptown New Westminster.

By the end of December 2021 most tenants in the building had relocated their businesses out of the building. To date only 9 of a possible 36 tenants still occupy their spaces in the building representing 24% occupancy. These tenants are mostly at grade to take advantage of the street frontage on 6<sup>th</sup> Street. We are aware that many tenants have either already moved to



new leased premises nearby, or have secured spaces to which they can move to in the year 2022.

If any further information is required or you have any questions, please do not hesitate to reach out to me at 604-428-3315 or jreid@pcurban.ca.

Best Regards,

618 6<sup>th</sup> Street Holdings Ltd.

John Reil

John Reid Senior Development Manager



June 3, 2022

Mayor, Council, and Staff City of New Westminster 511 Royal Avenue New Westminster, BC V4L 1H9

## RE: Design Panel Response Letter – 616-640 Sixth Avenue, New Westminster

Dear Mayor, Council, and Staff,

On May 24, 2022, the New Westminster Design Panel (NWDP) met to review PC Urban's (PCU) application for a 29-storey mixed-use purpose-built rental project at 616-640 6<sup>th</sup> Avenue. The following statement was moved, seconded, and voted in favour by all members of the NWDP:

## MOVED, SECONDED AND CARRIED

THAT the New Westminster Design Panel support the proposal for 616 and 640 Sixth Street, inclusive of the four-storey podium and the size of the tower floor plate, with the recommendation that the applicant address the following issue to the satisfaction of Planning staff:

• That the rooftop amenity space be further explored: how this and other public spaces are used and materials are allocated.

#### Response

- 1. PCU will change the material of the roof deck of the ground floor amenity space to animate this area visible to residences above and ensure it conforms with the LEED Gold goals to reduce heat island effect.
- 2. PCU with the help of the landscape architect will further develop, design, define and animate the private owned publicly accessible plaza. Jan Ballard Fine Art has been retained to integrate a significant public art piece as a focal point of the plaza. With consideration to include enhanced streetscape furniture and plantings aligned with the City's Streetscape vision.
- 3. PCU will work on the landscape design of the outdoor area adjacent to the North-East CRU to ensure that outdoor seating is integrated with the privately owned publicly accessible plaza.



4. PCU are working with the landscape architect to further develop the children's play area with to review the floor materiality and topographic treatment for animation. The children's play area has been strategically located to be adjacent to the covered amenity and the indoor amenity features on the podium roof top amenity. There is a deliberate small buffer between the children's play area and the adult amenity area. There is also an intentionally unprogrammed space at the southwest corner with a syntruf surface to allow for flexibility of older children's play. We will change the angular paving treatment to align with the building geometry.

If any further information is required or you have any questions, please do not hesitate to reach out to me at 604-428-3315 or <u>ireid@pcurban.ca</u>.

Best Regards,

## 618 6<sup>th</sup> Street Holdings Ltd.

John Reil

John Reid Senior Development Manager



May 23, 2022

City of New Westminster 511 Royal Avenue New Westminster, B.C.

Attention: Ms. Emilie Adin, Director of Development Services

Dear Ms. Adin:

#### Re: Application by PC Urban for 616-640 Sixth Street

We write to express our support of the proposed text amendment of the zoning bylaw for 616-640 Sixth Street, New Westminster.

The change from the previous proposal to a 100% rental project adds significantly to the purpose-built rental housing stock. Rental housing is in great demand and this project will help satisfy that demand.

Furthermore, the proposed increase in density adds more rental units and thus enables housing for more people on this site. Maximizing density on this particular site is appropriate considering the scarcity of land and the amount of services already existing in this area.

The additional unit count will accommodate more people, supports the retail sector, and adds to the vibrancy of the Uptown area.

We support the project and ask that the City of New Westminster approve the application.

Sincerely yours,

Uptown Business Association of New Westminster

Bart Slotman Chair

c.c. Steve Forrest - PC Urban

From:	Gillian Day
Sent:	Wednesday, May 25, 2022 3:59 PM
То:	Jonathan Cote; Lisa Spitale; Emilie Adin; Jackie Teed; Chinu Das; Chuck Puchmayr;
	Chuck Puchmayr (Shaw); Jaimie McEvoy; Jaimie McEvoy (2); Mary Trentadue; Nadine
	Nakagawa; Patrick Johnstone
Cc:	Jacqueline Killawee; Sophie Schreder; Angela Danielisz; Kathryn Beardsley; Priya Bal
Subject:	FW: Property Development Application at 616-640 Sixth Street

Forwarded for information.

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

City of New Westminster | Legislative Services 511 Royal Avenue, New Westminster, BC V3L 1H9 <u>www.newwestcity.ca</u>



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## From: External-Clerks Sent: Wednesday, May 25, 2022 3:58 PM To: Personal Information Removed Subject: RE: Property Development Application at 616-640 Sixth Street

Good afternoon,

I am writing to confirm receipt of your email. It has been forwarded to Mayor Cote and members of Council, the Chief Administrative Officer and the Director of Climate Action, Planning and Development.

Please note that if a member of Council raises this matter at a meeting, your email may be included in the agenda package that is posted to the City's website. Prior to posting, your email address and phone number will be redacted.

Yours truly,

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

City of New Westminster | Legislative Services 511 Royal Avenue, New Westminster, BC V3L 1H9 <u>www.newwestcity.ca</u>



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From: Personal Information Removed Sent: Tuesday, May 24, 2022 2:53 PM To: info@sixthstreetnw.com Cc: Priya Bal <pbal@newwestcity.ca> Subject: [EXTERNAL] Property Development Application at 616-640 Sixth Street

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I strongly support the rezoning application located at 616-640 Sixth Street in Uptown.

As a landlord in New Westminster, I realize the challenges that face many of our residents to find suitable rental housing.

Projects such as the one proposed by PC Urban will provide much-needed housing for families who wish to live in New Westminster and this will go to strengthen the community and provide for much needed vitality that are the keys to success for any City.

I believe that projects like the proposed are critical to the future for New Westminster, and I hope that you will support this proposal when it comes before you for consideration.

Sincerely,

Personal Information Removed

From: Sent: Subject:

## Personal Information Removed

Wednesday, May 25, 2022 2:34 PM [EXTERNAL] Support for Rezoning application 616-640 Sixth Street

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

We, the Arts Council of New Westminster, support the rezoning application at 616-640 Sixth Street.

As a local community organization in New Westminster, we recognize the need for affordable and rental housing options in our city and are deeply aware that artists in particular are affected by the lack of housing and high costs of living.

Not only is this project delivering the much needed housing to the Uptown Neighbourhood, but is also creating a public plaza which will house their voluntary public art and create a welcoming space for the community.

Projects like the proposed are critical to New West's future, and I hope that you will support this proposal when it comes forward.

Sincerely,

Personal Information Removed

\_\_\_

At the Arts Council of New Westminster, we live and work on the unceded, traditional territories of the Coast Salish peoples of the QayQayt (qiqÈyt) Nation as well as all Coast Salish Nations.

Arts Council of New Westminster - Bringing Community Together Through The Arts Elevate the Arts in New Westminster, **DONATE TODAY** 

The Gallery/Office is located in the Centennial Lodge, Queen's Park, New Westminster, BC Mailing address: PO Box 16003, New Westminster, BC, V3M 6W6 Phone: 604 525 3244 | Website: <u>acnw.ca</u> <u>Twitter Facebook Instagram</u>

From:	Personal Information Removed
Sent:	Tuesday, May 24, 2022 2:53 PM
То:	info@sixthstreetnw.com
Cc:	Priya Bal
Subject:	[EXTERNAL] Property Development Application at 616-640 Sixth Street

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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I believe that projects like the proposed are critical to the future for New Westminster, and I hope that you will support this proposal when it comes before you for consideration.

Sincerely,

Personal Information Removed

From:	Gillian Day
Sent:	Friday, June 3, 2022 8:41 AM
То:	Jonathan Cote; Lisa Spitale; Emilie Adin; Chinu Das; Chuck Puchmayr; Chuck Puchmayr (Shaw); Jaimie McEvoy; Jaimie McEvoy (2); Mary Trentadue; Nadine Nakagawa; Patrick Johnstone
Cc: Subject:	Jacqueline Killawee; Sophie Schreder; Angela Danielisz; Kathryn Beardsley; Priya Bal FW: [EXTERNAL] Rezoning application

Forwarded for information.

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

City of New Westminster | Legislative Services 511 Royal Avenue, New Westminster, BC V3L 1H9 <u>www.newwestcity.ca</u>



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From: External-Clerks Sent: Friday, June 3, 2022 8:40 AM To: Personal Information Removed Subject: RE: [EXTERNAL] Rezoning application

Good morning,

I am writing to confirm receipt of your email. It has been forwarded to Mayor Cote and members of Council, the Chief Administrative Officer and the Director of Climate Action, Planning and Development.

Please note that if a member of Council raises this matter at a meeting, your email may be included in the agenda package that is posted to the City's website. Prior to posting, your email address will be redacted.

Yours truly,

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

City of New Westminster | Legislative Services 511 Royal Avenue, New Westminster, BC V3L 1H9 www.newwestcity.ca



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From: Personal Information Removed

Sent: Thursday, June 2, 2022 5:13 PM To: Priya Bal <<u>pbal@newwestcity.ca</u>>; <u>info@sixthstreetnw.com</u> Subject: [EXTERNAL] Rezoning application

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council, I support this rezoning application at 616-640 Sixth Street to bring more rental housing to the Uptown area.

I am a resident of New Westminster and have 2 young adults living with me, affordable housing for young adults is more important than ever. I know my children want to reman in New Westminster, having a rental building in a central location of New Westminster provides rich amenities and transit options is ideal. This project will also provide amenities in the building and bring a sense of community to all residents.

I am in favour of adding new rental housing in the Uptown neighbourhood and feel this proposal is well suited to achieve this. I hope when this proposal comes forward at a public hearing, you and the community support it.

Many thanks,

From:	
Sent:	
To:	
Subject:	

Personal Information Removed

Thursday, June 2, 2022 5:13 PM Priya Bal; info@sixthstreetnw.com [EXTERNAL] Rezoning application

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council, I support this rezoning application at 616-640 Sixth Street to bring more rental housing to the Uptown area.

I am a resident of New Westminster and have 2 young adults living with me, affordable housing for young adults is more important than ever. I know my children want to reman in New Westminster, having a rental building in a central location of New Westminster provides rich amenities and transit options is ideal. This project will also provide amenities in the building and bring a sense of community to all residents.

I am in favour of adding new rental housing in the Uptown neighbourhood and feel this proposal is well suited to achieve this. I hope when this proposal comes forward at a public hearing, you and the community support it.

Many thanks,

From: Sent: To: Subject: Mike Watson Saturday, May 28, 2022 12:25 PM Priya Bal FW: [EXTERNAL] 616-640 6th street

**Mike Watson,** RPP, MCIP | Acting Supervisor of Development Planning T 604.527.4519 | E <u>mwatson@newwestcity.ca</u>

City of New Westminster | Climate Action, Planning and Development 511 Royal Avenue, New Westminster, BC V3L 1H9 www.newwestcity.ca | f /newwestminster | @new westminster

We recognise 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.

## From: Personal Information Removed

Sent: Saturday, May 28, 2022 12:23 PM To: Mike Watson <mwatson@newwestcity.ca> Cc: External-Clerks <Clerks@newwestcity.ca> Subject: [EXTERNAL] 616-640 6th street

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mayor and members of Council,

My name is Personal Information Removed and I am a longtime New Westminster resident, not far from PC Urban's proposal.

I am supportive of the proposal to redevelop 616-640 Sixth Street, as it will provide housing for people of all walks of life (i.e. families, empty nesters and young professionals) paired with important community amenities and neighbourhood-serving retail.

For over 12 years, I have lived in a strata condo home in New West, though my area was missing the vitality, animation, and retail it needed. I appreciate the way this redevelopment has been planned – it incorporates neighbourhood-serving retail, public gathering space, car and bike share options, generous setbacks and a public art budget. In other words, it provides a complete package that will only serve to benefit the Uptown area.

I hope Mayor and Council also sees the important benefits of this proposal, and will vote to approve.

Sincerely,

From:	Gillian Day
Sent:	Friday, May 27, 2022 2:15 PM
То:	Jonathan Cote; Lisa Spitale; Emilie Adin; Jackie Teed; Chinu Das; Chuck Puchmayr;
	Chuck Puchmayr (Shaw); Jaimie McEvoy; Jaimie McEvoy (2); Mary Trentadue; Nadine
	Nakagawa; Patrick Johnstone
Cc:	Jacqueline Killawee; Sophie Schreder; Angela Danielisz; Kathryn Beardsley; Mike
	Watson; Priya Bal
Subject:	FW: [EXTERNAL] 616-640 6th street

Forwarded for information.

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

City of New Westminster | Legislative Services 511 Royal Avenue, New Westminster, BC V3L 1H9 www.newwestcity.ca



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From: External-Clerks Sent: Friday, May 27, 2022 2:14 PM To: Personal Information Removed Subject: RE: [EXTERNAL] 616-640 6th street

#### Good afternoon,

I am writing to confirm receipt of your email. It has been forwarded to Mayor Cote and members of Council, the Chief Administrative Officer and the Director of Climate Action, Planning and Development.

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Yours truly,

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

City of New Westminster | Legislative Services 511 Royal Avenue, New Westminster, BC V3L 1H9 <u>www.newwestcity.ca</u>



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### From: Personal Information Removed

Sent: Friday, May 27, 2022 12:29 PM
To: Mike Watson <<u>mwatson@newwestcity.ca</u>>
Cc: External-Clerks <<u>Clerks@newwestcity.ca</u>>
Subject: [EXTERNAL] 616-640 6th street

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

As a resident of New Westminster, I support the rezoning application at 616-640 Sixth Street. This redevelopment will benefit the Uptown area by adding much-needed rental housing to the neighbourhood and by providing significant public amenities.

The price of housing continues to rise in our municipality, and the only way out is to respond with supply – PC Urban's proposal will provide a good quality project while directly responding to our City's needs. I appreciate the diversity of housing proposed – strata homes for those looking to buy in our community and 95 secured market rental homes to allow middle income people and families to live in New West who might otherwise be unable to afford it.

The public plaza and commercial space will animate the area and revitalize the streetscape, and boost foot traffic to local businesses.

This is an impressive proposal, and I hope to see the Mayor and Council vote in support.

Thank you,

From: Sent: To: Cc: Subject: Emilie Adin Friday, May 27, 2022 1:15 PM Gillian Day Priya Bal FW: [EXTERNAL] Rental project

We think this might also be about the 616-640 Sixth rental project that is going before Council again in June. Maybe you can contact the correspondent to confirm?

Regards,

e.

-----Original Message-----From: Mike Watson <mwatson@newwestcity.ca> Sent: Tuesday, May 17, 2022 10:21 PM To: Emilie Adin <eadin@newwestcity.ca> Subject: FW: [EXTERNAL] Rental project

I think this is about sixth st.

Mike Watson, RPP, MCIP | Acting Supervisor of Development Planning T 604.527.4519 | E mwatson@newwestcity.ca

City of New Westminster | Climate Action, Planning and Development 511 Royal Avenue, New Westminster, BC V3L 1H9 www.newwestcity.ca | f /newwestminster | @new\_westminster

We recognise 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.

-----Original Message-----From: Personal Information Removed Sent: Thursday, May 12, 2022 1:27 PM To: Mike Watson <mwatson@newwestcity.ca> Subject: [EXTERNAL] Rental project

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

It was just brought to my attention And I'm in favour of this project. I live in Victoria Hill . We do frequent up town area and I see An upside to making an affordable living Space and welcome new retail space .

Sent from my iPhone

From:	Emilie Adin
Sent:	Friday, May 27, 2022 1:13 PM
То:	Gillian Day
Cc:	Priya Bal
Subject:	FW: 616-640 Sixth Street, New Westminster - Support

Could you forward to Council please? I don't think Mike has provided this email to the clerk's office or that it's been disseminated yet? Cheers, e.

From: <sup>Personal Information Removed</sup> Sent: May 12, 2022 7:08 PM To: <u>mwatson@newwestcity.ca</u> Cc: <u>info@sixthstreetnew.com</u> Subject: 616-640 Sixth Street, New Westminster - Support

Dear Mayor and Council,

I am writing in support of this rental development.

Our firm, BC Building Science, is a key consultant on this project bringing expertise in Building Envelope and Energy Consulting.

Our office has been located in uptown New Westminster for around 20 years. We employ around 35 staff and have hired many young professionals over the years. Some of the new hires are from other parts of Canada and other parts of the world. We do our best to help them with housing but with todays market, this is proving to be more and more difficult to find local rental housing, particularly in New Westminster. As you can imagine, it is beneficial for everyone if our staff can be located as close to the office as possible.

This project will certainly not solve this broader issue, but it theoretically should contribute to reducing the pressure overall.

Regards,



Personal Information Removed

BC Building Science Ltd. Envelope + Energy 611 Bent Court New Westminster, BC Canada V3M 1V3 bcbuildingscience.com

From:	Gillian Day
Sent:	Wednesday, May 25, 2022 4:02 PM
То:	Jonathan Cote; Lisa Spitale; Emilie Adin; Jackie Teed; Chinu Das; Chuck Puchmayr;
	Chuck Puchmayr (Shaw); Jaimie McEvoy; Jaimie McEvoy (2); Mary Trentadue; Nadine
	Nakagawa; Patrick Johnstone
Cc:	Jacqueline Killawee; Sophie Schreder; Angela Danielisz; Kathryn Beardsley; Priya Bal
Subject:	FW: [EXTERNAL] Support for Rezoning application 616-640 Sixth Street

Forwarded for information.

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

City of New Westminster | Legislative Services 511 Royal Avenue, New Westminster, BC V3L 1H9 <u>www.newwestcity.ca</u>



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#### From: External-Clerks Sent: Wednesday, May 25, 2022 4:01 PM To: Personal Information Removed Subject: RE: [EXTERNAL] Support for Rezoning application 616-640 Sixth Street

Good afternoon,

I am writing to confirm receipt of your email. It has been forwarded to Mayor Cote and members of Council, the Chief Administrative Officer and the Director of Climate Action, Planning and Development.

Please note that if a member of Council raises this matter at a meeting, your email may be included in the agenda package that is posted to the City's website.

Yours truly,

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

City of New Westminster | Legislative Services 511 Royal Avenue, New Westminster, BC V3L 1H9 www.newwestcity.ca



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From: Personal Information Removed Sent: Wednesday, May 25, 2022 2:34 PM Subject: [EXTERNAL] Support for Rezoning application 616-640 Sixth Street

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

We, the Arts Council of New Westminster, support the rezoning application at 616-640 Sixth Street.

As a local community organization in New Westminster, we recognize the need for affordable and rental housing options in our city and are deeply aware that artists in particular are affected by the lack of housing and high costs of living.

Not only is this project delivering the much needed housing to the Uptown Neighbourhood, but is also creating a public plaza which will house their voluntary public art and create a welcoming space for the community.

Projects like the proposed are critical to New West's future, and I hope that you will support this proposal when it comes forward.

Sincerely,

Personal Information Removed

Arts Council of New Westminster

\_\_\_

At the Arts Council of New Westminster, we live and work on the unceded, traditional territories of the Coast Salish peoples of the QayQayt (qiqÈyt) Nation as well as all Coast Salish Nations.

Arts Council of New Westminster - Bringing Community Together Through The Arts Elevate the Arts in New Westminster, **DONATE TODAY** 

The Gallery/Office is located in the Centennial Lodge, Queen's Park, New Westminster, BC Mailing address: PO Box 16003, New Westminster, BC, V3M 6W6 Phone: 604 525 3244 | Website: <u>acnw.ca</u> <u>Twitter Facebook Instagram</u>

From: Sent: To: Cc: Subject: Attachments:

# Personal Information Removed

Friday, May 20, 2022 10:50 AM Mike Watson; Priya Bal

[EXTERNAL] Letter of Support.docx

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Watson and Council,

Please see my attached letter in strong support of the rezoning application at 616-640 Sixth Street.

This is exactly what our community and this specific location needs at this time.

Have a great long weekend.

# Personal Information Removed







Visits to our office must be scheduled in advance and you are encouraged to communicate directly with the individual you wish to meet. Our customers are asked to ensure any payments (strata fees/rent) are sent through the mail or visit our website to set up your EFT payment. Please visit our website for more information <u>www.awmalliance.com</u>. Thank you and be well.

This message may contain confidential or privileged material. Any use of this information by anyone other than the intended recipient is prohibited. If you have received this message in error, please immediately reply to the sender anddelete this information from your computer. | Please consider the environment before printing this email.

From:
Sent:
To:
Cc:
Subject:

Personal Information Removed Friday, May 20, 2022 10:17 AM Priya Bal info@sixthstreetnw.com [EXTERNAL] Letter of support

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I'm writing to you to support the rezoning application at 616-640 Sixth Street that will bring more rental housing to the uptown area.

I have been living in the uptown area of New Westminster for about 3 years now and I can feel the need for younger generations to be able to rent a place here as they can't afford buying a place now. The New West area counts as a growing community that can provide home to more younger generations like us. The area is also close to the skytrain stations which makes commuting way easier for tenants and would value the location of this project. We are about to start our family soon and it is important for us that a large number of family oriented housing is being proposed in this area. This would motivate the younger generations to move to this region which helps the community to become more family oriented.

I am in favor of adding the new rental housing in the uptown neighborhood and feel this proposal is well suited to achieve this. I hope when this proposal comes forward at a public hearing, you support it.

Regards,

From:	Gillian Day
Sent:	Thursday, May 19, 2022 4:28 PM
То:	Jonathan Cote; Lisa Spitale; Emilie Adin; Jackie Teed; Chinu Das; Chuck Puchmayr;
	Chuck Puchmayr (Shaw); Jaimie McEvoy; Jaimie McEvoy (2); Mary Trentadue; Nadine
	Nakagawa; Patrick Johnstone
Cc:	Jacqueline Killawee; Sophie Schreder; Angela Danielisz; Kathryn Beardsley; Priya Bal
Subject:	FW: [EXTERNAL] Rezoning Application @ 616-640 Sixth Street New Westminster

Forwarded for information.

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

City of New Westminster | Legislative Services 511 Royal Avenue, New Westminster, BC V3L 1H9 <u>www.newwestcity.ca</u>



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#### From: External-Clerks Sent: Thursday, May 19, 2022 4:27 PM To: Personal Information Removed Subject: RE: [EXTERNAL] Rezoning Application @ 616-640 Sixth Street New Westminster

Good afternoon,

I am writing to confirm receipt of your email. It has been forwarded to Mayor Cote and members of Council, the Chief Administrative Officer and the Director of Climate Action, Planning and Development.

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Yours truly,

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

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From: Personal Information Removed

Sent: Thursday, May 19, 2022 6:03 AM

To: <u>info@sixthstreetnw.com</u>; Priya Bal <<u>pbal@newwestcity.ca</u>> Subject: [EXTERNAL] Rezoning Application @ 616-640 Sixth Street New Westminster

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I support the rezoning application at 616-640 Sixth Street.

As a homeowner and landlord in New Westminster, I have seen firsthand how difficult it is for people to find adequate rental housing.

Projects like the proposed are critical to New West's future, and I hope that you will support this proposal when it comes forward.

Sincerely,

From:
Sent:
To:
Subject:

# Personal Information Removed

Thursday, May 19, 2022 8:37 AM info@sixthstreetnw.com; Priya Bal [EXTERNAL] Letter of Support

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I'm writing this letter in support of the rezoning application at 616-640 Sixth Street to bring more rental housing to the Uptown area.

As a homeowner in New Westminster, I have seen first hand how difficult it is to find adequate housing and I believe this future project will help alleviate the current demand, in addition to providing 10 below-market rental homes that will directly help low-income families that struggle with the already elevated housing costs.

The proposed project will allow for extra-wide sidewalks and street trees as well as new commercial units that will improve the life of the surrounding residents.

I hope when this proposal comes forward at a public hearing, you support it.

Best,

From:	Personal Information Removed
Sent:	Thursday, May 19, 2022 6:03 AM
То:	info@sixthstreetnw.com; Priya Bal
Subject:	[EXTERNAL] Rezoning Application @ 616-640 Sixth Street New Westminster

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Dear Mayor and Council,

I support the rezoning application at 616-640 Sixth Street.

As a homeowner and landlord in New Westminster, I have seen firsthand how difficult it is for people to find adequate rental housing.

Projects like the proposed are critical to New West's future, and I hope that you will support this proposal when it comes forward.

Sincerely,

From:	Gillian Day
Sent:	Tuesday, May 24, 2022 2:06 PM
То:	Jonathan Cote; Lisa Spitale; Emilie Adin; Jackie Teed; Chinu Das; Chuck Puchmayr;
	Chuck Puchmayr (Shaw); Jaimie McEvoy; Jaimie McEvoy (2); Mary Trentadue; Nadine
	Nakagawa; Patrick Johnstone
Cc:	Jacqueline Killawee; Sophie Schreder; Angela Danielisz; Kathryn Beardsley; Priya Bal
Subject:	FW: Re-zoning
To: Cc:	Jonathan Cote; Lisa Spitale; Emilie Adin; Jackie Teed; Chinu Das; Chuck Puchmayr; Chuck Puchmayr (Shaw); Jaimie McEvoy; Jaimie McEvoy (2); Mary Trentadue; Nadine Nakagawa; Patrick Johnstone Jacqueline Killawee; Sophie Schreder; Angela Danielisz; Kathryn Beardsley; Priya Bal

Forwarded for information.

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

City of New Westminster | Legislative Services 511 Royal Avenue, New Westminster, BC V3L 1H9 <u>www.newwestcity.ca</u>



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From: External-Clerks Sent: Tuesday, May 24, 2022 2:06 PM To: Personal Information Removed Subject: RE: Re-zoning

Good afternoon,

I am writing to confirm receipt of your email. It has been forwarded to Mayor Cote and members of Council, the Chief Administrative Officer and the Director of Climate Action, Planning and Development.

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Yours truly,

Gillian Day (she/her) | Agenda Secretary T 604.527.4612 | E gday@newwestcity.ca

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From: Personal Information Removed Sent: May 21, 2022 5:15:08 PM To: info@sixthstreetnw.com; Priya Bal Subject: [EXTERNAL] Re-zoning

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I support the rezoning application at 616-640 Sixth Street.

As a homeowner and parent of a 20 yr old looking for rentals in New Westminster, I have seen firsthand how difficult it is for people to find adequate rental housing.

Projects like the proposed are critical to New West's future, and I hope that you will support this proposal when it comes forward.

Sincerely, Personal Information Removed

From: Sent: To: Subject: Mike Watson Tuesday, May 24, 2022 8:25 AM Priya Bal FW: [EXTERNAL] Letter of Support 616-640 6th street

**Mike Watson,** RPP, MCIP | Acting Supervisor of Development Planning T 604.527.4519 | E <u>mwatson@newwestcity.ca</u>

City of New Westminster | Climate Action, Planning and Development 511 Royal Avenue, New Westminster, BC V3L 1H9 www.newwestcity.ca | f /newwestminster | @new westminster

We recognise 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.

From: Waffle House New West <info@wafflehouserestaurant.com>
Sent: Sunday, May 22, 2022 9:47 AM
To: Mike Watson <mwatson@newwestcity.ca>
Cc: info@sixthstreetnw.com
Subject: [EXTERNAL] Letter of Support 616-640 6th street

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

We support this rezoning application at 616-640 Sixth Street to bring more rental housing to the Uptown area. PC Urban has been very cooperative with us and we are in the beginning stages of talks to come back to the new building once completed.

