

CITY COUNCIL MEETING AGENDA

Monday, September 13, 2021, 6:00 p.m.

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

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

Pages

1. CALL TO ORDER

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

3. REPORTS AND PRESENTATIONS FOR COUNCIL DISCUSSION AND ACTION

**3.1. Pattullo Bridge Replacement Project Heritage Alteration Permit
Application and Project Update**

- a. Presentation, Wendy Itagawa, Executive Project Director
- b. Heritage Alteration Permit: Woodlands Wall at 9 E. Columbia Street (Pattullo Bridge Replacement Project) – Consideration of Issuance

8

To request that Council issue a permit which would allow relocation of a portion of the heritage protected Woodlands Wall as part of the Pattullo Bridge Replacement Project.

Recommendation:

THAT Council issue Heritage Alteration Permit No. 186 for relocation of the Woodlands Wall at 9 East Columbia Street.

THAT Council direct staff to work with the the Reconciliation, Social Inclusion, and Engagement Task Force on the content of the proposed interpretive panels to be located at the historic Woodlands site entrance.

3.2. Homelessness Action Strategy - Proposed Plan

a. **Presentation, Director of Development Services**

b. **Homelessness Action Strategy – Proposed Plan**

52

To seek Council direction to commence work on a new Homelessness Action Strategy, which will provide a vision and plan for addressing homelessness and related issues for the next five years.

Recommendation:

THAT Council direct staff to commence work on a new Homelessness Action Strategy, which will be completed in-house and with the assistance of the New Westminster Homelessness Coalition Society, the Community Action Network, and the UBC School of Community and Regional Planning.

3.3. **Crisis Response Bylaw Amendments**

a. **Presentation, Director of Development Services**

b. **Crisis Response Bylaw Amendments**

64

To provide Council with options for responding to local and regional crises with potential City-wide bylaw amendments. These bylaw amendments would enable urgent housing and time-sensitive crisis services, including two non-market rental housing project opportunities identified at 350–366 Fenton Street and 68 Sixth Street.

Recommendation:

THAT Council direct staff to bundle development review of several Crisis Response Bylaw Amendments, with the goal of fast-tracking these review processes, and with the intention of better meeting current and near-future funding opportunities;

Recommendation:

THAT Council direct staff to draft Crisis Response Bylaw Amendments, including bylaws to enable envisioned projects at 350-366 Fenton Street and 68 Sixth Street, to present for first reading at a future Council meeting;

Recommendation:

THAT in regard to the proposed Official Community Plan Amendments, Council:

- i. *Give consideration to the requirements of Section 475 and 476 as well as other relevant sections of the Local Government Act;*
- ii. *Direct staff to advise and consult with:*
 - a. *The following nations:- Cowichan Tribes- Halalt*

First Nation- Hwlitsum First Nation- Katzie First Nation- Kwantlen First Nation- Kwikwetlem First Nation- Lake Cowichan First Nation- Lyackson First Nation- Musqueam Indian Band- Penelakut Tribe- Qayqayt First Nation- Seabird Island Band- Semiahmoo First Nation- Squamish Nation- Sto:lo Nation- Stz'uminus First Nation- Tsawwassen First Nation- Tsleil-Waututh Nation;

- b. Ministry of Transportation and Infrastructure;*
- c. the Board of Education of School District 40;*
- iii. *Not pursue consultation with:*
 - a. Board of the Regional District in which the area covered by a plan is located (Metro Vancouver);*
 - b. any greater boards or improvement districts, as none are considered to be affected by this application;*
 - c. any other provincial or federal agency, as none are considered to be affected by this application;*
 - d. Greater Vancouver Sewerage and Drainage District Board; and,*
 - e. Councils of immediately adjacent municipalities;*

Recommendation:

THAT Council direct staff to propose for consideration in the 2022 Budget Process a high-level multi-year public policy and engagement project relating to “social benefit land uses.”

4. CONSENT AGENDA

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

Recommendation:

THAT Council adopt the recommendations for items # on consent.

4.1. Broken Drug Policies: Inter-Municipal Strategic Action Committee

86

To seek Council direction for staff participation on the Broken Drug Policies Inter-Municipal Strategic Action Committee.

Recommendation:

THAT Council direct staff to participate on the Broken Drug Policies Inter-

THAT Council direct staff to pause the work of the City of New Westminster Interdepartmental Working Group on the Overdose Epidemic until spring 2022, while continuing to participate on the New Westminster Overdose Community Action Team.

4.2. Construction Noise Bylaw Exemption Request: 680 Clarkson Street Roofing Project 136

The purpose of this report is to request an exemption from the Construction Noise Bylaw to permit a crane installation and to supply roofing materials and construction equipment to the top of 680 Clarkson Street.

Recommendation:

THAT Council grant an exemption to Flynn Canada Ltd. from Construction Noise Bylaw No. 6063, 1992 for four Saturdays to occur from Saturday September 25, 2021 to Saturday January 15, 2022 from 7:00 AM to 9:00 AM for a crane installation and to supply roofing materials and construction equipment to the top of 680 Clarkson Street.

4.3. Construction Noise Bylaw Exemption Request: Metro Vancouver Sewer Inspections 143

The purpose of this report is to request an exemption from the Construction Noise Bylaw to permit overnight video inspections of the sewer lines at Glenbrook Combined Trunk Sewer along East Eighth Avenue.

Recommendation:

THAT Council grant an exemption to AquaCoustic Remote Technologies Inc. from Construction Noise Bylaw No. 6063, 1992 from Sunday September 26, 2021 to Sunday October 17, 2021 for three nights from 9:00 PM to 7:00 AM to conduct overnight video inspections of the sewer lines at Glenbrook Combined Trunk Sewer along Eighth Ave and East Eighth Avenue.

4.4. Construction Noise Bylaw Exemption Request: Metro Vancouver Sewer Upgrades 152

The purpose of this report is to request an exemption to Metro Vancouver from the Construction Noise Bylaw to permit utility hole hatch upgrades along Front Street during overnight hours from Monday, September 20, 2021 to Thursday, September 30, 2021.

Recommendation:

THAT Council grant an exemption to Metro Vancouver from Construction Noise Bylaw No. 6063, 1992 from Monday, September 20, 2021 to Thursday, September 30, 2021 from 9:00 PM to 7:00 AM to conduct utility hole hatch upgrades along Front Street.

- 4.5. **Heritage Revitalization Agreement: 102 Seventh Avenue – Preliminary Report to Council** 161
 To seek Council’s approval to proceed with processing the proposed Heritage Revitalization Agreement at 102 Seventh Avenue.
- Recommendation:**
THAT Council direct staff to proceed with processing the proposed Heritage Revitalization Agreement at 102 Seventh Avenue, as outlined in the “Consultation and Review Process” Section of this report.
- 4.6. **Investing in Canada Infrastructure Program (ICIP) - COVID-19 Resilience Infrastructure Stream (CVRIS) Grant Funding: Urban Reforestation and Biodiversity Enhancement Initiative** 185
 An informational report on grant funding, up to \$1,746,238, awarded to the City of New Westminster from the Investing in Canada Infrastructure Program – COVID 19 Resilience Infrastructure Stream.
- Recommendation:**
THAT Council receive this report for information; and
- Recommendation:**
THAT Council direct staff to proceed with next steps as outlined in this report.
- 4.7. **COVID-19 At-Risk and Vulnerable Populations Task Force Update and Next Steps** 190
 An information report to update Council on the work of the COVID-19 At-Risk and Vulnerable Populations Task Force and the receipt of two recent grants to address the impacts of the pandemic.
- Recommendation:**
THAT Council receive this report for information.
- 4.8. **Proclamation: Terry Fox Week, September 12-19, 2021** 203
- 4.9. **Minutes for Adoption: June 28, 2021 Special Regular Meeting** 204

5. **OPPORTUNITY FOR THE PUBLIC TO SPEAK TO COUNCIL – 7:00 PM**

6. **BYLAWS**

- 6.1. **Bylaws for adoption**
- a. **Street and Traffic Amendment Bylaw No. 8275, 2021** 206
 This bylaw amends Street and Traffic Bylaw No. 7664, 2015 to provide:
1. Cycling safety measures;
 2. Parameters regarding vehicle driveway access from City streets onto private property;
 3. Parameters regarding the issuance of street occupancy

permits, and

4. Parameters regarding parking and boulevard maintenance.

- | | |
|---|-----------------------|
| <p>b. Bylaw Notice Enforcement Amendment Bylaw No. 8277, 2021</p> <p>Updates to Bylaw Notice Enforcement Bylaw No. 7318, 2009 that reflect the changes made by Street and Traffic Amendment Bylaw No. 8275, 2021.</p> <p>c. Municipal Ticket Information Amendment Bylaw No. 8278, 2021</p> <p>Updates to Municipal Ticket Information Bylaw No. 8077, 2019 that reflect the changes made by Street and Traffic Amendment Bylaw No. 8275, 2021.</p> | <p>216</p> <p>235</p> |
|---|-----------------------|

7. MOTIONS FROM MEMBERS OF COUNCIL

7.1. **Downtown Recovery Strategy, Councillor Johnstone and Councillor Trentadue**

Recommendation:

Whereas Downtown is the densest and most rapidly-growing residential neighbourhood of New Westminster, representing a commitment to regional Transit-Oriented Mixed-Use development goals concentrated in identified Regional City Centres; and

Whereas the initial revitalization since the 2010 Downtown Community Plan was developed has suffered a series of more recent setbacks, including the loss of several historic buildings to fires and the loss of a major anchor retailer, while a recent loss of park space and ongoing construction serve to challenge livability goals for the downtown community; and

Whereas despite robust growth, several properties in the key blocks of Columbia Street have been derelict or vacant for many years, impairing neighborhood revitalization efforts and challenging the impression of Columbia Street as a vibrant commercial district for both residents and existing businesses;

Therefore be it resolved:

That staff review strategies and regulatory tools available to Council to support the rapid revitalization of underperforming, derelict, and vacant properties on Columbia Street in the historic Downtown, including but not limited to powers under the *New Westminster Redevelopment Act (1989)*, and

That Staff provide recommendations for rapid and medium-term actions to support the vibrancy of business, the activation of the streets, and improving the amenity value of the historic Downtown for all residents of New Westminster.

8. NEW BUSINESS
9. ANNOUNCEMENTS FROM MEMBERS OF COUNCIL
10. END OF THE MEETING

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

REPORT

Development Services

To: Mayor Cote and Members of Council **Date:** September 13, 2021

From: Emilie K. Adin,
Director of Development Services **File:** HER 00802
HAP No. 186

Item #: 2021-340

Subject: **Heritage Alteration Permit: Woodlands Wall at 9 E. Columbia Street
(Pattullo Bridge Replacement Project) – Consideration of Issuance**

RECOMMENDATION

THAT Council issue Heritage Alteration Permit No. 186 for relocation of the Woodlands Wall at 9 East Columbia Street.

THAT Council direct staff to work with the the Reconciliation, Social Inclusion, and Engagement Task Force on the content of the proposed interpretive panels to be located at the historic Woodlands site entrance.

PURPOSE

To request that Council issue a permit which would allow relocation of a portion of the heritage protected Woodlands Wall as part of the Pattullo Bridge Replacement Project.

EXECUTIVE SUMMARY

As part of the Pattullo Bridge Replacement Project there will be changes to the intersection of East Columbia Street and McBride Boulevard. The heritage protected Woodlands Wall, located at that corner, is proposed to be modified as part of those changes: approximately 25% of the Wall would be rebuilt further north in the Great Lawn park. This would allow for improved cyclist and pedestrian access and safety at the intersection.

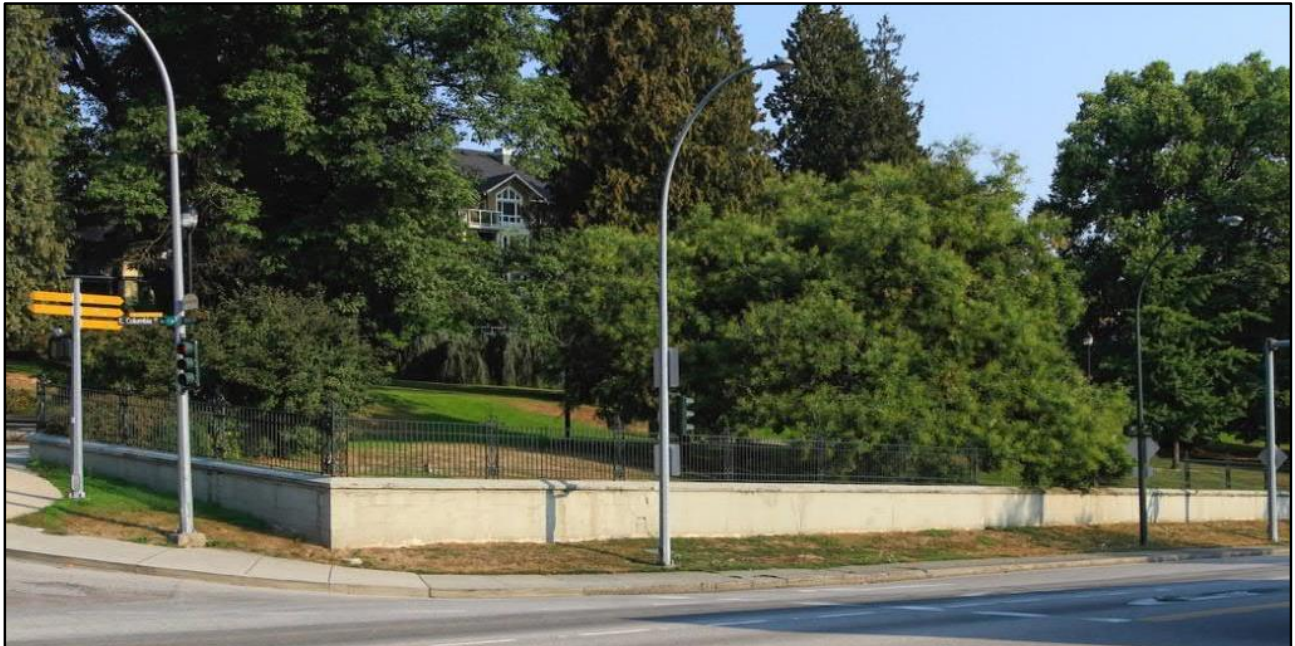
Also as part of the work, the current plaza would be enlarged and would include new interpretive panels and historic markers for the Woodlands' site entrance. The provincial team conducted community consultation on the plans for the Wall and plaza this

summer, and received general support. The Heritage Alteration Permit (HAP) required to authorize this element of the bridge replacement project is attached for Council's consideration as Attachment 1.

BACKGROUND

Site Description

The Woodlands Wall was constructed in 1909 and is over 300 meters (>1,000 feet) long. The Wall has a concrete base, surmounted with ornate filigree wrought iron panels which are each around 1.4 meters (4.5 feet) high. Information about its physical context in the Great Lawn park at 9 East Columbia Street is available in Attachment 5. Figure 1 below is a current photograph of the segment of the Wall at the intersection of East Columbia and McBride Boulevard.



*Figure 1: Current Photograph of the Woodlands Wall
(provided by Fraser Crossing Partners)*

Heritage Value

The heritage value of the Woodlands site overall is connected to the history and evolution of mental health care in the province, as well as its being a source of historic growth and employment in the city of New Westminster. This history is physically represented by preservation of various elements from Woodlands including buildings like the Nurse's Lodge, the perimeter wall (subject of this report) and a marker for the Centre Block building's location.

As stated in the Woodlands Wall's Statement of Significance (Attachment 2), Woodlands' history "offers important lessons about nineteenth and early twentieth

century attitudes towards mental health issues, and the development of humane treatment and occupational therapy programs". The history of the site is not always positive but remembering it is important for the New Westminster community and the province.

The value of the Woodlands Wall was previously assessed as part of the process to develop the Victoria Hill neighbourhood in the early 2000s, which resulted in its municipal heritage protection (see below). At their July 7, 2021 meeting, the Community Heritage Commission reviewed and confirmed the Wall's heritage value in today's contemporary context. Minutes from that meeting are available in Attachment 3.

Heritage Protection

The Woodlands Wall, the Great Lawn Park, and several significant trees are protected by a Heritage Revitalization Agreement and Designation Bylaw (2003). As a result, a Heritage Alteration Permit (HAP) is required in order to permit modifications to the Wall. The HAP for this project is Attachment 1.

Proposed alterations and additions to protected heritage structures are reviewed through this permit process to determine the appropriateness of the proposed changes in relation to the character defining elements of the structure. For an HAP to be approved, the changes proposed should reflect heritage conservation best practice and be consistent with the intent of the heritage protection bylaws.

Pattullo Bridge Replacement Project

The Province is replacing the existing Pattullo Bridge with a new safer and more modern four-lane bridge that improves walking, cycling, and driving. The Province has awarded the contract to build the new bridge to Fraser Crossing Partners (FCP).

Throughout the project, the City, Province, and FCP have been working closely to ensure that the new bridge is successfully integrated into the urban fabric of New Westminster. Collaboration between the City and the Province is guided by a Municipal Agreement that was entered into in September 2019.

The Municipal Agreement includes a requirement for the project team to limit the scope of modifications to the Woodlands Wall as much as is reasonably practical. Additional requirements from the Municipal Agreement relevant to modifications to the Wall are summarized in Attachment 4.

FCP's design for the new bridge's landing in New Westminster has an impact to a portion of the Woodlands Wall at the corner of East Columbia Street and McBride Boulevard. A primary objective of the design is improved access and safety for pedestrians and cyclists at this intersection.

Intersection Safety

Due to the current location of the Wall, there are limited sight lines for vehicles turning right from East Columbia Street onto McBride Boulevard, making it challenging to see pedestrians and cyclists at the northeast corner and as they cross McBride Boulevard. Current restrictions are in place for right turns at this location. However, public concerns and intersection surveys both confirm that some right turning vehicles are not complying with the signal control, and not yielding to pedestrians and cyclists.

A Road Safety Auditor was retained by the Provincial project team to assess the proposed design, as well as other alternatives aimed at reducing the impact to the Wall. The Auditor determined FCP's proposed approach to be the preferred option. City Engineering staff have reviewed the assessment and concur with the conclusions.

The length impact on the Wall was determined by the vehicle sight-triangle zone (identified to improve safety at the intersection), as shown with the yellow area in Figure 2 below.

PROJECT PROPOSAL

As required by the Municipal Agreement, Fraser Crossing Partners (FCP) has applied for a Heritage Alteration Permit (Attachment 1) to amend the heritage bylaws that provide formal protection to the Woodlands Wall. If approved, this would allow demolition and reconstruction of approximately 25% of the Wall.

Relocation of Wall

It is proposed that an 85.5 metre (280 foot) length of the Woodlands Wall, including the entire 10.5 metre (34.5 feet) return along McBride Boulevard and 75 metres (246 feet) along East Columbia Street, be relocated north of its current location, as shown in Figure 2 below.

The original Wall is generally straight along both McBride Boulevard and East Columbia Street. The proposed new sections would angle away from East Columbia Street to a higher location on McBride Boulevard. The McBride return would be the most visually changed: it is proposed to be canted (angled) on the corner, and relocated away from its current location at the intersection's curb.

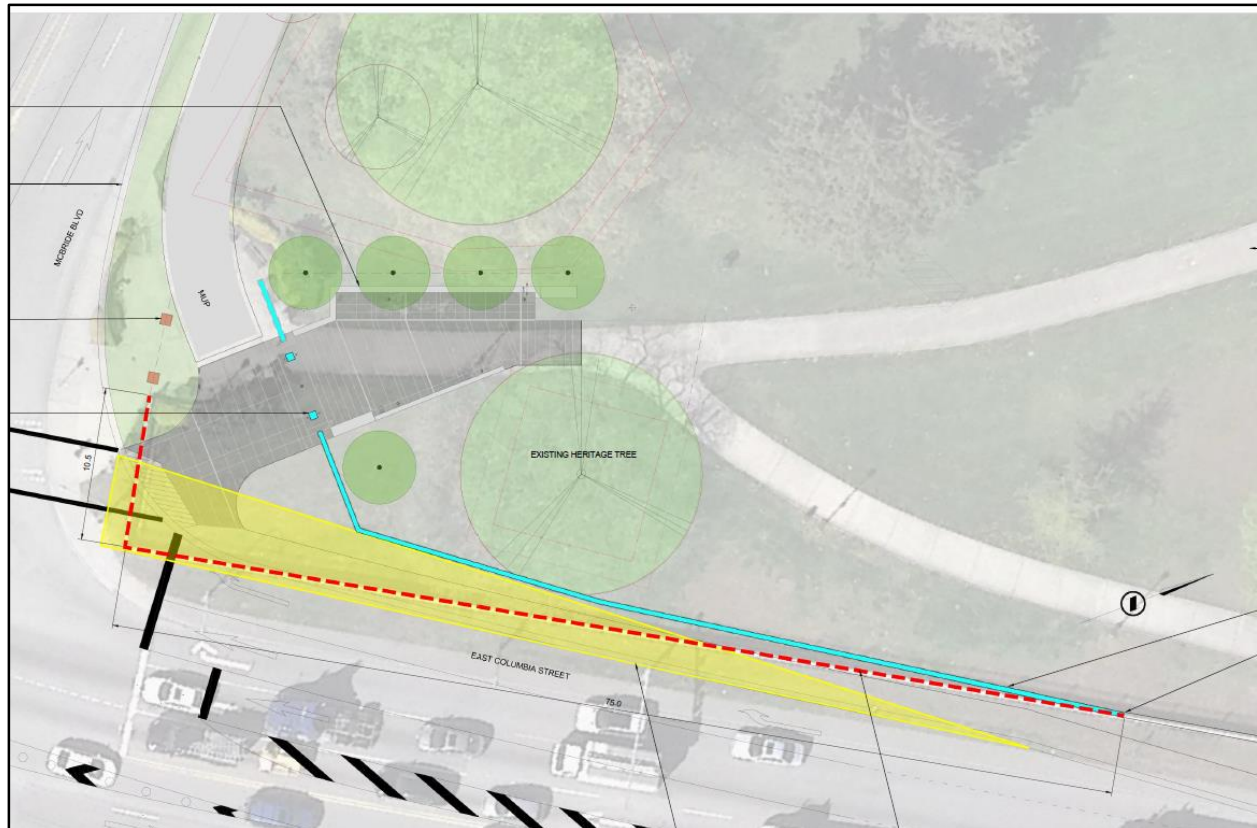


Figure 2: Diagram of proposed wall demolition (dashed red), new wall construction (solid blue), and vehicle site-triangle zone (shaded yellow)

The concrete base of the Wall would be demolished and reconstructed with in-kind materials which would visually match the remainder of the Wall. The majority of the decorative wrought iron would be restored and re-installed on the new base. The Wall would be cut between wrought iron panels, so there would be little visual impact at the point of change. Drainage would be installed along the new section of the wall, preventing future water damage. No heritage trees are proposed to be removed, and impact would be carefully monitored throughout construction.

Entryway Plaza

In the 2000s when the Victoria Hill neighbourhood was established, a plaza was constructed at the entryway to the Woodlands site at the corner of East Columbia Street and McBride Boulevard. At that time, the site's historic gate posts were re-created in the plaza. An image of the current plaza is in Attachment 5.

As part of the Pattullo Bridge Replacement Project, the plaza will increase in size. It will be elongated to connect a new multi-use pathway along McBride Boulevard with the Central Valley Greenway and cyclist access to the new bridge. The new plaza is shown in Figure 2 above in dark grey. The new design also better addresses the steep slope of the intersection and keeps pathways away from the road, with the goal of increased pedestrian and cyclist safety. The final design for the new connections is pending, but

the City is working in collaboration with the Provincial team and community stakeholders as per the Municipal Agreement.

Though the heritage protection bylaws for the Woodlands site do not include the plaza area, the plaza is being designed to highlight the heritage features and related protected trees. The plaza will include:

- new replica gate posts at the entrance to the Great Lawn;
- stone markers for the original gate post location nearer to McBride Boulevard;
- interpretive signage related to the Woodlands Wall and site;
- distinctive paving and retaining walls which reflect the Wall and the Woodlands Center Block marker (tying the two sites together);
- seating areas for rest along the multi-use path and for contemplative thinking in the space;
- retention of all heritage trees; and
- re-use of remaining non-restored wrought iron from the Wall in the landscaping.

Stakeholder groups have already provided some feedback related to the language and content of the signage. This new signage would be guided by the Provincial team's heritage consultants as well as be based on learnings from, and references to, the signage at the nearby Woodlands Centre Block (installed in 2016). This signage is not expected to be as extensive as the Centre Block's.

As the plaza and interpretive signs do not form part of the HAP (Attachment 1) which Council is considering through this report, staff propose that the drafts of the signage be workshopped with the Reconciliation, Social Inclusion, and Engagement (RSIE) Task Force as part of the City's continued involvement in their design.

REVIEW PROCESS AND PUBLIC CONSULTATION

Review Process

The Heritage Alteration Permit application was reviewed as follows:

Milestone	Date (2021)
Application and inter-departmental staff review	March-May
Preliminary report to Council	June 21
Applicant-led community consultation	July-August
Council's consideration of permit issuance	September 13 (we are here)

Consultation Events

The applicant-led consultation included three components through which there was felt to be general support for the proposed changes at the intersection. Each component of the consultation is listed and described below. For further details, see the applicant's summary of their consultation program which is included as Attachment 6.

1. Community Heritage Commission (CHC) Review

The CHC moved a recommendation of support for the HAP and the new plaza design. Minutes from the meeting are available in Attachment 3.

2. Stakeholder Workshops

- a. New Westminster Heritage Preservation Society
- b. Community Living Society
- c. Inclusion BC

Comments received from the above groups have been incorporated in the proposal. Interest was shown by both Inclusion BC and the Community Living Society to continue engagement as the content of the interpretation panels and markings in the plaza evolve. Both organizations noted that it is important to involve survivors and their families in those discussions. FCP is working with these groups and the City towards completing the panel text in the spring of 2022.

3. Online Open House and Public Survey

Approximately 30 people attended the online open house and 14 comment cards were submitted in the following weeks. There was some concern for how the historical significance is understood and how it will be appropriately and respectfully represented in the final design of the plaza, and several technical comments were received related to plaza design. Overall there was support for alterations to the Wall.

NEXT STEPS

Should Council issue the Heritage Alteration Permit, the project would proceed as follows:

Next Step	Timeframe	Collaboration
Building Permit for the Wall	Construction likely to begin in spring 2022	With supervision from the project's heritage professional and arborists
Design of Interpretative Panels	Ongoing fall 2021-spring 2022 with installation in mid-late 2022	With City staff and RSIE Task Force, and stakeholder groups
Finalization of Entry Plaza Design	Spring-summer 2022	With City staff as part of the multi-use path and intersection design

INTERDEPARTMENTAL LIAISON

A project team has been established for the Pattullo Bridge Replacement Project that includes multiple staff from the Engineering, Parks and Recreation, Development Services, and Electrical Departments. The project team has been involved in the review of the design details of the intersection and the new entry plaza.

OPTIONS

The following options are available for Council's consideration:

1. That Council issue Heritage Alteration Permit No. 186 for relocation of the Woodlands Wall at 9 East Columbia Street.
2. That Council direct staff to work with the Reconciliation, Social Inclusion, and Engagement Task Force on the content of the proposed interpretive panels to be located at the historic Woodlands site entrance.
3. That council provide staff with alternative direction.

Staff recommend options 1 and 2.

ATTACHMENTS

Attachment 1 – Heritage Alteration Permit No. 186, 2021

Attachment 2 – Woodland's Wall Statement of Significance

Attachment 3 – Excerpt of Minutes from the July 7, 2021 Community Heritage Commission Meeting

Attachment 4 – Municipal Agreement Expectations Regarding the Woodland's Wall

Attachment 5 – Site Characteristics and Context Information

Attachment 6 – Applicant's Consultation Summary

APPROVALS

This report was prepared by:

Britney Dack, Senior Heritage Planner

This report was reviewed by:

Lynn Roxburgh, Acting Supervisor of Land Use Planning and Climate Action

John Stark, Supervisor of Community Planning

This report was approved by:

Emilie Adin, Director of Development Services

Lisa Spitale, Chief Administrative Officer

Attachment 1

Heritage Alteration Permit No. 186, 2021

Heritage Alteration Permit No. 186

File No.: HER00802

1. This Heritage Alteration Permit is issued to:

Jeff Spruston
c/o Fraser Crossing Constructors General Partnership
#2000 – 595 Burrard Street, Vancouver BC
P.O. Box 4912 V7X 1J1
jspruston@fcgp.ca

(the “Applicant”)

2. This Heritage Alteration Permit applies to, and only to, those lands within the City described below, and any or all buildings, structures and other development thereon:

Civic Address: *9 East Columbia Street*

Legal Description: *LOT 6, DISTRICT LOT 115, NEW WEST DISTRICT, PLAN BCP21830 GROUP 1.*

Parcel Identifier: *026-566-516*

(the “Lands”)

3. This Heritage Alteration Permit is required by:

- ☒ a heritage designation bylaw
- ☒ a heritage revitalization agreement
- ☐ a heritage conservation area designation
- ☐ a temporary heritage protection order
- ☐ a heritage conservation covenant
- ☐ a temporary control period

4. This Heritage Alteration Permit is issued subject to compliance with all the bylaws of the City applicable to the Lands, except as specifically varied by this Permit or the Pattullo Bridge Replacement Project Municipal Agreement (2019, and as amended).
5. The provisions of the following bylaws adopted under Part 15, Division 4, 5, or 7 of the Local Government Act (RSBC 2015) or predecessor legislation are varied or supplemented as indicated:

Heritage Revitalization Agreement Bylaw No. 6868, 2003 and
Heritage Designation Bylaw No. 6874, 2003 by allowing:

- i. 85.5 metre (280 foot) length of the Woodlands Wall, including the entire 10.5 metre (34.5 feet) return along McBride Boulevard and 75 metres (246 feet) along East Columbia Street, to be relocated north of its current location.

- ii. Concrete base of wall to be demolished and rebuilt in-kind in new location.
- iii. Wrought iron fencing to be restored and reinstalled on new concrete base.
- iv. Fencing to be cut at a panel end to reduce visible impact of change.
- v. Appropriate drainage to be installed along new portion of wall base.

- vi. Plaza to be repaved and extended with new retaining walls as required.
- vii. New outdoor furniture, landscaping, and lighting to be installed in plaza.
- viii. New symbolic gate posts to be constructed in plaza.
- ix. Markers for historic gate post location to be installed in plaza area.
- x. Interpretive signage to be installed at gate posts or in plaza.

All changes and restoration work are to be reviewed by the project's heritage professional.

6. The Lands shall be developed strictly in accordance with the terms, requirements and conditions of this Permit including the plans and specifications

Titled: PATTULLO BRIDGE REPLACEMENT PROJECT SEGMENT 1
NEW HERITAGE WALL
Prepared by: VIA, HATCH, and Fraser Crossing Constructors GP
Numbered: 361955-72-260-S10122 to 361955-72-260-S10129, inclusive
Dated: 2021-01-28

copies of which are on file at the offices of the City, and reduced copies of which are attached to and form part of this Permit.

7. The work authorized by this Permit must be done according to the following schedule:
- i. Work must be completed within **60 months** and not later than **December 31, 2026**.
8. If the Applicant does not substantially commence the work authorized by this Permit within **24 months** of the date of issuance of this Permit, the Permit lapses.
9. As a condition of the issuance of this Permit, the City of New Westminster is holding the Security set out below to guarantee the Applicant's performance of the terms, requirements and conditions of this Permit. The City may undertake and complete the work required to satisfy a term, requirement or condition of this Permit, or to ameliorate the effects of the Applicant's contravention or noncompliance, at the cost of the Applicant, and may apply the Security in payment of the cost of the work and incidental expenses the City has incurred, with any excess to be returned to the Applicant. There is filed accordingly:
- i. an Irrevocable Letter of Credit in the amount of \$0.
10. If the amount of the Security is insufficient, the City may add the remaining cost of the work undertaken and incidental expenses, to the taxes payable with respect to the Lands.
11. All plans and specifications included in this Permit are subject to any changes required by the Building Inspector or Approving Officer in cases where the plans and specifications do not comply with the Building Code or any provincial or City enactment, and such non-compliance is not specifically permitted by this Permit.

12. Minor variations of the plans and specifications that do not substantially alter the work described in the plans and specifications may be permitted if approved, in advance and in writing, by the City Planner.

13. This Permit is not a Development Permit or a Building Permit.

Authorizing Resolution of City Council:

Authorized signatories:

Jacque Killawee, City Clerk

Mayor Jonathan X. Cote

Date of Issue

It is an offence under Part 15 of the Local Government Act, punishable by a fine of up \$50,000 in the case of an individual and \$1,000,000 in the case of a corporation, to fail to comply with the requirements and conditions of a Heritage Alteration Permit. In addition, the City may file a notice of contravention with the Land Title and Survey Authority against the Applicant's Title to the Lands.



PROPOSED SITE PLAN
SCALE: NTS

DESIGNED BY: HATCH LTD. DATE: 2021-02-17

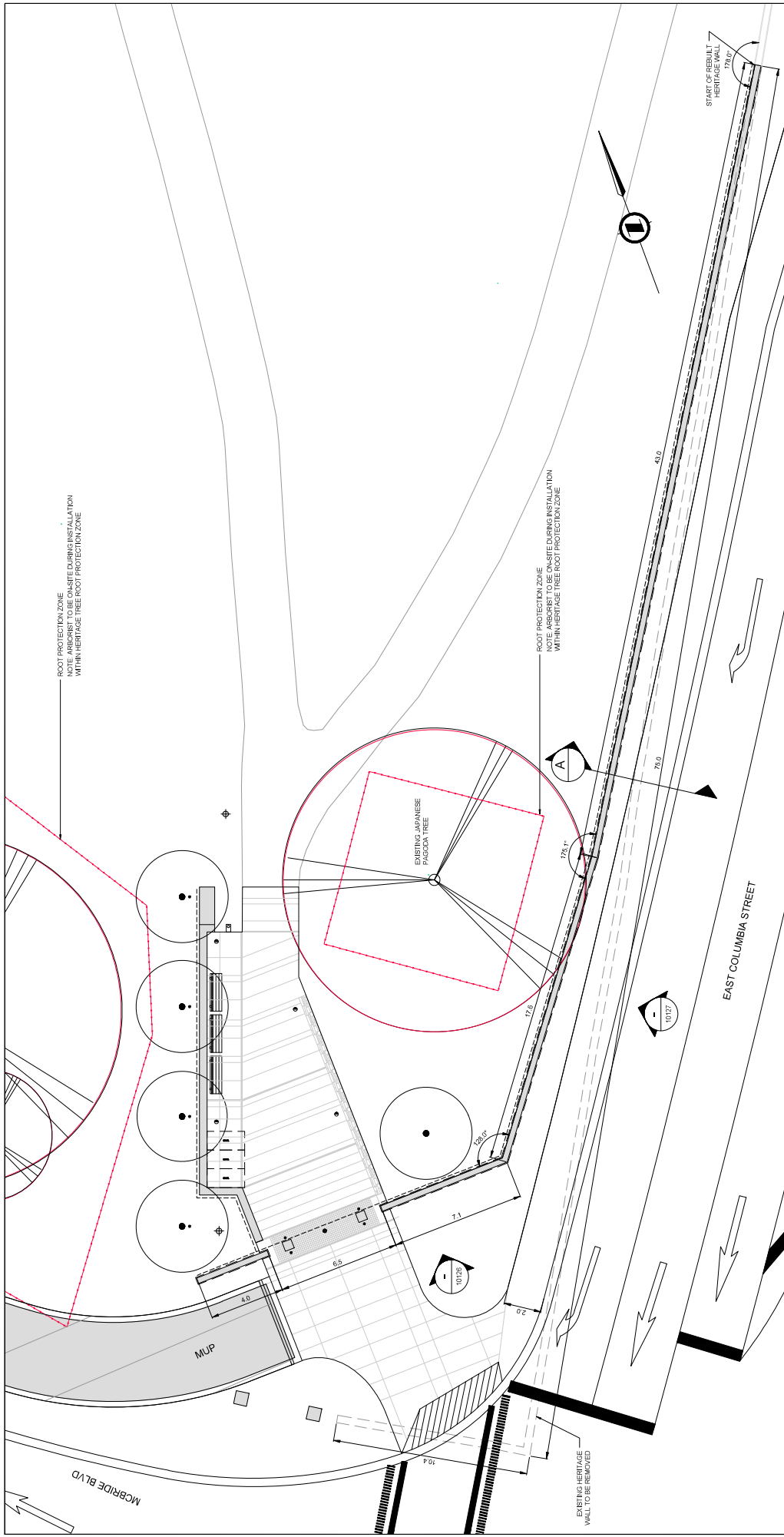
APPROVED BY: [Signature] DATE: 2021-02-17

PROJECT NUMBER: 361955-72-260-510122

SCALE		DATE		REVISIONS		SIGNATURE	
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PRELIMINARY
FOR INFORMATION ONLY
2021-02-17

NOT FOR
CONSTRUCTION



BRITISH COLUMBIA
TRANSPORTATION INVESTMENT CORPORATION
PBR-HATCH-INDOMG-10123



SCALE

CONTRACT NUMBER: 381955-72490-S-10123

DATE: 2023-03-28

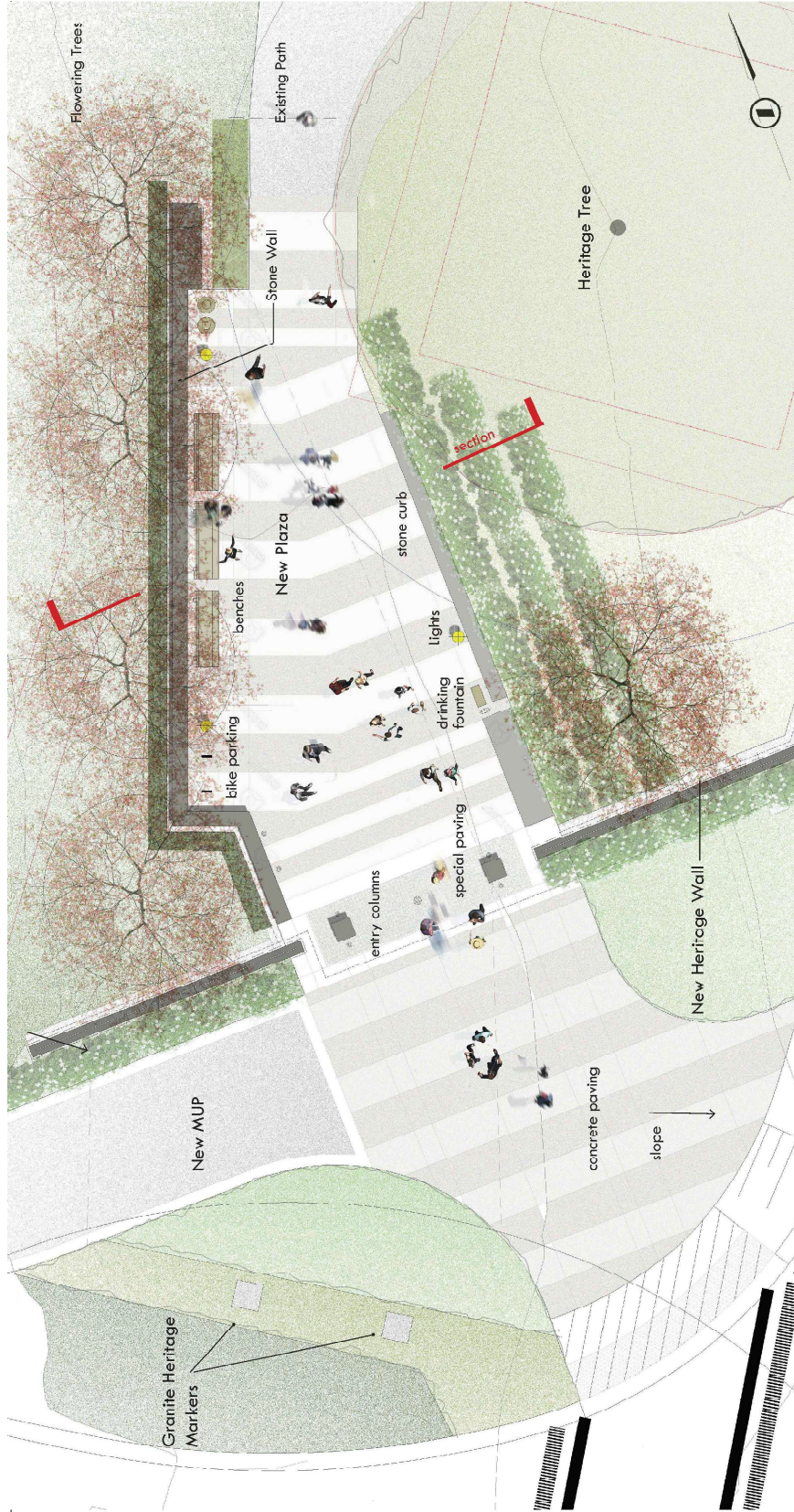
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APPROVED: [blank] DATE: [blank]		DRAWN: [blank] DATE: [blank]	
PROJECT NUMBER: 381955-72490-S-10123		SHEET NUMBER: 1	

PLAN - PROPOSED NEW HERITAGE WALL

SCALE: 1/100

- NOTES:
- 1. TOTAL LENGTH OF WALL: 178.0m
 - 2. TOTAL LENGTH OF WALL: 178.0m
 - 3. NUMBER OF SEGMENTS OF IRON WROUGHT RAILING PANEL REMOVED: 25
 - 4. NUMBER OF SEGMENTS OF IRON WROUGHT RAILING PANEL REUSED: 22
 - 5. NUMBER OF SEGMENTS OF IRON WROUGHT FENCING REMOVED: 20
 - 6. NUMBER OF SEGMENTS OF IRON WROUGHT FENCING REUSED: 19



WOODLAND PLAZA CONCEPT PLAN

SCALE: NTS

DESIGN DOCUMENT NO.
PBR-HATCH-LND-DMG-10125



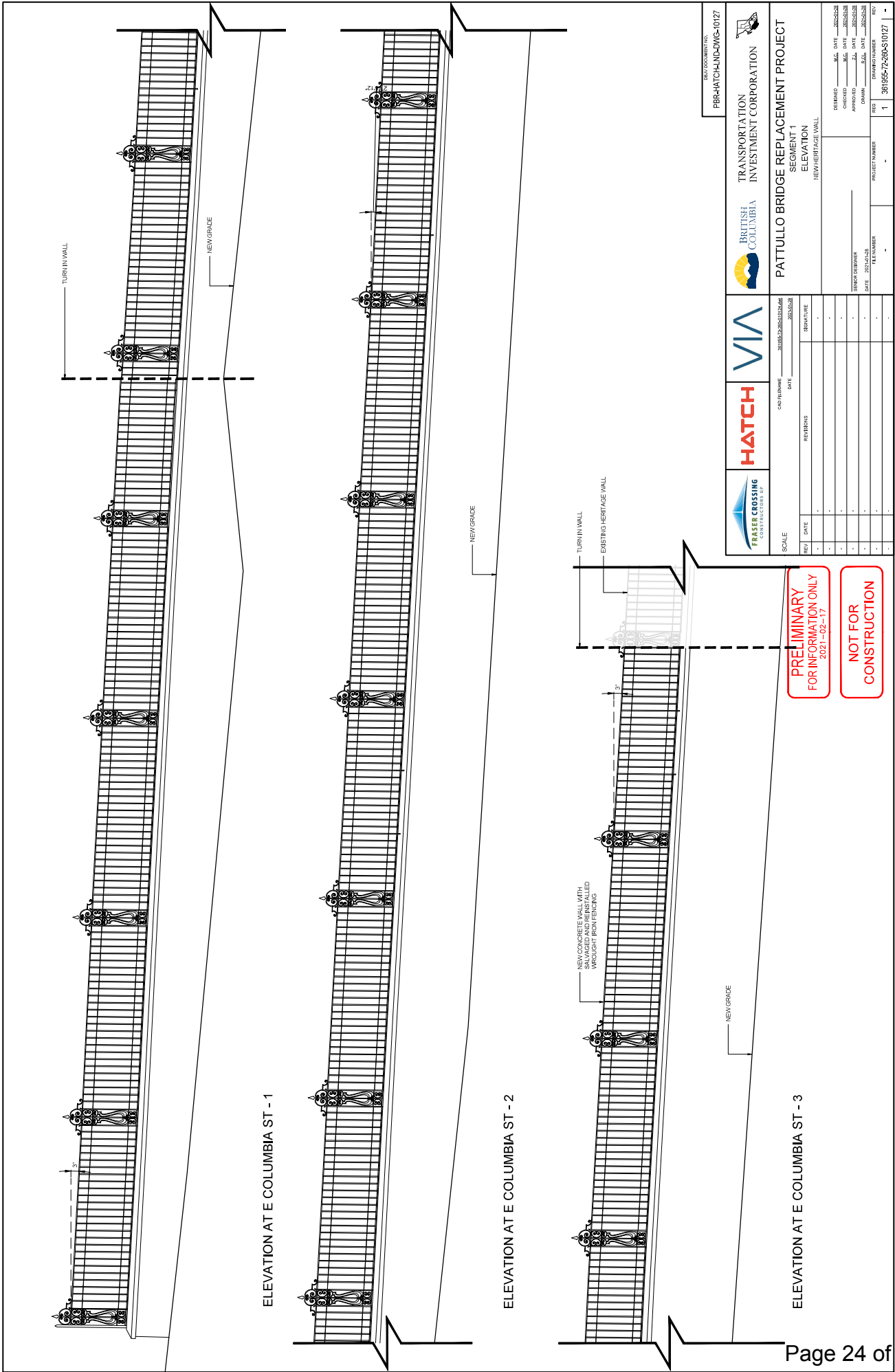
PATTULLO BRIDGE REPLACEMENT PROJECT
SEGMENT 1
PLAN
WOODLAND NODE

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DESIGNED	DATE	2021-02-17
CHECKED	DATE	2021-02-17
APPROVED	DATE	2021-02-17
OWNER	DATE	2021-02-17
PROJECT NUMBER	361955-72-260-510125	
REVISION NUMBER	1	

PRELIMINARY
FOR INFORMATION ONLY
2021-02-17

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ELEVATION AT E COLUMBIA ST - 1

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FRASER CROSSING CONSTRUCTORS OF		HATCH		VIA		BRITISH COLUMBIA		TRANSPORTATION INVESTMENT CORPORATION		PBR-HATCH-LND-JMG-10127	
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Attachment 2

Woodlands Wall Statement of Significance

Statement of Significance

From City of New Westminster

(http://arcgis.newwestcity.ca/images/heritageregister/sos/SOS_0017.pdf)

Description of Historic Place

The Woodlands Wall is located at 9 East Columbia Street, New Westminster, running the full width of the Woodlands site, adjacent and parallel to Columbia Street, with a short return along McBride Boulevard. It is composed of a linear concrete wall surmounted by decorative wrought iron railings. The base of the wall is a cast-in-place, continuous concrete wall, with a sloped top with projecting coping on each side. The vertical faces of the concrete are parged on both sides with a mortar skim-coat, scored with lines to resemble traditional ashlar stone construction. The wrought iron fence has regularly spaced ornate filigree panels. A pedestrian gate that provided a central access to the site is flanked by cast concrete posts with flared caps, surmounted by wrought iron scroll-work that formed the base for decorative lighting.

