

**LAND USE AND PLANNING COMMITTEE  
AGENDA**

**Monday, January 31, 2022, 1:00 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.

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	<b>Pages</b>
<b>1. <u>CALL TO ORDER AND LAND ACKNOWLEDGEMENT</u></b>	
The Chair will open the meeting and provide a land acknowledgement.	
<b>2. <u>ADDITIONS / DELETIONS TO THE AGENDA</u></b>	
The Committee will consider additions and deletions to the agenda, and remove items from the consent agenda, if needed.	
<b>3. <u>ADOPTION OF MINUTES</u></b>	
3.1. <b>October 18, 2021</b>	<b>3</b>
<b>4. <u>REPORTS FOR ACTION</u></b>	
4.1. <b>Pre-Application Review: 2342 – 2346 Marine Drive</b>	<b>6</b>
The purpose of this report is to request LUPC support for staff to work with the applicant to integrate their site into the 22nd Street Area Bold Vision process.	
Recommended Motion:	
<b>THAT</b> the Land Use and Planning Committee endorse the recommendations summarized in the Feedback Section of this report (Section 6) and instruct staff to include these, and other feedback from the Committee, in the Pre-Application Review letter to the applicant.	

**5. CONSENT AGENDA**

If the Land Use and Planning Committee decides, all the recommendations in the "Recommendation" section of the reports on the Consent Agenda can be approved in one motion, without discussion. If the Committee 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.

**5.1. Preliminary Report: Rezoning and Development Permit 1321 Cariboo Street**

36

The purpose of this report is to request that the LUPC recommend staff proceed with processing the applications and work with the applicant in addressing the outstanding items noted in the discussion section of this report prior to the application proceeding to public consultation.

Recommended Motion:

**THAT** the Land Use and Planning Committee recommend staff process the Rezoning and Development Permit Applications as per the recommendations summarized in this report.

**THAT** the Land Use and Planning Committee recommend staff work with the applicant in addressing the outstanding items noted in the discussion section of this report prior to the application proceeding to public consultation.

**5.2. Heritage Review (Demolition) and Development Options: 349 Cumberland Street**

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To collect feedback from the Land Use and Planning Committee on the proposed redevelopment of the Heritage Inventory listed rental duplex at 349 Cumberland Street.

Recommended Motion:

**THAT** the Land Use and Planning Committee recommend that Council direct staff to discourage submission of a rezoning application on this site in order to allow small lot subdivision.

**THAT** the Land Use and Planning Committee recommend Council direct staff to place a Temporary Protection Order on the heritage building at 349 Cumberland Street in order for the applicant and staff to continue discussion of redevelopment options that include heritage retention.

**6. NEW BUSINESS**

**7. END OF THE MEETING**



**REGULAR MEETING OF THE  
LAND USE AND PLANNING COMMITTEE  
MINUTES**

**October 18, 2021  
Council Chamber  
City Hall**

**PRESENT:**

Councillor Chinu Das  
Councillor Nadine Nakagawa  
Councillor Chuck Puchmayr

**STAFF PRESENT:**

Ms. Emilie Adin	Director of Climate Action, Planning and Development
Ms. Jackie Teed	Senior Manager, Climate Action, Planning and Development*
Ms. Janet Zazubek	Development Planner, Climate Action, Planning and Development*
Ms. Carilyn Cook	Committee Clerk, Legislative Services

**GUESTS:**

Ms. Cristina Valero	Development Manager, Smart Centres*
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\*Denotes electronic attendance.

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**1. CALL TO ORDER**

The meeting was called to order at 10:02 a.m.

**2. ADDITIONS / DELETIONS TO THE AGENDA**

There were no additions or deletions to the Agenda.

### 3. **ADOPTION OF MINUTES**

#### 2.1 **August 30, 2021**

MOVED and SECONDED

*THAT the minutes of the August 30, 2021 Land Use and Planning Committee meeting be adopted.*

**Carried.**

All Commission members present voted in favour of the motion.

### 4. **REPORTS FOR ACTION**

#### 3.1 **Preliminary Application Review: 805 Boyd Street (Queensborough Landing) - Land Use Discussion**

Janet Zazubek, Development Planner, reviewed the October 18, 2021 staff report and provided a PowerPoint presentation during which she outlined the site context and provided an overview of the stage two preliminary application review.

In response to questions from the Committee, Emilie Adin, Director, Climate Action, Planning and Development, Jackie Teed, Senior Manager, Climate Action, Planning and Development, and Ms. Zazubek provided the following comments:

- Moving forward with the motion will not preclude contemplating an overall larger shared vision with the applicant to provide even more opportunities such as breweries, etc., on the site; and,
- The restriction on lumber sales in buildings larger than 40,000 square feet is existing and means that the only building or unit on the Queensborough Landing Parcel that can accommodate lumber sales is the Walmart building, and the request from the applicant would allow competition and sale of lumber.

Discussion ensued, and the Committee provided the following comments:

- Support the one-off proposal; however, we must be cautious that a significant change in what is being offered on site does not trigger an exodus of commercial businesses in the area;
- The proposed nine other land uses will provide some control and activate that area during the day and into the evening;
- Would like to see businesses that serve the community and not necessarily be for destination shopping; and,
- Concern was expressed regarding removing the restrictions around lumber sales and how it may impact lumber sales competition. Given the proximity to an existing large-format Lowe's and the recent closure of a small-format Rona in the city, there were concerns about the commercial viability of a

smaller hardware/lumber store business. The Committee indicated that the 40,000 square foot size limit should remain.

MOVED and SECONDED

*THAT the Land Use and Planning Committee support that the following land uses should be further considered through a formal zoning text amendment application: Amusement arcades; Microbrewery, winery, distillery or cottage brewery; Trade and commercial schools; Animal boarding; Commercial, commissary or shared kitchen; Delivery and express facilities, courier service; Car wash; and the retail sale of used goods subject to the same restrictions as currently included in the Zoning Bylaw.*

**Carried.**

All Commission members present voted in favour of the motion.

5. **NEW BUSINESS**

There were no items.

6. **END OF THE MEETING**

The meeting was adjourned at 10:20 a.m.

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Councillor Chinu Das

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Carilyn Cook  
Committee Clerk

# **REPORT**

## ***Climate Action, Planning and Development***

**To:** Land Use and Planning Committee      **Date:** January 31, 2022

**From:** Emilie K. Adin, MCIP      **File:** PAR01405  
Director, Climate Action, Planning and  
Development

**Item #:** 2022-48

**Subject:** Pre-Application Review: 2342 – 2346 Marine Drive

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### **RECOMMENDATION**

**THAT** the Land Use and Planning Committee endorse the recommendations summarized in the Feedback Section of this report (Section 6) and instruct staff to include these, and other feedback from the Committee, in the Pre-Application Review letter to the applicant.

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### **EXECUTIVE SUMMARY**

A Pre-Application Review (PAR) has been received for 2342 - 2346 Marine Drive from congregation Schara Tzedek for the development of an 8.7 FSR mixed use 30 storey building which includes 185 market rental residential units (80% of units) which would be rented slightly below market rents (10% below market rents) and 45 below- and non-market units (20% of units). The proposal also includes 192 sq. m. (2,066 sq. ft.) of retail commercial, 295 sq. m. (3,180 sq. ft.) childcare and a 425 sq. m. (4,574 sq. ft.) community use space. The applicant submission package is included in Attachment 1.

The subject sites are located in close proximity to the 22nd Street Station Area, which has been identified as an area intended to potentially accommodate higher density development with good transit and amenities access. In order to accommodate such densities and meet Council's climate objectives, a neighbourhood planning process has been initiated, to create a "bold vision" for an eco-neighbourhood.

The proposal aligns with City affordable and market rental housing objectives. However, proceeding in advance of the 22<sup>nd</sup> Street Station area visioning and implementation is likely to put additional cost burdens and risks on the applicant, such as bearing all costs

related to adequately servicing to the site and undertaking transportation network studies. It would also likely limit opportunities for the application to participate in potential neighbourhood-wide climate action and sustainable transportation 'big moves' identified through this planning process. It is recommended that staff engage with the applicant to integrate their site into the 22nd Street Area Bold Vision process to address cost burdens and risks and to align a proposal with 'big moves' developed through this process. This has been discussed with the applicant who has expressed general interest.

## **1. PURPOSE**

The purpose of this report is to request LUPC support for staff to work with the applicant to integrate their site into the 22nd Street Area Bold Vision process.

## **2. POLICY AND REGULATIONS**

The subject site is designated RT – Residential Infill Townhouse in the Official Community Plan (OCP). The purpose of this designation is to consider small scale, side-by-side townhouses and rowhouses which are compatible within areas of single detached housing and other lower density ground oriented housing. The proposed 30-storey mixed use development is not consistent with the OCP or the existing zoning and amendment applications for both would be required.

Additional information on policies and regulations are included in Attachment 2.

### **2.1 Bold Vision for 22nd Street Station Area**

The subject site is located 120 metres (394 feet) outside the 22nd Street Station Area (Station Area). Council has directed that a neighbourhood planning process be undertaken for the Station Area to create a Bold Vision for a climate friendly future, showing how the area can transform into an eco-neighbourhood designed to adapt to climate impacts and achieve a net zero or positive climate impact. The Station Area will accommodate transit-accessible, higher-density development, ranging from townhouse to high-rise, with community serving amenities and a commercial main street at the station core. Once the Bold Vision is adopted by Council, an implementation process will be launched. This process will also include the creation of development permit guidelines, and the adoption of updated land use designations in the Official Community Plan.

The current OCP designation for the Station Area identifies a number of key considerations needing further review through the Bold Vision and implementation process, prior to any development applications proceeding, including:

- identify appropriate changes for all modes of transportation with the purpose of improving access to and circulation throughout the neighbourhood;
- develop a Facility Integration Plan with TransLink;

- identify appropriate neighbourhood and city serving community amenities;
- determine the financing growth program to help fund community amenities; and
- create design guidelines for private and public realm to ensure a high standard of architecture and urban design.

The current OCP designation, and the draft land use concept signaling this general intent are included in Appendix A.

**3. BACKGROUND**

**3.1 Site Characteristics and Context:** Information on the site characteristics and context is provided in Attachment 3.

**4. PROJECT DESCRIPTION**

**4.1 Overview**

The proposal is for an 8.7 FSR mixed-use 30-storey building with 230 residential units (including four, two-level ground-oriented townhouses), 192 sq.m. (2,066 sq. ft.) of retail commercial, 295 sq. m. (3,180 sq. ft.) childcare and a 425 sq. m. (4,574 sq. ft.) community use space.

The building would have: 185 units (80%) with near-market rents (10% below market; approximately \$1,481/1-bedroom, \$2,160/3-bedroom) which would not meet the City’s affordability definitions. These units would be consistent with the family friendly housing policies and requirements. The proposal also includes 30 (13%) below- and 15 (6.5%) non-market units which would meet the City’s affordability criteria and be considered affordable rental housing units. All units would be secured for 60 years or life of the building, whichever is longer. The breakdown of units is summarized in the table below:

<b>Description</b>	<b>Units</b>
<b>Near-market Rental (10% below market)</b>	185 units (80.4%)
<b>Below-Market</b>	30 units (13%)
<b>Non-Market</b>	15 units (6.5%)

The proposal also includes retail commercial space (192 sq. m. /2,066 sq. ft.) which would be located at grade. This use would face a small plaza area shared with a market child care space (295 sq. m./3,180 sq. ft.) with 24 infant/toddler spaces and 20, 3-5 year old spaces. Above these spaces would be a community amenity space (425 sq. m./4,574 sq. ft.) which the applicant states will be rented at a subsidized rate to a range of community groups for uses such as place of worship or meeting hall. More information on these proposed elements is included in Attachment 4.



The proposal includes 290 long-term bicycle parking space and 18 short-term bicycle parking spaces which would meet the Zoning Bylaw requirements, and 246 vehicle parking spaces which is generally consistent with Zoning Bylaw requirements.

## **5. DISCUSSION**

### **5.1 Integration of Project into 22<sup>nd</sup> Street Station Area Bold Vision**

Although this application proposes more density than anticipated under the existing OCP designation, further consideration may be warranted considering the proposal's type and amount of amenities, including the affordable rental and near-market rental housing, and due to the site's close proximity to the 22<sup>nd</sup> Street SkyTrain Station Area. However, proceeding in advance of the 22<sup>nd</sup> Street Station area visioning and implementation is likely to put additional cost burdens and risks on the applicant, such as bearing all costs related to adequately servicing the site and undertaking transportation network studies, at a scale beyond the typical scope required for development applications. This site bearing these costs on its own would make delivery of the application, as proposed, unlikely.

Staff has suggested, and the applicant is generally interested in, integrating the subject site into the 22<sup>nd</sup> Street Station area visioning and implementation work. The subject site, and possibly the other properties around it, would be considered as part exploring required servicing and transportation needs, and related cost-sharing, for the Station Area. Additional benefits to integrating the subject site include: 1) aligning with the climate action Bold Vision; 2) supporting transportation 'big moves' in the area, which could otherwise be hindered by the subject site developing in advance; 3) greater understanding of neighbourhood needs that development such as the subject site should support; and, 4) consistency with the approach to other applicants just outside the current Station Area, which have been advised their site could be integrated into the visioning and implementation process. A detailed discussion of these benefits is included in Attachment 5. Additionally, there are not any affordable housing funding deadlines associated with the project.

*Does the LUPC support staff working with the applicant to integrate their site, and potentially other adjacent sites, into the 22<sup>nd</sup> Street Area Bold Vision process, which would result in the application review slowing to align with visioning and implementation timelines?*

### **5.2 Near-Market Rental Units**

The proposal includes 185 near-market rental units, offered at 10% below current market rental rates, and secured for 60 years or the life of the building through a Housing Agreement and/or rental tenure zoning. These units would be consistent with the Secured Market Rental Housing Policy and provide the benefits associated with market rental tenure units, however would not be considered affordable housing as defined by the City's Inclusionary Housing Policy.

Staff have estimated that based on today’s current market rental rates that the units would rent from \$1,481 for one bedroom units to \$2,160 for three-bedroom units. Current market rates for studio units / bachelors was not readily available. A comparison of the proposed rates to current market rental rates is included in the table below. These rates are based on staff calculations and have not be verified with the applicant.

	Market Rates	Near Market (Proposed) Rates
<b>Studio / Bachelor</b>	n/a	n/a
<b>1 Bedroom</b>	\$1,645	\$1,481
<b>2 Bedroom</b>	\$2,120	\$1,908
<b>3 Bedroom</b>	\$2,400	\$2,160

**5.3 Below- and Non-Market Rental Units**

The proposal includes 45 (20%) below- and non-market units which would meet the City affordability criteria and be considered affordable rental housing units. Of these, two-thirds (30) would be between 20% to 33% below the CMHC Average Market Rent for New Westminster Private Apartments. This would be consistent with the definition of “below-market rental units” in the Inclusionary Housing Policy.

The remaining one-third (15) would be set at the maximum shelter portion of Income Assistance rates based on BC Government Income Assistance Rate Table and the expected number of occupants. This would be consistent with the definition for “non-market rental units” in the Inclusionary Housing Policy. These rates are summarized in the table below and compared with the near market rental component of the proposal.

Unit Type / Amount	Rental Rates Principle	Rental Rate Amounts (monthly)	Population Target
<b>Near Market Rental Units 185 units (80%)</b>	10% below market rates	1 BR: \$1,481 2 BR: \$1,908 3 BR: \$2,160	n/a
<b>Below Market Units 30 units (13%)</b>	20% - 33% below CMCH average rents for New Westminster	Studio: \$750 1BR: \$975 2BR: \$1,200 3BR: \$1,400	Less than 70% of HILS (Vancouver)
<b>Non-Market Units 15 units (6.5%)</b>	Shelter maximum of income assistance	Studio: \$375* 1BR: \$375* 2BR: \$570*He	Income Assistance / Person with Disability / Single parent with dependent(s)

\*As determined by BC Government Income Assistance Rate Table

The affordable rental units would be constructed by the applicant at their cost and sold to a non-profit operator (NPO) at a subsidized amount based on a financial sustainable mortgage. The NPO could also seek construction financing from senior governments.

While initial assumptions have been made about the unit mix and unit size, these would be further reviewed and refined in coordination with a NPO as part of a formal application.

The proposal would be consistent with the requirements of Option 1 in the City’s Inclusionary Housing Policy which is required for applications involving an OCP amendment, such as this one.

*Does LUPC support the proposed affordable housing approach as a basis for further exploration pending outcomes of integrating the subject site into the 22nd Street Area Bold Vision and Comprehensive Master Plan work?*

**5.4 Retail Use**

The subject site is separated from the 22<sup>nd</sup> Station Area core, so any commercial retail uses included in the proposal would not have the benefit of the draw and activity clustering that other future retail uses at the station would. As such staff are concerned about viability of commercial retail space on the site. Staff recommend that the applicant consider the viability of retail space closely as part of their site’s integration in the Station Area visioning and implementation, including continuing discussions with the Economic Development Division and considering any upcoming recommendations from the Retail Strategy currently under development.

*Does LUPC support further review of small scale retail at this location pending outcomes of integrating the subject site into the 22nd Street Area Bold Vision and Comprehensive Master Plan work?*

**5.5 Transportation Demand Management Opportunities**

The application has currently proposed an amount of vehicle parking which is consistent with the standard Zoning Bylaw requirements. As the subject site is located within an approximately five minute walk to 22nd Street SkyTrain Station (420 metres / 1,375 feet) and adjacent / within a future eco-friendly neighbourhood, there is an opportunity to: highlight and encourage eco-friendly modes of transportation and transportation demand management measures; reduce the overall amount of parking for private vehicles; and, set parameters and objectives for those reductions through the 22nd Street Area Master Plan process.

*Does LUPC support further consideration of eco-friendly modes of transportation, transportation demand management measures, and reduction of the overall amount of parking for private vehicles at this location pending outcomes of integrating the subject site into the 22nd Street Area Bold Vision and Comprehensive Master Plan work?*

**5.6 Adjacencies and Transition to Surrounding Land Uses**

A number of other properties around the subject site, which are also zoned for singled detached dwellings and designated RT – Residential Infill Townhouse, could also benefit from being integrated into the Station Area visioning and implementation process. Should they not be integrated, transition from the 30 storey tower proposed on the subject site, to these adjacent lots, would require careful consideration of massing and building and site design.

*Does the LUPC support staff engaging with the owners of sites adjacent to the subject site regarding potential integration into the 22nd Street Area Bold Vision and Comprehensive Master Plan work?*

**6. FEEDBACK FROM THE LAND USE AND PLANNING COMMITTEE**

Staff is seeking feedback from the LUPC on the revised development proposal. In addition, staff seeks LUPC endorsement of the following recommendations, specifically that the LUPC support:

- A) *staff working with the applicant to integrate their site, and potentially other adjacent sites, into the 22nd Street Area Bold Vision process, which would result in the application review slowing to align with visioning and implementation timelines;*
- B) *the proposed affordable housing approach as a basis for further exploration pending outcomes of integrating the subject site into the 22nd Street Area Bold Vision and Comprehensive Master Plan work;*
- C) *further review of small scale retail at this location pending outcomes of integrating the subject site into the 22nd Street Area Bold Vision and Comprehensive Master Plan work;*
- D) *further consideration of eco-friendly modes of transportation, transportation demand management measures, and reduction of the overall amount of parking for private vehicles at this location pending outcomes of integrating the subject site into the 22nd Street Area Bold Vision and Comprehensive Master Plan work; and*
- E) *staff engaging with the owners of sites adjacent to the subject site regarding potential integration into the 22nd Street Area Bold Vision and Comprehensive Master Plan work.*

**7. INTERDEPARTMENTAL LIAISON**

These applications are currently being reviewed by staff from a number of City departments including Engineering, Parks and Recreation, Electrical, and Development Services.

## **8. OPTIONS**

The following options are offered for consideration of the LUPC:

1. That the Land Use and Planning Committee endorse the recommendations summarized in the Feedback Section of this report (Section 6) and instruct staff to include these, and other feedback from the Committee, in the Pre-Application Review letter to the applicant.
2. That the Land Use and Planning Committee provide staff with alternative direction.

## **ATTACHMENTS**

Attachment 1: Applicant Submission Package

Attachment 2: Policy and Regulation Context

Attachment 3: Site Characteristics and Context

Attachment 4: Applicant Proposed In-Kind Community Amenities

Attachment 5: Benefits of Integration with 22<sup>nd</sup> Bold Vision Process

## **APPROVALS**

This report was prepared by:

Michael Watson, Senior Planner

This report was reviewed by:

Rupinder Basi, Development Planning Supervisor

Jackie Teed, Senior Manager of Climate Action, Planning and Development

Emilie Adin, Director, Climate Action, Planning and Development

This report was approved by:

Emilie Adin, Director, Climate Action, Planning and Development

Attachment 1:  
*Applicant Submission Package*

**City of New Westminster**  
**Development Services, Planning**  
511 Royal Avenue  
New Westminster, BC V3L 1H9

**Attention: Mike Watson, RPP, MCIP, Senior Development Planner**

**Re: 2342 – 2346 Marine Drive,  
New Westminster, BC  
Pre – Application Review**

**Our File No.: 21001**

Please find herewith our Pre-Application Review package for the above noted address. Our site is located immediately south of the Schara Tzedek cemetery, across Marine Drive, and is owned by the same organization.

The Schara Tzedek Cemetery has been a part of New Westminster for close to 100 years and the current Board of Directors of this non-profit organization are looking to give back to the community of New Westminster with a development consisting of dedicated affordable and market rental homes.

## Location

The site is located at the furthest western edge of the City along Marine Drive and Fenwick Street, bordering on Burnaby. The site is approximately 23,500 square feet. There is an existing enclave of single family homes directly south of the site, and the cemetery to the north and east.

The site is very close to both the 22<sup>nd</sup> Street Skytrain Station and the 22<sup>nd</sup> Street Bus Loop, approximately 400m to the east, providing extremely convenient access to multiple modes of public transit, and is also adjacent to the BC Parkway and Rotary Crosstown Greenway bike routes, providing access to yet another vital transportation network.

## Zoning

The lots creating our parcel are all currently zoned RS-2, which allows single family dwellings. The parcel lies just outside of the boundaries of the 22<sup>nd</sup> Street Skytrain Station Area Master Plan. The draft area plan anticipates greater density within the plan, with high density development anticipated closer to the transit node through RH and MH land use designations.

## **Housing**

As a not for profit organization, the board is looking to create an on-going source of revenue to service the organization for years to come. The best way forward to meet their objectives, and to service the community they are in is to create a development consisting of secured market rental and affordable rental housing. To that end, 20% of the residential units are to be designated as affordable rental units, or 46 units in the proposed design. The unit mix consists of studio, one, two and three bedroom units, offering a wide range of units that will be able to accommodate family living as well.

This project also has the added benefit of providing affordable & market rental units dispersed out of the downtown core, close to transit thereby offering more family friendly, community oriented housing options. We have also partnered with a third party affordable housing consultant who will be involved in the leasing and management of the affordable housing units.

## **Rationale**

This project will serve as a catalyst to help to start to define the guiding principles of future development in this area, while at the same time, providing much needed rental housing.

This site is particularly well suited for the proposed form of development. The site is in close proximity to the skytrain / transit station; similar in distance to the station as the earmarked MH designated properties in 20<sup>th</sup> Street in the Master Plan. Being at the western edge of the city limits, the proposed development is located such that there are virtually no shadowing issues or view concerns, with the Schara Tzedek Cemetery and the Hydro right of way making up the bulk of land use to the north and east of the site.

We are considering options for providing community amenities within this development with possibilities such as children's daycare, a place of worship or a community meeting hall. We expect to work with the Planning Department and the community to better understand the local community's needs.

The proposed development goes great lengths to help New Westminster achieve its goal of creating affordable rental family friendly housing stock through meeting the goals of the Secured Market Housing Policy (2017), the Affordable Housing Strategy (2010) and the Inclusionary Housing Policy (2019), as well as the Regional Affordable Housing Strategy (rev 2016)

We look forward to your reply and commentary.