We believe the new building will not only benefit New Westminster residents by providing more access to housing but also New Westminster businesses with increased foot traffic through the streetscape revitalization proposed through the development.

We hope when this proposal comes forward, you support it.

Thank you, Waffle House Management.

Thank you - We appreciate your business!

Waffle House New Westminster "Simple Breakfast Done Right" Tel: 604-524-8118 <u>E-mail: Info@wafflehouserestaurant.com</u> Website: <u>www.wafflehouserestaurant.com</u>



From:
Sent:
To:
Subject:

# Personal Information Removed

Saturday, May 21, 2022 5:15 PM info@sixthstreetnw.com; Priya Bal [EXTERNAL] Re-zoning

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I support the rezoning application at 616-640 Sixth Street.

As a homeowner and parent of a 20 yr old looking for rentals in New Westminster, I have seen firsthand how difficult it is for people to find adequate rental housing.

Projects like the proposed are critical to New West's future, and I hope that you will support this proposal when it comes forward.

Sincerely,

From:	Mike Watson
Sent:	Friday, May 20, 2022 4:25 PM
То:	Priya Bal
Subject:	FW: Support for PCU rental project at 616-640 6th St in New Westminster

As per the instruction you have passed along from Emilie in our Teams chat, I am forwarding all correspondence on 616-640 Sixth St to you to be addressed.

Kind regards,

**Mike Watson,** RPP, MCIP | Acting Supervisor of Development Planning T 604.527.4519 | E <u>mwatson@newwestcity.ca</u>

City of New Westminster | Climate Action, Planning and Development 511 Royal Avenue, New Westminster, BC V3L 1H9 <u>www.newwestcity.ca</u> | f /newwestminster | @new\_westminster

We recognise 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.

From: Personal Information Removed Sent: Friday, May 20, 2022 4:23 PM To: Mike Watson <mwatson@newwestcity.ca> Cc: info@sixthstreetnw.com Subject: [EXTERNAL] Support for PCU rental project at 616-640 6th St in New Westminster

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I am writing this email as a sign of my support for the rezoning application at 616-640 Sixth Street, which, if approved, will help bring much needed rental housing to the Uptown area.

As a past developer of housing in New Westminster, and a current landlord of retail and office space there, it is with first hand experience that I can say the city enjoys many unique benefits: its central location within the context of Metro Vancouver and how accessible that makes it by road and skytrain, its enviable Fraser River frontage, its ample park space, its abundant retail and services and employment space, and especially its rich history and the character this history provides. It has been a pleasure to see the city making large strides in taking advantage of these traits. As Canada continues to target high levels of immigration, its no secret that the region's geography, population growth and economic strength have rendered it undersupplied in housing, and that all forms of housing are needed to responsibly accommodate this growth. For all of the reasons I have mentioned, New Westminster is an exceptional position to take advantage of this need and continue to establish itself as a world-class place to live, work, study and play. The provision of additional housing, and particularly rental housing, is critical in ensuring this happens. PC Urban's rezoning application provides for a project that is entirely appropriate for the Uptown area, given its position as a higher-density urban core for the city, and will create significantly more housing stock and supporting commercial uses.

Thanks,

Personal Information Removed



Anthem Properties Group Ltd. Suite 1100 Bentall 4 Box 49200 1055 Dunsmuir Street Vancouver BC Canada V7X 1K8

anthemproperties.com

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n - 616-640 : <sup>Removed</sup> .pdf

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sixth Street

Good Afternoon Mayor Watson and Council,

I hope this email finds you well.

Please find attached letter in support of the rezoning application located at 616-640 Sixth Street, New Westminster, BC.

I firmly believe that rental housing is definitely needed in this area.

Thank you for your consideration.

Regards, Personal Information Removed







Visits to our office must be scheduled in advance and you are encouraged to communicate directly with the individual you wish to meet. Our customers are asked to ensure any payments (strata fees/rent) are sent through the mail or visit our website to set up your EFT payment. Please visit our website for more information <u>www.awmalliance.com</u>. Thank you and be well.

This message may contain confidential or privileged material. Any use of this information by anyone other than the intended recipient is prohibited. If you have received this message in error, please immediately reply to the sender anddelete this information from your computer. | Please consider the environment before printing this email.

From:
Sent:
To:
Subject:

## Personal Information Removed

Tuesday, May 17, 2022 10:50 AM info@sixthstreetnw.com; Priya Bal [EXTERNAL] 616-640 Sixth Street Rezoning Letter of Support

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I support the rezoning application at 616-640 Sixth Street.

I have been a renter in Downtown New Westminster (Agnes St.) since 2018, and I have seen firsthand how difficult it is for people to find adequate rental housing in the Metro Vancouver Regional District that is located near community amenities and good quality transit. I would like to add that New Westminster is a lovely place to live.

Finding housing is extremely stressful on those with a limited budget when looking for rental housing as the pool of quality units is relatively low in my experience. Everyone who desires to live in this region deserves quality, sustainable housing options that fits within their budget.

I am the LEED consultant and part of the project team for 616-640 Sixth Street and I can attest to the fact that this project is pursuing LEED Gold Certification in addition to the BC Energy Step Code, which is a very high LEED rating that is not common in New Westminster to my knowledge, especially for a residential building. This project will provide the quality, sustainable, and much-needed housing for families and single-people alike.

Additionally, the Uptown neighbourhood is a good location for added density as Sixth Street has many commercial businesses (my favourite being Kozak Ukrainian Eatery) and locating multifamily housing near these businesses will promote more sustainable modes of transportation and further grow this community and encourage residents to live in New Westminster long-term.

Please support this proposal to add quality rental housing to the neighbourhood.

Thank You,

Personal Information Removed

E3 ECO GROUP INC. #400 – 8085 North Fraser Way Burnaby, BC V5J 5M8 T: 604-874-3715 Personal Information R



May 20<sup>th</sup> 2022

Dear Mayor and Council,

I support the rezoning application at 616-640 Sixth Street.

As a homeowner and landlord in New Westminster, I have seen firsthand how difficult it is for people to find adequate rental housing.

Over the past number of years, I have had many applicants every time I have a vacancy in one of my suites, and it is with great displeasure that I have had to send many good people away to look elsewhere.

Projects such as the proposed will provide much-needed housing for families who wish to live in New Westminster.

I believe that projects like the proposed are critical to New West's future, and I hope that you will support this proposal when it comes forward.

Sincerely,

AWM Alliance Property Services

From:
Sent:
To:
Subject:

# Personal Information Removed

Wednesday, May 18, 2022 4:35 PM info@sixthstreetnw.com; Priya Bal [EXTERNAL] New Westminster Rental Tower

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I support the rezoning application at 616-640 Sixth Street.

As a homeowner who rents out a basement suite, I have seen firsthand how difficult it is for people to find adequate rental housing. When we have had our suite come available there is always a lineup of qualified groups looking for units to rent.

Projects like the proposed are critical to Metro Vancouver's future, and I hope that you will support this proposal when it comes forward.

Sincerely,

Personal Information Removed

Principal, Industrial Properties \*Personal Real Estate Corporation *Click Here to View my Corporate Profile and Listings* 

Direct +1 604 757 4960 Mobile +1 604 417 2248 Personal Information Removed | <u>avisonyoung.com</u> 2900 – 1055 West Georgia Street, Vancouver BC V6E 3P3

AVISON YOUNG

<u>Twitter</u> | <u>Property Listings</u> <u>LinkedIn</u> | <u>Instagram</u>

Avison Young | Legal Disclaimer

From:
Sent:
To:
Cc:
Subject:

# Personal Information Removed

Wednesday, May 18, 2022 2:59 PM Priya Bal info@sixthstreetnw.com [EXTERNAL] 616-640 6th street

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

# Dear Mayor and Council,

I'm writing this email to express my support for the rezoning application for 616-640 Sixth Street which will bring more rental housing to the New Westminster Uptown Area.

I'm a young professional that lives with my parents at 14th Street in New Westminster and as someone who is planning to move out soon, it'll be good if there is more available rental housing in the city of New Westminster. I really like living in this city and it would be beneficial for someone like me if this project progresses as it is a nice city to live in. The location would be great as well for transit commuters like me who take the transit everyday to work as well as it is also close to all the services I need like grocery, clinics and restaurants I often visit.

I'm looking forward to the success of this project and hearing of your support for this project .

Respectfully yours,

--

Mayor Cote and Council New Westminster City Hall 511 Royal Ave New Westminster, B.C. V3L 1H9

Re: rezoning application at 616-640 Sixth Street

We are writing this letter in support of rezoning at 616-640 Sixth Street. We have lived in New Westminster for over 20 years. We were fortunate to of been able to buy our home. In uptown New Westminster there is not many good rental apartments.

I believe that developing this complex is really needed in uptown New Westminster. It would be a great development allowing people to have a nice rental property with good amenities.

The development would fit well in the neighbourhood and will offer residents eco-friendly transportation options.

I hope Council will support this development.

Sincerely,

# LANDLORDBC

Vancouver 1210 - 1095 West Pender Vancouver BC V6E 2M6 Phone: 604.733.9440 Fax: 604.733.9420 Toll free in BC: 1-888-330-6707 Toll free in BC: 1-888-330-6707

Victoria 830B Pembroke Street Victoria BC V8T 1H9 Phone: 250.382.6324 Fax: 250.382.6006

May 17, 2022

Mayor and Council City of New Westminster

Subject: 616-640 6th Street - Proposed Rental Building

Dear Mayor and Council,

I am the Chief Executive Officer of LandlordBC, a non-profit industry association representing owners and managers of rental housing across BC. On behalf of LandlordBC's 3300 plus members I am writing you to strongly support the approval of this proposed purpose-built rental project that will form an integral part of your community for many decades to come.

BC has been consistently under-building housing since the early 1990s, leaving behind a large hole in our housing supply. As a housing advocate I've become increasingly concerned about a narrative that's begun to emerge in some of our regions that because the housing stock expanded at a quicker pace than population that this is incontrovertible evidence that our communities are not facing a housing supply crisis.

Using this simple growth metric to dismiss issues of housing supply at best illustrates a misunderstanding of our housing system, and at worst diminishes the real challenges British Columbians have been experiencing in finding suitable and attainable housing. The premise is wrong and the so-called concerned citizens advancing this narrative are simply advancing their own selfish self-interests.

Ultimately demand is a function of price. And if you think prices are too high, you can't claim that supply meets demand. Just ask those people who have gotten priced out of this community; or those still here but doubling up, stuck in roommate situations; or living with parents for longer than they would like, if they feel that their demand for housing has been met.

We have enormous counter-evidence of a housing shortage linked to the failure of supply to keep up with demand. This comes in the form of low inventories for sale and low rental vacancy rates which are robustly linked to price and rent increase. Furthermore, we know that there are very few empty dwellings in high demand parts of BC based on results from BC's very own speculation and vacancy tax.

# I ANDI ORDBC

Vancouver 1210 - 1095 West Pender Vancouver BC V6E 2M6 Phone: 604.733.9440 Fax: 604.733.9420 Toll free in BC: 1-888-330-6707 Toll free in BC: 1-888-330-6707

Victoria 830B Pembroke Street Victoria BC V8T 1H9 Phone: 250.382.6324 Fax: 250.382.6006

We also know that adding new units to the rental ecosystem leads to vacancy chains that quickly open up other, older more affordable rental units across the housing market. A 2021 study out of Finland entitled City-wide effects of new housing supply: Evidence from moving chains studied centrally-located market-rate housing supply. What they demonstrated was that the supply of new market rate units triggers moving chains that quickly reach middle- and low-income neighborhoods and individuals. They demonstrated that new market-rate construction loosens the housing market in middle- and low-income areas even in the short run. The effect occurs within a few years of the new units' completion. Furthermore, their study demonstrated that market-rate supply is likely to improve affordability outside the neighbourhoods where new construction occurs and to benefit low-income people. So you see we have an opportunity to not only help prospective renters in this community, but potentially in neighbouring communities too.

In closing I'd like to reference a key finding in the 2020 report from the Expert Panel on the Future of Housing Supply and Affordability that I'm sure you've all read. In the Expert Report they indicated that there is clear evidence that municipal zoning powers are both slowing and outright preventing the addition of new housing to municipalities. They went on to say that municipalities play an enormous role in restraining housing. This is your opportunity to prove to the Expert Panel that the City of New Westminster is doing its part by approving this project. Thank you.

Sincerely,

Personal Information Removed

Personal Information Removed

CFO LandlordBC

#### Dear Mayor and Council,

I support this rezoning application at 616-640 Sixth Street to bring more desperately needed rental housing in the Uptown area. Approving as many rental units as quickly as possible has never been more urgent than it is right now.

As noted in the City's 2017 Secured Market Rental Housing Policy, over 60% of the City's housing stock is over 50 years old. With the economic life of most buildings being 40 years, the City's rental housing supply is in desperate need of renewal. Approval of the rezoning application at 616-640 Sixth is an important step towards revitalizing this fundamental rental housing supply.

In October 2021, CMCH reported that the City's rental housing supply was approximately 9,700 units with a 1% vacancy rate, which is one of the lowest in BC. On a recent episode of the Vancouver Real Estate Podcast, Ryan Lalonde and Cam MacNeil of MLA Canada commented that Canada is expecting 1.3 million new Canadians in the next 3 years with 100,000 of those coming to BC annually, in a Province that struggles to provide 25,000 new units in any given year. With such overwhelming evidence and statistics on the complete lack of housing available, there will be continued pressure on vacancy rates. Rapidly rising mortgage rates are also sidelining a number of home buyers, adding even further pressure to these rates.

As a commercial real estate agent in the area, I've been working to sell purpose build rental development sites for the past two years. There has been a monumental shift in the economics of purpose-built rental sites over the past 5 months. Construction costs typically increase by 5% to 10% a year, in the past 5 months alone the industry has witnessed costs escalate by 25%. Interest rates increasing by 1.5% has compounded the situation. Increasing rental rates are not coming remotely close to making up for the cost increases and many purpose-built development sites are being dropped and projects are being shelved. Having a reputable developer like PC Urban committed to delivering rental housing to New Westminster is extremely valuable to your community and cannot be overlooked or taken lightly. I believe it will be harder and harder to identify developers willing to take on projects like this in the coming months.

I am in favour of adding new rental housing in the Uptown neighbourhood and feel this proposal is well suited to achieve this. I hope when this proposal comes forward at a public hearing, you support it. The evidence is unequivocal that we are in a housing supply crisis and approving as much rental housing as possible and as efficiently as possible given the inflationary cost environment has never been more crucial.

Sincerely,

Original Signed By:

May 20<sup>th</sup> 2022

Dear Mayor and Council,

I support the rezoning application at 616-640 Sixth Street.

As a homeowner and landlord in New Westminster, I have seen firsthand how difficult it is for people to find adequate rental housing.

Over the past number of years, I have had many applicants every time I have a vacancy in one of my suites, and it is with great displeasure that I have had to send many good people away to look elsewhere.

Projects such as the proposed will provide much-needed housing for families who wish to live in New Westminster.

I believe that projects like the proposed are critical to New West's future, and I hope that you will support this proposal when it comes forward.

Sincerely, Personal Information Removed



May 23, 2022

City of New Westminster 511 Royal Avenue New Westminster, B.C.

Attention: Ms. Emilie Adin, Director of Development Services

Dear Ms. Adin:

#### Re: Application by PC Urban for 616-640 Sixth Street

We write to express our support of the proposed text amendment of the zoning bylaw for 616-640 Sixth Street, New Westminster.

The change from the previous proposal to a 100% rental project adds significantly to the purpose-built rental housing stock. Rental housing is in great demand and this project will help satisfy that demand.

Furthermore, the proposed increase in density adds more rental units and thus enables housing for more people on this site. Maximizing density on this particular site is appropriate considering the scarcity of land and the amount of services already existing in this area.

The additional unit count will accommodate more people, supports the retail sector, and adds to the vibrancy of the Uptown area.

We support the project and ask that the City of New Westminster approve the application.

Sincerely yours,

Uptown Business Association of New Westminster

Bart Slotman Chair

c.c. Steve Forrest - PC Urban



# Attachment 6 *Extract of May 24, 2022 NWDP Minutes*



# NEW WESTMINSTER DESIGN PANEL

# **MINUTES – Extract**

# Tuesday, May 24, 2022 Meeting held electronically and open to public attendance Council Chamber, City Hall

#### 4. **REPORTS AND PRESENTATIONS**

## 4.3 Rezoning and Development Permit Applications: 616 and 640 Sixth Street – New Westminster Design Panel Review

Emilie Adin, Director, Climate Action, Planning and Development, provided an overview of the proposal, noting the following:

- This project site dates back to 2015;
- There are 1,150 square metres of commercial space at grade, so a gross building area of about 220,000 square feet;
- The property has new owners and an application has have been received for a rezoning. The new owners are also looking for an approval of the development permit application that was already under review;
- The building will be 29 storeys, the same as what was approved in 2019;
- All residential units will be secured rental housing now, as opposed to a mix of strata and market housing. There are 338 residential units total, and 970 square metres of commercial retail at grade.

Jeffrey Mok, IBI Group, provided a presentation on the project, and Jennifer Liu, ETA Landscape Architecture, provided an overview of the landscape aspects of the proposal.

In response to questions from the panel, Mr. Mok, Mr. Bruckner, and Ms. Liu advised:

- The original proposal had its amenity space on the roof, but not the entire rooftop. Have increased indoor amenity space;
- The reduction in parking is related to encouraging other modes of transportation. There are also bike rooms;

- There is a substantial public space at the north end of this proposal, where the entrance to the tower is located, which provides opportunities for people in the neighbourhood to enjoy the space;
- The tower design focuses on simplicity, with the height of the podium giving a sense of the proportion of tower height;
- Public art is planned to go in the plaza on the corner of Sixth and Seventh;
- The intention is for the retail space to be a café which will have moveable seating;
- The landscaping in the northwest corner will be a dog run area that residents can use;
- A minimum of 40% of the units are adaptable so there is flexibility with the rest of the layouts;
- The gym is planned further back so that the front room is more of a lounge or multi-purpose space;
- The structures on the roof deck are covered with glass;
- There is a proposed children's play house for small children's creative play; and
- There are two main types of pavers: one to emphasize the walkway and a secondary type on a diagonal to give more interest to the paving.

The panel had the following comments on the project:

- Supportive of the overall increase in density and adding the fourth level to the podium;
- Appreciative of the entrance plaza and that the entrance has some breathing room from the corner;
- Potentially add more of a public amenity on the corner;
- Supportive of both the size of the podium and the floor plate;
- It seems to be a fairly conventional response to the design guidelines for an iconic tower;
- Would like to see more generosity towards the public realm, particularly on Sixth;
- There is an opportunity for the public art to be integral to the concept of the hard landscaping, seating, etc.;
- Would like to see more outdoor space incorporated for the restaurants and corner units;
- The rhythm of the balconies throughout the building is consistent and strong;

- Would like to see more activation of the rooftop amenity;
- While the panel appreciates the expanded streetscape and plaza, it seems poorly defined;
- The angular paving might not work on the podium, and there does not seem to be a rationale for it;
- Would like to see more detail and effort on the plaza design;
- Would like to see elements of the amenity deck come together in a more coherent design, including the playground;
- Advise revisiting the landscape areas so they better support the architecture;
- Make the floor plate appear as thin as possible. One half of the building could be dark panel and the other part could have a lighter panel;
- Rather than the glazed corners, could leave the balconies set back a little so the corner is emphasized on the dark panel; and
- Could use another transition layer to the roof or an element that creates a cap and ties the tower into the podium element.

# MOVED and SECONDED

THAT the New Westminster Design Panel support the proposal for 616 and 640 Sixth Street, inclusive of the four-storey podium and the size of the tower floor plate, with the recommendation that the applicant address the following issue to the satisfaction of Planning staff:

• That the rooftop amenity space be further explored: how this and other public spaces are used and materials are allocated.

Carried.

All members present voted in favour of the motion.



# Attachment 7 Engineering Servicing Memo



## Memorandum

Date: May 27, 2022

To: Emilie K Adin, Director, Climate Action, Planning and Development

From: Christian Medurecan, Engineering Technologist File: PRJ-007694

Reference No: DRF00140

Subject: OFF-SITE WORKS AND SERVICES (REVISED) REQUIREMENTS FOR 616 / 640 SIXTH STREET – DPU00065/REZ00147

We are responding to the application as referenced above which was resubmitted for review on April 1, 2022 for the proposed Mixed-Use Development.

Please be advised that staff have completed a review of the project and identified the following details that will need to be addressed as part of the application:

- 1. Prior to First and Second Reading, the applicant shall address all onsite transportation matters which could have impacts to the adjacent road network(s) (i.e. Parking maneuvering aisles, Service vehicles into loading areas, Solid waste and recycling areas, etc.)
- 2. The applicant shall, at a minimum, be aware of, or familiarize themselves with the following documents and plans:
  - Subdivision and Development Control Bylaw
  - Tree Protection and Regulation Bylaw
  - Erosion and Sediment Control Bylaw
  - Zoning Bylaw
  - Master Transportation Plan (MTP)
  - Trail and Greenway Master Plan
  - Official Community Plan (OCP)
- 3. Consolidation of the lands, 616 and 640 Sixth Street to create one (1) single parcel.
- 4. On-site storm sewer water management will be required to limit the post development flow to pre-development flow. The on-site works shall be designed in accordance with the City's Integrated Storm Water Management Plan.
- 5. All site drainage works shall be designed and constructed in accordance with the City's Erosion and Sediment Control Bylaw 7754, 2016. The Developer shall retain a qualified professional to ensure that the design and implementation of the erosion and sediment controls meet the requirements outlined in the Bylaw.

- 6. All existing trees are to be protected in accordance with the City's Tree protection and Regulation Bylaw No. 7799, 2016 and any trees identified for removal will need to have a permit approved and in place prior to removal.
- 7. Provision of any road dedications and statutory rights of way that may be required along all frontages to meet the capacity, functionality and design objectives for all modes of travel of the City including access to the proposed development. At a minimum, the City will be requiring, but not necessarily limited to the following:
  - Statutory right of way along the Princess Street frontage for 'Public Access' (approximately 1.57m wide)
  - Statutory right of way along the Seventh Avenue frontage for 'Public Access' (approximately 0.88m wide)
  - Statutory right of way over the Plaza Area for 'Public Access and Gathering'
  - 3.0m x 3.0m truncation at the corner of Seventh Avenue and Sixth Street
  - 3.0m x3.0m truncation at the corner of Princess Street and Sixth Street
- 8. At the time of Demolition Permit issuance, the applicant will be required to make a payment of a flat fee in the amount of **\$5,850.00** plus GST for capping at the main, by the City, of all existing sewer and water service connection not for reuse.

#### OFF-SITE WORKS AND SERVICES

9. Under the City of New Westminster Subdivision and Development Control Bylaw No. 7142, 2007 and amendments thereto, the Developer for the above noted property is required to enter into a Works and Services Agreement with the City addressing all off-site servicing requirements. The off-site services will be identified during the detailed development review and will be required prior to issuance of a building permit. These works could include but may not be limited to the following generally described servicing:

#### ROADWORKS

The subject site is bounded by Seventh Avenue to the north, Sixth Street to the east and Princess Street to the south. According to the City's Mater Transportation Plan (MTP), Sixth Street is classified as a collector road / great street, Seventh Avenue as a local road / rotary crosstown greenway and Princess Street as local Road.

#### SEVENTH AVENUE / ROTARY CROSS-TOWN GREENWAY

9.1. Reconstruction of the Seventh Avenue frontage complete with new sidewalk, curb and gutter, trees, hard surface landscaping (including drainage and irrigation), street furniture, traffic calming, street lighting, underground electrical and telecommunication servicing. Seventh Avenue shall be reconstructed in its entirety based on the following minimums:

- Reconstruction of the existing road structure shall be based on the analysis of a Benkelman Beam Test, or other approved method, carried out on the existing road which is to be upgraded. If the test results are proven satisfactory, the minimum requirement shall be a mill and overlay
- 2.3m wide unobstructed sidewalk on the north side
- 2.0m wide landscaped boulevard with trees on the north side
- 2.0m wide bicycle lane on the north side
- 0.6m wide separation between the bike and travel lane on the north side
- 3.0m wide travel lanes in each direction
- 2.4m wide loading bay on the south side
- 0.9m wide landscaped boulevard on the south side
- 2.0m wide bicycle lane on the south side
- 2.5m wide sidewalk on the south side

The above mentioned works on Seventh Avenue / Rotary Cross-Town Greenway will be designed and constructed by the City. The developer will be required to reimburse the City for this work.

#### **PRINCESS STREET**

- 9.2. Reconstruction of the Princess Street frontage complete with new sidewalk, curb and gutter, trees, hard surface landscaping (including drainage and irrigation), street lighting, underground electrical and telecommunication servicing. Princess Street shall be reconstructed up to road centerline based on the following minimums:
  - Reconstruction of the existing road structure shall be based on the analysis of a Benkelman Beam Test, or other approved method, carried out on the existing road which is to be upgraded. If the test results are proven satisfactory, the minimum requirement shall be a mill and overlay
  - 2.0m wide unobstructed sidewalk
  - 1.2m wide hard surface boulevard with tree pits

#### SIXTH STREET

- 9.3. Reconstruction of the Sixth Street frontage complete with new sidewalk, curb and gutter, trees, hard surface landscaping (including drainage and irrigation), street furniture, street lighting, underground electrical and telecommunication servicing. Improvements to the frontage and public realm/sidewalk on Sixth Street must align with the Great Streets Policy 4A of the MTP. Sixth Street shall be reconstructed up to road centerline based on the following minimums:
  - Reconstruction of the existing road structure shall be based on the analysis of a Benkelman Beam Test, or other approved method, carried out of the existing road which is to be upgraded. If the test results are proven satisfactory, the minimum requirement shall be a mill and overlay

- 3.0m wide unobstructed sidewalk
- 2.0m wide hard surface boulevard with tree pits
- 2.5m wide curbside flex lane
- 3.5m wide travel lanes

#### **VEHICULAR SITE ACCESS**

- 9.4. All proposed vehicular access for the development shall be from Princess Street
- 9.5. All pick-up / drop-off and loading / unloading functions for both the commercial and residential components shall occur on-site
- 9.6. All access requirements shall meet City Bylaw specifications

#### LOADING AND WASTE MANAGEMENT

- 9.7. Garbage and recycling operations functions shall occur on-site. Staging of containers on Princess Street or the sidewalk is not permitted.
- 9.8. Loading and servicing operations shall not impact Princess Street or the reliance on Seventh Avenue or Sixth Street for staging.

#### **TRANSIT STOP**

- 9.9. Upgrading of the existing transit stop on Sixth Street as per the Bus Infrastructure Design Guidelines complete with a standard transit shelter, clear boarding area, bench or additional seating and associated amenities. Relocation of the existing transit stop location will require confirmation from the Coast Mountain Bus Company Ltd. The transit stop shall be reconstructed based on the following minimums:
  - 3.2m x 12.2m bus stop
  - 1.5m setback from the curb for accessibility and circulation for the shelter
  - 2.0m additional clearance around the proposed bus stop to accommodate longer or multiple transit vehicles.

#### UNDERGROUND UTILITIES

#### WATER

9.10. Upgrading of the existing 150mm water main along Princess Street to a 250mm water main to accommodate the additional fire and domestic demands introduced by this development.

9.11. Provision of an adequate single water service connection for the development satisfying the fire and domestic demands complete with a suitable water meter with backflow protection. Size and location to be determined by the Developer's consulting engineer and approved by the City.

#### SANITARY

- 9.12. Upgrading of the existing 200mm combined vitrified clay sewer main to 250mm along Eighth Street between Seventh Avenue and Princess Street to accommodate the additional capacity that will be introduced into the system by this development.
- 9.13. Provision of an adequate sanitary sewer service connection for the development complete with an inspection chamber or manhole at property line. Size and location to be determined by the Developer's consulting engineer and approved by the City.