Heritage Value of Historic Place

The Woodlands site represents the long-term evolution of provincial mental health care. The first large-scale mental health institution in the province, for nearly a century Woodlands played an important role in the institutional and cultural history of New Westminster as a care facility for the mentally ill and mentally handicapped. Opened in 1878, the Asylum, renamed the Provincial Hospital for the Insane in 1897, and Woodlands School in 1950, continued to operate until 1982. Its history offers important lessons about nineteenth and early twentieth century attitudes towards mental health issues, and the development of humane treatment and occupational therapy programs. Five early buildings remain on the Provincial Asylum's twenty-six hectare site, and the Woodlands Wall is a significant surviving portion of the site's landscaping and marks its southern and most public boundary.

The heritage value of the Woodlands Wall is additionally associated with its role as part of the ongoing development of the Woodlands complex. Constructed in 1909, this wall replaced a high wooden

fence, and demonstrates the Province's desire to imbue Woodlands with a sense of permanence and respectability. The craftsmanship and design of the wrought iron work is of the highest order. Manufactured in a consistent module, the iron work predates the use of welding. Periodic ornate filigree panels were anchored into the concrete, braced with diagonal struts on the uphill side. These panels are made of intricately rivetted, screwed and bolted wrought iron, and their attenuated swirling vertical lines reflect an Art Nouveau sensibility. Between each fixed vertical panel, a fence panel was installed, rivetted at the top and bottom, passing through square holes in intermediate flat bar rails. This combination of fixed ornate panels with simpler infill panels is a clear and logical ordering element that sets up a pleasing visual rhythm, avoiding a monotonous appearance. The manufacturer, Westminster Iron Works Company Ltd., was established in New Westminster by its founder John Reid (1852-1949) in 1874. The ornamental iron work department of the firm was largely developed and supervised during the company's early years by master ironworker James Auld Blair (1877-1957). This firm was also responsible for the ironwork on the Central Park Gate in Burnaby, undertook most of the early decorative ironwork in New Westminster and was also responsible for some landmark projects in Vancouver.

The City of New Westminster has recognized the outstanding architectural, historical and contextual value of Woodlands, and has participated in a plan for the preservation of historic buildings, landscaping and specimen trees on the site within the context of its redevelopment as a residential community.

Character-Defining Elements

Key elements that define the heritage character of the Wall at Woodlands include its:

- location across a sloping site, at the south perimeter of the Woodlands property, facing Columbia Street and returning along McBride Boulevard;
- parged concrete base wall scored with ashlar lines;
- wrought iron railing with regular spaced decorative panels anchored into the concrete wall, with simpler fence panels attached between each fixed panel;
- pedestrian gate with concrete piers with decorative wrought iron light bases;
- associated landscape features including grassed lawn area and boulevard, and numerous large, mature trees.

I

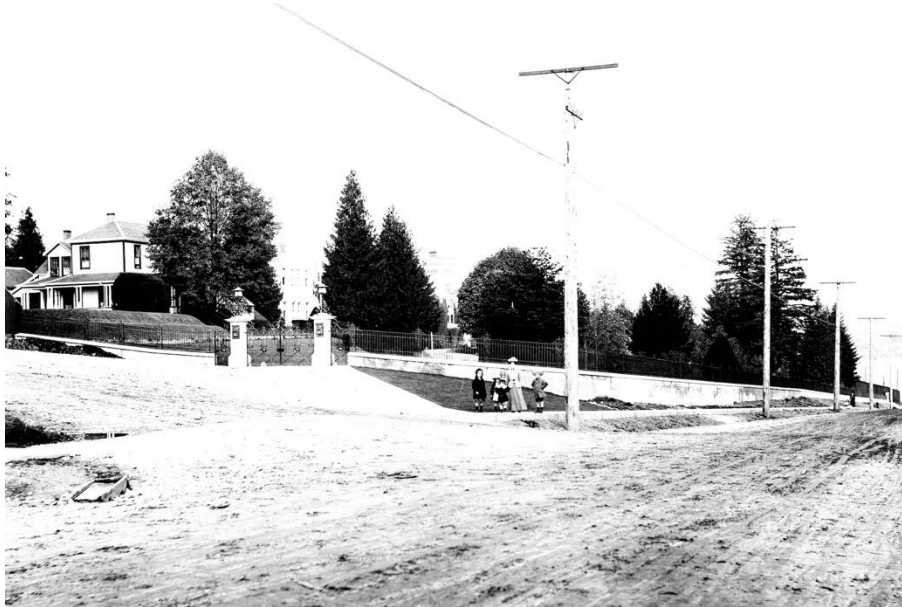


Photo B-1: Woodlands Wall, 1909 (Vancouver Public Library 7553).



Photo B-2: Detail of Woodlands Wall gate columns, 1909 (Vancouver Public Library 7553).



Photo B-5: 1948 oblique aerial with gate columns visible (Vintage Air Photos BO-48-2862).



Photo B-6: 1951 oblique aerial with gate columns removed (Vintage Air Photos 1-9).

Attachment 3

Excerpt of the Minutes of the July 7, 2021 Community Heritage Commission Meeting

COMMUNITY HERITAGE COMMISSION (CHC)

Wednesday, July 7, 2021

Meeting held electronically under Ministerial Order No. M192/2020 and the current Order of the Provincial Health Officer - *Gatherings and Events*

MINUTES - Extract

Procedural Note: Samuel Boisvert declared a conflict of interest on Item 3.1, due to his involvement in the Patullo Bridge Replacement Project through his workplace, and left the meeting.

3.1 Pattullo Bridge Replacement Project: Woodlands Wall Heritage Alteration Permit Application

Max Von Kleist, Fraser Crossing Partners, and Donald Luxton, Donald Luxton and Associates, provided a PowerPoint presentation on the proposed heritage wall alteration at McBride Boulevard and East Columbia Street, which is part of the Patullo Bridge Replacement Project, highlighting the following information:

- Historical significance and heritage value of the Woodlands Wall;
- Proposed design and modifications of the Wall, including replication as close as possible to the original design;
- Design concept for a new plaza to enhance the cultural significance of the original wall; and,
- Methods for the public to provide feedback to the project team.

In response to questions from the Commission, Mr. Von Kleist, Mr. Luxton and Steve Line, VIA Architecture, provided the following information:

- The project team plans to meet with the Victoria Hill Residents' Association later in the summer and to hold a public meeting for City residents to learn about the proposal;
- Ground penetrating radar is not part of the proposal as the history of burials at Woodlands was well-documented and were not located near the entrance gate;
- The existing burial grounds were turned into a memorial garden when Victoria Hill was first developed in 1996, and the proposed location of the gate has been disturbed before and no remains were found;
- The project team would deal with any archaeological items found during the process appropriately, but it is not expected that anything would be found;

- The heritage wall is proposed to extend up McBride Boulevard as per the drawings in the agenda package, with the addition of potential metal fencing to make a separation for pedestrians and bicyclists on the proposed Multi-Use Pathway (MUP);
- The proposed plaza would be set back from McBride Blvd to allow further clearance and better visibility of pedestrians and cyclists than presently;
- The granite wall on the West side of McBride Boulevard on Wellington Street was likely built as an overlook point over the river, and it has not yet been determined if it would be re-used in the overall Patullo Bridge replacement project; and,
- The approach proposed for the columns within the plaza is rehabilitation and reinterpretation of the originals, rather than restoration (as the current columns are not original).

Britney Dack, Senior Heritage Planner, noted that the intention of the presentation was to gather the Community Heritage Commission's feedback on the project and that the Commission was free to make a motion of support or non-support if they felt it was suitable. Ms. Dack also noted that the proposal would not be returning to the Commission for any further review.

MOVED and SECONDED

THAT the Community Heritage Commission is in agreement with the proposed heritage alterations to the existing Woodlands Wall.

CARRIED.

All Commission members present voted in favour of the motion.

Procedural Note: Samuel Boisvert returned to the meeting at 6:30 p.m.

Attachment 4

Municipal Agreement Expectations Regarding the Woodlands Wall

Municipal Agreement Expectations Regarding the Woodlands Wall

The Municipal Agreement, entered into by the Province and City for the Pattullo Bridge Replacement Project, requires the Provincial project team to:

- consult with the City on any proposed modifications to the heritage wall and trees;
- retain and pay for qualified relevant subject experts to identify any heritage assets within the Former Woodlands Site vulnerable to material damage or disturbance by the construction of the bridge;
- repair and/or replace, at its sole cost, heritage assets within the Former Woodlands Site, damaged as a result of the construction of the bridge;
- apply for and obtain from the City a Heritage Alteration Permit, before performing any such modifications;
- limit the scope of any such modifications as much as reasonably practical;
- perform any such modifications in accordance with generally accepted best practices in heritage conservation; and
- consult with the community and relevant stakeholders before performing any such modifications to the heritage wall and trees.

Attachment 5

*Site Characteristics and
Context Information*

Site Characteristics and Context

The property at 9 East Columbia Street is 24,200 square metres (260,486 square feet) in size and is a City owned park known as “The Great Lawn”. The park is primarily used by residents of Victoria Hill, although it also sees visitation from the community at large. The Central Valley Greenway, a pedestrian and cyclist path connecting New Westminster to Burnaby and Vancouver, passes through the property.

The frontage along East Columbia Street is the entire 316 metre (1,037 foot) width of the Victoria Hill neighbourhood. It has a 70 metre (240 foot) frontage along McBride Boulevard and meets the foot of Francis Way at the other end. A site context map and aerial image is provided in Figure 3 below.

There are several mature protected heritage trees in the park. No heritage trees are proposed to be removed, and impact would be carefully monitored throughout construction. The Woodlands Wall runs along the full length of the south side of the park, adjacent to East Columbia Street, with a shorter return on McBride Boulevard.

Once the replacement bridge is complete, it will be owned by the Province and the Province will take ownership of key intersections that control access to the new bridge, including the intersection of McBride Boulevard and East Columbia Street, adjacent to 9 East Columbia Street.

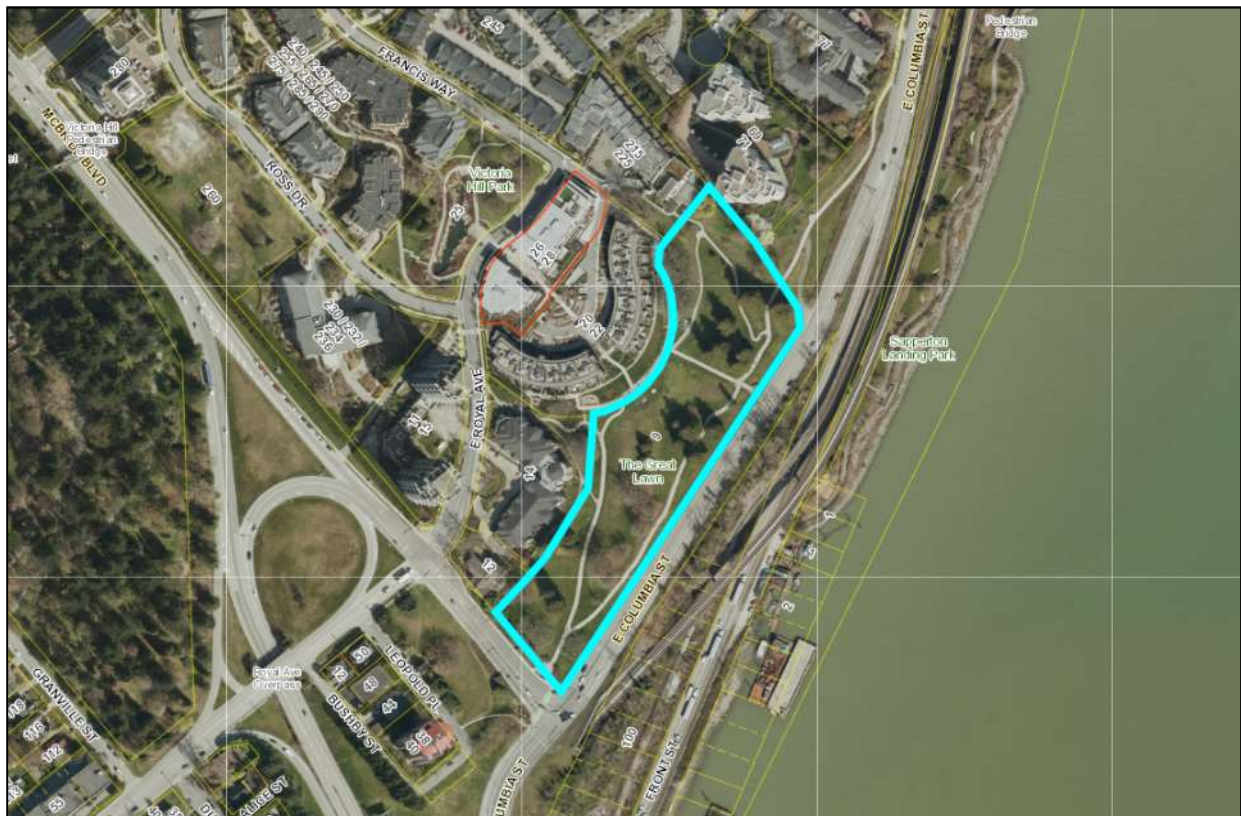


Figure 3: Site Context Map, with 9 East Columbia Street highlighted in blue

The following photos were taken and compiled by Donald Luxton & Associates between 2018 and 2020. Along with providing a contextual understanding of the impacted portion of the Woodlands Wall at the corner of East Columbia Street and McBride Boulevard, the photos also provide details of the wrought iron components.



Photo A-1: Corner of East Columbia Street and McBride Boulevard.

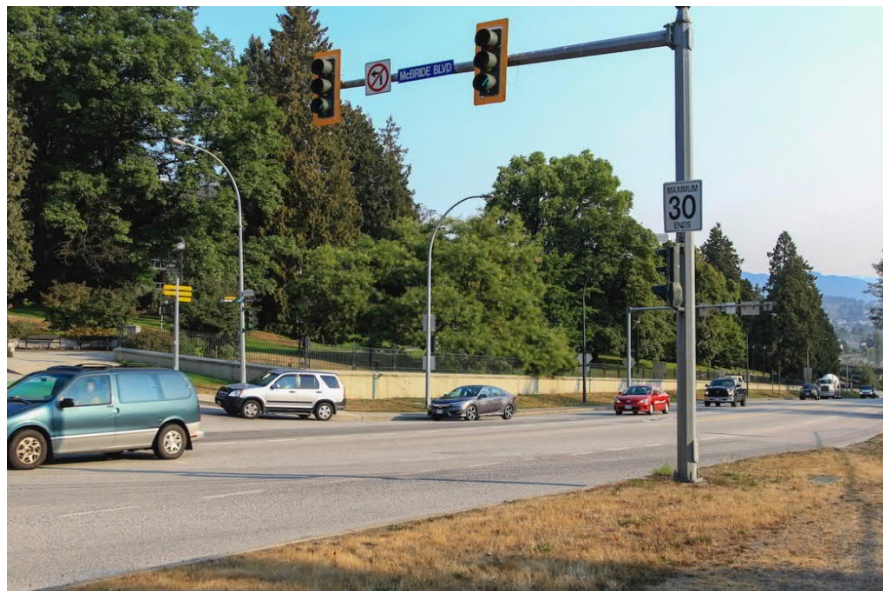


Photo A-2: Corner of East Columbia Street and McBride Boulevard.



Photo A-9: Woodlands Wall along McBride Boulevard.



Photo A-10: 2005/06-constructed plaza at terminus of Woodlands Wall.



Photo A-15: 2005/06-constructed plaza with terminus of Woodlands Wall on right.



Photo A-16: 2005/06-constructed plaza. Note: Iron fencing and granite block walls here are not historical.

Attachment 6

Applicant's Consultation Summary

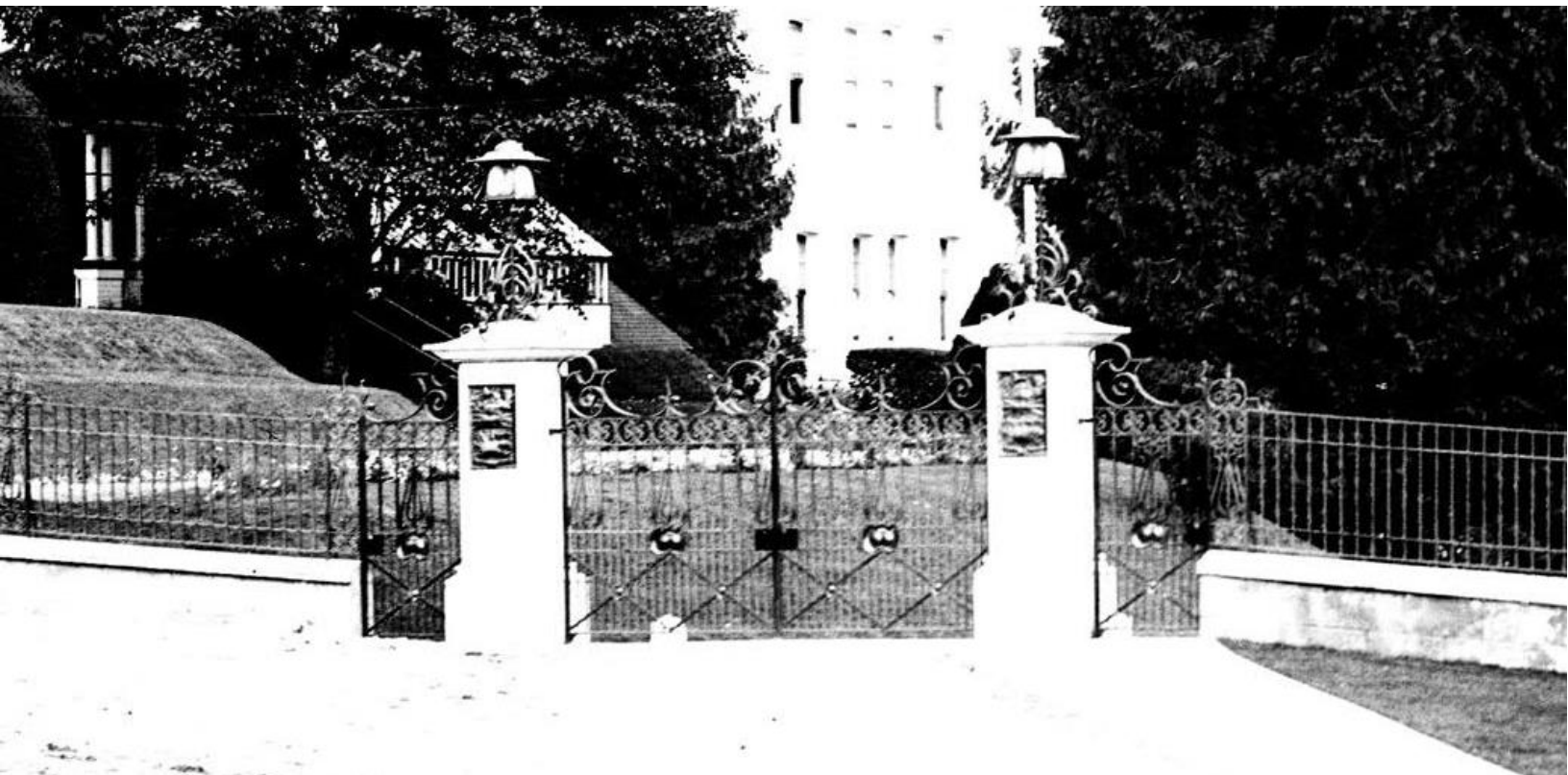


**PATTULLO BRIDGE
REPLACEMENT**

Consultation and Engagement Summary Report

July 9-August 27, 2021

**Fraser Crossing Partners' Heritage Alteration Permit
Application for modifications at the McBride
Boulevard-East Columbia Street intersection**



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1. Background

The Pattullo Bridge is a key connection between the communities of Surrey and New Westminster. The new four-lane toll-free bridge will provide important improvements for everyone using the bridge, including people who are driving, cycling or walking, as well as communities on either side of the bridge.

Transportation Investment Corporation (TI Corp), a provincial Crown corporation, is delivering and overseeing this \$1.377 billion project. Fraser Crossing Partners (FCP) has been awarded the contract to design and build the new bridge. The Province will own and maintain the new bridge when complete.

As part of the Pattullo Bridge Replacement Project (Project), the intersection of East Columbia Street and McBride Boulevard requires modification to improve safety for walkers, cyclists and drivers, and to accommodate the new direct East Columbia Street off-ramp from the bridge. These changes will require the removal of a 10.5 metre section of the historical Woodlands Wall along McBride Boulevard, and a 74.9 metre section along East Columbia Street. In total, approximately 85.4 metres of the roughly 320 metre wall would be removed to accommodate the new East Columbia Street off-ramp and to provide unobstructed sightlines for vehicles making right-hand turns onto McBride Boulevard, improving safety for people crossing the street.

Recognition of the heritage significance of the Woodlands Wall began with the redevelopment of the former Woodlands institution site in 2003 following the facility's closure seven years earlier. At that time, the owner and developer negotiated a Heritage Revitalization Agreement and a corresponding Heritage Designation bylaw with the City of New Westminster which provided legal protection to the Woodlands Wall and several other resources associated with the site. Five years later, the heritage values and significance of the Woodlands Wall were formalized by the City with a Statement of Significance and subsequent adoption of the historic place onto the municipal Heritage Register in 2008.

While the recognized heritage values concern the contextual development of the historical Woodlands institution and the aesthetic qualities and craftsmanship of the wall and fencing itself, the Woodlands institution has a long and controversial history of abuse endured by former residents. This history has been recounted by the patients themselves and officially documented within administrative records.

Having considered the site's historical significance and its heritage designation by the City of New Westminster, the Project team has developed a proposal to conserve the heritage value along the impacted portion of the Woodlands Wall which would include reconstructing approximately 72 metres of the concrete wall, salvage and reinstallation of the wrought iron fencing, and development of a new plaza.

As this is a contested heritage site, FCP conducted a multi-staged consultation and engagement program with stakeholder groups and the general public to seek feedback on the proposal. This summary report details the feedback and comments received.

2. Stage 1a: Consultation with Stakeholder Groups (July 9-23, 2021)

2.1 Overview

Between July 9-23, 2021, FCP held virtual meetings on its Heritage Alteration Permit Application with stakeholder groups identified by the City of New Westminster as requiring consultation. FCP hosted virtual meetings with two organizations representing survivors of the Woodlands institution, Inclusion BC and the Community Living Society, and a virtual meeting with the New Westminster Heritage Preservation Society. FCP was also invited to present its proposal during a live-streamed meeting hosted by the Community Heritage Commission.

During these virtual meetings, FCP provided information on:

- the Heritage Alteration Permit Application;
- FCP's understanding of the Woodlands Wall and its historical significance; and
- an overview of why and how FCP, with TI Corp, are proposing to conserve the heritage value at the McBride Boulevard-East Columbia Street intersection.

TI Corp also attended the meetings to provide Project information and to answer Project-related questions.

2.2 Notification

Notification to inform stakeholder groups about the opportunity to participate in the consultation process was done by direct emails.

2.3 Consultation groups: Stakeholder groups

2.3.1 Virtual meetings

Five people attended the three virtual meetings that FCP hosted with Inclusion BC, the Community Living Society, and the New Westminster Heritage Preservation Society. 16 people attended the meeting hosted by the Community Heritage Commission.

The virtual meetings provided participants with an opportunity to learn about FCP's Heritage Alteration Permit Application and proposed modifications at the McBride Boulevard and East Columbia Street intersection, and to participate in a discussion and question and answer session.

Summary of meetings:

Date	Time	Location	Attendance
<i>Community Living Society</i> Tuesday, July 6, 2021	3:00 p.m. – 4:00 p.m.	Virtual	1
<i>Community Heritage Commission</i> Wednesday, July 7, 2021	6:30 p.m. – 7:00 p.m.	Virtual	16
<i>New Westminster Heritage Preservation Society</i> Thursday, July 8, 2021	3:30 p.m. – 4:30 p.m.	Virtual	3
<i>Inclusion BC</i> Friday, July 9, 2021	1:00 p.m. – 2:30 p.m.	Virtual	1

2.3.2 Presentation material

FCP developed a PowerPoint presentation which provided information regarding FCP's Heritage Alteration Permit Application and proposed modifications at the McBride Boulevard and East Columbia Street intersection. Information was included describing why and how the existing 85.4-metre portion of the Woodlands Wall needs to be removed, how and where the rehabilitated heritage wall would be built, what a proposed revitalized plaza could look like, and suggested that the Project was open to ideas on how to acknowledge the historical significance of the wall and location and how this could be portrayed through interpretation panels and markings if appropriate.

Please see Appendix A for a copy of the presentation.

2.3.3 Online feedback form

An online feedback form was provided to the four stakeholder groups consulted with during Stage 1a: Inclusion BC, the Community Living Society, the New Westminster Heritage Preservation Society, and the Community Heritage Commission. This online feedback form was not available to the general public.

This online feedback form was open from July 9-23, 2021.

Please see Appendix B for a copy of the online feedback form.

2.4 Consultation results

2.4.1 Feedback received during virtual meetings

During the virtual meetings, FCP facilitated discussion and a question and answer session. Through those discussions, meeting participants from the four organizations expressed general support for FCP's proposal.

Overview of feedback received from the Community Heritage Commission and the New Westminster Heritage Preservation Society

- During the virtual meeting hosted by the Community Heritage Commission, a motion was moved and seconded "that the Community Heritage Commission is in agreement with the proposed heritage alterations to the existing Woodlands Wall". All Commission members present voted in favour of the motion.
- Comments were made by the New Westminster Heritage Preservation Society regarding the use of leftover wrought iron material that is retained from the existing Woodlands Wall. A suggestion was provided that any leftover material could be used within the revitalized plaza near the interpretation panels and/or within garden areas to support climbing plants.

Overview of feedback received from Inclusion BC and the Community Living Society

- Feedback was provided regarding the use of certain terminology when referring to the Woodlands institution, its history and survivors, and recommendations were given for the appropriate language that should be used. This feedback was implemented into the presentation for subsequent meetings.
- Interest was shown by both Inclusion BC and the Community Living Society to be included in the process when determining the form and content for the proposed interpretation panels and markings. Both organizations noted that it is important to involve survivors and their families in those discussions.
- *Please see Appendix C for copies of the meeting minutes.*

2.4.2 Feedback received through the online feedback form

No feedback was submitted via the online feedback form provided to the stakeholder groups.

3. Stage 1b: Public information session and comment period (August 12-27, 2021)

3.1 Overview

After meeting with stakeholder groups as part of Stage 1a, FCP hosted a virtual meeting with the general public.

During this virtual public information session, FCP provided information on:

- the status of the Heritage Alteration Permit Application;
- FCP's understanding of the Woodlands Wall and its historical significance;
- an overview of why and how FCP is proposing to conserve the heritage value at the McBride Boulevard-East Columbia Street intersection; and
- what the modified McBride Boulevard-East Columbia Street intersection and new plaza would look like once the work is complete.

TI Corp also attended the meeting to provide a Project overview and to answer any Project-related questions.

3.2 Notification

Notification to inform the general public about the opportunity to participate in the public information session and comment period included:

- Direct emails to the stakeholder groups consulted with during Stage 1a: Inclusion BC, Community Living Society, New Westminster Heritage Preservation Society, and the Community Heritage Commission
- Direct emails to the following local organizations:
 - Brow of the Hill Residents Association
 - BC Cycling Coalition
 - Community Living Society
 - Downtown New Westminster BIA
 - Eagle Crest Advisory Committee
 - HUB New Westminster
 - McBride-Sapperton Residents' Association
 - Moody Park Residents' Association
 - New Westminster and Burnaby Walkers' Caucus
 - New Westminster Chamber of Commerce
 - Queen's Park Residents' Association
 - Uptown New Westminster BIA
 - Victoria Hill & Ginger Drive Residents' Association
- An email blast to approximately 1,200 people who have signed-up to receive Pattullo Bridge Replacement Project information/updates
- Information shared through tweets from the Project Twitter account on August 4 and August 11
- Information posted on the Project website

As part of the notifications, those who were interested in participating in the virtual public information session were asked to RSVP in order to receive the virtual meeting link. In total, 59 people confirmed their attendance for the meeting.

3.3 Methods

3.3.1 Virtual public information session

59 people RSVP'd for the virtual public information session held on Zoom, and 31 people attended. This session provided participants with an opportunity to learn about FCP's Heritage Alteration Permit Application and proposed modifications at the McBride Boulevard and East Columbia Street intersection, and to ask questions about FCP's proposal.

During the session, participants were asked to submit their questions using the Q&A function of the Zoom platform. Once FCP had completed its presentation, FCP read out each question and comment submitted, facilitating answers from the Project team.

3.3.2 Presentation

FCP showed a PowerPoint presentation which provided information regarding the Heritage Alteration Permit Application and proposed modifications at the McBride Boulevard and East Columbia Street intersection. Information was included describing why and how the existing 85.4-metre portion of the Woodlands Wall needs to be removed; how and where the rehabilitated heritage wall would be built; what the revitalized plaza would look like; some ideas for how the historical significance could be portrayed through interpretation panels and markings; and what the modified intersection would look like once the work is complete.

This presentation material was posted to the Project website ahead of the virtual public information session.

Please see Appendix D for a copy of the presentation.

3.3.3 Online comment form

An online comment form was posted to the Project website ahead of the virtual public information session. Participants were provided with the link at the conclusion of the session. A follow-up email was also sent on August 24 to all of those who RSVP'd to encourage submissions through the online comment form.

This online comment form was open from August 12-27, 2021.

Please see Appendix E for a copy of the online comment form.

3.4 Results

3.4.1 Feedback received during the virtual public information session

During the virtual public meeting, FCP facilitated a question and answer session. Participants were asked to submit questions through the Q&A function of the Zoom platform.

Below is a summary of the comments received during the meeting:

- Concern for how the historical significance is understood and how it will be appropriately and respectfully represented in the final design of the revitalized plaza.
- The proposed entry columns to the revitalized plaza will cause awkward travel lines and insufficient space for people on recumbent tricycles and scooters.
- The current crossing at McBride Boulevard is on such a slope that the crossing button is not on a level plane with the crosswalk, which could result in safety concerns with being able to trigger the light while using a recumbent tricycle.

- A suggestion that money is better spent on areas such as the “Great Lawn” for people to relax and watch the traffic go by, as the majority of people using the current plaza appear to be homeless.
- The left turn onto Columbia Street after crossing the multi-use pathway overpass looks like it will have a tight turning radius for individuals on recumbent tricycles.

Please see Appendix F for a copy of the meeting minutes.

3.4.1 Feedback received through the online comment form

14 online comment forms were submitted.

Below is a summary of the feedback received related to the HAP Application, the proposed plaza and the modified East Columbia and McBride intersection:

Comments about the Woodlands Wall/Area

- Eight comments indicating support for altering the Woodlands Wall and noting the need to improve safety at the intersection.
- Two comments indicating concern that placing the wrought iron fencing on a new base is not preservation; and that the wall is covered under the *Heritage Conservation Act* and it should remain as is or it undermines the entire heritage process.
- Suggestion to keep the leftover wrought iron fencing to replace other panels in the future if/when needed.
- A comment noting concern over archaeological findings, given the history of the lands.
- A suggestion to ensure that the rehabilitated wall will not impact the long-term safety of the heritage tree.
- A request for an additional rendering showing a different view of the rehabilitated wall.

Comments about the McBride Boulevard-East Columbia Street Intersection

- A concern that the “no right turn on red light” signage will be ignored at the intersection of McBride Boulevard and East Columbia Street despite improved sightlines.
- A comment regarding concerns with one turning lane from Columbia Street to McBride Boulevard and vice versa.
- A concern regarding the pedestrian signal buttons at McBride Boulevard and East Columbia Street for people with disabilities. A request was made to use bicycle sensors similar to what have been used at other intersections in New Westminster.
- A comment that with the length of the pedestrian crossing in the intersection, the signal timing will need to account for extra crossing time.
- A suggestion to ensure designs accommodate recumbent trikes and family cargo bikes.
- A suggestion to move the crosswalk down to the current intersection and keep the heritage wall in its current location.

Other comments received related to the Project, but not specific to the application:

- Concerns about the design of roads and multi-use paths overall, not specifically within the McBride-East Columbia intersection.
- Concern regarding ice build-up, snow removal, debris, and light from entering onto the multi-use paths.
- Comments about the bus stop in the area, specifically its location and safety.
- Concern that traffic exiting the new bridge to Royal Avenue will be the same and there are no improvements. Truck traffic will continue to speed down the hill to Columbia Street causing noise disruption to the nearby neighbourhood.

4. How feedback and comments have been considered

The feedback and comments received through this consultation and engagement program were shared with the design team.

Below is a summary of how feedback and comments related to this application have been considered:

- FCP will conduct a further consultation process with New Westminster Heritage Preservation Society and the Community Heritage Commission and the groups representing Woodlands survivors, Inclusion BC and Community Living Society, in order to develop the form and content for the proposed interpretive panels (expected to commence in Fall 2021).
- The Project team will work with the New Westminster Heritage Preservation Society and the Community Heritage Commission to ensure that any leftover wrought iron is used appropriately.
- All designs will be completed in accordance with the latest accessibility standards, per the Transportation Association of Canada's guidelines, and there will be unobstructed access for bicycles and personal mobility devices entering the plaza.
- The Project team will continue to work with the City of New Westminster regarding signage and signal timing at McBride Boulevard and East Columbia intersection.
- The Project team will continue to work closely with the City of New Westminster to protect all identified heritage trees that are within the Project lands.
- The Project team will bring forward comments about the bus stops in the area with TransLink.

5. Next steps

If approved by Council, and upon receipt of the required permits, FCP would finalize design plans and move forward with the proposed modifications at the McBride Boulevard-East Columbia Street intersection. Construction of this work is expected to begin in mid-2022.

As previously noted, FCP would initiate further consultation with local heritage groups and the groups representing Woodlands survivors, Inclusion BC and the Community Living Society, to determine the content, format, and location of the proposed interpretation panels and markings.

The interpretation panels will also be developed in accordance with municipal agreements and the Standards and Guidelines for the Conservation of Historic Places in Canada.

FCP would commence this consultation process in fall 2021.

REPORT

Development Services Department

To: Mayor Côté and Members of Council **Date:** September 13, 2021

From: Emilie K Adin, MCIP **File:** 13.2630.09
Director of Development Services

Item #: 2021-335

Subject: Homelessness Action Strategy – Proposed Plan

RECOMMENDATION

THAT Council direct staff to commence work on a new Homelessness Action Strategy, which will be completed in-house and with the assistance of the New Westminster Homelessness Coalition Society, the Community Action Network, and the UBC School of Community and Regional Planning.

PURPOSE

To seek Council direction to commence work on a new Homelessness Action Strategy, which will provide a vision and plan for addressing homelessness and related issues for the next five years.

SUMMARY

It has been over a decade since the City of New Westminster (City) completed its Homelessness Action Strategy (2006). During this time period, there have been many accomplishments related to addressing homelessness, including the establishment of a Homelessness Coalition, the development of 28 emergency shelter beds and 165 supportive housing units, the formation of the New Westminster Rent Bank Program, and the implementation of business licensing regulations to discourage the practice of 'renovictions.'

Despite these and many other accomplishments, which resulted in a 53% reduction in unsheltered homelessness in New Westminister between 2008 and 2014, new challenges

have emerged, including a housing affordability crisis, an overdose epidemic, and a global pandemic. These challenges originate externally to the city but are significantly impacting it. If future progress is to be made, there is evident need for a new strategy and partnerships, including with the senior levels of government.

The March 2020 Homeless Count enumerated 41 unsheltered and 82 sheltered homeless people in New Westminster, for a total of 123 homeless people. As with all homeless counts, this is likely a significant undercount of the true extent of homelessness. Since this count, there is evidence that the numbers of unsheltered homeless people have significantly increased as a result of the three above cited challenges, and others. This is taxing City resources, contributing to business and resident concerns, and leading to calls for coordinated action.

This report is seeking Council direction to commence a new Homelessness Action Strategy, which will provide a vision and plan for addressing homelessness and related issues for the next five years. The report recommends that the strategy be done in-house and with the assistance of:

- the Homelessness Coalition Society, which includes over 20 organizations with a mandate to address homelessness;
- the Community Action Network, which will utilize the expertise of people with lived and living experience of homelessness; and,
- the UBC School of Community and Regional Planning, in which graduate level students will be conducting research, assisting with consultation activities, and proposing actions to address homelessness and correlated impacts.

BACKGROUND

The Homelessness Action Strategy (2006) was a foundational document and one of the first plans to address this emerging issue, when homelessness was first becoming more commonplace in urban centres. The development of the strategy was a partnership between the City and the newly formed New Westminster Homelessness Coalition. The strategy had lofty ambitions, including ensuring that “all residents have access to safe and affordable housing and supports, and for nobody to be homeless.” While tremendous progress was made, including a 53% reduction in unsheltered homelessness in New Westminster between 2008 and 2014, homelessness still persists. In recent years, homelessness has even worsened as the result of compounding issues such as a housing affordability crisis, an overdose epidemic, and a global pandemic.

In 2012, the Homelessness Coalition (Coalition) became a society, and this enabled it to conduct fundraising and receive donations. It also undertook a number of activities to raise awareness about homelessness; to address the needs of the homeless, and to respond to business and resident concerns related to homelessness. Initiatives included Homelessness Action Week, Homelessness Connect Days, and the award winning ‘I’s on the Street’ micro-street cleaning initiative. The Coalition also developed several short-term action plans, and continued to work closely with the City. As such, this likely delayed the

need for a new Homelessness Action Strategy. Starting in 2019, there were signs of increasing homelessness, and the Coalition and the City engaged in discussions related to a new Homelessness Needs Assessment and Action Strategy.

In mid-2019, the City, with the assistance of the Coalition, commenced work on a new Homelessness Needs Assessment. This work included a survey of the Coalition membership, and initial consultation with people with lived and living experience of homelessness. In March 2020, and as a result of the Province declaring a Public Health Emergency related to COVID-19, staff were redeployed to address the pandemic needs of at-risk and vulnerable populations and this work was paused. In early-2021, staff resumed work on the Homelessness Needs Assessment, which is currently in draft form and will be presented to Council in October 2021. This document will inform the new Homelessness Action Strategy.

EXISTING POLICY AND PRACTICE

The Council Strategic Plan (2019) includes the following strategic direction under 'Affordable Housing:'

- explore strategies to reduce homelessness, including developing opportunities for supportive housing.

The Official Community Plan (2017) states that the City should:

- facilitate the creation and maintenance of housing that offers options for people who are homeless or at risk of homelessness;
- develop a new Homelessness Needs Assessment and Action Strategy, in partnership with the New Westminster Homelessness Coalition Society;
- participate in Metro Vancouver homelessness and housing policy initiatives and be represented on associated committees; and,
- participate in and support the efforts of the New Westminster Homelessness Coalition Society.

DISCUSSION

Definition of Homelessness

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

Extent of Homelessness

The March 2020 Homeless Count enumerated 41 unsheltered and 82 sheltered homeless people in New Westminster, for a total of 123 homeless people. As with all homeless counts, this is likely a significant undercount of the true extent of homelessness. Since this count, there is evidence that the numbers of unsheltered homeless people has significantly increased as a result of the housing affordability crisis, the overdose epidemic, and the global pandemic.