Thank you,

**collabor8 Architecture + Design (BC) Inc.**



**Chris Block**, Architect AIBC, AAA, SAA, LEED®AP BD+C,





VIEW 1 - FROM WEST



VIEW 2 - FROM SOUTH



VIEW 3 - FROM EAST

--- BOUNDARY LINE BETWEEN  
NEW WESTMINSTER AND BURNABY

PRINCIPALS

Christopher Block  
M Arch, Architect AIBC, AAA,  
SAA, OAA, LEED AP BD+C

Marcel S. Proskow  
CRX, CDP

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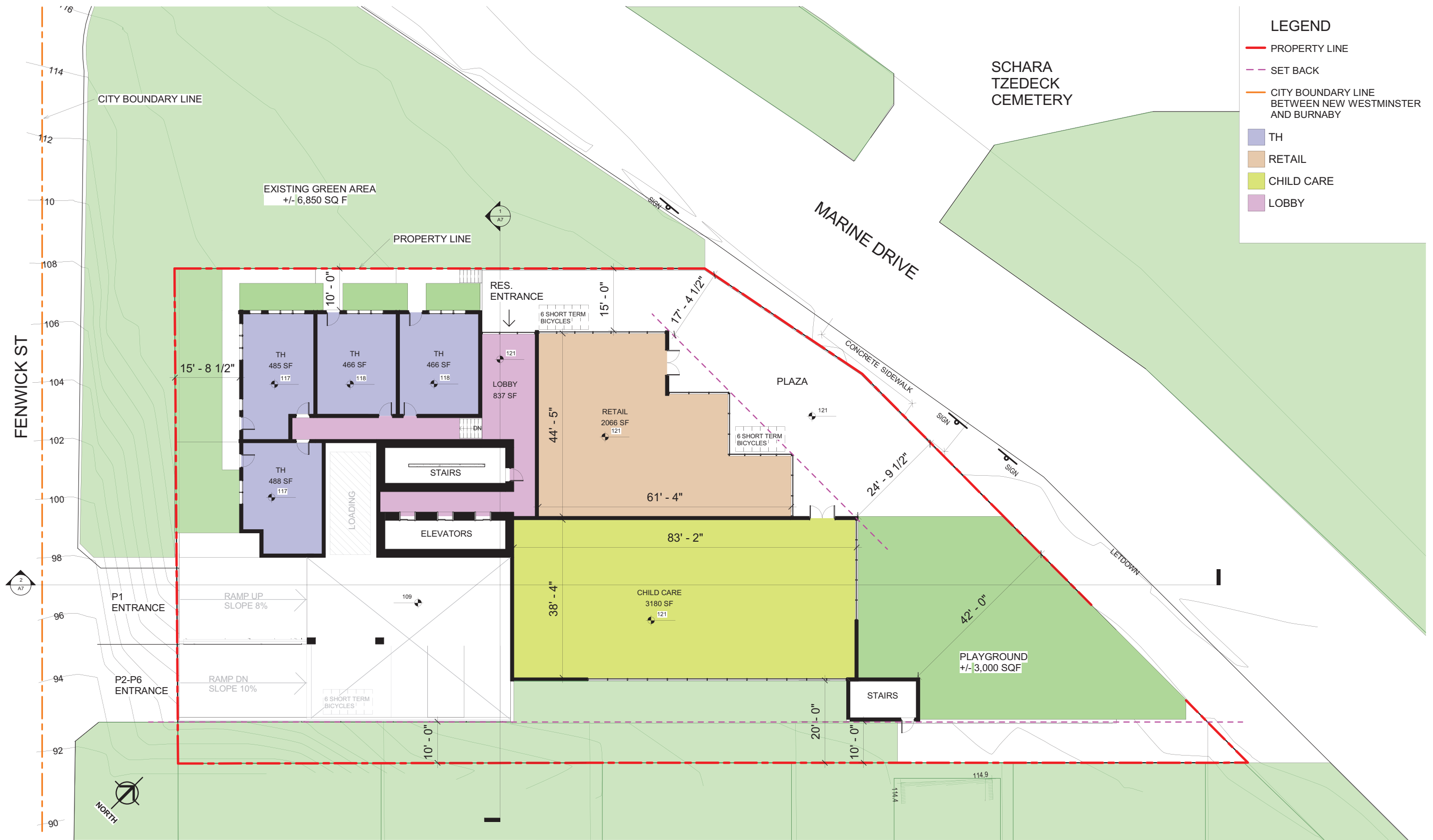
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Residential Tower

2342-2346 Marine Dr, New Westminster, BC

PROSPECTIVE VIEWS

PROJECT No: 21001  
DATE: 14-04-2021  
SCALE:



1 Level 1  
3/32" = 1'-0"

PRINCIPALS

Christopher Block  
M Arch, Architect AIBC, AAA,  
SAA, OAA, LEED AP BD+C

Marcel S. Proskow  
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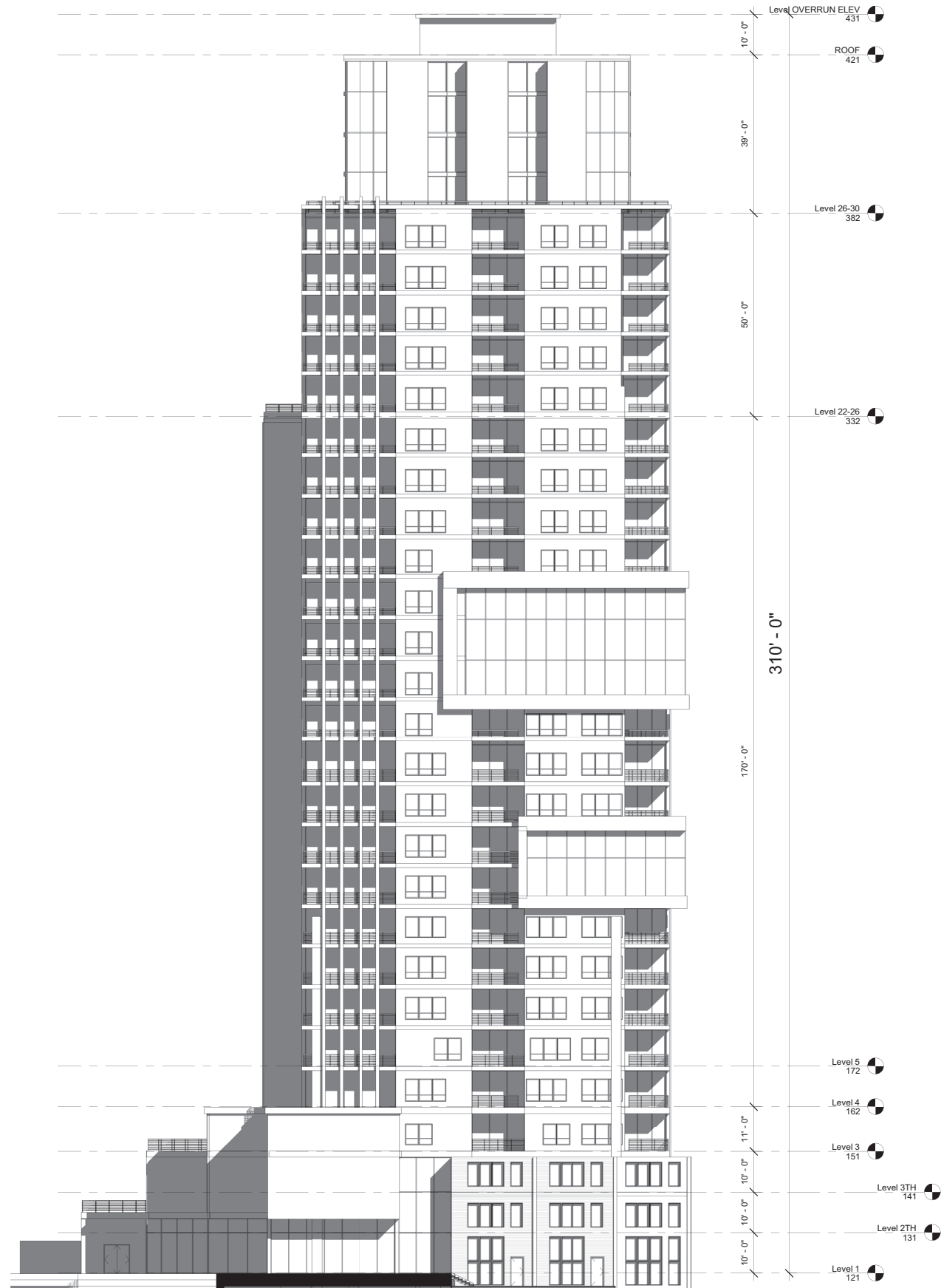
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Residential Tower

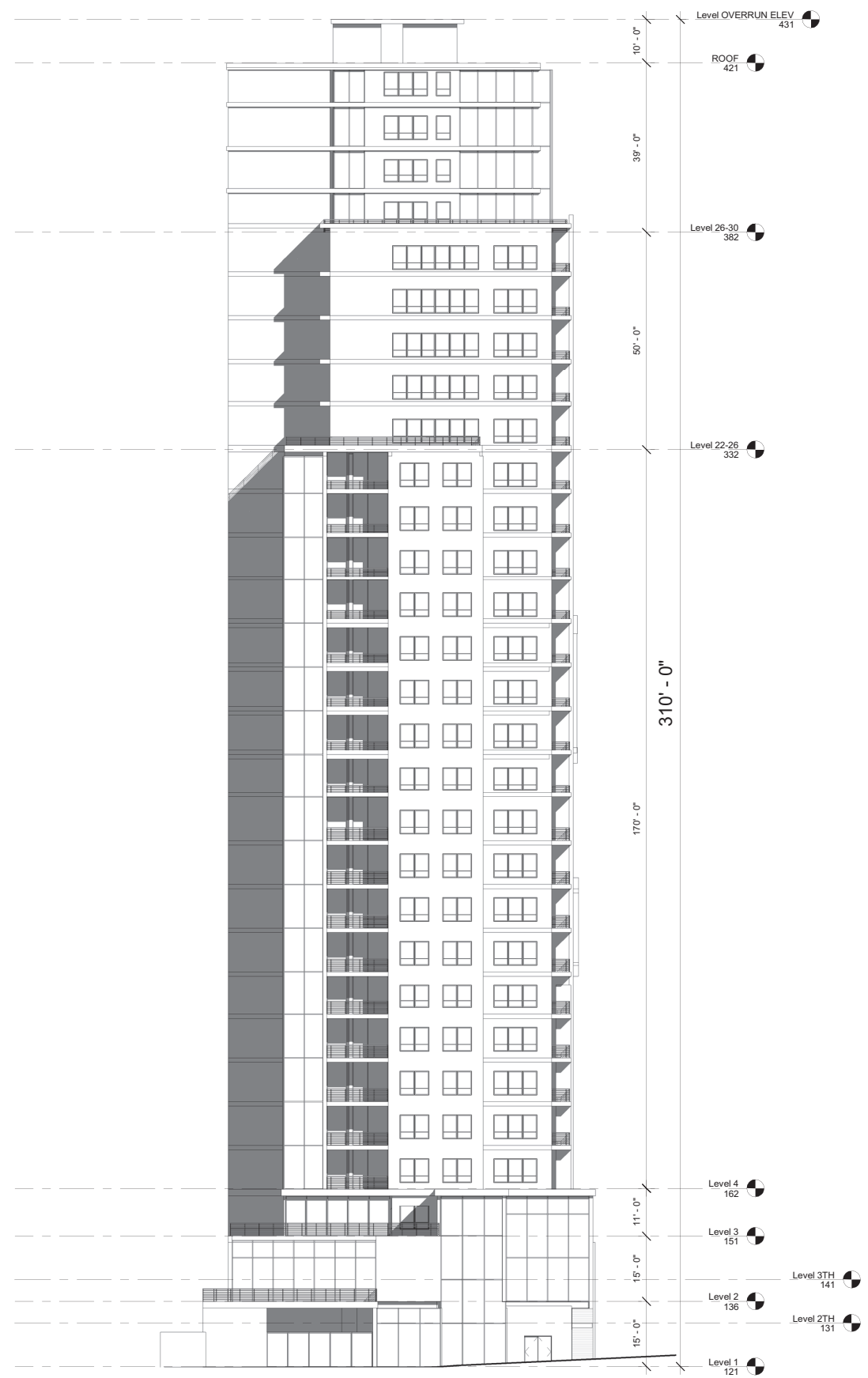
2342-2346 Marine Dr, New Westminster, BC

SITE PLAN

PROJECT No: 21001  
DATE: 14-04-2021  
SCALE: 3/32" = 1'-0"



1 NORTH WEST - FRONT  
1/16" = 1'-0"



2 NORTH EAST  
1/16" = 1'-0"

PRINCIPALS

Christopher Block  
M Arch, Architect AIBC, AAA,  
SAA, OAA, LEED AP BD+C

Marcel S. Proskow  
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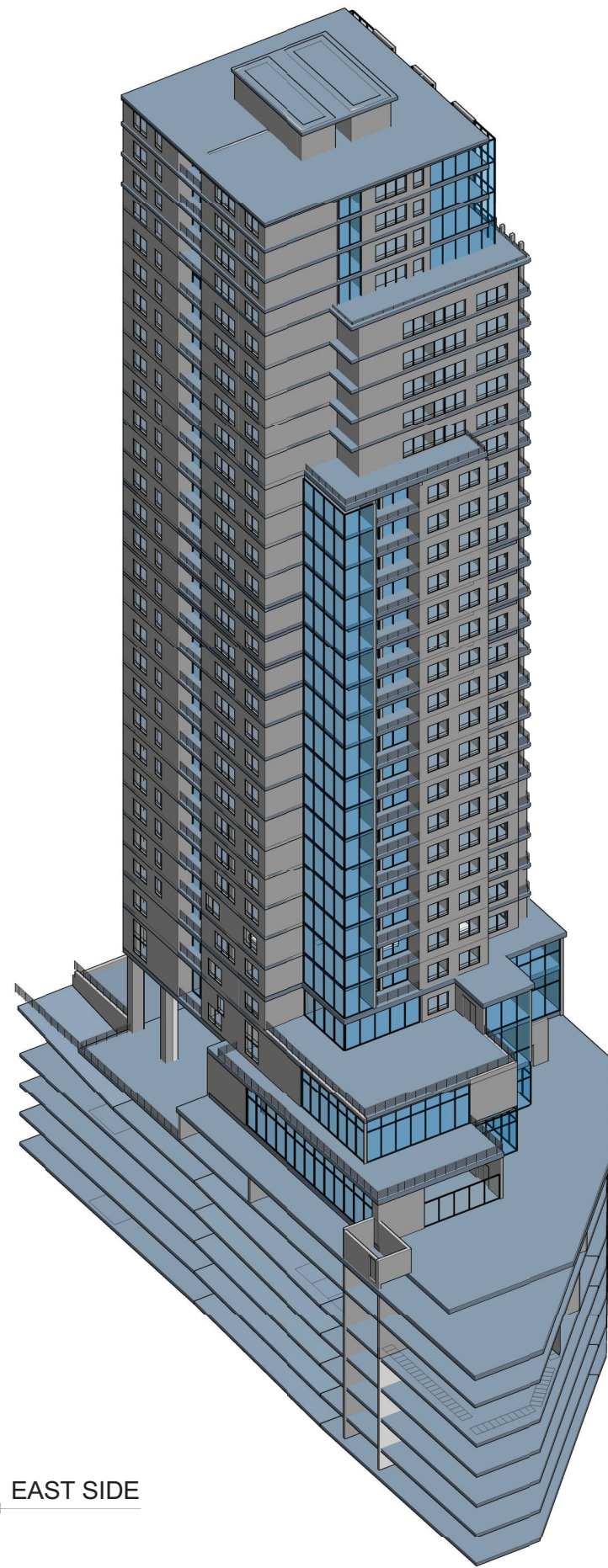
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Residential Tower

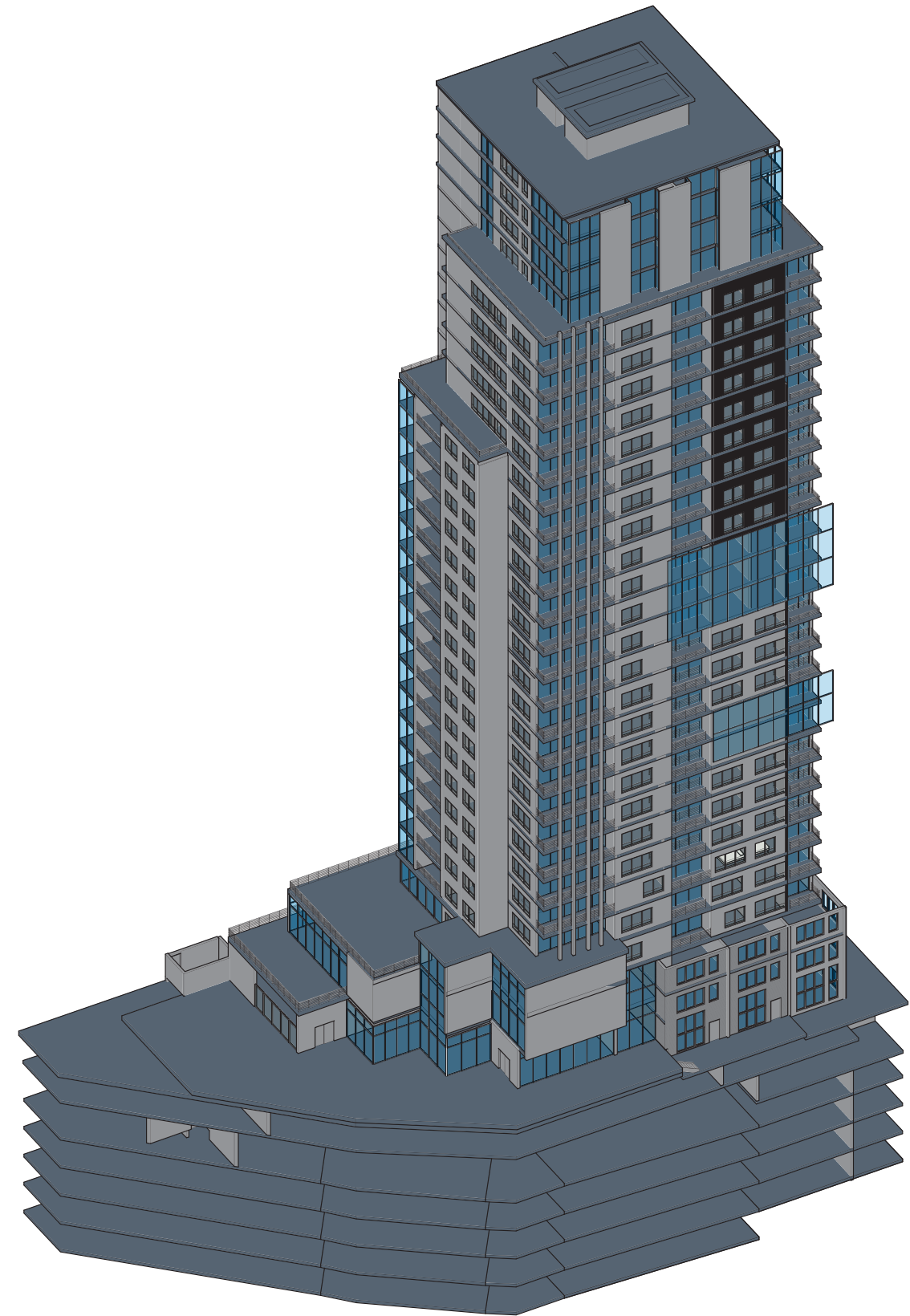
2342-2346 Marine Dr, New Westminster, BC

ELEVATIONS

PROJECT No: 21001  
DATE: 14-04-2021  
SCALE: 1/16" = 1'-0"



1 EAST SIDE



2 NORTH SIDE

PRINCIPALS

Christopher Block  
M Arch, Architect AIBC, AAA,  
SAA, OAA, LEED AP BD+C

Marcel S. Proskow  
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Residential Tower

2342-2346 Marine Dr, New Westminster, BC

3D VIEWS

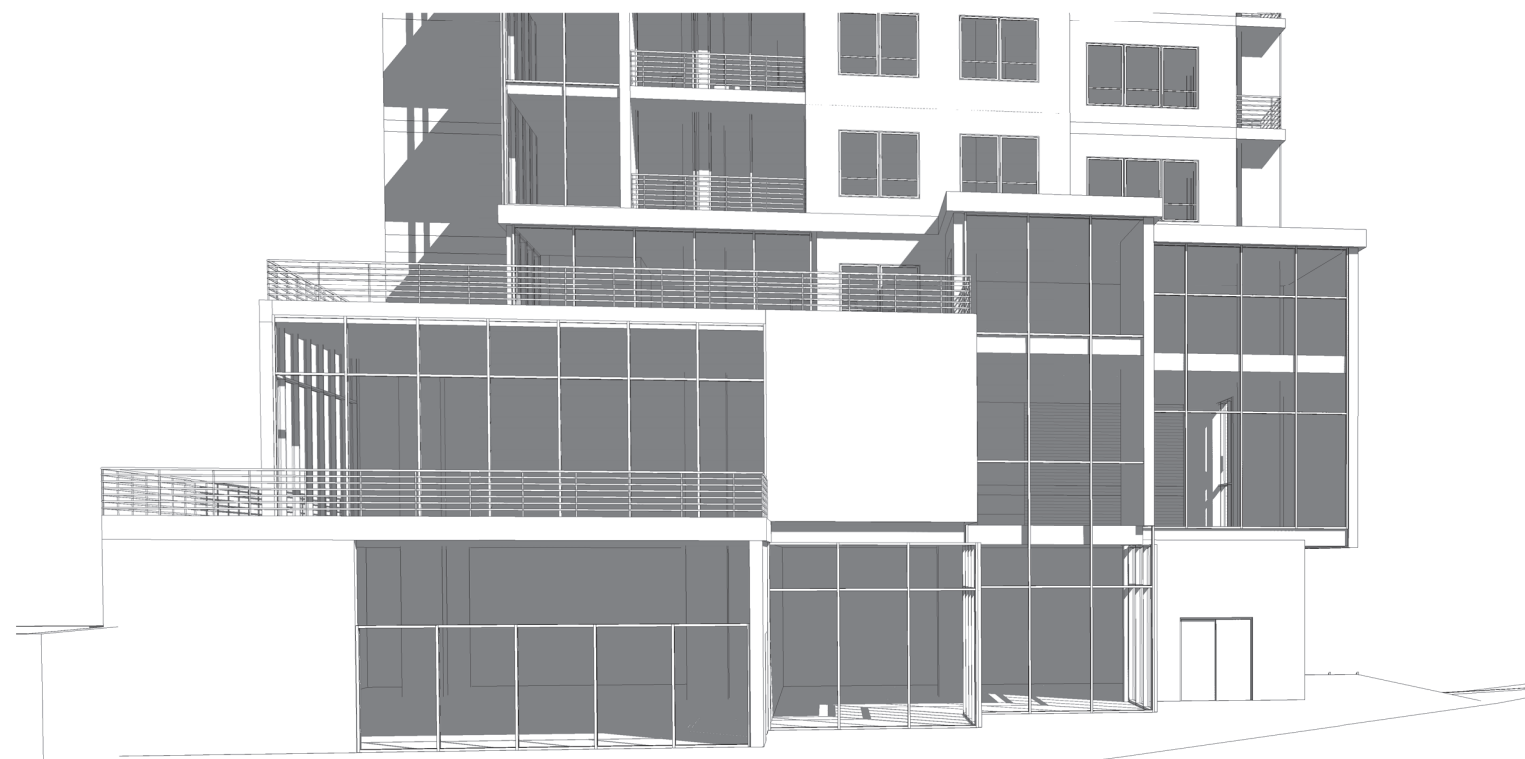
PROJECT No: 21001  
DATE: 14-04-2021  
SCALE:



1 VIEW ON MARINE DR



2 FROM NORTH



3 FROM EAST

PRINCIPALS

Christopher Block  
M Arch, Architect AIBC, AAA,  
SAA, OAA, LEED AP BD+C

Marcel S. Proskow  
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Residential Tower

2342-2346 Marine Dr, New Westminster, BC

PROSPECTIVE VIEWS

PROJECT No: 21001  
DATE: 14-04-2021  
SCALE:

**SITE STATISTICS**

LOT AREA	23,500 sqf
SITE COVERAGE	46%
GROSS FLOOR AREA	205,106 sqf
F.S.R.	8.7

**GROSS FLOOR AREA**

LEVEL 1	9,460 sqf
LEVEL 2	9,933 sqf
LEVEL 2 TOWN HOUSES	2,443 sqf
LEVEL 3	7,588 sqf
LEVELS 4-21	6,852 x 18 = 123,336 sqf
LEVELS 22-26	6,386 x 5 = 31,930 sqf
LEVELS 27-30	5,104 x 4 = 20,416 sqf
<b>TOTAL AREA sqf</b>	<b>205,106 sqf</b>

**COMMERCIAL/AMENITIES**

	NET AREA	GROSS AREA
RETAIL	2,066 sqf	2,127 sqf
CHILDCARE	3,180 sqf	3,335 sqf
COMMUNITY AMENITY	4,574 sqf	4,740 sqf
TENANTS AMENITY	2,329 sqf	2,429 sqf
<b>TOTAL COMM. AREA sqf</b>	<b>12,149 sqf</b>	<b>12,631 sqf</b>

**RESIDENTIAL**

	NET AREA	GROSS AREA	
<b>LOBBY,STAIRS, ELEVATORS AND CORRIDORS</b>	-	35,735 sqf	
<b>TOWNHOUSES</b>	6,329 sqf	7,054 sqf	4 units
<b>RESIDENTIAL UNITS</b>			
2ND FLOOR	1,419 sqf	1,560 sqf	2 units
3RD FLOOR	3,612 sqf	3,967 sqf	6 units
FROM 4TH TO 21ST LEVEL X 18 LEVELS	92,808 sqf	101,664 sqf	162 units
FROM 22ND TO 26TH LEVEL X 5 LEVELS	23,970 sqf	26,395 sqf	40 units
FROM 27TH TO 30TH LEVEL X 4 LEVELS	14,836 sqf	16,100 sqf	16 units
<b>TOTAL RESIDENTIAL AREA sqf</b>	<b>142,974 sqf</b>	<b>192,475 sqf</b>	
<b>TOTAL NUMBER OF UNITS</b>			<b>230 units</b>
<b>AFFORDABLE UNITS 20% OF 230</b>			<b>46 units</b>

**PARKING SPACE REQUIREMENTS**

**COMMERCIAL**

RETAIL	1 PER 538 SQ FT	4
CHILD CARE	(NO REQUIREMENTS IN RESIDENTIAL BUILDING)	-
COMMUNITY AMENITY	1 PER 200 SQ FT	24
<b>TOTAL</b>		<b>28</b>

**RESIDENTIAL**

AFFORDABLE UNITS	0.2 PER UNIT	10
RENTALS UNITS	1 PER UNIT	184
VISITORS	0.1 PER UNIT	23
<b>TOTAL</b>		<b>217</b>

<b>TOTAL REQUESTED (RES. + COMM)</b>	<b>245</b>
ACCESSIBLE SPACE	9
FULL SIZE SPACE	163
COMPACT SIZE SPACE (30% OF 245)	74
<b>TOTAL PROVIDED (RES + COMM)</b>	<b>246</b>