#### STORM

9.14. Provision of an adequate storm sewer service connection for the development complete with a manhole or inspection chamber at property line. Size and location to be determined by the Developer's consulting engineer and approved by the City.

#### ELECTRICAL, VISTA SWITCH, TELECOMMUNICATION AND GAS

- 9.15. All costs associated with the design and conversion of the existing overhead electrical and telecommunication utilities on the roadways adjacent to the site with an underground system for the development. Please contact Marc Rutishauser in the City's Electrical Operations Department at (604) 527-4533 for electrical and City communication servicing details. Contact Telus and Shaw directly for telecommunication servicing details.
- 9.16. The installation of a Vista Switch will be required as part of this development. The Vista Switch shall be installed, by Electrical Operations, within the dedicated roadway along the Seventh Avenue frontage. The exact location shall be determined at the detailed design review stage of the Off-Site Work and Service.
- 9.17. City communication conduit shall be provided in accordance with the City's Intelligent City Design requirements as it pertains to the Fiber Optic Network and Street Lighting Design. For further information, please contact Phil Kotyk, Fiber Network Operations Manager at (604) 524-4641.
- 9.18. All costs associated with the design and construction of gas servicing for the development. Please contact Fortis BC directly for servicing details.
- 9.19. All third party utility construction drawings shall include the Civil Design Drawings base plan and must be submitted to the City's Engineering Services Division for

review and approval. The Developer's consulting engineer shall ensure that the design of all third party utilities, including New Westminster Electrical, have been coordinated with the Civil Design Drawings. Coordination of the drawings must be completed prior to the issuance of the Works and Services Agreement.

#### STREET LIGHTING

9.20. Roadway lighting for all street frontages shall be provided for safety and to produce accurate and comfortable night time visibility using energy efficient lighting such as LED. Design of roadway lighting shall be in accordance with the City of New Westminster Design Criteria Section 6 and the MMCD (Platinum Edition) Design Guidelines Section 6.0 Roadway Lighting (for LED).

#### **BOULEVARD TREES**

- 9.21. The boulevards shall be prepared for Street Trees complete with a 900mm New Westminster Planting Blend or approved equal growing medium for the full width of the boulevard, including drainage and irrigation. Boulevard landscaping and irrigation shall be provided in suitable locations to the satisfaction of the Parks Department. If adequate soil volume is not achievable, provisions shall be made for soil cell technology or any other approved method to achieve the specified soil volume. For further information, please contact Sylvain Martel, Senior Arborist at (604) 527-4625.
- 10. The preparation of detailed design drawings by a qualified Professional Engineer for the offsite works and services to the satisfaction of the City and in accordance with the City's Design Criteria, Supplemental Specification and Detail Drawings, and Master Municipal Construction Documents. The engineering design drawings for the proposed works may include the following plans:
  - Road works
  - Storm drainage collection facilities
  - Sanitary sewer collection facilities
  - Water distribution facilities
  - Street lighting
  - Boulevard preparation for tree, irrigation and drainage
  - Topographical and lot grading plans
  - Erosion and sediment control plans
  - Electrical power supply and distribution facilities
  - Telecommunication Servicing Plans
  - Gas facilities
- 11. Under the Works and Services Agreement with the City, the developer must address the following requirements:

- 11.1. Employment and retention of a Professional Engineer to prepare and seal the design drawings; to provide a Resident Engineer for inspection of all design and construction related problems; to prepare, certify and seal "As Constructed" drawings, including landscape & irrigation drawings and to certify that all materials supplied and works performed conform to City standards as contained within the Subdivision and Development Control Bylaw and/or the Master Municipal Construction Documents;
- 11.2. The developer will be required to post a security deposit for 120% of the estimated construction cost of the off-site servicing works including GST. The security deposit shall be in the form of an Irrevocable Letter of Credit or cash deposit. The security deposit will be reduced once the off-site works are completed to the satisfaction of the City less a 10% holdback. Upon issuance of a Certificate of Completion by the City, the 10% security deposit will be held for a two year maintenance period;
- 12. The following payments and deposits shall be paid at the time of execution of the Works and Services Agreement:
  - 12.1. Payment to cover the cost of preparing the Works and Services Agreement, currently \$1,960.00 plus tax;
  - 12.2. Payment of **four percent (4%)** of the estimated construction costs to cover the engineering and administrative costs incurred by the City;
  - 12.3. Under the Works and Services Agreement the developer will be required to pay a deposit of **\$5,000.00** to cover any charges for emergency works and signage.
  - 12.4. Payment of a fee **(\$650.00 plus Tax per Tree)** towards the cost to the City for selecting, purchasing, installing, establishing and maintaining Street Trees.
  - 12.5. Signing of a latecomer waiver clause.
- 13. Submission of any easement s or right of way documents required by the City in relation to the proposed development.
- 14. The following charges shall be paid at the time of Building Permit issuance:
  - 14.1. Payment of applicable Greater Vancouver Sewerage & Drainage District (GVS&DD) Development Cost Charges in accordance with Bylaw 187, 1996 and amendments.
  - 14.2. Payment of applicable New Westminster Development Cost Charges in accordance with Bylaw 7311, 2009 and amendments.
  - 14.3. Payment of applicable School Site Acquisition charges in accordance with School District #40 Capital Bylaw No. 2008-1.

14.4. Payment of applicable Regional Transportation Development Cost Charges in accordance with Bylaw No. 124-2018.

Should you have any further questions or concerns please do not hesitate to contact me directly at 604-636-4463.

Thank you,

They

Christian Medurecan, CTech, CPWI-2, BC-CESCL Engineering Technologist

- cc L. Leblanc, Director of Engineering Services
  - E. Wat, Manager, Infrastructure Planning
  - C. Dobrescu, Utilities and Special Projects Engineer
  - G. Otieno, Infrastructure Engineer
  - M. Anderson, Acting Manager, Transportation
  - E. Tiffany, Senior Transportation Planner
  - E. Mashig, Manager, Horticulture and Parks and Open Space Planning
  - M. Rutishauser, Acting Manager, Elec. Engineering, Design & Planning, Electric Utility
  - P. Kotyk, Fiber Networks Operations Manager
  - S. Trachta, Manager, Inspections, Development Services Building & Plumbing
  - M. Watson, Acting Supervisor of Development Planning



# Attachment 8 Adoption Requirements

#### Adoption Requirements

The following items will need to be addressed to the satisfaction of staff prior to the adoption of the proposed Zoning Bylaw Text Amendment Application:

- Registration of a Section 219 Restrictive Covenant (No Build Covenant) which outlines that the applicant will need to meet the following requirements prior to any construction on the site. If any of the below requirements are satisfied prior to adoption of the Zoning Bylaw Text Amendment, they would not be included in the No Build Covenant.
  - Applicant addressing engineering requirements as noted under the Engineering Memo (including Transportation) dated May 27, 2022 included as Attachment 7 to this report, as well as any additional requirements noted by staff through the Development Permit review process;
  - Applicant working with staff to address the design comments raised through the design review process to date including exploration of the podium rooftop amenity space, how this and other public spaces are used and materials allocated, other NWDP design comments, and comments noted by staff through the Development Permit review process;
  - Finalization of a Transportation Demand Management (TDM) Strategy, to the satisfaction of the Director of Engineering Services;
  - Preparation of a Commercial Tenant Relocation Strategy, to the satisfaction of the City's Chief Licensing Officer;
  - Execution of a Housing Agreement or a s. 219 covenant relating to the operation and maintenance of the ten below-market rental units, drafted and approved to the satisfaction of the Director of Planning and Development; and,
  - Execution of a s. 219 agreement to be registered on title for the proposed below-market commercial space, drafted and approved to the satisfaction of the Director of Planning and Development.
- Registration of a Section 219 Restrictive Covenant (Parking Covenant) for offstreet parking requirements (visitor parking).

#### CORPORATION OF THE CITY OF NEW WESTMINSTER ZONING AMENDMENT BYLAW (616 AND 640 SIXTH STREET – TEXT AMENDMENT) NO. 8348, 2022

#### A Bylaw to Amend Zoning Bylaw No. 6680, 2001

WHEREAS the Local government Act authorizes a municipality to zone areas of land and to make regulations pursuant to zoning,

WHEREAS the Council has adopted a zoning bylaw under Part 14 of the *Local Government Act*, and wishes to amend the bylaw,

THE CITY COUNCIL of the Corporation of the City of New Westminster, in open meeting assembled, ENACTS AS FOLLOWS:

- 1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw (616 and 640 Sixth Street Text Amendment) No. 8348, 2022."
- 2. Zoning Bylaw No. 6680, 2001 is amended by:
  - a) Deleting section 1080.1 of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) and substituting the following:

1080.1 The intent of this District is to allow a twenty-nine storey mixed use commercial / multi-family residential development and to restrict residential uses to rental tenure.

b) Inserting a new section "Rental Tenure" into the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) as follows:

1080.3 The tenure of the dwelling units for a multiple dwelling use is limited to residential rental tenure.

c) Inserting a new section "Definitions" into the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) as follows:

1080.4 Despite definitions elsewhere in the Bylaw, the following shall be defined as noted below for the purposes of this Zoning District:

#### 1080.5 Below-market commercial space means space:

a) Designated for commercial use;

b) With rents or lease rates equal to, or lower than, average rent or lease rates in private-market office space;

c) Leased and operated by a non-profit organization; and

d) Secured through an agreement registered to title and to the satisfaction of the Director of Climate Action, Planning and Development.

1080.6 **Below market rental units** means *housing units* with rents equal to, or lower than, average rates for similar units in private-market rental housing, as secured

through a housing agreement registered on title on the City's standard terms for such agreements, subject to such minor modifications as the City's Director of Climate Action, Planning and Development considers necessary to ensure rental rates will be below market rates.

d) Deleting the section under the header "Density" of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) and substituting the following:

1080.10 The minimum commercial floor space shall be 975.5 square metres (10,500 square feet).

1080.11 The total floor space ratio shall not exceed a factor of 6.46.

1080.12 The maximum number of residential dwelling units shall not exceed 237 units.

1080.13 Notwithstanding S. 1080.11 and S. 1080.12, the total floor space ratio may be increased to 7.41, provided the following conditions are met:

a) A minimum of 10 below-market rental units are provided;

b) A minimum of 46.4 square metres (500 square feet) of below-market commercial space shall be provided on the ground floor; and,

d) The maximum number of residential dwelling units shall not exceed 338 units.

e) Deleting the section under the header "Principal Building Envelope" of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) and substituting the following:

1080.14 The siting of principal buildings and structures, and the location of uses within buildings and structures, shall generally be in accordance with the Building Siting Plan attached to and forming part of this bylaw and for the CD-80 Zoning District.

1080.15 The maximum site coverage for principal buildings shall not exceed 55%.

1080.16 The site coverage of principal buildings measured at any point above the third storey, must not exceed 1,393.5 square metres (15,000 square feet).

1080.17 The site coverage of principal buildings measured at any point above the fourth storey, must not exceed 799.0 square metres (8,600 square feet).

1080.18 The site coverage of principal buildings measured at any point above the fifth storey, must not exceed 752.5 square metres (8,100 square feet).

1080.19 Maximum principal building height shall not exceed 29 storeys, nor 91 metres (298.5 feet).

1080.20 The building line requirements in Section 180 shall not apply.

 f) Deleting the section under the header "Off-Street Parking and Loading Requirements" of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) and substituting the following: 1080.21 A minimum of 271 off-street automobile parking shall be provided for all uses on site in accordance with the Off-Street Parking Regulations section of this bylaw.

1080.22 A minimum of 5 off-street parking spaces and vehicles shall be provided for car share purposes.

1080.23 Bicycle parking shall be provided in accordance with the Off-Street Bicycle Parking Regulations section of this bylaw except that:

a) A minimum of 526 long-term bicycle parking spaces shall be provided; and,

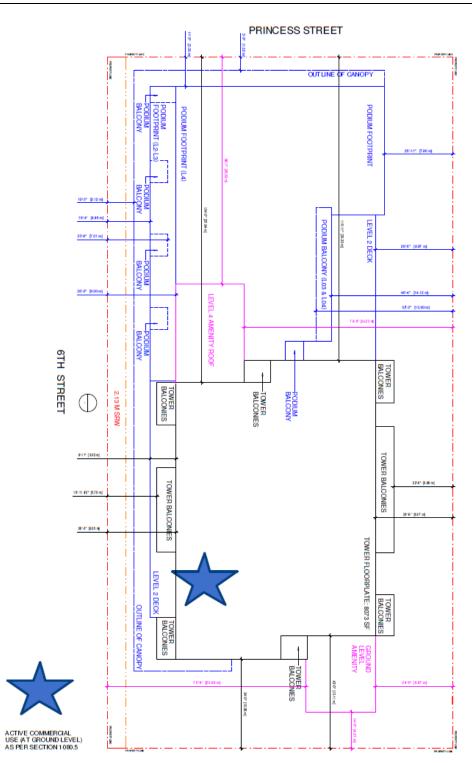
b) A minimum of 18 short-term bicycle parking spaces shall be provided.

1080.24 Off-Street loading shall be provided in accordance with the Off-Street Loading Regulations section of this bylaw.

- g) Deleting section "Building Siting Plan" of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80) and substituting with Schedule A "Building Siting Plan" attached to and forming part of this bylaw.
- 3. Zoning Bylaw No. 6680, 2001 is further amended by making such consequential changes as are required to give effect to the amendments particularized in this bylaw, including changes to the format and numbering of the Comprehensive Development District (616 and 640 Sixth Street) (CD-80).

GIVEN FIRST READING this <u>13th</u>	day ofune	, 2022.	
GIVEN SECOND READING this <u>13th</u>	day ofJune	, 2022.	
GIVEN THIRD READING this <u>30th</u>	day ofJune	, 2022.	
THIRD READING RESCINDED this	day of	, 2022.	
SECOND READING RESCINDED this _	day of	, 2022.	
FIRST READING RESCINDED this	day of	, 2022.	
Public Hearing not held, notice published	and	, 20	22.
GIVEN FIRST READING this	day of	, 2022.	
GIVEN SECOND READING this	day of	, 2022.	
GIVEN THIRD READING this	day of	, 2022.	
ADOPTED this day of	, 2022.		

#### Schedule A to ZONING AMENDMENT BYLAW (616-640 SIXTH STREET – TEXT AMENDMENT) NO. 8348, 2022



#### **Building Siting Plan**



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

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Emilie K. Adin, MCIP Director of Climate Action, Planning and Development	File:	REZ00221
		Item #:	2022-541

#### Subject: Rezoning Application for Duplex: 122 Eighth Avenue – Comprehensive Report

#### RECOMMENDATION

**THAT** the application to rezone 122 Eighth Avenue be considered and no public hearing be held, in accordance with the *Local Government Act.* 

THAT notification be circulated in accordance with the Local Government Act.

#### **PURPOSE**

To request that: 1) Council consider the application to rezone 122 Eighth Avenue and that no public hearing be held, in accordance with the Local Government Act; and, 2) notification be circulated in accordance with the Local Government Act; to enable a stratified duplex proposal.

#### **EXECUTIVE SUMMARY**

A Rezoning application has been received to allow construction of a duplex at 122 Eighth Avenue, in the Glenbrooke North neighbourhood. The proposed side-by-side units would be stratified, and drawings indicate an overall Floor Space Ratio (FSR) of 0.61. Both of the units would be family-friendly and ground-oriented, and secondary suites would not be permitted. The project proposes two off-street parking spaces and long-term bicycle storage in accordance with Zoning Bylaw requirements.

Applicant-led and City-led public consultation has been undertaken for the project and the applicant has responded to key community feedback. Staff recommends that the application to rezone the property be considered, and the Public Hearing waived in accordance with the *Local Government Act*.

This rezoning application was initially put before Council for a waived public hearing on May 9, 2022. It was adopted on June 13, 2022. The City in June 2022 realized that it has made an administrative error in the timing of the public notifications due to changes in the *Local Government Act*. To correct this error, the City is repealing and replacing the bylaw and this report is placed before Council to begin the new approval process. This process will correct the administrative error, and no changes have been made to the content of the zoning bylaw, or the proposed project. Given this, the City is not requiring the applicant to complete any additional steps in the rezoning process, e.g. posting a sign on the property, as all required steps were completed previously.

#### BACKGROUND

#### **Policy and Regulations**

The Official Community Plan (OCP) land use designation for the subject property is Residential – Ground Oriented Infill Housing (RGO), which allows for a duplex. The property is zoned Single Detached Residential Districts (RS-1) and requires rezoning to allow duplex development. The project is being considered under the *Duplex, Triplex, and Quadruplex: Interim Development Review Policy*. As per this policy, a Comprehensive Development (CD) zone would be created for this site. The proposed Zoning Amendment Bylaw No. 8356, 2022 is included as Attachment 1.

As the subject site is located within the Laneway and Carriage Houses Development Permit Area (DPA 1.1), a Development Permit is not required. However, design review of the form and character of the proposed development has been conducted throughout the rezoning process. A summary of relevant City policies and regulations is included in Attachment 2.

#### PROJECT PROPOSAL

The proposed development consists of a side-by-side, ground-oriented, and stratified duplex. Both units would be oriented towards Eighth Avenue. The proposed streetscape elevation is below. Units are proposed to be family-friendly, containing three bedrooms located on the upper storey, and approximately 197 sq. m. (2,121 sq. ft.).



#### Figure 1: Eighth Avenue elevation of the proposed duplex at 122 Eighth Avenue.

Two off-street parking spaces would be accommodated in carports and accessed from the rear lane. This is consistent with Zoning Bylaw requirements. Private outdoor space and bike parking requirements would be met. The duplex would be built to Step 3 of the Energy Step Code, as required by City bylaw. Additional site context information is included in Attachment 3 and project statistics in Attachment 4. The applicant's design rationale and project drawings are Attachments 5 and 6 to this report.

#### DISCUSSION

#### **Overall Evaluation**

The proposed duplex would help increase opportunities for family-friendly, groundoriented infill housing, which was identified as a key objective during development of the OCP. As the proposed project also satisfies the interim requirements for duplex developments with regard to density, parcel size, design form, parking, and access, it is an appropriate pilot project under the *Duplex, Triplex, and Quadruplex: Interim Development Review Policy.* 

#### **Building Design and Massing**

The applicant has proposed a traditional form reflective of the architectural character of adjacent houses. The proposed design is generally unified, with massing oriented towards the centre of the lot and all entries visible from the street. Elements such as the front gable entry, porch posts, and vertically oriented windows have been included to sensitively integrate the duplex into the existing streetscape. Staff considers the proposed design to be generally consistent with the guidelines contained in the Interim Review Policy.

#### Trees

The applicant has submitted an arborist report in support of a Tree Permit application. This report identifies three on-site trees and two off-site trees. Of these, two are specimen-sized and located on-site. The project proposes the protection of one on-site specimen tree and all off-site trees. Two on-site trees would be removed, one of which is specimen-sized and located at the rear of the site. The City arborist notes that this specimen tree has reached its anticipated life expectancy in the urban environment and is in a state of decline, making it unsuitable for retention. As per City policy, four replacement trees would be required. Two City boulevard trees would also be provided along the Eighth Avenue development frontage.

#### Lane Width

The Interim Review Policy requires that duplex pilot projects be located on properties that have a minimum 4.88 m. (16 ft.) lane, with some exceptions. The subject site satisfies this requirement. As per City requirements, a Statutory Right-of-Way is required along the flanking and rear lane to facilitate future lane widening to the City's standard lane width of 6.0 m. (19.7 ft.).

#### **PUBLIC CONSULTATION**

#### **Applicant-led Consultation**

Applicant-led consultation included an online survey, virtual open house, and project website. Residents within 100 metres of the project were notified of opportunities to submit feedback. No community members attended the open house. Two survey responses were received. Attachment 7 includes a description of the consultation process and all feedback.

Respondents supported the project's proposed design and the addition of housing options in the neighbourhood. One respondent expressed support for the project as a whole, while one indicated that they did not support the project due to the proposed removal of the specimen tree at the rear of the site.

#### **City-led Consultation**

City-led consultation included a project website and online survey, published on Be Heard New West. Residents within 100 metres of the project were notified of the online survey. No survey responses were received, although several questions were submitted through Be Heard New West. All feedback received through the City-led process is included in Attachment 8.

#### Applicant Response and Revisions

The applicant has addressed consultation and Staff feedback in the following ways:

- Improved the proposed landscaping along Eighth Avenue and the rear lane;
- Provided lighting along the front walkway and rear lane;
- Included screening for waste and recycling bins on the lane.

Although retention of the rear specimen tree was identified during consultation, the City arborist has confirmed that the ecological benefits of the two healthy replacement trees would exceed the benefits provided by this tree in its last years of life.

#### **REVIEW PROCESS**

Staff considers that the applicant has reasonably addressed public feedback, and that the application meets City policy for waiver of the Public Hearing. Given this, the development application review process is as follows:

- 1. Preliminary Report to Council;
- 2. Applicant-led public consultation, including dissemination of information through the local Residents Association;
- 3. City-led public consultation, including the creation of a Be Heard New West webpage and survey;
- 4. Council consideration of the rezoning application and issuance of notice of waiving the Public Hearing (**WE ARE HERE**);
- 5. Council consideration of First, Second, and Third Reading;
- 6. Council consideration of Adoption of the Bylaw; and,
- 7. Issuance of the Development Permit by the Director of Climate Action, Planning and Development.

As there are fewer than six units proposed, and the form of development is consistent with the OCP, the application was not forwarded to the New Westminster Design Panel nor the Advisory Planning Commission for review or comment.

#### FINAL ADOPTION REQUIREMENTS

The following item will need to be addressed to the satisfaction of staff prior to the adoption of the proposed Zoning Bylaw Amendment:

• Submission of securities for landscaping

#### INTERDEPARTMENTAL LIAISON

The City has a project-based team approach for reviewing development applications. A staff-led project team was assigned for reviewing this project consisting of staff from

Engineering (Servicing and Transportation), Fire, Electrical, Parks and Recreation, and Climate Action, Planning and Development (Building, Planning, Trees, and Heritage) Departments who provided comments throughout the development review process.

#### **OPTIONS**

The following options are available for Council's consideration:

- 1. That Council consider the application to rezone 122 Eighth Avenue and no Public Hearing held, in accordance with the *Local Government Act*.
- 2. That notification be circulated in accordance with the Local Government Act.
- 3. That Council provide Staff with alternative feedback.

Staff recommends Options 1 and 2.

#### **ATTACHMENTS**

Attachment 1. Zoning Amendment Bylaw No. 8356, 2022

Attachment 2. Policy and Regulations Summary

Attachment 3. Site Characteristics and Context

- Attachment 4. Project Statistics Table
- Attachment 5. Design Rationale
- Attachment 6. Project Drawings
- Attachment 7. Applicant-led Consultation Summary
- Attachment 8. City-led Consultation Summary
- Attachment 9. Engineering Servicing Memo

#### APPROVALS

This report was prepared by: Wendee Lang, Development Planner

This report was reviewed by: Mike Watson, A/ Supervisor of Development Planning

This report was approved by: Emilie K. Adin, Director, Climate Action Planning and Development Lisa Spitale, Chief Administrative Officer



Attachment 1 *Zoning Amendment Bylaw No. 8356, 2022* 

#### CORPORATION OF THE CITY OF NEW WESTMINSTER ZONING AMENDMENT BYLAW (122 EIGHTH AVENUE) NO. 8356, 2022

#### A Bylaw to Amend Zoning Bylaw No. 6680, 2001

WHEREAS the Local government Act authorizes a municipality to zone areas of land and to make regulations pursuant to zoning,

WHEREAS the Council has adopted a zoning bylaw under Part 14 of the *Local Government Act*, and wishes to amend the bylaw,

THE CITY COUNCIL of the Corporation of the City of New Westminster, in open meeting assembled, ENACTS AS FOLLOWS:

- 1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw (122 Eighth Avenue) No. 8356, 2022."
- 2. The Lands that are the subject of this bylaw are shown as outlined in bold on the map attached to this bylaw as Schedule B, and are referred to in this bylaw as the "Subject Lands",
- 3. Zoning Bylaw No. 6680, 2001 is amended by:
  - a) Adding as a new section, to be numbered section 1097, the regulations attached to this bylaw as Schedule A.
  - b) Changing the zoning designation of the Subject Lands from "Single Detached Residential Districts (RS-1)" to "Comprehensive Development District (122 Eighth Avenue) (CD-97)"; and,
  - c) Updating the Zoning Map annexed as Appendix "A" to Zoning Bylaw No. 6680, 2001 to record this zoning change.

PUBLIC HEARING not held, notice publi	ished and	, 2022	•
GIVEN FIRST READING this	day of	, 2022.	
GIVEN SECOND READING this	day of	, 2022.	
GIVEN THIRD READING this	day of	, 2022.	
ADOPTED this day of	, 2022.		

MAYOR JONATHAN X. COTE

JACQUE KILLAWEE, CITY CLERK

Comprehensive Development Districts (122 Eighth Avenue) (CD-97)

### 1097 Comprehensive Development District (122 Eighth Avenue) (CD-97)

1097 .1 The intent of this zoning district is to allow a duplex dwelling in the Glenbrooke North neighbourhood. Secondary suites are not permitted in this zoning district.

#### **Permitted Uses**

1097 .2 The following principal and accessory uses are permitted in the CD-97 zoning district. For uses accompanied by a checkmark, there are either Use Specific Regulations in the Conditions of Use within this zoning district or within the General Regulations or Special Conditions Sections of this Bylaw following uses and no others shall be permitted in the (CD-97) district:

Permitted Principal Uses	Use Specific Regulations
Community gardening;	
Residential community living;	
Single unit residential use;	
Transitional housing for women;	$\checkmark$

Permitted Accessory Uses	Use Specific Regulations
Uses accessory to any permitted principal uses;	
Child care;	$\checkmark$
Home occupations;	✓

#### Definitions

- 1097 .3 Despite definitions elsewhere in the Bylaw, the following shall be defined as noted below for the purposes of this Zoning District.
- 1097 .4 **Floor area** means the numerical value determined by measuring the horizontal cross-sectional area of all buildings on a site to the outside of the outer walls at each storey and calculating the total of all such areas:
  - a) including all areas used for attached, enclosed parking structures (garages); and,

- b) excluding any area having a floor to ceiling height of 1.22 metres (4 feet) or less.
- 1097 .5 **Floor space ratio** means the numerical value determined by dividing the floor area on a site by the site area.

#### **Density - Units**

1097 .6 One duplex building containing two principal dwelling units.

#### **Density – Principal Building Area**

- 1097 .7 The floor space ratio for the principal building shall not exceed 0.6.
- 1097 .8 The maximum floor space ratio on a parcel may be increased by:
  - a) 0.01 if the building meets Step 3 of the Energy Step Code; or
  - b) 0.03 if the building meets Step 4 of the Energy Step Code; or
  - c) 0.05 if the building meets Step 5 of the Energy Step Code, or is a Passive House.

#### Site Area and Frontage

1097 .9 A site shall be not less than 557.40 square metres (6,000 square feet) in area and shall have a frontage of not less than ten percent (10%) of its perimeter.

#### **Principal Building Envelope**

1097 .10 All principal buildings and structures shall be sized and sited according to the following:

Regulation	Requirement
Minimum Front Setback	Twenty percent (20%) of the depth of the <i>lot</i> but need not exceed 5.79 metres (19 feet) or the average depth of the front setback of existing principal buildings on sites on either side of the site, whichever is less.