Impacts on the City and the Need for a Strategy

The increase in homelessness, particularly over the past 18 months, is taxing City staff, facilities and services, including related to Community Planning, Engineering Operations, Fire and Rescue Services, Parks, and Police. There are also increasing business and resident concerns related to homelessness and other social issues, and calls for more coordinated and sustained action.

Based on over a decade of experience in addressing homelessness, the City has found that increased enforcement only shifts the issue from one area or neighbourhood to another but does not lead to any real resolution. The City identified that empathy-led support for at-risk and vulnerable populations, including connecting them with housing and services, led to better outcomes for the individuals, the neighbourhoods in which they reside, and for the City. Additionally, recent court cases and challenges limit the ability of both Police and Bylaw Enforcement to act in an enforcement capacity, particularly with regard to homelessness and other social issues.

As a result of the City's longstanding alternative approach to addressing the homelessness crisis, the City has established a COVID-19 At-Risk and Vulnerable Populations Task Force, which is mandated to address the pandemic related needs of at-risk and vulnerable populations, including those who are homeless. The task force has accessed \$874,323 in foundation and senior government funding.

The City has also established a City of New Westminster Inter-Department Working Group on Homelessness, which is mandated to provide a coordinated response to addressing business and resident concerns related to homelessness and other social issues.

While these initiatives are making a difference, particularly in the short-term, there is a need for a longer-term strategy; one that is based on the voices of people with lived and living experience of homelessness and involves the senior levels of government in taking proactive measures to address this pervasive issue, including enhanced housing and services, and additional income assistance. By itself, the City is limited, but with a vision, plan and partners in place, as well as regional cooperation, progress can again be made in addressing homelessness, and reversing the recent trend.

ANALYSIS

Proposed Approach

Staff are seeking Council direction to commence work on a new Homelessness Action Strategy. As documented in the 'Discussion' section of this report, there is a need for a strategy, particularly given the increasing numbers of homeless individuals. There are also a number of opportunities, including related to the Community Action Network and the UBC School of Community and Regional Planning, that make it timely to undertake this work right away.

Staff are proposing that this work be completed in-house, which is possible given the recent retention of a two-year Affordable Housing Planning Analyst position, and the assistance of the New Westminster Homelessness Coalition Society, the Community Action Network, and the UBC School of Community and Regional Planning. This will significantly reduce costs associated with retaining a consultant; facilitate staff learning opportunities; empower people with lived and living experience of homelessness; and forge lasting partnerships.

In recognition of the number of advisory committees and task forces, and the demands on staff time, a working group will be established, which will include a range of perspectives related to homelessness. The working group will meet a maximum number of five times. The Supervisor of Community Planning will oversee the larger project and the involvement of the UBC School of Community and Regional Planning, and the Affordable Housing Planning Analyst will chair and coordinate the meetings of the working group, and facilitate the development of the strategy.

Partnering Organizations

The Coordinator of the Homelessness Coalition Society, and member organizations, will be involved in informing the strategy and its implementation. Of note, funding has been realized as part of a Strengthening Communities Services Program grant, to cover costs related to the involvement of the Coordinator.

The Community Action Network, through the involvement of their graduates with lived and living experience of homelessness, will participate in the working group and in assisting with consultation activities and strategy development. These participants will be seen as subject matter experts and will be compensated for their time and expenses incurred. Of note, \$10,000 in funding has been realized as part of a Strengthening Communities Services Program grant to cover these and other costs.

The UBC School of Community and Regional Planning, through the involvement of their graduate level students, will be conducting research, assisting with consultation activities, and proposing actions to address homelessness and correlated impacts. The students will also be involved in strategy development.

Proposed Phases and Timelines

Staff are recommending that the strategy be divided into the following three phases:

1. Phase 1: Information Gathering (October to December 2021)
 - Case study research of homelessness plans and strategies in other municipalities.
 - Engagement strategy preparation and implementation.
2. Phase 2: Policy and Strategy Development (January to March 2022)
 - Vision development.
 - Current and desired role, including for the City, the Coalition, its member organizations, and the senior levels of government.
 - Review of existing policies, actions and tools (as to their effectiveness).
 - Review of possible policies, actions and tools (and their applicability to New Westminster).
 - Recommended vision, policies, actions, tools, and indicators.
3. Phase 3: Monitoring and Evaluation (April 2022 onwards)
 - Desired indicators and implementation plan.
 - Ongoing monitoring and periodic reporting related to identified indicators.

FINANCIAL IMPLICATIONS

The City will be completing the strategy in-house, which will significantly reduce costs associated with retaining a consultant. The City has received a Strengthening Communities Services Program grant, which will cover all of the costs associated with the Homelessness Coalition Society Coordinator and Community Action Network graduates. With regard to the UBC School of Community and Regional Planning, the City, through its Partnership Agreement, will contribute \$3,000 per term for two terms, to defray some of the costs associated with the involvement of the graduate-level students and the studio work, including expenses related to materials, printing and travel. This expense, in the amount of \$6,000, has been included in the draft 2022 Development Services Department Operating Budget.

INTERDEPARTMENTAL LIAISON

The preparation of the strategy will involve staff from other Departments, including Engineering Operations, Fire and Rescue Services, Parks, and Police.

OPTIONS

There are two options for Council's consideration:

1. That Council direct staff to commence work on a new Homelessness Action Strategy, which will be completed in-house and with the assistance of the New Westminster Homelessness Coalition Society, the Community Action Network, and UBC School of Community and Regional Planning
2. That Council provide staff with other direction.

Staff recommends Option 1.

ATTACHMENTS

Attachment 1: SCARP Studio Project – Project Description and Request for Proposal

APPROVALS

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

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

This report was approved by:
Emilie Adin, Director of Development Services
Lisa Spitale, Chief Administrative Officer

Attachment #1
*SCARP Studio Project – Project Description
and Request for Proposal*

SCARP Studio Project – Project Description and Request for Proposal

1. Project Abstract

City of New Westminster Homelessness Action Strategy – Planning With and Not For Individuals with Lived and Living Experience in Homelessness

Homelessness is a pervasive issue in Metro Vancouver, including New Westminster, and it has been aggravated by the ongoing COVID-19 pandemic. The City recently completed a draft of its Homelessness Needs Assessment, and will soon be commencing work on a new Homelessness Action Strategy.

The strategy will build on the recently completed assessment and provide a vision and plan for addressing homelessness over the next five years. It will be a guiding document for the City of New Westminster, the Homelessness Coalition Society and its 20+ member organizations, and the senior levels of government.

Recently, the City forged an important partnership with the BC Poverty Reduction Coalition to host a Community Action Network (CAN) Leadership Training Program, in which individuals with lived and living experience in homelessness, poverty and other social issues learned how to be better self-advocates and to inform municipal planning, policy and decision-making processes.

Key to the development of the strategy will be engaging individuals with lived and living experience in homelessness as subject matter experts, and ensuring that their experience and knowledge shape the strategy, and that it is responsive to their needs, and leads to meaningful change and results.

SCARP Project students will work closely with the Supervisor of Community Planning and the Affordable Housing Planning Analyst, who is a SCARP graduate, to develop the strategy, and to ensure that there are engaging and meaningful opportunities for individuals with lived and living experience in homelessness to not only shape the strategy but to be part of its ongoing implementation.

2. Background

Homelessness is prevalent in New Westminster, with 41 unsheltered and 82 sheltered homeless people enumerated in the March 2020 Homeless Count, for a total of 123 homeless people. As with all homeless counts, this is likely a significant undercount of the true extent of homelessness.

Since the count, there is evidence that homelessness has experienced a significant increase. Police and Bylaw Enforcement are receiving more calls for service; faith-based and non-

profit service providers are experiencing increased demand; and visible homelessness is more prevalent, including the presence of smaller encampments. Based on discussions with homeless outreach workers, contributing factors include but are not limited to: reductions in shelter capacity due to physical distancing requirements; the impacts of employment and income disruption, which are contributing to mental health and substance misuse issues; and the reluctance on behalf of family members and friends to accommodate people on a temporary basis given fears of virus transmission.

3. Partner Profile

The key partners will be as follows:

City of New Westminster

John Stark, Supervisor of Community Planning, who will be the project lead and who the students will report to on a regular basis, and Emily Huang, Affordable Housing Planning Analyst, who will assist the project team and will be available to address any requests or issues that arise.

Homelessness Coalition Society

Betina Wheeler, Coordinator, Homelessness Coalition Society, who will act in a resource capacity and will facilitate access to the 20+ member organizations that have a mandate to address homelessness in New Westminster.

Community Action Network (CAN) Leadership Training Program Graduates

CAN Program graduates will be instrumental in informing and implementing engagement activities with individuals with lived and living experience in homelessness; being members of the working group tasked with developing the strategy; and sharing their experience and knowledge with City staff and SCARP Project students.

In support of this component of the project, the City successfully applied for a \$20,000 Strengthening Communities Services Program grant for CAN Program activities, including \$10,000 to engage CAN Program graduates to assist with the Homelessness Action Strategy.

4. Scope of Work

The scope of work for SCARP Project students would include but not be limited to the following:

- participation on the Homelessness Action Strategy Working Group;

- review of homelessness plans and strategies in other jurisdictions in British Columbia, with particular reference to actions and implementation steps;
- development of an engagement strategy in close consultation with City staff and CAN Program graduates in order to solicit meaningful input and feedback as to future actions from individuals with lived and living experience in homelessness;
- presentation, with CAN Program graduates, to the membership of the Homelessness Coalition Society, and the City's Affordable Housing and Child Care Advisory Committee, in order to identify and document actions to address communicated needs;
- preparation of the strategy, in close consultation with City staff and CAN Program graduates, including an action and implementation plan;¹
- presentation, with City staff and CAN Program graduates, to City Council if the dates align with the SCARP Project deliverable timelines.

5. Deliverables

The deliverables and anticipated timelines would be as follows. The text in red font reflects SCARP Project deliverables.

Deliverables	Timelines
• Project Proposal and Request for Proposal Response	mid-October 2021
• Homelessness Action Strategy Working Group Participation	mid-October 2021 to March 2022
• Case Study Research of Homelessness Plans and Strategies	mid-October and November 2021
• Engagement Strategy Preparation and Implementation	November to early-December 2021
• SCARP Interim Report	early-December 2021
• Presentations to Homelessness Coalition Society and Affordable Housing and Child Care Advisory Committee	January 2022
• Preparation of Strategy, including an Action and Implementation Plan	January to early-March 2022
• SCARP Final Draft Report	early-March 2022
• SCARP Final Report	early-April 2022

¹ Depending on the COVID-19 pandemic, and any restrictions as to public gatherings which may impact engagement activities, and emergent issues which may arise during the project, SCARP Project students would complete as much as the strategy as possible, with City staff completing any unfinished sections.

Deliverables	Timelines
<ul style="list-style-type: none"> Presentation to City Council 	mid-April or early-May 2022

6. Required Skills and Experience

The project would be well suited for SCARP students with an interest in community or social planning. A willingness to work with and learn from individuals with lived and living experience in homelessness is essential; recognizing that these individuals are subject matter experts and their experience and knowledge is essential to developing the strategy. Research and interview skills would be beneficial, as would organizational skills given the tight timelines involved in developing the strategy, and the importance of the engagement.

7. Project Costs

The City, through its Partner Contributions, would contribute \$3,000 per term (total of \$6,000 for two terms) to defray some of the costs associated with the studio work, including materials, printing and travel. The City has also accessed a Strengthening Communities Services Program grant in the amount of \$20,000, in which up to \$10,000 is available to cover the cost of engaging CAN Program graduates and involving individuals with lived and living experience in homelessness. Additionally, the City would provide in-kind financial support, including staff time, advertising, caterings and venues. The Coordinator of the Homelessness Coalition Society, as part of their funded activities, has allocated time to dedicate to strategy development.

8. Contact Information

John Stark
Supervisor of Community Planning
City of New Westminster
604-515-3777
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REPORT

Development Services

To: Mayor Cote and Members of Council **Date:** September 13, 2021

From: Emilie K Adin,
Director of Development Services **File:** 13.2680.20

Item #: 2021-346

Subject: Crisis Response Bylaw Amendments

RECOMMENDATION

THAT Council direct staff to bundle development review of several Crisis Response Bylaw Amendments, with the goal of fast-tracking these review processes, and with the intention of better meeting current and near-future funding opportunities;

THAT Council direct staff to draft Crisis Response Bylaw Amendments, including bylaws to enable envisioned projects at 350-366 Fenton Street and 68 Sixth Street, to present for first reading at a future Council meeting;

THAT in regard to the proposed Official Community Plan Amendments, Council:

- i. Give consideration to the requirements of Section 475 and 476 as well as other relevant sections of the Local Government Act;
- ii. Direct staff to advise and consult with:
 - a. The following nations:
 - Cowichan Tribes
 - Halalt First Nation
 - Hwlitsum First Nation
 - Katzie First Nation
 - Kwantlen First Nation
 - Kwikwetlem First Nation
 - Lake Cowichan First Nation

- Lyackson First Nation
- Musqueam Indian Band
- Penelakut Tribe
- Qayqayt First Nation
- Seabird Island Band
- Semiahmoo First Nation
- Squamish Nation
- Sto:lo Nation
- Stz'uminus First Nation
- Tsawwassen First Nation
- Tsleil-Waututh Nation;

b. Ministry of Transportation and Infrastructure;

c. the Board of Education of School District 40;

iii. Not pursue consultation with:

- a. Board of the Regional District in which the area covered by a plan is located (Metro Vancouver);
- b. any greater boards or improvement districts, as none are considered to be affected by this application;
- c. any other provincial or federal agency, as none are considered to be affected by this application;
- d. Greater Vancouver Sewerage and Drainage District Board; and,
- e. Councils of immediately adjacent municipalities;

THAT Council direct staff to propose for consideration in the 2022 Budget Process a high-level multi-year public policy and engagement project relating to “social benefit land uses.”

PURPOSE

To provide Council with options for responding to local and regional crises with potential City-wide bylaw amendments. These bylaw amendments would enable urgent housing and time-sensitive crisis services, including two non-market rental housing project opportunities identified at 350–366 Fenton Street and 68 Sixth Street.

EXECUTIVE SUMMARY

The BC government will from time to time declare a state of emergency or a public health emergency across the entire province or in an area of the province. There are also widely recognized crises affecting the Metro Vancouver area, such as the affordable housing crisis, and the extreme weather events that are caused by climate change. In relation to the Affordable Housing Crisis and the Homelessness Crisis, the City is not only working to provide a coordinated response to addressing business and resident complaints related to homelessness, but the City is also working with senior levels of government to develop strategic responses, additional emergency shelter capacity and new supportive and non-market housing opportunities.

There are a number of existing and new funding opportunities by senior levels of government. The tight timelines that need to be achieved to succeed with grant applications reflect the understanding by senior levels of government that the homelessness and affordable housing crises have been exacerbated by the global pandemic. Time is of the essence for both the Province and the Federal Government – as well as for our local residents who are in need of housing and services.

New Westminster and other municipalities in British Columbia have looked to change our zoning bylaws from time to time to respond to urgent needs. In its 2019-2022 Strategic Plan, New Westminster City Council resolved to leverage City resources and to pursue other opportunities to secure development of below- and non-market housing, which is in critical short supply in the city.

As part of the City's Small Sites Affordable Housing Program, there is an opportunity to achieve significant funding for indigenous housing on City-owned lands at 350-366 Fenton Street. Staff advise that there is also an opportunity currently for the City to partner in getting a significant grant with which to provide a supportive housing project on lands at 68 Sixth Street, which are owned by BC Housing. Due to the competitive nature of applying and receiving grant funding, rapid processing of municipal-controlled aspects of projects (e.g. permitting, zoning) is considered essential. In relation to the projects proposed at 350-366 Fenton Street and 68 Sixth Street, it is clear that the public engagement processes for these two projects will need to be abbreviated in order to meet senior government funding deadlines. This is not an ideal approach to engaging with the community about crisis response, nor more generally about land uses that generate social benefit.

Staff have identified a means by which urgent and time-sensitive needs relating to the current pandemic, the recent fires and heat waves, the Provincial Opioid Crisis, and the Regional Homelessness Crisis – and any other future crises – could be met more readily by successful adoption of some general bylaw amendments. The Crisis Response Bylaw Amendments that are being proposed would be limited by the following four criteria:

1. The property/properties must be owned or under long-term lease by the City, by BC Housing, or by another public agency;
2. The project(s) must be government agency funded;
3. The project(s) must be non-profit society or public agency operated; and

4. The project(s) must address needs identified through a BC Public Health Emergency Declaration; or a BC State of Emergency Declaration; or a crisis affecting the Metro Vancouver region that is publicly recognized by multiple member municipalities, including the City of New Westminster.

The Crisis Response Bylaw Amendments being proposed will allow the City to be more nimble in responding to identified crises. Should Council support consideration of Crisis Response Bylaw Amendments in the near-future, staff would return with a proposed schedule of review and engagement events.

The “social benefits land uses” proposed for further exploration in 2022 and beyond would be broader in scope and would include privately owned lands (including projects on lands owned by non-profit societies and faith organizations, even if they are slated to receive senior government funding).

BACKGROUND

In this section of the report, a number of issues and opportunities that inform this work will be explored.

Provincial State of Emergency Declarations

The BC government will from time to time declare a state of emergency across the entire province or in an area of the province. Once a state of emergency has been declared, Provincial and local governments will address the unfolding crisis and try to respond to urgent needs. State of emergency declarations usually relate to a natural disaster such as an earthquake or such as the recent BC wildfires. Note that even when a crisis occurs in a different part of the Province, the effects of the crisis could reach cities as far away as New Westminster. In some cases of rampant wild fires in the interior, for example, air quality in our city could be seriously affected by wildfire smoke. Another good example of a potential State of Emergency Declaration could be the Province instituting a high level response to a future serious heat dome or heat wave event.

BC Public Health Emergency Declarations

Public health emergencies are declared whenever a serious public health emergency is detected by health authorities. Examples include significant outbreaks of infectious disease, such as the recent Public Health Emergency Declaration to address the COVID-19 pandemic, and can include more long-standing but exacerbated crises such as the Opioid Crisis.

Regional Crises

From time to time, there are widely recognized crises affecting the Metro Vancouver area. Regional crises, such as the affordable housing crisis, and the extreme weather events that are caused by climate change, are defined as crises that are recognized by multiple member municipalities, including the City of New Westminster.

Homelessness Crisis

Based on the March 2020 Homeless Count, 41 unsheltered and 82 sheltered homeless people were enumerated in New Westminster, for a total of 123 homeless people. As with all homeless counts, this is likely a significant undercount of the true extent of homelessness. In April 2020, BC Housing conducted a survey of service providers, and based on this survey, it estimated the size of the unsheltered homeless population at about 50 people. Given the ongoing COVID-19 pandemic, local outreach workers have stated that this number is likely significantly higher.

Businesses and residents are increasingly raising concerns about homelessness and other social issues, particularly in the Downtown. These concerns include: individuals sleeping in alcoves and doorways; castoff containers and food resulting from takeaway meals; increasing public drug use and discarded needles and other drug paraphernalia; and the presence of human waste associated with limited access to toilet facilities. Through experience, the City has found that increased enforcement only shifts the issue from one area or neighbourhood to another but does not lead to any real resolution. Additionally, recent court cases and challenges limit the ability of both Police and Bylaw Enforcement to act, particularly with regard to homelessness and other social issues.

In response, the City has established a COVID-19 At-Risk and Vulnerable Populations Task Force, which has realized \$874,323 in foundation and senior government funding to address the basic needs of the unsheltered, and a City of New Westminster Inter-Departmental Working Group on Homelessness, which is providing a coordinated response to addressing business and resident complaints related to homelessness and other social issues. The City is also working with the senior levels of government to develop strategic responses, additional emergency shelter capacity and new supportive and non-market housing, with 52 new supportive housing units potentially available within the next 14 to 18 months.

Canada Mortgage and Housing Corporation and Provincial Funding Opportunities

As part of staff's Inter-Governmental Relations work, advocacy for affordable housing continues to be a priority. Due to the competitive nature of applying and receiving grant funding, advocacy, development of partnerships (including non-profit and senior levels of government) and rapid processing of municipal-controlled aspects of projects (e.g. permitting, zoning) are considered essential. During the scoring of grant submissions, having the right zoning in place, and the City's initial approval on other land use regulatory aspects of a project, would enable the City to achieve a higher score, and does increase the likelihood of receiving a grant.

The tight timelines that need to be achieved to succeed with grant applications reflect the understanding by senior levels of government that the homelessness and affordable housing crises have been exacerbated by the global pandemic. Time is of the essence for both the Province and the Federal Government – as well as for the local residents who are in need of housing and services.

Rapid Housing Initiative (Federal)

The Government of Canada, through Canada Mortgage and Housing Corporation (CMHC), launched the Rapid Housing Initiative (RHI) in October 2020. The initial funding for this initiative was \$1 billion to help address urgent housing needs of vulnerable Canadians, especially in the context of COVID-19, through the rapid construction of affordable housing. The first round of RHI exceeded its initial target of creating up to 3,000 new affordable units and will support the construction of more than 4,700 units across Canada.

The first round of RHI was greatly oversubscribed and the City of New Westminster was advised the federal government needed more time to secure funding for additional much needed projects. Many of the BC projects were also given the same notice.

The Federal Budget 2021 provided an additional investment of \$1.5 billion in new funding for the Rapid Housing Initiative in 2021-22. This new funding will add a minimum of 4,500 new affordable units to Canada's housing supply to address the urgent housing needs of vulnerable Canadians. At least 25 per cent of this funding will go towards women-focused housing projects.

In an effort to meet the housing needs of our most vulnerable populations, the City, in partnership with Vancouver Native Housing Association, has applied under RHI for a project in Queensborough (350-366 Fenton Street). The City anticipates applying, in partnership with BC Housing, for a second project (68 6th Street) later in 2021. While the RHI grant has a very aggressive timeframe, with eligible projects having year for completion, up to 100% of project costs can be covered through the grant.

Regulatory Context

When a land use is not explicitly permitted in a zone, a zoning amendment bylaw is required. A zoning amendment bylaw may change the regulations on one property, or throughout one or more zones, or in all areas of the municipality. An example of the latter is how some municipalities have instituted bylaws that allow group child care facilities in all City zones, as long as they can meet certain conditions. As a recent example in New Westminster, many single detached dwelling zones were amended to permit accessory laneway homes and coach houses, without the need for an individual site rezoning application.

Bylaw amendments that specifically respond to urgent needs have previously been adopted by the City of New Westminster. For example, Bylaw No. 6492, 1998, allows transition houses for women and children fleeing abusive situations as an outright permitted use in single detached dwelling zones. This, in response to a widely recognized crisis of gender-based violence, is occurring in many places in the world.

Other municipalities in British Columbia have also looked to change their zoning bylaws to respond to urgent needs. In 2018, the District of Squamish adopted a zoning amendment to permit, in all zones, several crisis response land uses including emergency shelters and supportive housing. In Spring 2021, City of Victoria Council directed their staff to prepare amendments to their Zoning Bylaw to enable rapid deployment of affordable housing in all residential zones across the city, without the need for site-specific rezoning processes.

Policy Context

A summary of all the City policies that support the recommendations put forward in this report will be provided in a subsequent report to Council.

DISCUSSION

Small Sites Affordable Housing: Program Overview

As part of its 2019-2022 Strategic Plan, New Westminster City Council resolved to leverage City resources to secure development of below- and non-market housing. This direction was made in response to the housing affordability crisis facing the city and region as a whole. One of the most direct ways that Council can deliver affordable housing options is to identify City-owned sites suitable for housing.

On October 28, 2019 Council directed in principle the use of the City-owned properties at:

- 350 to 362 Fenton Street (located in Queensborough)
- 2035 London Street and 2038 Ninth Avenue (located in Connaught Heights)

On July 12, 2021, Council directed staff not to proceed with the Connaught Heights Small Site Affordable Housing Project at this time due to several key factors that have changed since the launch of the project; namely the current high cost of construction, and the implications of the potential funding timeline on the development review process. The top proponent withdrew their application with similar concerns. Staff continue to monitor the situation with the intent of identifying new opportunities and changing circumstances that may allow for the relaunch of this project.

In January 2020, the City issued a Request for Proposals inviting housing providers to describe how they would develop the Fenton Street sites for affordable housing. Seven proposals were received, with Council endorsing in principle the proposal received from Vancouver Native Housing Society (VNHS). VNHS proposed a three story apartment building designed to appear as attached townhouses, with one level of underground parking. The building included 51 units, with a mix of studio, one-, two- and three-bedroom units. The target population would be low- to moderate-income singles and families with a focus on Indigenous singles and families.

In fall 2020, in light of the findings of a preliminary geotechnical investigation, VNHS and the City made the decision not to move forward with the application in its current form.

Proposed Project: 350 - 366 Fenton Street

In partnership with VNHS, the City has continued work on developing a non-market affordable housing project for indigenous individuals on this site. Based on the new and immediate opportunity for Federal funding provided through the Rapid Housing Initiative Round Two, and updated site information on geotechnical construction technology, a modified project that meets the new program requirements is proposed. The project team

sought the advice of an independent geotechnical engineer, and their review – based on preliminary information – concluded that technical solutions exist that could work to address existing site constraints (namely construction using piles as the building foundation).

The project would be situated on just over four of the 9 City-owned lots along Fenton Street, and include 58-units, 88 beds for indigenous individuals including providing spaces for women and children. Concept drawings for the revised project have been prepared for the grant, which was submitted in August 2021. The concept includes a low-rise apartment building designed to the Flood Construction Level (FCL) necessary for construction in Queensborough, with at-grade parking and three levels of residential above. See Attachment 1 for concept drawings. A central elevator would provide access to all floors and provide accessibility to the units. A mix of apartment sizes are proposed; studios, one, and two-bedroom units. An exterior common corridor is envisioned, which could also accommodate a table and chairs. Other common areas would include a common laundry and green space. The proponent is seeking to design to the Passive House standard and include a geothermal exchange.

The sites are currently zoned “RQ-1 (Single Detached)” and a rezoning to accommodate a multi-unit apartment building form, up to three storeys in height (above the FCL), would be necessary. The proposed development would also require an amendment to the Queensborough Community Plan, which currently designates the site as RL (Residential Low Density), which states that the principle forms and uses are: “Single detached dwellings and duplexes. Single detached dwellings may also include a secondary suite.” A subdivision and consolidation of the sites would also be required.

The existing neighbourhood is typified by single detached dwellings with suites. Further to the South is Ewen Avenue, where a number of services and commercial uses are located. To the North, across Boyd Street, are industrial lands, along the Fraser River and Queensborough Landing shopping centre.

Past Consultation on the Project

The City hosted a Virtual Information Session in the summer of 2020 once the Small Sites Affordable Housing Initiative was announced (prior to VNHS being selected as the project operator). The purpose of the event was to provide an overview of the small-sites affordable housing initiative, the evaluation criteria that was developed to review the proposals, and the process to explore affordable housing on the site. A total of 15 community members joined the meeting.

Community consultation process for a previous iteration of the project was launched in fall 2020. The following is a summary of the community and stakeholder consultation that had been completed to date:

- *Residents Association Consultation:* VNHS organized a special meeting with the Queensborough Residents Association executive. Two members attended and provided feedback on the project.

- *Stakeholder Consultation:* Due to the required Official Community Plan (OCP) amendment, all First Nations with an interest in New Westminster, the Ministry of Transportation and Infrastructure, and the School District were identified as stakeholders and were invited to provide feedback on the proposal. At that time, support was received from Cowichan Tribes and Tsleil-Waututh Nations. Tsleil-

Waututh Nations also noted the possibility of archaeological deposits on the site and requested that the proponent follow archaeological and environmental best management practices, which VNHS had committed to doing.

- *Project Webpage:* Both the City and the applicant launched project webpages with details about the application. The City's webpage notes the consultation events have been postponed.

Proposed Project: 68 Sixth Street

A supportive housing project is being explored by the City and BC Housing, with the intention to submit a grant application in 2021 to CMHC's third round of Rapid Housing Initiative. The project site includes 68 Sixth Street (owned by BC Housing) and 60 Sixth Street, which is a small strip of land the City owns adjacent to 68 Sixth Street. The concept includes a four storey modular building that BC Housing is repurposing from a project that did not proceed. The project would provide 52 supportive housing units along with limited exterior programming space (e.g. a gazebo for residents to smoke). BC Housing anticipates having two on-site staff for the project, as well as other building support staff as needed (e.g. cook, cleaners). Very limited, if any, parking would be able to be accommodated on-site.

The project would require a site consolidation, rezoning and OCP amendment. 68 Sixth Street is currently zoned Commercial (C-4) and designated Mixed Use High Density in the Downtown Community Plan, which includes "mixed-use (commercial and/or residential) throughout Downtown, outside of Columbia Historic Mixed-Use, retail, office, service or residential and any combination of the above (can be one use or multiple uses)". As commercial uses cannot be accommodated within the modular building and the limited site size, an OCP amendment to permit non-commercial uses at grade would be required.

The site is located along Sixth Street, which is a Great Street identified in the Master Transportation Plan and OCP. Immediately adjacent to the west is a four storey, 33 unit residential and commercial building, and to the south is a two storey car service shop. To the north, across the Agnes Street greenway, is a four storey commercial building with retail at grade and offices above. Across Sixth Street to the east are two storey commercial buildings.

General Crisis Response Bylaw Amendments

Should Council support rapid processing of zoning bylaw and OCP amendments to enable the indigenous housing project proposed at 350 Fenton Street and the supportive housing project proposed at 68 Sixth Street, it is clear that the public engagement processes for

these two projects will need to be abbreviated in order to meet senior government funding deadlines. This is not an ideal approach to engaging with the community about crisis response, nor more generally about land uses that generate social benefit.

What follows are some examples of how current land uses as set out in the Zoning Bylaw could stymie urgent response to Provincial and regional emergencies:

- Should the City or a public agency need to situate a cooling centre due to a heat wave, or an air centre due to extreme wildfire smoke, in a commercial building where institutional uses are not permitted;
- Should the Province need to create a rapid testing or vaccination clinic or emergency care beds by repurposing an industrial warehouse;
- Should a business need to relocate its sale of basic goods and groceries to an institutional or residential property so as to continue sales on an emergency basis, after the properly zoned grocery store has been compromised by an earthquake.

In any of the cases outlined above, there would not be sufficient time to pursue a site-specific zoning or even a temporary use permit to allow for these land uses.

Given the importance of land uses that generate significant public benefit, Council may wish to direct staff to propose for consideration in the 2022 Budget Process a high-level multi-year public policy and engagement project relating to “social benefit land uses.”

However, there are time-sensitive social, physical and health needs that may need to be addressed in the interim. Staff have identified a means by which urgent and time-sensitive needs relating to the current pandemic, the recent fires and heat waves, the Provincial Opioid Crisis, and the Regional Homelessness Crisis – and any other future crises – could be met more readily by successful adoption of some general bylaw amendments.

Given the enabling policy set out in the City’s Official Community Plan, the priorities laid out in the Strategic Plan, the recently completed Housing Needs Assessment, and the data that has been presented to Council in a report titled, “Homelessness Action Strategy: Workplan and Timeframe” and dated September 13, 2021, staff advise that Council give consideration to bylaws that will enable rapid response crisis services and rapid deployment of affordable housing going forward.

Crisis Response Bylaw Amendments are proposed to be narrower in scope than the bylaw amendments that might be considered in future to permit a broader range of projects that generate public benefit. In the shorter term, what is being proposed are City-wide amendments to the Official Community Plan and zoning bylaw that would allow projects and uses proposed in direct response to an identified crisis to proceed more rapidly. The amendments would be limited by the following four criteria:

1. The property/properties must be owned or under long-term lease by the City, by BC Housing, or by another public agency;
2. The project(s) must be government agency funded;
3. The project(s) must be non-profit society or public agency operated; and

4. The project(s) must address needs identified through a BC Public Health Emergency Declaration; or a BC State of Emergency Declaration; or a crisis affecting the Metro Vancouver region that is publicly recognized by multiple member municipalities, including the City of New Westminster.

The Crisis Response Bylaw Amendments being proposed will allow the City to be more nimble in responding to identified crises. The “s land uses” proposed for further exploration in 2022 would be broader in scope and include privately owned lands (including projects on lands owned by non-profit societies and faith organizations, even if they are slated to receive senior government funding).

Should Council support OCP and Zoning Bylaw amendments to better allow Crisis Response Land Uses to proceed more rapidly, the bylaws would not only apply to projects fitting all four of the criteria laid out above, but they would also be subject to further Council approval. As the property owner, the City would still have the authority to approve and proceed with the proposed land use, including setting any appropriate conditions on the use (e.g. duration of the use).

NEXT STEPS

Crisis Response Bylaw Amendments Review and Engagement

On June 21, 2021, Council approved an update to the Development Review Process which put emphasis on increased, earlier public consultation, including both City-led public consultation and applicant-led consultation. While some timing efficiencies have been achieved in recent development review process updates, and despite the City’s commitment to increased, earlier public consultation, the Crisis Response Bylaw Amendments outlined above will need to be processed in an expedited manner.

Should Council support consideration of Crisis Response Bylaw Amendments in the near-future, staff would return with a proposed schedule of review and engagement events.

Initial staff planning suggests that several information and feedback sessions would be scheduled and broadly advertised, with the goal of offering residents multiple opportunities to learn more about and ask questions on the proposed City-wide zoning and OCP bylaw amendments that would allow for crisis-response projects on government-owned land, as well as the two specific proposed projects at 350-366 Fenton and 68 Sixth. The Be Heard New West platform would also be used to share information with and collect feedback from residents.

Official Community Plan Consultation Requirements

Sections 475 and 476 of the *Local Government Act* identifies specific requirements for consultation that must occur prior to final consideration of an Official Community Plan (OCP) Amendment. The Act requires local government to provide one or more opportunities it considers appropriate for consultation with the organizations and authorities it considers will be affected by the proposed OCP Amendment. Staff has provided a recommendation for Council’s consideration for each of the identified groups:

a) The Board of the Regional District in which the area covered by the OCP is located.
Consultation with Metro Vancouver is not recommended given the proposed OCP amendment does not seek to address lands owned by the Regional District.

b) The board of any regional district that is adjacent to the area covered by the plan
Consultation with other Regional Districts is not recommended as the proposed amendment is not considered to affect adjacent Regional Districts.

c) The Council of any municipality that is adjacent to the area covered by the plan.
Consultation is not recommended as the proposal is not considered to have any negative impact on adjacent municipalities.

d) First Nations

The City is currently in the process of establishing strategies to guide the City in the operationalization of Truth and Reconciliation efforts. These strategies will address how the City undertakes consultations with First Nations in regard to Official Community Plan Amendments, as well as other planning notifications. Until such time as this work is in place and adopted by Council, staff recommends consultation with the following nations which have been identified in the past by the City:

- Cowichan Tribes
- Halalt First Nation
- Hwlitsum First Nation
- Katzie First Nation
- Kwantlen First Nation
- Kwikwetlem First Nation
- Lake Cowichan First Nation
- Lyackson First Nation
- Musqueam Indian Band
- Penelakut Tribe
- Qayqayt First Nation
- Seabird Island Band
- Semiahmoo First Nation
- Squamish Nation
- Sto:lo Nation
- Stz'uminus First Nation
- Tsawwassen First Nation
- Tsleil-Waututh Nation

e) Greater Boards and Improvement Boards.

The Greater Vancouver Sewer and Drainage District Board oversee operation of regional utilities in New Westminster. Consultation is not recommended given the proposed OCP amendment is not considered to affect this Board.

f) The Provincial and Federal governments and their agencies.

Consultation with the Ministry of Highways and Infrastructure is recommended since this Ministry has jurisdiction over lands within New Westminster, including the controlled access highways (e.g. Queensborough Bridge).

Consultation with other Provincial and Federal government agencies is not recommended as the proposed OCP Amendment is not considered to affect other agencies.

g) Board of Education and School District No. 40

Consultation is required with the Board of Education of School District No. 40.

Staff will seek input from the parties by sending a letter requesting written comments or inviting participation on public consultation events.

FINANCIAL IMPLICATIONS

The City worked with VNHS to develop a new concept plan for the project at 350 - 366 Fenton Street. The grant submission was for approximately \$32,000,000 which is anticipated to be 100% of the capital required for this project. While the City will be the recipient of the funding, these dollars will largely flow through to VNHS to execute the development of the project. If the City is successful in the grant application, the majority of municipal costs associated with this project will be recovered. Some fees waived such as Development Cost Charges will require an alternate funding source.

Staff from BC Housing and the City are currently working through the project concept development for 68 Sixth Street and anticipate having an approximate project value in October – November 2021.

For both of these projects, the City and our partners (VNHS and BC Housing) are relying on senior government funding to enable the development of these housing units; the City cannot afford these projects without significant funding assistance. As a result, there is an expectation from senior government that the City will expedite processing of municipal bylaw amendments and permitting.

INTERDEPARTMENTAL LIAISON

Staff working on the Affordable Housing Portfolio is comprised of staff from Parks and Recreation, Finance, Engineering Services, Electrical, Development Services, Mayor's Office and Office of the CAO. Policy and projects are also reviewed by staff in the Staff Committee of Affordable Housing, Senior Management Team and Child Care and Affordable Housing Task Force.

OPTIONS

The following options are presented for Council's consideration:

1. That Council direct staff to follow standard development review procedures for the crisis response projects and processes outlined in the subject report.
2. That Council direct staff to bundle development review of several Crisis Response Bylaw Amendments, with the goal of fast-tracking these review processes, and with the intention of better meeting current and near-future funding opportunities.
3. That Council direct staff to draft Crisis Response Bylaw Amendments, including bylaws to enable envisioned projects at 68 Sixth Street and 350 Fenton Street, to present for first reading at a future Council meeting.
4. That in regard to the proposed Official Community Plan Amendments, Council:
 - i. Give consideration to the requirements of Section 475 and 476 as well as other relevant sections of the Local Government Act;
 - ii. Direct staff to advise and consult with:
 - a. The following nations:
 - Cowichan Tribes
 - Halalt First Nation
 - Hwlitsum First Nation
 - Katzie First Nation
 - Kwantlen First Nation
 - Kwikwetlem First Nation
 - Lake Cowichan First Nation
 - Lyackson First Nation
 - Musqueam Indian Band
 - Penelakut Tribe
 - Qayqayt First Nation
 - Seabird Island Band
 - Semiahmoo First Nation
 - Squamish Nation
 - Sto:lo Nation
 - Stz'uminus First Nation
 - Tsawwassen First Nation
 - Tsleil-Waututh Nation;
 - b. Ministry of Transportation and Infrastructure;
 - c. the Board of Education of School District 40;

- iii. Not pursue consultation with:
 - a. Board of the Regional District in which the area covered by a plan is located (Metro Vancouver);
 - b. any greater boards or improvement districts, as none are considered to be affected by this application;
 - c. any other provincial or federal agency, as none are considered to be affected by this application;
 - d. Greater Vancouver Sewerage and Drainage District Board; and,
 - e. Councils of immediately adjacent municipalities.
- 5. That Council Direct staff to propose for consideration in the 2022 Budget Process a high-level multi-year public policy and engagement project relating to “social benefit land uses.”
- 6. That Council provide staff with alternative direction.

Staff recommends Options 2, 3, 4 and 5.