**BICYCLE SPACE REQUIREMENTS**

**COMMERCIAL**

	LONG TERM	SHORT TERM
RETAIL	1 PER 8,073 SQ FT	1
CHILD CARE	-	-
COMMUNITY AMENITY	1 PER 5,382 SQ FT	1

<b>RESIDENTIAL</b>	1.25 PER UNIT	288	6
<b>TOTAL</b>		<b>290</b>	<b>18</b>

**PRINCIPALS**

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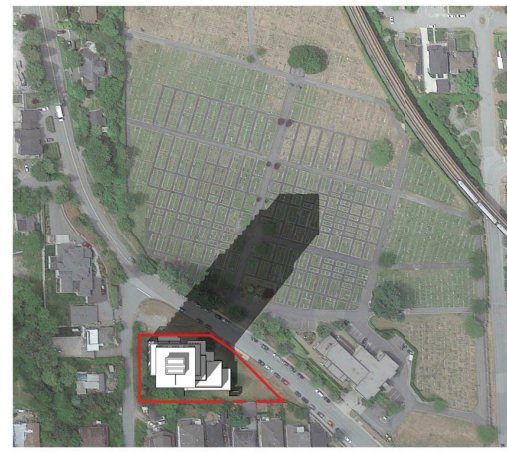
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MARCH 20TH



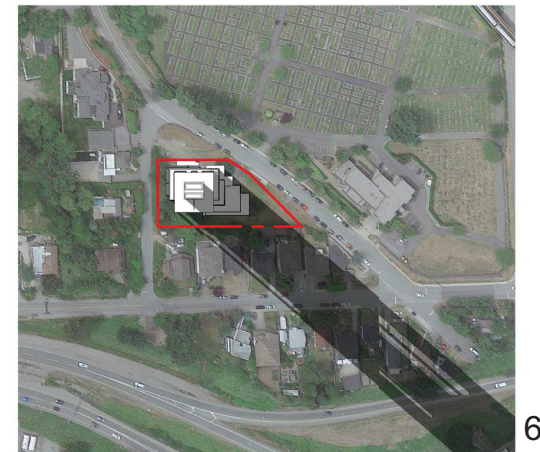
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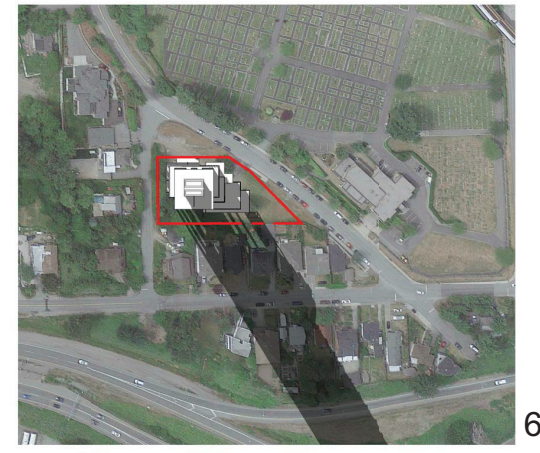
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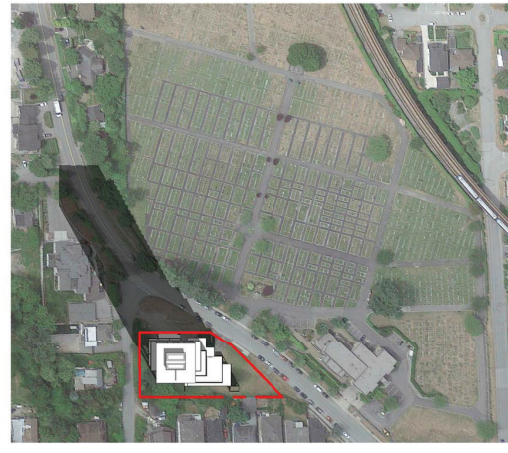


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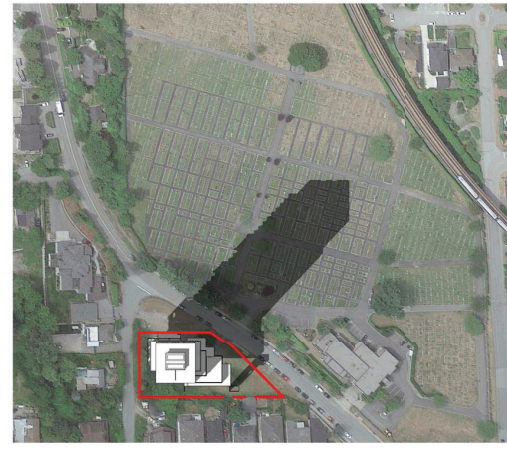


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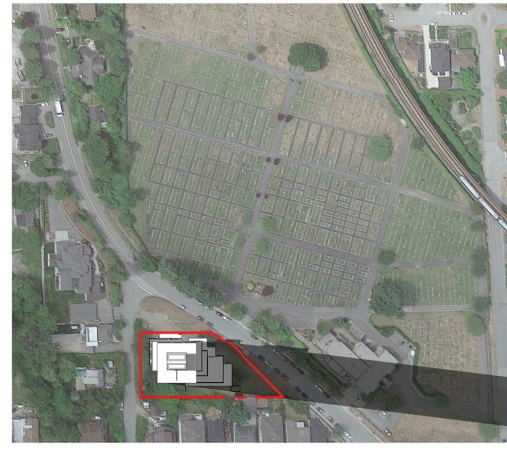
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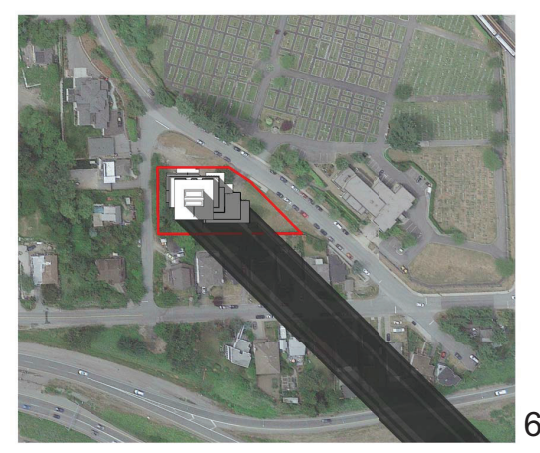
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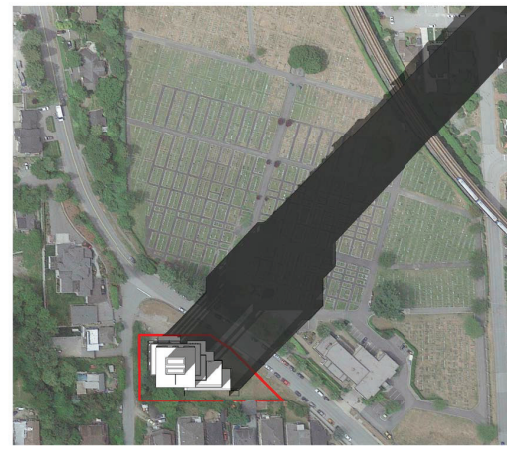


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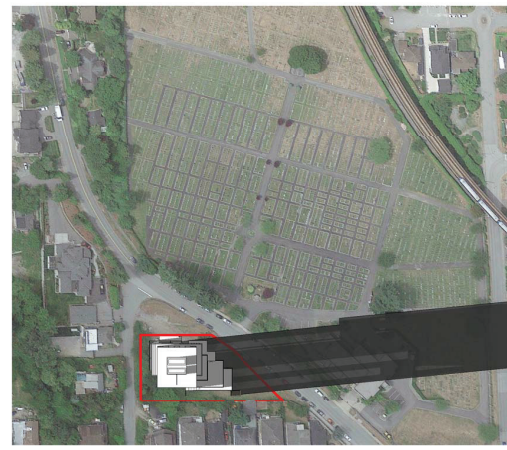
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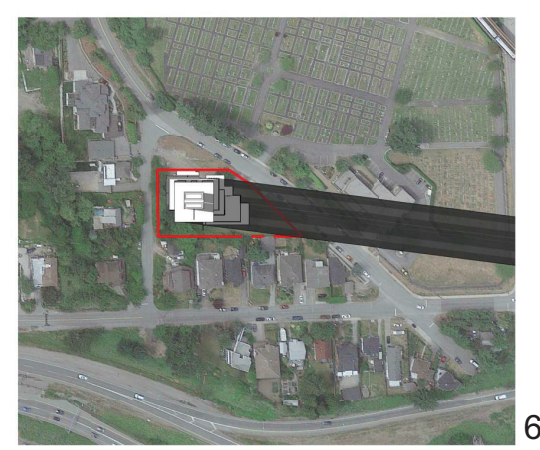
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Residential Tower

2342-2346 Marine Dr, New Westminster, BC

SHADOW ANALYSIS

PROJECT No: 21001  
DATE: 14-04-2021  
SCALE: 1" = 160'-0"

Attachment 2:  
*Policy and Regulation Context*



## **Attachment 2: Policy and Regulation Context**

### **Official Community Plan / Downtown Community Plan**

#### Land Use Designation

The existing OCP designation for this site is RT Residential – Infill Townhouse which anticipates small scale, side-by-side townhouses and rowhouses which are compatible within areas of single detached housing and other lower density ground oriented housing.

#### Development Permit Area

The subject site is located within the 1.3 Infill Townhouse and Rowhouse Development Permit Area. This development permit area is designated in order to provide an opportunity for an innovative ground oriented housing type with the purpose of establishing objectives for: the form and character of developments, protection of the natural environment, and energy conservation.

The proposal is not consistent with the OCP Land Use Designation nor the Development Permit Area Guidelines and an application for Official Community Plan Amendment would be required.

### **22<sup>nd</sup> Street Station Comprehensive Development OCP Land Use Designation**

The subject sites are located in close proximity to the 22<sup>nd</sup> Street Station Area. As determined through the 2017 Official Community Plan updated process, the station area is envisioned as a high density, mixed-use node, with shops and commercial services on Seventh Avenue, east of the station. Higher density residential development would locate near the SkyTrain station, while low rise residential buildings and infill townhouses would “step down” into the surrounding neighbourhood of Connaught Heights providing opportunities for ground oriented, family friendly housing. The OCP Land Use Designation for the area around the 22<sup>nd</sup> Street Station includes a purpose as described as:

*To transition to the Frequent Transit Development Area (FTDA) surrounding the 22nd Street SkyTrain Station from low density residential uses to a mixed use node, which will include infill townhouses, low and high rise residential buildings, and mixed use high rise buildings. A commercial main street is envisioned for Seventh Avenue. It is also envisioned that the highest density uses are located closest to the station and that there is a transition to lower density uses away from the station*

A draft land use concept, as shown below, was included in the OCP to signal the general intent of the area.

**Proposed Land Use Designation Map for the 22nd Street Station Area**

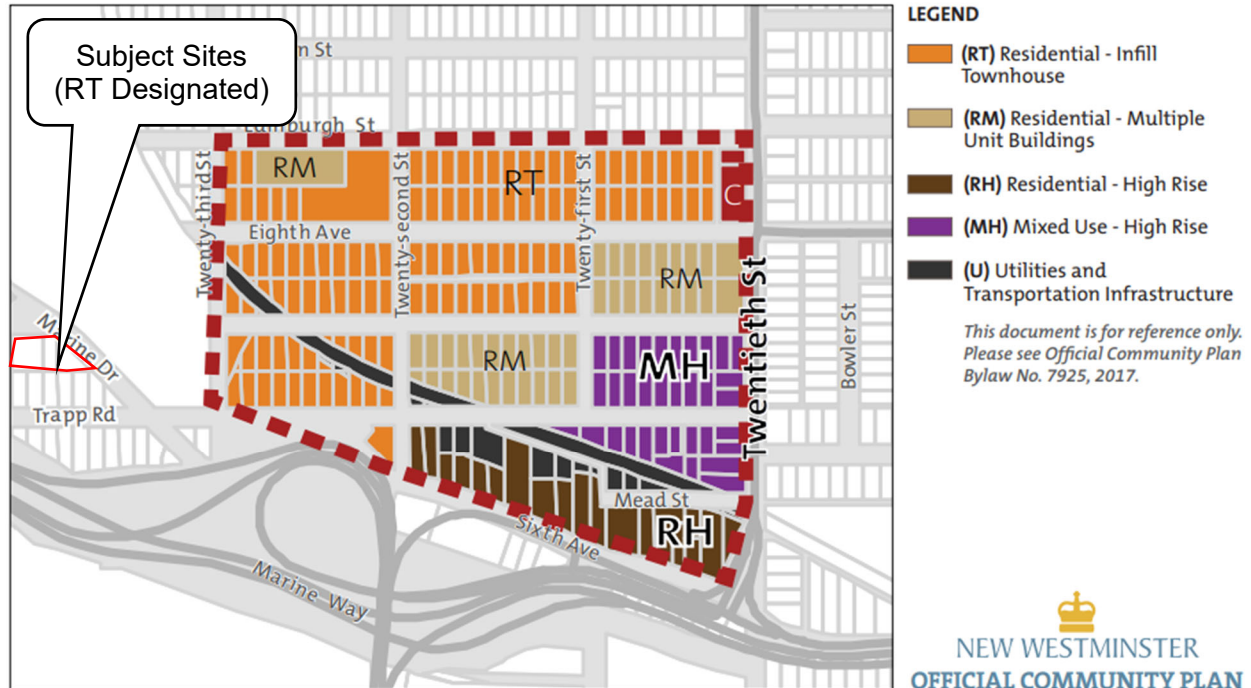


Figure: 22<sup>nd</sup> Street Station FTDA Draft Concept Plan

**Zoning Bylaw**

The existing zoning for the subject property is Single Detached Residential Districts (RS-2). The intent of this district is to allow single detached dwellings and secondary suites, in residential neighbourhoods. The proposed development is not consistent with the existing zoning and an application for rezoning would be required.

**Inclusionary Housing Policy**

The Inclusionary Housing Policy would apply to the proposed development and require the provision of affordable rental housing within the development. As the proposal exceeds the density anticipated in the current Official Community Plan Land Use Designation, the proposal is expected to be consistent with ‘Option 1’ in the Inclusionary Housing policy which would require a minimum of 20% of built units (subject to discussion with Council and senior government) in a proposal to be affordable. The City offers incentives to assist in achieving affordable housing proposals in “Option 1” of the Inclusionary Housing Policy including: reduction of Density Bonus / Amenity contributions, consideration of reduced parking requirements for affordable housing units and prioritized application review.

## **Family Friendly Housing Bylaw and Design Guidelines**

A minimum of 30% of multiple unit residential ownership units must be two- and three-bedroom with at least 10% of the total number of units being three-bedroom. For multiple unit residential rental projects, these percentages are reduced to 25% and 5% respectively. Family Friendly housing requirements would not apply to affordable housing units, instead unit size would be determined based on the population served by the affordable units.

The application is preliminary in nature and information on sizes of residential units and the number of bedrooms have not yet been provided.

## **Transportation Policies**

### **Master Transportation Plan**

The bus stops along Marine Drive are identified in the Master Transportation Plan (MTP) as being a high priority for accessibility improvements and shelter installation. Seventh Avenue east of Twenty-Third Street is part of the Crosstown Greenway, a primary route in the bicycle network and, in this segment, served by a local street bikeway, characterized by local streets with low vehicle speeds and volumes where cyclists can share the same space with vehicles. The plan also provides guidance on design features along pedestrian routes for multi-family residential uses (e.g. widened sidewalks, boulevards, etc.). Another key part of supporting MTP objectives to encourage walking, cycling, and the use of transit is travel demand management (TDM) measures (e.g. transit pass incentives, enhanced bicycle parking, car-share program, etc.). The design of the project will need to consider the MTP objectives through streetscape improvements and other design aspects.

### **Connaught Heights Traffic Calming Plan**

The Connaught Heights Traffic Calming Plan identifies several neighbourhood-wide improvements (e.g. sidewalks and curb let-downs, lighting, improved transit stops, etc.) covering the subject site. These improvements are prioritized on routes that provide access to transit or the 22<sup>nd</sup> Street SkyTrain Station, including Marine Drive along the north edge of the subject site. The design of the project will need to consider these traffic calming plan objectives through streetscape improvements and other design aspects.

Attachment 3:  
*Site Characteristics and Context*

**Attachment 3: Site Characteristics and Context**

**Site Characteristics and Context**

The subject property is located in the westernmost part of the Connaught Heights neighbourhood adjacent to the intersection of Marine Dr. and Fenwick Ave. The site is bordered to the north by a large parcel (2.7 acre) used as the Schara Tzedek Cemetery and including a three storey building with a chapel and three caretaker suites. To the south-east directly adjacent to the subject sites are single detached dwellings. There are also single detached dwellings to west of the site, across Fenwick Ave, in the City of Burnaby. Further to the east (~430 metres), is 22<sup>nd</sup> SkyTrain Station. Further to the south / south-east is the Queensborough Bridgehead and interchange (250 metres).

The Marine Drive road right of way in front of this parcel near Fenwick Ave is particularly wide and includes a large section of open space not currently used as road. There are not sidewalk along the frontages of the subject properties.

The subject site is currently vacant.

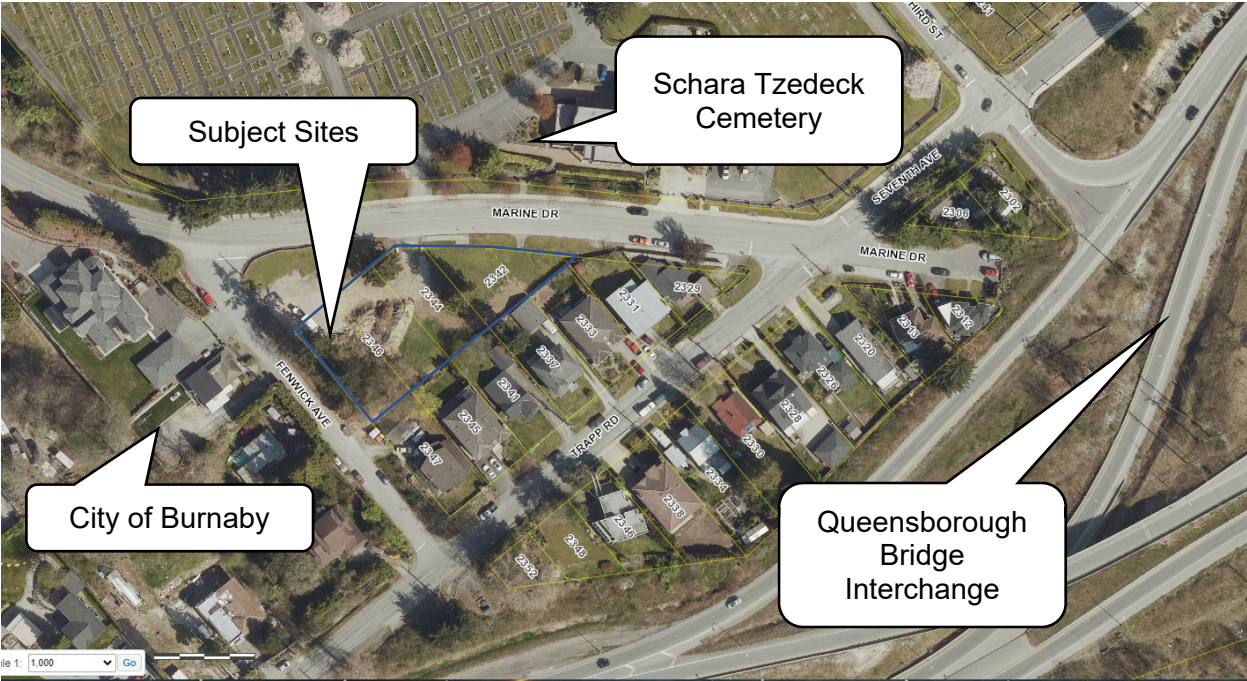


Figure 1: Site Context Map, property highlighted in bold blue lines

**Proximity to Transit and Cycling Network**

The site is 420 metres from 22<sup>nd</sup> Street SkyTrain Station and bus loop. There is a bus stop on Marine Drive directly in front of the property which serves Route 100 from Marpole loop to 22<sup>nd</sup> SkyTrain Station.

<b>Transit Service:</b>	<b>Project Distance</b>
<b>SkyTrain Station (Frequent Transit Network)</b>	420 metres (1,375 feet)
<b>Bus Stop (Marine Drive)</b>	Directly Adjacent

The site is also located 130 metres away from the western end of the Crosstown Greenway, which provides connections to the BC Parkway and to the Queensborough Bridge.

Attachment 4:  
*Applicant Proposed In-Kind Community  
Amenities*

**Attachment 4: Applicant Proposed In-Kind Community Amenities**

Child Care

The applicant has proposed to include to a 3,180 sq. ft. child care space on the ground level of the building. This space would be accessed from the proposed plaza at the front of the building and would include a 3,000 sq. ft. play area located on the east side of the building.

The applicant has indicated that the proposed childcare space would rented at standard retail rates. While designing retail space to be flexible for use as child care is supportable, it would not be considered a secured contribution towards community amenities unless it was owned by the City consistent with Council's *Child Care Facility Ownership and Management Policy*.

The applicant has indicated that the size of the proposed space would be able to accommodate 44 total childcare spaces. The applicant has anticipated two classes of twelve infant toddler space (24 infant/toddler spaces total) and one class 20 three to five year old spaces.

Based on the City's Child Care needs assessment, the West End sub area has the second fewest (after Queensborough) number of infant toddler and three to five year old childcare spaces. School aged care in the west end sub-area is generally better served relative to infant toddler and three to five year old child care spaces needs.

The child care programming proposed may not be financially efficient as typically a larger number of three to five year old child care spaces are needed to cover costs of the more expensive infant/toddler spaces. Should childcare be included in a future application, staff would continue to work with the applicant to ensure the programming, and size and configuration of the child care spaces is feasible and efficient and would encourage the applicant to connect with the local Community Care Facilities Licensing Officer.

Community Use Space

Above the childcare and retail spaces a 4,574 sq. ft. community use space has been proposed which the applicant has indicated would be leased at a subsidised rate for use by a variety of community groups (such as a place of worship, a community meeting hall, arts and cultural classes, etc.) at an hourly rate. The applicant has proposed that this space would be leased at a subsidized rate.

This space does not have exterior direct exterior access and would require entry through the residential portion of the building which would limit its access by the greater community. In order for this space to be accessible to the greater community, the applicant should consider a direct exterior access, a ground level space which can be combined with adjacent useable open space, commercial grade kitchen facilities.



Attachment 5:  
*Benefits of Integration with 22<sup>nd</sup> Station Bold  
Vision Process*

**Attachment 5: Benefits to integration with 22<sup>nd</sup> Street Station Area Bold Vision**

The Official Community Plan Comprehensive Development Land Use Designation (Attachment A) identifies the need for, prior to redevelopment applications being considered by the City, a master plan process to explore servicing necessities; transportation, circulation and access impacts; amenity needs and financing growth programs; design guidelines; and SkyTrain station and transit facility integration would need to be completed. The Bold Vision process has now been initiated and would explore these elements and also explore 'big moves' which could transform the area into a climate friendly neighbourhood to align with the City's climate action initiatives. This process is anticipated to start with high level visioning through to 2023 prior to focusing on the more specific implementation process.

The 2342 – 2346 Marine Drive proposal is located in close proximity to the station area, and is closely linked in a number of key areas. The following list provides some key advantages to engaging with the applicant through the neighbourhood planning process:

1. *Infrastructure and Servicing Costs* – Significant infrastructure and servicing costs are anticipated for this area to bring them to a level which would support the anticipated growth, including site servicing, transportation, and basic off-sites such as boulevards, street lights and street trees. The scope and cost of the needed work will be determined as part of the 22<sup>nd</sup> Street Master Plan process. Development in advance of this will require applicants to identify, model and construct a significant portion of this work on their own, at a scale beyond the typical scope required for development applications. This could have a meaningful impact on the ability to fund the level of amenities proposed, including affordable housing. This work would also require coordination with TransLink, Coast Mountain Bus Company, Ministry of Transportation and Infrastructure and the City of Burnaby, which would require significant staff resources much earlier than anticipated for the 22<sup>nd</sup> Street Master Plan process, and not accounted for in the 2022 work plan. Further exploration of required servicing needs of the station area and how the cost burden can be equitably distributed is work which would be part of the neighbourhood planning process.
2. *Alignment with Climate Action Bold Vision* - Engaging with the applicant through the visioning process would allow the applicant to align a proposal with 'big moves' developed through this process. This could include ideas to address the climate emergency and develop a climate friendly neighbourhood. Currently, the application has not provided any significant commitments on how the development might contribute in addressing the climate emergency and engaging with the applicant through the visioning process would allow the City to provide more guidance to the applicant to align the site with bold City climate objectives. Examples which could be explored and benefit both the subject site and the neighbourhood include: a car-free neighbourhood; a zero-emissions

vehicle neighbourhood; a renewable energy neighbourhood; or other ideas that come forward through the process.

3. *Transportation 'Big Moves'* - related to climate action initiatives, there may be transportation related 'big moves' needed to improve and integrate access to all modes of transportation, manage transportation demand, help improve ingress and egress from the neighbourhood and create better connections with the rest of the City. This could relate to street realignment, connectivity to the Queensborough Bridge interchange or transit infrastructure. Of possible particular importance to this project is how access to Burnaby might be handled via Marine Drive for all modes and what dedications and off-site improvements may be necessary as part of this development and how the building should be designed in response.
4. *Community Amenities* - a key component of the master plan process is to consider and consult on the needed amenities for the neighbourhood as well as the financing growth tools to fund them. In addition to affordable housing, there may be an opportunity for this project to contribute to the amenities identified as needs or priorities through this process which may or may not be similar to the child care or community use space currently proposed (Attachment 4).
5. *Consistent Messaging with Development and Vision Process* – the need (and requirement in the OCP) for a master plan in advance of development within the station area has been consistently communicated to both the community and those interested in land acquisition and development which has helped avoid pre-mature land speculation; neighbourhood confusion with applications running in advance of receiving community feedback and a completed vision; and applications 'leap frogging' the master plan process. Although the subject sites are not located within the station area, the proposed building form is consistent with that anticipated within the station area and may form part of the station area following the master plan process. As such it would benefit from messaging consistent with what has been provided within the station area requiring that the development proceed following completion of visioning and implementation work.