Regulation	Requirement	
Minimum Rear	7.62 metres (25 feet) or twenty percent (20%) of the depth	
Setback	of the site, whichever is less.	
Minimum Side	Side setbacks shall be provided on each side of not less than	
Setback	1.52 metres (5 feet)	
Maximum	7.62 metres (25 feet)	
<b>Building Height</b>		
Maximum Peak	10.67 matrix (25 faat)	
Height	10.67 metres (35 feet)	
Maximum Lot	Thirty five percent (25%)	
Coverage	Thirty-five percent (35%)	

#### Projections

1097 .11 Projections are permitted in accordance with the relevant provisions of the 'Projections into Yards' portion of the General Regulations section of this Bylaw.

#### **Attached Accessory Structures**

- 1097 .12 Attached decks, porches, balconies, greenhouses, parking structures or swimming pools shall be deemed to be accessory structures, and are permitted provided they comply with the following:
  - a) the combined area of all attached accessory structures shall not exceed ten percent (10%) of the site area;
  - b) shall not exceed one storey nor a height of 4.57 metres (15 feet) measured from the finished floor of such accessory structure;
  - c) shall not be located closer than twice the width of the required side yard from the window of a habitable room on an adjoining site, unless such window is above the roof line of the accessory structure;
  - d) shall be located not closer than a distance of 4.57 metres (15 feet) from the corner of a site at an intersection of a street and a lane; and,
  - e) shall be located not closer than 1.52 metres (5 feet) from any rear or side site line bounded by a street.

#### **Detached Accessory Structures**

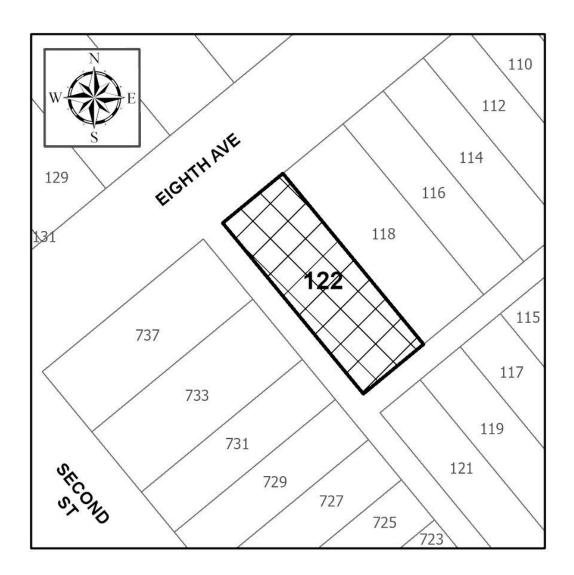
- 1097 .13 Detached greenhouses, parking structures, sheds, gazebos or swimming pools shall be deemed to be accessory structures, and are permitted provided they comply with the following:
  - a) the combined area of all detached accessory structures shall not exceed ten percent (10%) of the site area;
  - b) *detached accessory structures* shall not exceed one storey;
  - c) shall not be located in the required *front yard*;
  - d) shall not exceed 3.6 metres (12 feet) measured from the finished floor to the highest point of the building;
  - e) shall not be enclosed on more than two sides, excluding the roof;
  - f) shall not have dormers;
  - g) shall not be located closer than 1 metre (3.28 feet) from the *principal building*;
  - h) in the case of a carport, where the vehicle entry faces the *lane*, shall not be located closer to a *lane* than 6.71 metres (22 feet), less the width of such a *lane*; and,
  - i) shall not be located closer than 4.57 metres (15 feet) from the corner of a *site* at an intersection of streets, at the intersection of lanes or at the intersection of a street and a *lane*.

#### **Off-Street Parking and Loading**

- 1097 .14 Off-Street parking shall be provided in accordance with the provisions of the Off-Street Parking Regulations section of this Bylaw.
- 1097 .15 Bicycle Parking is not required to be provided.

#### Schedule B to Zoning Amendment Bylaw No 8356, 2022

Area to be Rezoned to Comprehensive Development District (122 Eighth Avenue) (CD-97)





# Attachment 2 Policy and Regulations Summary

#### POLICIES AND REGULATIONS SUMMARY

#### **Official Community Plan**

The subject property is designated (RD) Residential – Detached and Semi-Detached, which is described, in part, as follows:

<u>*Purpose</u>: To allow low density ground oriented residential uses including gentle infill which increases housing choice and retains existing neighbourhood character.*</u>

<u>Principal Forms and Uses</u>: Single detached dwellings and duplexes. Single detached dwellings may also include a secondary suite and/or a detached accessory dwelling unit (e.g. laneway house, carriage house).

The proposed development is consistent with the intent of the RD land use designation and therefore, no Official Community Plan (OCP) amendment would be required for this proposed development.

#### **Development Permit Area**

The subject site is located within the Laneway and Carriage Houses Development Permit Area (DPA 1.1), and as such, a Development Permit is not required for the proposed development. However, as per the *Duplex, Triplex and Quadruplex: Interim Review Policy,* design review of the form and character of the proposed development would be conducted as a condition of the rezoning process.

#### **Duplex, Triplex and Quadruplex: Interim Development Review Policy**

Council has endorsed an interim development review policy for duplex, triplex and quadruplex applications in order to facilitate pilot projects, such as this application. The interim requirements relate to density, parcel size, design form and character, parking, and access. These interim requirements are intended to address that there is limited policy direction currently in place, such as updated duplex zoning regulations.

The Interim Review Policy also identifies that a duplex on an RD designated property cannot include secondary suites, given that the OCP does not contemplate this building form.

#### **Zoning Bylaw**

The subject properties are currently zoned Single Detached Residential (RS-1), and would need to be rezoned to support the proposed development. It is understood that the existing Duplex (RT-1) zone would be used for general reference, except where other guidelines have established a new approach. As such, a Comprehensive

Development (CD) zone would be created for this parcel, should the proposed development be supported.

#### Family-Friendly Housing Policy

The proposed development has fewer than 10 units and therefore is not subject to the Family-Friendly Housing Policy requirements of the City. However, three bedrooms are proposed for each unit, which is in keeping with the Policy.



## Attachment 3

## Site Characteristics and Context

#### SITE CHARACTERISTICS AND CONTEXT

The subject site is located in the Glenbrooke North neighbourhood on Eighth Avenue, near Second Street, in an area of primarily single detached dwellings. The property has an approximate area of 6,956 sq. ft. (646 sq. m.) with a 49.5 ft. (15.1 m.) frontage on Eighth Avenue. The property slopes slightly northeast along Eighth Avenue and towards the rear lane, from which vehicle access would be taken. It is also flanked by a lane and both are undersized. The property currently contains a single detached dwelling.

The property is one block southwest of Royal Square Mall, two blocks west of Glenbrook Middle School and Terry Hughes Park, and is less than 1,310 ft. (400 m.) from Herbert Spencer Elementary School. A site context map and aerial image is provided below:



Figure 1: Site Context Map with 122 Eighth Avenue highlighted in blue

#### Proximity to Transit Service and Other Sustainable Transportation Options

Eighth Avenue is classified as a collector road, while Second Street is a local road. The flanking and rear lanes are undersized at 16 ft. (4.88 m.). The Central Valley Greenway is located approximately two blocks south of the site. The sidewalk network surrounding the site is complete, including an accessible curb letdown at the intersection of Eighth Avenue and the flanking lane and Eighth Avenue and Second Street. Transit service is proximate, as shown on the table below:

#### Table 1: Proximity to Transit Service

Transit Facility	Approx. Frequency	Approx. Distance
#105 / #128	20 minutes	155 ft. (47 m.) to Eighth Ave. and Second St.

#### **Demolition of the Existing Single Detached House**

Prior to submission of the rezoning application, the applicant sought approval for the demolition of the existing 1911 house. As per the City's policy for buildings that are 100 years or older, a Heritage Assessment for this house was completed. The Heritage Assessment indicated that the building was in poor condition and that numerous interventions had been made. The demolition permit application was forwarded to the Community Heritage Commission (CHC) on June 2, 2021 and the CHC recommended that staff discuss the option of a Heritage Revitalization Agreement with the property owner, as the original form was distinguishable. The owner has chosen not to pursue this option. The Director of Climate Action, Planning and Development has not yet issued the demolition permit.



Attachment 4 Project Statistics Table

### PROJECT STATISTICS

	Permitted / Required if Under Interim Policy	Proposed
Lot Area	6,000 sq. ft. (557.4 sq. m.) with lane access	6,955.7 sq. ft. (646.2 sq. m.)
Site Frontage	-	49.5 ft. (15.1 m.)
Average Lot Depth	-	140.5 ft. (42.8 m.)
Front Setback	19.0 ft. (5.79 m.)	19.0 ft. (5.79 m.)
Floor Space Ratio	0.61 FSR (Step 3)	0.61 FSR (Step 3)
Above-grade FSR	-	0.41 FSR
Building Height Mid-point	25.0 ft. (7.62 m.)	24.9 ft. (7.60 m.)
Building Height Roof Peak	35.0 ft. (10.67 m.)	29.4 ft. (8.95 m.)
Site Coverage (Principal Building)	35%	21%
Off-Street Parking	2 spaces (1.0 per dwelling unit)	2 spaces (1.0 per dwelling unit)
Bicycle Parking	No requirement	2 spaces (1.0 per dwelling unit)



Attachment 5 Applicant's Design Rationale City of New Westminster 511 Royal Avenue New Westminster, BC V3L 1H9

December 16, 2021

**RE: PROJECT SUMMARY LETTER** 

122 Eighth Avenue, New Westminster Property is located in the Glenbrooke North neighborhood. The property is walking distance to Terry Hughes park and Queen's park. Both levels of schools are in close vicinity. Shopping is easily accessible.

The current site is sloping up from North to South and neighboring area is moderately landscaped, mostly with large trees in rear yards.

Neighborhood consists of significantly older homes with some newer homes built from the 1990's and onwards. The general architecture is traditional or craftsman.

Proposed is a duplex on a site which has flanking and rear lanes. The front of each proposed unit faces Eighth Avenue. Main indoor and outdoor living space is on the ground level and majority of bedrooms are on the second level. The cellar is for recreational purposes. Proposal also includes Carports for each unit, accessed from the rear lane.

The proposed design compliments the current streetscape, continuing with the traditional craftsman style. Landscaping includes keeping a large tree in the rear yard and introduced planting will enhance the neighborhood.

The proposed project would provide family-friendly, ground-oriented housing, which is an important City goal to provide ground-oriented housing for our community. Ground oriented housing is critical for health, security, and overall well-being and encompasses choice, supply, security, affordability, and suitability. Also pursue creative approaches to housing policy and on-the-ground projects to transform the way housing is provided in New Westminster.

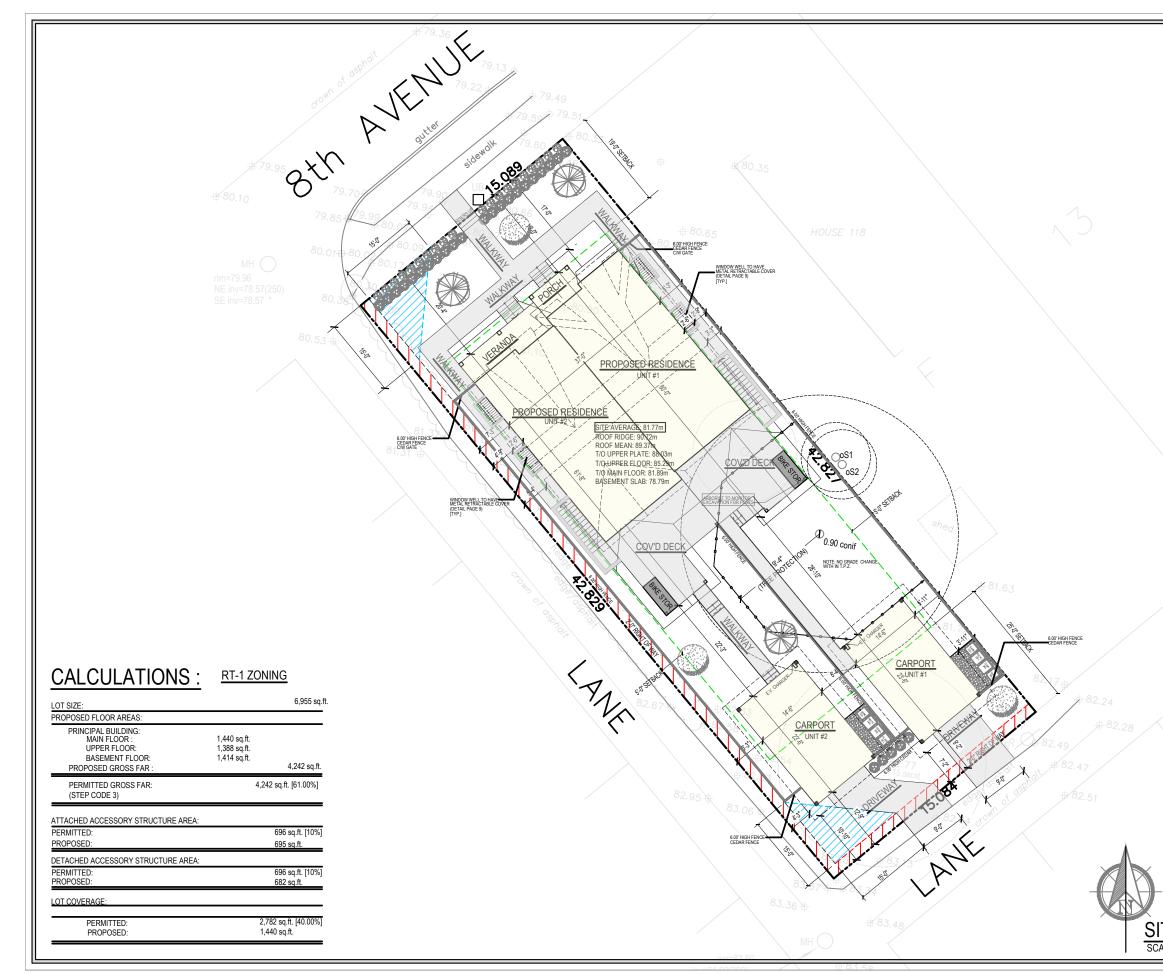
Also Facilitate development of a range of ground-oriented infill housing and provision of other choices in housing under a range of tenures and ownership models.

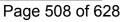
Warm Regards,

Jass Bhatia

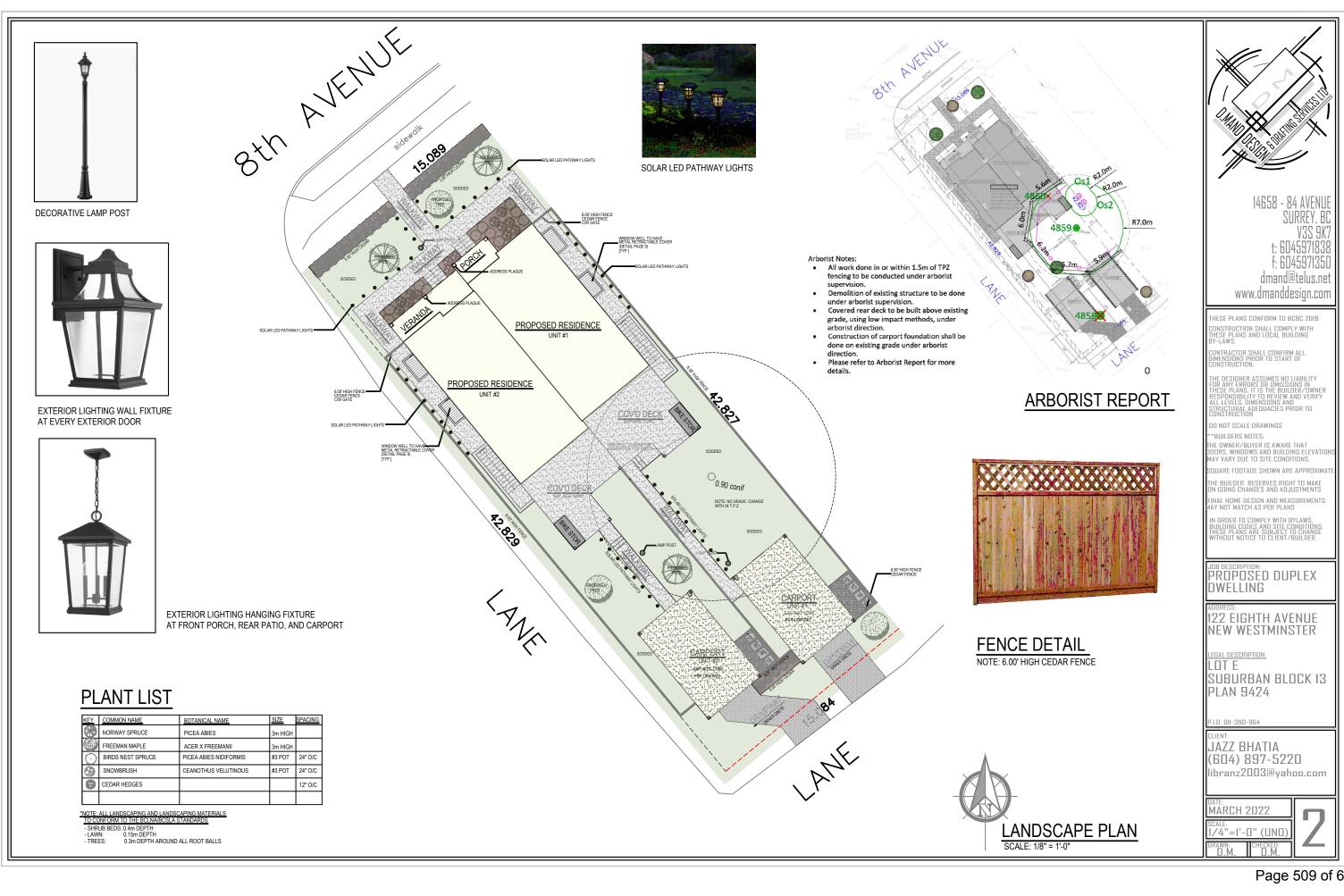


Attachment 6 Project Drawings





	14658 - 84 AVENUE SURREY, BC V3S 9K7	
	t: 6045971838 f: 6045971350	
	dmand@telus.net www.dmanddesign.com	
	THESE PLANS CONFORM TO BCBC 2018 CONSTRUCTION SHALL COMPLY WITH THESE PLANS AND LOCAL BUILDING	
	BY-LAWS. CONTRACTOR SHALL CONFIRM ALL DIMENSIONS PRIOR TO START OF CONSTRUCTION.	
	THE DESIGNER ASSUMES NO LIABILITY FOR ANY ERRORS OR DMISSIONS IN THESE PLANS. IT IS THE BUILDER/DWNER RESEDNSIBILITY TO REVIEW AND VERIFY ALL LEVELS. DIMENSIONS AND STRUCTURAL ADEQUACIES PRIOR TO CONSTRUCTION	
	DO NOT SCALE DRAWINGS **BUILDERS NOTES: THE DWNER/BUYER IS AWARE THAT DODRS, WINDOWS AND BUILDING ELEVATIONS MAY VARY DUE TO SITE CONDITIONS.	
	SQUARE FOOTAGE SHOWN ARE APPROXIMATE THE BUILDER RESERVES RIGHT TO MAKE ON GOING CHANGES AND ADJUSTMENTS	
	FINAL HOME DESIGN AND MEASUREMENTS MAY NOT MATCH AS PER PLANS IN ORDER TO COMPLY WITH BYLAWS, BUILDING CODES AND SITE CONDITIONS; THESE PLANS ARE SUBJECT TO CHANGE	
	WITHOUT NOTICE TO CLIENT/BUILDER.	
	JOB DESCRIPTION: PROPOSED DUPLEX DWELLING	
	<sup>address:</sup> 122 EIGHTH AVENUE NEW WESTMINSTER	
	LEGAL DESCRIPTION: LOT E	
	SUBURBAN BLOCK 13 PLAN 9424	
	P.I.D. 011-390-964	
	JAZZ BHATIA (604) 897-5220 libranz2003@yahoo.com	
	DATE: MARCH 2022	
TE PLAN ALE: 1/8" = 1'-0"	$\begin{array}{c c} \text{SCALE:} \\ 1/4''=1'-D'' (UND) \\ \hline \\ \text{DRAWN:} \\ D.M. \\ D.M. \\ \end{array}$	



Page 509 of 628







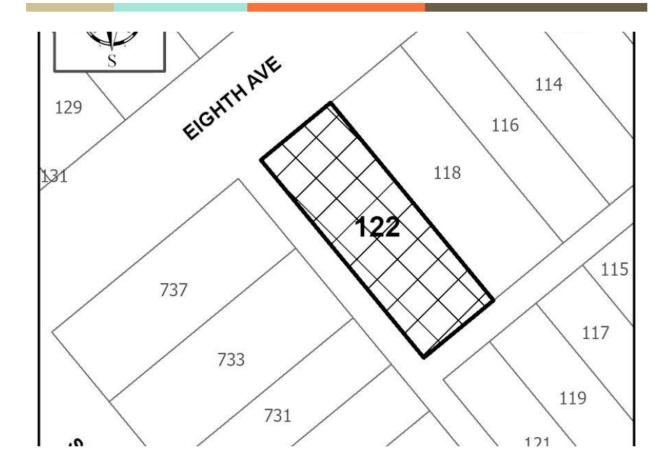








# Attachment 7 Applicant-led Consultation Summary



# **122 Eighth Avenue - Duplex**

02/20/2022

Jass Bhatia Nav Vancouver Contracting LTD 122 Eighth Avenue, New Westminster, BC

## **Overview**

An overview of the Applicant led consultation process will be outlined here, including survey results, website inquiries, and email correspondence to Residents Association. At the end there will be a summary of the Virtual open house that was hosted on zoom, on February 10th 2022.

## **Survey Results**

There were a total of 2 survey responses on the survey that we created. The results are available below. The responses were positive for the most part, with Tree retention being a concern.

9:11		<b>'''I 🕹 </b>
<	Respondent 1	$\land$ $\lor$
DETAILS		
Completion		Complete
Collector		Web Link 1
Last Entry		2 months ago
Time Spent		0:01:05

#### 1. Tell us what you like about the Project?

Design

#### 2. Tell us what you don't like about the project

Location

#### 3. Which Neighbourhood do you live in?

Glenbrooke North

#### 4. Do you support this project? Why or why not?

Yes

#### 5. Are you a Resident of New Westminster?

Yes

9:12		<b>'''! \$ </b>
<	Respondent 2	$\wedge$ $\vee$

#### 1. Tell us what you like about the Project?

Creating more housing options

#### 2. Tell us what you don't like about the project

Other (please specify) Proposed removal of a mature cherry tree (specimen sized) is unnecessary and contrary to the city's Urban Forest Management Strategy. Additionally, the developer's rationale is unclear for rejecting the Community Heritage Commission's recommendation for a Heritage Revitalization Agreement.

#### 3. Which Neighbourhood do you live in?

Glenbrooke North

#### 4. Do you support this project? Why or why not?

I do not support this project in its current form. The developer should redesign the carport structures to retain and protect the property's mature cherry tree, as this is a valuable & unique part of the urban forest canopy in the neighbourhood (providing many ecosystem services and habitat features unique to a large deciduous tree like this). The developer should also provide clear rationale for not pursuing a Heritage Revitalization Agreement.

#### 5. Are you a Resident of New Westminster?

Y	e	s
	-	-

DELETE DEODONIOE

# **Email Correspondence**

We Received one email from a resident inquiring about the project. They were wondering if the units would be rented out, or sold individually. Emails provided below.



# Eighth Avenue Dupl ex Residences has received a new message.

Name Personal Info Removed

Email Personal Info Removed

Project overview

Message Is this going to be rentals or owner occupied? Device tablet Language en-CA Submitted from

Page 518 of 628

# All Inboxes A message from your... Found in amir@amirasif.ca Sent Mailbox



Amir Asif To: Personal Info Removed

Hi thanks for getting in touch. The applicant has not decided whether they want to rent the two units out, or sell them. Do note that there are no legal secondary suites, if thats what your question was directed towards.

On Fri, Jan 28, 2022 at 1:19 PM Eighth Avenue Duplex Residences <<u>notice@godaddy.com</u>>

Show Quoted Content

2022-02-08

# **Notice to Residents Association**

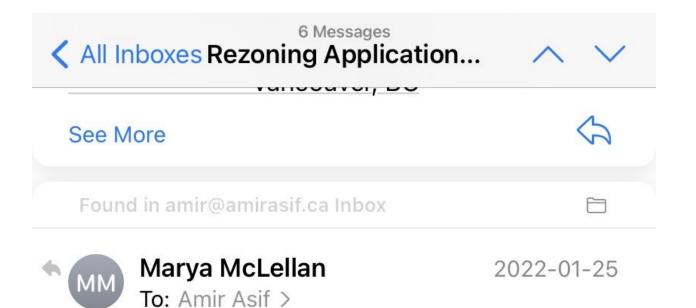
Email Communication Provided below

All Inb	oxes	6 Messages	^	$\checkmark$
Found in	n amir@ar	mirasif.ca Sent Mailbox		Ą
AA A	o: info@g	<b>f</b> glenbrookenorth.ca >	2022-0	1-24

# **Rezoning Application - Notice**

Hi there I am doing a rezoning application with the city of new westminster, and I was told by my contact at the city that notice has to be provided to you. Let me know what you require from my end, and I am happy to coordinate. Thank you.

7



Amir,

Where is your property located and what re-zoning are you planning? We have a GNRA meeting this Thursday, January 27th and our next meeting will be <u>March 31, 2022</u>.

Marya McLellan, Secretary GNRA

From: Amir Asif Sent: Monday, January 24, 2022 4:14 PM To: info@glenbrookenorth.ca Subject: Rezoning Application - Notice

Hi there I am doing a rezoning application with the city of new westminster, and I was told by my contact at the city that notice has to be provided to you. Let me know what you require from my end, and I am happy to coordinate. Thank you.

Page 521 of 628

Found in amir@amirasif.ca Sent Mailbox



Amir Asif To: Marya McLellan > 2022-01-25

<u>122 Eighth Avenue</u>. We are proposing a Two family dwelling on the lot.

Sent from my iPhone

On Jan 25, 2022, at 7:13 PM, Marya McLellan Personal Info Removed wrote:

See More



1

Found in amir@amirasif.ca Inbox

2022-01-25



Marya McLellan To: Amir Asif >

Interesting, we were wondering why the house was still empty.

You have our meeting dates so tell me what you want to do.

Marya

From: Amir Asif Sent: Tuesday, January 25, 2022 7:52 PM To: Marya McLellan Subject: Re: Rezoning Application - Notice

<u>122 Eighth Avenue</u>. We are proposing a Two family dwelling on the lot.

Sent from my iPhone

On Jan 25, 2022, at 7:13 PM, Marya McLellan Personal Info Removed wrote:

See More

m

Found in amir@amirasif.ca Sent Mailbox



Amir Asif To: Marya McLellan > 2022-01-26

Thanks Marya. Thursday Jan 27th should work. Let me know what you require from our end. Are we required to attend a meeting of some sort?

On Jan 25, 2022, at 8:31 PM, Marya McLellan Personal Info Removed wrote:

See More

1

# 6 Messages All Inboxes Rezoning Application...

To: Amir Asif >



2022-01-26

## Amir,

After some thought, there is no notice to Glenbrooke North residents for your presentation at tomorrow's meeting.

Our Zoom meeting has been planned and advertised for weeks, there is an agenda with elections, and as no one from the neighbourhood has been advised about your project, I'm sorry, but you will have to wait for our next meeting.