ATTACHMENTS

Attachment 1 – 350 Fenton Street Concept Drawings

APPROVALS

This report was prepared by:
Emilie K. Adin, Director of Development Services

This report was reviewed by:
Carolyn Armanini, Planner
Lynn Roxburgh, Acting Supervisor of Land Use Planning and Climate Action
Claudia Freire, Housing/Social Planner
Rupinder Basi, Supervisor of Development Planning
Jennifer Miller, Manager of Public Engagement
Blair Fryer, Manager Communications and Economic Development

This report was approved by:
Emilie K. Adin, Director of Development Services
Lisa Spitale, Chief Administrative Officer

Attachment 1

Concept Drawings

Fenton Affordable Housing Project





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300-224 WEST 8TH AVENUE
VANCOUVER, BC CANADA V5Y 1N5
TEL: 604 736 1156
FAX: 604 731 5279

NOTES



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350-362 FENTON ST

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GROUND LEVEL- 14,136 SF
LEVEL 1- 18,896 SF
LEVEL 2- 18,896 SF
LEVEL 3- 18,896 SF

TOTAL GROSS AREA: 70,824 SF

TOTAL UNIT COUNT
GROUND LEVEL- 0
LEVEL 1- 18
LEVEL 2- 20
LEVEL 3- 20

TOTAL UNITS: 58

TOTAL UNIT BREAKDOWN

STUDIO- 12 - 21%
1 BED - 16 - 28%
2 BED - 30 - 51%

PARKING STALLS: 43



REVISIONS

No.	Date	Description
-	-	-





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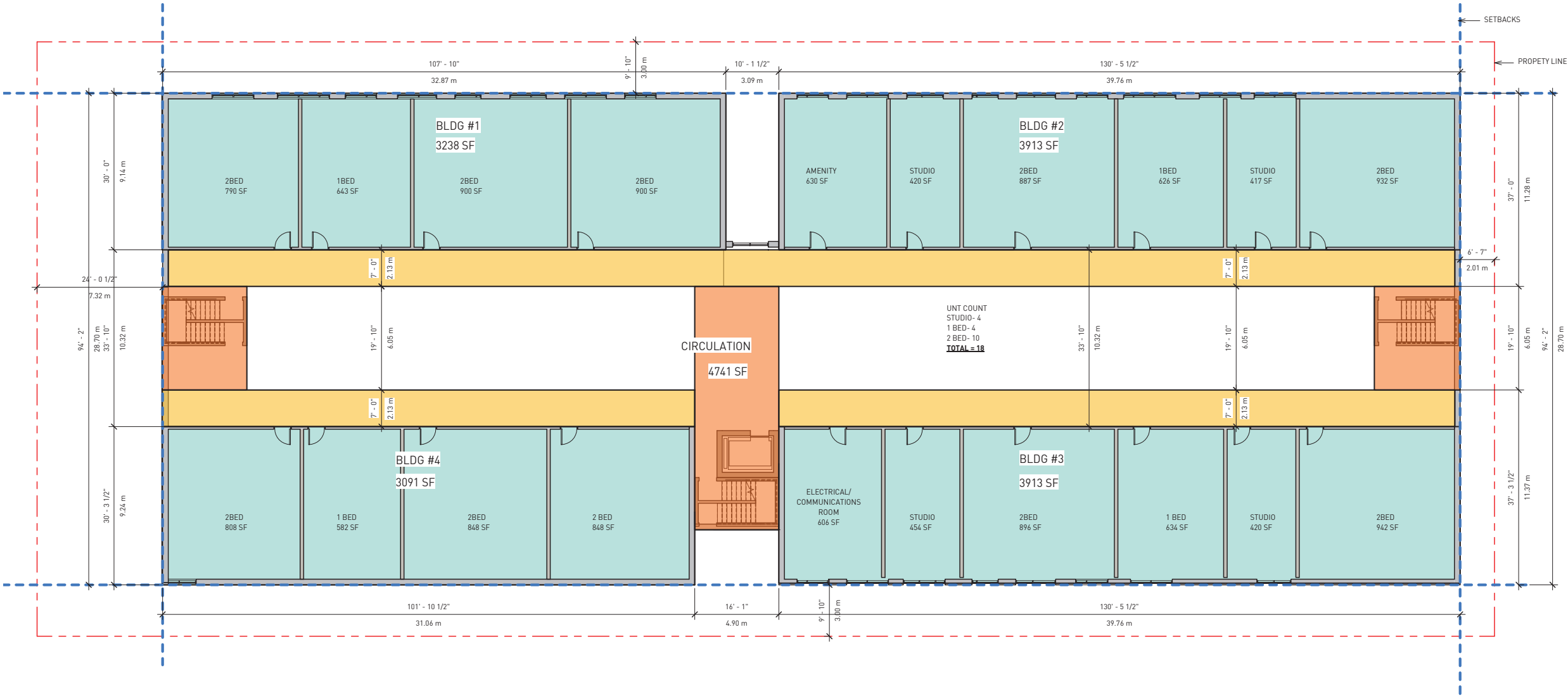
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350-362 FENTON ST

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LEVEL 3- 18,896 SF

TOTAL GROSS AREA: 70,824 SF

TOTAL UNIT COUNT
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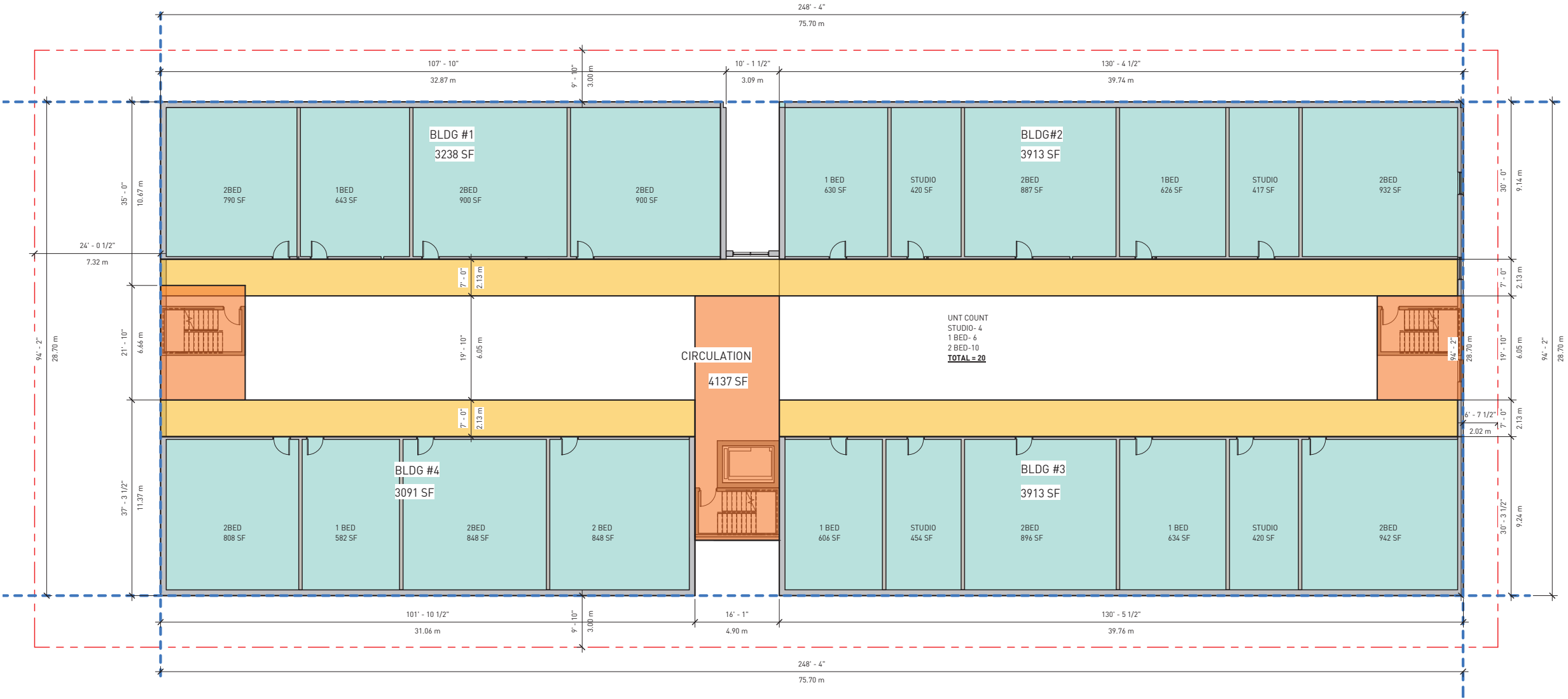
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TOTAL GROSS AREA: 70,824 SF

TOTAL UNIT COUNT
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LEVEL 1- 18
LEVEL 2- 20
LEVEL 3- 20

TOTAL UNITS: 58

TOTAL UNIT BREAKDOWN
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PARKING STALLS: 43



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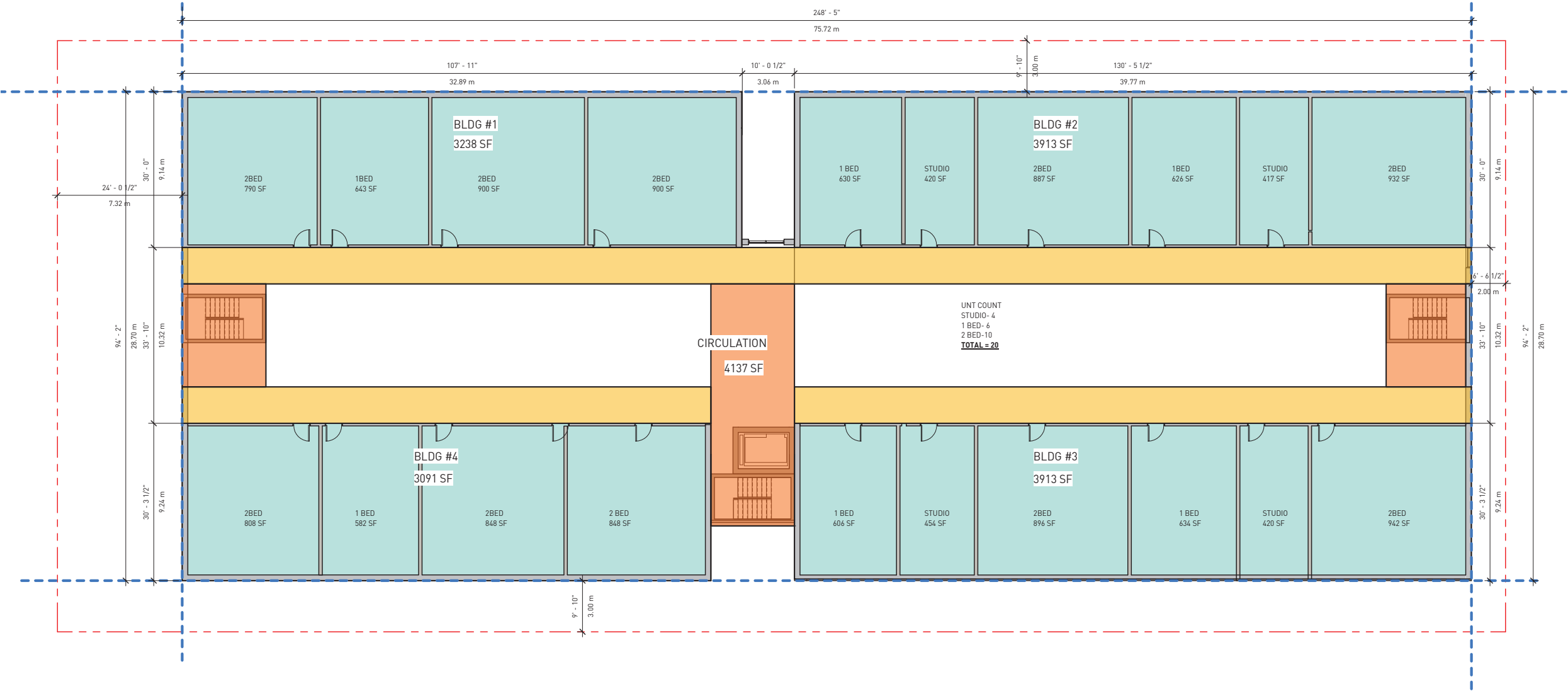
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REPORT

Development Services

To: Mayor Cote and Members of Council **Date:** September 13, 2021

From: Emilie K Adin,
Director of Development Services **File:** 13.2630.07

Item #: 2021-333

Subject: Broken Drug Policies: Inter-Municipal Strategic Action Committee

RECOMMENDATION

***THAT** Council direct staff to participate on the Broken Drug Policies Inter-Municipal Strategic Action Committee.*

***THAT** Council direct staff to pause the work of the City of New Westminster Interdepartmental Working Group on the Overdose Epidemic until spring 2022, while continuing to participate on the New Westminster Overdose Community Action Team.*

PURPOSE

To seek Council direction for staff participation on the Broken Drug Policies Inter-Municipal Strategic Action Committee.

EXECUTIVE SUMMARY

April 2021 marked five years since the Province of British Columbia declared a state of emergency related to the overdose crisis. Provincial medical experts have reported an increasingly toxic drug supply, a higher propensity to use drugs alone, declining mental health, and increased substance use during the COVID-19 pandemic. Since 2014, New Westminster has lost over 170 residents to the overdose crisis. In the first six months of 2021, there were over 1,000-drug toxicity (overdose) deaths in BC and 24 drug toxicity deaths in New Westminster.

In December 2019, the City established an Interdepartmental Working Group on the Overdose Epidemic, with a mandate to coordinate City actions to respond to the

overdose epidemic, including, continuing to participate on the New Westminster Overdose Community Action Team (NWOCAT) and developing a City Overdose Response Plan. The latter included working with Fraser Health towards the implementation of a Safe Supply Program and an Overdose Prevention Site in New Westminster. In April 2021, a Health Contact Centre, operated by the Lower Mainland Purpose Society, which includes drug checks and witnessed consumption, opened in New Westminster.

POLICY CONTEXT

For information on the policy context, please refer to attachment 1.

DISCUSSION

Overdose Deaths in New Westminster

Since 2014, there has been a significant increase in drug toxicity (overdose) deaths in New Westminster (see Table #1). Between 2014 and 2020, New Westminster's drug toxicity death rate was higher than the provincial average in six out of seven years.

Although there was a significant drop in drug toxicity deaths in both British Columbia and New Westminster in 2019 from previous years, these improvements were erased during 2020, with British Columbia having its highest number of drug toxicity deaths (1,733) and New Westminster having its second highest number of drug toxicity deaths (35). Provincial medical experts have reported an increasingly toxic drug supply, a higher propensity to use drugs alone, declining mental health, and increased substance use during the COVID-19 pandemic.

Table #1: Drug Toxicity Deaths and Death Rate (per 100,000 people), New Westminster Local Health Area and British Columbia, 2014-2021

Jurisdiction	2014	2015	2016	2017	2018	2019	2020	2021 (Jan – June)	2014- 2020 % change
New West - deaths	9	12	10	24	36	20	35	24	288.9%
New West - death rate	12.6	16.5	13.4	31.5	46.1	24.9	42.4	N/A	
BC - deaths	369	529	991	1,495	1,546	984	1,733	1,011	369.6%
BC - death rate	7.8	11.1	20.4	30.4	31.0	19.4	33.7	N/A	

*BC Government Coroners Service

For every drug toxicity death, there are many drug toxicity events (i.e., helping those who are at imminent risk of death due to drug toxicity) responded to by paramedics and first responders. According to Fraser Health, there were 814-drug toxicity events

responded to by BC Emergency Health Services (ambulances) in Fraser Health in June 2021, a record monthly high. Of these drug toxicity events, 45 of them were in New Westminster.

New Westminster Overdose Community Action Team

The New Westminster Overdose Community Action Team (NWOCAT), established in May 2018, involves multiple partners, including people with lived and living experience, first responders, local community service providers, the health authority, and government staff. Membership is open to anyone with a reasonable stake in the crisis. City representation on the NWOCAT includes staff from Fire, Library, Parks and Recreation, Planning, and Police. Since 2018, the NWOCAT has: produced an asset and gap analysis; established a peer network and mentorship program; launched an anti-stigma campaign; focused attention on expanding and coordinating services; and developed guiding best practices for participants. For more information on the NWOCAT, please see attachment 2.

Interdepartmental Working Group on the Overdose Epidemic

In December 2019, the City established the Interdepartmental Working Group on the Overdose Epidemic with a mandate to coordinate City actions to respond to the overdose epidemic, including, continuing to participate on the NWOCAT and developing a City Overdose Response Plan. The latter includes working with Fraser Health towards the implementation of a Safe Supply Program and an Overdose Prevention Site in New Westminster. In April 2021, a Health Contact Centre, operated by the Lower Mainland Purpose Society, which includes drug checks and witnessed consumption, opened in New Westminster. Representation on the working group includes staff from Development Services (Integrated Services and Planning), Engineering Operations, Fire Service, Library, Parks and Recreation, including Youth Services, and Police. For more information on the Interdepartmental Working Group, please see attachment 3.

Broken Drug Polices: Inter-Municipal Strategic Action Committee

Recently, the City was approached by the Canadian Drug Policy Coalition to participate in an initiative titled, 'Broken Drug Polices: Inter-Municipal Strategic Action Committee' that will focus on education and advocacy related to the legalization and regularization of drugs from a public health and human rights model approach. The outcome will include developing a proposal with the participation of Pivot Legal Society and an advocacy role with regard to the senior levels of government.

Committee membership is open to municipal politicians and/or staff and will involve bi-weekly meetings, approximately two hours per meeting over a six-month period. In addition, one-to-two hours of preparation will be required for each of the twelve meetings. Proposed topics include:

- Naming the Problems
- Mapping the Policy Landscape
- Evaluating Decriminalization
- Introducing Legal Regulation
- Possible Models of Legal Regulation
- Cannabis: A Canadian Case Study
- Pathways to Legal Regulation
- Strategic Planning
- Meaningful Consultation with People with Lived/Living Experience of Illegal Drug Use
- Public Relations in Government and Beyond

For more information on the Broken Drug Policies: Inter-Municipal Strategic Action Committee, please see attachment 4.

Given ongoing drug toxicity deaths and the increased risks for vulnerable individuals now facing dual public health emergencies, there is benefit in the City participating in this initiative and it is staff's opinion that the Housing/Social Planner is best positioned to participate. Given current work program priorities and resources, staff are seeking Council direction to participate in the Broken Drug Policies: Inter-Municipal Strategic Action Committee and to pause the work of the City of New Westminster Interdepartmental Working Group on the Overdose Epidemic until spring 2022, while continuing to participate on the New Westminster Overdose Community Action Team.

OPTIONS

There are three options for Council's consideration:

1. That Council direct staff to participate on the Broken Drug Policies Inter-Municipal Strategic Action Committee.
2. That Council direct staff to pause the work of the City of New Westminster Interdepartmental Working Group on the Overdose Epidemic until spring 2022, while continuing to participate on the New Westminster Overdose Community Action Team.
3. That Council provide staff with other direction.

Staff recommends options 1 and 2.

ATTACHMENTS

Attachment 1 – Policy Context

Attachment 2 – New Westminster Overdose Community Action Team

Attachment 3 – July 13, 2020 Report to Council “Interdepartmental Working Group on the Overdose Epidemic Update”

Attachment 4 – Broken Drug Policies: Inter-Municipal Strategic Action Committee
Project overview

APPROVALS

This report was prepared by:

Claudia Freire, Housing and Social Planner

This report was reviewed by:

John Stark, Supervisor of Community Planning

This report was approved by:

Emilie Adin, Director of Development Services

Lisa Spitale, Chief Administrative Officer

Attachment 1

Policy Context

POLICY CONTEXT

Official Community Plan

The *Our City Official Community Plan* (2017) includes the following policy:

- *Foster a community that proactively addresses health issues and facilitates healthy built environments.*

Council Strategic Plan

Council, as part of its recent strategic planning, supported the following strategic direction and action:

- *Take a lead role in responding to the opioid epidemic, including coordinating actions with City partners.*
- *Continue to participate on the Overdose Community Action Team, including its working groups, and identify actions in which the City can take a lead or prominent role.*

Attachment 2

New Westminster Overdose Community Action Team

**NEW WESTMINSTER OVERDOSE COMMUNITY ACTION TEAM:
PROJECT ACTIVITIES**

Prepared by New Westminster Overdose Community Action Team

COVID-19 UPDATE

Currently, the work of the New Westminster Overdose Community Action Team (NWOCAT) is proceeding on a modified basis due to challenges that have been presented in the face of the COVID19 pandemic. Projects designed to bring people together have been placed on hold in order to reduce risk of infection of the coronavirus. The NWOCAT has also experienced challenges with respect to capacity, as members of the have been redeployed to address the ongoing pandemic. Strategies to continue moving projects forward continue to be explored.

NWOCAT meetings continue to be held on a monthly basis, with one cancelation in April to provide time for adjustment to COVID19 protocols.

The Peer Network and New West Street Degree is currently on hold due to COVID19 restrictions. Strategies to hold peer network meetings virtually have been piloted, and plans to bring small groups together are in development. This will ensure Peer Network members are able to complete the Street Degree program, while also adhering to safe physical distancing protocols.

The Anti-Stigma Campaign - Trades and Business Engagement Initiatives have also been placed on hold as a result of physical distancing protocols. At this time, virtual or digital alternatives are being explored. This may include the development of an online platform to share information tailored to specific target groups, and promote specific programs, including the NWOCAT Peer Mentorship program.

PROJECT ACTIVITIES

Community Action Initiative (CAI) Stream 1 Funding (November 2018- October 2019)

Asset and Gap Analysis and Strategic Action Plan

An asset and gap analysis was conducted in the first year after the establishment of the NWOCAT in May 2018. Findings from the asset and gap analysis were used to inform

the committee's strategy for reducing the incidence of overdose locally. Through this process, four strategic priorities were identified:

- a) ***Anti-stigma campaign;*** The *Messages of Hope Campaign* was developed in the first year of the project. This included the development and coordination of an exhibitor booth. The committee attended local events throughout the summer to provide information about the impact of the overdose crisis in New Westminster, and invited members of the community to write Messages of Hope on hearts that were later developed into a mural and unveiled on International Overdose Awareness Day. Naloxone training was also provided to community residents. The objective was to promote compassion and a compassionate response to drug use in our community.
- b) ***Peer network and mentorship;*** In the first year of the project, structures and engagement strategies for connecting with people who have been directly impacted by the overdose crisis, either through personal drug use or loss of a loved one, were established. This included weekly group meetings, and a formal membership process. Meetings were used as an opportunity to assess group priorities. The objective is to increase the involvement of peer knowledge and experience in designing overdose response programs and activities, to enhance the capacity of peers interested in leading overdose prevention work, and to reduce internalized stigma relating to drug use.
- c) ***Expansion and coordination of services;*** In the first year of the project, a comprehensive list of overdose response services were identified in New Westminster, and a proposal was put in place to develop a centralized list of supports through the Division of Family Practice Pathways website. Regular updates are circulated through the NWOCAT distribution list, and opportunities to promote service coordination were proposed as part of the peer mentorship program - including the establishment of formal partners with Fraser Health's Mental Health and Substance Use Services, and the local Fire and Police Department.
- d) ***Guiding best practices;*** A need to enhance knowledge, and practical strategies for promoting cultural safety and trauma-informed practice was identified across the NWOCAT committee. Opportunities for capacity building, particularly within the realm of cultural safety was explored in year one. A local program director with varied expertise in substance use and Indigenous practices was invited to develop a training on Cultural Safety as part of a peer capacity building program. Opportunities to bring this training to other community partners continues to be explored. Additionally, formal partners within Fraser Health and the Metis Association provide

ongoing recommendations to enhance cultural safety and trauma informed practice across initiatives developed by the committee.

Community Action Initiative (CAI) Stream 2 Funding (November 2019 - October 2020)

Anti-Stigma Workshop, Trades

[Data reports](#) on the incidence of overdose in BC indicate that men in trades may be at high risk for overdose. A workshop was developed by two overdose public health nurses at Fraser Health, and a person who identified as having lived experience with personal drug use and the trades. Workshop content included relevant statistics on the impact of the overdose crisis; a discussion on language and stigma; a presentation on someone's personal experiences with overdose; understanding how to recognize and respond to overdose; and information on where to access harm reduction and recovery-oriented services. The objective is to reduce fatal and non-fatal drug related overdose through targeted contact-based workshops designed to address stigma within the trades.

Anti-Stigma Campaign, Businesses

Findings from the NWOCAT asset and gap analysis indicated a need, and some willingness to participate in overdose prevention strategies across the local business community. Local businesses were also identified as a key target group for the anti-stigma campaign given their reach in the community. In year two of the committee, a survey was developed to gain a more comprehensive understanding of the impact of the overdose crisis across the business community, and to identify strategies that will be most effective for engaging this target group. A web platform is currently in the process of being developed that will include relevant training, a list of local resources, as well as promote the peer mentorship program as a potential resource for connecting folks to services. The objective of this initiative is to enhance overdose response capacity and coordination across New Westminster, and reduce stigma at the social level.

Peer Network

As noted above, a peer network was established in order to promote empowerment-based peer-led overdose prevention initiatives that fit the needs of the people who may be at risk for overdose in New Westminster. One of the key outcomes of the CAT Peer Network is to support standalone peer-led initiatives. In the second year after the establishment of the peer network, the following projects were developed:

- **Digital Inclusion:** Through ongoing peer group meetings, a need to increase access to communications and technology was identified. This will allow peers to better communicate with one another, as well as access information online. This gap in digital connectivity became further apparent after the onset of the COVID19 pandemic. The objective of the digital inclusion initiative is to reduce barriers to

technology, and increase access to information and resources among marginalized and/or vulnerably-housed individuals by establishing a low barrier tech cafe.

- ***Overdose Memorial:*** Peers attending the weekly peer group showed interest in leading a public art project in order to raise awareness about the local impact of the overdose crisis across New Westminster, and in doing so, contribute to ongoing stigma reduction efforts relating to substance use. It is also a strategy for honouring the many lives that have been lost to a contaminated drug supply, and where memorials may not always be held.
- ***Street Degree:*** Peers attending the weekly peer group showed interest in receiving ongoing overdose response training. Referrals were frequently made to the Street Degree program located in Vancouver. A request for training with fewer transportation barriers led to a proposal for a Street Degree program in New Westminster to promote ongoing capacity building and peer-based overdose response.
- ***Community Advocacy:*** Weekly peer group meetings serve as a platform for ongoing advocacy. Members of the group are encouraged to identify gaps in the community with respect to overdose response, and social determinants of health - and are supported to bring these concerns to the attention of the larger CAT committee, as well as to City Council.

Vancouver Foundation, Three Year Test Grant (January 2020 - December 2022)

Peer Mentorship Program (Project ALLIES)

The Overdose Emergency Response Centre has identified peer empowerment and employment as one of eight essential services for overdose prevention in BC. The main objective of the peer mentorship program is to reduce fatal and non-fatal accidental overdose by creating avenues for social connection, linking to essential services, building partnerships in the community, and addressing stigma at the self, social, and structural levels. To date, structures and processes have been developed to support the development of the peer mentorship program. Four peers were recruited on a part-time basis to conduct an environmental scan. Information collected through this process will be used to inform the peer mentorship program moving forward. Ongoing strategies to build relationships with local partners, and the business community will be developed for the purpose of ongoing coordination of services, and stigma reduction.

Policy Toolkit

Based on key learnings obtained through the establishment of the peer mentorship program, structures and recommendations will be developed to support the implementation of policies that promote best practices and enhance quality of care to

service recipients. A toolkit will be developed and made accessible to local organizations, and across communities as part of a commitment to enhancing trauma informed and cultural safe peer-based programming.

Attachment 3

July 13, 2020 Report to Council
“Interdepartmental Working Group on the
Overdose Epidemic Update



Corporation of the City of
NEW WESTMINSTER

REPORT

Development Services

To: Mayor Côté and Members of Council **Date:** 7/13/2020

From: Emilie K Adin, MCIP **File:** 13.2630.07
Director of Development Services

Item #: 257/2020

Subject: **Interdepartmental Working Group on the Overdose Epidemic: Update**

RECOMMENDATION

THAT Council direct the Interdepartmental Working Group on the Overdose Epidemic to develop a City Overdose Response Action Plan in collaboration with the New Westminster Overdose Community Action Team.

THAT Council direct staff to work with Fraser Health to explore an Overdose Prevention Site in New Westminster.

THAT Council direct staff to work with Fraser Health, with input from the New Westminster Overdose Community Action Team, to explore a Safe Supply Program in New Westminster.

EXECUTIVE SUMMARY

On April 14, 2016, the Province of British Columbia declared a state of emergency related to the overdose crisis. In July 2018, the New Westminster Overdose Community Action Team (NWOCAT) was established after successfully obtaining funding through the Community Action Initiative. The NWOCAT, chaired by Fraser Health and the Lower Mainland Purpose Society, is a collaborative body with broad-based representation, including by several City Departments.

In December 2019, and in response to Council's recent Strategic Plan, the City's Interdepartmental Working Group on the Overdose Epidemic was established with a mandate to coordinate City actions to respond to the overdose epidemic including,

continuing to participate on the NWOCAT and developing a City Overdose Response Plan. Possible actions identified to date include: developing anti-stigma, cultural sensitivity and trauma-informed training for City staff; instituting Naloxone training for frontline City staff; participating in the NWOCAT Street Degree Program; and informing discussions related to a possible Overdose Prevention Site and a Safe Supply Program.

In March 2020, a second public health emergency was declared in British Columbia in response to the COVID-19 pandemic. The result of facing dual public health emergencies includes heightened risk of overdose due to border closures and an increasingly toxic drug supply, as well as risk and spread of infection among vulnerable populations, including those experiencing marginalization. Marginalized individuals face risks associated with withdrawal and other complex health conditions. They are typically unable to isolate due to lack of housing.

Given the increased risks for vulnerable individuals now facing dual public health emergencies, staff are seeking Council direction to work with Fraser Health, with input from the NWOCAT, to explore an Overdose Prevention Site and to work towards the implementation of a Safe Supply Program in New Westminster.

PURPOSE

The purpose of this report is threefold: (1) to seek Council direction to develop a City Overdose Response Action Plan; (2) to seek Council direction to work with Fraser Health to explore an Overdose Prevention Site in New Westminster; and, (3) to seek Council direction to work with Fraser Health and the New Westminster Overdose Community Action Team to explore a Safe Supply Program in New Westminster.

POLICY CONTEXT

For information on the policy context, please refer to attachment 1.

DISCUSSION

Overdose Deaths in New Westminster

Since 2014, there has been a significant increase in illicit drug overdose deaths in New Westminster (see Table #1). Between 2014 and 2019, New Westminster's illicit drug death overdose rate was higher than the provincial average in five out of the six years.

The illicit drug overdose death rate in British Columbia has increased sharply in the first five months of 2020, with the highest monthly total of 170 deaths recorded in May 2020. Provincial medical experts have reported an increasingly toxic drug supply, a higher

propensity to use drugs alone, declining mental health and increased substance use during the COVID-19 pandemic. During the first five months of 2020, 12 illicit drug overdose deaths have occurred in New Westminster.

Table #1: Illicit Drug Overdose Deaths between 2014 and 2019

Jurisdiction	2014	2015	2016	2017	2018	2019	2014-19 % change	2020 Jan-May
New Westminster - deaths	9	12	10	24	36	18	100.0%	12
New Westminster - death rate	12.6	16.5	13.4	31.5	46.1	22.6		
British Columbia - deaths	369	529	991	1,495	1,546	979	165.3%	554
British Columbia - death rate	7.8	11.1	20.4	30.4	31.0	19.4		

**BC Government Coroners Service, published June 11, 2020 and BC Stats Population Estimates, 2019*

If one compares the monthly average death rates in 2019 in New Westminster, to the average death rate per month in the first five months of 2020, the monthly death rate has increased from 1.5 to 2.4 deaths per month average. That represents an increase of about 63%.

For up to date statistics collected by New Westminster Fire and Rescue Services (NWFRS) regarding incidents of overdose in the City of New Westminster, please refer to attachment 2.

Provincial State of Emergency

On April 14, 2016, the Province of British Columbia declared a state of emergency throughout the province related to the overdose crisis. On December 1, 2017, the BC Ministry of Mental Health and Addictions (MMHA) launched an Overdose Emergency Response Centre (OERC), with the goal of spearheading urgent action at the community level to prevent further deaths and to support people using substances and people struggling with addiction to access supports, treatment and recovery services.

In April 2018, the Community Action Initiative (CAI) in partnership with the MMHA and the OERC launched a funding program to set-up Community Action Teams (CATs). The purpose of CATs is to develop partnerships at the local level in order to facilitate action-oriented strategies tailored to local community needs to respond to the overdose crisis.

New Westminster Overdose Community Action Team

The New Westminster Overdose Community Action Team (NWOCAT) was established in May 2018 and is chaired by Fraser Health and the Lower Mainland Purpose Society (LMPS). This body was successful in obtaining a Community Action Team Grant, of which the LMPS is the lead financial agency. The NWOCAT is Co-Chaired by the Medical Health Officer, Fraser Health, and the CAT Coordinator, LMPS. It is a collaborative body that aims

to be inclusive, diverse and have representation from first responders, local community service providers, health authority, government staff and individuals with lived and living experience. Membership is open to anyone with a reasonable stake in the crisis.

The NWOCAT is currently has the following membership:

- Lower Mainland Purpose Society (lead agency)
- Fraser Health Mental Health and Substance Use Services
- Fraser Health Population and Public Health
- Fraser Northwest Division of Family Practice
- BC Emergency Health Services
- BC Yukon Association of Drug War Survivors
- Community Members
- People with Lived and Living Experience
- City of New Westminster (Police, Fire, Library, Planning, Parks and Recreation)
- Construction Industry Rehabilitation
- Douglas College
- Last Door Recovery Society
- Lookout Housing and Health Society
- Ministry of Social Development and Poverty Reduction
- Mobile Response Team
- Spirit of the Children Society
- Union Gospel Mission

One of the first actions of the NWOCAT was an asset and gap analysis, from which the following key objectives were identified:

- Peer Network and Mentorship – increase involvement of peer knowledge and experience in designing overdose response programs and increase diversity of peer involvement in leading and supporting project activities.
- Anti-Stigma Campaign – promote a compassionate response to drug use in the community, identify inaccurate and stigmatizing stereotypes of people who use drugs and work to disrupt them, and influence the way our community talks about drugs.
- Expansion and Coordination of Services – promote information sharing of services relating to overdose and response, develop mechanisms to disseminate information, identify opportunities and establish linkages for service coordination.
- Guiding Best Practices – increase knowledge around cultural safety and humility practices within and across organizations and increase knowledge around Adverse Childhood Experiences (ACES), Trauma-informed, and evidence-based practices within and across organizations.

The work of the NWOCAT over the past two years has been collaborative, diverse and impactful and has involved multiple partners, including people with lived and living experience. For an overview of NWOCAT project activities since 2018, please refer to attachment 3. The co-chairs will be invited to present to Council on the overdose crisis in New Westminster and on the work of the NWOCAT at a future Council Meeting or Workshop.

Interdepartmental Working Group on the Overdose Epidemic

Council, as part of its recent strategic planning, supported the following strategic direction and action:

- *Take a lead role in responding to the opioid epidemic, including coordinating actions with City partners.*
- *Continue to participate on the Overdose Community Action Team, including its working groups, and identify actions in which the City can take a lead or prominent role.*

In December 2019, the City of New Westminster Interdepartmental Working Group on the Overdose Epidemic was established with a mandate to coordinate City actions to respond to the overdose epidemic in New Westminster. This will include: examining actions currently underway; identifying opportunities for collaboration, including with the NWOCAT, other community partners and senior levels of government; updating related plans and policies; and developing a City Overdose Response Action Plan.

City membership on the working group includes representation from:

- Development Services (Integrated Services and Planning)
- Engineering Department (Engineering Operations)
- New Westminster Fire Services
- New Westminster Police Department
- New Westminster Public Library
- Parks and Recreation Department, including Youth Services

Recognizing the importance of close collaboration with the NWOCAT, non-city membership on the working group includes the Medical Health Officer (Co-Chair of NWOCAT) and NWOCAT Coordinator. A first task of the working group was to examine actions currently underway in the various City Departments. The below table illustrates how each department is currently responding to the overdose epidemic, noting that most Departments are also represented on the NWOCAT.

Department	Actions Underway
Development Services – Integrated Services	<ul style="list-style-type: none"> • Participate in committees regarding homelessness (which often intersects with addictions). • Actively engage with homeless individuals to offer services in the city and connect them to outreach workers.
Development Services – Planning	<ul style="list-style-type: none"> • Participate in NWOCAT and related committees. • Chair Interdepartmental Working Group on the Overdose Epidemic.
Engineering Operations	<ul style="list-style-type: none"> • Implemented staff training to identify risks and learn proper collection techniques to minimize those risks (needles, sharps and other hazardous wastes). • Implemented a new needle disposal system where a company picks up the full containers from our yard rather than returning each individual container to Fraser Health's Office in the Royal Centre Mall.
New Westminster Fire Services	<ul style="list-style-type: none"> • Actively carrying and deploying Naloxone. • Additional resources and training for first responders. • Participate in NWOCAT and related committees. • Participate in Project Allies (NWOCAT). • Potential participation in Street Degree (NWOCAT).
New Westminster Police	<ul style="list-style-type: none"> • Actively carrying and deploying Naloxone. • Offer community education, including for youth. • Participate in NWOCAT and related committees. • Participate in Project Allies (NWOCAT). • Potential participation in Street Degree (NWOCAT).

Parks and Recreation, including Youth	<ul style="list-style-type: none">• Report critical or active findings to New Westminster Police and Integrated Services.• Liaise with School District to provide a continuum of support for youth.• Offer counselling services for youth.• Provide referrals to community resources.• Participate in NWOCAT and related committees.
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The next step identified by the working group includes developing a City Overdose Response Action Plan that expands on current actions and identifies new actions in collaboration with the NWOCAT, other community partners and the senior levels of government. Possible actions identified to date include: anti-stigma, cultural sensitivity and trauma-informed training for City staff; Naloxone training for frontline City staff; participating in the NWOCAT Street Degree Program; and informing discussions related to a possible Overdose Prevention Site and a Safe Supply Program.

Overdose Prevention Site and Safe Supply Program

There is evidence that overdose prevention and supervised consumption sites save lives and reduce the rate and spread of infectious diseases. They also facilitate enhanced access to drug treatment, rehabilitation and recovery services. Overdose prevention sites typically provide clean supplies and allow for the safe disposal of needles; facilitate education and information sharing; enable individuals to consume substances under the supervision of someone who can respond in the event of an overdose; and serve clients and the larger community.

In March 2020, a second public health emergency was declared in British Columbia in response to the COVID-19 pandemic. The result of facing dual public health emergencies includes heightened risk of overdose due to border closures, and an increasingly toxic drug supply, as well as risk and spread of infection among vulnerable populations, including those experiencing marginalization, who face risks associated with withdrawal and other complex health conditions, and who are unable to isolate due to lack of housing.

Public health advocates recommend the implementation of safe supply programs as a key intervention to respond to increasing overdose and overdose deaths. Safe supply is defined as “a legal and regulated supply of drugs with mind/body altering properties that traditionally have been accessible only through the illicit drug market.” Anticipated benefits of safe supply programs include: fewer people experiencing withdrawal symptoms; fewer people at

risk for drug overdoses; and more people able to self-isolate, reducing the spread of infection and demand on an overtaxed health care system. For information on safe supply programs, please refer to attachment 4.

Given the increased risks for vulnerable individuals now facing dual public health emergencies, staff are seeking Council direction to work with Fraser Health, with input from the NWOCAT, to explore an Overdose Prevention Site and implementation of a Safe Supply Program in New Westminster.

INTER-DEPARTMENTAL LIAISON

The Interdepartmental Working Group on the Overdose Epidemic is comprised of staff from multiple City Departments, including: Development Services, Engineering Operations, Fire Services, Parks and Recreation, Police, Public Library.

OPTIONS

There are four options for Council's consideration:

1. That Council direct the Interdepartmental Working Group on the Overdose Epidemic to develop a City Overdose Response Action Plan in collaboration with the New Westminster Overdose Community Action Team.
2. That Council direct staff to work with Fraser Health to explore an Overdose Prevention Site in New Westminster.
3. That Council direct staff to work with Fraser Health, with input from the New Westminster Community Action Team, to explore a Safe Supply Program in New Westminster.
4. That Council provide staff with other direction.

Staff recommends option 1, 2 and 3.

ATTACHMENTS

Attachment 1: Policy Context

Attachment 2: Incidents of Overdose in the City of New Westminster - July 1, 2020
Update

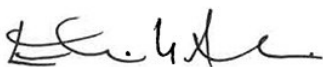
Attachment 3: New Westminster Overdose Community Action Team: Project Activities

Attachment 4: Dual Public Health Emergencies: A Brief for Safe Supply

This report has been prepared by:
Claudia Freire, Housing/Social Planner

This report was reviewed by:
John Stark, Supervisor of Community Planning
Jackie Teed, Senior Manager of Development Services

Approved for Presentation to Council



Emilie K Adin, MCIP
Director of Development Services



Lisa Spitale
Chief Administrative Officer



Attachment 1

Policy Context

POLICY CONTEXT

Official Community Plan

The *Our City Official Community Plan* (2017) includes the following policy:

- *Foster a community that proactively addresses health issues and facilitates healthy built environments.*

Council Strategic Plan

Council, as part of its recent strategic planning, supported the following strategic direction and action:

- *Take a lead role in responding to the opioid epidemic, including coordinating actions with City partners.*
- *Continue to participate on the Overdose Community Action Team, including its working groups, and identify actions in which the City can take a lead or prominent role.*



Attachment 2

Incidents of Overdose in the City of New Westminster – July 1, 2020 Update



MEMORANDUM

New Westminster Fire & Rescue Services

To: Mayor Côté and Members of Council **Date:** July 13, 2020

From: Tim Armstrong **File:**

Fire Chief

Item #:

Subject: Incidents of Overdose in the City of New Westminster – July 1, 2020 Update

PURPOSE

To provide up to date statistics collected by NWFRS regarding incidents of overdose in the City of New Westminster.

BACKGROUND

The program was implemented in February 2016 in Vancouver and Surrey fire departments as a result of a collaboration between the Ministry of Health, Provincial Health Services Authority (PHSA), BC Emergency Health Services (BCEHS), BC Centre of Disease Control (BCCDC), Fraser Health and municipal authorities to respond to the rising number of drug overdose cases in BC. The Naloxone Program was implemented within NWFRS in November 2016.

ANALYSIS / DISCUSSION

NWFRS has administered Naloxone to 253 patients since November 2016 with 90% of these patients regaining consciousness. The frequency of bystander administered Naloxone continues to increase. Since July 2018 45% of opioid overdose incidents that the NWFRS responded to, bystanders had administered naloxone prior to the arrival of the fire department.

The availability of Naloxone kits and public awareness campaigns appear successful in treating an overdose. The total number of Overdose/Poisoning remains relatively consistent, however the incident of an opioid overdose has increased by 50%. A noticeable change in the consumption of an opioid is the increase in consumption by females reporting a 50% increase in that demographic.

**Total Number of Overdose/Poisoning incidents received from dispatch
New Westminster January 2016 – 30 June, 2020**

Year	Total	Glenbrook	West End	Queensborough
2016	218	64	134	20
2017	247	111	124	12
2018	218	122	84	12
2019	174	88	76	10
2020*	61	25	34	2

*Partial year

**Actual Number of Opioid Overdose incidents attended*
New Westminster November 2016 – 30 June, 2020**

Year	Total	Gender		Doses Administered	Outcome		
		Male	Female		Responsive	Un - responsive	Deceased
2016**	8	7	1	13	7	0	1
2017	30	25	5	45	28	0	2
2018	48	39	9	82	41	0	7
2019	106	67	41	104	30	3	1
2020**	65	51	13	69	32	3	0***

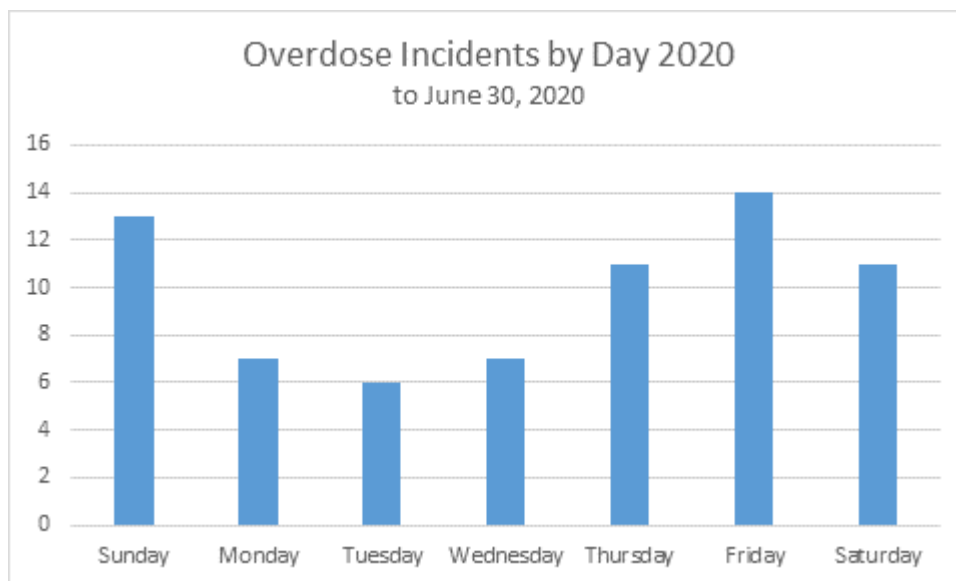
*Number may vary from overdose/poisoning incidents as dispatch call may have been coded to a different medical category

**Partial year

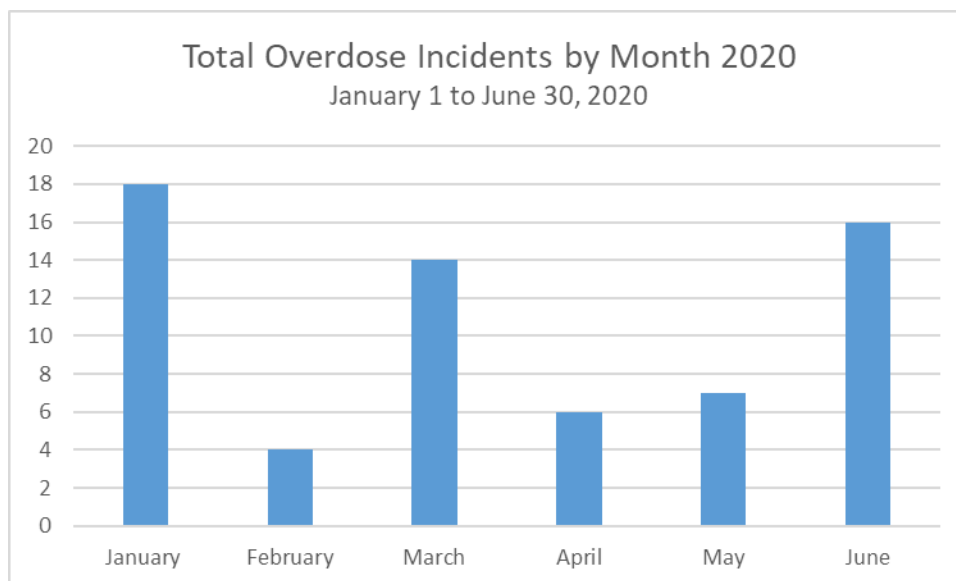
***Patient outcome unknown

Demographics of Overdose Patients

Year	Gender	Male	%of total	Largest Demographic Group by Gender
2018	Male	39	81%	63% of Male patients under age of 45
	Female	9	19%	73% of Female patients under age 45
2019	Male	67	70%	90% between ages 26-55
	Female	41	30%	75% between ages 36-65
2020	Male	51	81%	51% between ages 36-45
	Female	13	19%	25% between ages 26-35

Incident of Opioid Overdose by Day of the Week

The chart above identifies Thursdays to Sundays as peak periods during the week for opioid overdoses.