# **REPORT**

## ***Climate Action, Planning and Development***

**To:** Land Use and Planning Committee      **Date:** January 31, 2022

**From:** Emilie K. Adin, MCIP  
Director, Climate Action, Planning and  
Development      **File:** REZ00205

**Item #:** 2022-61

**Subject:** **Preliminary Report: Rezoning and Development Permit 1321 Cariboo Street**

---

### **RECOMMENDATION**

**THAT** the Land Use and Planning Committee recommend staff process the Rezoning and Development Permit Applications as per the recommendations summarized in this report.

**THAT** the Land Use and Planning Committee recommend staff work with the applicant in addressing the outstanding items noted in the discussion section of this report prior to the application proceeding to public consultation.

---

### **EXECUTIVE SUMMARY**

The City has received an application for Rezoning and Development Permit to allow for the construction of a 15 unit secured market rental building, with a floor area ratio of 1.59, on a vacant site at 1321 Cariboo Street. Staff are generally supportive of the application, and are working with the applicant to address issues related to parking, density, massing, livability, and design guideline consistency, prior to the application going to public consultation, including:

- Building stepping and façade articulation;
- Street-level activation and connection;
- Provision of outdoor space;
- Proposed parking variance; and
- Site access.

**1. PURPOSE**

The purpose of this report is to request that the LUPC recommend staff proceed with processing the applications and work with the applicant in addressing the outstanding items noted in the discussion section of this report prior to the application proceeding to public consultation.

**2. POLICY AND REGULATIONS**

The application is consistent with the Official Community Plan (OCP) land use designation for the subject property, which is (RM) Residential Multiple Unit Buildings and allows for a mix of small to moderate sized multi-unit residential buildings. Only in circumstances where the Development Permit Area guidelines can be met, a compelling case can be made, and appropriate amenities are provided will a five or six storey low rise building be considered.

The subject site is located within the Multiple Unit Residential Development Permit Area (DPA). The intent of this DPA designation is to “integrate multi-unit housing forms into the city’s single detached dwelling and ground oriented housing neighbourhoods.”

The subject site is zoned RM-2 Apartment Low Rise. A rezoning would be required as the proposal exceeds the maximum density of the zone and required setbacks of the bonus density regulations.

A summary of relevant City policies and regulations is included as Attachment 1.

**3. BACKGROUND**

**3.1 Site Characteristics**

The subject site is located at the corner of Fourteenth Street and Cariboo Street in the Brow of the Hill neighbourhood. The site is currently vacant as the previous building was damaged by a fire. Both streets are steeply graded. Stewardson Way is located one block south of the development site and Riverside Park is located one block west. The subject site is surrounded by several other low-rise apartment buildings, as well as some single family homes to the southwest. A more recently developed 4-6 storey, 1.96 FSR building is located at the corner of Fifth Street and Thirteenth Street. This building transitions from six storeys at the southwest corner of the site down to four storeys along Thirteenth Street. The property to the south of 1321 Cariboo is 1.2 FSR with an overall height of three storeys. The two developments located directly adjacent to the development site are 1314 Fifth Avenue (east) and 1320 Fifth Avenue (north) built in 1959 and 1963. The buildings have an FSR of 1.51 and 1.37.



**3.2 Proximity to Transit**

The property is within walking distance to three bus routes with service to 22<sup>nd</sup> Street, Edmonds, and New Westminster SkyTrain Stations:

Transit Route:	Project Distance	Bus Routes
Sixth Avenue	Approximately 250 m	#101 and #155, frequency 20 min (peak) to 60 min
Twelfth Street	Approximately 330 m	#112, Frequency 11-14 min (peak) to 30 min

**4. ANALYSIS**

**4.1 Project Proposal**

The applicant has submitted a Rezoning and Development Permit application in order to rezone and develop 15 secured market rental units in a five storey building, with three ground-oriented units, one having access onto Fourteenth Street (please see Attachment 3). The entrance of the building would be off of Cariboo Street. Ten surface

vehicle parking spaces (resident and visitor), including one accessible space and one car share space with a vehicle, and 22 long term and three short term bicycle parking spaces would be provided. Two vehicular accesses to the site are proposed.

Please refer to Attachment 2 for a complete project statistics table.

**5. DISCUSSION**

**5.1 Overall Evaluation**

This development would provide the important benefit of additional secured market rental units (including ground-oriented units) for the community, as well as streetscape improvements in the Brow of the Hill neighbourhood. Staff have been working with the applicant to refine the originally submitted proposal, and would continue to work with the them to resolve the remaining issues, relating to overall building massing and transition, livability and outdoor space, and site access, as detailed below.

The applicant previously submitted a proposal with 19 units in a six-storey building, which has been reduced in the current proposal to help address key issues:

- *Building Massing and Transition* – the applicant proposes to build over four storeys on a site that is very constrained due to its limited size, slope and adjacency to existing buildings. This makes façade articulation and stepping back at upper storeys key to transitioning the building into the surrounding context.
- *Parking and Access* – the applicant proposes only surface parking, which greatly limits the ability to provide required parking, even at reduced standards for rental units.
- *Livability and Outdoor Space* – A rooftop amenity area originally proposed has been removed, and there is no other open space currently proposed.

**5.2 Density**

The subject site is very constrained given its limited size, slope and adjacency to existing buildings. The current proposal of 15 units equates to a density of approximately 75 units per acre (about 1.6 FSR) whereas the RM-2 zone, a common four storey multiple unit residential apartment building district within the City’s Zoning Bylaw, allows up to a density of 60 units per acre (about 1.2 FSR). Given this is a secured market rental project, staff considers that the additional density is reasonable, provided that the livability issues related to building this density on the constrained site can be addressed, as detailed in the following sections.

**5.3 Five-Storey Height Considerations**

The current application is generally consistent with the design guideline considerations for when five- to six-storey buildings may be considered, except in regard to appropriate transition to adjacent uses, and provision of open space, as follows:

- Consideration 1 – There are two-storey three bedroom ground-oriented units. *Two two-level units have been provided along Fourteenth Street (one two-bedroom, one three bedroom).*
- Consideration 2 – Exceed the requirements of the family friendly housing policy. *The current proposal exceeds the family friendly housing requirements by providing 40% two-bedroom units and 20% three bedroom units.*
- Consideration 3 – Materials change above the third storey. *Materiality has been revised above the third storey. Staff will continue to work with the applicant on revisions to the façade and will refer the question of materiality to the New Westminster Design Panel.*
- Consideration 4 – Limited overshadowing of adjacent buildings. *The proposal will provide some limited shadowing to adjacent buildings as it is on the south side of the block.*
- Consideration 5 – Provision of publicly accessible green space. *This has not been addressed with the current proposal, which staff considers to be reasonable as this is a requirement more suited to larger scale projects.*
- Consideration 6 – The design guidelines state that ‘buildings of four to six storeys should be set back at the fourth storey and higher by 3m (9’10”) on all sides’. *The current proposal incorporates a 1.0 m (3.5 ft) step on level four and a 2.8 m (9.2 ft) step on level five form along the Fourteenth Street building face. Staff would continue to work with the applicant to add stepping on all sides that is substantively consistent with the design guidelines.*

*Does the LUPC support staff working with the applicant on refining the building massing, including stepping and façade articulation, so that the proposal better responds to the existing sloping conditions of the site and the City’s design guideline expectations for 5-6 storey buildings?*

**5.3 Site Planning and Livability**

As per the City’s design guidelines, street level activation, livability of units, and access to open space are important principles to the design of a project. The applicant has located ground oriented units along Cariboo Street and Fourteenth Street in order to help activate the street. Staff would continue working with the applicant to address connectivity through the design of the outdoor space and unit entries.



Due to the site constraints, site design and ground-level parking, there is a lack of access to open space which decreases the overall livability of the units. Unless the parking is relocated underground, which the applicant has identified would be financially unfeasible, the parking configuration cannot change. In their previously submitted proposal, the applicant included a rooftop amenity, which has been removed. Appropriate outdoor space, either at grade or rooftop, would need to be provided for the application to be consistent with livability expectations.

*Does the LUPC support staff working with the applicant to provide better connectivity between the ground-oriented units and the street by the design of the outdoor space and unit entries?*

*Does the LUPC support staff working with the applicant to provide outdoor space either at the ground level or rooftop?*

**5.4 Off Street Vehicle and Bicycle Parking**

The current proposal exceeds short-term and long-term bicycle parking requirements by providing three additional long-term spaces and three short-term spaces. The proposal would provide ten surface parking spaces, including one accessible parking space and one space dedicated to a car share vehicle. To meet residential and visitor parking space requirements as per the Zoning Bylaw, 13 spaces would be required (total 17 with a reduction of four for the car share). A variance is requested for the remaining three vehicle spaces (one residential parking, two visitor parking), an 18% reduction. A letter from a car share provider is required prior to proceeding to Council for first and second reading, which confirms the provider’s commitment to operating a car share vehicle and space at this location. As an alternative, the applicant would need to provide other Transportation Demand Management (TDM) measures to address the parking shortage, to the satisfaction of the Director of Engineering.

Staff consider the current proposal reasonable given it would have a smaller variance than the previously submitted proposal (which had four more units), the proximity of the site to transit and cycling routes, and provisions of additional bicycle parking spaces and car share, or other approved TDM measures.

*Does the LUPC support staff working with the applicant to confirm the inclusion of a car share vehicle and space or other Transportation Demand Management measures, in support of the proposed parking variance?*

**5.5 Site Access**

Primary site access to the surface parking is located off of Cariboo Street. The current proposal includes also includes a separate access for a solid waste storage facility area. Only one site access is permitted, to reduce sidewalk crossings for pedestrian comfort and safety. Staff will work with the applicant to achieve this revision.

*Does the LUPC support staff in working with the applicant to reduce the number of site accesses consistent with the City’s practice around promoting a better streetscape by reducing the number of driveways?*

**5.6 Rental Housing**

The applicant is proposing market rental housing. All 15 rental units would be secured for 60 years or the life of the building, whichever is longer. As previously noted, these units would be family-friendly with 40% two-bedroom units and 20% three bedroom units.

**6. RECOMMENDATIONS**

Staff are seeking general feedback from the LUPC on the proposed development. In addition, staff seeks LUPC endorsement of the following recommendations:

- 1. That the LUPC support staff working with the applicant on refining the building massing, including stepping and façade articulation, so that the proposal better responds to the existing sloping conditions of the site and the City’s design guideline expectations for 5-6 storey buildings.
- 2. That the LUPC support staff working with the applicant to provide better connectivity between the ground-oriented units and the street by the design of the outdoor space and unit entries.
- 3. That the LUPC support staff working with the applicant to provide outdoor space either at the ground level or rooftop.
- 4. That the LUPC support staff working with the applicant to confirm the inclusion of a car share vehicle and space or other Transportation Demand Management measures, in support of the proposed parking variance.
- 5. That the LUPC support staff in working with the applicant to reduce the number of site accesses consistent with the City’s practice around promoting a better streetscape by reducing the number of driveways.

**7. CONSULTATION**

The applicant will be required to undertake public engagement as per the City’s process for Rezoning and Development Permit applications including an applicant-led Open House (minimum one meeting) and a presentation to the Brow of the Hill Residents Association. Review by the New Westminster Design Panel would also be required.

**8. NEXT STEPS**

The City has formalized the interim development review process. As per this process, the anticipated review steps for this application are:

- 1. Internal Circulation, Review and Applicant Revisions;
- 2. Preliminary Report to LUPC (January 31, 2022) (**we are here**);

3. Applicant Revisions responding to LUPC feedback;
4. Applicant-led public consultation, including dissemination of information through the local Residents Association;
5. Presentation to the New Westminster Design Panel;
6. City-led public consultation, including the creation of a Be Heard New West webpage and survey;
7. Council consideration of First and Second Readings of the project’s Bylaws including Housing Agreement and issue notice of waiving Public Hearing (if applicable);
8. A Public Hearing (if Council does not waive) followed by Council’s consideration of Third Reading and Adoption of the Rezoning Bylaw and Housing Agreement Bylaw.
9. Applicant Addresses Adoption Requirements;
10. Adoption of Zoning Amendment Bylaw;
11. Consideration of issuance of Development Permit by Director of Development Services.

**9. INTERDEPARTMENTAL LIAISON**

The City uses a project-based team approach for reviewing development applications which includes staff from Engineering Services, Parks and Recreation, Electrical, Fire, Climate Action, and Planning.

**10. OPTIONS**

The following options are offered for consideration of the LUPC:

1. That the Land Use and Planning Committee recommend staff process the Rezoning and Development Permit Applications as per the recommendations summarized in this report.
2. That the Land Use and Planning Committee recommend staff work with the applicant in addressing the outstanding items noted in the discussion section of this report prior to the application proceeding to public consultation.
3. That the Land Use and Planning Committee provide staff with alternative feedback.

Staff recommends Option 1 and 2.

**ATTACHMENTS**

- Attachment 1: Policy and Regulations Summary
- Attachment 2: Project Statistics
- Attachment 3: Architectural Drawings

**APPROVALS**

This report was prepared by:  
Athena von Hausen, Development Planner

This report was reviewed by:  
Rupinder Basi, Supervisor of Development Planning  
Jackie Teed, Senior Manager, Climate Action, Planning and Development

This report was approved by:  
Emilie Adin, Director, Climate Action, Planning and Development

Attachment 1  
*Policy and Regulations Summary*

## **POLICY AND REGULATIONS**

### **OCP**

The subject site is designated (RM) Residential Multiple Unit Buildings which allows for a mix of small to moderate sized multi-unit residential buildings. Principle building forms supported by this designation include: townhouses, rowhouses, stacked townhouses and low rises.

Only in circumstances where the Development Permit Area guidelines can be met, a compelling case can be made, and appropriate amenities are provided will a five or six storey low rise building be considered.

### **Development Permit Area**

The subject site is located within the 1.4 Multiple Unit Residential Development Permit Area (DPA). The intent of this DPA designation is to “integrate multi-unit housing forms into the city’s single detached dwelling and ground oriented housing neighbourhoods.”

This area is designated with the following purposes:

- Establishment of objectives for the form and character of multi-family residential development,
- Protection of the natural environment, its ecosystems and biological diversity, and;
- Establishment of objectives to promote energy conservation.

As part of the formal Development Permit application review, this proposal is being reviewed and evaluated against the 1.4 Multiple Unit Residential DPA guidelines, with future input from the New Westminster Design Panel.

### **Zoning**

The subject site is zoned RM-2 Apartment Low Rise. The intent of this zone is to allow low-rise apartment development with an opportunity for increased density upon amenity provision conditions being met. A rezoning would be required as the proposal exceeds the maximum density of the zone and required setbacks of the bonus density regulations.

### **Family Friendly Housing**

The proposal would be required to provide a minimum 25% two and three bedroom units, of which a minimum 5% of the overall number of units would need to contain three bedrooms or more.

### **Secured Market Rental Housing Policy**

As part of the City's priority for new secured rental housing, incentives include parking reductions and waiving density bonus payments. This project proposes all units as rental under the Secured Market Rental Housing Policy. The units would be secured for 60 years or the life of the building through a Housing Agreement.

### **Density Bonus Policy**

The City's Density Bonus Policy would not apply to the project as the building is proposed as 100% rental.

Attachment 2  
*Project Statistics*



## PROJECT STATISTICS

The following table outlines key project statistics. Please note that a total of three parking spaces are requested to be varied with the successful provision of a car share vehicle and space.

Attributes	Permitted/ Required	Proposed	Variance Req
Lot Area:	--	809.72 m <sup>2</sup> (8716 ft <sup>2</sup> )	--
Site Coverage:	40%	21.7%	--
Density (FSR):	1.8 FSR (max 60 UPA)	1.59 FSR total	--
Number of Residential Units:	60 UPA (12 units)	75 UPA (15 units)	--
Building Height:	45 ft	44.83 ft	--
Unit Breakdown:	Family-Friendly Housing – min. 25% 2 and 3 bdrm units, of which 5% 3 bdrm or more	Studios – 1 (7%) 1 Bed – 5 (33%) 2 Bed– 6 (40%) 3 + Bed– 3 (20%)	--
Setbacks:			--
Front (Cariboo St):	20 ft (6.1 m)	2.43 m (8 ft)	
Rear (North):	20 ft (6.1 m)	6.1 m (20 ft)	
Side (Fourteenth):	20 ft (6.1 m)	4.57 m (15 ft)	
Side (east):	20 ft (6.1 m)	6.1 m (20 ft)	
Off-Street Parking:	<b>TOTAL: 17</b> 15 spaces @ 1	<b>TOTAL: 10</b>	<b>TOTAL: 3</b>

Residential:	space per unit	9 spaces	1 Residential space
Visitor:	2 space @ 0.1 space per unit	0 spaces  1 car share (see below)	2 Visitor spaces  (4 space variance reduction due to car share vehicle and space provision)
Accessible parking	1 space per 15 spaces	1 space, included in the 9 spaces provided for residential	--
Off-Street Loading:	N/A	N/A	--
Bicycle Parking:	Long-Term: 19 spaces @ 1.25 space per unit  Short-Term: 0	Long-Term: 22  Short-Term: 3	--
<b>Applicable Reductions As Per Zoning Bylaw Standards</b>			
Car Share (4 spaces for each car-share vehicle and space, up to 10% reduction)	1 space and car, for net reduction of 4 spaces	1 space	4 spaces through available reductions

Attachment 3  
*Architectural Drawings*

1321 Cariboo St, NW

Table with 16 columns: AREA, FLOOR, GROSS AREA, SOFT, SOFT, SOFT, RESIDENTIAL GROSS AREA, SERVICE AREAS, BIKES/SCOOTER ROOMS, BALCONY, SOFT, SOFT, SOFT. Includes sub-sections for FLOOR AREAS, PER EXCLUSION, TOTAL, and SETBACKS.

Table with 4 columns: # OF UNITS, 15, 1, 76. Sub-sections for 15, 1, 76.

Table with 4 columns: GROSS AREA, PROPOSED, REFERENCE. Sub-sections for PROPOSED, REFERENCE.

Table with 4 columns: AREA, GROSS AREA, GROSS AREA, REFERENCE. Sub-sections for PROPOSED, REFERENCE.

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Table with 4 columns: AREA, GROSS AREA, GROSS AREA, REFERENCE. Sub-sections for PROPOSED, REFERENCE.

15A.8.2 PARKING RESIDENTIAL (NEW WESTMINSTER) REQUIRED PARKING (NEW WESTMINSTER) REQUIRED PARKING (NEW WESTMINSTER)

Table with 4 columns: UNITS, STALLS, REFERENCE. Sub-sections for UNITS, STALLS, REFERENCE.

Table with 4 columns: UNITS, STALLS, REFERENCE. Sub-sections for UNITS, STALLS, REFERENCE.

15A.8.7 BIKE/SCOOTER ROOMS (NEW WESTMINSTER) REQUIRED PARKING (NEW WESTMINSTER)

Table with 4 columns: UNITS, STALLS, REFERENCE. Sub-sections for UNITS, STALLS, REFERENCE.

15A.8.3 BIKE/SCOOTER ROOMS (NEW WESTMINSTER) REQUIRED PARKING (NEW WESTMINSTER)

Table with 4 columns: UNITS, STALLS, REFERENCE. Sub-sections for UNITS, STALLS, REFERENCE.



Billard Architecture 4701 - 625 Fifth Avenue New Westminster, B.C., Canada, V2M 1Y4

PROJECT CARIBOO STREET 1321 CARIBOO STREET NEW WESTMINSTER, BC

PROJECT INFORMATION SHEET including scale (A0.10), north arrow, and project details.

ALL INFORMATION IS THE PROPERTY OF BILLIARD ARCHITECTURE. THIS DRAWING IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BILLIARD ARCHITECTURE. THIS DRAWING IS THE PROPERTY OF BILLIARD ARCHITECTURE. THIS DRAWING IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BILLIARD ARCHITECTURE.

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DATE: 17.11.2021 ISSUED FOR CLIENT REVIEW  
DATE: 22.09.2021 ISSUED FOR PERMITS  
DATE: 22.09.2021 ISSUED FOR PERMITS  
DATE: 18.09.2020 ISSUED FOR PERMITS

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DATE: 17.11.2021  
ISSUED FOR CLIENT REVIEW

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CARIBOO STREET  
1321 CARIBOO STREET  
NEW WESTMINSTER, BC

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MAIN FLOOR PLAN

DATE: 17.11.2021  
ISSUED FOR CLIENT REVIEW

DATE: 22.09.2021  
ISSUED FOR PERMITS

DATE: 22.09.2021  
ISSUED FOR PERMITS

DATE: 18.09.2020  
ISSUED FOR PERMITS

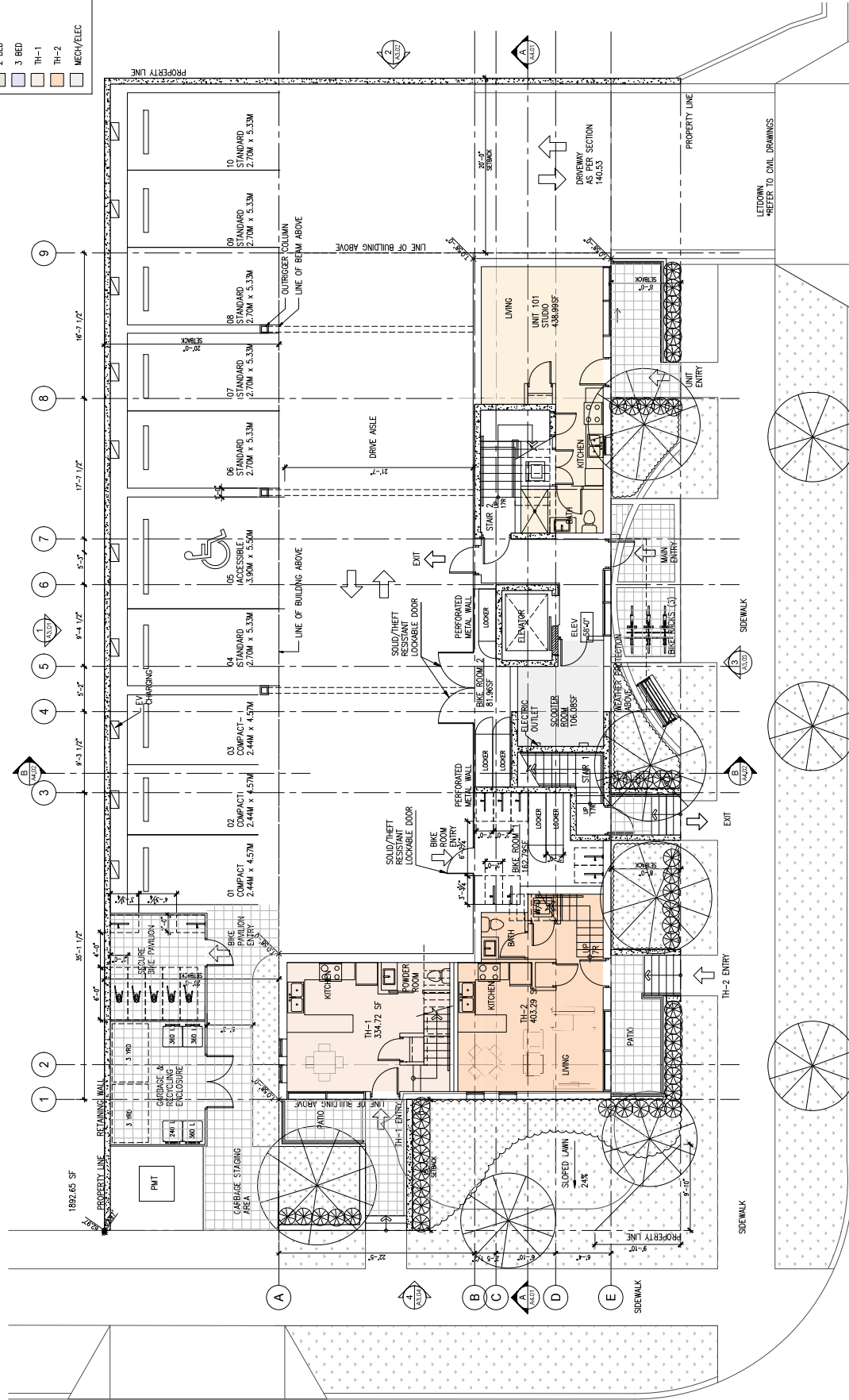
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ISSUED FOR CLIENT REVIEW

NO. 101  
DATE: 17.11.2021  
ISSUED FOR CLIENT REVIEW

LEGEND:

STUDIO
1 BED
2 BED
3 BED
TH-1
TH-2
MECH/ELEC



1 MAIN FLOOR PLAN  
(A2.10) 3/16"=1'-0"

WASTE AREA INFORMATION (RESIDENTIAL):

Bin Type	No. Of Bins	Size of Bins	Footprint of 1 Bin(SQM)	Collection Service
Recyclable Materials	3	300 L	0.65	City
Food Waste	3	240 L	0.43	City
Garbage Bin	3	370 L	1.36	City
Compost Bin	3	370 L	1.36	City



## **REPORT**

### ***Climate Action, Planning and Development***

**To:** Land Use and Planning Committee      **Date:** January 31, 2021

**From:** Emilie K. Adin, MCIP      **File:** HER00827  
Director of Climate Action, Planning and  
Development

**Item #:** 2022-49

**Subject: Heritage Review (Demolition) and Development Options: 349  
Cumberland Street**

---

#### **RECOMMENDATION**

**THAT** the Land Use and Planning Committee recommend that Council direct staff to discourage submission of a rezoning application on this site in order to allow small lot subdivision.

**THAT** the Land Use and Planning Committee recommend Council direct staff to place a Temporary Protection Order on the heritage building at 349 Cumberland Street in order for the applicant and staff to continue discussion of redevelopment options that include heritage retention.