You keep asking what we require, the Resident Association doesn't require anything. You should speak with your NW City Planning person and find out what they require you to do.

You will probably need the City Planning person to attend the GNRA meeting and hear residents comments. Who is your City Planning Department representative? You should plan to give us a presentation at our next meeting on March 31, 2022 and if you are going to give us a presentation, I will need to know March 1 or before, so I can arrange advertising in the local newspaper, post on social media and email residents.

M. McLellan, Secretary GNRA

12

Found in amir@amirasif.ca Inbox

Marya McLellan

To: Amir Cc: Wendee >



13

2022-01-27

# GNRA: Rezoning Application -<u>122</u> 8th Avenue

Amir, I found out at tonight's meeting that you have a New West Be Heard site.

You have drawing that are dated December 1, 2021. Why did you not contact us before January 24th and then email that you wanted to attend out AGM the night before the meeting?

This is a project that residents should know about. M. McLellan, Secretary Glenbrooke North Residents Association

From: Marya McLellan Sent: Wednesday, January 26, 2022 9:09 PM To: Amir Asif Subject: Re: Rezoning Application - Notice Found in amir@amirasif.ca Sent Mailbox

To: Marya Cc: Wendee >

Amir Asif

2022-01-28

Hi Marya. The page was just launched a few days ago. We weren't sure regarding details of attending a meeting. We were under the impression that we provide notice to you guys by email once everything is live. Sorry for any misunderstanding. We can attend the next available meeting you have.

On Jan 27, 2022, at 10:03 PM, Marya McLellan Personal Info Removed wrote:

See More

1

# 4 Messages All Inboxes GNRA: Rezoning App...

Hi Marya,

My name is Wendee and I am the City planner on file for this project. I'm hoping that I can step in here and just clarify both the timing of this project and the City's expectation with regards to the applicant-led consultation phase.

On January 10, a preliminary report for the duplex project at 122 Eighth Ave. went forward to Council. This report requested that Council direct staff to proceed with processing the proposed rezoning application at this address and move forward with the applicant-led public consultation component. The applicant was not permitted to make the project public until after this date. For many of our small-scale applicants, it often takes a few weeks to build the project website, design the notification flyers, create the project survey, and schedule the virtual open house. Typically applicants notify the local residents association when all of these components are complete as the intent of notification is to gather feedback from the RA, be that by email, project survey, or through the open house. Applicants are not required to make a separate presentation to the RA; instead, the RA is encouraged to provide feedback at the open house and/or through the project website.

For this project, the Be Heard New West project page was launched yesterday, to coordinate with the launch of the applicant's project survey and distribution of flyers.

In terms of moving forward, we are targeting early April to bring the project back to Council with finalized drawings. You may wish to submit your feedback to Amir and the applicant team prior to the <u>March 31</u> meeting, as this will not provide sufficient time to incorporate comments into the project. Found in amir@amirasif.ca Inbox



2022-01-28

To: Wendee Cc: Amir, Tristan >

Thank-you Wendee for the explanation of this projects timing.

I will send out an email to residents advising them of the Be Heard NW page, and post this on our Facebook page. Marya

From: Wendee Lang Sent: Friday, January 28, 2022 8:46 AM To: Marya McLellan Cc: 'Amir Asif'; Tristan Johnson Subject: RE: [EXTERNAL] Re: GNRA: Rezoning Application -122 8th Avenue

Once the website, and survey had launched, notice was provided by email to the Glenbrooke North Residents Association.

TIME LINE OF EVENTS

- Notification Flyers Delivered January 28th 2022
- Project Website Launched January 27th 2022
- Survey Available from January 27th 2022 to February 17th 2022
- Residents Association contacted January 24th 2022
- Virtual Open house held February 10th 2022 -
- Development sign Posted on Property January 29th 2022

VIRTUAL OPEN HOUSE -

There was a Virtual open house on zoom scheduled for February 10th 5pm - 7pm. Unfortunately there were no attendees other than the applicants, and Wendee ( City Planner).

The meeting was open the whole 2 hours, the applicants, and City planner discussed the project, and what they liked about it, along with other Rezoning application projects that the City of New Westminster has going on.





Attachment 8 *City-led Consultation Summary* 



# Be Heard New West City 122 Eighth Avenue



# **Visitors Summary**

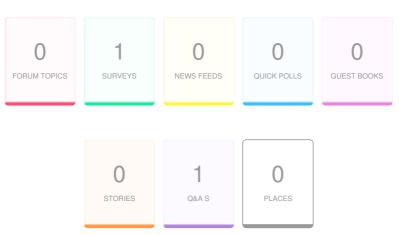
## Highlights



Pageviews \_\_\_\_ Visitors

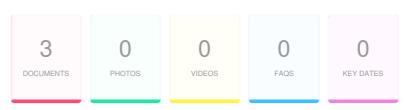
Aware Participants	114	Engaged Participants		2	
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	114		i togiotoroa	0	7
Informed Participants	43	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	0	0	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	40	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	1	1	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	40	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	2				

### ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	is Visitors	Tool Status Visitors		Contributors	s	
	Engagement roomane	1001 Status		Registered	Unverified	Anonymous		
Qanda	Do you have a questions about 122 Eighth Avenue?	Published	5	1	1	0		
Survey Tool	122 Eight Avenue Comment Form	Published	2	0	0	0		

#### **INFORMATION WIDGET SUMMARY**



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	122 Eighth Ave - Drawing Package.pdf	33	36
Document	122 Eighth Ave - Updated Drawing Package - March 2022.pdf	10	10
Document	122 Eighth Ave Council Report - January 10, 2022	6	6

## QANDA

## Do you have a questions about 122 Eighth Avenue?

Visitors 5	Contrib	utors 2	CONTRIBUTIONS



# variedthrush

27 January 22

I have a question regarding a mature cherry tree located at the southeast corner of the 122 8th Ave property, adjacent to the alley. I notice that the re-zoning application proposes removing this tree to build a carport, "due to poor health and location". I live in the area and this tree outwardly appears quite healthy to me. It produces a full leaf canopy and a large amount of fruit each spring, which seem provide substantial ecosystem services and habitat value s (particularly for songbirds). Since this vicinity lacks other mature deciduous trees of this size and structure, it seems that removing this tree could substantially degrade conditions for wildlife. Has this tree been assessed by a city arbori st? And has consideration been given to revising the design of the carports to protect and retain this tree?



#### Publicly Answered

Thank you for your question and for sharing your personal knowledge of this tree. The City considers all applications f or tree removals very carefully, taking into account different considerations such as their location, health, species, size and contribution to the local ecosystem. Though this tree may appear outwardly healthy, the City arborist has confirm ed that over time, poor pruning has made this tree susceptible to disease and decay, and we are now starting to see s igns of decline. As a result, the City feels that it would be best to request two new replacement trees in exchange for i ts removal. The size and species of these trees will be specified by the City arborist, who considers urban biodiversity and the suitability of trees to the local climate and context in his recommendations.

#### QANDA

## Do you have a questions about 122 Eighth Avenue?



variedthrush

Follow-up question about the specimen tree near the back alley: Has the city discussed the option of pruning the cher ry tree and monitoring it for stabilizing/improving health with the arborist? This may be less disruptive to urban forest ecosystem biodiversity than replacing such a mature tree with younger age classes already common in the neighborh ood.



#### Publicly Answered

As this tree is located on private property, one of the other important considerations for the City is the risk and financial burden that the tree would pose to the property owner if it were retained. As this tree is large and in active de cline, retaining it would pose a risk to the health and safety of the property owner and residents, while its remediation would be a considerable responsibility for new owners. Instead, the City has concentrated on preserving the mature a nd healthy Douglas fir, which will require almost no maintenance and poses little risk to people and property, and to s electing and placing two new trees. These new trees will become contributors to the urban forest and their long-term benefits should exceed the benefits this cherry will provide in its last years.

#### QANDA

## Do you have a questions about 122 Eighth Avenue?



Α

variedthrush

Has the City arborist confirmed that this tree poses significant safety risk? As per page 14 of the Urban Forest Manag ement Strategy: "A single well-placed large tree delivers up to sixteen times the benefit of a small tree, including air quality improvement, stormwater interception, carbon sequestration and building energy cost savings. Medium to larg e street trees need to live for 40 to 50 years before making returns on their investment. Retaining existing large trees in the landscape is often better than trying to re-establish canopy cover with new trees; because the existing tree is al ready providing benefits and the costs associated with establishing that large stature tree have already been expende d." With this in mind, it seems that a tree of this size would have to pose a substantial hazard (that cannot be mitigate d with maintenance efforts) in order to come close to offsetting its ecological, economic, and human health-related be nefits. These benefits are exponentially greater for a tree of this size in "its last years", which the City states as being particularly important due to statistically low urban canopy cover in New West. I think it would be helpful for the City to outline the aborist's specific safety concerns to residents. It would also be helpful to explain why these cannot be mitig ated to allow this tree to continue providing its ecosystem services to the community.

#### Privately Answered

Thank you for your question and for your dedication to the City's urban forest; City Staff share this dedication and wor k every day to try and find a balance between valuable tree retention and providing other key needs such as family fri endly housing. I'm sure you can appreciate this is often difficult, particularly when it comes to private property development. Much of the language and recommendations in the Urban Forest Management Strategy pertains to City lands specifically, and to private lands secondarily as it is more difficult to dictate what happens on privately-owned pr operty. It's true that to achieve our canopy and climate action goals the two need to work in conjunction, but the man agement of City trees is much less constrained by the rights of private property owners. You are absolutely correct ab out the value of large, mature trees - this is why Staff have prioritized the retention of the healthy and structurally-sou nd Douglas-fir tree on the property. With respect to this tree, City Arborists denied the request for removal of the Doug las-fir and asked for design modifications instead to incorporate this valuable tree and its extensive root spread into th e plans. Further to that end, we asked for a protection and remediation plan for the Douglas-fir to be written into the ar borist report which will ensure this tree receives fertilization, aeration, mulching and watering to improve its chances o f remaining a viable and valuable asset for many years to come; this tree is still relatively young in terms of species pr ofile, while the Prunus is considered over-mature. When it comes to the large, over-mature Prunus emarginata there a re a number of reasons why retention was not sought, despite being a large and old tree. First, as mentioned previou sly, the City is not of the opinion that new property owners should be burdened with a tree that is in decline or poses a risk to people and property. Nor does the City want to ask owners to design their property around such a tree that h as reached its anticipated life expectancy in the urban environment and is in a gradual state of decline. No amount of i ndustry-standard pruning would reduce this risk, or reverse the deterioration associated with age and decay and it is t hen a better decision to work with the developer and property owner to find suitable replacement trees that will hopefu Ily one day replace the canopy lost with this significant cherry tree. The project arborist has assessed this tree as 'low' value due to its condition, and the City concurs. We want to assure you that the arborist team in the Climate Action, PI anning and Development Department reviews every tree removal application with the intention of saving and preservi ng as many trees as possible. Our focus remains on large and mature trees that provide magnitudes of order more be nefits to the community and City than smaller trees. However, many large and mature trees are in various states of d ecline and we have to prioritize which trees provide the greatest benefit in retention and which trees are better to be r emoved and start anew. With this development proposal, we are able to dictate the protection measures of the

Douglas-fir tree, as well as the species and location of replacement trees; we utilize our expertise to identify which tre es will provide the maximum long-term benefits to the community and City as a whole. Thank you again for your questi ons and dedication to growing the urban forest. For clarity, this response has been prepared by the City Arborist.

### QANDA

### Do you have a questions about 122 Eighth Avenue?



lynne mossey

Wondering about the other tree behind the house. I believe its a cedar, Very large. will it be kept?



#### Publicly Answered

Thank you for your question. Yes, the large Douglas Fir tree at the rear of the property behind the house will be retain ed. To this end, the City Arborist has required the property owner implement a number of measures to ensure the design of the duplex has little impact on the tree, and that it receives the proper care needed to remain a healthy and valuable tree long after the duplex is built.



29 October 2020 - 11 April 2022

## 122 Eight Avenue Comment Form

# **Be Heard New West City**

Project: 122 Eighth Avenue





## No Responses



# Attachment 9 Engineering Servicing Memo



### Memorandum

To: Wendee Lang, Planning Analyst

Date: January 4, 2022

From: Roger Chang, Engineering Technologist

File: PRJ-009982

Subject: WORKS AND SERVICES REQUIREMENTS FOR 122 EIGHTH AVENUE – REZ00221

We are responding to your application as referenced above dated December 3, 2021 for the proposed duplex.

Please be advised that staff have done a review of this project and identified the following details that will need to be addressed as part of this application:

- 1. Discuss all onsite rainwater management and paving materials with Development Services, Planning Division at 604-527-4532. The landscaping design is strongly encouraged to incorporate rainwater retention, infiltration and harvesting including rain gardens, permeable surfaces, rain barrels and swales.
- 2. Discuss all onsite service details with Development Services, Building Division at 604-527-4580 (Plumbing Permit). The on-site sanitary and stormwater systems, perimeter drainage and roof leaders, will need to be fully separated.
- 3. Discuss all City communication servicing details with Phil Kotyk, Fiber Network Operations Manager, at 604-527-4641. City communication conduit may be provided in accordance with the City's Intelligent City Design requirements, as it pertains to the Fiber Optic Network and Street Lighting Design.
- 4. Discuss all costs associated with the design and replacement of the existing overhead electrical and telecommunication utilities with an underground system to service the property. For further information please contact Marc Rutishauser, Acting Manager Electrical Engineering Design and Planning, Electrical Operations Department at 604-527-4533.
- 5. Discuss all costs associated with telecommunication and gas companies (Shaw, Telus & Fortis BC) directly regarding the provision of their services for the proposed development, noting all works will need to be underground and completed at the owner's expense. We recommend that this consultation be made as soon as possible to establish requirements and avoid conflicts.
- 6. Registration of a 0.56m wide 'Public Access' Statutory Right-of-Way (SRW) along the entire lane frontages (parallel and perpendicular with Eighth Avenue) with Land Titles Office. Please have applicant contact me to discuss and begin the process.
- 7. Payment of a \$20,000.00 deposit towards the estimated cost of upgrading, by the City, of the existing water service connection to 25mm (1") with meter setter and Brooks box at property line. City records indicate the existing water service connection is older than 40 years, as per the *City of New Westminster Water Works Bylaw No. 7631, 2013* requires the connection to be replaced. If a fire sprinkler system is proposed for the property, the owner will need to retain a mechanical engineer to determine the appropriate size of the service connection required.

- 8. Payment of a **\$15,000.00** deposit towards the estimated cost of upgrading, by the City, of the existing combine sewer service connection complete with an inspection chamber at property line. City records indicate the existing sewer service connection is older than 40 years, as per the *City of New Westminster Sewerage and Drainage Regulation Bylaw No.* 7746, 2015 requires the connection to be replaced.
- 9. Payment of a **\$35,000.00** deposit towards the estimated cost of reconstructing, by the City, of the lanes (parallel and perpendicular with Eighth Avenue) full width with rollover curb-and-gutter along the development frontage. When you are ready to have the lane reconstructed, please contact Gabe Beliveau, Superintendent Streets, Sidewalks, Signs and Towing at (604) 517-5417.
- Payment of a \$7,500.00 deposit towards the estimated cost of reconstructing, by the City, sidewalk (1.5m wide) and curb-and-gutter along the development frontage on Eight Avenue. When you are ready to have the curb reconstructed, please contact Gabe Beliveau, Superintendent Streets, Sidewalks, Signs and Towing at (604) 517-5417.
- 11. Payment of a **\$1,340.00** fee for two boulevard trees. The trees will be selected, purchased, installed, and maintained by the Parks Department. When you are ready to have the trees installed, please contact Sylvain Martel, Senior Arborist at (604) 527-4625.
- 12. Payment of a **\$3,600.00** cash-in-lieu contribution for repaving of the road along the development frontage on Eighth Avenue. The cash-in-lieu calculation is for half the road in accordance with the City's Design Criteria.
- Apply for a Street Occupancy Permit (SOP) for all works within City street right-of-ways. An approved traffic management plan may be required five (5) business days prior to issuance of a SOP. For more information on the requirements, see our webpage at <a href="https://www.newwestcity.ca/services/streets-and-sidewalks/street-occupancy-permit">https://www.newwestcity.ca/services/streets-and-sidewalks/street-occupancy-permit</a>.
- 14. Ensure that the implementation of the Erosion and Sediment control best practices meet the requirements outlined in the *City of New Westminster Erosion and Sediment Control Bylaw* 7754, 2016. For more information on the requirements, see our webpage at <a href="https://www.newwestcity.ca/services/environment-and-sustainability/water-protection-and-conservation#erosion-sediment-cont0rol">https://www.newwestcity.ca/services/environment-and-sustainability/water-protection-and-conservation#erosion-sediment-cont0rol</a>

Deposit, fee and cash-in-lieu payments shall be received by the City prior to Building Permit issuance. Should the deposits to complete the works be less than the deposits collected, the remaining funds will be returned to you. If the costs exceed the deposits, you will be invoiced the difference.

Should you have any further questions, please contact the undersigned at 604-527-4633 or rchang@newwestcity.ca.

Regards,

plan -

Roger Chang, AScT Engineering Technologist

Doc#1997562



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

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Emilie K. Adin, MCIP Director of Climate Action, Planning and Development	File:	REZ00209
		Item #:	2022-540

#### Subject: Rezoning Application for Triplex: 817 St. Andrews Street – Comprehensive Report

#### RECOMMENDATION

**THAT** the application to rezone 817 St. Andrews Street be considered and no public hearing held, in accordance with the *Local Government Act*;

**THAT** notification be circulated in accordance with the *Local Government Act*.

#### PURPOSE

To request that: 1) Council consider the application to rezone 817 St. Andrews Street and that no public hearing be held, in accordance with the *Local Government Act*; and, 2) notification be circulated in accordance with the *Local Government Act*; to enable a stratified triplex proposal.

#### **EXECUTIVE SUMMARY**

Rezoning and Development Permit (DP) applications have been received to allow the construction of a stratified triplex (three units) at 817 St. Andrews Street, in the Brow of the Hill neighbourhood. The project has been designed to Passive House standards and would be the first multi-unit residential project in New Westminster to achieve Passive House certification. All units would be family-friendly and ground-oriented. Plans indicate an overall Floor Space Ratio (FSR) of 0.785. The project proposes three off-street parking spaces and long-term bicycle storage in accordance with Zoning Bylaw requirements.

Applicant-led and City-led public consultation has been undertaken for the project and the applicant has responded to key community feedback. Staff recommends that the application to rezone the property be considered, and the Public Hearing waived in accordance with the *Local Government Act*.

This rezoning application was initially put before Council for a waived public hearing on May 9, 2022. It was adopted on June 13, 2022. The City in June 2022 realized that it has made an administrative error in the timing of the public notifications due to changes in the *Local Government Act*. To correct this error, the City is repealing and replacing the bylaw and this report is placed before Council to begin the new approval process. This process will correct the administrative error, and no changes have been made to the content of the zoning bylaw, or the proposed project. Given this, the City is not requiring the applicant to complete any additional steps in the rezoning process, e.g. posting a sign on the property, as all required steps were completed previously.

#### BACKGROUND

#### **Policy and Regulations**

The Official Community Plan (OCP) land use designation for the subject property is Residential – Ground Oriented Infill Housing (RGO), which allows for a triplex. The property is currently zoned Single Detached Residential Districts (RS-1) and requires rezoning to allow the proposed triplex. The project is being considered under the *Duplex, Triplex, and Quadruplex: Interim Development Review Policy.* As is consistent with this policy, a Comprehensive Development (CD) zone would be created for this site. The proposed Zoning Amendment Bylaw No. 8354, 2022 is Attachment 1 to this report.

As the subject site is located within the Ground Oriented Housing Development Permit Area (DPA 1.2), a DP is required to guide the form and character of the proposed development. The DP application has been reviewed concurrently through the rezoning process. Subject to Council approving the Rezoning application, the DP would be issued by the Director of Climate Action, Planning and Development. Further information on the policy and regulatory context of this application is available in Attachment 2.

#### PROJECT PROPOSAL

The proposed development consists of a three-unit stratified triplex, designed to Passive House standards for energy efficiency. Three off-street parking spaces are proposed, to be accessed from the rear lane. This is consistent with Zoning Bylaw requirements.



Figure 1: Rendering of the proposed project at 817 St. Andrews St.

Units are proposed to be two storeys, with two units fronting St. Andrews Street and one unit located at the rear of the building. All units would be family-friendly, containing three bedrooms. The proposal is for slab-on-grade construction, and basement areas are not proposed. Private outdoor space and bike parking requirements would be met. One on-site tree would be removed, eight off-site trees would be retained, and two replacement trees would be provided. Additional site context information is included in Attachment 3 and project statistics in Attachment 4. The applicant's design rationale and project drawings are Attachments 5 and 6 to this report.

#### DISCUSSION

#### **Overall Evaluation**

The proposed triplex would help meet key OCP objectives:

- 1. Increase opportunities for family-friendly, ground-oriented infill housing; and,
- 2. Produce a highly energy efficient building, thus assisting the City in meeting its energy and emissions targets, in a small way.

As the proposed project also satisfies the interim requirements for triplex developments with regard to density, design form, parking, and access, it is an appropriate and successful pilot project for consideration under the *Duplex, Triplex, and Quadruplex: Interim Development Review Policy.* 

#### **Building Design, Massing and Transition**

The applicant has proposed a contemporary expression with elements that reflect the architectural character of St. Andrews Street. The proposed design is generally unified, with massing oriented towards the centre of the lot, and defined front entries. The two-storey units oriented toward St. Andrews Street are intended to transition between the neighbouring single detached house to the west, and the mid-rise apartment building to the east. The rear unit would not be visible from St. Andrews Street. Elements such as front gable roof lines, traditional cladding materials, and porch posts have been included to integrate the triplex into the existing streetscape. Staff considers the proposed design to be generally consistent with the guidelines contained in the Interim Review Policy.

#### **Passive Design Exclusion for FSR**

The City's Passive Design Exclusion policy supports additional floor area for single detached dwellings built to higher performance standards, including 0.05 FSR for Passive House projects. Although FSR for triplexes has not been specifically set under this policy, staff considers it reasonable to apply a similar floor area exclusion to this project. The Interim Review Policy identifies a permissible FSR of 0.75 for triplex projects and this project is proposed at 0.785 FSR.

#### **Parking Considerations**

Under the Infill Townhouse program, the applicant is required to provide three off-street resident parking spaces and one visitor/loading space. This proposal meets the requirements for the number of resident parking spaces. However, the project proposes the elimination of the visitor/loading requirement.

In their rationale for the proposed variance (see Attachment 5), the applicant notes that the triplex would be more similar in size to a duplex (for which visitor/loading spaces are not required) than a townhouse project. The applicant further notes that: visitors could easily arrive by transit; on-street parking is available on both sides of St. Andrews Street; and, there is an on-street loading zone located less than 25 metres (80 feet) away from the site. Given the building typology, the site's proximity to public transit, and the availability of space in the neighbourhood for on-street parking and loading, staff consider the variance reasonable.

#### **PUBLIC CONSULTATION**

#### **Applicant-led Consultation**

Applicant-led consultation included an online survey, virtual open house, and project website, and residents within 100 metres of the project were notified of opportunities to submit feedback. One person attended the open house and six survey responses were received. Attachment 7 includes a description of the consultation process and all received feedback.

Survey feedback indicated that over 80% of respondents support the project. The majority of community feedback was focused on support for the project's energy efficient design and provision of family-friendly housing in Brow of the Hill. The building design and overall density received mixed support. Staff notes that the proposed density is consistent with the Interim Review Policy.

#### **City-led Consultation**

City-led consultation included a project website and online survey, published on Be Heard New West. Residents within 100 metres of the project were notified of the online survey. In total, three survey responses were received and feedback focused on the project's proposed density, parking impacts, and potential noise from proposed heat pumps.

Staff notes that the proposed resident parking is consistent with Zoning Bylaw requirements, and that noise generated by heat pumps is regulated by the Noise Bylaw. Heat pump noise would further be mitigated through their siting and use of buffers (e.g., vegetation and fencing), as detailed in Attachment 5. All feedback received through the City-led process is included in Attachment 8.

#### Applicant Response and Revisions

The applicant has addressed consultation feedback in the following ways:

- Included vertical elements found elsewhere in the neighbourhood, such as porch posts, cladding, and fencing, to better integrate with the existing streetscape;
- Reduced the size of the proposed carports to reduce overall site coverage; and,
- Increased the size of the garbage enclosure area to ensure all waste bins are screened from view of the lane.

Staff considers the above changes to reasonably address the community feedback received.

#### **REVIEW PROCESS**

Staff considers that the applicant has reasonably addressed public feedback, and that the application meets City policy for waiver of the Public Hearing. Given this, the development application review process is as follows:

- 1. Preliminary Report to Council;
- 2. Applicant-led public consultation, including dissemination of information through the local Residents Association;
- 3. City-led public consultation, including the creation of a Be Heard New West webpage and survey;
- Council consideration of the rezoning application and issuance of notice of waiving the Public Hearing (WE ARE HERE);

- 5. Council consideration of First, Second, and Third Reading;
- 6. Council consideration of Adoption of the Bylaw; and,
- 7. Issuance of the Development Permit by the Director of Climate Action, Planning and Development.

As there are fewer than six units proposed, and the form of development is consistent with the OCP, the application was not forwarded to the New Westminster Design Panel nor the Advisory Planning Commission for review or comment.

#### **INTERDEPARTMENTAL LIAISON**

The City has a project-based team approach for reviewing development applications. A staff-led project team was assigned for reviewing this project consisting of staff from Engineering (Servicing and Transportation), Fire, Electrical, Parks and Recreation, and Climate Action, Planning and Development (Building, Planning, Trees, and Heritage) Departments who provided comments throughout the development review process.

#### **OPTIONS**

The following options are available for Council's consideration:

- 1. That Council consider the application to rezone 817 St. Andrews Street and no Public Hearing held, in accordance with the *Local Government Act*.
- 2. That notification be circulated in accordance with the Local Government Act.
- 3. That Council provide Staff with alternative feedback.

Staff recommends Options 1 and 2.

#### **ATTACHMENTS**

Attachment 1. Zoning Amendment Bylaw No. 8354, 2022

Attachment 2. Policy and Regulations Summary

Attachment 3. Site Characteristics and Context

Attachment 4. Project Statistics Table

- Attachment 5. Applicant's Design Rationale
- Attachment 6. Project Drawings
- Attachment 7. Applicant-led Consultation Summary
- Attachment 8. City-led Consultation Summary
- Attachment 9. Engineering Servicing Memo

#### **APPROVALS**

This report was prepared by: Wendee Lang, Development Planner

This report was reviewed by: Mike Watson, A/ Supervisor of Development Planning

This report was approved by: Emilie K. Adin, Director, Climate Action Planning and Development Lisa Spitale, Chief Administrative Officer



Attachment 1 *Zoning Amendment Bylaw No. 8354, 2022* 

#### CORPORATION OF THE CITY OF NEW WESTMINSTER ZONING AMENDMENT BYLAW (817 ST. ANDREWS STREET) NO. 8354, 2022

#### A Bylaw to Amend Zoning Bylaw No. 6680, 2001

WHEREAS the Local government Act authorizes a municipality to zone areas of land and to make regulations pursuant to zoning,

WHEREAS the Council has adopted a zoning bylaw under Part 14 of the *Local Government Act*, and wishes to amend the bylaw,

THE CITY COUNCIL of the Corporation of the City of New Westminster, in open meeting assembled, ENACTS AS FOLLOWS:

- 1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw (817 St. Andrews St.) No. 8354, 2022."
- 2. The Lands that are the subject of this bylaw are shown as outlined in bold on the map attached to this bylaw as Schedule B, and are referred to in this bylaw as the "Subject Lands",
- 3. Zoning Bylaw No. 6680, 2001 is amended by:
  - a) Adding as a new section, to be numbered section 1017, the regulations attached to this bylaw as Schedule A.
  - b) Changing the zoning designation of the Subject Lands from "Single Detached Residential Districts (RS-1)" to "Comprehensive Development District (817 St. Andrews Street) (CD-17)"; and,
  - c) Updating the Zoning Map annexed as Appendix "A" to Zoning Bylaw No. 6680, 2001 to record this zoning change.