**NALOXONE PROGRAM FROM THE NWFRS PERSPECTIVE**

NWFRS continues to experience an increase in emergency response to incidents of overdose associated to the use of an Opioid. In 2019 we have experienced a 50% increase in opioid related incidents. In 2020 we are trending to record a 20% increase on 2019. Refinement to the collection of data may be a factor in this increase but would not account for the entire increase in opioid overdose incidents.



Attachment 3

New Westminster Overdose Community Action Team: Project Activities

NEW WESTMINSTER OVERDOSE COMMUNITY ACTION TEAM: PROJECT ACTIVITIES

Prepared by New Westminster Overdose Community Action Team

COVID-19 UPDATE

Currently, the work of the New Westminster Overdose Community Action Team (NWOCAT) is proceeding on a modified basis due to challenges that have been presented in the face of the COVID19 pandemic. Projects designed to bring people together have been placed on hold in order to reduce risk of infection of the coronavirus. The NWOCAT has also experienced challenges with respect to capacity, as members of the have been redeployed to address the ongoing pandemic. Strategies to continue moving projects forward continue to be explored.

NWOCAT meetings continue to be held on a monthly basis, with one cancelation in April to provide time for adjustment to COVID19 protocols.

The Peer Network and New West Street Degree is currently on hold due to COVID19 restrictions. Strategies to hold peer network meetings virtually have been piloted, and plans to bring small groups together are in development. This will ensure Peer Network members are able to complete the Street Degree program, while also adhering to safe physical distancing protocols.

The Anti-Stigma Campaign - Trades and Business Engagement Initiatives have also been placed on hold as a result of physical distancing protocols. At this time, virtual or digital alternatives are being explored. This may include the development of an online platform to share information tailored to specific target groups, and promote specific programs, including the NWOCAT Peer Mentorship program.

PROJECT ACTIVITIES

Community Action Initiative (CAI) Stream 1 Funding (November 2018- October 2019)

Asset and Gap Analysis and Strategic Action Plan

An asset and gap analysis was conducted in the first year after the establishment of the NWOCAT in May 2018. Findings from the asset and gap analysis were used to inform the committee's strategy for reducing the incidence of overdose locally. Through this process, four strategic priorities were identified:

- a) ***Anti-stigma campaign;*** The *Messages of Hope Campaign* was developed in the first year of the project. This included the development and coordination of an exhibitor booth. The committee attended local events throughout the summer to provide information about the impact of the overdose crisis in New Westminster, and invited members of the community to write Messages of Hope on hearts that were later developed into a mural and unveiled on International Overdose Awareness Day. Naloxone training was also provided to community residents. The objective was to promote compassion and a compassionate response to drug use in our community.
- b) ***Peer network and mentorship;*** In the first year of the project, structures and engagement strategies for connecting with people who have been directly impacted by the overdose crisis, either through personal drug use or loss of a loved one, were established. This included weekly group meetings, and a formal membership process. Meetings were used as an opportunity to assess group priorities. The objective is to increase the involvement of peer knowledge and experience in designing overdose response programs and activities, to enhance the capacity of peers interested in leading overdose prevention work, and to reduce internalized stigma relating to drug use.
- c) ***Expansion and coordination of services;*** In the first year of the project, a comprehensive list of overdose response services were identified in New Westminster, and a proposal was put in place to develop a centralized list of supports through the Division of Family Practice Pathways website. Regular updates are circulated through the NWOCAT distribution list, and opportunities to promote service coordination were proposed as part of the peer mentorship program - including the establishment of formal partners with Fraser Health's Mental Health and Substance Use Services, and the local Fire and Police Department.
- d) ***Guiding best practices;*** A need to enhance knowledge, and practical strategies for promoting cultural safety and trauma-informed practice was identified across the NWOCAT committee. Opportunities for capacity building, particularly within the realm of cultural safety was explored in year one. A local program director with varied expertise in substance use and Indigenous practices was invited to develop a training on Cultural Safety as part of a peer capacity building program. Opportunities to bring this training to other community partners continues to be explored. Additionally, formal partners within Fraser Health and the Metis Association provide ongoing recommendations to enhance cultural safety and trauma informed practice across initiatives developed by the committee.

Community Action Initiative (CAI) Stream 2 Funding (November 2019 - October 2020)

Anti-Stigma Workshop, Trades

[Data reports](#) on the incidence of overdose in BC indicate that men in trades may be at high risk for overdose. A workshop was developed by two overdose public health nurses at Fraser Health, and a person who identified as having lived experience with personal drug use and the trades. Workshop content included relevant statistics on the impact of the overdose crisis; a discussion on language and stigma; a presentation on someone's personal experiences with overdose; understanding how to recognize and respond to overdose; and information on where to access harm reduction and recovery-oriented services. The objective is to reduce fatal and non-fatal drug related overdose through targeted contact-based workshops designed to address stigma within the trades.

Anti-Stigma Campaign, Businesses

Findings from the NWOCAT asset and gap analysis indicated a need, and some willingness to participate in overdose prevention strategies across the local business community. Local businesses were also identified as a key target group for the anti-stigma campaign given their reach in the community. In year two of the committee, a survey was developed to gain a more comprehensive understanding of the impact of the overdose crisis across the business community, and to identify strategies that will be most effective for engaging this target group. A web platform is currently in the process of being developed that will include relevant training, a list of local resources, as well as promote the peer mentorship program as a potential resource for connecting folks to services. The objective of this initiative is to enhance overdose response capacity and coordination across New Westminster, and reduce stigma at the social level.

Peer Network

As noted above, a peer network was established in order to promote empowerment-based peer-led overdose prevention initiatives that fit the needs of the people who may be at risk for overdose in New Westminster. One of the key outcomes of the CAT Peer Network is to support standalone peer-led initiatives. In the second year after the establishment of the peer network, the following projects were developed:

- ***Digital Inclusion:*** Through ongoing peer group meetings, a need to increase access to communications and technology was identified. This will allow peers to better communicate with one another, as well as access information online. This gap in digital connectivity became further apparent after the onset of the COVID19 pandemic. The objective of the digital inclusion initiative is to reduce barriers to technology, and increase access to information and resources among marginalized and/or vulnerably-housed individuals by establishing a low barrier tech cafe.

- ***Overdose Memorial:*** Peers attending the weekly peer group showed interest in leading a public art project in order to raise awareness about the local impact of the overdose crisis across New Westminster, and in doing so, contribute to ongoing stigma reduction efforts relating to substance use. It is also a strategy for honouring the many lives that have been lost to a contaminated drug supply, and where memorials may not always be held.
- ***Street Degree:*** Peers attending the weekly peer group showed interest in receiving ongoing overdose response training. Referrals were frequently made to the Street Degree program located in Vancouver. A request for training with fewer transportation barriers led to a proposal for a Street Degree program in New Westminster to promote ongoing capacity building and peer-based overdose response.
- ***Community Advocacy:*** Weekly peer group meetings serve as a platform for ongoing advocacy. Members of the group are encouraged to identify gaps in the community with respect to overdose response, and social determinants of health - and are supported to bring these concerns to the attention of the larger CAT committee, as well as to City Council.

Vancouver Foundation, Three Year Test Grant (January 2020 - December 2022)

Peer Mentorship Program (Project ALLIES)

The Overdose Emergency Response Centre has identified peer empowerment and employment as one of eight essential services for overdose prevention in BC. The main objective of the peer mentorship program is to reduce fatal and non-fatal accidental overdose by creating avenues for social connection, linking to essential services, building partnerships in the community, and addressing stigma at the self, social, and structural levels. To date, structures and processes have been developed to support the development of the peer mentorship program. Four peers were recruited on a part-time basis to conduct an environmental scan. Information collected through this process will be used to inform the peer mentorship program moving forward. Ongoing strategies to build relationships with local partners, and the business community will be developed for the purpose of ongoing coordination of services, and stigma reduction.

Policy Toolkit

Based on key learnings obtained through the establishment of the peer mentorship program, structures and recommendations will be developed to support the implementation of policies that promote best practices and enhance quality of care to service recipients. A toolkit will be developed and made accessible to local organizations, and across communities as part of a commitment to enhancing trauma informed and cultural safe peer-based programming.



Attachment 4

Dual Public Health Emergencies: A Brief for Safe Supply

DUAL PUBLIC HEALTH EMERGENCIES: A BRIEF FOR SAFE SUPPLY

Prepared by New Westminster Overdose Community Action Team

Rationale

In April 2016, a public health emergency was declared in response to increasing overdose and overdose deaths across British Columbia. Between 2016 and 2019, 5,010 British Columbians have died to an accidental drug overdose¹. Contributing factors include criminalization of drugs and people who use drugs, a contaminated drug supply, and ongoing stigma relating to drug use. To address these factors, public health advocates recommend the implementation of safe supply programs². Safe supply is defined as “a legal and regulated supply of drugs with mind/body altering properties that traditionally have been accessible only through the illicit drug market”.³ A number of pilot projects, and research studies have demonstrated the success of regulated heroin programs, including NAOMI⁴, SALOME^{5,6}, and MySafe Project⁷. Benefits include improved treatment adherence, less involvement in illegal activities, and fewer opioid overdose deaths, among participants receiving heroin assisted compared to methadone therapies. A clinic based in London, Ontario has been running a safe supply program for the past four and a half years. Following patient outcomes across 120 participants, the program has experienced a 90% retention rate and zero accidental drug overdose deaths. Additional benefits include fewer visits to hospital, fewer incidents of transmissible infectious disease, and a decline in homelessness and survival sex work.

In March 2020, a second public health emergency was declared in British Columbia in response to the COVID19 pandemic. The result of facing dual public health emergencies includes heightened risk of overdose due to border closures, and an increasingly toxic drug supply, as well as risk and spread of infection among vulnerable populations, including those experiencing marginalization, who face risks associated withdrawal and other complex health conditions, and who are unable to isolate due to lack of housing⁸.

¹ <https://www2.gov.bc.ca/assets/gov/birth-adoption-death-marriage-and-divorce/deaths/coroners-service/statistical/illicit-drug.pdf>

² <https://healthydebate.ca/opinions/safer-supply-opioids>

³ <https://vancouver.ca/files/cov/capud-safe-supply-concept-document.pdf>

⁴ Meldon, K., Srivastava, A., and Conway, B. (2011) Is There a Need for Heroin Substitution Treatment in Vancouver's Downtown Eastside? Canadian Journal of Public Health, Vol.102(2), pp.84-86

⁵ Boyd, S., Murray, D., SNAP, and Macpherson, D. (2017). Telling our stories: heroin-assisted treatment and SNAP activism in the Downtown Eastside of Vancouver. Harm Reduction Journal, Vol.14(1), pp.1-14

⁶ <http://www.providencehealthcare.org/salome/about-us.html>

⁷ <https://www.medscape.com/viewarticle/926231>

⁸ British Columbia Centre on Substance Use (2020). Risk Mitigation in the Context of Dual Public Health Emergencies. Retrieved from: www.bccsu.ca/covid-19

An interim clinical guidance document has been developed by the BC Centre of Substance Use (BCCSU) to provide health care providers with direction on how to support individuals with substance use disorders self-isolate and reduce harm to themselves and others. Currently, it is at the discretion of physicians to follow the clinical guidelines that have been proposed, in response to the COVID19 pandemic.

With implementation of the BCCSU clinical guidelines, the following benefits are anticipated: fewer people experiencing withdrawal symptoms; fewer people at risk for drug overdose; and more people able to self isolate, reducing the spread of infection and demand on an overtaxed health care system.

New Westminster

New Westminster has been identified as a priority community with respect to the overdose crisis⁹. Between 2016 and 2019, approximately 90 people have died from an accidental drug overdose¹⁰. New Westminster is a densely populated community that has historically provided many social support services, specifically for mental health and substance use. With service closures across Metro Vancouver, folks from neighbouring communities are likely to travel to New Westminster for safety and access to essential services. Proactive measures to protect the community against the spread of COVID19 is critical. Access to safe supply may be one precautionary measure to protect the city from the spread of infection, and keep residents safe from experiencing fatal and non-fatal drug overdose.

Recommendations

The BCCSU has developed clinical guidelines, and hosted a number of webinars, to provide direction to physicians and pharmacists on how to support individuals with substance use disorders during the COVID19 pandemic. BC Yukon Drug War Survivors (BCYDWS)¹¹ have also set up an advocacy line, and are able to provide telephone support to both patients and physicians as they navigate this process.

To support implementation of the BCCSU clinical guidelines in New Westminster, the identification of physicians willing to champion this work is essential. Possible strategies include:

- Encouraging eligible patients to approach their family physician with the support from community advocates (BCYDWS, Project ALLIES),

⁹ <https://www2.gov.bc.ca/gov/content/overdose/how-the-province-is-responding>

¹⁰ <https://www2.gov.bc.ca/assets/gov/birth-adoption-death-marriage-and-divorce/deaths/coroners-service/statistical/illicit-drug.pdf>

¹¹ <http://www.bccdc.ca/resource-gallery/Documents/Statistics%20and%20Research/Statistics%20and%20Reports/Epid/Other/BCYADWSPrioritiesCommunityReport.pdf>

- Approaching the Division of Family Practice to organize a network of interested physicians, and establish a local community of practice with structured supports,
- Referring eligible patients to prescribing clinics in neighbouring communities (e.g., Rapid Access and Addictions Centres)

Physicians already prescribing Opioid Agonist Therapies may be more familiar and willing to adopt BCCSU's interim clinical guidelines (e.g., Lower Mainland Drug Freedom Clinic). Throughout the duration of the pandemic, BCCSU recommends that doctors prescribe carries, where daily witnessing is not possible. The City of New Westminster may want to approach local pharmacies currently delivering methadone carries (e.g., Health Care Pharmacy), as well as agencies who may be willing to receive patient medications to aid in the delivery process, and reduce physical contact (e.g., Lookout Health and Housing Society for tenants, Lower Mainland Purpose Society for folks experiencing homelessness).

Access to housing, in addition to safe supply, will likely enhance efforts to reduce spread of infection, and the incidence of accidental drug overdose deaths, among at-risk and vulnerable populations. Lastly, the implementation and evaluation of safe supply initiatives should include the meaningful involvement of people who use drugs to ensure program relevance and success.

Attachment 4

Broken Drug Policies: Inter-Municipal Strategic Action Committee Project Overview

Canadian Drug Policy Coalition

Broken Drug Policies: Inter-Municipal Strategic Action Committee

Project Overview *Working Document (subject to change)*

Background

British Columbia is several years into a drug poisoning crisis. This crisis is driven by outdated policies that support a toxic illegal drug market, compromise harm reduction efforts, and exacerbate violence toward marginalized people who consume drugs. Its impacts have been devastating. Not only has our policy landscape claimed thousands of lives, penalties for drug use have cascading consequences that can, paradoxically, lead to further drug use. For example, mandatory addiction treatment, housing segregation based on government-assigned mental health status, and exclusion from the formal economy and education system due to drug-related offenses are demonstrably linked to isolation, increased rates of traumatic stress, and, because of this, accidental overdose.

Presently, neither criminal nor medical approaches to these problems promote enduring progress. While the latter is preferable, not all people who use drugs experience addiction, and those who do may be responding to structural inequalities on the bases of class, race, culture, ability, gender, and sexuality. All deserve to be treated through a lens of public health and human rights. Access to a legal, regulated supply of currently illegal drugs would be the cornerstone of this systemic change.

Implementing a legal regulatory framework would have profound implications. First, it would enable people to make informed choices about whether to acquire drugs, and - if so - to know what they are getting. This could decrease rates of unintentional overdose, mitigate stigma, allow for factual education about drug use, and empower people to seek consensual treatment where appropriate. Next, legal regulation could lessen crime, social disorder, and the taxpayer burden of disease by providing a system of oversight and quality control throughout the supply chain for drugs. Amid the COVID-19 pandemic, the need for a radical shift is clear. Academics, government officials, and healthcare professionals have joined people with lived and living experience of drug use to demand an end to prohibition.

Project Overview

Developing a post-prohibition strategy for drug management will be a complex endeavour requiring endorsement from all levels of government. However, municipalities are uniquely positioned to lead. They benefit from direct access to community feedback, the presence of motivated actors who may be personally invested in reform, and opportunities to collaborate with neighbouring jurisdictions. Together, they have the power to mobilize from the bottom up.

Participants will thus form an interjurisdictional strategic action committee to engage with key stakeholders, especially people most impacted by drug policies, discuss the variables that shape consumer experience, consider the benefits and drawbacks of different regulatory models, and explore the practical details of legal regulation such as production and outcome evaluation. Through a combination of education and advocacy, participants will make a concrete contribution to ending the failed war on drugs. Upon conclusion they

will have been connected to a network of peers with similar objectives and will be well situated to present their proposal(s) to constituents and higher levels of government.

Group Composition and Schedule

The strategic action committee will consist of municipal actors whose roles may include Mayor, city councillor, or social or community planner. Each will be generally familiar with the effects of prohibition and will have practical experience implementing and evaluating policy. Participants have thus far been identified through targeted recruitment based on previously stated interest in alternative drug management models as well as through network connections and by word of mouth.

The committee will meet for bi-weekly seminars, dialogues, and guest webinars over the course of six months. Each meeting will last approximately two hours. Participants will be asked to do one-two hours of preparation before each meeting that may include reading, completing semi-structured surveys, or seeking out answers to geographically specific questions. All content, including reports and suggested documents, will be provided.

Meeting Outlines and Descriptions

****Schedule is subject to change**

1. Introductions and Orientation

Objectives	<ul style="list-style-type: none">• Build rapport• Establish group agreements• Stimulate critical reflection on what constitutes a "drug," who uses drugs, and for what reasons
Discussion Topics	<ul style="list-style-type: none">• Introductions• Shared principles• Definitional discussion• Personal and group objectives
Preparation	<ul style="list-style-type: none">• Reading<ul style="list-style-type: none">• Feb. 17, 2017. Hart, C. L. "Viewing Addiction As A Brain Disease Promotes Social Injustice." Nature Human Behaviour. URL: https://www.nature.com/articles/s41562-017-0055• Activities<ul style="list-style-type: none">• N/A
Guest Speakers	<ul style="list-style-type: none">• N/A
Supplemental Content	<ul style="list-style-type: none">• Aug. 20, 2015. Valentish, J. "Why Addiction Isn't A Disease But Instead the Result of 'Deep Learning.'" The Age. URL: https://www.theage.com.au/national/why-addiction-isnt-a-disease-marc-lewis-seo-here-20150810-qivho9.html

2. Naming the Problems

Objectives	<ul style="list-style-type: none"> Understand the origins of the "war on drugs" Link prohibition to drug toxicity and rates of accidental overdose Articulate the uneven consequences of prohibition for multiply marginalized communities
Discussion Topics	<ul style="list-style-type: none"> A brief history of prohibition Distinctions between transnational organized crime and localized "drug dealing" Drug toxicity under prohibition The burden of prohibition on poor and racialized communities
Preparation	<ul style="list-style-type: none"> Reading <ul style="list-style-type: none"> N.D. Boyd, S. "History of Drug Policy In Canada". Excerpt from Busted: An Illustrated History of Drug Prohibition in Canada. URL: https://drugpolicy.ca/about/history/ Dec. 2020. Gullapali, V. "Seeing The Humanity Of People Who Sell Drugs." In: The Appeal. URL: https://theappeal.org/seeing-the-humanity-of-people-who-sell-drugs/ Activities <ul style="list-style-type: none"> Reflection questions
Guest Speakers	<ul style="list-style-type: none"> N/A
Supplemental Content	<ul style="list-style-type: none"> May 2020. "Enforcement Of Drug Laws: Refocusing On Organized Crime Elites." Global Commission On Drug Policy. URL: https://globalinitiative.net/wp-content/uploads/2020/05/FINAL-EN_2020report_web.pdf June 2021. "Overdose Response Indicator Report." BC Centre for Disease Control. URL: http://www.bccdc.ca/resource-gallery/Documents/Statistics%20and%20Research/Statistics%20and%20Reports/Overdose/Overdose%20Response%20Indicator%20Report.pdf Summer 2020. Maynard, R. "When it Comes to the War on Drugs, Abolition in the Only Option: Ending the War on Black Communities". URL: https://drugpolicy.ca/about/racism/ March 19, 2019. "Indigenous Harm Reduction = Healing the Harms of Colonialism." Interagency Coalition on AIDS and Development. URL: http://www.icad-cisd.com/pdf/Publications/Indigenous-Harm-Reduction-Policy-Brief.pdf

3. Mapping the Policy Landscape

Objectives	<ul style="list-style-type: none"> • Demonstrate preliminary understanding of the Federal Controlled Drugs and Substances Act (CDSA) • Describe the delivery of “safe supply” models in BC • Broadly articulate the interplay of federal, provincial, and municipal jurisdiction over drug policy
Discussion Topics	<ul style="list-style-type: none"> • Evolution and infrastructure of the CDSA • Interactions between provincial and federal actors for implementing policy change • How “safe supply” is defined, regulated, and delivered in BC • Safe supply expansions under Covid and their limitations • Municipal powers under the CDSA
Preparation	<ul style="list-style-type: none"> • Reading <ul style="list-style-type: none"> • Aug. 2013. “Bill C-65: An Act to Amend the Controlled Drugs and Substances Act.” (P. 1 - 12). Legal and Social Affairs Division, Parliamentary Information and Research Services. URL: https://lop.parl.ca/sites/PublicWebsite/default/en_CA/ResearchPublications/LegislativeSummaries/411C65E • April 2019. “Stopping the Harm: Decriminalization of People who Use Drugs in BC.” (P. 34 - 39). Provincial Health Officer. URL: https://www2.gov.bc.ca/assets/gov/health/about-bc-s-health-care-system/office-of-the-provincial-health-officer/reports-publications/special-reports/stopping-the-harm-report.pdf • July 15, 2021. Bernard, R., & Steacy, L. “Drug User Advocates Say B.C.’s Safe Supply Program Still Inaccessible, Inadequate.” CityNews11:30. URL: https://www.citynews1130.com/2021/07/15/bc-safe-supply-drug-user-reaction/ • Activities <ul style="list-style-type: none"> • N/A
Guest Speakers	<ul style="list-style-type: none"> • N/A
Supplemental Content	<ul style="list-style-type: none"> • Aug. 2021. “Civil Society Platform: Decriminalizing Drugs.” Strategy Group on Drug Decriminalization. EMBARGOED. • Feb. 2019. “Safe Supply Concept Document.” Canadian Association of People who Use Drugs (CAPUD). URL: https://static1.squarespace.com/static/5ef3cdaf47af2060a1cc594e/t/608c29e8d9137244ec7da81f/1619798507472/CAPUD+safe+supply+English+March+3+2019.pdf

	<ul style="list-style-type: none"> Oct. 2020. "Subsection 56(1) Class Exemptions for Patients, Practitioners, and Pharmacists Prescribing and Providing Controlled Substances in Canada." Health Canada. URL: https://www.canada.ca/en/health-canada/services/health-concerns/controlled-substances-precursor-chemicals/policy-regulations/policy-documents/section-56-1-class-exemption-patients-pharmacists-practitioners-controlled-substances-covid-19-pandemic.html N.D. "Application Form: Section 56.1 Exemption for Medical Purposes under the Controlled Drugs and Substances Act for Activities at a Supervised Consumption Site" Health Canada. URL: https://www.canada.ca/content/dam/hc-sc/documents/services/substance-abuse/supervised-consumption-sites/apply/how-to-apply.pdf April 4, 2020. Mullins, G. (Host). Apocalypse Prescribing. Ep. 15 [Audio podcast episode]. Crackdown. Cited Media Productions LTD. URL: https://crackdownpod.com/podcast/episode-15-apocalypse-prescribing/
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4. Evaluating Decriminalization

Objectives	<ul style="list-style-type: none"> Define decriminalization Describe the public health and safety benefits of decriminalization Articulate the shortcomings of decriminalization
Discussion Topics	<ul style="list-style-type: none"> Case study: Vancouver's legislative pathway to decriminalization Responses to the "Vancouver Model" Enforcement in theory and practice under decriminalization
Preparation	<ul style="list-style-type: none"> Reading <ul style="list-style-type: none"> May 12, 2021. Larsen, K. "Vancouver Model' of Drug Decriminalization Deeply Flawed, Says Coalition." CBC News. URL: https://www.cbc.ca/news/canada/british-columbia/vancouver-decriminalization-model-flawed-national-coalition-says-1.6022310 Sept. 15, 2020. "Act Now! Decriminalizing Drugs in Vancouver." Shane, C. Pivot Legal Society: Technical Brief and Recommendation. URL: https://d3n8a8pro7vhmx.cloudfront.net/pivotlegal/pages/3494/attachments/original/1600280708/Decriminalization_Report_Final.pdf?1600280708
Guest Speakers	<ul style="list-style-type: none"> Member of VANDU (TBD)

Supplemental Content	<ul style="list-style-type: none"> • March 2021 (Submitted May 2021). “Preliminary Submission to Health Canada: Exemption Request.” City of Vancouver. URL: https://vancouver.ca/files/cov/cdsa-preliminary-exemption-request.pdf • Aug. 13, 2021. Greeg, A. et al. “How To Decriminalize Drugs: The Design Features Of A Non-Criminal Response To The Personal Possession Of Drugs.” International Journal of Drug Policy. URL: https://www.crimrxiv.com/pub/8qgki9ur/release/1 • Sept. 2018. “Is Decriminalization Enough? Drug User Community Voices from Portugal.” (Pp. 4 - 22). International Network of People who Use Drugs. URL: https://www.inpud.net/sites/default/files/Portugal_decriminalisation_final_online%20version%20-%20RevisedDec2018.pdf • July 2020. “Decriminalization for Simple Possession of Illicit Drugs: Exploring Impacts on Public Safety and Policing.” Canadian Association of Police Chiefs, Special Purpose Committee on the Decriminalization of Illicit Drugs. URL: https://www.cacp.ca/index.html?asst_id=2189 • Aug. 17, 2020. “5.13 Prosecution of Possession of Controlled Substances Contrary to s. 4(1) of the Controlled Drugs and Substances Act.” Public Prosecution Service of Canada. URL: https://www.ppsc-sppc.gc.ca/eng/pub/fpsd-sfpg/fps-sfp/tpd/p5/ch13.html
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5. Introducing Legal Regulation

Objectives	<ul style="list-style-type: none"> • Interrogate common myths about legal regulation • Articulate the meaning of a “public health and human rights” oriented drug strategy
Discussion Topics	<ul style="list-style-type: none"> • Key distinctions between decriminalization and legal regulation • Guiding principles of legal regulation
Preparation	<ul style="list-style-type: none"> • Reading <ul style="list-style-type: none"> • July 2009. “After the War on Drugs: Blueprint for Legal Regulation.” Transform Drug Policy Foundation. (P. 1- 11). URL: https://transformdrugs.org/assets/files/PDFs/blueprint-for-regulation-fulltext-2009.pdf • Sept. 12, 2017. Lopez, G. “I Used to Support Legalizing All Drugs. Then The Opioid Epidemic Happened.” Vox. URL: https://www.vox.com/policy-and-politics/2017/4/20/15328384/opioid-epidemic-drug-legalization • Activities:

	<ul style="list-style-type: none"> • Reflection questions
Guest Speakers	<ul style="list-style-type: none"> • N/A
Supplemental Content	<ul style="list-style-type: none"> • 2018. "Regulation: The Responsible Control of Drugs." Global Commission on Drug Policy. URL: http://www.globalcommissionondrugs.org/wp-content/uploads/2018/09/ENG-2018_Regulation_Report_WEB-FINAL.pdf

6. Possible Models of Legal Regulation

Objectives	<ul style="list-style-type: none"> • Describe the levers that would shape consumer experience under legal regulation • Evaluate the benefits and drawbacks of different regulatory models • Debate the mechanics of a regulatory framework that best prioritizes public health and human rights
Discussion Topics	<ul style="list-style-type: none"> • The five key regulatory levers • Drug-specific considerations • Honouring "the dignity of risk"
Preparation	<ul style="list-style-type: none"> • Reading <ul style="list-style-type: none"> • July 2009. "After the War on Drugs: Blueprint for Legal Regulation." Transform Drug Policy Foundation. (P. 31 - 52). URL: https://transformdrugs.org/assets/files/PDFs/blueprint-for-regulation-fulltext-2009.pdf • Oct. 2020. Bernstein, S. E., Amirkhani, E., Werb, D., & MacPherson, D. The regulation project: Tools for engaging the public in the legal regulation of drugs. (Excerpt Provided). International Journal of Drug Policy, 86, 102949. DOI:10.1016/j.drugpo.2020.102949 • Activities <ul style="list-style-type: none"> • Vision mapping
Guest Speakers	<ul style="list-style-type: none"> • N/A
Supplemental Content	<ul style="list-style-type: none"> • Oct. 2020. "How To Regulate Stimulants." Transform Drug Policy Foundation. URL: https://transformdrugs.org/assets/files/PDFs/how-to-regulate-stimulants-full-text-hires-2020.pdf • 1980. Wolpert, D. "The Dignity Of Risk." Transactions of the Institute of British Geographers, 5(4), 391 - 401. DOI: 10.2307/622018

7. Cannabis: A Canadian Case Study

Objectives	<ul style="list-style-type: none"> Critically assess the impact of implementing legal, regulated cannabis for all Canadians Interrogate the extent to which Canada's "Cannabis Act" promotes public health and human rights Identify potential areas of improvement for future legalization and regulation of other drugs
Discussion Topics	<ul style="list-style-type: none"> Cannabis: What has gone right since 2018 Unintended consequences of the Cannabis Act Uneven access to cannabis based on socioeconomic status
Preparation	<ul style="list-style-type: none"> Reading <ul style="list-style-type: none"> June 21, 2018. "Cannabis Act." Government of Canada. URL: https://laws-lois.justice.gc.ca/eng/acts/C-24.5/page-1.html N.D. Maghsoudi, N. Et Al. "How Diverse Is Canada's Legal Cannabis Industry? Examining Race And Gender Of Its Executive Directors." Policy Brief. Centre on Drug Policy Evaluation and Department of Sociology, University of Toronto. URL: https://cdpe.org/wp-content/uploads/dlm_uploads/2020/10/How-Diverse-is-Canada%E2%80%99s-Legal-Cannabis-Industry_CDPE-UofT-Policy-Brief_Final.pdf Activities <ul style="list-style-type: none"> Critical evaluation of the "Cannabis Act"
Guest Speakers	<ul style="list-style-type: none"> Neil Magnuson, The Healing Wave (TBD)
Supplemental Content	<ul style="list-style-type: none"> Oct. 28, 2020. Grochowski, S. "Non-Profit Evicted For Providing DTES Residents Cannabis As Harm Reduction Means." Vancouver Is Awesome. URL: https://www.vancouverisawesome.com/local-news/non-profit-dtes-residents-cannabis-to-opioids-evicted-bc-vancouver-harm-reduction-2831816

8. Pathways to Legal Regulation

Objectives	<ul style="list-style-type: none"> Articulate how the federal government could amend the CDSA to legalize and regulate drugs Discuss powers delegated to provincial government under different federal drug policy regimes Identify areas of municipal intervention
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Discussion Topics	<ul style="list-style-type: none"> • The benefits and pragmatism of federal intervention • Likely outcomes of implementing de facto legalization at the provincial level • Incentivizing provincial action - what municipalities can do • Grey areas of the law: Compassion clubs and dispensaries • Producing drugs legally: challenges, possibilities, and responsibilities
Preparation	<ul style="list-style-type: none"> • Reading <ul style="list-style-type: none"> • June 11, 2021. "Report #2: Recommendations on the Federal Government's Drug Policy As Articulated in a Draft Canadian Drugs and Substances Strategy." Health Canada Expert Task Force on Substance Use. URL: https://www.drugpolicy.ca/about/publication/recommendations-on-the-federal-governments-drug-policy-as-articulated-in-a-draft-canadian-drugs-and-substances-strategy-cdss/ • Activities: <ul style="list-style-type: none"> • N/A
Guest Speakers	<ul style="list-style-type: none"> • Caitlin Shane, Pivot Legal Society
Supplemental Content	<ul style="list-style-type: none"> • Dec. 2, 2019. Crompton, N. "VANDU: As VPD Budget Spirals Out Of Control, Defunding Police Is Our Community Alternative To The Drug War." The Georgia Straight. URL: https://www.straight.com/news/1332066/nathan-crompton-vpd-budget-spirals-out-control-defunding-police-our-community • Feb. 2019. "Heroin Compassion Clubs: A Cooperative Model To Reduce Opioid Overdose Deaths & Disrupt Organized Crime's Role In Fentanyl, Money Laundering & Housing Unaffordability. British Columbia Centre on Substance Use (BCCSU). URL: https://www.bccsu.ca/wp-content/uploads/2019/02/Report-Heroin-Compassion-Clubs.pdf • Nov. 12, 2020. "Decriminalizing People Who Use Drugs: A Primer For Municipal And Provincial Governments." HIV Legal Network. URL: https://www.hivlegalnetwork.ca/site/decriminalizing-people-who-use-drugs-a-primer-for-municipal-and-provincial-governments/?lang=en

9. Strategic Planning

Objectives	<ul style="list-style-type: none"> • Synthesize and reflect on information covered thus far • Evaluate potential courses of action • Determine strategic action plan
Discussion Topics	<ul style="list-style-type: none"> • Feasibility of suggested courses of action

Preparation	<ul style="list-style-type: none"> • TBD
Guest Speakers	<ul style="list-style-type: none"> • N/A
Supplemental Content	<ul style="list-style-type: none"> • N/A

10. Meaningful Consultation with People with Lived/Living Experience of Illegal Drug Use

Objectives	<ul style="list-style-type: none"> • Articulate importance of relinquishing power when collaborating with PWUD • Understand norms for engaging with PWUD • Initiate or reinforce network connections within community • Begin conceptualizing presentation to community based on course of action
Discussion Topics	<ul style="list-style-type: none"> • Identifying relevant community actors • Interrogating personal biases to create safe(r) spaces • “Nothing about us without us”: Ethical considerations when collaborating with PWUD
Preparation	<ul style="list-style-type: none"> • Reading <ul style="list-style-type: none"> • N.D. “VANDU Manifesto For A Drug User Liberation Movement.” Vancouver Area Network of Drug Users. URL: https://vandureplace.wordpress.com/research/vandu-manifesto/ • Activities <ul style="list-style-type: none"> • Community building activity
Guest Speakers	<ul style="list-style-type: none"> • N/A
Supplemental Content	<ul style="list-style-type: none"> • June 2015. “Peerology: A Guide By And For People Who Use Drugs On How To Get Involved.” Canadian Aids Society and Module Development Team, Canadian Association of People Who Use Drugs (CAPUD). URL: http://librarypdf.catie.ca/ATI-20000s/26521E.pdf

11. Public Relations Strategies in Government and Beyond

Objectives	<ul style="list-style-type: none"> • Refine communication strategies for discussing drug policy with colleagues, media, and the public • Reflect on past challenges to anticipate ones in future • Identify accomplices in government, media, and beyond
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Discussion Topics	<ul style="list-style-type: none"> • How to support government efforts to educate the public on the potential benefits of regulation • The benefits and drawbacks of specific public engagement tools • Targeted messaging when engaging with media • Collective problem solving (see activity)
Preparation	<ul style="list-style-type: none"> • Reading <ul style="list-style-type: none"> • N/A • Activities <ul style="list-style-type: none"> • Document specific, individual challenge
Guest Speakers	<ul style="list-style-type: none"> • N/A
Supplemental Content	<ul style="list-style-type: none"> • N.D. “#CannabisClaims Campaign.” Centre on Drug Policy Evaluation. URL: https://cdpe.org/project/cannabisclaims/

12. Conclusion: Review, Personal and Group Commitments

Objectives	<ul style="list-style-type: none"> • Reflect on process • Evaluate capacity for ongoing engagement • Share personal and group commitments for attaining established course of action
Discussion Topics	<ul style="list-style-type: none"> • Interpretation of the process • Motivation for sustained advocacy • Strategies for maintaining network connections • What comes next
Preparation	<ul style="list-style-type: none"> • Reading <ul style="list-style-type: none"> • N/A • Activities <ul style="list-style-type: none"> • Reflection questions
Guest Speakers	<ul style="list-style-type: none"> • N/A
Supplemental Content	<ul style="list-style-type: none"> • N/A

REPORT

Development Services

To: Mayor Cote and Members of Council **Date:** September 13, 2021

From: Emilie K. Adin, MCIP
Director of Development Services **File:** 05.1020.20

Item #: 2021-334

Subject: **Construction Noise Bylaw Exemption Request: 680 Clarkson Street Roofing Project**

RECOMMENDATION

***THAT** Council grant an exemption to Flynn Canada Ltd. from Construction Noise Bylaw No. 6063, 1992 for four Saturdays to occur from Saturday September 25, 2021 to Saturday January 15, 2022 from 7:00 AM to 9:00 AM for a crane installation and to supply roofing materials and construction equipment to the top of 680 Clarkson Street.*

PURPOSE

The purpose of this report is to request an exemption from the Construction Noise Bylaw to permit a crane installation and to supply roofing materials and construction equipment to the top of 680 Clarkson Street.

BACKGROUND

Project Description

Flynn Canada Ltd. has been chosen as a contractor for a roofing project at 680 Clarkson Street. From September 2021 to January 2022 they will need to crane roofing materials and construction equipment to the various areas of the roof and to download garbage and debris off the roof via a waste disposal chute. To facilitate the movement of goods and debris, installation of a sixty (60) ton crane is required. They propose setting up and dismantling the crane for each supply run, occurring on four Saturdays occurring over several months.

DISCUSSION

The project work would involve setting up and taking down a sixty (60) ton crane on each of the four Saturday so that the roofing supplies, construction equipment, and refuse can be delivered to and from the building roof. Due to traffic implications and for efficiency purposes, Flynn Canada Ltd is requesting a construction noise exemption from 7:00 AM to 9:00 AM on four Saturdays during the four month duration of the roofing project. If crane installation were to occur during permitted hours, it would overlap with the Metro Vancouver Sewer Rehabilitation Project work that takes place on Columbia Street during permitted hours. For that reason, Engineering-Transportation has directed Flynn Canada Ltd to conduct the crane setup and roofing supply work on Saturdays to avoid the negative traffic implications of the two projects occurring in the same vicinity at the same time. No crane setup will occur during Saturday mornings from 7:00 AM to 9:00 AM during Christmas Holidays from December 24, 2021 to January 1, 2022.

The crane setup and dismantling work is not weather dependent and therefore can be performed regardless of weather conditions during the fall and winter months. A map of the work zone is attached in Appendix A.

Flynn Canada Ltd. has submitted a traffic management plan to Engineering – Transportation for approval. Flynn Canada Ltd. crews will cone the area around the work zone and place advanced warning signs for two way traffic management on Columbia Street, which will be maintained during this activity.

Some noise will be generated from the operation of setting up the crane, work vehicle noise, and hand tools used by construction workers at site in the Saturday morning hours. Flynn Canada Ltd. is committed to taking the following measures to minimize the noise created during non-permitted hours:

- Ensure all equipment is in good operating order.
- Lay rubber matting on dump truck beds to minimize impact noise when loading rubble.
- Operate equipment at minimum engine speeds consistent with effective operation.
- Educate and supervise construction personnel to ensure potential noises are minimized.
- Avoid unnecessary idling, revving, use of airbrakes and banging of tail gates.
- Turn off equipment when not in use.
- Consider use of alternative back-up warning systems such as white noise reversing alarms instead of tonal beepers.
- Schedule construction activities and limit equipment usage times to minimize noise.
- Have a contact person available to respond to any calls from affected residents.
- Deliver notice to affected residents in advance to explain the need to conduct the work and to provide contact phone numbers.

Business and area residents potentially impacted by the noise will be notified a week prior to the work. Field crews will deliver hard-copy notices to individual properties and businesses and post a notice at the front door lobby entrance of multi-dwelling units. The notification area will include the following as shown in attached map in Appendix B:

- 600 and 700 Block Front Street
- 600 and 700 Block Clarkson Street
- 600 and 700 Block Columbia Street
- 600 and 700 Block Carnarvon Street
- 10 to 60 Block Sixth Street
- 10 to 50 Block Begbie Street
- 30 to 50 Block Alexander Street
- 600 Block Victoria Street

OPTIONS

There are two options to consider:

1. That Council grant an exemption to Flynn Canada Ltd. from Construction Noise Bylaw No. 6063, 1992 for four Saturdays to occur from Saturday September 25, 2021 to Saturday January 15, 2022 from 7:00 AM to 9:00 AM for a crane installation and to supply roofing materials and construction equipment to the top of 680 Clarkson Street.
2. That Council provide staff with alternative direction.

Staff recommends option 1.

ATTACHMENTS

Appendix A: Map of the Work Zone.

Appendix B: Map of the notification area.