---

#### **EXECUTIVE SUMMARY**

349 Cumberland Street, a 1939 duplex in the Sapperton neighbourhood is listed on the Heritage Resource Inventory. A request for heritage review has been received in advance of demolition. The building has been found by staff and the CHC to have heritage value, worthy of heritage protection. However, it is neither legally protected nor listed on the City's Heritage Register.

The owner has expressed interest in redeveloping the property through rezoning to create two small lots on which new houses would be built. The result would be the loss of an identified heritage asset, an existing rental duplex. Staff has advised the owner such an application would not be supportable by staff.

A Heritage Revitalization Agreement (HRA) would provide alternative development options including addition of a new house(s) or another duplex to the property (which

could be subdivided or stratified); and large addition(s) to the existing duplex units. Such an application would meet several goals in the Official Community Plan as well as Council’s strategic priorities.

**1. PURPOSE**

To collect feedback from the Land Use and Planning Committee on the proposed redevelopment of the Heritage Inventory listed rental duplex at 349 Cumberland Street.

**2. POLICY AND REGULATIONS**

**Zoning Bylaw**

RT-1: Duplexes

The property is zoned Duplex Districts (RT-1) and the current building is consistent with its zoning. Under the existing zoning, a new duplex may be larger than the current building: up to 573 sq. m. (6,168 sq. ft.). With an allowable increase in floor space of up to 327 sq. m. (3,520 sq. ft.), this would result in a building over two times larger than what currently exists.

The majority of properties in this block are also zoned for duplexes – with the exception of 341 and 343 Cumberland Street which were rezoned for small lots (RS-5) in the 1980s.

RS-5: Small Lots

Single detached dwellings are already well-represented in the city’s current housing stock. As such, regulations and guidelines for small or compact lot subdivision have not been included to date in the Infill Housing Program. Staff are currently not recommending to Council that applications to rezone to RS-5 be supported except when heritage retention is secured through a Heritage Revitalization Agreement (HRA). This is to support the creation of ‘missing middle’ housing forms such as duplexes.

Either zone above would be consistent with the property’s “Residential – Detached and Semi-Detached Housing” (RD) Official Community Plan (OCP) designation. Further Policy and Regulations information is included in Attachment A.

**3. BACKGROUND**

**3.1 Property Description**

The duplex at 349 Cumberland Street was built in 1939 and is approximately 246 sq. m. (2,648 sq. ft.). Visually, there are have been few changes made to the building, which is also reflected in a low number building permits. As such, the building has heritage integrity. A current photograph (Figure 1) is included on the next page.





Figure 1: Current photograph of the front façade of 349 Cumberland Street

**3.2 Heritage Value**

Built in 1939, in the Mission Revival style, 349 Cumberland Street retains many of its original features including:

- the symmetrical shaped roof parapet,
- the cantilevered narrow tile roof segment,
- the roughcast smooth stuccoed wall surface,
- arched front door openings, and
- arched front windows openings.

Its Inventory listing describes the building as a fine example of the Mission Revival style. Along with 355 Cumberland Street, it is also one of only a few examples of the Mission Revival style in New Westminster, and is one of only two buildings located in this block of Cumberland Street that is listed on the Inventory. The Inventory listings for both buildings are in Attachment B. Photos of 349 Cumberland Street are in Attachment C.

**3.3 Building Condition**

Based on current photos, the duplex at 349 Cumberland Street appears to be in good condition and would require relatively minor restoration. Overall, the stucco siding and wood trim appear to be in good condition, though the owner has indicated that cracks in

the stucco have been filled with silicone and painted to avoid further damage to the building. The owner has indicated that the windows and doors are not original but the openings and trim appear to be intact. Photos are included in Attachment C.

**3.4 Site Context**

The subject site is located in the Sapperton neighbourhood, on the north side of Cumberland Street between Richmond Street and Miner Street, on a block of single detached dwellings near the Fraser Cemetery. Nearby are the townhouses along Governor’s Court. A site context map with an aerial image is provided in Figure 2 below:

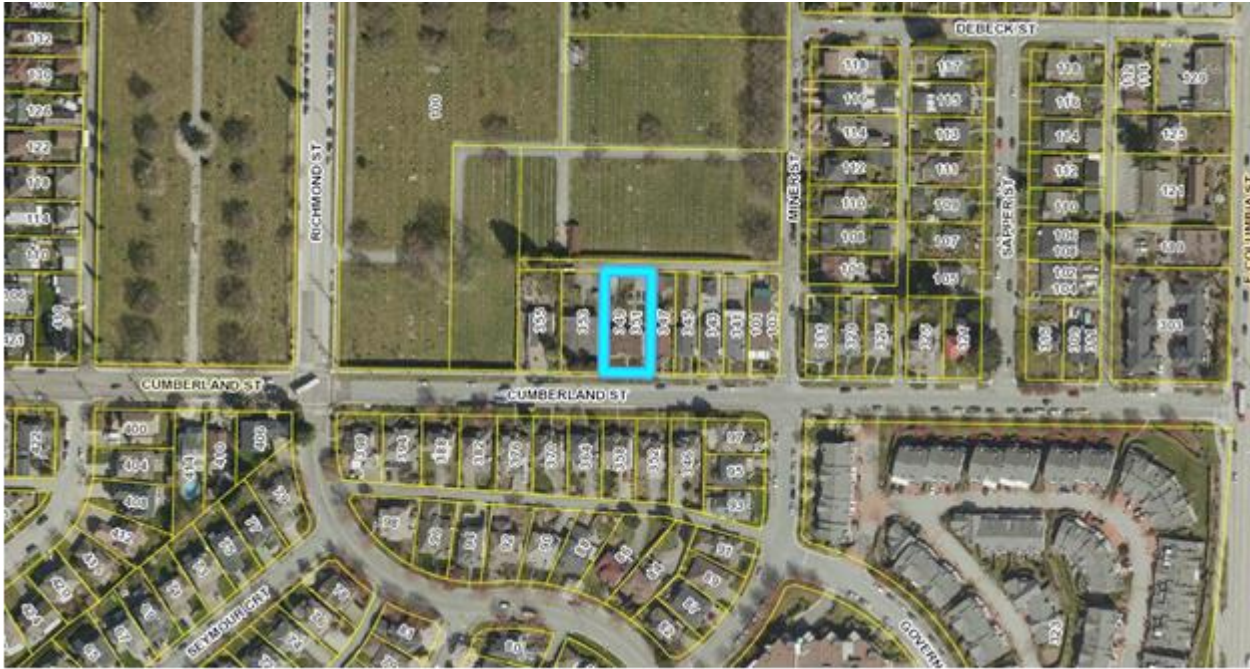


Figure 2: Site context map with subject property highlighted in blue

**3.5 Current Heritage Protection**

The building is listed on the City’s Heritage Resource Inventory. The listing, which describes the property’s heritage value, is included in Attachment B. However, it is neither legally protected nor listed on the City’s Heritage Register.

**3.6 Heritage Review**

Based on a building’s age, it is reviewed for heritage value prior to demolition, and if found to have potential value by staff, it is forwarded to the Community Heritage Commission (CHC) to confirm. From that point, and based on the CHC’s recommendation, staff worked with the applicant on retention options and if warranted request that Council place a temporary protection order on the building. Further information on heritage review of demolition permits, temporary protection orders, heritage designation and heritage revitalization agreements (HRAs) is summarized in Attachment A.

**4. COMMUNITY HERITAGE COMMISSION REVIEW**

**4.1 Community Heritage Commission Recommendation**

The duplex was reviewed by staff and found to have heritage value. Per the City’s policy for older buildings, and given its integrity and Inventory listing, this demolition application was brought to the CHC for their review at the November 3, 2021 meeting. At that meeting, the CHC passed the following recommendation:

**THAT** the Community Heritage Commission recommend the Director of Development Services direct staff to further explore retention options for the house at 349 Cumberland Street and to place a temporary protection order on the property.

An extract from the November 3, 2021 CHC minutes is included in Attachment D.

**5. PROJECT DESCRIPTION**

**5.1 Overview**

The City has received a request for a heritage review in advance of a demolition application for the 1939 building. The applicant has indicated they would subsequently apply for rezoning to allow small lot subdivision and development of two new houses and laneway houses.

The owner has provided rationale for their approach included in Attachment E.

**6. DISCUSSION**

The duplex has been found by staff and the CHC to have heritage value, worthy of exploring options to achieve heritage protection. Staff and the applicant have explored relocation of the building instead of demolition; however, this would not be feasible due to the steep grade of Cumberland Street and the dimensions of the building (which exceed the maximum route width for the area).

Staff has been in communication with the applicant regarding site redevelopment and they have indicated they wish to proceed with their rezoning proposal. This approach is not supported by staff. Staff has discussed this with the applicant, but to date they have indicated they prefer to proceed with rezoning.

Staff is seeking preliminary LUPC feedback on the applicant’s proposal, and the alternative development approaches identified by staff, as detailed in the following section. If LUPC supports staff’s recommended approaches to the rezoning of the subject property, staff recommends LUPC endorse that Council place a temporary protection order on the site. Staff would then work with the applicant to further explore

moving forward with an HRA or (should they not wish to pursue an HRA) a new duplex proposal under their existing zoning entitlements, either of which would be consistent with City policy.

**6.1 Redevelopment Options**

Rezoning Application

The applicant has indicated their intention to rezone for a small lot subdivision and states this is the only financially feasible option. Staff has advised the owner that, in general, applications to rezone to RS-5 are not currently being recommended to Council, toward supporting more affordable forms of infill housing. Staff does not recommend the subject application for the following reasons:

- There would be a loss of rental infill housing units in a low-density low-rental neighbourhood;
- There would be a loss of an identified heritage asset in the City;
- The City is not considering small lots at this time, given the City’s OCP goals of maintaining and expanding other more affordable missing middle housing options like duplexes; and,
- There is currently a lack of community benefits or amenities proposed.

*Does LUPC support staff’s recommendation to discourage the submission of a rezoning application on this site in order to allow small lot subdivision?*

**Note:** Despite staff discouragement, the applicant would retain the right to submit a rezoning application to advance their preferred redevelopment proposal.

Heritage Revitalization Agreement

Providing the existing rental duplex is retained, an HRA could allow a number of redevelopment options, including: addition of a new house(s) or another duplex to the property (which could be subdivided or stratified); and large addition(s) to the existing duplex units. Benefits of this option would include:

- the retention of rental infill housing units in a low-density low-rental neighbourhood;
- the retention and conservation of an identified heritage asset;
- addition of alternative infill housing options; and
- a reduction in demolition waste.

*Does LUPC support the CHC’s recommendation that there is sufficient heritage value for Council to place a Temporary Protection Order on the heritage building at 349 Cumberland Street in order for the applicant and staff to continue discussion of redevelopment options that include heritage retention?*

**7. FEEDBACK FROM THE LUPC**

Following obtaining input from the Land Use and Planning Committee (LUPC) on the proposed demolition, the next step is for Council to consider protecting the duplex, as recommended by the CHC. At this time, staff is seeking feedback from the LUPC related to:

- 1. Discouraging the applicant’s further consideration of submitting a rezoning to allow small lot subdivision; and
- 2. Pursuing temporary protection of the heritage building in order for the applicant and staff to continue discussion of redevelopment options that include heritage retention.

**8. INTERDEPARTMENTAL LIAISON**

The 50 Year and Older Heritage Review Policy is processed solely by the Climate Action, Planning and Development Department.

**9. OPTIONS**

The following options are available for Council’s consideration:

- 1. That the Land Use and Planning Committee recommend that Council direct staff to discourage submission of a rezoning application on this site in order to allow small lot subdivision.
- 2. That the Land Use and Planning Committee recommend Council direct staff to place a Temporary Protection Order on the heritage building at 349 Cumberland Street in order for the applicant and staff to continue discussion of redevelopment options that include heritage retention.
- 3. That the Land Use and Planning Committee recommend that Council direct staff to prepare the bylaw to place Heritage Designation on the heritage building at 349 Cumberland Street for their consideration following a Public Hearing.
- 4. That the Land Use and Planning Committee recommend that Council direct staff to proceed with processing the demolition permit application for 349 Cumberland Street.
- 5. That the Land Use and Planning Committee provide staff with other feedback.

Staff recommends Options 1 and 2.

---

**ATTACHMENTS**

- Attachment A: Policy and Regulations Summary
- Attachment B: Heritage Resource Inventory Listings
- Attachment C: Current Photos
- Attachment D: Extract of November 3, 2021 Community Heritage Commission (CHC) Meeting Minutes
- Attachment E: Owner Submissions

**APPROVALS**

This report was prepared by:  
Kathleen Stevens, Heritage Planning Analyst

This report was reviewed by:  
Britney Dack, Senior Heritage Planner  
Rupinder Basi, Supervisor of Development Planning  
Jackie Teed, Senior Manager of Climate Action, Planning and Development

This report was approved by:  
Emilie K. Adin, Director, Climate Action, Planning and Development

**Attachment A**  
*Policy and Regulations Summary*

## **ATTACHMENT A: POLICY AND REGULATIONS SUMMARY**

### **50 Years and Older Heritage Review Policy**

The City's heritage review policy is that demolition applications for a building or structure older than 50 years is automatically forwarded to the Planning Division for review, and may be referred to the Community Heritage Commission (CHC) for comment if it is deemed by the Planning Division to have sufficient heritage significance.

### **Heritage Resource Inventory**

The Inventory is an informal listing of historic New Westminster properties and was the City's first step to identify local heritage assets, and listing acts as a flag for potential heritage value in a property.

### **Temporary Protection Order**

A temporary protection order may be issued by Council for a property that is or may be considered to have heritage value sufficient to justify its conservation. This can include properties that are not listed on the Heritage Register. Without consent of the owner, a temporary protection order may only last 60 days, after which the requested demolition permit must be issued. Though, temporary protection may be extended with owner consent.

### **Heritage Designation**

A Heritage Designation Bylaw is a form of land use regulation that places long-term protection on the land title of a property and which is the primary form of regulation that can prohibit demolition. Provisions for the local government to place Heritage Designation Bylaws on properties are set out in Sections 611-613 of the Local Government Act.

Heritage Designation does not require owner consent. However, designation without consent of the owner means they are entitled under Provincial law to claim compensation for any reduction in the value of the property from the inability to achieve zoning-based entitlements.

### **Heritage Revitalization Agreement**

A Heritage Revitalization Agreement (HRA) is a negotiated agreement between the City and a property owner for the purposes of heritage conservation. In exchange for long term legal protection through a Heritage Designation Bylaw and exterior restoration, certain zoning relaxations are considered. An HRA does not change the zoning of the property, rather it adds a new layer which identifies the elements of the zone that are being varied or supplemented. An HRA is not legally precedent setting as each one is unique to a specific site.



When Council considers entering into an HRA with a property owner, one of the objectives is to balance the benefits to the property owner with the benefits to the public. In this proposal, the heritage benefit to the community is restoration, continued historic use and the full legal protection of the heritage building through a Heritage Designation Bylaw. In the City's *Policy for the Use of Heritage Revitalization Agreements*, lot size, density, and siting or massing elements may be considered for relaxation.

## Attachment B

### *Heritage Resource Inventory Listings*

**349 / 351 Cumberland Street  
1939**

**Mission Revival Style -- Eclectic Period**

Built in 1939, this house is a fine example of the Mission Revival style. The symmetrical shaped roof parapet, the narrow roof segment cantilevered from the smooth stuccoed wall surface, and windows with segmented upper portion are among the unique design elements of this architectural style. Other decorative features of this house include the arched entrance reinforced by curvilinear front steps, and ornamental window boxes.



**355 Cumberland Street**

**1939; Harold Cullerne, architect**

**Mission Revival Style -- Eclectic Period**

Constructed in 1939, this house, along with 349 / 351 Cumberland Street, represents two of the few examples of the Mission Revival style in New Westminster. The mission-shaped roof parapet, red brick casements around the palladian windows, and arched entrance-way are among the many ornamental elements found in this style.



Attachment C  
*Current Photos*











## Attachment D

### *Extract of November 3, 2021 Community Heritage Commission (CHC) Meeting Minutes*



## **COMMUNITY HERITAGE COMMISSION**

### **MINUTES - Extract**

**Wednesday, November 3, 2021**

**Meeting held electronically and open to public attendance  
in Council Chamber, City Hall**

#### **4. REPORTS AND PRESENTATIONS**

##### **4.2 Heritage Review (Demolition): 349 Cumberland Street**

Kathleen Stevens, Heritage Planning Analyst, reviewed the staff report dated November 3, 2021 regarding the duplex located at 349 Cumberland Street, which is not legally protected by bylaw nor on the City's Heritage Register, although is included on the City's Heritage Resource Inventory. Commission members are asked to review the heritage value of the building prior to the Demolition Permit process.

Heather Boersma, on behalf of Bernita Boersma, owner of 349 Cumberland Street, provided a presentation which outlined the rationale behind the demolition application, the engineering/inspection report and other overall findings, and future plans for the property which includes a proposal for a new home with a one bedroom secondary suite, as well as a laneway house which is allowed in the neighbourhood.

In response to questions from Commission members, Ms. Boersma and Ms. Boersma advised that the property, which has great street appeal, was for sale last summer but did not sell. The applicant noted that she had followed Heritage Revitalization Agreements over the years and was not interested in pursuing one for this property.

The Commission provided the following comments:

- As demolition of this unique build would be a loss for the neighbourhood, an alternate plan to retain the building should be sought out;
- It appears that most the problems associated with the house presently are in relation to the foundation and, if that were fixed, cracks in the stucco and windows, etc., could be corrected; however, that would be an expensive undertaking and it is unknown what the cost would be to raise the house and fix the foundation;
- The energy efficiency that would come with a new build would not offset the carbon emissions of a demolition and rebuild;

- The proposed new house does not have an historical look to it but is similar to other contemporary houses in the neighbourhood;
- The applicant is urged to enter into a Heritage Revitalization Agreement to avoid what would be a significant loss for the community;
- Members agreed that, in addition to further exploration of retention options for the building be conducted, a temporary protection order should be placed on the property.

MOVED and SECONDED

*THAT the Community Heritage Commission recommend the Director of Development Services direct staff to further explore retention options for the house at 349 Cumberland Street and to place a temporary protection order on the property.*

**Carried.**

All Commission members present voted in favour of the motion.

**Attachment E**  
*Owner Submissions*

## Kathleen Stevens

---

**From:** Bernita Boersma <bernitaboersma@hotmail.com>  
**Sent:** Thursday, January 13, 2022 12:44 PM  
**To:** Kathleen Stevens  
**Subject:** [EXTERNAL] Letter for LUPC  
**Attachments:** 4b6ba981-acf3-471b-b9f4-9ca49d83dbcc.png; 349 Cumberland St Demolition Retention Letter.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.

Attention LUPC

I have evaluated the retention of the home. The contractor's I have spoken to with regards to retaining and renovating the building, all recommend adding a second floor, and are unable to give a concrete cost per square foot due the large number of deficiencies and items that are not to current code.

The quotes I have received for entering the HRA and renovating the building and adding a second floor will cost 25% more than a new build

As per quote from the attached document:

“ The building was built in the Mission Revival style and retains many of its original features including the symmetrical shaped roof parapet, the narrow tile roof segment cantilevered from the roughcast smooth stuccoed wall surface, arched front door openings and windows with a segmented upper portion. Together these create heritage value, which is considered an asset to the community.”

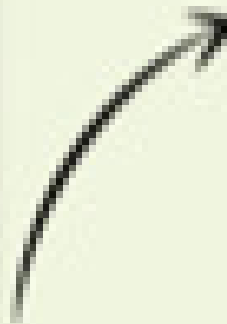
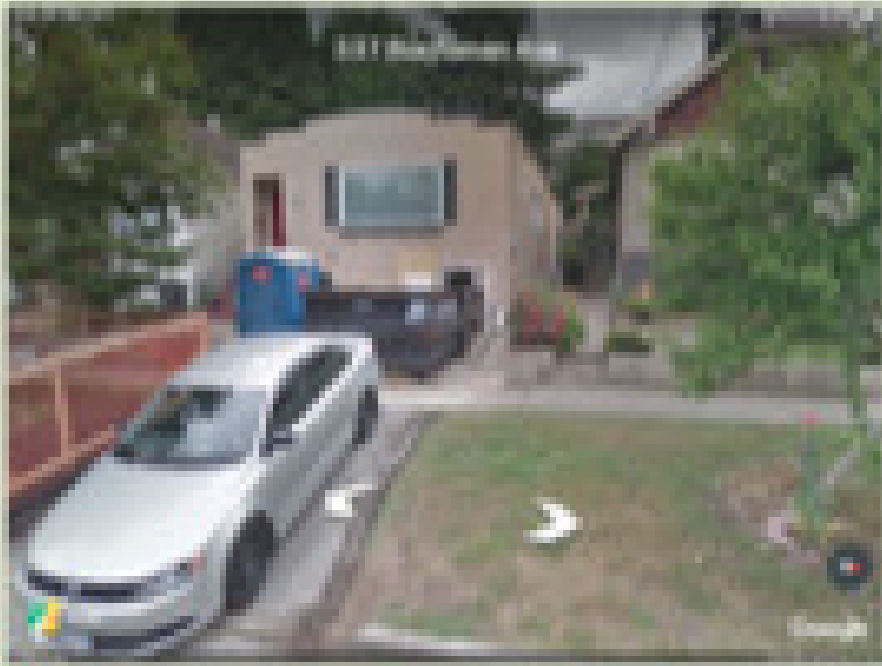
A heritage agreement may not accomplish the above as the features may not be maintained with a second floor and modifications to bring the building to code.

I have seen another mission revival home in New Westminster enter into an HRA ; if I use the Buchanan street home as a “standard” of what can be done, they were able to remove all the features given as the reason for heritage status (in the attached document). The Buchanan home removed the:

- Symmetrical shaped roof parapets
- the stucco

-Added a very modern looking second floor addition.

I am not clear on how the Buchanan HRA is an example of retaining a home of heritage interest, when the heritage features were removed. The Buchanan home does not appear to add heritage value and actually looks like a very modern home. The Buchanan home set a precedent and essentially the city allowed the owner to enter an HRA and allowed removal of all aspects that made it have heritage value. Given, the choice of renovating my home to make it look like a modern home under an HRA, I would prefer to build a craftsman home.



2021 April 14

File: 13.2606.06  
Doc No.: 1805943

Bernita Boersma  
349 Cumberland Street  
New Westminster BC V3L 3G4

Dear Ms. Boersma:

Re: Heritage Retention at 349 Cumberland Street, New Westminster

Your application for heritage review, received on March 22, 2021 indicates that you are considering the demolition of the 82 year old building at 349 Cumberland Street (constructed in 1939). Although not a formally protected heritage building, it has been identified as having heritage value with its inclusion on the City's Heritage Resource Inventory. The building was built in the Mission Revival style and retains many of its original features including the symmetrical shaped roof parapet, the narrow tile roof segment cantilevered from the roughcast smooth stuccoed wall surface, arched front door openings and windows with a segmented upper portion. Together these create heritage value, which is considered an asset to the community.

The site is currently zoned Duplex Districts (RT-1) and development beyond that, such as additional density, subdivision or stratification would require a development application. It is the City's expectation that redevelopment on properties with an identified heritage asset is managed through a [Heritage Revitalization Agreement](#) (HRA). In exchange for retention of a heritage building and some restoration work, an HRA allows the City to provide non-financial incentives in order to make it viable to conserve the property.

As outlined in previous correspondence from Planning staff, there are multiple development options available to you through an HRA. These would not be available without retention of the historic asset. The HRA options could vary based on lot configuration, density, unit count, tenure (e.g., stratification or rental), and the form of infill housing. If the eventual intent is for a project which includes three or more units, and/or a subdivision, that could only be considered through an HRA.

Should you choose to proceed with demolition, the heritage value of the house means that the demolition application would be reviewed by the Community Heritage Commission (CHC) and City Council. Council could choose to issue a Temporary Protection Order. However, there is no legal protection on the site, and a demolition permit cannot be indefinitely withheld without Council approval. Given the current volume of applications, the next available CHC meeting that we could bring forward your item on is Wednesday, June 2, 2021 at 6pm. Should you wish to provide further information for the CHC to consider, the applicant submission deadline is May 19, 2021.





## NEW WESTMINSTER

If you have any questions about the Heritage Review Process or for a Heritage Revitalization Agreement, please feel free to contact me by email at [kstevens@newwestcity.ca](mailto:kstevens@newwestcity.ca).

Kind Regards,

Kathleen Stevens,  
Heritage Planning Analyst

cc. Rupinder Basi, Supervisor of Development Planning

# New Westminster Community Heritage Commission

349 Cumberland st



**ABOUT**

# Bernita Boersma

Bernita Boersma has been a resident of New Westminster for for 40 years having lived in 3 homes in various neighbourhoods



# Agenda



Rationale Statement  
Condition Report  
Overall Findings  
Plan for the Site  
Appendix

# Rationale Statement



349 and 351 Cumberland St home is at end of life and would require significant investment to continue to live in the home.

# Engineering & inspection report



**Facility condition index at 38.18%**

A facility condition between 10% and 30% is poor condition, and anything over 30% is critical condition normally requiring replacement.



**Expenditures to maintain property would be over \$200K**

This would include foundation work, new windows, new stucco, resurface roof, and new skylights.