PUBLIC HEARING not held, notice publish	ned and	, 2022.
GIVEN FIRST READING this	_day of	_, 2022.
GIVEN SECOND READING this	_ day of	, 2022.
GIVEN THIRD READING this	_ day of	_, 2022.
ADOPTED this day of	, 2022.	

MAYOR JONATHAN X. COTE

#### JACQUE KILLAWEE, CITY CLERK

Comprehensive Development Districts (817 St. Andrews Street) (CD-17)

# 1017 Comprehensive Development District (817 St. Andrews Street) (CD-17)

1017 .1 The intent of this zoning district is to allow a triplex dwelling in the Brow of the Hill neighbourhood. Secondary suites are not permitted in this zoning district.

#### **Permitted Uses**

1017 .2 The following principal and accessory uses are permitted in the CD-17 zoning district. For uses accompanied by a checkmark, there are either Use Specific Regulations in the Conditions of Use within this zoning district or within the General Regulations or Special Conditions Sections of this Bylaw following uses and no others shall be permitted in the (CD-17) district:

Permitted Principal Uses	Use Specific Regulations
Community gardening;	
Residential community living;	
Single unit residential use;	
Transitional housing for women;	✓

Permitted Accessory Uses	Use Specific Regulations
Uses accessory to any permitted principal uses;	
Child care;	$\checkmark$
Home occupations;	$\checkmark$

#### Definitions

- 1017 .3 Despite definitions elsewhere in the Bylaw, the following shall be defined as noted below for the purposes of this Zoning District.
- 1017 .4 **Floor area** means the numerical value determined by measuring the horizontal cross-sectional area of all buildings on a site to the outside of the outer walls at each storey and calculating the total of all such areas:
  - a) including all areas used for attached, enclosed parking structures (garages); and,

- b) excluding any area having a floor to ceiling height of 1.22 metres (4 feet) or less.
- 1017 .5 **Floor space ratio** means the numerical value determined by dividing the floor area on a site by the site area.

#### **Density - Units**

1017 .6 One triplex building containing three principal dwelling units.

#### **Density – Principal Building Area**

- 1017 .7 The floor space ratio for the principal building shall not exceed 0.75.
- 1017 .8 The maximum floor space ratio on a parcel may be increased by:
  - a) 0.01 if the building meets Step 3 of the Energy Step Code; or
  - b) 0.03 if the building meets Step 4 of the Energy Step Code; or
  - c) 0.05 if the building meets Step 5 of the Energy Step Code, or is a Passive House.

#### **Principal Building Envelope**

1017 .9 All principal buildings and structures shall be sized and sited according to the following:

Regulation	Requirement	
Minimum Front Setback	5.79 metres (19 feet), twenty percent (20%) of the depth of the site, or the average depth of the front setback of existing principal buildings on sites on either side of the site, whichever is less.	
Minimum Rear Setback	7.62 metres (25 feet) or twenty percent (20%) of the depth of the <i>lot</i> , whichever is less	
Minimum Side Setback	1.83 metres (6 feet)	
Maximum Building Height	7.62 metres (25 feet)	
Maximum Peak Height	10.67 metres (35 feet)	
Maximum Lot Coverage	Thirty-five percent (35%)	

#### **Projections**

1017 .10 Projections are permitted in accordance with the relevant provisions of the 'Projections into Yards' portion of the General Regulations section of this Bylaw.

#### **Attached Accessory Structures**

- 1017 .11 Attached decks, porches, balconies, greenhouses, parking structures or swimming pools shall be deemed to be accessory structures, and are permitted provided they comply with the following:
  - a) the combined area of all attached accessory structures shall not exceed ten percent (10%) of the site area;
  - b) shall not exceed one storey nor a height of 4.57 metres (15 feet) measured from the finished floor of such accessory structure;



- c) shall not be located closer than twice the width of the required side yard from the window of a habitable room on an adjoining site, unless such window is above the roof line of the accessory structure;
- d) shall be located not closer than a distance of 4.57 metres (15 feet) from the corner of a site at an intersection of a street and a lane; and,
- e) shall be located not closer than 1.52 metres (5 feet) from any rear or side site line bounded by a street.

#### **Detached Accessory Structures**

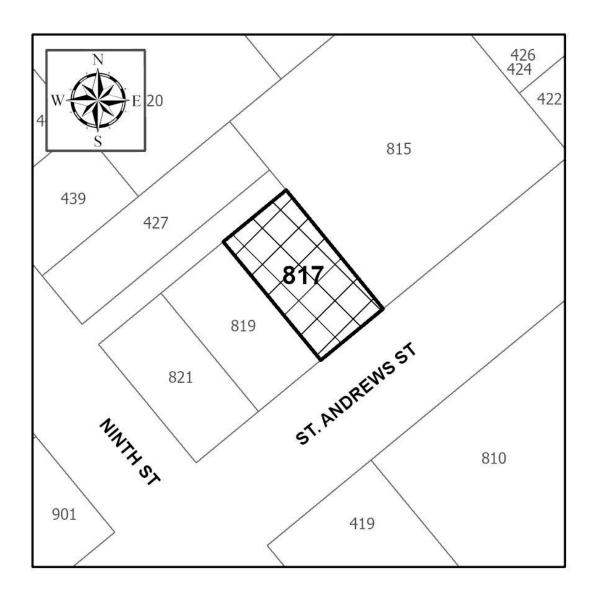
- 1017 .12 Detached greenhouses, parking structures, sheds, gazebos or swimming pools shall be deemed to be accessory structures, and are permitted provided they comply with the following:
  - a) the combined area of all detached accessory structures shall not exceed ten percent (10%) of the site area;
  - b) *detached accessory structures* shall not exceed one storey;
  - c) shall not be located in the required *front yard*;
  - d) shall not exceed 3.6 metres (12 feet) measured from the finished floor to the highest point of the building;
  - e) shall not be enclosed on more than two sides, excluding the roof;
  - f) shall not have dormers;
  - g) shall not be located closer than 1 metre (3.28 feet) from the *principal building*;
  - h) in the case of a carport, where the vehicle entry faces the *lane*, shall not be located closer to a *lane* than 6.71 metres (22 feet), less the width of such a *lane*; and,
  - i) shall not be located closer than 4.57 metres (15 feet) from the corner of a *site* at an intersection of streets, at the intersection of lanes or at the intersection of a street and a *lane*.

#### **Off-Street Parking and Loading**

- 1017 .13 Off-Street parking shall be provided in accordance with the provisions of the Off-Street Parking Regulations section of this Bylaw, except that:
  - a) A minimum of 1 parking space shall be provided for each principal dwelling unit.
  - b) Neither a visitor nor loading space is required to be provided.
- 1017 .14 Bicycle Parking is not required to be provided.

#### Schedule B to Zoning Amendment Bylaw No 8354, 2022







# Attachment 2 Policy and Regulations Summary

#### POLICY AND REGULATIONS SUMMARY

#### Official Community Plan

The subject property are designated (RGO) Residential – Ground Oriented Infill Housing, which is described, in part, as follows:

<u>Purpose</u>: To allow a mix of ground oriented infill housing forms which are complementary to the existing neighbourhood character. Generally forms with a higher number of units are expected to be located on larger properties. Units can be attached, detached or a combination of the two.

<u>Principal Forms and Uses</u>: Single detached dwellings, single detached dwellings on a compact lot, duplexes, triplexes, quadruplexes, cluster houses, townhouses, rowhouses and other equivalent ground oriented housing forms. Lots with single detached dwellings may also include a secondary suite and/or a detached accessory dwelling unit.

The proposed development is consistent with the intent of the RGO land use designation and therefore, no Official Community Plan (OCP) amendment would be required for this proposed development.

#### **Development Permit Area**

The subject site is located within the Ground Oriented Housing Development Permit Area (DPA 1.2), which encourages small scale infill projects that are complementary to the existing single detached dwelling context through appropriate building form, scale, and location. A Development Permit is required for the proposed development, which has been reviewed concurrently with the Rezoning application. Development Permits have been delegated to the Director of Climate Action, Planning and Development for issuance.

#### Duplex, Triplex and Quadruplex: Interim Development Review Policy

Council has endorsed an interim development review policy for duplex, triplex and quadruplex applications in order to facilitate pilot projects, such as this application. The interim requirements relate to density, parcel size, design form and character, parking, and access. These interim requirements are intended to address that there is limited policy direction currently in place, such as development permit guidelines for DPA 1.2 or updated duplex zoning regulations.

#### **Zoning Bylaw**

The subject properties are currently zoned Single Detached Residential (RS-1), and would need to be rezoned to support the proposed development. A Comprehensive

Development (CD) zone would be created for this parcel, should the proposed development be supported. It is anticipated that this CD zone may be used as a template for the future creation of an updated triplex zone.

#### **Community Energy and Emissions Plan**

As part of the City's ongoing efforts to reduce its impact on climate change, the City developed a Community Energy and Emissions Plan (CEEP). The CEEP outlines strategies to help conserve energy and reduce GHG emissions in the areas of transportation, buildings and solid waste. The plan outlines actions and policies that help to diversify our energy supply, create energy efficient buildings and build a community that maximizes the use of sustainable transportation modes and minimizes waste. The proposed Passive House standards would be consistent with this policy.

#### Passive Design Exclusions for Single Detached Residential Zones

In 2018, Council adopted Zoning Bylaw amendments to allow floor space increases to the area occupied by additional wall insulation for single-detached homes achieving the top three levels of the BC Energy Step Code. The Bylaw amendment also permitted increased building height to allow for deeper insulation in the roof assembly and foundation. The bylaw amendments were applied to new, high performance single detached homes in the RS-1 and RS-5 Single Detached Dwelling Districts, NR-1 and NR-5 Neighbourhood Residential Dwelling Districts, under the following calculations:

The floor space ratio for the principal building shall not exceed 0.5

The maximum floor space ratio on a parcel may be increased by:

(a) 0.01 if the building meets Step 3 of the Energy Step Code;

(b) 0.03 if the building meets Step 4 of the Energy Step Code; or

(c) 0.05 if the building meets Step 5 of the Energy Step Code, or is a Passive House.

Maximum Building Height:

7.62 metres (25 feet), or 8.84 metres (29 feet) for a principal building that meets Step 5 of the Energy Step Code, or is a Passive House.

#### Family-Friendly Housing Policy

The proposed development has fewer than 10 units and therefore is not subject to the Family-Friendly Housing Policy requirements of the City. However, three bedrooms are proposed for each unit, which is in keeping with the Policy.



## Attachment 3

### Site Characteristics and Context

#### SITE CHARACTERISTICS AND CONTEXT

The subject site is located in the Brow of The Hill neighbourhood on St. Andrews Street near Ninth Street. The property has an approximate area of 432.5 sq. m. (4,655.4 sq. ft.) with a 15.09 m. (49.5 ft.) frontage on St. Andrews Street. The property is mostly level, with a slight slope towards St. Andrews Street. The property currently contains one single detached dwelling.

The subject site is surrounded by a mix of other housing forms. To the east is a 35-unit mid-rise rental apartment building. To the west are other single detached dwellings, including small lots. There is also a 16-storey rental apartment building across the street to the south. A site context map is shown below.



Figure 1: Site Context Map, with 817 St. Andrews Street highlighted in blue

#### Proximity to Transit Service and Other Sustainable Transportation Options

Both St. Andrews Street and Ninth Street are classified as local roads. The lane behind the property is undersized at 4.88 m. (16.0 ft.) and dead-ends at the edge of the site. The sidewalk network surrounding the site is complete but undersized in some areas. The Crosstown greenway is approximately 500 m. (1,650 ft.) from the site, with shared-road connections. The property is located within close proximity to transit, as shown in the table below:

#### Table 1: Site Proximity to Transit Service

<b>Transit Facility</b>	Frequency	Distance
Bus Service #123	Approximately 15 minutes	120 m. (394 ft.) to the bus stop located at Eighth Street frequent transit network (FTN)
SkyTrain Station	2-5 minutes	1 km. (0.6 miles) to New Westminster Station

#### **Demolition of Existing House**

As part of the site redevelopment, the applicant has proposed to demolish the existing house on site. The house was built in 1926 in the craftsman style. Consistent with the City policy for houses older than 50 years, a heritage review was completed by staff, who noted that the building is in particularly poor condition. Given the applicant's intent to develop a Passive House building, the project would be incompatible with a heritage retention project. This project features other benefits including the creation of missing-middle housing and energy efficient construction, which are considered to outweigh the heritage considerations on this project.



## Attachment 4 Project Statistics Table

#### PROJECT STATISTICS:

#### Table 1: Project statistics

	Permitted / Required Under DTQ Interim Policy	Proposed
Lot Area	N/A	424 sq. m. (4,564.4 sq. ft.)¹
Floor Area	N/A	333 sq. m. (3,585 sq. ft.)
Floor Space Ratio	0.75 FSR	0.785 FSR
Building Height	10.67 m. (35 ft.)	7.16 m. (23.5 ft.)
Site Coverage (principal building)	40% (in RT-1 Zone)	39.6%
Residential Units	3 principal dwelling units	3 principal dwelling units
Unit Size	N/A	Unit 1: 112.3 sq. m. (1,209 sq. ft.) Unit 2 111.4 sq. m. (1,199 sq. ft.) Unit 3: 109.3 sq. m. (1,177 sq. ft.)
Off-Street Parking		
Vehicle spaces	3 spaces (1 per unit)	3 spaces
Long-term bicycle parking	3 spaces	3 spaces
Rear lane width	6.0 m. (19.7 ft.)	4.88 m. (16.0 ft.)

<sup>1</sup>Note: Lot area reflects required dedication as per the project's Engineering requirements.

Base FSR Under DTQ Interim Policy	Additional FSR for Passive Design Exclusion	Total Passive House FSR	Total Proposed FSR
0.75	0.05	0.80	0.785



Attachment 5 Applicant's Design Rationale #806 318 Homer St - Vancouver BC - V6B 2V2 - T: 778-889-6849 - www.dlpdesigns.com

April 18, 2022

#### 817 St. Andrews St – PASSIVE HOUSE TRIPLEX

This summary is both a response to the *Pre-Application Review for 817 St Andrews* letter of September 28 2020, emails of March 2022 from planning and a Design Rationale.

#### 1. DESIGN RATIONALE:

DLP Architecture Inc is proposing a triplex building at the above address in the City of New Westminster.

The subject property lies within the new DPA area 1.2 for Ground Oriented Housing. We intend to conform to this zoning designation with the following deviations:

Side-yard Setbacks: (to comply with RT-1 per exclusion 410.15) 5'-2" at east (331.16 - 4' ok)6'-0" at west (331.16 - 4' ok)13'-3" at front (331.14 - avg of neighbours ok)

The lot has dimensions of 49' 6.5" x 94' 9.5" and a total lot area of 4655 sf with a lane side dedication of 0.56m.

The current structure is a 1 level with basement single family home built after 1940 with no character merit and structural damage.

Total FSR proposed is 0.749 which meets the maximums suggested by the city planners and *Infill Townhouse and Rowhouse Residential Districts (RT)*. The FSR we are proposing includes allowances for passive house performing assemblies such as thicker exterior walls. See sheet A1.0 area calculations.

We see this proposal as a pilot project for targeting Passive House towards the 2032 BCBC goal of zero emissions and a housing type conforming to Section 1.3 the *Infill Townhouse and Rowhouse Residential District*.

The current design is smaller in size than what we would normally see for a Townhouse development due to the smaller size of the lot. The smaller lot presents many challenges and constraints but we feel our proposal is successful in achieving viable and desirable units despite that. It does retain a similar

1 | Page

typology and proportion to a townhome project, while maintaining setbacks suggested for both townhomes and single family types. Digressing slightly from the typology we have added a more private 3<sup>rd</sup> unit to the rear to maximize the potential and to provide 3 appropriately sized 3 and 4 bedroom units.

The location of the 3<sup>rd</sup> unit does not compromise the privacy of the front 2 units and creates a variety in the form rather than two simple side by side front units.

#### <u>Design:</u>

This design proposal must consider the delicate balance between rigorous Passive House requirements, RT guidelines, and affordability.

As such, we approached the initial design by giving the structure a simple form with respect to the neighbourhood, only stripping down the detailing to a more contemporary style.

Roof forms remain simple and reflect a transitional approach with two front gables of modest slope and a rear flat roof top deck.

The building forms are largely rectilinear which allows us to both maximize interior spaces and create thermal bridge free detailing that is crucial to affordable passive house construction.

The main approach to building is a raft slab at the ground floor fully insulated around footings and underneath. The required additional insulation is then wrapped around the entire envelope proceeding up the exterior walls. This approach allows us to use standard trades for all phases of the build.

Unit entries are clearly defined by the raised and inset front door areas. There is a clear typology of side by side row houses in play.

The rear unit is anomalous but unique in that is entered from the rear but enjoys the most open and private space. This is a good trade off for not having adequate solar gain required for passive house performance.

We have designed a front trellis with gate and fence that defines and adds addresses for each unit and enhances the landscaping. See sheet A1.0.

Inherently, detailing for passive houses generally raised the level of durability and lessens the maintenance requirements. The mechanical systems are simple and scaled down, the exterior detailing is simplified, and the cladding materials are all resilient with long life spans. With this approach we are far exceeding Step Code requirements and the owner has taken on this goal to realize a higher quality product.

#### Carports and Bicycle storage:

At the rear of the property we have incorporated a carport for each unit. They have been careful located to make the most efficient circulation for all residents to access them from their units. However, due to the constraint of the site, there is little room for alternatives.

Logically, the rear unit has the middle carport which allows the resident to access it from the main entry with close proximity and not cross over into the spaces for units 1 and 2.

At the northwest corner of the property next to carport 1, we have added a communal recycling station and covered bike parking for all residents. Size limits to carports and a short site do not allow for these requirements within the carports.

The carports are also designed to match the style of the building and conform to recent guidelines for carports in the OCP.

#### FSR and Massing:

After many iterations of the design and revisions required by planning we are conforming to an FSR of close to 0.75 as outlined in the Zoning bylaw. This includes a modest exclusion for thick walls.

The current configuration creates 2 units of approximately 1251sf and a 3<sup>rd</sup> smaller unit of around 1159sf. These sizes somewhat reflect current needs of homeowners for family sized housing without having to jump up into the single family model.

The front 2 units are 2 storeys.

The rear unit has its main floor within 12" of grade, with 2 storeys only and a full rooftop deck.

#### **Density and Bonuses:**

It is our opinion that the entire wall of a passive house should be an FSR exclusion because we are not just designing for extra insulation, the whole assembly is advanced in many respects. However, we are only adding exclusions that take into account wall thicknesses over 6" similar to other jurisdictions.

We also feel an added exclusion for advanced HRV systems is important but have excluded it based on comments in the Pre-app review. The HRV for a passive house is more complex and requires more room to install. We would have proposed a minimum 2% FSR exemption which is inline with the City of Vancouver's exclusion bylaw, and hope the City of New West will consider this in the future. We would also propose exemptions for basement as the areas needed for these advanced systems is best installed in secondary spaces.

In summary we are proposing a wall thickness exclusion beyond the first 6 inches of all exterior walls.

#### Amenity and Open Space:

All units will have their own private spaces either in the form of balconies, enclosed yard or roof top deck. In all cases we achieve at least 160sf of individual open space with minimum dimensions of 6ft in width.

#### <u>Unit 1:</u>

-full front yard with side-yard access to carport and garbage/recycling area -2<sup>nd</sup> floor balcony facing south.

#### <u>Unit 2:</u>

-full front yard with side-yard access to carport and garbage/recycling area -2<sup>nd</sup> floor balcony facing south.

#### <u>Unit 3:</u>

-partial rear enclosed yard with direct access to carport and garbage/recycling area and east facing large patio at grade.

- full roof top deck with no privacy issues to units 1 and 2

#### 2. <u>Some of the Drawing revisions completed per Pre-Application</u> <u>Reviews for 817 St Andrews Include:</u>

- 1. HRV exclusion request removed and this area has been added back to the main calculation which brings the project to 0.749 to conform.
- 2. See associated Arborist report. Only one tree at the rear of the property is proposed to be removed and two new trees added. Adjacent property trees and hedges should not be affected according to the report.
- 3. Sideyard setbacks have been reduced.
- 4. A reflected outline of the west facing home has been added to the elevation drawing on sheet A3.1 showing no major privacy issues between new and existing windows. See 2/A3.1.

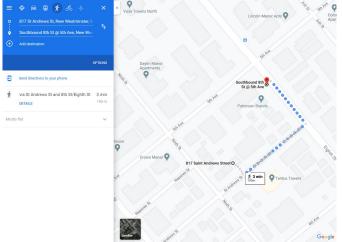
- 5. Heat pump outdoor units added to site plan A1.0 (unit 1 west side-yard, unit 2 front yard) and roof plan A2.1(unit 3 deck). The units have a Db of less than 50 and do not face adjacent properties except for the one at unit 3. This unit will be more than 9ft away from any existing or proposed building and also have a fence blocking its noise. The 50db is only achieved sporadically when the unit is at full operation which is not frequent. These units are only meant to heat hot water and as such run less frequently than a mini-split. Despite that, the 50db is barely noticeable in our experience and we have not had a single complaint from several similar projects.
- 6. See site plan A1.0. Unit 3 walkway now has its own entry trellis from the front and does not overlap other units or routes. Unit 1 will need to share this walkway to access the garbage/recycling and their carport.
- 7. Turning radius of a midsize sedan added to site plan unit 2 carport.
- 8. We have added an elevation of how the proposed bike enclosure and garbage/recycling structure could work. The bike storage has now been moved to within the carports for added accessibility and security.
- 9. While wood may soften the look and adds texture and contrast, it is a costly and high maintenance product. We feel the amount shown on design is adequate.
- 10. Shadow studies added see sheet A0.2
- 11. Site plan extended A1.0.
- 12. Landscape plan added showing planting adjacent to front fences in various locations, See sheet A1.2 and A1.0.
- 13. Two Dogwood trees added at font yards for units 1 and 2. These will be changed per city comments during BP phase.
- 14. Open space areas added to site plan and conform.
- 15. Entry trellises and gates with address numbers and mailboxes have added at the front property line. See A1.0.
- 16. Unit 3 side entry privacy fence shortened to 48 inches per city comments. Other screens at the carports also removed for site lines within the backyard area.
- 17. Landscaping removed at this location.
- 18. See arborist report included.

#### Additional comments:

#### Off-Street Vehicle Parking and Bicycle Parking – page 4

The proposed lot is small. In order to achieve 3 viable units and maximize the FSR the remaining space at the rear would not be conducive to providing an additional loading space. These units are residential and mirror more closely a duplex development both in size and scale – which would not require the loading stall and visitor parking.

There is also an argument to be made against any parking requirement, despite zoning. Many people do not require vehicles nor desire them, yet have families or want larger units. The location near the arterial of 8<sup>th</sup> St provides for a short 190m walk to the bus stop on the same block. See below.



The required parking at the rear, though we have included, adds to the cost of each unit and displaces open yard/garden space that is not possible anywhere else on this site. We ask that the City of New Westminster relax the load and visitor stall requirements for this project, given its size and proximity to public transit.

#### Electric Vehicle Charging

One energized Level 2 charger has been added to each carport location. See A1.0.

#### BC energy Step Code

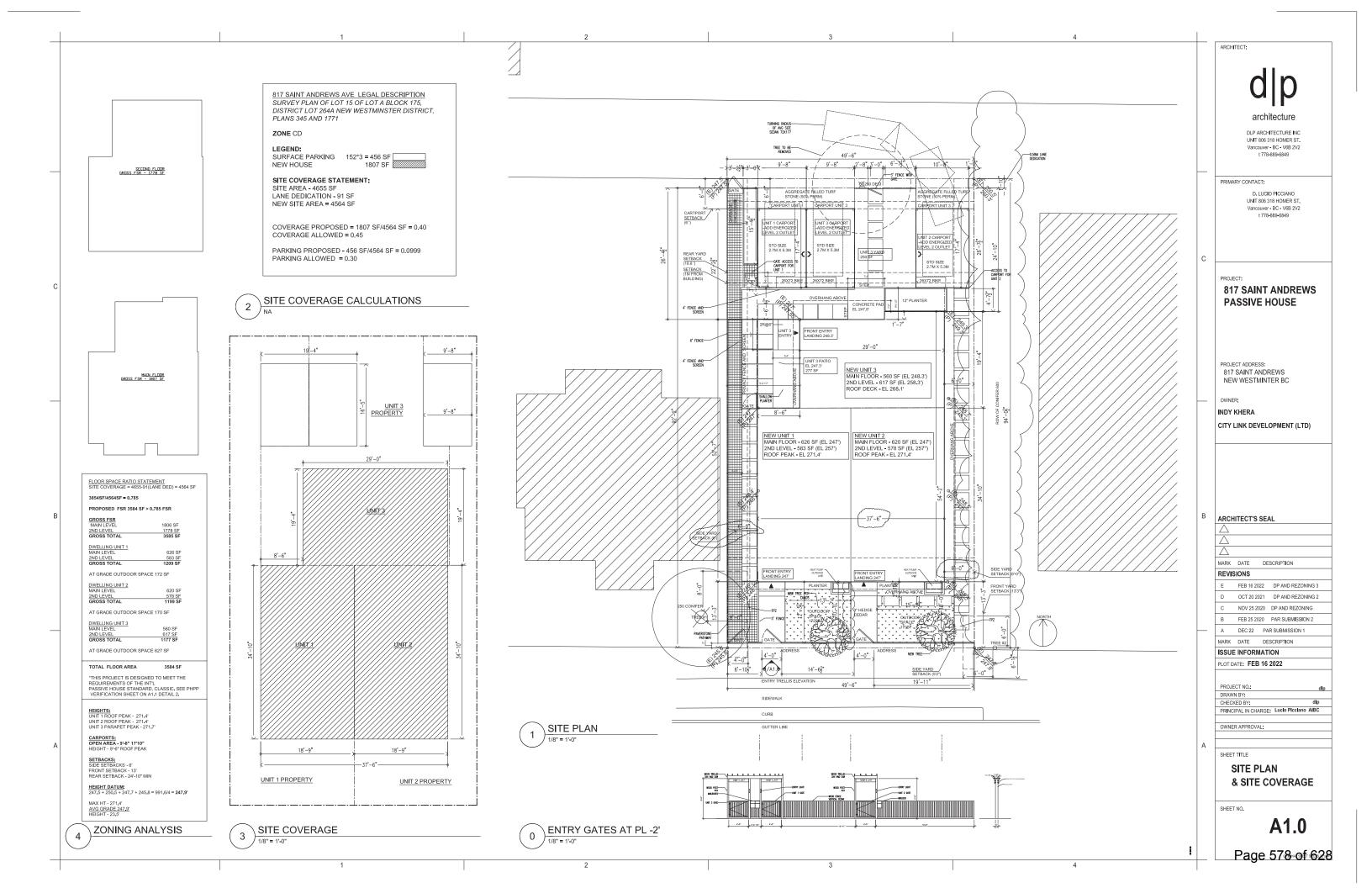
This project exceeds the requirements of even Step 5 and is seeking Passive House Certification. Letter of pre-certification submitted from our Passive House Certifier.