APPROVALS

This report was prepared by:
Nav Dhanoya, Construction Impacts Coordinator

This report was reviewed by:
Kim Deighton, Manager of Licensing and Integrated Services

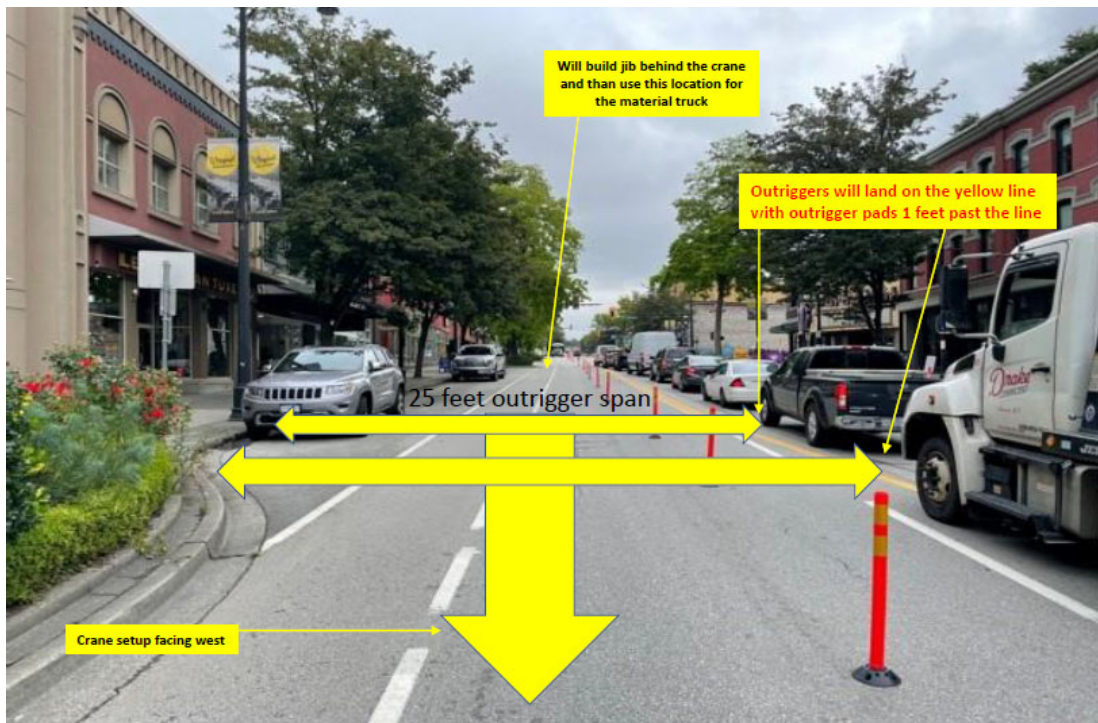
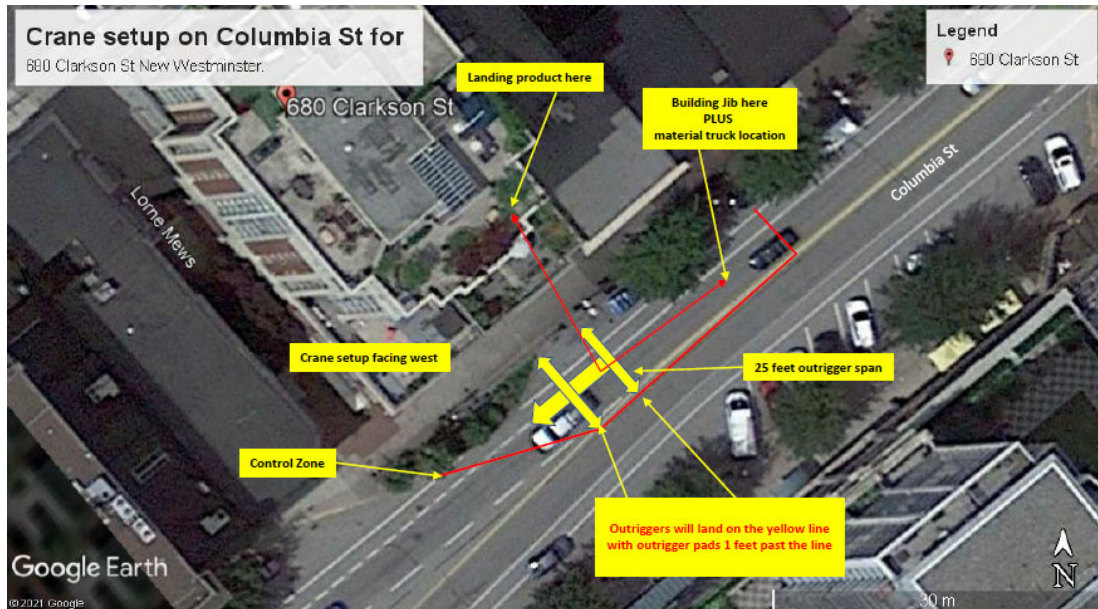
This report was approved by:
Emilie Adin, Director of Development Services
Lisa Spitale, Chief Administrative Officer

Appendix A

Map of the Work Area

Appendix A

Map of the Work Zone

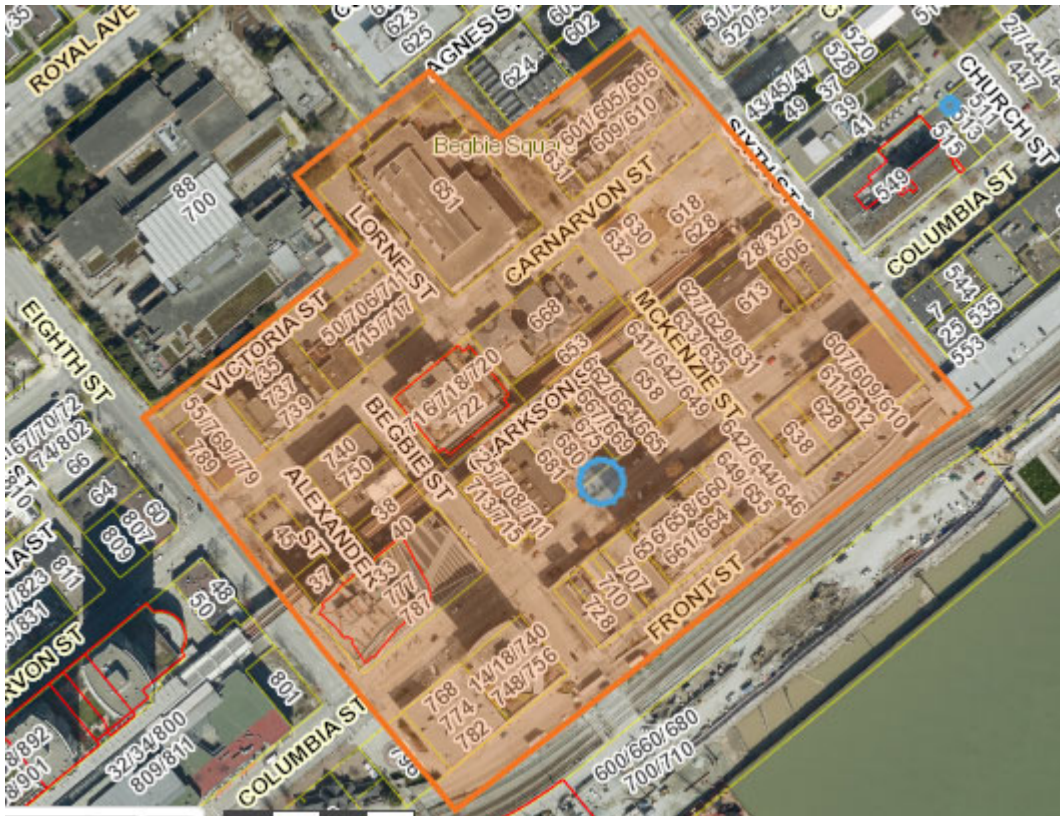


Appendix B

Map of the Notification Area

Appendix B

Map of the Notification Area



Work area has been circled in Blue.

REPORT

Development Services

To: Mayor Cote and Members of Council **Date:** September 13, 2021

From: Emilie K. Adin, MCIP
Director of Development Services **File:** 05.1020.20

Item #: 2021-338

Subject: **Construction Noise Bylaw Exemption Request: Metro Vancouver Sewer Inspections**

RECOMMENDATION

***THAT** Council grant an exemption to AquaCoustic Remote Technologies Inc. from Construction Noise Bylaw No. 6063, 1992 from Sunday September 26, 2021 to Sunday October 17, 2021 for three nights from 9:00 PM to 7:00 AM to conduct overnight video inspections of the sewer lines at Glenbrook Combined Trunk Sewer along Eighth Ave and East Eighth Avenue.*

PURPOSE

The purpose of this report is to request an exemption from the Construction Noise Bylaw to permit overnight video inspections of the sewer lines at Glenbrook Combined Trunk Sewer along East Eighth Avenue.

BACKGROUND

Project Description

The Metro Vancouver Sewer Interceptors convey the City's and other municipalities' wastewater to a treatment plant before being discharged into the waterways. Maintenance of the sewerage system benefit all lower mainland residents. Video inspections of these sewer lines are needed to support ongoing maintenance programs to avoid any future failures for nearby residents and businesses.

The New Westminster Sewer Interceptor carries extremely high sewage flows during daytime hours. To capture the maximum surface area of the pipe's interior, maintenance work on the interceptor can only be carried out during dry weather and during low flow periods. Low flow periods typically occur between the hours of midnight and 6:00 AM.

AquaCoustic Remote Technologies Inc. has been contracted by Metro Vancouver to conduct video inspections of the sewer lines during overnight hours.

DISCUSSION

AquaCoustic is proposing to conduct the sewer survey work on three (preferably) consecutive nights from 9:00 PM to 7:00 AM starting on or after Sunday September 26, 2021 along Eighth Avenue and East Eighth Avenue. Due to unpredictable weather, AquaCoustic is requesting a three week window of time from Sunday September 26, 2021 to Sunday October 17, 2021 to account for inclement weather, unforeseen site conditions, and any other scheduling delays that may occur. If weather conditions are ideal, work may be completed sooner.

Video inspection of Metro Vancouver sewer lines will be conducted along East Eighth Avenue between Cumberland Street and west of McBride Boulevard. The work would involve removing the utility hole lids and inserting the inspection platform into the sewer line. The camera is operated remotely from the surface and will travel the length of the required sewer segment. Once complete, the inspection platform is retrieved, utility hole lids are replaced, and the site is cleaned as required. Work crews would work at two utility holes simultaneously. AquaCoustic will be submitting a traffic management plan to the Engineering – Transportation for approval and the plan will include but not be limited to coning the area around the work zone and placing advanced warning signs for traffic management as utility holes are located within the traffic travel lane at all three locations. A map of the work zone is attached in Appendix A.

Some noise will be generated from the operation of two small generators and two work vehicles. AquaCoustic is committed to taking the following measures to minimize the noise created during non-permitted hours:

- Sound deadeners will be used to minimize the noise from the generators.
- Generators will be placed facing away from buildings, i.e. towards the rail yard to minimize further noise impacts.
- Vehicles and equipment will be operated only as needed, avoiding unnecessary idling, revving, use of airbrakes and banging of tail gates and turning off equipment when not in use.
- Crew members will keep their conversation volume to a minimum.
- Equipment will be checked to be in working order prior to mobilizing at the work site.
- All equipment will be in good operating order.

- Equipment will be operated at minimum engine speeds consistent with effective operation.
- Construction personnel will be reminded and supervised to ensure potential noises are minimized.
- A site contact will be available to address resident and business operator questions or concerns.

Businesses and area residents potentially impacted by the noise will be notified a week prior to the work. Field crews will deliver hard-copy notices to individual properties and businesses and post a notice at the front door lobby entrance of multi-dwelling units.

The notification area will include the following:

- 700 and 800 Block McBride Boulevard
- 5 Eighth Avenue
- 800 Block Sangster Place
- 30 to 100 block East Eighth Avenue
- 80 and 90 block Mott Crescent
- 700 and 800 block Cumberland Street
- 100 block East Durham Street

A map of the notification area as well as a sample of a previous resident notification is attached in Appendix B.

OPTIONS

There are two options to consider:

1. That Council grant an exemption to AquaCoustic Remote Technologies Inc. from Construction Noise Bylaw No. 6063, 1992 from Sunday September 26, 2021 to Sunday October 17, 2021 for three nights from 9:00 PM to 7:00 AM to conduct overnight video inspections of the sewer lines at Glenbrook Combined Trunk Sewer along Eighth Avenue and East Eighth Avenue.
2. That Council provide staff with alternative direction.

Staff recommends option 1.

ATTACHMENTS

Appendix A: Map of the Sewer Work Zone.

Appendix B: Map of the notification area and sample of previous resident notification.

APPROVALS

This report was prepared by:
Nav Dhanoya, Construction Impacts Coordinator

This report was reviewed by:
Kim Deighton, Manager of Licensing and Integrated Services

This report was approved by:
Emilie Adin, Director of Development Services
Lisa Spitale, Chief Administrative Officer

Appendix A

Map of the Sewer Work Zone

Appendix A

Map of the Sewer Work Zone





Areas identified in red circles are utility holes where workers would be stationed.

Appendix B

Sample of Previous Resident Notification

Appendix B

Sample of Previous Resident notification

<h1>Nighttime Work</h1> <h2>Sewer Video Inspections</h2> <p>METRO VANCOUVER, in coordination with its contractor, AquaCoustic Remote Technologies Inc, will be inspecting a sewer main in your neighbourhood.</p> <p>To complete the above-mentioned work, a small crew and work vehicle may be on site between the hours of 8:00 p.m. to 8:00 a.m. from <u>Oct</u> to <u>Oct</u>, 2020.</p> <p>During this period, workers will be videotaping the sewer interior between manholes. This process provides the contractor with a first-hand look at the deteriorating pipe conditions.</p> <p>Videotaping must be carried out during the early morning hours when sewer flows are at their lowest. Please note that this work is highly weather dependant.</p> <p>Associated activities are not expected to cause excessive noise or disturbance to area residents.</p> <p>Your patience and understanding during this work is appreciated.</p> <p>Contact Us For more information, please contact AquaCoustic Remote Technologies Inc at 604-730-8117.</p> <p>For after-hours emergencies, please call Michael Connelly at 778-231-9135.</p> <p> SERVICES AND SOLUTIONS FOR A LIVABLE REGION</p>	<p>This notice contains important information that may affect you. Please ask someone to translate it for you.</p> <p>Ce document contient des renseignements importants qui pourraient vous concerner. Veuillez demander à quelqu'un de vous le traduire.</p> <p>此通告刊載有可能影響閣下的重要資料。請找人為你翻譯。</p> <p>ਇਸ ਨੋਟਿਸ ਵਿਚ ਮਹੱਤਵਪੂਰਨ ਜਾਣਕਾਰੀ ਹੈ ਜੋ ਕਿ ਤੁਹਾਡੇ ਲਈ ਜ਼ਰੂਰੀ ਹੋ ਸਕਦੀ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਨੂੰ ਇਸ ਦਾ ਉਲੱਥਾ ਕਰਨ ਲਈ ਆਖੋ।</p> <p>Thông báo này có tin tức quan trọng có thể ảnh hưởng đến quý vị. Xin nhờ người phiên dịch hộ.</p> <p>Este aviso contiene información importante que puede afectarle personalmente. Pídale a alguien que se lo traduzca.</p> <p> SERVICES AND SOLUTIONS FOR A LIVABLE REGION</p>
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Map of the Notification Area



Work area has been circled in Red.

REPORT

Development Services

To: Mayor Cote and Members of Council **Date:** September 13, 2021

From: Emilie K. Adin, MCIP
Director of Development Services **File:** 05.1020.20

Item #: 2021-341

Subject: **Construction Noise Bylaw Exemption Request: Metro Vancouver Sewer Upgrades**

RECOMMENDATION

THAT Council grant an exemption to Metro Vancouver from Construction Noise Bylaw No. 6063, 1992 from Monday, September 20, 2021 to Thursday, September 30, 2021 from 9:00 PM to 7:00 AM to conduct utility hole hatch upgrades along Front Street.

PURPOSE

The purpose of this report is to request an exemption to Metro Vancouver from the Construction Noise Bylaw to permit utility hole hatch upgrades along Front Street during overnight hours from Monday, September 20, 2021 to Thursday, September 30, 2021.

BACKGROUND

Project Description

Metro Vancouver sewer interceptors convey the City's and other municipalities' wastewater to a treatment plant before being discharged into the waterways. Maintenance and upgrades of the sewerage system benefit all lower mainland residents.

Metro Vancouver is proposing to upgrade the Front Street Pressure Sewer (FSPS) in order to increase the pressure to reduce the likelihood of overflow events. To increase the pressure, the utility hole hatches must be secured along Front Street from Sapperton to the west end of Front Street.

The scope of this project includes 2 phases:

- Phase 1 involves welding the manhole hatches to temporarily increase the pressure over the winter storm season. This work will require a road closure on Front Street. A traffic management plan is being submitted to Engineering-Transportation.
- Phase 2 involves the final replacement, repair, or abandonment of all 19 hatches to permanently increase the FSPS pressure. Metro Vancouver hopes to use the same Front Street closure for the Pattullo Bridge project in 2022 to do this work.

The New Westminster utility holes along Front Street cannot be accessed during daytime hours due to high traffic volumes on Front Street. Engineering–Transportation requires that any overnight upgrade work be performed at night when the traffic flow has decreased significantly. Also, the utility hole hatches work on the sewer pipes can be carried out during dry weather and during low flow periods with less pressure. Low flow periods typically occur between the hours of midnight and 6:00 AM.

DISCUSSION

Metro Vancouver is proposing to conduct the utility hole hatch upgrade work starting on or after Monday, September 20, 2021 for four nights. Metro Vancouver is requesting a ten day window of time from Monday September 20, 2021 to Thursday September 30, 2021 to account for inclement weather, unforeseen site conditions, and any other scheduling delays that may occur. If weather conditions are ideal, work may be completed sooner. An analysis of the sewer system was completed to minimize the amount of work and therefore reduce any negative impact to neighbourhood residents and businesses.

Utility hole hatch upgrades of the sewer lines will be conducted along 100 and 200 block of Front Street (between Elliot Street and Sapperton Landing Park). A map of the work zone is attached in Appendix A. The work activities involve using a Hydrovac to remove any liquid between the utility hole hatches and lids; sandblasting the coating of the utility hole frames of four corners of each utility hole, and welding a steel plate above the hatches of each utility hole. Welding work will be performed on utility holes #12 - #15 along Front Street within 450 meter zone. This is indicated in Appendix A.

For safety reasons, during the sandblasting and welding portions of the work, Metro Vancouver proposes closing both lanes on Front Street for the full four nights of work from approximately 10 PM to 6 AM. Metro Vancouver will be submitting a traffic management plan to the Engineering –Transportation for approval and the plan will include, but not be limited to, cones around the work zones and advanced warning signs for traffic management.

While the work zone is separated from the residential areas by a high retaining wall, vegetation, SkyTrain, railway tracks, and Columbia Street, some noise disruption is expected to be generated from the operation of the Hydrovac, sandblasting, and

welding. Metro Vancouver is committed to taking the following measures to minimize the noise created during non-permitted hours:

- Ensure all equipment is in good operating order.
- Operate equipment at minimum engine speeds consistent with effective operation
- Educate and supervise construction personnel to ensure potential noises are minimized
- Avoid unnecessary idling, revving, use of airbrakes and banging of tail gates
- Turn off equipment when not in use
- Consider use of alternative back-up warning systems such as white noise reversing alarms instead of tonal beepers
- Locate stationary noise generating equipment as far away as possible from noise sensitive receivers
- Schedule construction activities and limit equipment usage times to minimize noise, especially during nighttime hours and near sensitive receivers
- Have a night time contact person available to respond to any calls from affected residents
- Deliver notice to affected residents in advance to explain the need to conduct the work at night and to provide contact phone numbers
- Perform spot checks using hand held noise monitors

Area residents potentially impacted by the noise will be notified in advance. Notifications will be delivered by Canada Post a week in advance to area residents at the following locations:

- 100 Block Columbia Street
- 1, 2 & 70 Block Front Street
- 30 Block Elliot Street
- 200 Block Carnarvon Street
- 30 to 100 Block Agnes Street
- 70 Block Coburg Street
- 40 & 50 Block Dufferin Street
- 40 Block Hasting Street
- 30 Block Albert Crescent
- 30, 40 & 50 Block Leopold Place
- 12 Royal Ave
- 10 to 20 Block E Royal Ave

A map of the notification area as well as a sample of a resident notification is attached in Appendix B. There will also be a tweet from the Metro Vancouver road work account.

OPTIONS

There are two options to consider:

1. That Council grant an exemption to Metro Vancouver from Construction Noise Bylaw No. 6063, 1992 from Monday, September 20, 2021 to Thursday, September 30, 2021 from 9:00 PM to 7:00 AM to conduct utility hole hatch upgrades along Front Street.
2. That Council provide staff with alternative direction.

Staff recommends option 1.

ATTACHMENTS

Appendix A: Map of the Utility Hole Hatch Upgrade Work Zone.

Appendix B: Map of the Notification Area and Sample of the Notification.

APPROVALS

This report was prepared by:

Nav Dhanoya, Construction Impacts Coordinator

This report was reviewed by:

Kim Deighton, Manager of Licensing and Integrated Services

This report was approved by:

Emilie Adin, Director of Development Services

Lisa Spitale, Chief Administrative Officer

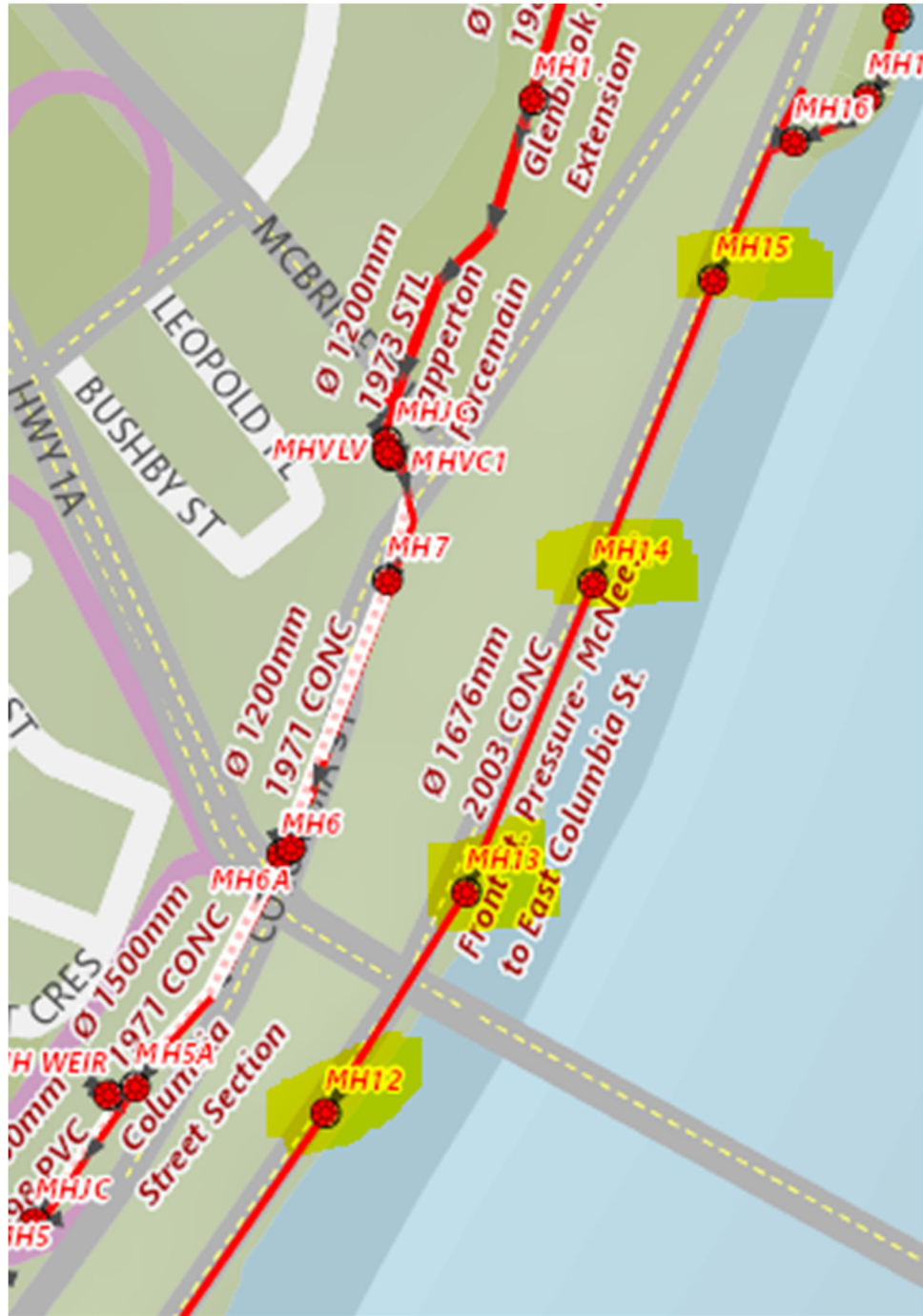
Appendix A

Map of the Utility Hole Hatch Upgrade

Work Zone

Appendix A

Map of the Utility Hole Hatch Upgrade Work Zone



Utility hole hatches (highlighted in yellow) will have welding work done along a 450 metre stretch of Front Street.

Appendix B

Sample of the Resident Notification

Appendix B

Sample of the Resident notification



notice of overnight sewer maintenance in your area



NOTICE OF OVERNIGHT SEWER MAINTENANCE IN YOUR AREA

Metro Vancouver is conducting sewer maintenance work in your neighbourhood to ensure continued protection of public health and the environment. Work activities and impacts may include:

- Crews opening maintenance holes and working around them
- Operation of hydrovac truck, welding and sandblasting equipment which may result in temporary periods of increased noise overnight
- Construction vehicles in the area
- Temporary traffic pattern changes near work areas

Location: Front Street from Hwy 1A to McBride Blvd,
City of New Westminster

Hours of Work: Between 9:00 p.m. and 6:00 a.m.

Duration: Starting the week of September 14, 2021
approximately four nights

Please note that this work is weather dependent and may need to be postponed or extended to take place during dry weather.

Contact: Information Centre
604-432-6200
(Mon to Fri, 8 a.m. to 4:30 p.m.)
icentre@metrovanancouver.org

After Hours Emergency
604-451-6610

There may be times when crews will work extended hours to complete certain tasks. All work will comply with City of New Westminster bylaw or granted bylaw variances.

Drivers are asked to use alternate routes and follow the direction of signage and traffic control personnel.

Thank you for your patience and understanding as we complete this necessary work.

Map of the Notification Area



REPORT

Development Services

To: Mayor Cote and Members of Council **Date:** September 13, 2021

From: Emilie K. Adin, MCIP **File:** HER00821
Director of Development Services

Item #: 2021-332

Subject: **Heritage Revitalization Agreement: 102 Seventh Avenue – Preliminary Report to Council**

RECOMMENDATION

THAT Council direct staff to proceed with processing the proposed Heritage Revitalization Agreement at 102 Seventh Avenue, as outlined in the “Consultation and Review Process” Section of this report.

PURPOSE

To seek Council’s approval to proceed with processing the proposed Heritage Revitalization Agreement at 102 Seventh Avenue.

EXECUTIVE SUMMARY

An application has been received for a Heritage Revitalization Agreement (HRA) at 102 Seventh Avenue, a corner property in the Glenbrooke North neighbourhood. The project would retain a 1941 heritage house with a rental secondary suite and construct a new stratified infill duplex fronting First Street.

Through the HRA, the 6,017 sq. ft. (559 sq. m.) property would be subdivided: one building per lot, with access and parking taken from the lane at the rear of the site. The applicant has proposed subdivision, rather than stratification of the property, as stratification of the heritage house would require substantial envelope upgrading and loss of original materials. The lot for the heritage house would be consistent with Small Lot zones (such as NR-5) and would allow the house to remain in-situ and all on-site trees to be retained. The lot for the infill duplex would be consistent with Compact Lot zones (such as RT-2D in Queensborough). Higher than permitted densities are

proposed for both buildings, as density is measured as a ratio of square footage to lot size.

Smaller lot sizes, higher densities, and construction of the duplex form (rather than a single-detached house) are the primary Zoning Bylaw relaxations proposed through the HRA. Several minor siting relaxations are also being sought for the infill duplex, due to the orientation of the building to First Street. In exchange, the 1941 house would be restored, and legally protected through a Heritage Designation Bylaw and listed on the City's Heritage Register. The relaxations are considered reasonable in the context of the heritage value of the house, increased infill housing and choice, retention of the existing rental unit, and tree preservation.

BACKGROUND

Policy and Regulations

The application is consistent with its Official Community Plan (OCP) land use designation of "Residential Detached and Semi-Detached Housing" (RD). However, the proposal is not consistent with the property's single-detached residential (RS-1) zoning, and so a rezoning or Heritage Revitalization Agreement (HRA) is required.

As the proposal includes restoration and protection of a heritage asset, an HRA is the appropriate tool to use for this application. In exchange for Heritage Designation of the site, relaxation of the minimum lot size and density restrictions can be considered, per the City's *Policy for the Use of HRAs*. When the City 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.

The heritage house's site plan will be evaluated against the current RS-1 zone. The infill duplex proposed will be evaluated against the *Duplex, Triplex and Quadraplex: Interim Development Review Policy*, existing duplex zoning (RT-1 and RT-1A), and the current laneway/carriage house and/or infill townhouse/rowhouse guidelines where relevant. The project additionally meets the Family Friendly Housing Policy, though this is not a requirement due to the project's small size.

Further information on the policy and regulatory context of this application is available in **Attachment 3**.

Site Characteristics and Context

The subject property is 6,017 sq. ft. (559 sq. m.) and is located on the corner of Seventh Avenue and First Street in the Glenbrooke North neighbourhood, an area of primarily single-detached dwellings. The property is one block north of Herbert Spencer Elementary School, two blocks northwest of Queen's Park, and is less than 1,300 ft. (400 m.) south of Glenbrook Middle School, Terry Hughes Park, and Royal Square Mall. A site context map and aerial image is provided below:





Figure 2: Photographs of the house from Seventh Ave (left) and First St (right)

Further review of the heritage value of the house and any conservation work proposed would be conducted by the Community Heritage Commission, should the application proceed in the development review process. The conservation work proposed would also be evaluated against the *Standards and Guidelines for the Conservation of Historic Places in Canada*.

PROJECT DESCRIPTION

Project Overview

The application is for a total of four residential units across two buildings each on their own lot. Three of the units would be owned and one rental. The total project density for both buildings across both lots is 0.76 floor space ratio (FSR). Vehicle access and parking for all units would be taken from the lane at the rear of the site and no parking space relaxations are required. Consistent with policy expectations, on-site bicycle parking spaces would be provided. The project would retain all off-site City trees (3) and on-site protected trees (2). Design drawings and rationale are available in **Attachments 1 and 2** and further description of each lot is provided below.

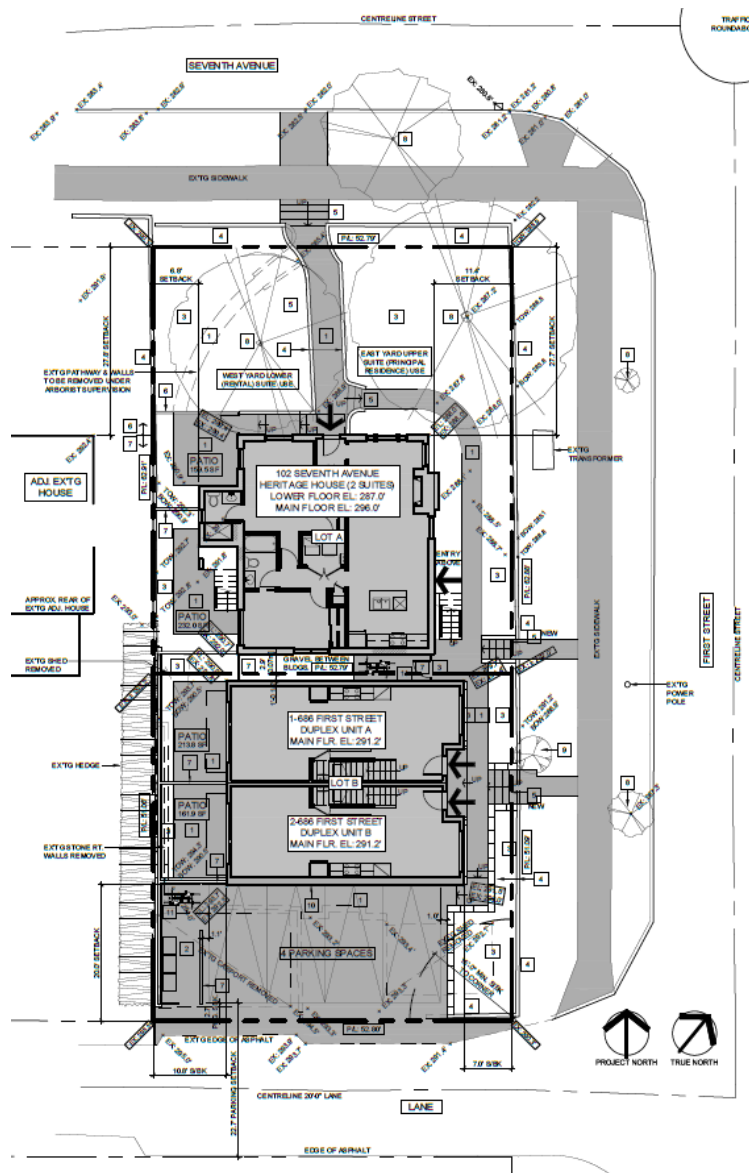


Figure 3: Proposed Site Plan

Heritage House (Proposed Lot A)

The existing house would remain in-situ and retain its current configuration of one principal (owned) unit and one rental secondary suite. The principal unit, located on the upper two storeys of the house, would have three bedrooms and is 1,515 sq. ft. (141 sq. m.). The rental secondary suite, located on the lower storey, has two bedrooms and is 981.5 sq. ft. (91 sq. m.). The house has two separate entries: the first is at-grade facing Seventh Avenue, for the secondary suite, and the second entry is by a set of stairs facing First Street for the main unit. The proposal meets the open space requirements for both units. Both units in the Maddock house are currently vacant.

New Infill Duplex (Proposed Lot B)

To the south of the heritage house, a new stratified, two-storey, side-by-side infill duplex would be built fronting First Street. The duplex units would be roughly 1,025 sq. ft. (95.2 sq. m.) each and contain two bedrooms. These units would be built to Step Code Level 3. Rear yards proposed along the west of the site meet the related open space guidelines. The duplex would be designed as a contemporary and understated interpretation of tudor revival, with a restrained colour palate and detailing, as shown in the proposed First Street elevation below.



Figure 4: Proposed duplex as seen from First Street

DISCUSSION

Overall Evaluation

Staff considers this project to be consistent with related policy and to provide a balance of development benefits with the community benefits of heritage protection, exterior building restoration, increased infill housing and choice, and tree preservation. Further discussion of two central relaxations required for this project (density and subdivision) as well as the duplex design and siting is provided below. Proposed project relaxations and statistics are included in **Attachment 4**.

Subdivision

The applicant has proposed subdivision of the property because if the heritage house were stratified, substantial envelope upgrading would be required which would result in the loss of significant original heritage materials. In this case, subdivision is reflective of heritage conservation best practices. Also related to the subdivision is a proposed smaller rear setback, which allows the house to remain in place regardless of where the new lot line is drawn. The proposed subdivision would result in one lot consistent with Small Lot zones (such as NR-5) and one lot consistent with Compact Lot zones (such as RT-2D in Queensborough).

Consideration of relaxations to setback and lot size in order to facilitate small and compact lot subdivision is permissive through the *Policy for the Use of HRAs*. The lots would be legally interconnected through the HRA and various covenants.

Increased Density

Due to the small lot sizes, the density of both buildings would be higher than otherwise permitted, as density is measured as a ratio to lot size (floor space ratio or FSR). The proposed densities are shown in Table 2 below:

Table 2: Density Relaxations

	FSR in Zone	Proposed FSR	Relaxation
Heritage House	0.5	0.75	0.25 (50% larger)
Duplex	0.6	0.76	0.16 (27% larger)
	Permitted Floor Area	Existing Floor Area	Relaxation
Secondary Suite (Heritage House)	968 sq. ft. (90 sq. m.)	981.5 sq. ft. (91.2 sq. m.)	13.5 sq. ft. (1.2 sq. m.) (1.4% larger)

Generally, the heritage house would remain unchanged at 2,497 sq. ft. (232 sq. m.), save for the proposed conservation work. No additional bulk would be added and no site coverage or height-related relaxations are proposed. As shown in Table 2 above, a relaxation is required for the size of the secondary suite (larger than permitted today) though the suite would be unchanged from its current state. Further discussion related to the design and massing of the duplex is in the following section.

Duplex Design and Siting

Though the density is higher than otherwise permitted, the size of the duplex is 2,050 sq. ft. (190.5 sq. m.), which is in keeping with heights and sizes found elsewhere in the neighbourhood, thus providing a sensitive transition to the neighbouring single-family homes. Also, when viewed from the street, the duplex would appear subordinate in both height and design to the existing heritage house.

The proposed site coverage for the building is generally consistent with duplex regulations. However, due to the small lot size and the orientation of the building towards the side of the property (to First Street), there would be several setback relaxations required at the front, rear, and side yard. These inconsistencies are considered minor. Negative impacts on the streetscape or surrounding properties are not anticipated. For example, the reduced front setback is in part due to the orientation of the duplex units' front entries, which would contribute to a pedestrian-oriented streetscape.

CONSULTATION AND REVIEW PROCESS

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

1. Preliminary report to Council (**WE ARE HERE**);
2. Review of the proposal's heritage elements by the Community Heritage Commission;
3. Applicant-led public consultation, including dissemination of information through the local Residents Association;
4. Council consideration of First and Second Readings of the project's Bylaws; and
5. A Public Hearing followed by Council's consideration of Third Reading and Adoption of the project's Bylaws.

As there are fewer than five units proposed, and the form of development is consistent with the Official Community Plan, the application would not be forwarded to the New Westminster Design Panel nor the Advisory Planning Committee for review and comment.

INTERDEPARTMENTAL LIAISON

The City has a project-based team approach for reviewing development applications, which facilitates interdepartmental review, providing comments to the applicant throughout the development review process.

OPTIONS

The following options are available for Council's consideration:

1. That Council direct staff to proceed with processing the proposed Heritage Revitalization Agreement at 102 Seventh Avenue, as outlined in the "Consultation and Review Process" section of this report;
2. That Council provide staff with alternative direction.

Staff recommend Option 1.