**Capital costs are 300% of the building's value**

There is significant investment required to make the building habitable over the next 10 years



**Building is not up to seismic code**

It is likely that any major seismic activity will damage the structural elements of the home, placing me and my tenants at risk

# Overall Findings



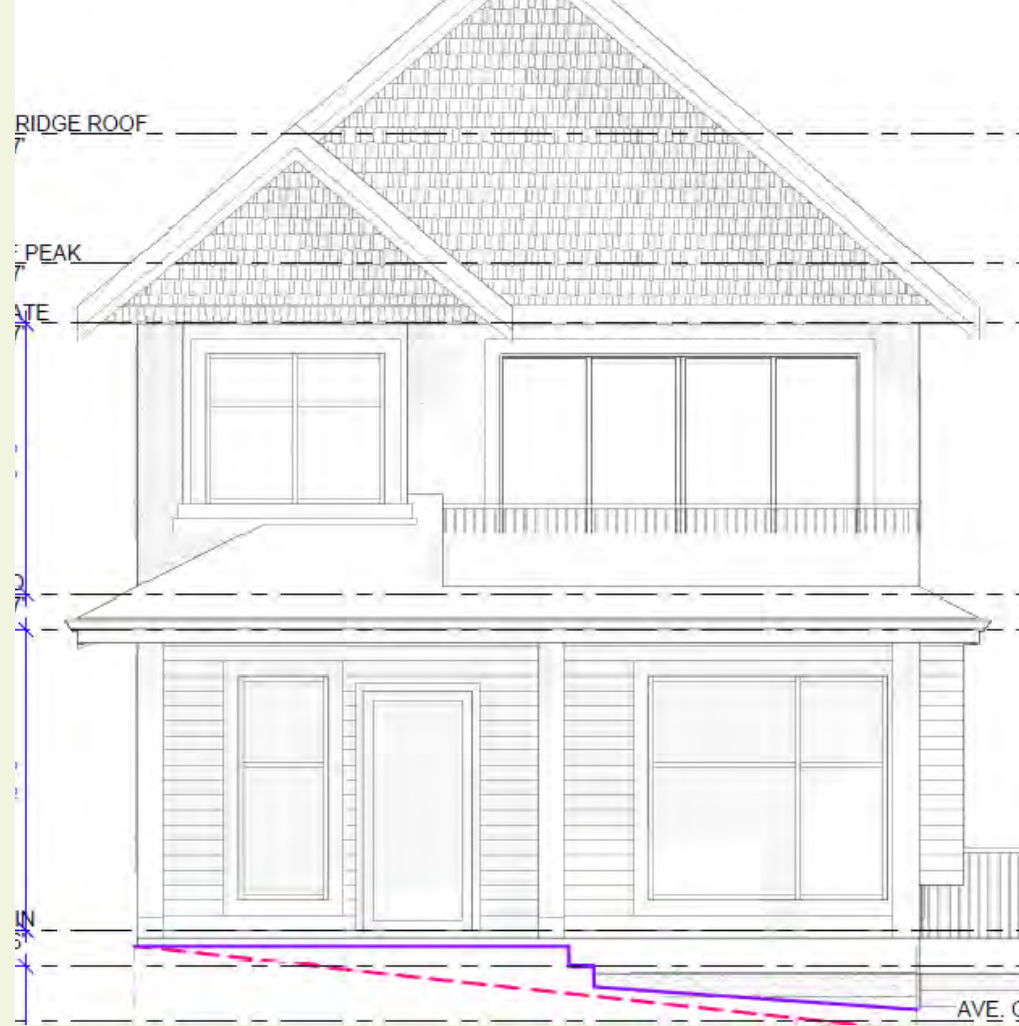
**ENGINEERING  
REPORT  
RECOMMENDS  
DEMOLITION**



**NICKEL BROTHERS  
IS UNABLE TO  
MOVE STRUCTURE**



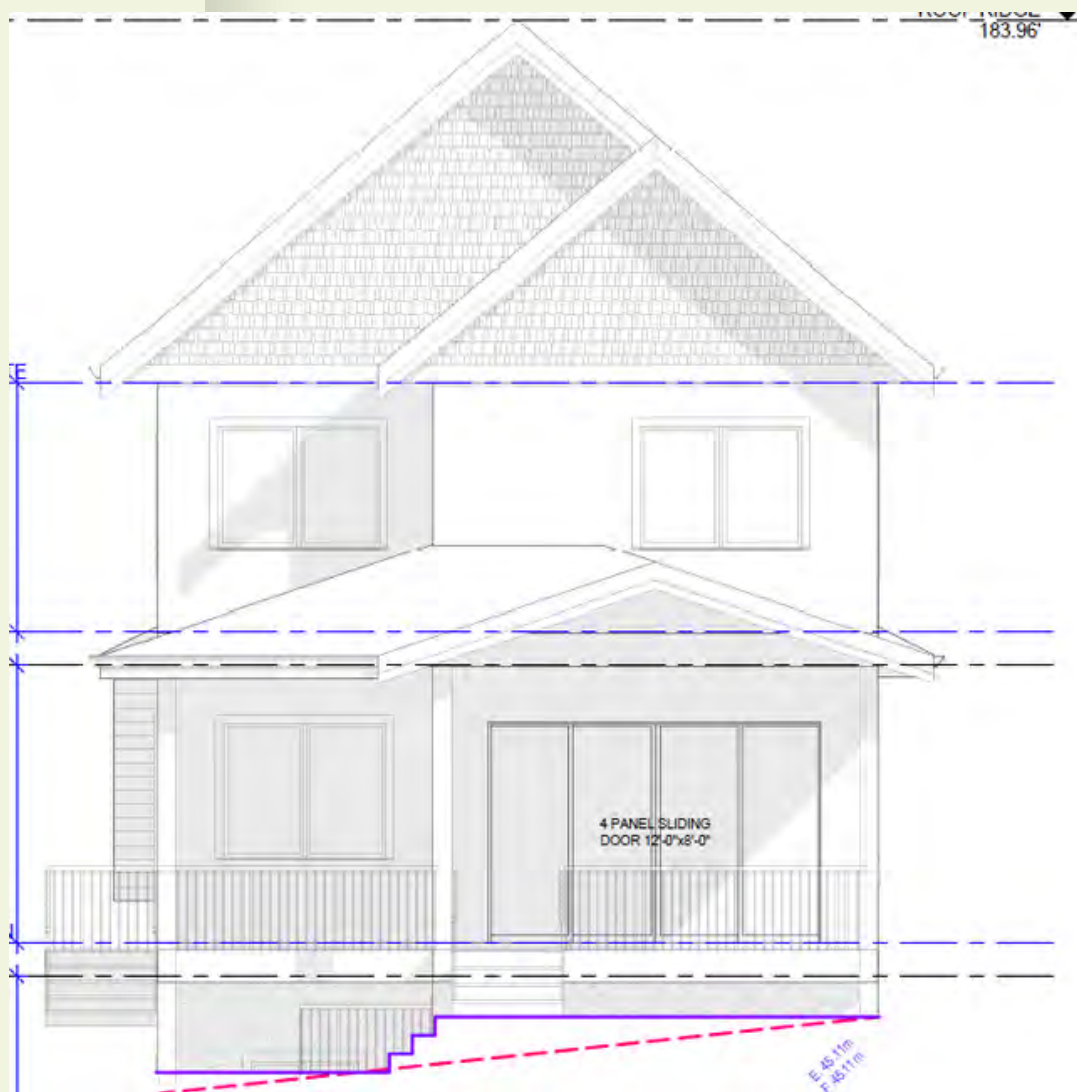
**THE PROPERTY IS  
UNDERUTILIZED,  
WITH EACH UNIT  
ONLY HAVING 2 BED  
AND 1 BATHROOM**



# MY Plan

Craftsman style home to align with the look and feel of the community. It will include some key features such as veranda to retain the historical look and feel.

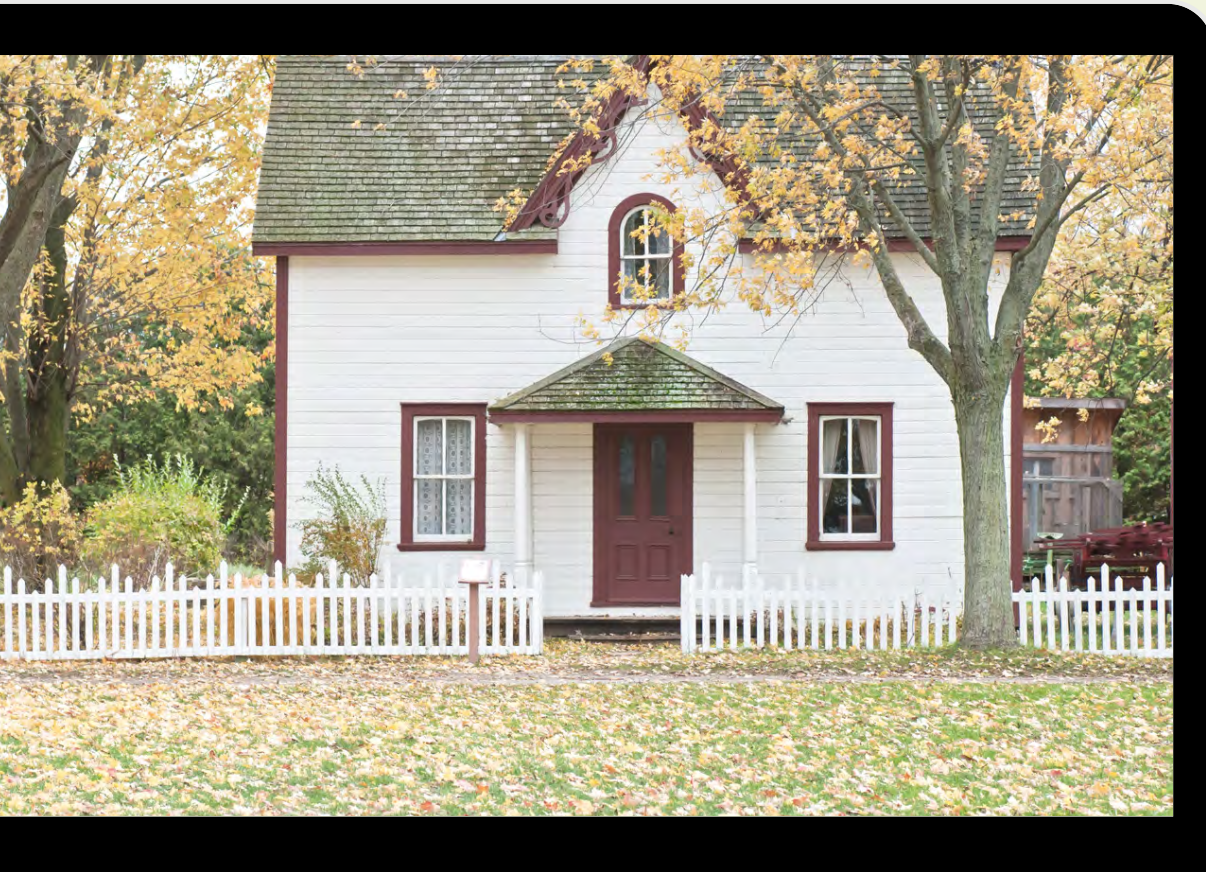
Additionally, this home will provide key benefits with regards to energy efficiency ensuring that the environmental footprint is minimized.





thank you





# Appendix

# SPANISH REVIVAL portfolio



## ATTACHMENTS INCLUDED:

- Engineering report
- Nickel Brother report
- Building drawings





September 8, 2021

Ms Bernita Boersma  
349 Cumberland St  
New Westminster, BC  
V3L 3G4

Re: Relocation Assessment for house located at 349 Cumberland Street, New Westminster

Dear Ms. Boersma,

Thank you for your consideration to repurpose this heritage duplex rather than demolishing it. Unfortunately, our Operations Team has assessed the house and concluded the house is not moveable due to the following:

1. The grade on Cumberland is too steep for too great a distance to transport such a heavy structure safely
2. The dimensions of the structure are surpassing what roadways and other immovable obstacles can accommodate on route to a barge location

All the best with your project, and please call on us again if the opportunity arises in the future.

Sincerely,

Ronel Dreyer  
Nickel Bros House Moving Ltd.

**Safety. Precision. Integrity.**

**Vancouver**  
1528 Broadway Street  
Port Coquitlam, BC V3C 2M8  
Toll free: 1-866-813-9430

**Vancouver Island**  
1990 Balsam Road  
Nanaimo, BC V9X 1T5  
Toll free: 1-866-320-2268

**Seattle**  
10405 19<sup>th</sup> Ave SE  
Everett, WA 98208  
Toll free: 1-866-920-2767

**Montreal**  
Tour Scotia, 1002 rue Sherbrooke O  
Bureau 1900, Montreal, QC, H3A 3L6  
Toll free: 1-866-813-9430

Residential: [www.nickelbros.com](http://www.nickelbros.com) Industrial: [www.nickelbrosindustrial.com](http://www.nickelbrosindustrial.com)



**ENGINEERING INSPECTION & REPORT**  
on  
**349 and 351 CUMBERLAND ST NEW WESTMINSTER BC,**  
for  
**Bernita Boersma**



September 2021

**CMG Engineering Services Corporation**

1500 West Georgia Street, 13th Floor  
Vancouver BC V6G 2Z6  
CALGARY: 403 800 0399  
VANCOUVER 778 800 2099  
VERNON: 250 800 2095  
EDMONTON: 780 800 0040

email: [engineering@inspectionengineers.ca](mailto:engineering@inspectionengineers.ca)

# CMG ENGINEERING SERVICES CORPORATION

## ENGINEERING PROPERTY / BUILDING CONDITION ASSESSMENT

### ES.1 EXECUTIVE SUMMARY

**CMG ENGINEERING SERVICES CORPORATION** (hereinafter known as CMG) was commissioned by Bernita Boersma to conduct a Property / Building Condition Assessment (PCA) of the multi-family residential property located at 349 and 351 CUMBERLAND ST NEW WESTMINSTER BC (hereinafter known as the Site). The PCA was undertaken for general due diligence purposes and was completed in general accordance with current industry standards [American Society for Testing and Materials (ASTM) E-2018-15].

This PCA is intended for due diligence purposes only, and does not constitute a building inspection, guarantee, warranty, or code compliance review. As requested, this PCA will not include an assessment of the non-structural elements such as the asphalt and concrete paved areas, curbing, concrete walkways, landscaping, and hydrants, etc.

Selected photographs can be found in the photographic annex in Appendix B.

#### ES.1.1 PROPERTY DESCRIPTION

The Subject Property is located on the north side of CUMBERLAND ST in a predominately residential neighbourhood of Sapperton in New Westminster BC. For the purposes of this report it is assumed that CUMBERLAND ST is aligned in an east-west orientation although this may not exactly be the case.

The Subject Property is approximately rectangular in shape. CMG used Google Earth to calculate the area of the Subject Property, and found it to be approximately 850m<sup>2</sup> in area. BC assessment lists the property as being 10281 sqft or 944m<sup>2</sup>. The Subject Property has a down gradient from the north-west to south-east and is graded approximately evenly with the neighbouring properties in all directions with the exception of a small retaining wall on the west perimeter. The exterior ground surfaces at the Site are covered by vegetation on all sides of the property with a concrete covered parking area on the north side of unit 351, and a gravel surface parking area north of unit 349 on the north side the front of the property. CMG observed landscaped areas around the other areas of the Subject Property. Neither snow nor ice limited the viewing of the exterior features of the Subject Building and Subject Property.

For the purposes of this report, the multi-tenant duplex was divided into two sections – unit 349, or 349 CUMBERLAND ST, on the east side of the Subject Building, and unit 351, or 351 CUMBERLAND ST, on the west side of the Subject Building. Each unit is a single-family dwelling. Based on information from BC Assessment, the original portions of the Subject Building were reportedly constructed in 1940, and are comprised of one storey with a walk-out lower level on the north side of both units that was approximately half the area of the upper levels. CMG used Google Earth to measure the approximate building footprint, and this was calculated to be approximately 170m<sup>2</sup> including overhangs. CMG measured the wall lengths and same up with a similar number. BC Assessment lists unit 349 as being 80.45m<sup>2</sup> in area with the lower level at 43.48m<sup>2</sup>. CMG could not find a similar assessment for unit 351, and we shall assume it is similar for the purposes of cost estimation.

All construction on this property is above grade on the east side, and approximately 1.5m below grade on the west side. No underground parking exists at the Subject Property. An estimated 4 parking spaces service the Subject Property.

CMG had no access to the original blueprints for the Subject Building, and all assessment was made by visual observation and from experience with similar buildings.

The construction of the original portions of the building was likely wood framed construction, likely supported by a shallow concrete foundation on a strip footing. CMG observed evidence of a poured concrete floor slab in the lower levels. The roof system was an approximately 2 in 12 sloped, rolled asphalt surface with metal counter and cap flashing that give the front of the Subject Building a castle-like appearance. The roof surface is likely supported by a wood deck and wood joists. CMG observed a painted stucco exterior finishes on the building.

## ES 1.2 Assessment

Maintenance Programs: The building is generally in good condition and appears to be well maintained. CMG observed evidence that repairs are generally completed as deficiencies occur. CMG assessed the facility and based on BC assessment rated floorspace area and from the basic replacement rate of \$2 200 (2021) CAD we estimate the replacement cost of the Subject Building to be approximately \$545 303 (2021) CAD. This is much higher than the rated current value of the building by BC assessment of \$70 800 (2021) CAD. With an estimated 10 year capital investment cost of \$208 200 (2021) CAD, we can calculate the **approximate facility condition index at 38.18%**. A facility condition less than 10% indicates the facility is in good condition, between 10% and 30% is poor condition, and anything over 30% is critical condition normally requiring replacement. In spite of conservative square footage calculations, and a higher than normal replacement cost rate, we still get an FCI well over 30%. It should also be noted that the recommended capital replacement costs are 300% of the building's value. Based on these figures, and from a financial and engineering perspective, CMG recommends the building be demolished and rebuilt.

There were no major repairs that were reportedly completed at the Subject Property within the past three years:

---

### CATEGORY I: Immediate Repairs

Immediate repairs are defined as actions necessary to prevent further significant deterioration or to correct an unsafe situation. Based on CMG's observations during the Site Visit, review of maintenance and repair documents, and the age of the building systems, no immediate repair items have been identified.

## ES 1.3 Capital Expenditures

Capital Expenditures required to maintain the property value over a 10 year term have a total dollar amount of \$208 200 (2021) CAD. The costs presented do not necessarily reflect routine maintenance items that typically would be covered under operating expenses [e.g. landscaping contracts or routine heating, ventilation, and air conditioning (HVAC) maintenance], but rather estimates for conventional item replacement costs.



**10 year Capital Repair and Replacement Budget**

Description	Area(m <sup>2</sup> ) or Length (m)	unit cost / m <sup>2</sup>	Type	Life left (yrs)	Appx Repl Cost
Flatwork around Subject Building exterior	120	\$75.00		1	\$9,000.00
Add Retaining wall and catch basin on north side				1	\$6,000.00
Underpinning the foundation walls				1	\$90,000.00
Replace stucco walls, and wall sheeting	200	\$100.00		1	\$20,000.00
Replace 11 windows and one door				1	\$12,000.00
Resurface rooftop	170	\$200.00		1	\$34,000.00
Replace Counter and Cap Flashing	64	\$50.00		1	\$3,200.00
Skylight replacement				1	\$10,000.00
Replace Sanitary Sewer				1	\$10,000.00
Replace water supply				1	\$10,000.00
Replace Rheme Hot Water Heater (unit 349)				4	\$2,000.00
Replace Bradford White Hot Water Heater (351)				5	\$2,000.00
<b>Total estimated approximate 10 year capital replacement budget</b>					<b>\$208,200.00</b>

Unit 349 upper level area from BC Assessment 80.45

Unit 349 lower level area from BC Assessment 43.48



ENGINEERING INSPECTION of 349 and 351 CUMBERLAND ST NEW WESTMINSTER BC for Bernita Boersma

Unit 351 upper level area from BC Assessment	80.45		
Unit 351 lower level area from BC Assessment	43.48		
Total internal building area (m2)	247.87		
Facility replacement based on \$2200 / m2	247.87	\$2,200.00	\$545,303.68
<b>Facility Condition Index (FCI)</b>			38.18%

The cost estimates provided are based on the condition of the Subject Property observed during the site reconnaissance on 2021/09/08 (Site Visit). Estimates of quantities and areas are based on field observations and site interviews. Item repair or replacement costs are approximate only, and are based on site assessor experience with similar structures. Quotations from qualified contractors should be obtained if and when a specific item is to be addressed.

For CMG Engineering Services:  
Blair Lowe, P. Eng., Principal and Chief Engineer



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## 1 INTRODUCTION:

The sections that follow present a brief overview of the assessment methodology, property/facility description, observations, and conclusions regarding the facility elements conditions and required maintenance items. This Building/Property Condition Assessment (PCA) is intended for due diligence purposes only and does not constitute a building inspection, guarantee, warranty, or code compliance review.

**CMG ENGINEERING SERVICES CORPORATION** (hereinafter known as CMG) was commissioned by Bernita Boersma to conduct a PCA of the multi-family residential property located at 349 and 351 CUMBERLAND ST NEW WESTMINSTER BC (hereinafter known as the Site). The PCA was undertaken for general due diligence purposes and was completed in general accordance with current industry standards [American Society for Testing and Materials (ASTM) E-2018-15].

The building assessment was conducted by Mr. Blair Lowe P.Eng. on 2021/09/08 (hereinafter known as the Site Visit). During the Site Visit, Mr. Lowe was accompanied by Ms Boersma, Property Maintenance Manager and Owner who has been working at the Subject Property for approximately 15 years. The purpose of the assessment was to visually assess the present condition of the on-site property elements, buildings and related structures, providing capital expenditure estimates to be considered in the completion of a financial transaction.

As requested, this PCA does not include an assessment of the non-building elements including the asphalt covered areas, curbing, concrete walkways, landscaping, hydrants, etc.

Weather around the start of the site visit was 24 degrees Celsius with a barometric pressure of 101.7kPa and a relative humidity of 51% as measured at Pitt Meadows BC at 15:00 on 2021/09/08 for Environment Canada.

## 2 PROPERTY DESCRIPTION:

The Subject Property is located on the north side of CUMBERLAND ST in a predominately residential neighbourhood of Sapperton in New Westminster BC. For the purposes of this report it is assumed that CUMBERLAND ST is aligned in an east-west orientation although this may not exactly be the case.

The Subject Property is approximately rectangular in shape. CMG used Google Earth to calculate the area of the Subject Property, and found it to be approximately 850m<sup>2</sup> in area. BC assessment lists the property as being 10281 sqft or 944m<sup>2</sup>. The Subject Property has a down gradient from the north-west to south-east and is graded approximately evenly with the neighbouring properties in all directions with the exception of a small retaining wall on the west perimeter. The exterior ground surfaces at the Site are covered by vegetation on all sides of the property with a concrete covered parking area on the north side of unit 351, and a gravel surface parking area north of unit 349 on the north side the front of the property. CMG observed landscaped areas around the other areas of the Subject Property. Neither snow nor ice limited the viewing of the exterior features of the Subject Building and Subject Property.

For the purposes of this report, the multi-tenant duplex was divided into two sections – unit 349, or 349 CUMBERLAND ST, on the east side of the Subject Building, and unit 351, or 351 CUMBERLAND ST, on the west side of the Subject Building. Each unit is a single-family dwelling. Based on information from BC Assessment, the original portions of the

Subject Building were reportedly constructed in 1940, and are comprised of one storey with a walk-out lower level on the north side of both units that was approximately half the area of the upper levels. CMG used Google Earth to measure the approximate building footprint, and this was calculated to be approximately 170m<sup>2</sup> including overhangs. CMG measured the wall lengths and same up with a similar number. BC Assessment lists unit 349 as being 80.45m<sup>2</sup> in area with the lower level at 43.48m<sup>2</sup>. CMG could not find a similar assessment for unit 351, and we shall assume it is similar for the purposes of cost estimation.

All construction on this property is above grade on the east side, and approximately 1.5m below grade on the west side. No underground parking exists at the Subject Property. An estimated 4 parking spaces service the Subject Property.

CMG had no access to the original blueprints for the Subject Building, and all assessment was made by visual observation and from experience with similar buildings.

The construction of the original portions of the building was likely wood framed construction, likely supported by a shallow concrete foundation on a strip footing. CMG observed evidence of a poured concrete floor slab in the lower levels. The roof system was an approximately 2 in 12 sloped, rolled asphalt surface with metal counter and cap flashing that give the front of the Subject Building a castle-like appearance. The roof surface is likely supported by a wood deck and wood joists. CMG observed a painted stucco exterior finishes on the building.

### **3 SCOPE OF WORK:**

The work carried out by CMG in the completion of this undertaking was developed to reflect the requirements of the ASTM E-2018-15 protocol. Based on the requirements of the ASTM protocol, the subject assessment consisted of the following activities:

- Review of the building/property management relevant records, if provided prior to the site visit or on-site at the time of the site visit;
- Interviews (attempted) with regulatory officials, written approval from the property owner may be required, and personnel associated with the Subject Property;
- Site visit; and
- Evaluation of information and preparation of the report.