We feel this project has the potential to set a precedent for smaller developments by showing we can achieve high performing Passive House structures at near market rate costs.

Sincerely, Lucio Picciano Architect AIBC CPHD **dlp architecture inc.** 



Attachment 6 Project Drawings





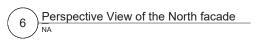
SouthEast View 



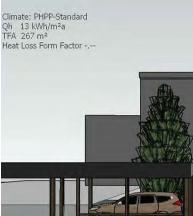








Perspective View of the Carports from the NE NA

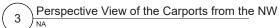










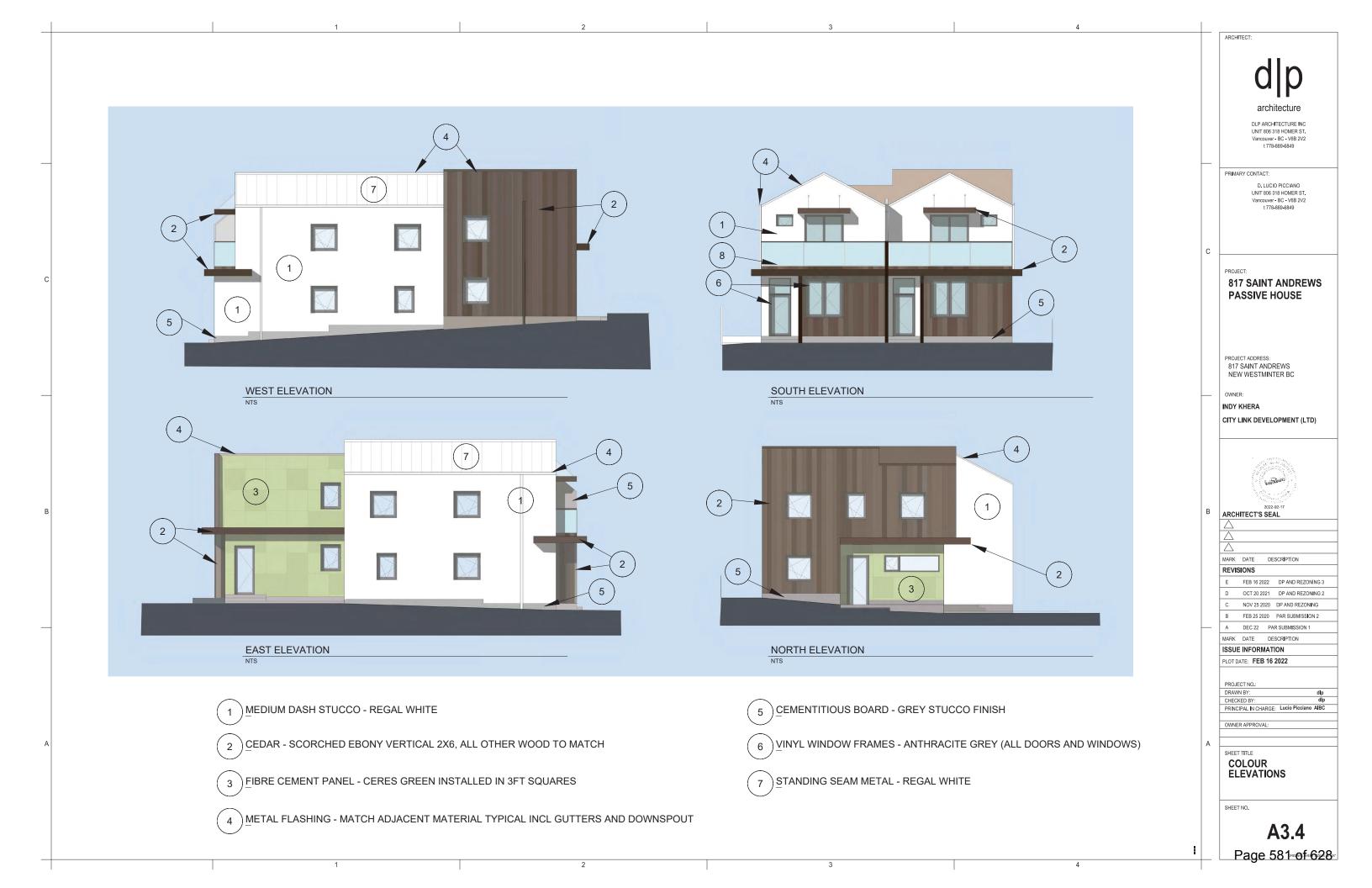


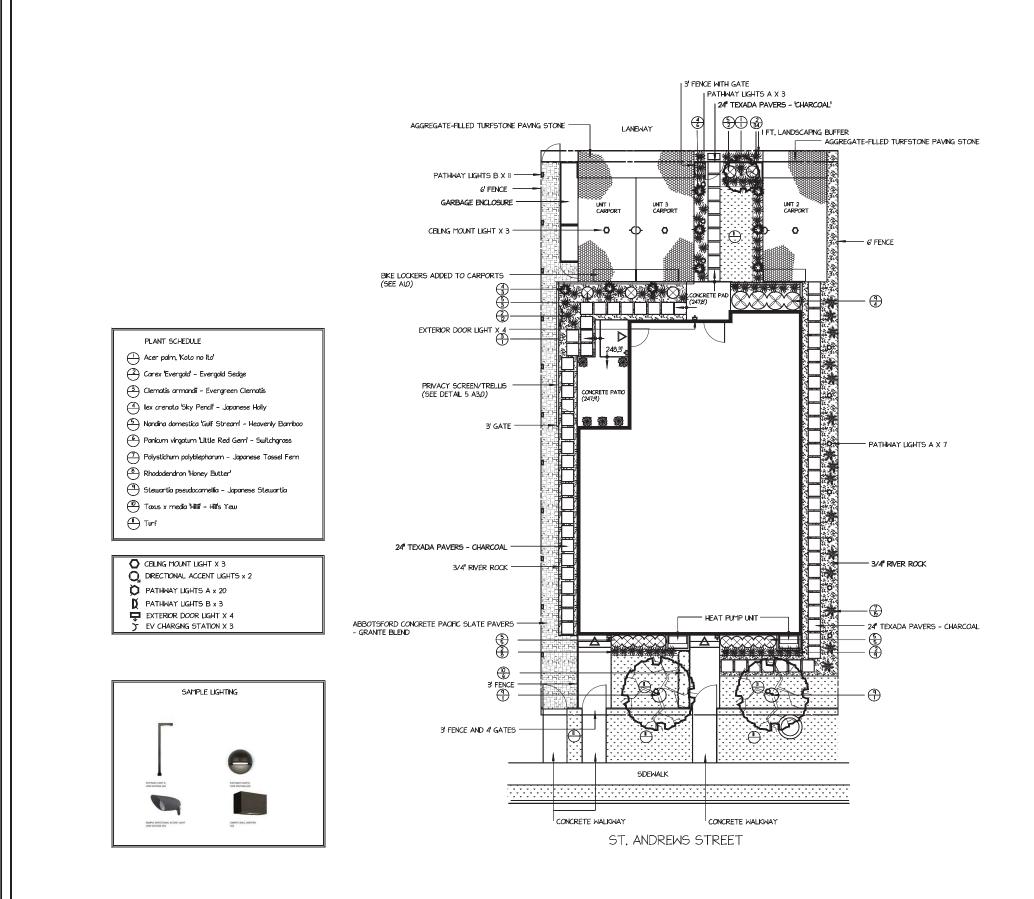


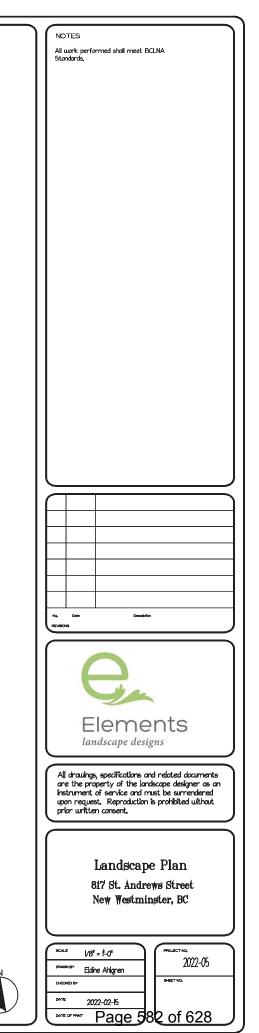


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	architecture
	DLP ARCHITECTURE INC UNIT 806 318 HOMER ST.
	Vancouver - BC - V6B 2V2 t 778-889-6849
PRIMA	RY CONTACT: D. LUCIO PICCIANO
	UNIT 806 318 HOMER ST. Vancouver - BC - V6B 2V2
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	CT NO.:
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	IPAL IN CHARGE: Lucio Picciano AIBC
PRINC	R APPROVAL:
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Page 580 of 628









# Attachment 7 Applicant-led Consultation Summary

#### Feed Back Report 817 St Andrews St, New Westminster

#### **Email Inquiry**

We have Received two email inquiries for this development project.

1.

#### **Karin Khera**

From:	Personal information removed		
Sent:	January 14, 2022 3:33 PM		
То:	Karin Khera		
Subject:	Tri Plex for 817 St Andrews Street New Westminster		

Hello Karin ; just a quick response to the flier I received about the Tri Plex proposed for 817 St Andrews street .

My concern is with the owners choice of tenants - the current dwelling previous to being burned out had a string of unsavory renters .

Over the years with different tenants there were numerous police attended incidents involving firearms / knife attacks & drugs .

I am hopeful that something could be done to attract a better group of tenants or of homeowners . Respectfully

2.

#### **Karin Khera**

Personal information removed
January 24, 2022 8:15 AM
Karin Khera
St Andrews St

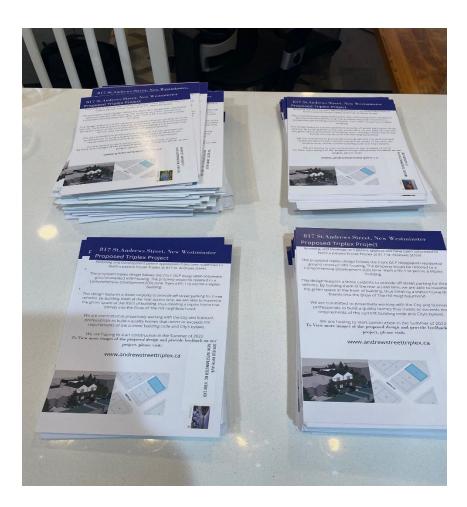
No. You are going to create this monstrosity on a street that is already choked and severely limited

with parking. Either provide on-property parking or take this project elsewhere. I for one do not

welcome it.

## Notification Flyers

We sent out a notification flyer to each of the addresses that was provided. Each Post card had an owner address and stamped with a Canada post sticker. The Image below is the the confirmation of the cards being sent out.





Rezoning and Development permit applications have been submitted to build a passive house Triplex at 817 St. Andrews Street.

The proposed triplex design follows the City's OCP designation residential ground oriented infill housing. The property would be rezoned to a Comprehensive Development (CD) zone from a RS-1 to permit a triplex building.

This design features a three carports to provide off-street parking for three vehicles. By building them at the rear access lane, we are able to maximize the green space at the front of building, thus creating a triplex home that blends into the Brow of The Hill neighbourhood.

We are committed to proactively working with the City and licensed professionals to build a quality homes that meets or exceeds the requirements of the current building code and City's bylaws.

We are hoping to start construction in the Summer of 2022 To View more images of the proposed design and provide feedback on our project, please visit:

#### www.andrewstreettriplex.ca



#### News Paper Ad

Placement of the ad on the New West Record

Community

### Bike skills park ready for use

New area near tree nursery and lodge parking lot in Queen's Park

Theresa McManus

A new bike skills area in Queen's Park is ready for

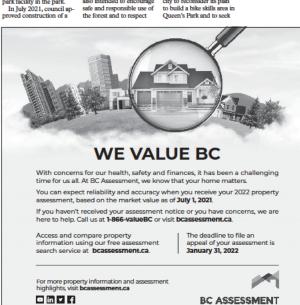
After local residents After local residents built jump features in a forested area of Queen's Park in 2020, the city re-moved the jumps because they weren't considered suitable for public use and staff were concerned they would negatively impact the ongoing ecological res-toration in that part of the park.

park. Parks and rec staff sub-sequently collaborated with some of the local youths who had built those jumps about the develop-ment of a new bike skills park facility in the park.

ess McManus nume@nessectroard.ca in a rea of the park that's new bike skills park facility in an area of the park that's new bike skills area in he city's tree nursery and the Cartennial Lodge parking lot. The project in-choles seven bike features that are connected by a gravel path. "The bike skills area in

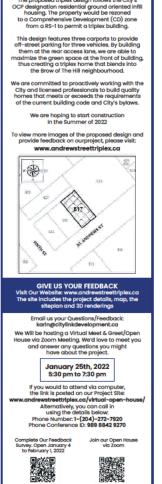
grave path. "The bike skills area in Queen's Park is now com-plets," said Erika Ma-shig, the city's manager of parks and open space planning, design and con-struction." The features have been installed, as well as signage regarding trail safety and etiquette." Mashig said the project aims to integrate a purpose built-bike park that bal-ances the needs of the bik-ners and experts alike. It's also intended to encourage safe and responsible use of the forest and to respect

the ongoing ecological restoration efforts within Queen's Park. "As part of the ecolog-ical restoration effort for this particular area, addi-tional vegetation has been planted and split-cedar rail fencing has been installed partices and spin-cecuar run fencing has been installed to help protect both ex-isting and netwy planted trees and plants," she said. "The city intends to en-gage the users of the bike skills Area in future stew-ardship events to help work on the track, features and with ongoing ecolog-ical restoration. Our hope is that we can all work to-gether to keep the bike park in good shape." In September, two New West residents urged the city to reconsider its plan to build a bike skills area in Queen's Park and to seek



fore any further develop-ment occurs in forested areas in Queen's Park. Ap-pearing before city council, they said the area is a "gem of a success story" in terms of an ecological res-toration in the park. "I value it like a jewel," Karl Sturmanis told council. "It's like a natural world in microcosm that world in microcosm that should be regarded as a precious resource." Mayor Jonathan Cote told the delegations he felt the proposed bikes skills area struck a balance of protecting a sensitive area and finding a less sensitive area in the park that could be used for an activity that's growing in demand. 8 415

additional public input be-



Visit the City's Be Heard New West public consultation website: https://www.beheardnewwest.ca/817-st-andr

New West Record THURSDAY, January 13, 2022 9

#### 817 St.Andrews Street, New Westminster Proposed Triplex Project

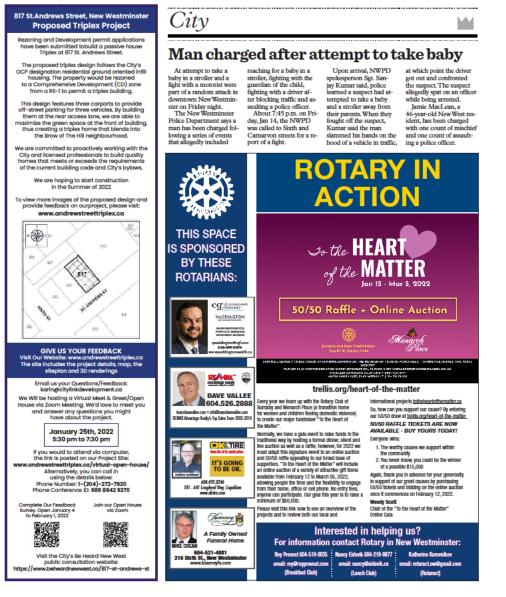
ning and Development permit applications een submitted tobuild a passive house Triplex at 817 St. Andrews Street.

The proposed triplex design follows the City's



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14 THURSDAY, January 20, 2022 . New West Record



#### Survey Results

The survey result from Jan 4<sup>th</sup> to Feb 1<sup>st</sup>, 2022

# Q1 Which Neighborhood do you live in?

Answered: 6 Skipped: 0

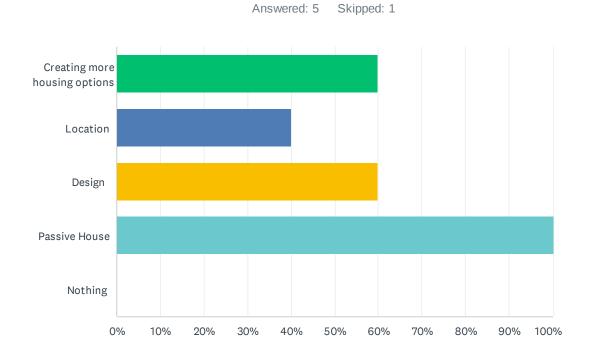
#	RESPONSES	DATE
1	Brow of the hill	2/1/2022 8:53 AM
2	brow of the hill	1/31/2022 11:58 PM
3	Brow of the Hill	1/22/2022 10:07 AM
4	Downtown	1/14/2022 2:42 AM
5	Brow of the hill	1/12/2022 6:03 PM
6	Brow of Hill	1/12/2022 1:17 PM

# Q2 Do you like the passive house tri-plex building design?

Answered: 6 Skipped: 0

#	RESPONSES	DATE
1	Yes. Energy efficient is the future	2/1/2022 8:53 AM
2	yes	1/31/2022 11:58 PM
3	Passive house is fine. Triplex is WAAAAY to much.	1/22/2022 10:07 AM
4	Yes	1/14/2022 2:42 AM
5	Yes I do. It's simple and efficient in todays housing market.	1/12/2022 6:03 PM
6	Yes.	1/12/2022 1:17 PM

# Q3 Tell us what you like about the project



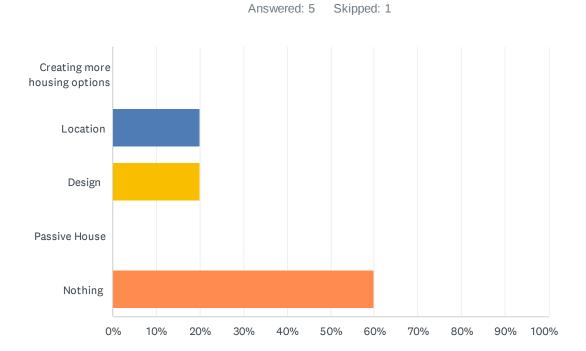
**ANSWER CHOICES** RESPONSES 60.00% 3 Creating more housing options 40.00% 2 Location 60.00% 3 Design 100.00% 5 Passive House 0.00% 0 Nothing Total Respondents: 5

#	OTHER (PLEASE SPECIFY)	DATE
1	Getting rid of the drug house that's currently there, and described as an "older" home. Ha! A boarded up fire remnant, more	1/22/2022 10:07 AM

like it..

1/12/2022 1:17 PM

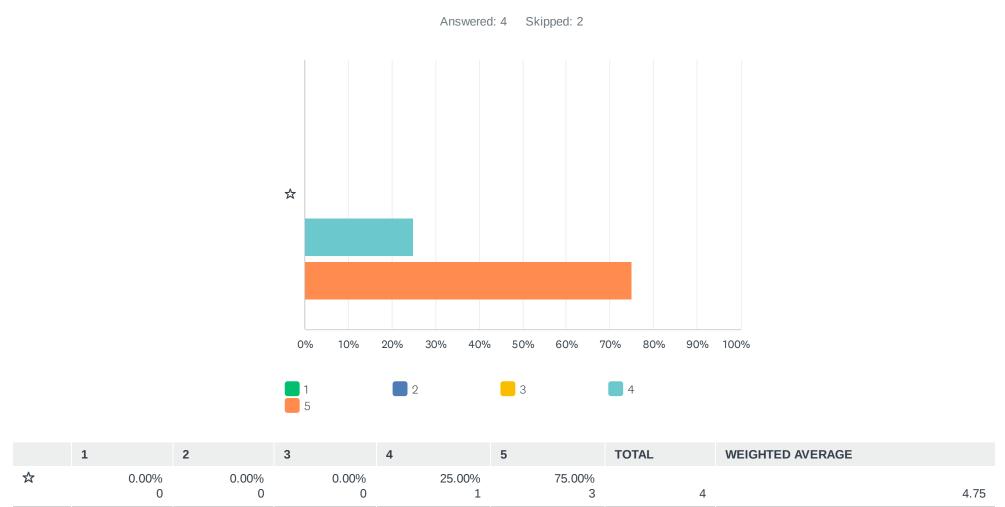
# Q4 Tell us what you don't like about the project



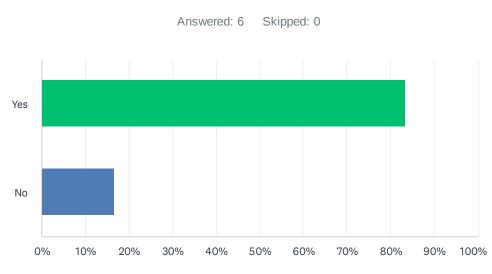
ANSWER CHOICES	RESPONSES	
Creating more housing options	0.00%	0
Location	20.00%	1
Design	20.00%	1
Passive House	0.00%	0
Nothing	60.00%	3
Total Respondents: 5		

#	OTHER (PLEASE SPECIFY)	DATE
1	There is no green space. A duplex might fit on this lot, but not three. Way over-built. I am giving question 5 NO stars.	1/22/2022 10:07 AM

# Q5 In general, do you like the proposed infill house design?



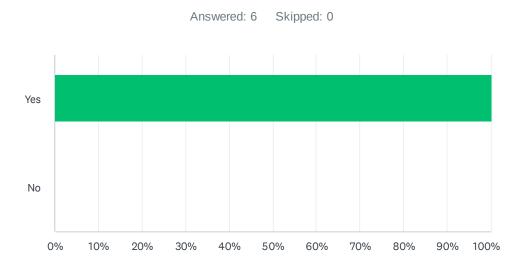
# Q6 Do you support this project?



ANSWER CHOICES	RESPONSES	
Yes	83.33%	5
No	16.67%	1
TOTAL		6

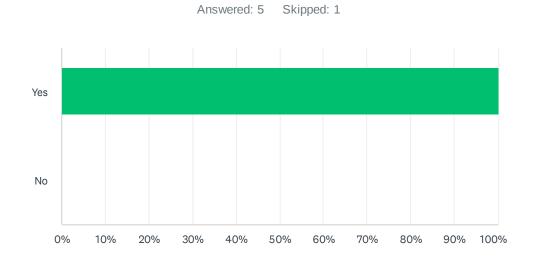
#	LET US KNOW WHY?	DATE
1	Passive house	2/1/2022 8:53 AM
2	Too dense. We need more green space in BOTH.	1/22/2022 10:07 AM
3	Not to crowed and still providing housing	1/12/2022 6:03 PM

# Q7 Are you a resident of New Westminster?



ANSWER CHOICES	RESPONSES	
Yes	100.00%	6
No	0.00%	0
TOTAL		6

# Q8 Do you live in the Brow of The Hill Neighbourhood?



ANSWER CHOICES	RESPONSES	
Yes	100.00%	5
No	0.00%	0
TOTAL		5

# Q9 Anything else you like to share?

Answered: 1 Skipped: 5

#	RESPONSES	DATE
1	I am a neighbour. We've already had 2 houses knocked down across the street and then the fire at your location. If this project density is approved, I cannot imagine what we'll see across the street, and, no doubt, with absolutely no parking when parking is already at a premium - regardless of what city council says (they don't live here and see the "scramble"). Definitely do not support.	1/22/2022 10:07 AM

#### January 25<sup>th</sup>, 2022 Open House Meeting Minutes

- We had a total of 1 attendee

-

- Discussed the project overall timeline from start to now
- Introduce the project and explained the three unit proposed building
  - Along with triplex discussion the meeting went into details of the type of building being built.
    - Introduction to Passive house
- Explained what passive house is and how it is an advantage in today's housing
  - Key highlight discussed
    - Energy efficient house
    - The inside environment of a passive house
    - Low cost utility bills
    - First Passive house introduced in City of New Westminster
  - Went details of what the project would look like
    - Went through sites and landscaping plans
- Discuss the parking situation for the project
- Opened question to the attendees
  - Key question that was raised
    - What was going on with other development in the area
    - Time it would take to construct this project?
    - Asked about the prices of these units
  - Comments that were made during the meeting
    - Rooms should have good amount space for a closest
    - Passive house is a really cool concept



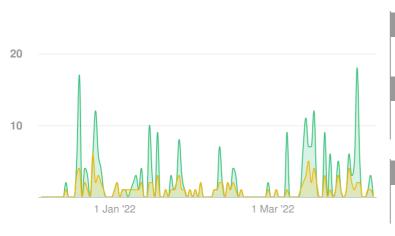
Attachment 8 *City-led Consultation Summary* 



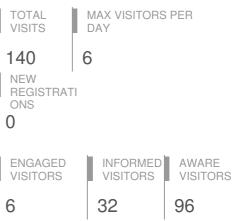
# Be Heard New West City 817 St. Andrews Street



# **Visitors Summary**



# Highlights

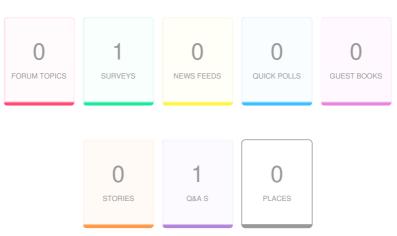


Pageviews

Visitors

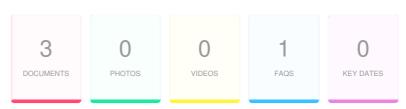
Aware Participants 96		Engaged Participants		6		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous	
Visited a Project or Tool Page	96		riogiotoroa	onvonnou	, monymouo	
Informed Participants	32	Contributed on Forums	0	0	0	
Informed Actions Performed	Participants	Participated in Surveys	2	1	0	
Viewed a video	0	Contributed to Newsfeeds	0	0	0	
Viewed a photo	0	Participated in Quick Polls	0	0	0	
Downloaded a document	23	Posted on Guestbooks	0	0	0	
Visited the Key Dates page	0	Contributed to Stories	0	0	0	
Visited an FAQ list Page	10	Asked Questions	1	2	0	
Visited Instagram Page	0	Placed Pins on Places	0	0	0	
Visited Multiple Project Pages	27	Contributed to Ideas	0	0	0	
Contributed to a tool (engaged)	6					

## ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status Visitors			Contributors	
	Engagement roomaine	1001014143	VISITORS	Registered	Unverified	Anonymous
Qanda	Ask a Question about 817 St. Andrews Street	Published	5	1	2	0
Survey Tool	817 St. Andrews Street Comment Form	Archived	8	2	1	0

### **INFORMATION WIDGET SUMMARY**



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	deleted document from	11	16
Document	817 St Andrews - Revised Drawing Set - March 2022.pdf	10	12
Document	817 St. Andrews Street - Council Report - December 13, 2021.pdf	4	4
Document	817 St Andrews St. Drawing set 2022.pdf	3	3
Faqs	faqs	10	12

## QANDA

# Ask a Question about 817 St. Andrews Street

Visitors 5	Contributors 3	CONTRIBUTIONS 3			
Q agnesstreetphantom 16 December 21					
Can the carports be single car garages instead? If not, will the bike storage have room to store multiple bikes, includin g an e-cargo bike?					
A Publicly Answered					
The City has encouraged the applicant to proceed with carports, rather than garages, as a way to open up the site an d have it feel less crowded by structures additional to the proposed triplex. This is a strategy used to help infill project s such as this one, sensitively fit into existing neighbourhoods. As the project is still in an early design stage, the confi guration of the bike storage has not been finalized. However, the City has encouraged the applicant to provide sufficie nt bike storage for each unit as per the requirements of the Zoning Bylaw. Exploring bike storage that can accommod ate e-cargo bikes is something that will be suggested to the applicant.					