ATTACHMENTS

Attachment 1 – Drawing Package
Attachment 2 – Applicant's Design Rationale
Attachment 3 – Policy and Regulations Summary
Attachment 4 – Project Relaxations and Statistics Summary

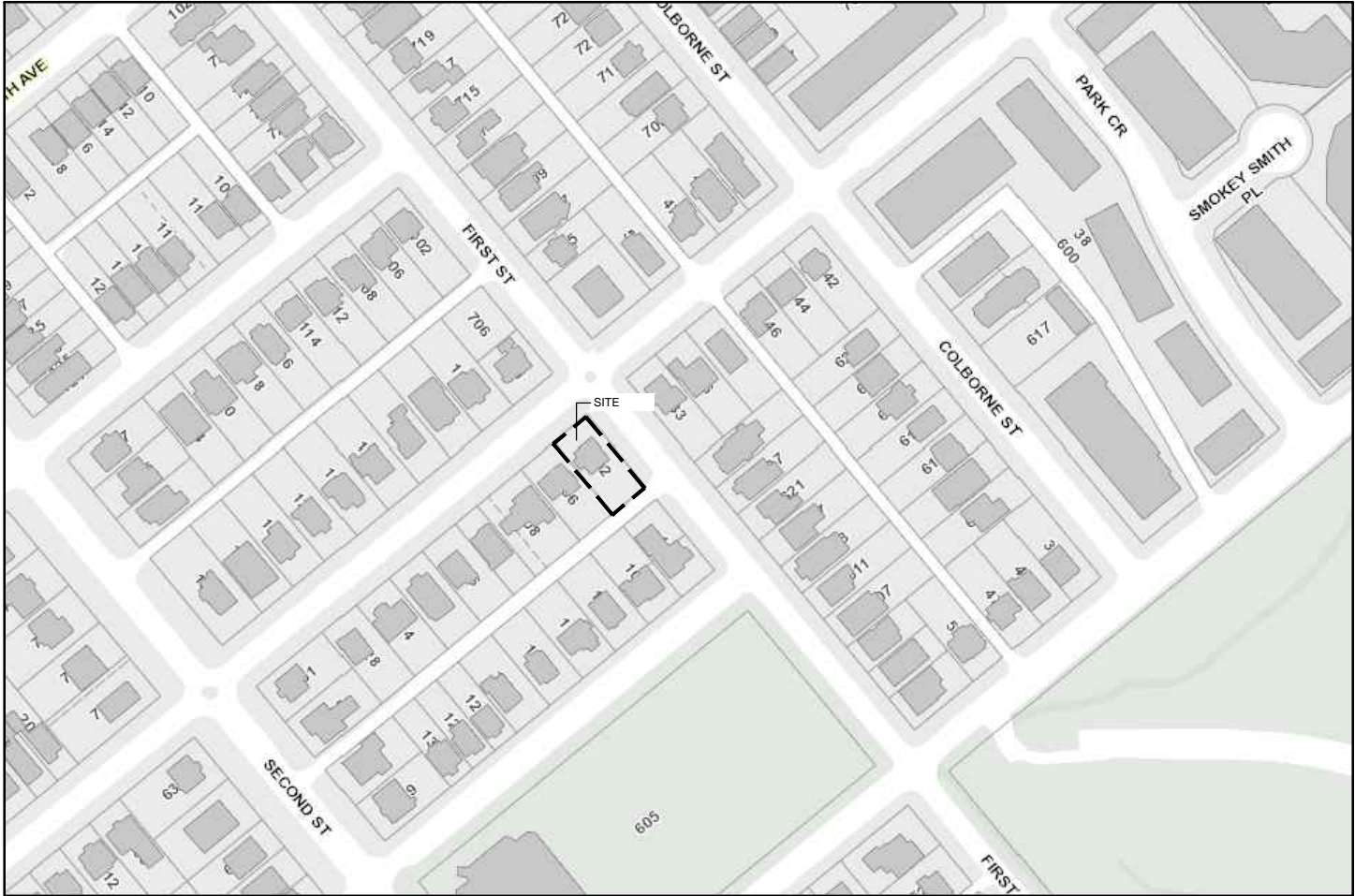
APPROVALS

This report was prepared by:
Wendee Lang, Development Planner

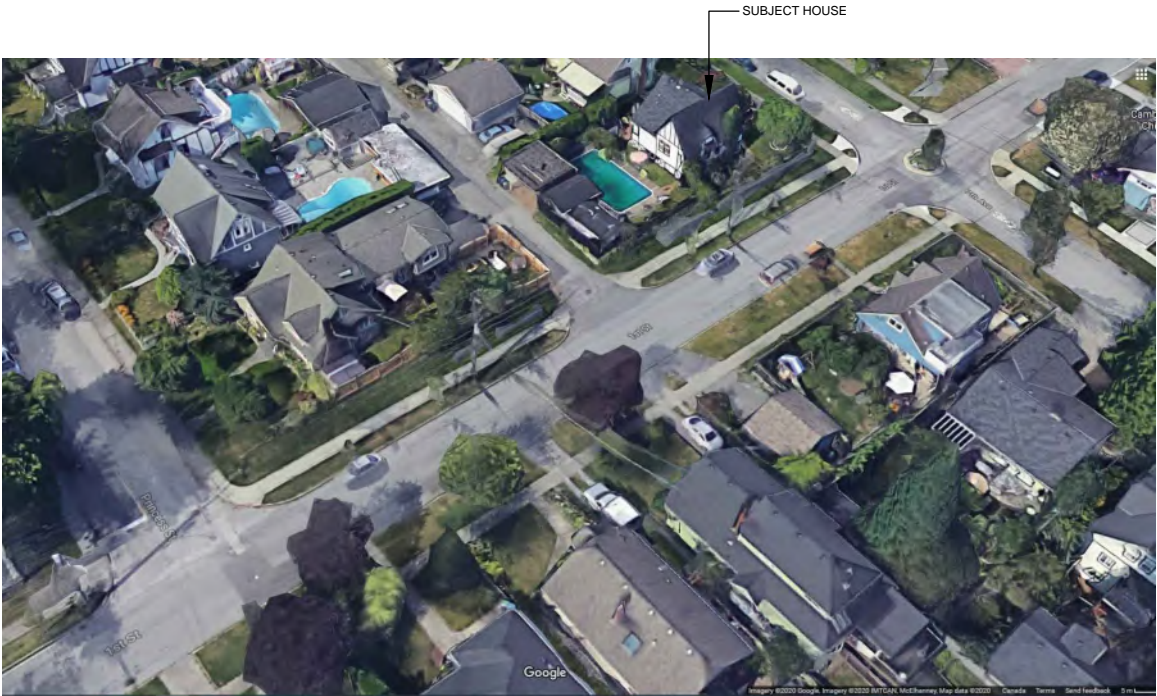
This report was reviewed by:
Britney Dack, Senior Heritage Planner
John Stark, Acting Manager of Planning

This report was approved by:
Emilie K. Adin, Director of Development Services
Lisa Spitale, Chief Administrative Officer

Attachment 1
Drawing Package



1 CONTEXT MAP
SCALE: N.T.S.



2 SITE CONTEXT
SCALE: N/A

OVERALL SITE PROJECT DATA

LEGAL DESCRIPTION: LOT A OF LOTS 3 AND 4 OF THE NORTH HALF OF LOT 6
SUBURBAN BLOCK 13 NWD PLAN 6672

PID: 002-367-343

CIVIC ADDRESS: 102 SEVENTH AVENUE

EXTG ZONING: SINGLE DETACHED/RS-1

PROPOSED ZONING / USE: HERITAGE REVITALIZATION AGREEMENT (HRA)

LOT SIZE: 6017 SF [558.97m²]

	PERMITTED/REQ'D	EXTG/PROPOSED
PROJECT FLOOR SPACE RATIO:	0.5 (3008.50 SF)	0.76 (4558.22 SF)
PROJECT SITE COVERAGE:	35% (2106.95 SF)	32.57% (1959.85 SF)
PROJECT ATTACHED ACCESSORY:	10% (601.70 SF)	2.20% (132.46 SF)
PARKING:	4	4
BIKE PARKING:	0	4

DEVELOPMENT VARIANCE REQUIRED

PROJECT DATA - NEW LOT HERITAGE HOUSE

CIVIC ADDRESS: 102 SEVENTH AVENUE

EXTG ZONING: SINGLE DETACHED/RS-1

PROPOSED ZONING / USE: HERITAGE REVITALIZATION AGREEMENT (HRA)/SINGLE DETACHED

NOTE: ZONING CALCULATIONS COMPARED TO RS-1 RESIDENTIAL ZONE REGULATIONS

HEIGHT DATUM: (290.1'+285.9'+292.0'+292.2')/4 = 290.1'

	PERMITTED/REQ'D	EXTG/PROPOSED
LOT SIZE:	6000.00 SF	3320.52 SF
HEIGHT:	25.00'	19.83'
ROOF PEAK:	35.00'	26.40'
FLOOR SPACE RATIO:	0.5 (1660.26 SF)	0.75 (2497.20 SF)
SITE COVERAGE:	0.35 (1162.18 SF)	0.30 (984.85 SF)
ATTACHED ACCESSORY:	10% (332.05 SF)	1.6% (52.46 SF)
SETBACKS:		
FRONT YARD (SEVENTH AVE):	12.8'	27.7'
SIDE YARD (FIRST ST.):	5.0'	11.4'
REAR YARD (SOUTH):	12.8'	2.9'
SIDE YARD (WEST):	5.0'	6.8'

PROJECT DATA - NEW LOT DUPLEX

CIVIC ADDRESS: 686 FIRST STREET

EXTG ZONING: SINGLE DETACHED/RS-1

PROPOSED ZONING / USE: HERITAGE REVITALIZATION AGREEMENT (HRA) DUPLEX

NOTE: ZONING CALCULATIONS COMPARED TO RT-1 DUPLEX ZONE REGULATIONS

HEIGHT DATUM: (292.0'+292.2'+290.3'+295.3')/4 = 292.4'

	PERMITTED/REQ'D	EXTG/PROPOSED
LOT SIZE:	6000.00 SF	2696.64 SF
HEIGHT:	25.0'	19.6'
FLOOR SPACE RATIO:	0.6 (1617.98 SF)	0.76 (2050.00 SF)
SITE COVERAGE:	0.4 (1078.66 SF)	0.38 (1025.00 SF)
ATTACHED ACCESSORY:	10% (269.66 SF)	3.00% (80.00 SF)
SETBACKS:		
FRONT YARD (FIRST ST.):	10.6'	7.0'
SIDE YARD (LANE):	5.0'	20.0'
REAR YARD (WEST):	10.6'	10.8'
SIDE YARD (NORTH):	5.0'	1.04'
TOTAL SIDE YARDS:	12.5'	20.04'

DWELLING UNIT SUMMARY (FSR)

BLDG.	UNIT	ADDRESS	TYPE	AREA	BLDG. TOTAL	ATTACHED ACCESSORY	PRIV. OUTDR.
HERT. HS.	UPPER	1-102 SEVENTH AVE.	3 BDRM	1515.70 SF		39.80 SF	232.00 SF
	LOWER	2-102 SEVENTH AVE.	2 BDRM RENTAL	981.50 SF		12.66 SF	159.50 SF
	TOTAL			2497.20 SF	2497.20 SF	52.46 SF	
DUPLEX	UNIT A	1-686 FIRST ST.	2 BDRM	1025.00 SF		40.00 SF	213.80 SF
	UNIT B	2-686 FIRST ST.	2 BDRM	1025.00 SF		40.00 SF	161.90 SF
					2050.00 SF		
	TOTAL				4547.20 SF	184.92 SF	767.20 SF

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DATE: 21/09/01
Y/M/D

ISSUE/REVISION
ISSUED FOR HRA REZONING



2119 Edinburgh Street
New Westminster, BC
V3M 2X9 Canada

778-883-2024
christa@lodgecraft.ca

PROJECT NO.: 19-011

PROJECT TITLE:
HRA RESTORATION AND
INFILL

102 SEVENTH AVENUE
NEW WESTMINSTER, BC

DRAWING TITLE:

PROJECT DATA
CONTEXT MAP

DWG. START DATE: JAN 2020

SCALE: 1/8"=1'-0"


REVISION NO.: 0

DRAWING NO.:

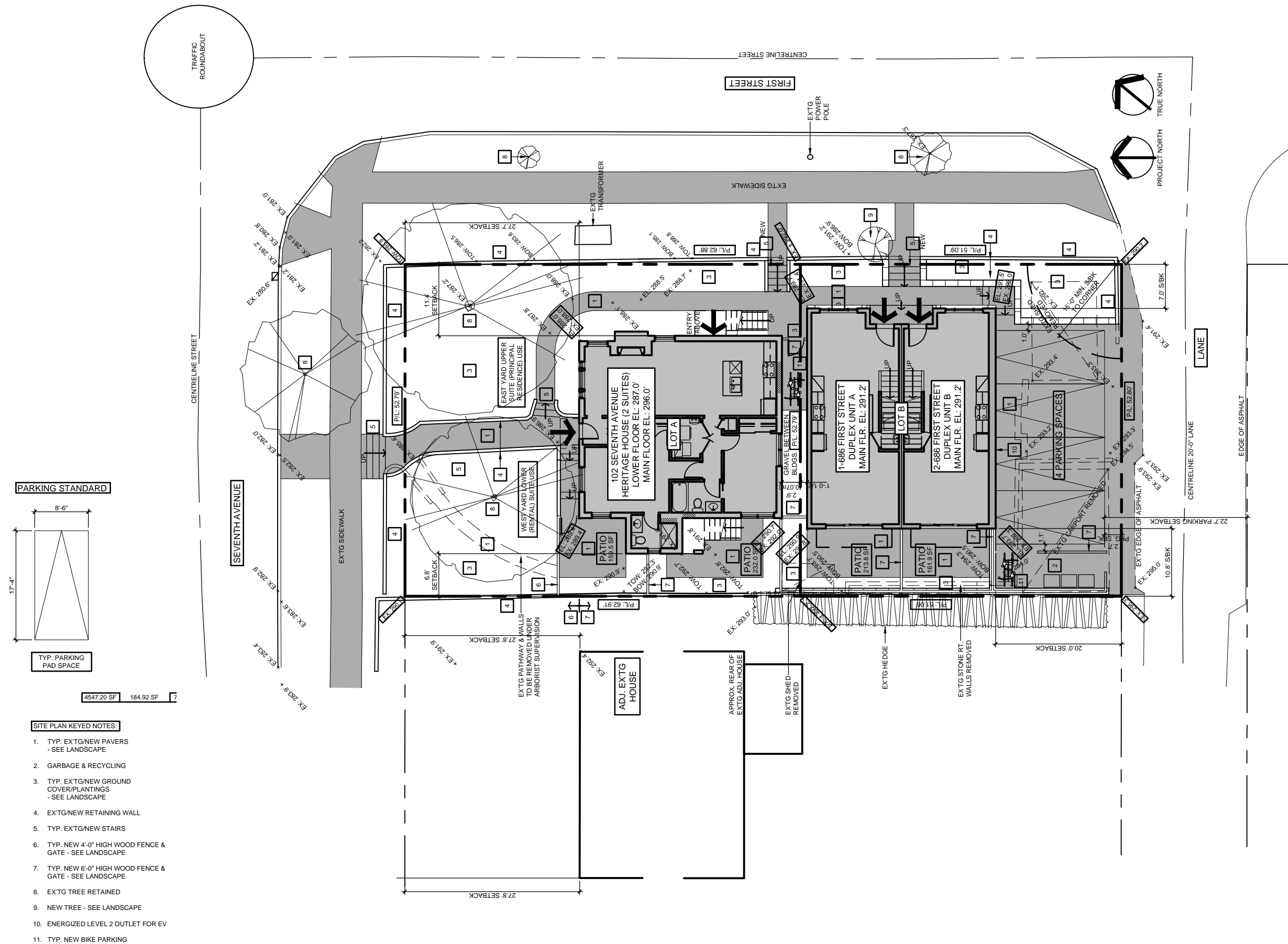
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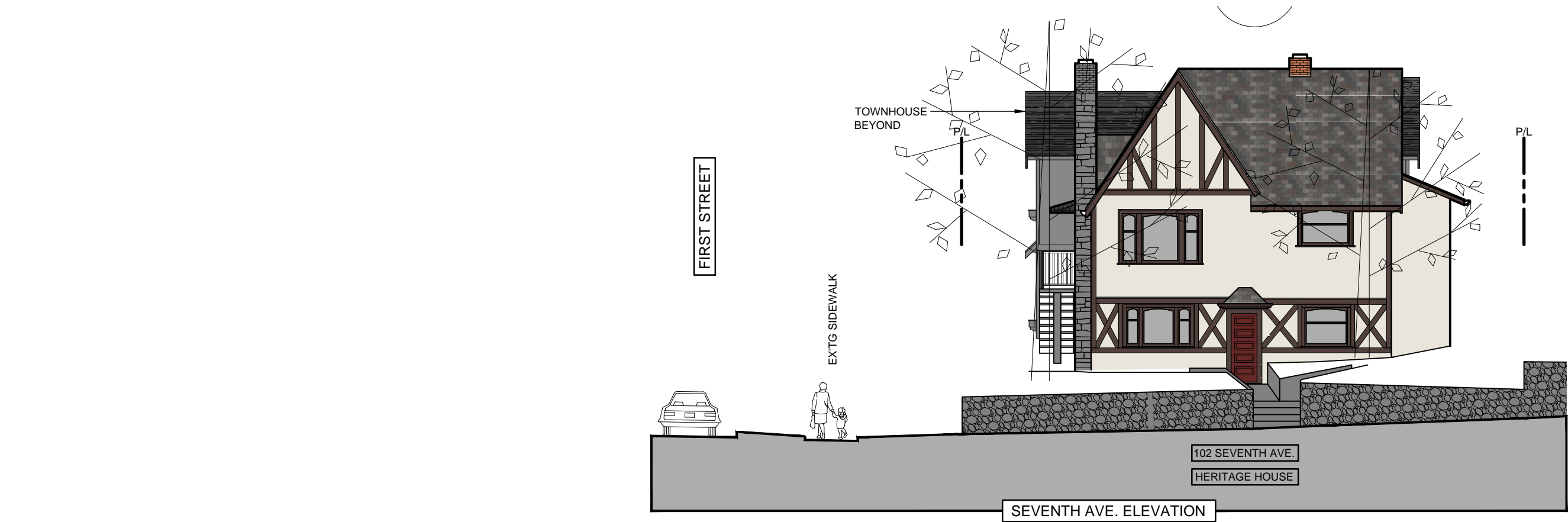
DATE:	ISSUE/REVISION
Y/M/D	
21/09/01	ISSUED FOR HRA REZONING

778-883-2024
christa@lodgecraft.ca

DWG. START DATE:	JAN 2020
SCALE:	1/16"=1'-0"
REVISION NO.:	
DRAWING NO.:	

Page 172 of 243





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DATE: Y/M/D	ISSUE/REVISION
21/09/01	ISSUED FOR HRA REZONING



2119 Edinburgh Street
New Westminster, BC
V3M 2X9 Canada

778-883-2024
christa@lodgecraft.ca

PROJECT NO.: 19-011

PROJECT TITLE:
HRA RESTORATION AND
INFILL

102 SEVENTH AVENUE
NEW WESTMINSTER, BC

DRAWING TITLE:
STREET ELEVATIONS

DWG. START DATE:	JAN 2020
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DRAWING NO.:	

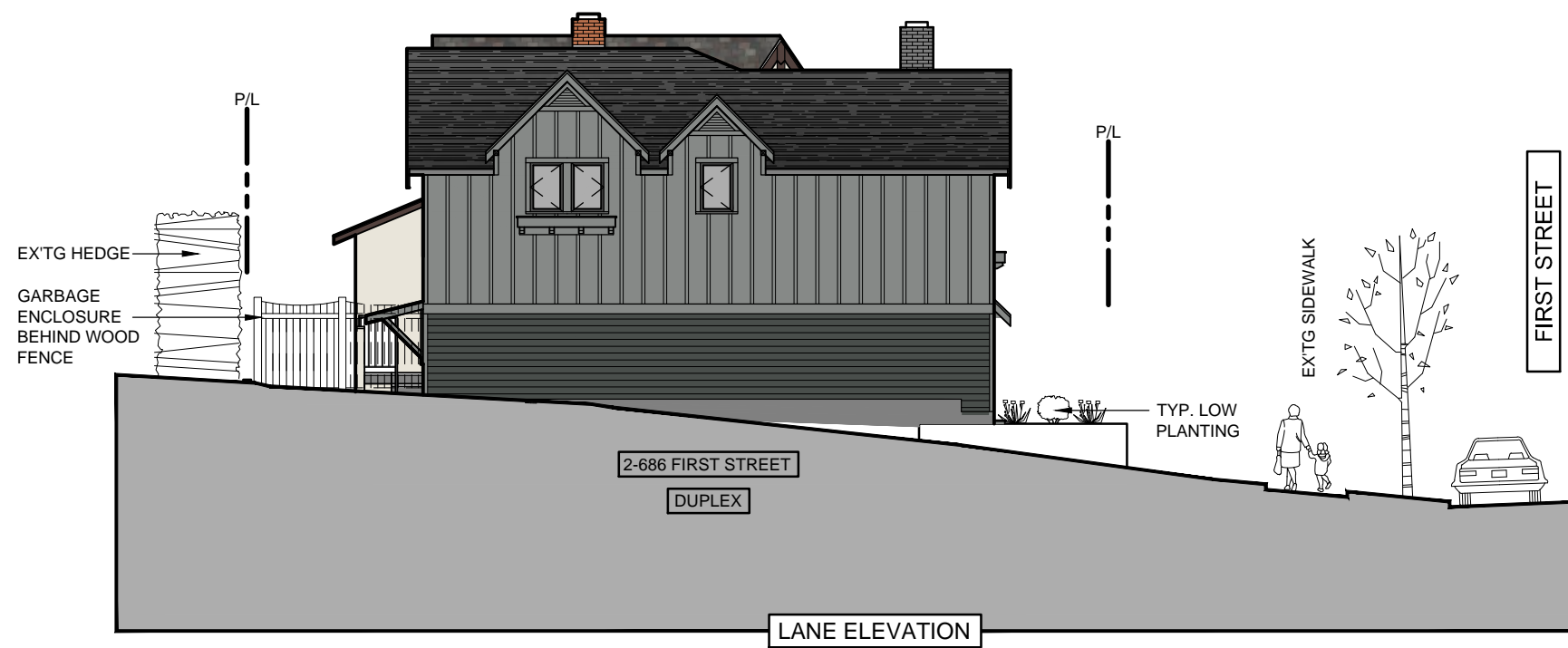
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DATE: Y/M/D	ISSUE/REVISION
21/09/01	ISSUED FOR HRA REZONING



2119 Edinburgh Street
New Westminster, BC
V3M 2X9 Canada

778-883-2024
christa@lodgecraft.ca

PROJECT NO.: 19-011

PROJECT TITLE:
HRA RESTORATION AND
INFILL

102 SEVENTH AVENUE
NEW WESTMINSTER, BC

DRAWING TITLE:
SITE SECTIONS

DWG. START DATE:	JAN 2020
SCALE:	3/32"=1'-0"
REVISION NO.:	6
DRAWING NO.:	

A-1.5

Attachment 2

Applicant's Design Rationale



303-510 Agnes Street
New Westminster BC V3L 0J6
778.883.2024

May 14th, 2021

**Re: Maddock House 1941 Heritage Revitalization Agreement
102 Seventh Avenue, New Westminster**

DESIGN RATIONALE

The Maddock House was designed by architect-owner Gerald Maddock as a custom Tudor Revival home with an English garden aesthetic. This style was popular at the time, reflecting a nostalgia for rural simplicity. We felt it was important to keep the heritage house in its current location, set back from Seventh Avenue, to maintain the front yard mature trees and revitalized the gardens which are such a substantial part of this home's sense of place.

The Maddock House has two principal street faces and distinct characters for its original upper and lower residences. The Seventh Avenue entrance has a quaint and discreet entrance at the ground floor. One enters through the garden and meets an undersized door surrounded by rustic half-timber work. The First Street entrance has a more direct relationship to the street and city. This entrance is closer to the street with a concrete and metal stair raising to the upper floor residence. Our approach is to maintain the more rural character of the Seventh Avenue entrance while enhancing and developing the First Street streetscape.

The subject property - a corner lot facing two streets and a lane - has significant unused density entitlements and notable heritage value. Due to the property's high heritage value and high development potential the applicant would like consideration of one dwelling unit more than what is allowed under its current zoning.

The proposed duplex entrances face First Street. Their design is a contemporary and understated interpretation of tudor revival, with a restrained colour palate and detailing. The street elevation is articulated to reduce the apparent mass of the building and add scale and visual interest to the public realm. It is complimentary and subordinate to the heritage house, per the Canadian Standards and Guidelines for conservation of historic places

The subject property is within walking distance of three levels of schooling (K-12), public parks, transportation, public amenities, shops and services and is an ideal location to add gentle infill housing – contributing to the City's Strategic Plan goals around housing and climate action.

The proposed Heritage Revitalization Agreement (HRA) for 102 Seventh Avenue will:

- Ensure long-term legal protection for the 1941 Maddock House;
- Allow the construction of two ground-oriented duplex units facing First Street;
- Preserve a rental suite in the Heritage House in line with the City's Rental Housing Initiatives;
- Increase the availability of ground-oriented family housing with a total of three (75%) 2 bedroom units and one (25%) 3 bedroom unit, exceeding the requirements of the Family Friendly Housing Policy;

- Provide a diversity of housing forms (single level and townhouse) to allow downsizing residents to age-in-place in the Glenbrook North Neighbourhood.

The proposed project is consistent with the OCP land use designation for the site and seeks a limited number of variances for form and siting.

Attachment 3

Policy and Regulations Summary

POLICIES AND REGULATIONS SUMMARY

Official Community Plan Land Use Designation: Residential Detached and Semi-Detached

The Official Community Plan (OCP) sets out the City's anticipated land use for the future, for the purposes of rezonings and other development applications. In the OCP, the subject property is designated for "Residential Detached and Semi-Detached" which allows low density residential, primarily in the form of single detached dwellings with secondary suites, duplexes, and accessory dwelling units (e.g. laneway house, carriage house). The proposed application is consistent with this policy.

Projects with Heritage Assets

The OCP encourages the use of Heritage Revitalization Agreements when a heritage asset on the site is appropriately incorporated into a development. Through this type of agreement, the OCP land use designation indicates the development may be eligible for regulatory incentives such as an increase in density, reduced parking, or smaller minimum lot size.

Zoning Bylaw: Residential Detached and Semi-Detached (RS-1)

The subject property is currently zoned Single Detached Residential District (RS-1). The intent of this district is to allow single detached dwellings with secondary suites and a laneway or carriage house. Staff are recommending that the heritage house's siting and massing elements be evaluated under the existing RS-1 zone. However, the proposed application would require relaxations to the zone to allow development that accommodates the proposed duplex units. An HRA is proposed in order to permit the project.

Zoning Bylaw: Duplex Districts (RT-1 and RT-1A)

As this proposal includes an infill duplex, the overall site density, building siting, and massing has been evaluated in part by using the City's duplex (RT-1 and RT-1A) zoning districts. The intent of these districts is to permit the duplex form. However, as the site is zoned RS-1 (see above), an HRA is proposed in order to permit the project to be evaluated using this zone.

Development Permit Area Guidelines

The intent of the laneway/carriage house and infill townhouse/rowhouse guidelines is to encourage small scale infill projects that are complementary to an existing single detached dwelling context. The guidelines focus on appropriate building form, scale, and

location. The goal is to ensure the livability of units, as well as reduce any negative impact on neighbouring sites with single detached dwellings (especially related to light, privacy, and shadowing). As per the *Duplex, Triplex and Quadraplex: Interim Development Review Policy*, the guidelines are to be used where they have established a new approach that departs from the City's duplex district zoning.

Duplex, Triplex and Quadraplex: Interim Development Review Policy

Allowing these housing forms is one way the City can help increase the amount of ground oriented infill housing other than single detached dwellings, a key objective of the Official Community Plan (OCP). The work to develop permanent regulations related to each form is currently on hold while staff focuses on other Council priority areas. In order to facilitate pilot projects in the meantime, Council endorsed an interim development review policy in February 2020, which describes anticipated densities, setbacks, and parking requirements.

Family Friendly Housing Policy

As per the City's Family-Friendly Housing Policy, developments which have ten or more residential units would be required to provide a minimum of 30% two and three bedroom units, of which at least 10% of the overall number of units would need to contain three or more bedrooms. The application is proposing four units and as a result, this policy is not applicable. However, the proposal meets the intent and vision of the policy as all of the proposed units contain two or more bedrooms.

Heritage Revitalization Agreements

A Heritage Revitalization Agreement (HRA) is a negotiated agreement between the City and a property owner for the purposes of incentivizing heritage conservation or making it economically viable. In exchange for long term legal protection through a Heritage Designation Bylaw and exterior restoration, certain zoning relaxations may be considered. An HRA is not precedent setting, as each application is unique to a specific site.

Heritage Related Design Guidelines

Council endorsed *The Standards and Guidelines for the Conservation of Historic Places in Canada* ("Standards and Guidelines") in 2008 as a basis for assessing heritage projects within the city. These are national guidelines for best practice in heritage conservation and design. All HRA proposals are carefully evaluated using the Standards and Guidelines to ensure conservation work on the exterior of the heritage building is in compliance.

Additionally, the design of the adjacent new buildings are reviewed against the principles and guidelines in this document. Respectful development does not necessarily mean the new building must be physically smaller than the heritage building, but its design should consider the heritage building, and allow the heritage building to be the focus of the development. The Standards and Guidelines encourage new buildings to be distinctly contemporary, so as to appropriately represent their period of construction today, and not falsify the history or historic development of a place or specific site.

Heritage Designation

A heritage property which is the subject of an HRA is also protected by a Heritage Designation Bylaw. A Heritage Designation Bylaw is a form of land use regulation that places long-term legal protection on the land title of a property. Any changes to a protected heritage property must first receive approval from City Council (or its delegate, the Director of Development Services) through a Heritage Alteration Permit (HAP). Future development is no longer entitled, but could be permitted by Council with an HAP. HAP applications are also evaluated by staff against the Standards and Guidelines.

Heritage Register

A heritage asset which is protected by a Heritage Designation Bylaw is also listed on the City's Heritage Register. The Heritage Register is an official list of properties identified by the City as having heritage value or heritage character. The City created a Heritage Register in 1994 and currently has over 200 properties listed, which include single family dwellings (the majority of listings), commercial buildings, parks, roads and a tree. A property, building or feature may only be added or removed from the Register by order of Council.

The Heritage Register is used to identify heritage assets in the city, both those that have been legally protected through Designation, and those that are not legally protected but have heritage merit. It is also a planning tool through which the City can work with property owners to identify opportunities for retaining buildings with heritage merit. Beyond the advantage to the community of protecting the city's heritage, property owners may also benefit directly from retaining a heritage building. For example, properties listed on a Heritage Register are eligible for special provisions in the BC Building Code and the Homeowner Protection Act.

Attachment 4

Project Relaxations and Statistics Summary

SUMMARY OF PROJECT STATISTICS AND PROPOSED RELAXATIONS*Table 3: Project Statistics for the Heritage House at 102 Seventh Avenue*

Characteristic	RS-1 Zoning	Proposed	Relaxation
Lot Area	6,000 sq. ft. (557.4 sq. m.)	3,320 sq. ft. (308 sq. m.)	2,680 sq. ft. (249 sq. m.)
Floor Space Ratio	0.5	0.752	0.252
Total Floor Area	1,660 sq. ft. (154 sq. m.)	2,497 sq. ft. (232 sq. m.)	837 sq. ft. (78 sq. m.)
Units	One principal dwelling unit and a secondary suite, one DADU	One principal dwelling unit and a secondary suite	--
Site Coverage	35%	30%	--
Min Front Yard Setback	12.6 ft. (3.8 m.)	27.7 ft. (8.4 m.)	--
Min Rear Yard Setback	20% 12.6 ft. (3.8 m.)	4.6% 2.9 ft. (0.9 m.)	15.4% 9.7 ft. (2.9 m.)
Side Yard Setback (West)	5 ft. (1.52 m.)	6.8 ft. (2.1 m.)	--
Side Yard Setback (First St.)	5 ft. (1.52 m.)	11.4 ft. (3.5 m.)	--
Height (Roof Peak)	35 ft. (10.7 m.)	26.4 ft. (8.0 m.)	--
Height (Midpoint)	25 ft. (7.62 m.)	19.83 ft. (6.04 m.)	--
Accessory Structures Area	10% 332 sq. ft. (30.8 sq. m.)	1.5% 52.5 sq. ft. (4.8 sq. m.)	--
Off-Street Parking	2 on-site	2 on adjacent site	accessed by easement

Table 4: Project Statistics for the Duplex (686 First Street)

Characteristic	RS-1 Zoning	Proposed	Relaxation
Lot Area	6,000 sq. ft. (557 sq. m.)	2,695 sq. ft. (250 sq. m.)	3,305 sq. ft. (307 sq. m.)
Floor Space Ratio	0.5	0.76	0.26
Total Floor Area	1,348 sq. ft. (125 sq. m.)	2,050 sq. ft. (190 sq. m.)	702 sq. ft. (65 sq. m.)
Permitted Uses	Single detached dwellings, DADUs, secondary suites	Duplex	Duplex

Characteristic	RS-1 Zoning	Proposed	Relaxation
Units	1 principal unit, 1 secondary suite, 1 DADU	Two duplex dwelling units	Two duplex dwelling units
Site Coverage	35%	38%	3%
Front Yard Setback	20% 10.6 ft. (3.2 m.)	13% 7 ft. (2.1 m.)	7% 3.6 ft. (1.1 m.)
Rear Yard Setback	10.6 ft. (3.2 m.)	10.8 ft. (3.3 m.)	--
Side Yard Setback (North)	5 ft. (1.52 m.)	1 ft. (0.3 m.)	4 ft. (1.2 m.)
Side Yard Setback (Lane)	5 ft. (1.52 m.)	20 ft. (6.1 m.)	--
Height (Roof Peak)	35 ft. (10.7 m.)	23.3 ft. (7.1 m.)	--
Height (Midpoint)	25 ft. (7.62 m.)	19.6 ft. (6.0 m.)	--
Accessory Structures Area	10% 270 sq. ft. (25 sq. m.)	3% 80 sq. ft. (7.4 sq. m.)	--
Off-Street Parking	2 on-site	2 on-site	--

REPORT

Office of the Mayor and Parks & Recreation Department

To: Mayor Cote and Members of Council **Date:** September 13, 2021

From: G. Dean Gibson
Director, Parks & Recreation **File:** 1918773

Denise A Tambellini
Manager, Intergovernmental and
Community Relations

Item #: 2021-345

Subject: Investing in Canada Infrastructure Program (ICIP) - COVID-19 Resilience
Infrastructure Stream (CVRIS) Grant Funding: Urban Reforestation and
Biodiversity Enhancement Initiative

RECOMMENDATION

THAT Council receive this report for information; and

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

PURPOSE

An informational report on grant funding, up to \$1,746,238, awarded to the City of New Westminster from the Investing in Canada Infrastructure Program – COVID 19 Resilience Infrastructure Stream.

These funds will advance the city's climate action goals through a city-wide Urban Reforestation and Biodiversity Enhancement Initiative to plant 2,200 large trees in city's parks and open spaces by December 31, 2023.

BACKGROUND

On December 1, 2020, the Canadian and British Columbia governments committed up to \$80.29 million towards the intake of CVRIS to support cost-sharing of infrastructure projects in communities across the province. CVRIS is designed to target projects starting before September 30, 2021 and completing by December 31, 2023. Eligible projects will support public infrastructure, defined as a tangible capital asset primarily for public use and benefit. To be eligible, projects must meet at least one of the following outcomes specific to the CVRIS funding stream:

- 1) Retrofits, repairs and upgrades to local government and indigenous buildings, health infrastructure or educational infrastructure;
- 2) COVID-19 Resilience Infrastructure;
- 3) Active Transportation Infrastructure; and
- 4) Disaster Mitigation and Adaptation Infrastructure.

Under category 4 (Disaster Mitigation and Adaptation Infrastructure), Infrastructure Canada has included natural infrastructure as means of utilizing naturally occurring resources (e.g. aquifer, wetland, forest, shoreline vegetation, etc.) or the engineered use of natural resources (e.g. green roofs, bioswales/rain gardens, tree-lined streets, etc.) to provide adaptation or mitigation services to the gradual and/or sudden impacts of climate change or natural hazards.

For local government projects, funding is available up to 100% of eligible costs. Municipalities were eligible to submit one application.

Canada and British Columbia governments are investing up to **\$80.29 million** towards this intake of CVRIS to support cost-sharing of infrastructure projects in communities across the province. Eligible applicants for this merit-based funding program will be Local Governments, Indigenous Ultimate Recipients and Not-for-Profit Projects.

EXISTING POLICY AND PRACTICE

Based on staff's evaluation and the significant alignment with Council's strategic direction and the climate targets of the Provincial and Federal Governments, the Urban Reforestation and Biodiversity Enhancement Initiative ("URBEI") was submitted January 2021 for the ICIP CVRIS grant funding opportunity. The city's application proposed to use the funds to accelerate the City's climate emergency response, as outlined in Bold Step #6 by planting 2,200 new trees by the end of 2023:

ROBUST URBAN FOREST

"New Westminster's Urban Forest Canopy cover will be increased to 27% by 2030 to support the removal of 4,050 tonnes of carbon pollution every year and increase our forest's carbon storage capacity by 50%".

ANALYSIS

The inventory and analysis conducted as part of the Urban Forest Management Strategy (2017), outlines an ambitious, yet achievable target of 27% canopy cover by 2035. Council recognized the urgency required to tackle the impacts of a changing climate and, therefore, **expedited the 27% canopy cover target to 2030** rather than 2035 (as originally targeted in the Urban Forest Management Strategy) with adoption of the 7 Bold Steps. To achieve 27% in given timeframe, the City is required to plant approx. 11,800 trees (2,200 new trees on City-owned parks and open spaces; 6,300 new trees in streets; and 3,300 new trees on private land). Over a three year period (2018-2020), approximately 1,605 trees were planted on both city-owned and private lands. As proposed, the URBEI would add 2,200 trees planted by 2023 to advance our total to ~3,805 trees planted (approx. 20% of the total # of trees to be planted by 2030).

The approved maximum federal/ provincial contribution of \$1,746,238 will support planting 2,000 large trees (4-6cm caliper in size), drip irrigation (only through establishment), 200 small trees (2 gallon size) and a diverse range of native planting (i.e. rewilding) within parks and open spaces to support city-wide biodiversity and advance the enhancement/ creation of habitat areas as per the City's Biodiversity Strategy.

Next Steps

The following work will commence in fall 2021 and will be complete by December 31, 2023:

- Planning/ mapping all locations for proposed tree planting with an interdepartmental staff team;
- Retaining a consultant to assist with mapping, project management and oversight;
- Preparation (i.e. soil preparation, clearing, digging and mulch) and planting ~2,000 new trees planted on city-owned lands (largely in parks and open spaces) and ~200 new small trees planted (in natural areas) utilizing external contractors and equipment;
- Installation of temporary drip irrigation for newly planted trees/planted areas within parks and open spaces; and
- Planting native species (i.e. rewilding) in select areas of parks and open spaces.

Staff will provide regular progress updates for the project to Council as well as the Environment and Climate Advisory Committee and Task Force.

SUSTAINABILITY IMPLICATIONS

The benefits of urban trees are many, including carbon sequestration, beautification, reduction of the urban heat island effect, reduction of storm water runoff, reduction of air pollution, reduction of energy costs through increased shade over buildings, enhancement of property values, improved wildlife habitat, and climate adaptation. The sooner new green areas and tree planting are initiated, the sooner the many benefits will be maximized for the community and future generations.

For the Metro Vancouver Region, climate change is projected to result in warmer, drier summers, reduced snow-packs, more frequent extreme rainfall events and rising sea levels. The management of the urban forest, creating structural and species diversity, is an important climate adaptation tool for New Westminster and cities across the region.

FINANCIAL IMPLICATIONS

This funding will support the existing capital plan requirements and accelerate future capital plan requirements to support the accelerated climate action. The approved maximum federal/ provincial contribution of \$1,746,238 will assist the city in achieving its ambitious targets for growing robust urban forest (Bold Step #6). Staff estimate the ongoing operating cost impacts associated with the establishment of the new trees in their early years will be mitigated by installing temporary drip irrigation systems thereby eliminating the need for hand labour intensive watering..

INTERDEPARTMENTAL LIAISON

Interdepartmental liaison to date has included coordination with Parks & Recreation, Engineering Services, Finance Department and Office of the CAO.

OPTIONS

1. THAT Council receive this report for information; and
2. THAT Council direct staff to proceed with next steps as outlined in this report; or
3. THAT Council provide staff with alternate direction.

CONCLUSION

The Urban Reforestation and Biodiversity Enhancement Initiative will enable the City to meet the goal of the ICIP CVRIS funding program to utilize natural or green infrastructure to provide adaptation or mitigation services to the gradual and/or sudden impacts of climate change or natural hazards. The funding also helps achieve New Westminster's Urban Forest Canopy cover target of 27% by 2030 to support the removal of 4,050 tonnes of carbon pollution every year and increase our forest's carbon storage capacity by 50%. The approved maximum federal/ provincial contribution of \$1,746,238 will assist the city in meeting these targets.

APPROVALS

This report was prepared by:

Erika Mashig, Manager- Parks and Open Space Planning, Design + Construction

This report was approved by:

Denise A Tambellini, Manager, Intergovernmental and Community Relations

Dean Gibson, Director, Parks and Recreation

Lisa Spitale, Chief Administrative Officer

REPORT

To: Mayor Cote and Members of Council **Date:** September 13, 2021

From: Lisa Spitale
Chief Administrative Officer

File: 13.2630.09

Item #: 2021-331

Subject: COVID-19 At-Risk and Vulnerable Populations Task Force Update and Next Steps

RECOMMENDATION

THAT Council receive this report for information.

PURPOSE

An information report to update Council on the work of the COVID-19 At-Risk and Vulnerable Populations Task Force and the receipt of two recent grants to address the impacts of the pandemic.

SUMMARY

The COVID-19 pandemic continues to challenge all municipalities in British Columbia, and New Westminster is no exception. Unlike previous emergencies, where response efforts were measured in days or weeks, this public health emergency is in its second year, with no definitive end date.

While the pandemic has impacted everyone, it has disproportionately affected at-risk and vulnerable populations, including those who are food insecure, homeless, or living with mental health or substance misuse issues. Concurrently, faith-based and non-profit organizations, in which these populations rely on to meet some or all of their needs, have been impacted too. Many have had to limit access, due to reduced fundraising and volunteerism, while others have closed their doors for periods of time.

In response, and within a week of a public health emergency being called, Council established five working groups (later expanded to seven and referred to as task forces), including the COVID-19 At-Risk and Vulnerable Populations Task Force, whose membership includes about 20 faith-based and non-profit organizations.

The task force is facilitating close working relations between the City and the faith-based and non-profit sector. Through regular meetings, emergent issues are raised, and gaps and needs are identified. City staff and faith-based and non-profit member organizations are also working collaboratively to address issues, gaps and needs, and capitalizing on funding and partnership opportunities. To this end, City staff, with the assistance of the task force, has realized \$365,000 in City funding (amount requested minus grants applied) and \$874,323 in foundation and senior government funding, as well as developing strategic partnerships, including with the Greater Vancouver Food Bank Society, the New Westminster Inter-Ministerial Association, and the UBC School of Community and Regional Planning.

Community Planning is resourcing the task force, including chairing and coordinating its meetings; preparing and updating a website portal and all publications; managing all grants, including related to reporting; participating in some of the activities and projects, including the Digital Inclusion Initiative, the Community Action Network and the Seniors Integrated Support Pilot Project; and continuing to monitor the pandemic and respond to it. This is placing significant pressure of staff, particularly given the duration of the pandemic, with a new wave underway.

Currently, about 24% of New Westminster's population 12+ is not fully vaccinated, and there are now breakthrough infections of fully vaccinated people, although extremely rare, and usually not requiring hospitalization. This suggests that new cases are likely to continue to increase as part of a fourth wave, and the percentages may be higher among at-risk and vulnerable populations, some of whom lack adequate shelter, live in overcrowded conditions, and suffer from inadequate nutrition. This speaks to the importance of the work of the task force, and the need for continued action to address the needs of at-risk and vulnerable populations, including post-pandemic.

The task force has funding in place until July 31, 2022, and will continue to identify and apply for new funding, as well as seek out partnerships. The task force will also be making a much smaller request of Council with regard to meeting future pandemic related needs of at-risk and vulnerable populations. To this end, the task force, as part of its budget request form for 2022, will be seeking the following:

- \$90,000 for enhanced outreach, referral and advocacy services from March 1 to December 31, 2022;
- \$16,400 for food security and homelessness coordination services between August 1 and December 31, 2022.

BACKGROUND

On March 17, 2020, the Province of British Columbia declared a Public Health Emergency related to the COVID-19 pandemic. On March 23, 2020, and in response to the pandemic, Council approved the scope of work for five working groups (later expanded to seven and referred to as task forces), including one to address the needs of at-risk and vulnerable populations. The Planning Division was tasked with chairing and coordinating the activities of the task force given its close working relationship with the faith-based and non-profit sector, and its understanding of community needs, including related to the city's at-risk and vulnerable populations.

The task force has the following responsibilities:

- identifying, documenting and communicating the needs of at-risk and vulnerable populations;
- documenting non-profit preparedness, capacity and response levels, and determining resource requirements, including staffing, volunteers and supplies;
- documenting non-profit closures and service reductions, and identifying impacted populations;
- identifying short, medium and longer term responses to ensure that the needs of at-risk and vulnerable populations are being addressed;
- identifying how City staff can be redeployed, taking into consideration risk, to help meet the needs of at-risk and vulnerable populations and to support the faith-based and non-profit sector;
- advocating needs related to at-risk and vulnerable populations to the public, the business community and other levels of government, and applying for funding and grants; and,
- other areas as deemed important to at-risk and vulnerable populations.

DISCUSSION

Task Force Budget Request and Related Activities

In February 2021, the COVID-19 At-Risk and Vulnerable Populations Task Force made a budget request, which was subsequently approved by Council. This request was to address basic and immediate needs associated with the COVID-19 pandemic, including securing hygiene products, personal protective equipment and portable toilets; enhancing coordination of services for and expanding outreach to the unsheltered; and working with faith-based and non-profit organizations on longer-term strategies to address homelessness. In total, \$407,768 was received, with most of this amount being covered by provincial emergency operations funding in response to the pandemic. Specific actions included:

- Retained an Affordable Housing Planning Analyst for 2021 and 2022. This position which is full-time, is responding to the increased need for emergency, supportive and non-market housing arising from the pandemic and assisting the 15 faith-based and non-profit organizations that have expressed an interest in developing supportive or non-market housing on their sites. This position will also be coordinating the development of a Step-by-Step Guide to Developing Affordable Housing, including information on accessing senior government funding, and working on a new Homelessness Action Strategy, with the latter also involving Community Action Network (CAN) Program graduates and the UBC School of Community and Regional Planning.
- Retaining an Affordable Housing Consultant for 2021/22. This position will provide assistance with regard to faith-based and non-profit inquiries and proposals related to affordable housing. Based on a request for proposals, a proponent will be selected. This position will meet with interested faith-based and non-profit organizations; review land use and zoning considerations; assist in developing a business case and a pro forma; and identify possible funding opportunities, including seed funding.
- Funded two homeless outreach, referral and advocacy positions for 2021/22. Based on a request for proposals, Lookout Housing and Health Society was the successful proponent and has retained the two workers. These workers will directly assist City staff, including in Community Planning, Engineering Operations, Fire, Integrated Services, and Police. They will connect with those who are unsheltered, assess their needs, make appropriate referrals, other mediation services, and provide assistance in accessing services and navigating systems.
- The City, through grants under the Reaching Home and Strengthening Communities Services Programs, has covered the following costs:
 - \$24,400 for coordination services related to food security planning and programming in 2021;
 - \$3,000 for hygiene and sanitation products and personal protective equipment for faith-based and non-profit organizations;
 - \$4,368 for venue rental related to food security programming; and,
 - \$36,000 for rental of portable toilets to meet the hygiene and sanitation needs of the unsheltered.

Regarding rental of portable toilets, \$25,000 of the allocated amount, with Council approval on July 12, 2021, was allocated to the following projects:

- \$15,000 to the Seniors Integrated Support Pilot Project, which includes emergency preparedness and social connectedness initiatives, which is applicable to other seniors independent living residences, and which will address the impacts of COVID-19, including post-pandemic.

- \$10,000 towards the establishment of enhanced personal identification services to assist unsheltered and precariously housed individuals to access the financial assistance and government benefits that they are entitled to receive, including in response to the pandemic. Based on the most recent intake related to the Reaching Home Program, an additional \$10,000 has been realized towards enhanced identification services, and a request for proposals in the amount of \$20,000 will be circulated to non-profit organizations for the provision of these services.