#### **3.1 LIMITATIONS:**

a. This inspection is subject to the usual limitations imposed by ownership of the property by another party, which restrict how we can examine structural detail and services hidden behind wall coverings, ceilings and other fabric. By its nature such an inspection is in some measure partial, covering only those spaces which were unlocked or otherwise open at the time of our inspection. What has been reported is taken as representative of the whole, even though not every square inch can be seen with the same degree of rigour. The report does not warrant absence of PCBs, UFFI, radon gas or asbestos at the property. We make no representation that we have examined the legal status of the property or any part of it or its

boundaries, nor that we have drawn your attention to all the formalities of all possible compliance to Building Codes and Bylaws.

b. The Use of this report is subject to the Statement of Limitations presented below. This report was prepared for the exclusive use of Bernita Boersma and to be determined. This report is based on information and data collected during the completion of a Building Condition Assessment of the site carried by CMG Engineering Services Corporation outlined in the scope section above and is based solely on the site conditions encountered at the time of the assessment and the applicable guidelines and standards in place at the time of this investigation. Any use which a Third Party makes of this report, or any reliance on discussions to be made based on it, is the responsibility of such Third Parties. CMG Engineering Services Corporation accepts no responsibility for damages, if any, suffered by any Third Party because of decisions made or actions taken by the report.

c. The material in this report reflects the judgement of CMG Engineering Services Corporation makes no guarantee for the accuracy or completeness of any third party information. If new information is discovered during future work, CMG Engineering Services Corporation should not be requested to re-evaluate the conclusions presented in this report and to provide amendments as required without remuneration and without being pre-approved by CMG Engineering Services Corporation.

d. This Assessment does not include, nor is it intended to include, any opinion regarding the suitability of any other structure on the site not in the Scope of this document for any particular function, the integrity of any other on-site buildings not in the Scope of this document or the geotechnical conditions on the site. Inspections of buildings, do not provide compliance with any environmental concerns. Should concerns regarding any issue other than structural matters that arise as a result of investigations, appropriately qualified professionals should address them.

e. **STRUCTURAL:** No physical tests were conducted and no samples of building materials were collected. If there is a requirement to assess structural integrity, further analysis of the structural elements should be conducted by a specialist, including physical tests of the materials in accordance with the current applicable Canadian Standards Association (CSA) and ASTM test procedures, where appropriate, to allow determination of the load carrying capacity of the structural elements.

f. **MECHANICAL:** The evaluation of the mechanical, plumbing, and electrical systems at the property, such as heating, ventilation and air conditioning (HVAC) systems, included discussions with the site contact, review of maintenance/servicing records for the systems, if provided, and a visual assessment of the units was conducted at the time of the site reconnaissance. The assessment did not include an intrusive investigation of wall and ceiling cavities, and mechanical, plumbing, and electrical systems. No physical tests were conducted on the mechanical, plumbing, and electrical operating systems.

g. **Code Compliance:** A detailed code compliance review was not included as part of the scope of work. However, obvious deficiencies and hazardous or dangerous building or construction situations to the best of our knowledge were noted, if and where applicable.

h. **Cost/Quantity Estimates:** The estimated costs outlined in this report are based on the conditions observed during the date of the site reconnaissance, and a minimum item repair cost threshold of \$1 000. Estimates of quantities are based on field observations and site interviews. Item repair and replacement costs are approximate only and based on the assessors past

experience with similar facilities and issues and where applicable, from other knowledgeable sources (i.e. general contractor, licensed electrician, etc.). Quotations from qualified contractors should be obtained if or when a specific item or recommendation is to be addressed.

i. This investigation did not constitute a detailed audit of Asbestos Containing Materials (ACM's). A more in depth examination of building materials may be required if future renovation, construction, or demolition would cause any potential ACM's to become damaged and/or airborne.

j. This assessment is subject to any restrictions places by physical obstructions, precipitation, denied access, inaccessible areas, time constraints, cost constraints, readily available documentation, safety considerations, confidentiality, and availability of knowledgeable individuals for interview purposes. A building condition assessment is not intended to identify any contamination although we may recommend a Phase I or II Environmental Site Assessment if we happen to see the potential for contamination. Information in this assessment may also change with time and information in this report is only accurate on the inspection date. This building assessment is a compilation and assessment of available data regarding the subject site and in no way should be considered as a recommendation or rejection of a potential property purchase but more a tool to make an informed decision.

k. This report is not to be reproduced or released to any other party in whole or in part, without the express written consent of CMG Engineering Services Corporation.

## **4 OBSERVATIONS:**

### **4.1 Site Observations:**

CMG observed main vehicular access to the Subject Property with street parking on CUMBERLAND ST, just south of the Subject Property and municipal sidewalk perimeter. CMG also observed what was likely a municipal laneway on the north perimeter of the Subject Property that provided vehicular access to the driveways for each unit. CMG observed pedestrian access to the Subject Building on one of two concrete walkways. The central walkway had an approximately 600mm long exposed aggregate concrete walkway adjacent and perpendicular to the municipal sidewalk that connected to a concrete stairway under a wrought iron vine arch. The concrete walkway continued to the south side of the Subject Building where it forked to the two curved concrete stairways up to the main entrances to each unit of the Subject Building. The concrete walkway continued east and west of the two stairways to the north and south perimeters of the Subject Building. The north exposed aggregate sidewalk block (likely 600mm x 600mm patio slabs) walkway was adjacent and perpendicular to the municipal sidewalk. This concrete walkway adjoined the east west running walkway by the south perimeter of the Subject Building, and continued northward lined with paving stones to the north-west corner of the Subject Building. A similar but wider (approximately 1200mm x1200mm) concrete patio slab walkway was observed on the east perimeter of the Subject Building that also joined the north-south running walkway by the south perimeter of the Subject Building. The east side walkway continued to the wooden stairway that leads northward, then turned eastward up to the north unit 349 egress doorway. The walkway widened to approximately 1800mm before the stairway to continue around it to a walkway around the north side of the Subject Building. The exposed aggregate patio slabs transitioned to interlocking paving stones westward to an intersection with a north-south running paving stone walkway that led to the lower level unit 349 egress door, that continued northward to the unit 349 gravel surfaced parking area and shed. CMG observed the walkway continuing past a pergola sitting area next to the Subject Building to an approximately 800m high wrought iron gate that



entered the unit 351 property. On the south-east corner of the Subject Building, the walkway transitioned southward to circular, exposed aggregate paving stones that hopped towards the municipal sidewalk in a somewhat diagonal fashion. On the north-west corner of the Subject Building, a timber-lined mixed patio slab and paving stone area led to a wooden stairway to the unit 351 north egress doorway. On the north side of the patio was a circular paving stone path that hopped to the exposed aggregate, likely poured concrete, parking area for unit 351. On the east side of the patio was a timber-nosed paving stone stairway down to the wrought iron outer gate between the units. CMG observed an at-grade egress door on the south side of the east wall that likely gives access to a crawl space/storage area there. CMG observed several stone-lined, approximately north-south running, landscaped retaining walls that stepped the elevation of the Subject Property down from north-west to south-east. CMG observed an approximately 2.5m high hedge on the east perimeter of the Subject Property. On the west perimeter CMG observed shrubs and trees south of the Subject Building, transitioning to a rock garden style retaining wall along the west side of the Subject Building that also included a wooden hatched privacy fence just north of the Subject Building. It is not clear whether the fence is owned by the Client or the neighbour to the west. The Subject Property has a down gradient from the north-west to south-east and is graded approximately evenly with the neighbouring properties in all directions, with the exception of a small retaining wall on the west perimeter.

#### **4.1.1 Topography:**

The Subject Property has a down gradient from the north-west to south-east and is graded approximately evenly with the neighbouring properties in all directions, with the exception of a small retaining wall on the west perimeter.

#### **4.1.2 Storm Water Drainage:**

CMG observed the rooftop eavestrough system go through downspouts into piping in the ground that likely carries it to the weeping/drainage tile system that was installed around the house within the past 10 years. The weeping tile was reportedly connected to the municipal storm drain system around the same time as installation. No catchment basins were observed on the Subject Property, and surface drainage likely travels overland to the neighbouring properties and municipal streets.

#### **4.1.3 Ingress and Egress:**

CMG observed main vehicular access to the Subject Property with street parking on CUMBERLAND ST, just south of the Subject Property and municipal sidewalk perimeter. CMG also observed what was likely a municipal laneway on the north perimeter of the Subject Property that provided vehicular access to the driveways for each unit. CMG observed pedestrian access to the Subject Building on one of two concrete walkways. The central walkway has an approximately 600mm long , exposed aggregate concrete walkway adjacent and perpendicular to the municipal sidewalk that connects to a concrete stairway under a wrought iron vine arch. The concrete walkway continued northward to the south side of the Subject Building where it forked to the two curved concrete stairways up to the main entrances to each unit of the Subject Building. The concrete walkway continued east and west of the two stairways to the north and south perimeters of the Subject Building. The north exposed aggregate sidewalk block (likely 600mm x 600mm patio slabs) walkway was adjacent and perpendicular to the municipal sidewalk and this concrete walkway, adjoined the east west running walkway by the south perimeter of the Subject Building, and continued northward lined with paving stones to the north-west corner of the Subject Building. A similar but wider (approximately 1200mm x1200mm) concrete patio slab walkway was observed on the east perimeter of the Subject Building that also joined the north-south running walkway by the south perimeter of the Subject Building. The east side walkway continued to the wooden stairway that led northward, then turned eastward up to the north unit 349 egress doorway. The walkway widened to approximately 1800mm before the stairway continued around it to a walkway around the north side of the Subject Building. The exposed aggregate patio slabs transitioned to interlocking

paving stones westward to an intersection with a north-south running paving stone walkway that led to the lower level unit 349 egress door, that continued northward to the unit 349 gravel surfaced parking area and shed. CMG observed the walkway continuing past a pergola sitting area next to the Subject Building to an approximately 800m high wrought iron gate that entered the unit 351 property. On the south-east corner of the Subject Building, the walkway transitioned southward to circular, exposed aggregate paving stones that hopped towards the municipal sidewalk in a somewhat diagonal fashion. On the north-west corner of the Subject Building, a timber-lined mixed patio slab and paving-stone area led to a wooden stairway to the unit 351 north egress doorway. On the north side of the patio was a circular paving stone path that hopped to the exposed aggregate, likely poured concrete, parking area for unit 351. On the east side of the patio was a timber-nosed paving stone stairway down to the wrought iron outer gate between the units. CMG observed an at-grade egress door on the south side of the east wall that likely gives access to a crawl space/storage area there.

#### **4.1.4 Paving, Curbing, and Parking:**

CMG observed an exposed aggregate poured concrete parking area on the north side of the unit 351 property, suitable for two cars to park there. CMG observed a gravel-surfaced and slightly larger parking area on the north side of the unit 349 property. No major defects were observed in the parking facilities for the Subject Property. The approximately 100m<sup>2</sup> (measured from Google Earth) gravel-surfaced parking could be converted to a concrete surface for approximately \$75 / m<sup>2</sup> for a total cost of \$7 500 (2021) CAD.

#### **4.1.5 Flatwork:**

CMG observed pedestrian access to the Subject Building on one of two concrete walkways. The central walkway had an approximately 600mm-long exposed aggregate concrete walkway, adjacent and perpendicular to the municipal sidewalk that connects to a concrete stairway under a wrought iron vine arch. The concrete walkway continued northward to the south side of the Subject Building where it forked to the two curved concrete stairways up to the main entrances to each unit of the Subject Building. The concrete walkway continued east and west of the two stairways to the north and south perimeters of the Subject Building. The north exposed aggregate sidewalk block (likely 600mm x 600mm patio slabs) walkway was adjacent and perpendicular to the municipal sidewalk and this concrete walkway adjoined the east-west running walkway by the south perimeter of the Subject Building, and continued northward lined with paving stones to the north-west corner of the Subject Building. A similar but wider (approximately 1200mm x 1200mm) concrete patio slab walkway was observed on the east perimeter of the Subject Building that also joined the north-south running walkway by the south perimeter of the Subject Building. The east side walkway continued to the wooden stairway that led northward, then turned eastward up to the north unit 349 egress doorway. The walkway widened to approximately 1800mm before the stairway to continue around it to a walkway around the north side of the Subject Building. The exposed aggregate patio slabs transitioned to interlocking paving stones westward to an intersection with a north-south running paving stone walkway that led to the lower level unit 349 egress door, that continued northward to the unit 349 gravel surfaced parking area and shed. CMG observed the walkway continuing past a pergola sitting area next to the Subject Building to an approximately 800m high wrought iron gate that entered the unit 351 property. On the south-east corner of the Subject Building, the walkway transitioned southward to circular exposed aggregate paving stones that hopped towards the municipal sidewalk in a somewhat diagonal fashion. On the north-west corner of the Subject Building, a timber lined mixed patio slab and paving stone area led to a wooden stairway to the unit 351 north egress doorway. On the north side of the patio was a circular paving stone path that hopped to the exposed aggregate, likely poured concrete, parking area for unit 351. On the east side of the patio was a timber-nosed paving stone stairway down to the wrought iron outer gate between the units.

Many of the patio slabs next to the Subject Building were not graded away from the Subject Building. Similarly, the paving stone walkways on the north side of the Subject Property were also graded towards the Subject Building. These conditions facilitate a large amount of storm water that can flow towards the foundation walls and create favourable conditions for differential settlement. The settlement issues will be discussed in the structural section below. Graded poured concrete paths and patios would be the best way to reduce the amount of water next to the foundation, and this could be completed for approximately \$9 000 (2021) CAD, assuming a 120m<sup>2</sup> total area in the flatwork on the east, west and north sides of the Subject Property. A 600mm-high retaining wall with the flatwork directing water to a catch basin north of the north outer perimeter of the Subject Building could also virtually eliminate all storm water from flowing against the north foundation wall for a total approximate cost of \$6 000 (2021) CAD.

#### **4.1.6 Landscaping and Appurtenances:**

CMG observed several stone lined approximately north-south running landscaped retaining walls that stepped the elevation of the Subject Property down from north-west to south-east. CMG observed an approximately 2.5m-high hedge on the east perimeter of the Subject Property. On the west perimeter CMG observed shrubs and trees south of the Subject Building, transitioning to a rock garden style retaining wall along the west side of the Subject Building that also included a wooden hatched privacy fence just north of the Subject Building. It is not clear whether the fence is owned by the Client or the neighbour to the west. The Subject Property has a down gradient from the north-west to south-east and is graded approximately evenly with the neighbouring properties in all directions with the exception of a small retaining wall on the west perimeter. CMG also observed shrubs and plants next to the Subject Building's foundation walls.

#### **4.1.7 Recreational Facilities:**

No on-site recreational facilities were observed on the Subject Property.

#### **4.1.8 Special Utility Systems:**

No special on-site utility systems were observed on the Subject Property.

## **4.2 Structural Frame and Building Envelope:**

### **4.2.1 Structural Frame:**

CMG had no access to the original blueprints for the Subject Building, and all assessment was made by visual observation and from experience with similar buildings. The usual finishings prevented CMG from observing structural detail within the Subject Building.

The construction of the building was likely wood framed construction, likely supported by a shallow concrete foundation on a strip footing. CMG observed evidence of a poured concrete floor slab in the lower levels. The BC assessment identified the original construction date to be sometime around 1940, and this is likely the case based on the architecture.

CMG observed evidence all around the Subject Building that would suggest that there is extensive differential settlement in the Subject Building. The water flowing around the foundation walls over the years likely softened the soil in various locations that caused the strip footings to settle, and likely crack. This has adversely affected the foundation so that vertical cracks are all over the walls on the inside and outside of the Subject Building. The south-east corner showed the most

evidence. In an interview with the Client, CMG learned that many of the cracks in and on the outside of the Subject Building opened up in the past three to five years after paint was applied to the stucco in an attempt to seal older cracks.

Internal cracks were also observed in the walls in spite of the Client's continual maintenance and care. Two in particular were observed in the south wall in unit 349 that are further evidence of differential settlement.

This condition will not likely ever change, and the structure will continue to move and shift over time causing water and animal ingress issues. The cracks also affect the stucco's ability to keep water away from the inner walls and CMG observed recent evidence of moisture damage to internal walls in unit 351 lower level.

Underpinning the foundation would be the only permanent way to fix this issue at approximate cost of \$90 000 (2021) CAD.

#### **4.2.2 Building Envelope:**

CMG observed a painted stucco exterior finishes on the building. As discussed in the previous structural section, the stucco walls were in poor condition. Stucco walls will normally last 40 to 60 years, and the likely original stucco walls are now more than 80 years old. Stucco normally becomes wet after rain, and then dries again. The tar paper in this type of building would create a barrier between the outer stucco application, the inner wall sheathing, and studs. Over time the tar paper would eventually degrade, and the moisture would eventually rot the wall sheathing. This can create mould and weaken the wall studs on the Subject Building should they also become wet. CMG learned from an interview with the Client that some previous work on the stucco had already revealed rotten wall sheathing, and the evidence of the internal moisture in the above grade walls of the lower level of unit 349 are also evidence that this condition is likely. CMG used a laser measurement tool to measure the approximate wall heights and widths around the Subject Building. Based on CMG's measurements, the total wall area, not including windows and doors, would be approximately 200m<sup>2</sup>. The cost to replace this would likely be approximately \$100 / m<sup>2</sup> for a total of \$20 000 (2021) CAD including replacement of rotten sheathing. An EIFS (exterior insulated finishing system) would likely be a similar cost, but would also include much higher levels of insulation around the perimeter.

CMG observed 7 wood framed windows in unit 351 and 4 wood framed windows in unit 349. These windows were all in poor condition- not able to be opened and providing poor insulation quality. The main entryway door to unit 349 was also in poor condition and was binding, likely due to differential settlement. The cost to replace the 11 windows and a door would likely be approximately \$12 000 (2021) CAD and this should be completed before the reapplication of the outer wall envelope system so that the windows are properly detailed with drip guards and weep screeds to reduce the chance of moisture ingress around the windows.

#### **4.3 Roofing:**

The roof system was an approximately 2 in 12 sloped rolled asphalt surface with a metal counter and cap flashing over the south, east and west perimeter parapets that give the front of the Subject Building a castle like appearance. The roof surface was likely supported by a wood deck and wood joists.

In an interview during the Site Visit, the Client indicated the slope of the roof was causing heavier rain to travel over the north side eavestroughs and directly onto the ground below. Based on this testimony the roof slope should be reduced.

CMG observed a lack of granular material on the rolled asphalt surface. The surface also had raised folds in it that was evidence of further degradation. Based on this evidence, the roof surface was in critical condition and should be replaced in the next year at a rate of \$200 / m<sup>2</sup> that will also add an insulation package to reduce the slope of the roof so that the eavestroughs can do their job and reduce storm water next to the north foundation wall. The rate will also include replacement of any rotten roof sheeting and any rotting structural wood in the roof support system. Based on an approximate rooftop surface of 170m<sup>2</sup>, the cost to resurface the roof will be \$200/m<sup>2</sup> \* 170m<sup>2</sup> = \$34 000 (2021) CAD.

The fasteners on the cap flashing were rusted, and this should also be replaced at an approximate cost of \$2 500.

The skylights were cracked, and this will likely continue as long as the building keeps shifting. The cost to replace the 2 central skylights with a similar vented style after underpinning has been completed would be approximately \$10 000 (2021) CAD.

#### **4.4 Building Interior:**

During the Site Visit, CMG observed a well maintained and clean interior.

The upper levels in both units were mostly a hardwood flooring typical of the original construction. WC areas had been upgraded to slate and/or ceramic tile.

The Client indicated the walls were lathe and plaster style walls, and CMG observed a painted surface. The lower level showed some degradation in the east wall as discussed above in the building envelope area. Ceilings were a popcorn style painted texture. Some cracks were observed in the ceiling indicating evidence of either roof or foundation settlement.

The lower level had experienced a large influx of water in the past 10 years, and the Client had dried and reinstalled the wood style flooring there in unit 349 with only minor defects. Unit 351 also had a newer likely polyvinyl chloride (PVC) flooring with the exposed concrete floor slab visible in the mechanical room.

#### **4.5 Mechanical / Electrical:**

##### **4.5.1 Plumbing:**

###### **4.5.1.1 Storm Sewer:**

See stormwater and roofing sections above for more information.

###### **4.5.1.2 Sanitary Sewer:**

The sanitary sewer system is likely provided by the greater Vancouver area's municipal sanitary sewer system. The system connects to several large sanitary sewers that are owned and operated by Metro Vancouver. These pipes likely carry wastewater to the Iona Island Wastewater Treatment Plant.

CMG did not see any evidence of sewer back-ups during the Site Visit. Having said that, the sanitary sewer is likely at the end of its life and should be replaced in the next 5 years at a cost of \$10 000 (2021) CAD.

#### 4.5.1.3 Water Supply and Waste Piping:

According to the <https://vancouver.ca> website, the water in the greater Vancouver area, including New Westminster, is drawn from the watersheds in the North Shore Mountains to be filtered in the Capilano, Seymour, and Coquitlam reservoirs and is delivered to the City by the Metro Vancouver water supply system. The <https://vancouver.ca> website suggests that some chlorine may be added to the water.

During the Site Visit, CMG observed what was likely the main water supply in the south-east corner of the lower level of unit 349. No water meter was observed there, and the service is not likely metered. The piping that came out of the flooring was a dull grey colour, a possible indicator of lead piping. Besides the evidence of possible lead piping, the piping is likely at an end-of-life condition, and should be replaced at an approximate cost of \$10 000 (2021) CAD.

During the Site Visit CMG observed two hot water heaters – one in each unit’s lower level.

In unit 349, CMG observed a Rheme style HW heater that was likely installed in 2011. This unit is likely near the end of its life, and should be replaced likely in no less than 4 years.

In unit 351, CMG observed a Bradford White HW heater that was manufactured in October 2012. This unit should likely have a lifespan of 5 more years.

#### 4.5.2 Gas Service and Supply:

CMG observed two FORTIS BC labelled natural gas meters just south of crawl space access door on the east wall. The exposed piping was in satisfactory condition and did not need to be painted. CMG was not aware of any leaks, and did not smell any fumes that might indicate a leak during the Site Visit.

#### 4.5.3 Heating Ventilation and Air Conditioning (HVAC):

##### 4.5.3.1 Heating:

CMG observed two natural gas forced heaters in each unit’s lower level.

Unit 349 had a mid efficiency furnace that was near its end-of-life. As long as a plumbing and heating company inspects this unit for safety every year, it can be continued to be used until it fails, or the heat exchangers start to rust or any other unsafe condition.

Unit 351 had a high efficiency Goodman furnace. If the goodman unit has a 120V AC motor, it will likely have a lifespan of another 8 to 10 years. The low voltage inductive motors such as those on the Lennox high efficiency furnaces tend to fail within a 5 year period, and are expensive to replace. The circuit boards are the main point of failure in high efficiency furnaces.

##### 4.5.3.2 Air Conditioning and Ventilation:

No air conditioning or ventilation units were observed on the Subject Property by CMG during the Site Visit.

#### **4.5.4 Electrical:**

##### **4.5.4.1 Electrical Supply:**

CMG observed overhead wire emanating from a pole across Cumberland St that was attached to the Subject Building on the east side of the South wall. The wire then went into a conduit, around to the east side of the Subject Building, and down to two 240V single phase electrical meters in the lower central section of the east wall.

CMG performed random electrical tests on the 110V outlets in the Subject Building, and saw no evidence of any defects. The Client indicated that an electrician came in and replaced all the original electrical wiring, and the new system should have a lifespan of approximately another 50 years.

##### **4.5.4.2 Lighting System:**

Standard incandescent and LED lighting receptacles were observed inside the Subject Building during the Site Visit. CMG observed wall-mounted motion-activated LED lighting on the east and south upper walls, and outside the entryways of the Subject Building. Municipal lighting on the south side of Cumberland St likely provides additional lighting to the south side of the Subject Building during darker hours. The daylight conditions during the Site Visit meant that the outside lighting was not on, so its operation was not verified during the Site Visit.

#### **4.5.5 Vertical Transportation:**

There was no form of vertical transportation observed during the Site Visit.

#### **4.5.6 Life Safety/Fire Protection:**

Fire safety is not in the scope of this inspection.

### **4.6 Additional Considerations:**

There are additional issues or conditions at the property in connection with commercial real estate that are outside the scope of the standard but we include them here:

#### **4.6.1 Outside Standard Practices:**

No non-scope considerations were considered in this PCA.

#### **4.6.2 Other Standards:**

No other standards were considered in this PCA.

#### **4.6.3 Additional Issues:**

Following are several non-scope considerations that users may want to assess in connection with commercial real estate. No implication is intended as to the relative importance of inquiry into such non-scope considerations, and this list of non-scope considerations is not intended to be all-inclusive:

4.6.3.1 Seismic Considerations:

The Seismic zone for the Subject Property is high, and the construction is likely grandfathered from the current seismic related building code issues. It should be noted that no evidence of damage from seismic activity was observed during the Site Visit in spite of the 80 year approximate age of the Subject Building. In spite of this, it is likely that any major seismic activity will damage the structural elements of the Subject Building.

4.6.3.2 Design Consideration for Natural Disasters (Hurricanes, Tornadoes, High Winds, Floods, Snow, etc.):

CMG did not get access to any design documents for the Site that document design considerations for natural disasters. These matters are covered in the local building code. CMG did not see any evidence during the Site Visit that could indicate that these standard design considerations were not met.

4.6.3.3 Animal Infestation:

CMG observed ant traps next to the south side of the main level of unit 349. This is evidence of animal infestation, and the likely cause would be cracked structural foundation elements that allow for the insects to enter the Subject Building.

**4.6.4 Environmental Considerations:**

4.6.4.1 Mould:

CMG did not see any evidence of mould during the Site Visit.

4.6.4.2 Indoor Air Quality:

The indoor air quality was satisfactory at the time of the Site Visit.

4.6.4.3 Property Security Systems:

CMG did not test any of the cameras or security equipment on the Subject Property.

**4.6.5 Long Term Costs:**

No long term costs were identified in this assessment.

**5 CODE COMPLIANCE OVERVIEW:**

A detailed code compliance review was not included as part of the scope of work.

**6 CLOSURE:**

Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid. This report is only valid for the point in time the observations and research were conducted.



ENGINEERING INSPECTION of 349 and 351 CUMBERLAND ST NEW WESTMINSTER BC for Bernita Boersma

The activities listed below generally are excluded from, or otherwise represent limitations to, the scope of a PCA prepared in accordance with the ASTM E 2018-15 guidelines. These should not be construed as all-inclusive or imply that any exclusion not specifically identified is a PCA requirement under the ASTM guide.