### QANDA

## Ask a Question about 817 St. Andrews Street



### PreserveBrowHeritage

There has been no attempt to add any character features in the design. Given that you permitted the demolition of a h eritage home to allow for this development and that this neighbourhood has many heritage homes, modern design sh ould not be permitted. You are destroying the character of the neighbourhood.



#### Privately Answered

Thank you for feedback regarding the proposed design of this project. Triplex applications such as this are reviewed a gainst the Duplex, Triplex, and Quadruplex: Interim Development Review Policy. This policy outlines the design expec tations for this form of development; however, a specific architectural approach is not required. As part of the form an d character review of the proposed design, the existing architectural character of the street, and how the new building would fit into the existing context, is considered. This particular block contains a range of architectural styles, with buil dings on both sides of the street built between 1929 and 1969. The applicants have proposed a design and building materials that are intended to fit in with the diverse nature of the block. Elements such as the size, shape, and placem ent of buildings have also been considered to help ensure that the new building successfully fits within the neighbourhood. The setbacks and height of the proposed triplex have been designed to help create a transition betwe en the single family house to the west of the property and the three-storey apartment building to the east. The propos ed height of the project is considerably less than what is permitted under the existing zoning, a design decision intend ed to respect the existing house to the west.

## QANDA

## Ask a Question about 817 St. Andrews Street

AmyS

Can they design it to at least fit in with the heritage neighbourhood of New Westminster? The plain/boxed look detract s from other heritage homes in the area and they are removing a heritage home as well.

# A Pub

#### Publicly Answered

Thank you for feedback regarding the proposed design of this project. Triplex applications such as this are reviewed a gainst the Duplex, Triplex, and Quadruplex: Interim Development Review Policy. This policy outlines the design expec tations for these types of residential buildings; however, a specific architectural approach is not required. When staff r eview the designs of these types of buildings, they consider the existing architectural styles of the street, and how the new building would fit into the existing context. This particular block contains a range of architectural styles, with buildi ngs on both sides of the street built between 1929 and 1969. The applicants have proposed a design and building ma terials that are intended to fit in with the diverse nature of the block. Elements such as the size, shape, and placement of the building is also reviewed to help ensure the new building successfully fits within the neighbourhood. The propos ed setbacks and height of this building help create a transition between the single family house to the west of the prop erty and the three-storey apartment building to the east. The proposed height of the project is considerably less than what is permitted under the existing zoning. This design decision is intended to respect the house to the west. While the above describes how staff review the proposed design of applications such as this one, this project is still in its early stages. This means that further revisions to the proposal may occur after the public consultation period. The exp ectation from staff is that the revised proposal would respond to the community's feedback.

## **ENGAGEMENT TOOL: SURVEY TOOL**

## 817 St. Andrews Street Comment Form

Visitors 8	Contributors 3	CONTRIBUTIONS 3
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#### No Graphs to show

Pro Tip:

The following types of questions are shown here as graphs.

Dropdown Type Question

Checkbox Type Question

Radio Type Question

Region Type Question

Number Type Question

Text based responses are not shown in this report.

Survey Responses

29 October 2020 - 03 April 2022

# 817 St. Andrews Street Comment Form

# **Be Heard New West City**

Project: 817 St. Andrews Street







#### Q1. Do you have any comments about the proposed project?

I am concerned about parking in the neighbourhood. With the amendment of zoning to allow the Lotus building to be taller on 4 avenue, there has been parking issues on my street ever since. Every time the city allows a change in zoning, the area is more congested. The street parking in front of my house is taken up by people who don't live on my street. I have a driveway that has space for one car and we are a 2 car household. I work long hours and often have to park 2 or 3 blocks away from my own house due to people in neighbouring multi family buildings parking in front of my house. Personal information removed street) Although you mention a carport for charging an electric vehicle, it is unlikely that it will be enough parking. To afford these properties, it will likely be 2 working people per unit. That is 6 cars. Is there parking for 6 cars that will not impact street parking? I can see **Personal information removed** to the lot on St. Andrews and there is already no free space on the street to park and it is 11 in the morning.

Q2. Optional: Please share your postal code.

not answered



#### Q1. Do you have any comments about the proposed project?

There is waaaaay too much building for the size of the lot. The back unit has zero green space - not even enough to put a chair outside - and faces 3 parking space. It is also at the end of a blind end alley, i.e., no front and back entrance and no street! As a matter of fact, if you walk down Ninth Street, it is not even obvious that there's an alley there, let alone a street on to which that back unit will face! These units are 3-bedroom, so I'm assuming there will be children residing here. There is no place to play! The density is way too high! 3 parking spaces is not adequate. I know you're saying there is lots of parking - but people who live in "the tower" across the street don't want to pay the \$25 (I believe) extra per month for parking, so use the street. Therefore, there is never any parking on the street already. I believe this is a money grab for the developer. they've picked up the property for under a million and will sell the pieces for \$1.6m each! I wonder whose pocket they've greased if this development is allowed. Shame on you! Below, I've been asked to sign in, but don't know why I need to, so I'm ignoring the request. My postal code is V3M3W1 and a live within a block of this burned-out drug house.

Q2. Optional: Please share your postal code.

not answered

#### Q1. Do you have any comments about the proposed project?

I am against the proposed triplex at 817 saint Andrews based on the density. Personal information removed Building a single house would be more in character of the existing houses in the area. A duplex could be tolerated if the area is destined to go that route for density. Unit 2 carport should not be permitted based on the fact that the car would have to be backed into the stall so as to have easy egress when exiting. How many driver's would back all the way from 9th street to get to the stall in total darkness at night? The only solution would be to move the carport over to where the unit 3 yard would go. Now, if this carport design is approved as proposed, I can see unit 3 would just park their vehicle in the alley and not even use the carport. Another option is unit 3 would tear out the yard and park their vehicle there as it would be easier to park and in essence have 2 parking spots for themselves. Adding an aluminum awning would be their solution between the other carport. So the carport should be redesigned to move unit 3 carport Personal information removed. Being an open carport Personal information removed. Personal information removed what type of firewall is there? I would also like to see the heat pump of unit 3 put on ground level. It appears to be on the roof deck. The noise would disturb Personal information removed the apartment. What is the noise bylaw based on decibels from a heat pump in New Westminster? Some can put out 80 db. easy. That is too noisy, I have personally helped a friend get his neighbour's noisy unit replaced at at the offending neighbour's cost because of this. Can you specify to the developer that a low noise heat pump be installed? As stated I would like to see a single family dwelling be built instead of a triplex. Thank you Personal information removed

Q2. Optional: Please share your postal code.

New Westminster, BC, V3M1V9

#### Wendee Lang

From:	Wendee Lang
Sent:	Monday, April 4, 2022 4:23 PM
То:	Wendee Lang
Subject:	RE: [EXTERNAL] 817 St. Andrews Street

From: External-Dev Feedback <<u>devfeedback@newwestcity.ca</u>> Sent: Monday, March 21, 2022 4:29 PM To: Personal information removed Subject: RE: [EXTERNAL] 817 St. Andrews Street

Thank you <sup>Personal Inform</sup> for sending in your comments in support for the proposed project at 817 St. Andrews St. All feedback received about the proposed project will be summarized and included in a report to Council as part of their consideration.

For more information and to keep up to date about the project please visit <u>https://www.beheardnewwest.ca/817-st-andrews-st</u>

Lisa Wambaa T 604.636.3552 | C 604.240.6394 | E <u>lwambaa@newwestcity.ca</u>

From: Personal information removed Sent: Monday, March 21, 2022 10:27 AM

To: External-Dev Feedback <<u>devfeedback@newwestcity.ca</u>> Subject: [EXTERNAL] 817 St. Andrews Street

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm all for some redevelopment of that block. Hopefully, we'll get some decent neighbours this time that actually want to build into our lovely community.

Jesus answered, "I am the way, and the truth, and the life. No one comes to the Father, except through Me. If you really know Me, you will know My Father, as well. From now on, you do know Him, and have seen Him."



# Attachment 9 Engineering Servicing Memo



### Memorandum

To: Wendee Lang, Planning Analyst

Date: March 24, 2022

From: Christian Medurecan, Engineering Technologist

File: PRJ-009065 Reference: DRF00218

## Subject: OFF-SITE WORKS AND SERVICES REQUIREMENTS FOR 817 ST. ANDREWS STREET – DP000875, REZ00209

We are responding to the application as referenced above dated June 7, 2020 for the proposed Passive House Triplex Development.

Please be advised that staff have completed a review of the project and identified the following details that will need to be addressed as part of this application:

- 1. The applicant shall, at a minimum, be aware of, and familiarize themselves with the following documents and plans:
  - Subdivision and Development Control Bylaw
  - Tree Protection and Regulation Bylaw
  - Erosion and Sediment Control Bylaw
  - Master Transportation Plan
- 2. On-site storm sewer water management will be required to limit the post development flow to pre-development flow. The on-site works shall be designed in accordance with the City's Integrated Storm Water Management Plan.
- 3. All site drainage works shall be designed and constructed in accordance with the City's Erosion and Sediment Control Bylaw 7754, 2016. The Developer shall retain a qualified professional to ensure that the design and implementation of the erosion and sediment controls meet the requirements outlined in the Bylaw.
- 4. All existing trees are to be protected in accordance with the City's Tree Protection and Regulations Bylaw No. 7799, 2016 and any trees identified for removal will need to have a permit approved and in place prior to removal.
- 5. Provision of any road dedications and statutory rights of way that may be required along all frontages to meet the capacity, functionality and design objectives for all modes of transportation in the City including, but not necessarily limited to:

- Dedication along the Lane frontage (Approximately 0.56m wide)
- 6. At the time of Demolition Permit Issuance, the applicant will be required to make a payment of a flat fee in the amount of **\$5,850.00** plus GST for capping at the main, by the City, of all existing sewer and water service connections not for reuse.

#### **OFF-SITE WORKS AND SERVICES**

7. Under the City of New Westminster Subdivision and Development Control Bylaw No. 7142, 2007 and amendments thereto, the developer for the above noted property is required to enter into a Works and Services Agreement with the City addressing all off-site servicing requirements. The off-site services will be identified during the detailed development review and will be required prior to issuance of a building permit. These works could include but may not be limited to the following generally described servicing:

#### **ROAD WORKS**

The subject site is bounded by St. Andrews Street to the south and an established 4.88m wide Lane to the north. According to the City's Master Transportation Plan (MTP), St. Andrews Street is classified as a local road.

#### St. Andrews Street

- 7.1. Reconstruction of the St. Andrews Street frontage complete with new sidewalk, curb and gutter, trees, landscaping (including drainage and irrigation), street furniture, street lighting, underground electrical and telecommunication servicing. St. Andrews Street shall be reconstructed up to road centerline based on the following minimums:
  - Reconstruction of the existing road structure shall be based on the analysis of a Benkelman Beam Test, or other approved method, carried out on the existing road which is to be upgraded. If the test results are proven satisfactory, the minimum requirement shall be a mill and overlay
  - 1.8m wide sidewalk clear of obstructions
  - 2.0m wide landscaped boulevard

#### Lane

7.2. Reconstruction of the Lane frontage complete with rollover curb and gutter. The Lane shall be reconstructed in its entirety based on the following minimums:

- Reconstruction of the existing road structure shall be based on the analysis of a Benkelman Beam Test, or other approved method, carried out on the existing road which is to be upgraded. If the test results are proven satisfactory, the minimum requirement shall be a mill and overlay
- Rollover curb and gutter shall be installed along the site frontage only
- Pavement width shall be 4.96m wide

#### Vehicular Site Access

7.3. All proposed vehicular access for the development shall be from the Lane

#### UNDERGROUND UTILITIES

#### Sewer

- 7.4. Provision of an adequate single combined sewer service connection for the development complete with manholes or inspection chambers at property line. Size and location to be determined by the developer's consulting engineer and approved by the City. Existing infrastructure which is undersized or not capable of handling the post development flows shall be upgraded at the developer's expense.
- 7.5. Provision of an adequate combined sewer main complete with catch basin(s) to address road drainage in the Lane for the development. The combined sewer main shall tie-into the existing combined sewer main on Ninth Street.

#### Water

7.6. Provision of an adequate single water service connection for the development satisfying the fire and domestic demands complete with a suitable water meter with backflow protection. Size and location to be determined by the developer's consulting engineer and approved by the City. Existing infrastructure which is undersized or not capable of handling the post development water demands must be upgraded at the developer's expense.

#### Electrical, Telecommunication and Gas

7.7. All costs associated with the design and conversion of the existing overhead electrical and telecommunication utilities on the roadways adjacent to the site with an underground system for the development. Please contact Marc Rutishauser in the City Electrical Operations Department at (604) 527-4533 for electrical servicing details. Contact Telus and Shaw directly for telecommunication servicing details

- 7.8. City communication conduit shall be provided in accordance with the City's Intelligent City Design requirements as it pertains to the Fiber Optic Network and Street Lighting Design. For further information, please contact Phil Kotyk, Fiber Network Operations Manager at (604) 527-4641.
- 7.9. All costs associated with the design and construction of gas servicing for the development. Please contact Fortis BC directly for servicing details.
- 7.10. All third party utility construction drawings shall include the Civil Design Drawings base plan and must be submitted to the City's Engineering Services Division for review and approval. The developer's consulting engineer shall ensure that the design of all third party utilities, including New Westminster Electrical, have been coordinated with the Civil Design Drawings. Coordination of the drawings must be completed prior to issuance of the Works and Services Agreement.

#### STREET LIGHTING

7.11. Roadway lighting for all street frontages shall be provided and upgraded for safety and to produce accurate and comfortable night time visibility using energy efficient lighting such as LED. Design of roadway lighting shall be in accordance with the City of New Westminster Design Criteria Section 6 and the MMCD (Platinum Edition) Design Guidelines Section 6.0 Roadway Lighting (for LED).

#### **BOULEVARD TREES**

- 7.12. The boulevards shall be prepared for Boulevard Trees complete with a 900mm New Westminster Planting Blend or approved equal growing medium for the full width of the boulevard, including drainage and irrigation. Boulevard landscaping and irrigation shall be provided in suitable locations to the satisfaction of the Parks Department. If adequate soil volume is not achievable, provisions shall be made for soil cell technology or any other approved method to achieve the specified soil volume. For further information, please contact Sylvain Martel, Senior Arborist at (604) 527-4625.
- 8. The preparation of detailed design drawings by a qualified Professional Engineer for the offsite works and services to the satisfaction of the City and in accordance with the City's Design Criteria, Supplemental Specification and Detail Drawings, and Master Municipal Construction Documents. The engineering design drawings for the proposed works may include the following plans:
  - Road works

- Storm drainage collection facilities
- Sanitary sewer collection facilities
- Water distribution facilities
- Street lighting
- Boulevard preparation for trees, irrigation and drainage
- Topographical and lot grading plans
- Erosion and sediment control plans
- Telecommunication servicing plans
- Gas Facilities
- 10. Under the Works and Services Agreement with the City, the developer must address the following requirements:
  - 10.1. Employment and retention of a Professional Engineer to prepare and seal the design drawings; to provide a Resident Engineer for inspection of all design and construction related problems; to prepare, certify and seal "As Constructed" drawings, including landscape & irrigation drawings and to certify that all materials supplied and works performed conform to City standards as contained within the Subdivision and Development Control Bylaw and/or the Master Municipal Construction Documents.
  - 10.2. The developer will be required to post a security deposit for 120% of the estimated construction cost of the off-site servicing works including GST. The security deposit shall be in the form of an Irrevocable Letter of Credit or cash deposit. The security deposit will be reduced once the off-site works are completed to the satisfaction of the City less a 10% holdback. Upon issuance of a Certificate of Completion by the City, the 10% security deposit will be held for a two year maintenance period.
- 11. The following payments and deposits shall be paid at the time of execution of the Works and Services Agreement:
  - 11.1. Payment to cover the cost of preparing the Works and Services Agreement, currently **\$1,960.00** plus tax;
  - 11.2. Payment of **Four Percent** (4%) of the estimated construction costs to cover engineering and administrative costs incurred by the City;
  - 11.3. Under the Works and Services Agreement the developer will be required to pay a deposit **\$5000.00** to cover any charges for emergency works and signage.

- 11.4. Payment of a flat fee in the amount of **\$650.00** plus tax per tree towards the cost to the City for selecting, purchasing, installing, establishing and maintaining boulevard trees.
- 12. Signing of a latecomer waiver clause.
- 13. Submission of any easement or right of way documents required by the City in relation to the proposed development.
- 14. The following charges shall be paid at the time of Building Permit issuance:
  - 14.1. Payment of applicable Greater Vancouver Sewerage & Drainage District (GVS&DD) Development Cost Charges in accordance with Bylaw 187, 1996 and amendments.
  - 14.2. Payment of applicable New Westminster Development Cost Charges in accordance with Bylaw 7311, 2009 and amendments.
  - 14.3. Payment of applicable School Site Acquisition charges in accordance with School District #40 Capital Bylaw No. 2008-1.
  - 14.4. Payment of applicable Regional Transportation Development Cost Charges in accordance with Bylaw No. 124-2018.

Should you have any further questions or concerns please do not hesitate to contact me directly at 604-636-4463.

Thank you,

1st

Christian Medurecan, CTech, CPWI-2, BC-CESCL Engineering Technologist

- cc L Leblanc, Director Engineering Services
  - E. Wat, Manager, Infrastructure Planning
  - C. Dobrescu, Utilities and Special Projects Engineer
  - G. Otieno, Infrastructure Engineer
  - M. Anderson, Acting Manager, Transportation
  - E. Tiffany, Senior Transportation Planner
  - E. Mashig, Manager, Horticulture and Parks and Open Space Planning
  - M. Rutishauser, Acting Manager, Elec. Engineering, Design & Planning, Electric Utility
  - P. Kotyk, Fiber Networks Operations Manager
  - S. Trachta, Manager, Inspections, Development Services Building and Plumbing

planreview@newwestcity.ca



### R E P O R T Office of the Chief Administrative Officer

To:	Mayor Cote and Members of Council	Date:	July 11, 2022
From:	Lisa Spitale, Chief Administrative Officer	File:	Doc 2113498
		Item #:	2022-539
Subject <sup>.</sup>	Parking Reductions for Patios on Private Property - Zoning		

#### Subject: Parking Reductions for Patios on Private Property - Zoning Amendment Bylaw Update

#### **RECOMMENDATION**

THAT Council consider Zoning Amendment Bylaw No. 8357, 2022 and no public hearing be held, in accordance with the Local Government Act;

THAT notification be circulated in accordance with the Local Government Act;

THAT Zoning Amendment Bylaw No. 8317, 2022 be repealed.

#### **PURPOSE**

To recommend notice be given for an amendment to the Zoning Bylaw which would allow businesses to convert parking or loading spaces on private property into patio space.

#### **SUMMARY**

Since May 2020, the City has acted responsively to business and consumer demand for temporary patios, allowing for temporary seating structures to be placed on City property, waiving associated fees, and relaxing certain bylaw and design guidelines. Based on the positive response by businesses and patio users, a new bylaw for regulating patios that allow for seasonal and curbside patios on City property was adopted by Council in May 2022. To further encourage and support patios, a provision in the Zoning Bylaw for patio space using parking or loading stalls on private property is recommended, which is the subject of this report.

#### BACKGROUND

In May 2020, in response to public health orders requiring reduced occupancy and the need for social distancing, Council endorsed a series of bylaw and policy changes that permitted local businesses to expand their operations onto sidewalks and other public rights of way, including on-street parking spaces and other road space. The program has enabled participating businesses to meet physical distancing requirements and adhere to public health guidelines, which reduced their operating capacity and required new ways to address occupancy shortfall, and consumer preferences, while remaining in operation.

In May 2020, the Liquor and Cannabis Regulation Branch (LCRB) introduced Temporary Expanded Service Areas (TESAs) to allow for licensed establishments to extend their service areas to patios, and in reports to Council in September and November 2020, staff recommended further refinements to the interim patio program to continue to support businesses as winter approached, including allowing heating, waived fees and relaxed design guidelines.

In July 2021, the Province once again extended the TESA program and staff brought forward a report to support the City extending the program again with the same measures. At that time, based on feedback and learnings of the program from 2020-2021, staff also indicated they would work to refine the existing sidewalk café bylaw on a more permanent basis.

On March 7, 2022, Council was presented an updated Street and Sidewalk Patio Bylaw, as well as an amendment to the Zoning Bylaw (Zoning Amendment Bylaw No. 8317, 2022) which sought to permit the use of up to two parking spaces or a loading space for patio space on private property. The zoning amendment bylaw process included a waived public hearing, and the bylaw was subsequently adopted on April 11, 2022.

In June 2022, the City realized that it had made an administrative error in the timing of the public notifications due to changes in the Local Government Act. To correct this error the City is repealing and replacing the bylaw and this report is placed before Council to begin the new approval process. This process will correct the administrative error, and no changes have been made to the content of the zoning bylaw.

#### EXISTING POLICY AND PRACTICE

Street and Sidewalk Patio Bylaw No. 8318, 2022: This recently approved bylaw sets out the regulations of private outdoor seating space on city sidewalks, streets and other public property, in relation to traffic management, safety, proximity, and operating regulations.

*Patio Design Guidelines:* Recently updated in spring 2022, this information package includes easy to follow instructions and illustrations to assist applicants through the application process. A centralized staff lead accepts applications and guides them through the various city staff divisions for comment.

#### ANALYSIS

As the pandemic continues into 2022, businesses have indicated their desire to make temporary patios permanent and patrons continue to indicate a preference for outdoor space.

#### Provincial Temporary Expanded Service Areas (TESAs)

On May 22, 2020, the Province's Liquor and Cannabis Regulation Branch (LCRB) announced a new policy directive (known as Temporary Expanded Service Areas (TESAs)) that permitted food primary, liquor primary and manufacturing licensees to temporarily expand their service area footprint. This helped licensees increase their service area by allowing them to decrease the density of patrons in their establishments and to continue to serve patrons while complying with Provincial Health Officer orders and guidelines regarding physical distancing.

The Province has extended the use of existing TESA patios until March 31, 2023. After this date, businesses will need to have approval (both municipal and Provincial) for continuing to operate their patio.

#### Street and Sidewalk Patio Program

In spring 2022, staff developed a new framework that updated the City's pre-pandemic patio program, and which includes year-round, seasonal, curbside and small patios (table and chairs with no liquor service). The introduction of a seasonal patio program (April 1 – October 31) expands the pre-pandemic patio approach while incorporating the successes of the temporary patio program, allowing for simplified design requirements to encourage timely installation for summer patios while meeting key safety and accessibility requirements. Given Metro Vancouver's climate, the summer months have a higher demand for patio use as we saw most patios were not used during the winter months. Additionally, some businesses may wish to use a seasonal patio as a test case before committing to a more permanent year-round patio. Should operators desire a patio that is longer in duration than the seasonal term, or more complex design, they may apply for an annual patio permit, which will have a more detailed level of review reflecting the complexity of adding a permanent structure or additional capacity to public property.

#### Patios on Private Property

During the temporary patio program an amendment to the Zoning Bylaw permitted the temporary conversion of two non-accessible parking stalls or a loading space, for patio use on private property. This temporary amendment expired January 31, 2022.

At the November 30, 2020 meeting Council raised the idea of permanently allowing parking stalls to patio use. Staff from Transportation and Planning support making this provision permanent, which aligns with the City's Climate Action goals and supporting vibrant, active streets and open space.

A May 2022 Council report contained a revised amendment to the Zoning Bylaw to continue permitting patios on private property, however as noted, it was recently found to have had an administrative error. This report recommends re-establishing a bylaw that would continue to permit parking and loading space to be used for temporary patio use.

Attachment 1 includes Zoning Amendment Bylaw No. 8357, 2022, which is recommended for public notice period. It is also recommended the Public Hearing be waived as the Bylaw is consistent with the City's Official Community Plan. If approved, applicants would be able to use up to two parking spaces, provided they are not for accessible vehicles, or use a loading space, provided it can easily be disassembled to continue to provide loading access as required.

As with standard process, applicants would continue to be required to apply for a minor Development Permit, and Building Permit if necessary, for a patio on private property. For those patios that are a Liquor Primary (e.g. pub) or manufacturer with a lounge endorsement (e.g. brewery that also has on-site liquor service) community comment would be required as part of Provincial liquor approval process. Depending on the particular liquor license additional City fees may be required to cover the community comments costs, as well as any corresponding Provincial liquor license fees.

#### **FINANCIAL IMPLICATIONS**

There are no financial implications associated with this proposed zoning amendment bylaw.

#### **CONSULTATION**

Members of the Economic Development Advisory Committee, the Culture and Economic Development Task Force, and the COVID-19 Business & Local Economy working group were previously presented with a summary of the temporary patio program and have provided input on the evolution of the patio program, prior to the fee structure being set. All were supportive of the work.

#### INTERDEPARTMENTAL LIAISON

Multiple departments have been consulted to implement these initiatives including the Office of the CAO; Engineering Services; Climate Action, Planning and Development; and Parks & Recreation, as well as the City's solicitor.

#### **OPTIONS**

Four options are presented for Council's consideration:

- 1. THAT Council consider Zoning Amendment Bylaw No. 8357, 2022 and no public hearing be held, in accordance with the Local Government Act;
- 2. THAT notification be circulated in accordance with the Local Government Act;
- 3. THAT Zoning Amendment Bylaw No. 8317, 2022 be repealed;
- 4. THAT Council provide staff with alternate direction.

Staff recommend Option 1, 2 and 3.

#### **ATTACHMENTS**

Attachment 1: Zoning Amendment Bylaw (Parking Reductions for Patios) No. 8357, 2022

#### **APPROVALS**

This report was prepared by:

Carolyn Armanini, Planner 1 Jen Arbo, Economic Development Coordinator

This report was reviewed by: Blair Fryer, Manager, Communications & Economic Development

This report was approved by: Lisa Spitale, Chief Administrative Officer



## Attachment # 1: Zoning Amendment Bylaw (Parking Reductions for Patios) No. 8357, 2022

#### CORPORATION OF THE CITY OF NEW WESTMINSTER

#### ZONING AMENDMENT BYLAW NO. 8357, 2022

#### ADOPTED \_\_\_\_\_

A Bylaw to Amend Zoning Bylaw No. 6680, 2001.

WHEREAS the Local Government Act authorizes a local government to zone areas of a municipality and to make regulations pursuant to zoning.

NOW THEREFORE THE CITY COUNCIL of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

- 1. This Bylaw may be cited for all purposes as "Zoning Amendment Bylaw (Parking Reductions for Patios) No. 8357, 2022".
- 2. Zoning Bylaw No. 6680, 2001 is hereby amended as follows:
  - a) The following is inserted as section 140.12.1:
- 140.12.1 The following reductions are permitted for liquor primary licensed premises, lounge endorsement area, restaurant or café uses:
  - a) two off-street parking spaces, which are not accessible off-street parking spaces; or
  - b) one off-street loading space, provided patio furnishings or structures located within the loading space can be disassembled at any time to facilitate loading.

per establishment on site, provided such reduction facilitates a space for outdoor seating and consumption of food and/or beverage served by and in close proximity to the business.

Public Hearing not held, notice published	and	, 2022
J , I		

GIVEN FIRST READING this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

GIVEN SECOND READING this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

Bylaw No. 8357, 2022

GIVEN THIRD READING this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

ADOPTED and the Seal of the Corporation of the City of New Westminster affixed this

\_\_\_\_\_ day of \_\_\_\_\_, 2022.

MAYOR JONATHAN X. COTE

JACQUE KILLAWEE, CITY CLERK