- a. Removing or relocating materials, furniture, storage containers, personal effects, debris material or finishes; conducting exploratory probing or testing; dismantling or operating of equipment or appliances; or disturbing personal items or property, that obstructs access or visibility.
- b. Preparing engineering calculations (civil, structural, mechanical, electrical, etc.) to determine any system's, component's, or equipment's adequacy or compliance with any specific or commonly accepted design requirements or building codes, or preparing designs or specifications to remedy any physical deficiency.
- c. Taking measurements or quantities to establish or confirm any information or representations provided by the owner or user, such as size and dimensions of the Subject Property or building; any legal encumbrances, such as easements; dwelling unit count and mix; building property line setbacks or elevations; number and size of parking spaces; etc.
- d. Reporting on the presence or absence of pests, such as wood-damaging organisms, rodents, or insects, unless evidence of such presence is readily apparent during the course of the field observer's walk-through survey, or such information is provided by the owner, user, property manager, etc. CMG is not required to provide a suggested remedy for treatment or remediation, determine the extent of infestation, nor provide opinions of probable costs for treatment or remediation of any deterioration that may have resulted.
- e. Reporting on the condition of subterranean conditions, such as underground utilities, separate sewage disposal systems, wells; systems that are either considered process-related or peculiar to a specific tenancy or use; wastewater treatment plants; or items or systems that are not permanently installed.
- f. Entering or accessing any area of the premises deemed to pose a threat of dangerous or adverse conditions with respect to the field observer or to perform any procedure that may damage or impair the physical integrity of the property, any system, or component.
- g. Providing an opinion on the condition of any system or component that is shut down, or whose operation by the field observer may increase significantly the registered electrical demand-load; however, CMG will provide an opinion of its physical condition to the extent reasonably possible considering its age, obvious condition, manufacturer, etc.
- h. Evaluating acoustical or insulating characteristics of systems or components.
- i. Providing an opinion on matters regarding security of the Subject Property and protection of its occupants or users from unauthorized access.
- j. Operating or witnessing the operation of lighting or other systems typically controlled by time clocks, or that are normally operated by the building's operation staff or service companies.
- k. Providing an environmental assessment or opinion on the presence of any environmental issues such as asbestos, hazardous wastes, toxic materials, the location and presence of designated wetlands, indoor air quality (IAQ), etc.

## **7 APPENDICES**

Appendix A – Site Location, BC Assessment



Appendix B – Photo Galleria

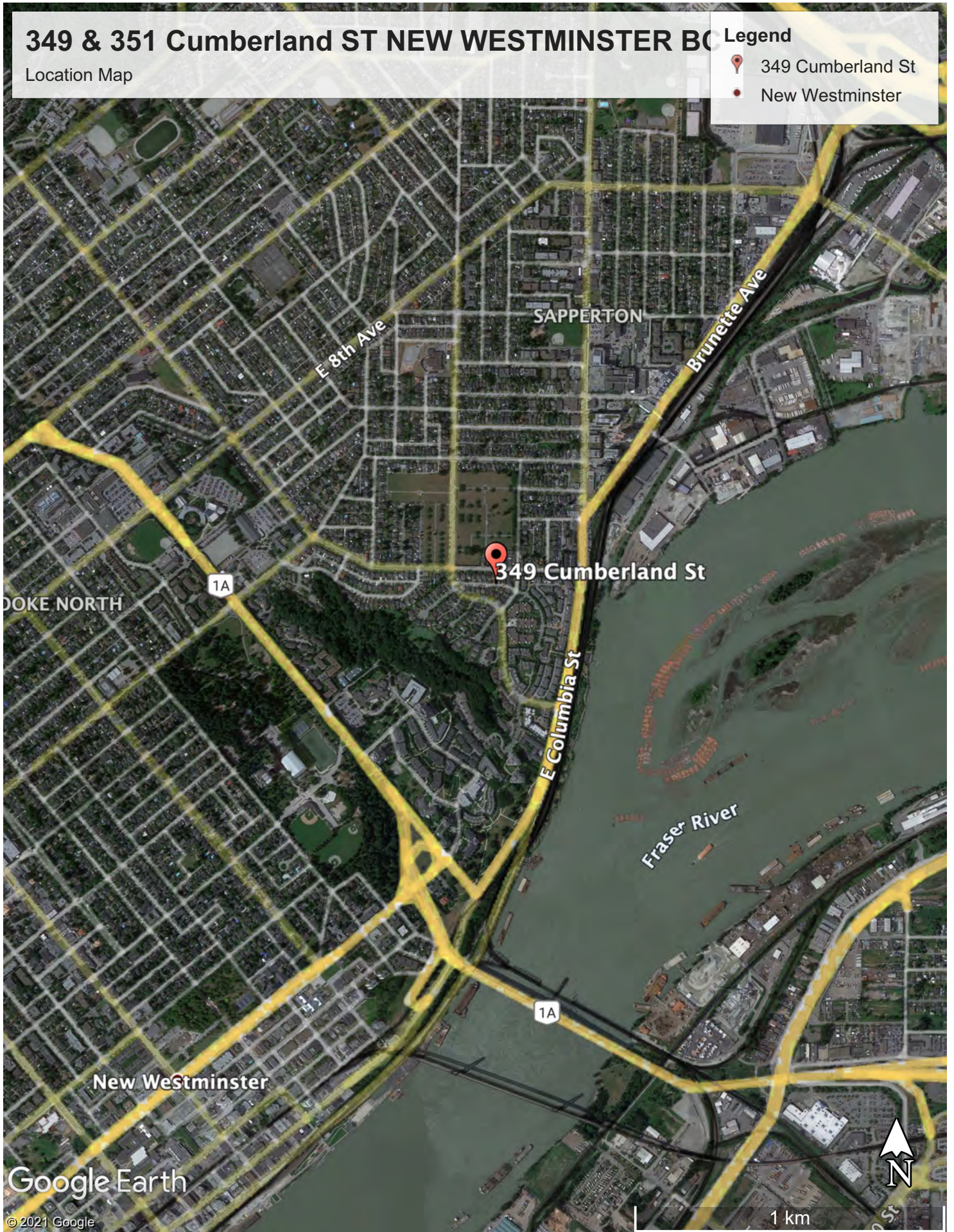
## **APPENDIX A — Location Map, BC Assessment Info**

# 349 & 351 Cumberland ST NEW WESTMINSTER BC

Location Map

## Legend

-  349 Cumberland St
-  New Westminster



9/10/2021

BC Assessment - Independent, uniform and efficient property assessment

### 349 CUMBERLAND ST NEW WESTMINSTER V3L 3G4

Area-Jurisdiction-Roll: 10-220-03799.001



10-220-03799001 12/17/2012

**Total value** **\$1,310,800**

2021 assessment as of July 1, 2020

Land	\$1,240,000
Buildings	\$70,800
Previous year value	\$1,052,900
Land	\$994,000
Buildings	\$58,900

#### Property information

Are the property details correct?

Year built	1940
Description	1 STY Duplex - Basic
Bedrooms	2
Baths	1

Carports

Garages

Land size 10281 Sq Ft

First floor area 866

Second floor area

Basement finish area 468

Strata area

Building storeys

#### Legal description and parcel ID

Lot 6 Sub Block3 Plan NWP27408 Land District 1 Land District 36

PID: 002-393-328

#### Sales history (last 3 full calendar years)

No sales history for the last 3 full calendar years

#### Manufactured home

## **APPENDIX B — Photo Galleria**

**4.1.2 Storm Drainage**

**4.1.4 Paving, Curbing, and Parking 4.1.5 Flatwork**

**4.1.6 Landscaping and Appurtenances**

**4.1.7 Recreational Facilities**

**4.1.8 Special Utility Systems**

**4.2.1 Structural Frame**

**4.2.2 Building Envelope**

**4.3 Roofing**

**4.4 Building Interior**

**4.5.1 Plumbing**

**4.5.2 Natural Gas**

**4.5.3 Heating Ventilation and Air Conditioning (HVAC)**

**4.5.4 Electrical**

**4.5.5 Vertical Transportation**

**4.5.6 Life Safety/Fire Protection**

**4.6.3 Additional Issues**

**4.6.4 Environmental Considerations**

## 4.1.2 Storm Drainage



north wall eavestrough downspouts.jpg



unit 349 - eavestrough downspout on north wall east side.jpg





view looking east along north eavestrough.jpg

## **4.1.4 Paving, Curbing, and Parking**

### **4.1.5 Flatwork**



unit 349 - concrete pad for refuse bins.jpg



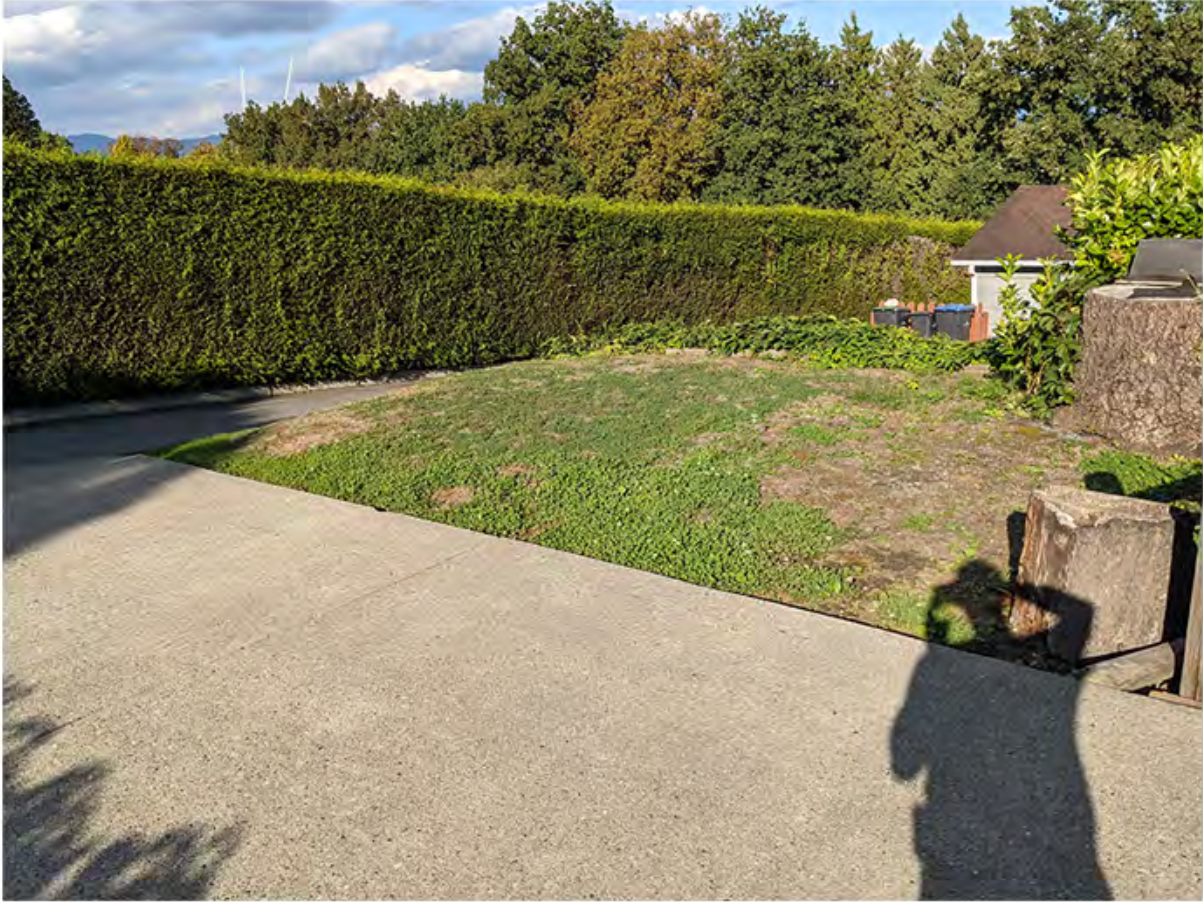
unit 349 - gravel parking pad.jpg



unit 349 - south entryway stairway cracks have increased in depth over the past 15 years.jpg



unit 351 - concrete parking pad on north side.jpg



unit 351 - view looking north-east from parking pad.jpg

## **4.1.6 Landscaping and Appurtenances**



unit 349 - pergola north of Subject Building.jpg



unit 349 - pergola with evidence of extensive rot.jpg



unit 349 - shifted paving stone path to shed and parking area.jpg



unit 349 - stairway wood near end-of-life.jpg



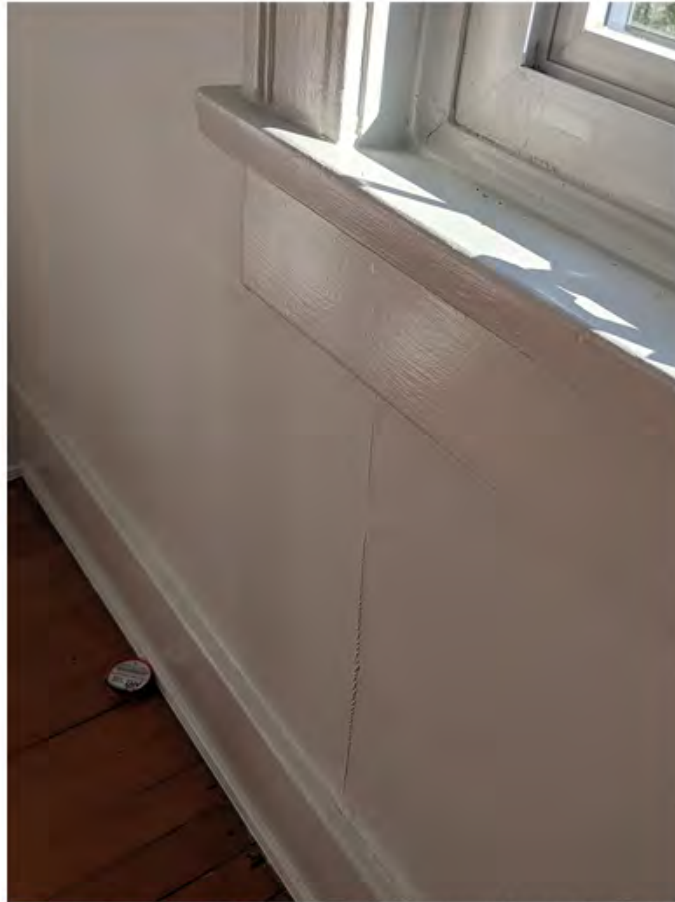


unit 351 - view looking south at parking pad shed and building.jpg

## **4.1.7 Recreational Facilities**

## 4.1.8 Special Utility Systems

## 4.2.1 Structural Frame



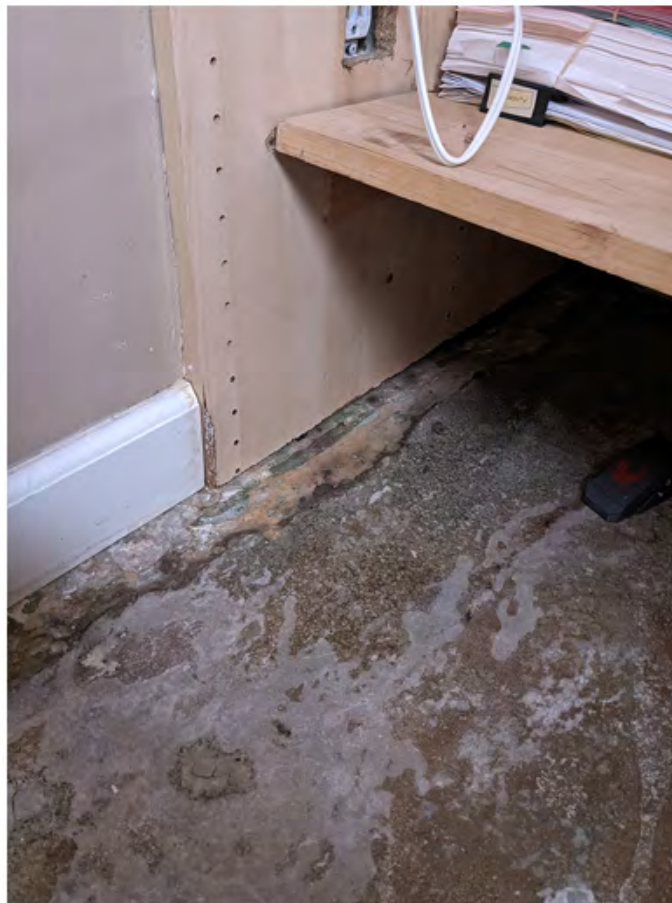
unit 349 - cracks under window in south wall shows evidence of settlement.jpg



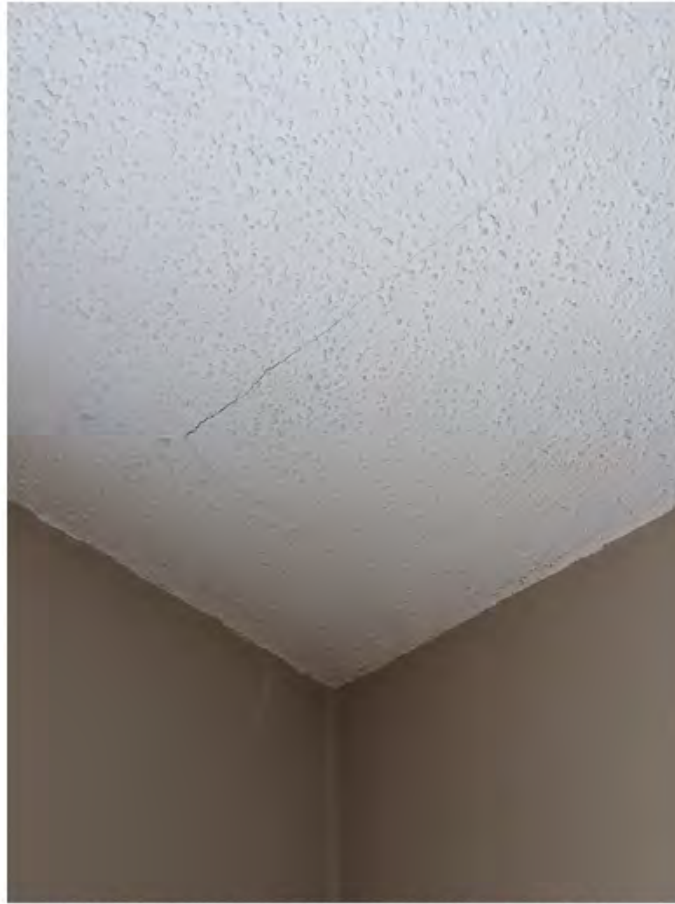
unit 351 - concrete floorslab in lower level.jpg



unit 351 - evidence of foundation settlement on south wall below window on main level.jpg



unit 351 - location of major water ingress in lower level on north wall east side.jpg



unit 351 - new crack on ceiling outside WC on main level.jpg



unit 351 - settlement in north entryway stairway.jpg



unit 351 - skylight with cracking.jpg



unit 351 - weeping tile clean-out on west outer wall.jpg



## 4.2.2 Building Envelope



crack in stucco on east wall just north of lower level crawl space door.jpg



crack in stucco on east wall south side.jpg



crack in stucco on south wall east side.jpg



crack in stucco on west wall central area.jpg



crack in stucco on west wall north side.jpg



recently opened crack in stucco on east wall above crawl space access door.jpg



south wall.jpg



unit 349 - cracks in stairwell up to south egress doorway.jpg



unit 349 - cracks in stucco above window.jpg



unit 349 - cracks in stucco on south wall justt west of entryway door.jpg



unit 349 - cracks in wall above east wall entryway.jpg



unit 349 - east wall window with no drip guard flashing above or below.jpg



unit 349 - evidence of moisture ingress above stove in lower level likely from building envelope failure.jpg



unit 349 - north wall.jpg





unit 349 - outer east wall stairway with evidence of settlement cracks.jpg



unit 349 - south doorway binding on open and closure.jpg



unit 349 - south doorway needs to be replaced due to settlement and faulty hardware.jpg



unit 351 - north entryway door.jpg



unit 351 - north wall upper level on west side.jpg



unit 351 - PVC framed window in kitchen on north wall.jpg



unit 351 - wood framed window in lower level.jpg

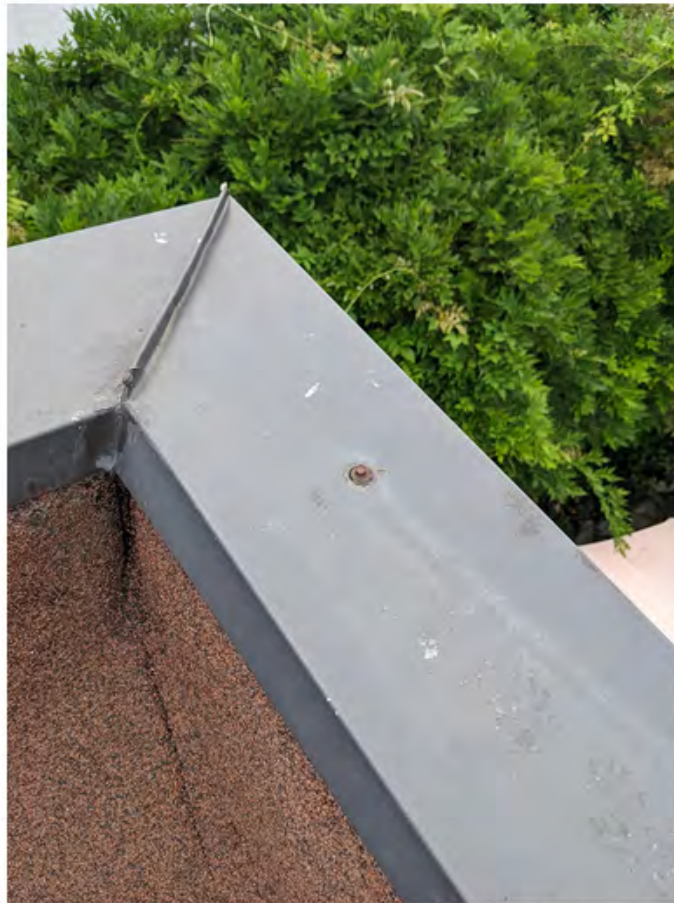


unit 351 - wood framed window in sitting area on west wall.jpg

## 4.3 Roofing



attic venting on south side.jpg



cap flashing fasteners rusting and at end-of-life.jpg



degraded granular material on south parapet.jpg



degraded rolled asphalt due to ice damming.jpg



recent crack in skylight above unit 351.jpg



rolled asphalt no longer laying flat.jpg





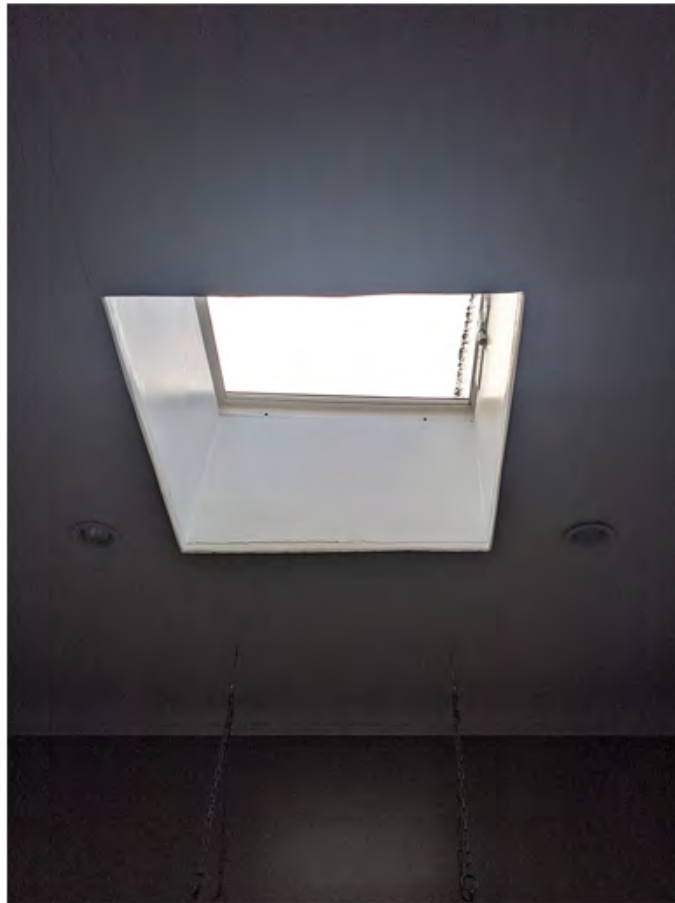
rolled asphalt seams degraded.jpg



roof surface with degraded granular material.jpg



unit 349 - sky light in upper level WC with cracks.jpg



unit 351 - kitchen skylight.jpg



view of degraded rolled asphalt surface looking east.jpg



WC skylights for both units.jpg

## 4.4 Building Interior



unit 349 - ceiling cracks.jpg



unit 349 - lower level bathroom sink needs replacement.jpg



unit 349 - lower level flooring.jpg



unit 349 - lower level WC finishings.jpg



unit 351 - ceiling in sitting room.jpg



unit 351 - flooring in upper level and stairwell to lower level.jpg



unit 351 - lower level stairway.jpg



unit 351 - main level sink.jpg





unit 351 - WC flooring wall and surround materials.jpg

## 4.5.1 Plumbing



unit 349 - water heater installed in 2011.jpg



unit 349 - water supply to Subject Building with no meter and potential lead piping.jpg



unit 351 - Bradford White HW heater MD 201210.jpg

## 4.5.2 Natural Gas



natural gas meters just south of crawl space access door on east wall.jpg

## **4.5.3 Heating Ventilation and Air Conditioning (HVAC)**



unit 349 - lower level baseboard heater.jpg



unit 349 - mid efficiency furnace likely at end-of-life with no replacement heat exchanger possible.jpg





unit 351 - likely high efficiency goodman furnace.jpg



unit 351 kitchen skylight and chimney.jpg

## 4.5.4 Electrical



single phase electrical meters for both units on central east wall.jpg



unit 349 - one of several random electrical tests.jpg



unit 349 - 100Amp electrical panel in lower level on east wall - south side.jpg



unit 351 - electrical panel west of WC on main level.jpg



unit 351 - light switch likely requires replacement.jpg



unit 351 electric dryer.jpg

## **4.5.5 Vertical Transportation**

## **4.5.6 Life Safety/Fire Protection**

## **4.6.3 Additional Issues**





unit 349 - evidence of insect ingress.jpg

## **4.6.4 Environmental Considerations**