Foundation and Senior Government Grants up until July 31, 2021

City staff, with the assistance of the task force, has received the following foundation and senior government grants, in the amount of \$213,582, up until July 31, 2021:

Vancouver Foundation COVID-19 Community Response Grants

In April 2020, the City applied for and received two Vancouver Foundation COVID-19 Community Response grants in support of the following programs:

- \$50,000 for the St. Barnabas Anglican Church Food Cupboard, which distributed 80 pre-packed food hampers on a weekly basis for a 12-week period, as well as the purchase of personal protective equipment for volunteers.
- \$32,500 for the St. Aidan's Presbyterian Grocery Hamper Program, which distributed 50 pre-packed food hampers on a weekly basis for a 12-week period, as well as the purchase of personal protective equipment for volunteers.

Greater Vancouver Food Bank Community Agency Partnership Program

In April 2020, the City and the Greater Vancouver Food Bank (GVFB), under its Community Agency Partnership Program, established a Food Hamper Program. This program, located on the lower floor of Holy Trinity Community Hall and distributing over 300 hampers per week, was for families and individuals who usually attended the New Westminster Food Bank Program but for reasons related to COVID-19, such as being disabled, elderly, immune compromised or symptomatic, could not or were not comfortable attending in person. In September 2020, the GVFB donated an industrial-sized refrigeration unit to facilitate the storage of additional perishable food items.

Reaching Home Program Grants

Starting in November 2020, the City applied for and received three grants under the Reaching Home Program, including:

- \$30,962, which was distributed to the Elizabeth Fry Society, the Lower Mainland Purpose Society and the Union Gospel Mission for the purchase of basic and essential supplies for the unsheltered and precariously housed, including

backpacks, blankets, food gift cards, hygiene products, jackets and rain ponchos, shoes, socks, and underwear. Of this amount, \$9,000 was allocated to cover the rental cost of three portable toilets for a three-month period.

- \$100,120 and \$68,798, which, combined, covered the period from December 1, 2020 to July 31, 2021, and funded the following activities:
 - Supported five food security and resource hubs serving all areas of the city, and feeding about 750 people on a weekly basis.
 - Provided groceries, with a value of \$55 per delivery, to 300 people and hot meals to 572 people who were disabled, elderly, immune compromised or symptomatic, and could not or were not comfortable accessing a food security program.
 - Provided 200 basic needs hampers, with a value of \$25 per hamper, to tenants of Dunwood Place, Legion Manor, Rotary Tower, and two co-ops on Quayside Drive.
 - Provided 487 pasta takeaway lunches which helped address the lack of food security programming on Sundays.
 - Provided 1,716 meal cards to those who were unsheltered or precariously housed.
 - Established a permaculture garden at St. Aidan's Presbyterian Church. From April to July 2021, 165 kg of produce was distributed to three of the five hubs.
 - Established, in partnership with the City's Parks Department, a program in which produce grown in the City's greenhouses was distributed to the five hubs. In June and July 2021, over 600 kg of produce was harvested and distributed.
 - Supported additional staffing needs and enhanced remuneration rates for the hubs located at St. Aidan's Presbyterian and St. Barnabas Anglican Churches.
 - Offered First Aid training to 24 volunteers and Food Safe certification to 25 volunteers, which supported enhanced and expanded food security programming.
 - Provided 109 shopping buggies to people who are disabled and elderly, enabling them to more easily transport groceries.
 - Purchased 1,650 'Everybody Needs to Eat' shopping bags, which were used for the basic needs hampers and the July 2021 Grocery Challenge.
 - Instituted laundry and shower programs, with 200 packages of laundry soap and 120 shower comfort backpacks being distributed. Allocated funding for a new laundry program in which vulnerable people will be provided access to laundromats and detergent at no charge.
 - Purchased 12 canopy tents to keep volunteers dry and to distribute food outdoors.
 - Secured three community notice boards to raise awareness about the hubs and their operating hours.

During the eight-month period, 10,349 people were served (total numbers and not distinct individuals).

Foundation and Senior Government Grants from August 1, 2021 to July 31, 2022

Reaching Home Program Grant

The City received a grant in the amount of \$145,860 under the Reaching Home Program. This grant will continue to fund the activities and projects as cited under intakes two and three of the Reaching Home Program as outlined earlier, with all funding to be expended by March 31, 2022.

Strengthening Communities Services Program Grant

The City received a grant in the amount of \$446,083 under the Strengthening Communities Services Program. This grant will fund the following activities and projects, which are organized according to the four areas of eligibility, with all funding to be expended by July 31, 2022.

- To improve the health and safety of persons who are experiencing homelessness.
 - *Digital Inclusion Initiative* - City, Douglas College and Purpose Society (\$8,000)

This project is a partnership between the City, Douglas College and Purpose Society and is intended to move at-risk and vulnerable populations from digital exclusion to inclusion. It will enhance access to the Internet, through the installation of portable antennas and Wi-Fi boosters; expand the reach of the Digital Inclusion Hub, which offers one-on-one support and training; and increase charging capacity through the installation of public charging infrastructure.

- *Maida Duncan Drop-In Centre - Enhanced Social Support, Advocacy and Case Management Interventions* - Elizabeth Fry Society (\$50,000)

The centre is funded by a grant from the City and BC Housing, totaling about \$40,000 per year. It is the only drop-in service for women in the city and has an annual operating budget of about \$120,000, with the society underwriting all unfunded costs. Given the pandemic, demand for service has spiked, with about 275 visits per month. This funding will enable the centre to meet the increasing demand, while reducing the financial burden on the society.

- *Newcomer Feeding the Homeless Pilot Project - MOSAIC (\$52,492)*

The project will establish a hot meal program that connects newcomers, who are experiencing social isolation and who are in need of training and work experience, with those who are unsheltered and precariously housed. It will provide volunteer recruitment, program coordination, and skill development and training, as well cover the cost of venues, food, packaging, and delivery.

- To reduce community concerns about public health and safety in neighbourhoods related to homelessness.

- *Health Contact Centre Liaison and Outreach Initiative - Purpose Society (\$50,000)*

The centre incorporates an overdose prevention site and other harm reduction services. This funding will expand community outreach capacity, including facilitating liaison with business and resident associations; addressing potential business and resident concerns related to public drug use and discarded needles and other drug paraphernalia; and raising awareness about the centre and the services offered among those using illicit drugs.

- *I's on the Street Program Expanded Scope and Pilot Project - New Westminster Homelessness Coalition Society (\$127,812)*

The program is an award winning street cleaning service which offers employment and work experience to those dealing with homelessness and mental health issues, while contributing to the general upkeep of the neighbourhood in which it operates. The funding will expand the program in the Downtown, reintroduce it in the Uptown, and pilot it in Sapperton.

- *Vulnerable Persons Liaison Officer Enhanced Outreach Initiative - New Westminster Police Department (\$10,000)*

The City has designated a constable as a vulnerable person liaison officer, with the intent of forging a conciliatory and problem-solving approach to addressing social issues, including homelessness. This funding will be used to develop relations and trust through the purchase and distribution of food items, including meal vouchers, hygiene products, new socks and underwear, and other essentials.

- To improve coordination related to health and service provision related to food insecurity and homelessness.

- *Homelessness Coordination Services* - New Westminster Homelessness Coalition Society (\$17,999)

The Coalition includes representation from over 20 faith-based and non-profit organizations with a mandate to directly or indirectly address homelessness. This funding will provide 21 hours per week for five months of coordination services to work closely with the COVID-19 At-Risk and Vulnerable Populations Task Force; to facilitate responses to homelessness involving faith-based and non-profit organizations; and to coordinate food security planning and programming.

- To increase capacity to work with persons who are experiencing homelessness and Indigenous organizations towards culturally-safe and trauma-informed responses.

- *Advanced Care Planning for the Homeless* - New West Hospice Society (\$27,000)

This project will retain the services of a health care professional, who with a local outreach worker, will prepare advanced care plans for those who are unsheltered or precariously housed. More specifically, it will document their health and personal care wishes, and record and store this information for future reference.

- *Community Action Network Planning Framework* - City and BC Poverty Reduction Coalition (\$20,000)

The City and the BC Poverty Reduction Coalition established a partnership to increase the involvement of people with lived and living experience of homelessness and poverty in civic planning, policy development, and decision-making processes. To date, this has included the staging a seven-session Community Action Network Leadership Training Program. This project will fund a second program intake and engage and compensate program graduates as part of the development of the City's Homelessness Action Strategy.

- *Urban Indigenous Away from Home Training Program* - Lookout Housing and Health Society (\$77,008)

The project, which is a partnership between Lookout, the Musqueam First Nation and the Spirit of the Children Society, will offer a training program which aims to develop understanding, increase capacity and promote positive partnerships, as well as cultivating meaningful relationships and trust, between social service providers and urban Indigenous homeless persons.

Task Force Website and Publications

City staff, with the assistance of the task force, developed a website portal to facilitate information dissemination. It also prepared and is regularly updating a number of publications to inform faith-based and non-profit member organizations, and to assist at-risk and vulnerable populations. These publications include:

- Financial Supports Listing
- Food Resources Calendar
- Survival Guide
- Tenant Support and Resources Bulletin
- Trusted Links and Resources regarding the COVID-19 Pandemic Bulletin

To facilitate access, City staff coordinated the inclusion of the publications as part of food hampers; distributed to non-market housing developments, and worked with faith-based and non-profit member organizations to provide hard copies to their clients and guests.

These publications can be found at the following link:

<https://www.newwestcity.ca/services/public-safety/covid-19/community-resources>

ANALYSIS**Task Force Update**

The COVID-19 At-Risk and Vulnerable Populations Task Force is facilitating close working relations between the City and the faith-based and non-profit sector. Through regular task force meetings, emergent issues are raised, and gaps and needs are identified. City staff and faith-based and non-profit member organizations are also working collaboratively to address issues, gaps and needs, and capitalizing on funding and partnership opportunities. To this end, City staff, with the assistance of the task force, has realized \$365,000 in City funding (amount requested minus grants applied) and \$874,323 in foundation and senior government funding, as well as developing strategic partnerships, including with the Greater Vancouver Food Bank Society, the New Westminster Inter-Ministerial Association, and the UBC School of Community and Regional Planning.

The task force, as evidenced by the cited activities and projects funded to date and to come, has and will continue to make a significant contribution in meeting the needs of at-risk and vulnerable populations, who have been disproportionately impacted by the pandemic. It has enabled these population groups to access financial assistance and government benefits, much of it pandemic related; attend drop-in, food security and meal programs; connect with formal and informal support networks through digital inclusion initiatives; gain the assistance of outreach or support workers; meet their hygiene and sanitation needs, including through the provision of portable toilets; and

receive blankets, boots, coats and other essentials to protect against the elements. As such, the task force, through its efforts, has contributed to enhanced health outcomes, including reduced virus transmission; provided hope; and likely saved lives.

Staffing Update

Community Planning is resourcing the task force, including chairing and coordinating its meetings; preparing and updating the website portal and all publications; managing all grants, including related to reporting; participating in some of the activities and projects, including the Digital Inclusion Initiative, the Community Action Network and the Seniors Integrated Support Pilot Project; and continuing to monitor the pandemic and respond to it. This is placing significant pressure of staff, particularly given the duration of the pandemic, with a new wave underway.

In addition, Community Planning is very involved in City efforts to realize additional emergency shelter capacity and new supportive and non-market housing, while commencing work on several significant policy initiatives, including the Affordable Housing and Homelessness Action Strategies. Community Planning also continues to address the overdose epidemic, through its ongoing liaison with the Health Contact Centre and participation on the Overdose Community Action Team, as well as its potential work related to Broken Drug Policies.

Currently, Community Planning comprises four full-time, permanent staff, with one member providing data analysis and statistical support to the Division, Department and Corporation. Recently, a two-year Planning Analyst was retained, and given the current workload; the continuing demands related to affordable housing and the overdose epidemic; and the pausing of community planning and policy work to address the ongoing pandemic, it will be important to make this position permanent.

Pandemic Update

During the third wave of the COVID-19 pandemic, New Westminster recorded a high of 151 new cases during the week of April 4 to 10, 2021. In the ensuing months, cases steadily decreased to single digit weekly counts in July 2021, including a low of new cases during the week of July 18 to 24, 2021.

Since this low count was recorded, New Westminster cases have increased as part of a fourth wave, reaching 31 new cases during the week of August 8 to 14, 2021. This increase is consistent with most of the rest of British Columbia, and despite 87% of New Westminster's population 12+ having received one dose and 76% have received two doses. Of note, these percentages are the second highest rate of vaccination out of Fraser Health's 13 local health areas.

Of concern, 24% of the population 12+ is not fully vaccinated, and there are now breakthrough infections of fully vaccinated people, although extremely rare, and usually not requiring hospitalization. This suggests that new cases are likely to increase, and

the percentages may be higher among at-risk and vulnerable populations, some of whom lack adequate shelter, live in overcrowded conditions, and suffer from inadequate nutrition. This speaks to the importance of the work of the task force, and the need for continued action to address the needs of at-risk and vulnerable populations, including post-pandemic.

Task Force Request for 2022

The task force has funding in place until July 31, 2022, and will continue to identify and apply for new funding, as well as seek out partnerships. The task force will also be making a much smaller request of Council with regard to meeting future needs of at-risk and vulnerable populations. To this end, the task force, as part of its budget request form for 2022, will be seeking the following:

- \$90,000 for enhanced outreach referral and advocacy services from March 1 to December 31, 2022;
- \$16,400 for food security and homelessness coordination services between August 1 and December 31, 2022.

As noted, City staff, with the assistance of the task force, will identify and apply for foundation and senior government funding to defray some or all of the above costs.

FINANCIAL IMPLICATIONS

The task force will be making a financial request as part of the deliberations related to the 2022 Operating Budget. At this time, this request will be limited to enhanced outreach, referral and advocacy and coordination services related to food security and homelessness planning and programming. As part of the 2023 Operating Budget, Development Services will likely be making a request to make the two-year Planning Analyst position permanent.

INTERDEPARTMENTAL LIAISON

Development Services is working very closely with Purchasing and Finance with regard to managing the grants received. It is also working with other Departments on specific issues related to the pandemic.

OPTIONS

There are two options for Council consideration:

1. That Council receive this report for information.
2. That Council provide alternative direction.

Staff recommends option 1.

APPROVALS

This report was prepared by:
John Stark, Supervisor of Community Planning

This report was reviewed by:
Emilie K. Adin, Director of Development Services

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



P R O C L A M A T I O N

CITY OF NEW WESTMINSTER

TERRY FOX WEEK SEPTEMBER 12 - 19, 2021

- WHEREAS** For millions of people worldwide, Terry Fox is the face of cancer research; and
- WHEREAS** In 1980, Terry's Marathon of Hope inspired a country. After four decades, the Terry Fox Foundation continues to motivate people in Canada and around the world; and
- WHEREAS** To date, over \$850 million has been raised in support of Terry's cause. The Terry Fox Foundation is a leading national investor in cancer research.
- WHEREAS** On Sunday, September 19, 2021, over 9,000 communities across Canada will participate in the 41th annual Terry Fox Run; and
- WHEREAS** The New Westminister Terry Fox Run is open and accessible to everyone. This year once again as it is not safe to gather in large numbers, participants are asked to walk, run, wheel, ride or hike ONE DAY, YOUR WAY. Alone or with others in their bubble, people can honour Terry, have fun and raise money for cancer research.
- NOW THEREFORE** I, Jonathan Cote, Mayor of the City of New Westminister do hereby proclaim the week of September 12 -19, 2021 as "**Terry Fox Week**" in the City of New Westminister, Province of British Columbia.

Jonathan X. Cote
MAYOR





Corporation of the City of
NEW WESTMINSTER

A vibrant, compassionate, sustainable city that includes everyone.

SPECIAL REGULAR MEETING OF CITY COUNCIL

June 28, 2021

Meeting held electronically under Ministerial Order No. M192/2020

MINUTES

PRESENT:

Mayor Jonathan Cote
Councillor Chinu Das
Councillor Patrick Johnstone
Councillor Jaimie McEvoy
Councillor Nadine Nakagawa
Councillor Chuck Puchmayr
Councillor Mary Trentadue

STAFF:

Ms. Lisa Spitale	- Chief Administrative Officer
Ms. Jacque Killawee	- City Clerk
Mr. Rob McCullough	- Manager, Museums and Heritage Services
Ms. Denise Tambellini	- Manager, Intergovernmental and Community Relations

The Meeting was called to order at 2:00 p.m.

EXCLUSION OF THE PUBLIC

1. *MOVED and SECONDED*

THAT pursuant to Section 90 of the Community Charter, members of the public be excluded from the Closed Meeting of Council immediately following the Regular Meeting of Council on the basis that the subject matter of all agenda items to be considered relate to matters listed under Sections 90(1)(e), 90(1)(i) and 90(2)(b) of the Community Charter:

90(1)

- (e) *the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;*
 - (i) *the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;*
- 90(2)
- (b) *the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party;*

CARRIED.

All members present voted in favour of the motion.

Purpose of the meeting:

Property, legal and negotiations matters

ADJOURNMENT

2. On MOTION, the meeting adjourned at 2:01 p.m.

JONATHAN COTE
MAYOR

JACQUE KILLAWEE
CITY CLERK

**CORPORATION OF THE CITY OF NEW WESTMINSTER
STREET AND TRAFFIC AMENDMENT BYLAW NO. 8275, 2021**

A Bylaw to Amend Street and Traffic Bylaw No. 7664, 2015

WHEREAS the Council of The Corporation of the City of New Westminster wishes to amend “Street and Traffic Bylaw No. 7664, 2015”;

The Council of The Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

Citation

1. This Bylaw may be cited for all purposes as “Street and Traffic Bylaw Amendment Bylaw No. 8275, 2021.”

Amendments

2. Street and Traffic Bylaw No. 7664, 2015 is amended as follows:

- a. Amend Subsection 2.1 by adding the following definitions in alphabetical order:

“Arterial Road means any arterial road listed in Schedule D to this Bylaw”;

“Collector Road means any collector road listed in Schedule D to this Bylaw”;

“Cycle Network means Multi-Use Pathways, Cycle Lanes and Shared Cycle Routes as identified in Schedule E to this Bylaw”;

“Elephants’ Feet Markings means two lines of painted intermittent squares that indicate where crossing a Street is permitted for Cycles”;

“Great Street means any Great Street listed in Schedule D to this Bylaw”;

“Lane means a Street that is intended to provide direct access to a property and is not intended to provide legal frontage”;

“Local Road means a Street which primarily provides internal circulation within the neighbourhood in addition to direct access to a property”;

“Lot means the smallest unit in which land is designated as a separate and distinct parcel on a legally recorded subdivision plan or description filed in the Land Title Office”;

“Major Road Network means any major road network shown in Schedule D to this Bylaw”

“Shared Cycle Route means a Street or a portion of a Street designated for shared use of Cycles and Vehicles”;

“Transportation Management Plan means a detailed plan acceptable to the City Engineer addressing all activities, needs and impacts associated with occupancy on a Street or Boulevard, whenever work contemplated in a Street Occupancy Permit may impact the movement of Vehicles, Pedestrians, and/or Cycles”;

“Vehicular Access means access to or egress from a Lot by a Vehicle”;

- b. Amend Subsection 2.1 by deleting and replacing “Cycle Lane” with the following:

“Cycle Lane means a portion of a Street designated for the use of Cycles which is separated from Vehicle traffic by physical elements, signing, striping, and/or pavement markings”

- c. Amend Subsection 2.1 by deleting and replacing “Multi-Use Pathway” with the following:

“Multi-Use Pathway means a Street, designated for Pedestrians, Cycles and other non-motorized rolling conveyances physically separated from a roadway used for Vehicles”

- d. Amend Subsection 2.1 by deleting and replacing “Park” with the following:

“Park means the standing of a Vehicle, whether occupied or not, upon a Street except when the Vehicle is:

- i. being loaded or unloaded; and
- ii. discharging or taking on passengers”

- e. Amend Subsection 4.8 by deleting and replacing paragraph 4.8.9 with the following:

“4.8.9 on or within 6 meters of either side of a Crosswalk”

- f. Amend Subsection 4.9 by deleting and replacing paragraph 4.9.1 with the following:

“4.9.1 upon any Street for any continuous period exceeding 72 hours”

- g. Amend Subsection 4.9 by adding the following paragraph:

“4.9.7 on a Lane so as to obstruct the servicing of solid waste, recycling and compost collection by designated Vehicles.”

- h. Amend Subsection 5.14 by deleting and replacing paragraph 5.14.1 with the following:

“5.14.1 impose terms and conditions in a Street Occupancy Permit requested by an applicant to occupy a Public Place”

- i. Amend Subsection 5.14 by deleting and replacing the heading paragraph 5.14.2 with the following:

“5.14.2 amend, vary, suspend, or revoke a Street Occupancy Permit:

- j. Amend Subsection 5.14 by adding paragraph 5.14.3 with the following:

“5.14.3 establish specifications for a Transportation Management Plan to be provided by the applicant as a condition of the Street Occupancy Permit whenever the occupancy on a Street or Boulevard may impact Traffic.”

- k. Amend Subsection 5.14 by adding paragraph 5.14.4 as follows:

“5.14.4 require from the Street Occupancy Permit applicant as a condition of approval:

- (a) damage deposit for any work that has the potential to damage any City infrastructure, in an amount to be defined by the City Engineer;
- (b) insurance for any work which has the potential to cause injury or damage of a value greater than the damage deposit, with the City of New Westminster named as additionally insured, in an amount to be defined by the City Engineer;
- (c) payment of applicable fees for a Street Occupancy Permit, as set out at the “Engineering Fees and Rates Bylaw No. 7553, 2013”, as amended from time to time, unless waived or reduced by the City Engineer after an application.”

- l. Amend Subsection 6.14 by deleting and replacing paragraph 6.14.1 with the following:

“6.14.1 may ride on a Crosswalk when crossing a Street if:

- (a) directed by a Traffic Control Device.
- (b) that person is riding on a Sidewalk, footpath or walkway where cycling is not prohibited, subject to subsection 6.13; or
- (c) the Crosswalk is marked by or is bordered by Elephants' Feet Markings;"

m. Amend Subsection 6.14 by adding paragraph 6.14.9 as follows:

"6.14.9 shall, when riding on a Crosswalk, subject to subsection 6.14.1, yield the right of way to Pedestrians who are entering into, walking in, or walking out of the Crosswalk."

n. Amend Subsection 6.30 by deleting and replacing paragraph 6.30.2 with the following:

"6.30.2 remove trash and litter from Boulevards, including ditches and Multi-Use Pathways, abutting that owner's property; and"

o. Amend Subsection 6.30 by adding paragraph 6.30.4 as follows:

"6.30.4 keep shrubs and other vegetation that are less than two (2) meters distance from intersections and driveways from exceeding one (1) meter height."

p. Amend Subsection 6.31 and its paragraphs 6.31.1 and 6.31.2 by deleting and replacing with the following:

"Vehicular Access and Driveway Crossings

6.31 A maximum of one Vehicular Access is permitted per Lot. Written approval by the City Engineer is required for new Vehicular Access, whether or not in conjunction with a building permit, subject to proof of compliance with the following:

6.31.1 Vehicular Access from a Lot to an Arterial Road, Collector Road, Great Street, Major Road Network or the Cycle Network, as specified in subsections 6.32 and 6.33;

6.31.2 Driveway Crossing specifications, including maximum widths, as specified in the Subdivision and Development Control Bylaw No. 7142, 2007, as amended from time to time."

q. Amend Subsection 6.32 by deleting and replacing with the following:

“6.32 Vehicular Access from a residential Lot to an Arterial Road, Collector Road, Great Street or Major Road Network listed in Schedule D, or the Cycle Network identified in Schedule E, shall not be permitted, unless:

6.32.1 the Lot is not able to have or obtain Vehicular Access to a Lane or a Local Road that is not part of the Cycle Network;

6.32.2 a permit issued for the construction of a new building, garage or carport exempts the Lot owner from providing access to a Lane or a Local Road at the time of occupancy;

6.32.3 due to a catastrophic incident, the City Engineer allows for the reconstruction of a pre-existing Vehicular Access.”

- r. Amend Subsection 6.33 and paragraphs 6.33.1, 6.33.2, 6.33.3, and 6.33.4 by deleting the heading “Vegetation Adjacent to Streets and Boulevards” and replacing with “Conditions of Driveway Crossings” and deleting and replacing the text in Subsection 6.33 and paragraphs 6.33.1, 6.33.2, 6.33.3, and 6.33.4 with the following:

“6.33 Repairs or modifications at existing Driveway Crossings on an Arterial Road, Collector Road, Great Street or Major Road Network listed in Schedule D, or located on the Cycle Network identified in Schedule E, are prohibited if a Lot is adjacent to a Lane or a Local Road that is not part of the Cycle Network.

6.33.1 Repairs or modifications at existing Driveway Crossings at such locations are allowed if requested by the City Engineer to meet specifications of the “Subdivision and Development Control Bylaw No. 7142, 2007”, as amended from time to time.”

- s. Amend Subsection 6.34 by deleting and replacing with the following:

“6.34 The use of Vehicular Access to a Lane or a Local Road that is not part of the Cycle Network, from a Lot abutting an Arterial Road, Collector Road, Great Street, Major Road Network or located on the Cycle Network identified in Schedule E, becomes mandatory when:

6.34.1 the City builds new curb and gutter or otherwise alters the streetscape to improve walking and cycling conditions on an Arterial Road, Collector Road, Great Street, Major Road Network or Cycle Network Street;

6.34.2 a conforming Vehicular Access is provided for the Lot through a building permit.”

- t. Amend Section 6 – Use of Streets, by adding the following Subsection 6.35:

“6.35 Where the use of Vehicular Access to a Lane or a Local Road has become mandatory, Driveway Crossings located on a road listed in Schedule D, or located on the Cycle Network identified in Schedule E, shall be removed to comply with the single access limit and that portion of the Street shall be reinstated at the property owner’s cost to a condition similar to that of the Street in the immediate vicinity.”

- u. Amend Section 6 – Use of Streets by adding the following Subsection 6.36:

“6.36 The City Engineer may vary provisions regarding Vehicular Access and Driveway Crossings, as defined in this Bylaw, to ensure access to a residential lot is deemed safe where existing driveways, garages, or carports are non-conforming.”

- v. Amend Section 6 – Use of Streets by adding the following Subsection 6.37:

“6.37 The City may remove a Vehicular Access or Driveway Crossing constructed, maintained, or used in violation of any Bylaw of the City, at the expense of the property owner.”

- w. Amend Section 6 – Use of Streets by adding the following Subsections 6.38 and 6.39:

“Vegetation Adjacent to Streets and Boulevards”

6.38 No person being the owner or occupier of real property adjacent to a Street or Boulevard shall permit a tree, shrub, hedge or bush growing or standing on that land to:

- 6.38.1** Damage the Street or Boulevard or any works owned or controlled by the City located in the Street or Boulevard;
- 6.38.2** Encroach on or over any portion of the Street or Boulevard to the extent that it impedes the passage of the public over the Street or Boulevard or impedes sight lines for vehicular or pedestrian traffic;
- 6.38.3** Encroach on or over a Street at a height less than 3 meters above the surface of the Street; or
- 6.38.4** Encroach on or over any portion of a City sign.

6.39 Where an owner of property fails to comply with an order made pursuant to section 6.33, within 30 days, the City Engineer may fulfill the requirement at the expense of the property owner and the cost of the work is recoverable as a debt.”

- x. Amend Section 7 – Vehicle Regulations by adding Subsection 7.10 with the following:

“Speed Limits

7.10 No person shall drive or operate a Vehicle at a rate of speed greater than 30 km/h when a Traffic Control Device displays such indication, upon:

7.10.1 any Street identified in Schedule B, where Cycling, Inline Roller Blading, Roller Skating, Longboarding, and Skateboarding is prohibited on any Sidewalk, footpath or walkway; or

7.10.2 any Street located on the City’s Cycle Network as identified in Schedule E.”

- y. Amend the List of Schedules by adding Schedule D – Road Classifications” provided as Schedule 1 of this Bylaw.
- z. Amend the List of Schedules by adding “Schedule E – Cycle Network” provided as Schedule 2 of this Bylaw.
- aa. Bylaw 7664, 2015 is further amended by making consequential changes to the Table of Contents that relate to the amendments made by this bylaw.

GIVEN FIRST READING THIS _____ day of _____ 2021.

GIVEN SECOND READING THIS _____ day of _____ 2021.

GIVEN THIRD READING THIS _____ day of _____ 2021.

ADOPTED THIS _____ day of _____ 2021.

Mayor Jonathan X. Cote

Jacque Killawee, City Clerk

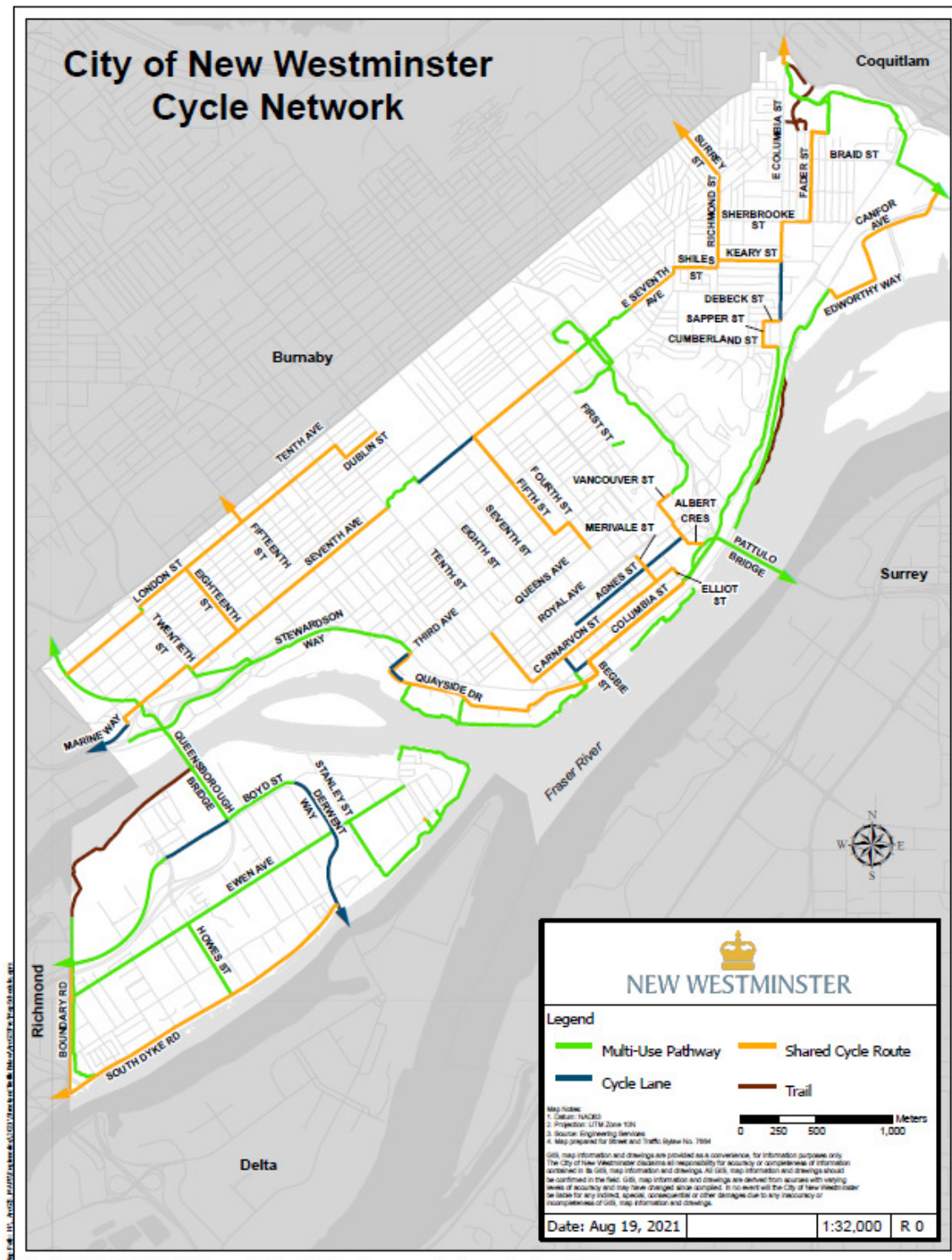
Schedule 1 - Bylaw No. 8275, 2021

Schedule “D” - Road Classifications

Street Type	Street Name	From (Street Name)	To (Street Name)
Major Road Network	Boyd St	Boundary Rd	Derwent Way
Major Road Network	Braid St	E Columbia St	Brunette Ave
Major Road Network	Brunette Ave	E Columbia St	Hwy 1 Interchange
Major Road Network	Derwent Way	Boyd St	Municipal Boundary
Major Road Network	E Columbia St	Braid St	Municipal Boundary
Major Road Network	E. Columbia St	McBride Blvd.	Brunette Ave
Major Road Network	McBride Blvd.	Tenth Ave	E Columbia St
Major Road Network	Royal Avenue	McBride Blvd.	Columbia St / Stewardson Way
Major Road Network	Stewardson Way	Columbia St	Sixth Ave
Major Road Network	Tenth Ave	McBride Blvd	Twentieth St
Arterial	Columbia St	Royal Ave	Front St
Arterial	Front St	Columbia St	E Columbia St
Great Street	E Columbia St	McBride Blvd	Holmes St
Great Street	Ewen Ave	Boundary Rd	Brookes St
Great Street	Sixth Ave	Sharpe St	First St
Great Street	Sixth St	Tenth Ave	Front St
Great Street	Twelfth St	Tenth Ave	Stewardson Way
Collector (Neighbourhood)	Begbie St	Carnarvon St	Quayside Dr
Collector (City)	Braid St	E Eighth Ave	Brunette Ave
Collector (Neighbourhood)	Carnarvon St	Tenth St	Elliot St
Collector (City)	Columbia St	Front St	McBride Blvd
Collector (City)	Cumberland St	E Sixth Ave	Richmond St
Collector (City)	E Columbia St	Braid St	Brunette Ave / Debeck St

Collector (Neighbourhood)	Duncan St	Ewen Ave	Boyd St.
Collector (City)	E Eighth Ave	McBride Blvd	Braid St
Collector (City)	E Sixth Ave	McBride Blvd	Cumberland St
Collector (City)	E Tenth Ave	McBride Blvd	Cariboo Rd (Burnaby)
Collector (City)	Eighth Ave	Twentieth St	McBride Blvd
Collector (City)	Eighth St	Columbia St	Tenth Ave
Collector (City)	Ewen Ave	Boundary Rd	Duncan St
Collector (Neighbourhood)	Fourth St	Royal Ave	Columbia St
Collector (Neighbourhood)	Gifford St	Salter St	Tanaka Court
Collector (Neighbourhood)	Howes St	Ewen Ave	Salter St
Collector (Neighbourhood)	McInnes St	K De K Court	Carnarvon St
Collector (Neighbourhood)	Pembina St	Ewen Ave	Salter St
Collector (Neighbourhood)	Quayside Dr	Third Ave	Begbie St
Collector (City)	Richmond St	Cumberland St	E Columbia St
Collector (Neighbourhood)	Salter St	Phillips St	Holly Ave
Collector (City)	Sixth Ave	Twentieth St	McBride Blvd
Collector (City)	Sixth St	Front St	Tenth Ave
Collector (City)	Tenth Ave	E. Columbia St	McBride Blvd
Collector (Neighbourhood)	Tenth St	Royal Ave	Carnarvon St
Collector (City)	Twelfth St	Stewardson Way	Tenth Ave
Collector (City)	Twentieth St	Marine Way	Tenth Ave

Schedule "E" - CYCLE NETWORK MAP



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CORPORATION OF THE CITY OF NEW WESTMINSTER
BYLAW NO. 8277, 2021

A Bylaw to amend New Westminster
Bylaw Notice Enforcement Bylaw No. 7318, 2009

WHEREAS the Council of the Corporation of the City of New Westminster has adopted Bylaw Notice Enforcement Bylaw No. 7318, 2009;

AND WHEREAS the Council of the Corporation of the City of New Westminster wishes to amend Bylaw Notice Enforcement Bylaw No. 7318, 2009;

NOW THEREFORE the Council of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

Citation

1. This Bylaw may be cited for all purposes as “Bylaw Notice Enforcement Amendment Bylaw No. 8277, 2021”.

Amendments

2. Bylaw Notice Enforcement Bylaw No. 7318, 2009 is hereby amended by:
 - i) Deleting Schedule A – Contraventions and Penalties, Part 22 in its entirety and replacing it with Schedule A – Contraventions and Penalties, Part 22 attached to and forming part of this Bylaw.

GIVEN FIRST READING this day of , 2021.

GIVEN SECOND READING this day of , 2021.

GIVEN THIRD READING this day of , 2021.

ADOPTED this day of , 2021.

MAYOR JONATHAN X. COTE

JACQUE KILLAWEE, CITY CLERK

SCHEDULE A – CONTRAVENTIONS AND PENALTIES

Part 22

Street and Traffic Bylaw No. 7664, 2015

A1	A2	A3	A4	A5	A6	A7
Bylaw No.	Section	Description	Penalty (\$)	Early Payment Penalty (\$)	Late Payment Penalty (\$)	Compliance Agreement Available (50% of Penalty)
7664, 2015	3.9	Fail to comply with order	500.00	N/A	525.00	NO
7664, 2015	3.10	Obstructing an officer	500.00	N/A	525.00	NO
7664, 2015	3.12	Fail to produce identification	250.00	N/A	275.00	NO
7664, 2015	3.13	Fail to produce registration	250.00	N/A	275.00	NO
7664, 2015	4.1	Improper angle parking	80.00	50.00	105.00	NO
7664, 2015	4.2	Improper parallel parking	80.00	50.00	105.00	NO
7664, 2015	4.3	Extending into street beyond limits of marked parking space	80.00	50.00	105.00	NO
7664, 2015	4.4	Stop or park in direction opposite traffic	80.00	50.00	105.00	NO
7664, 2015	4.5	Improper angle parking	80.00	50.00	105.00	NO
7664, 2015	4.6	Vehicle wheels not turned to curbside on a hill	80.00	50.00	105.00	NO
7664, 2015	4.7	Vehicle not secured	80.00	50.00	105.00	NO
7664, 2015	4.8.1	Stop or park within 6 meters of approach side to a stop sign	125.00	75.00	150.00	NO
7664, 2015	4.8.2	Stop or park within 5 meters of a fire hydrant	125.00	75.00	150.00	NO
7664, 2015	4.8.3	Impede normal traffic flow	80.00	50.00	105.00	NO
7664, 2015	4.8.4	Park vehicle too close to another vehicle	80.00	50.00	105.00	NO
7664, 2015	4.8.5	Obstruct movement into or out of driveways, garages and private roads	80.00	50.00	105.00	NO

SCHEDULE A – CONTRAVENTIONS AND PENALTIES

Part 22

Street and Traffic Bylaw No. 7664, 2015

A1	A2	A3	A4	A5	A6	A7
Bylaw No.	Section	Description	Penalty (\$)	Early Payment Penalty (\$)	Late Payment Penalty (\$)	Compliance Agreement Available (50% of Penalty)
7664, 2015	4.8.6	Stop or park within 1 meter of a collection cart	80.00	50.00	105.00	NO
7664, 2015	4.8.7	Stop or park abutting a median	80.00	50.00	105.00	NO
7664, 2015	4.8.8	Stop or park within 1.5 meters of a driveway	80.00	50.00	105.00	NO
7664, 2015	4.8.9	Stop or park within 6 meters of either side of crosswalk	125.00	75.00	150.00	NO
7664, 2015	4.8.10	Stop or park on a sidewalk or boulevard	125.00	75.00	150.00	NO
7664, 2015	4.8.11	Stop or park in an intersection	80.00	50.00	105.00	NO
7664, 2015	4.8.12	Stop or park within 6 meters of an intersection	80.00	50.00	105.00	NO
7664, 2015	4.8.13	Stop or park with 6 meters of stop line at signaled intersection	80.00	50.00	105.00	NO
7664, 2015	4.8.14	Stop or park within 15 meters of a railway crossing	80.00	50.00	105.00	NO
7664, 2015	4.8.15	Stop or park where prohibited	80.00	50.00	105.00	YES
7664, 2015	4.8.16	Stop or park without displaying valid or proper number plates	80.00	50.00	105.00	YES
7664, 2015	4.8.17	Stop or park in a Fire Lane	80.00	50.00	105.00	NO
7664, 2015	4.8.18	Stop or park longer than indicated on any traffic control device	70.00	30.00	95.00	YES
7664, 2015	4.8.19	Move parked vehicle within time regulated block	70.00	30.00	95.00	NO
7664, 2015	4.9.1	Park more than 72 hours	70.00	30.00	95.00	NO

SCHEDULE A – CONTRAVENTIONS AND PENALTIES

Part 22

Street and Traffic Bylaw No. 7664, 2015

A1	A2	A3	A4	A5	A6	A7
Bylaw No.	Section	Description	Penalty (\$)	Early Payment Penalty (\$)	Late Payment Penalty (\$)	Compliance Agreement Available (50% of Penalty)
7664, 2015	4.9.2	Park overnight in a parking lot	70.00	30.00	95.00	NO
7664, 2015	4.9.3	Park a derelict vehicle in a public place	80.00	50.00	105.00	YES
7664, 2015	4.9.4	Park overnight in a park	70.00	30.00	95.00	NO
7664, 2015	4.9.5	Obstruct movement into or out of walkway	125.00	75.00	150.00	NO
7664, 2015	4.9.6	Park at charging station longer than time permitted	70.00	30.00	95.00	NO
7664, 2015	4.9.7	Park in a Lane obstructing waste collection Vehicles	70.00	30.00	95.00	NO
7664, 2015	4.10	Stop or park in a bus zone	125.00	75.00	150.00	NO
7664, 2015	4.11.1	Stop or park in a loading zone	70.00	30.00	95.00	NO
7664, 2015	4.11.2.1	Stop or park in a commercial loading zone without commercial decal	80.00	50.00	105.00	NO
7664, 2015	4.11.2.3	Park longer than time permitted in a commercial loading zone	70.00	30.00	95.00	NO
7664, 2015	4.11.3.2	Park longer than time permitted in a passenger loading zone	70.00	30.00	95.00	NO
7664, 2015	4.12.1	Stop or park a vehicle over 5,500 kg for more than 2 hours	320.00	210.00	345.00	NO
7664, 2015	4.12.2	Stop or park a vehicle over 10,000 kg off truck route	320.00	210.00	345.00	NO
7664, 2015	4.12.3	Stop or park a vehicle over 10,000 kg on truck route for more than 2 hours	320.00	210.00	345.00	NO

SCHEDULE A – CONTRAVENTIONS AND PENALTIES

Part 22

Street and Traffic Bylaw No. 7664, 2015

A1	A2	A3	A4	A5	A6	A7
Bylaw No.	Section	Description	Penalty (\$)	Early Payment Penalty (\$)	Late Payment Penalty (\$)	Compliance Agreement Available (50% of Penalty)
7664, 2015	4.13	Park in taxi zone	80.00	50.00	105.00	NO
7664, 2015	4.14	Taxicab unattended longer than 10 minutes in a taxi zone	70.00	30.00	95.00	NO
7664, 2015	4.15	Park in a disabled zone	125.00	75.00	150.00	NO
7664, 2015	4.16.1	Time expired/ Fail to pay - meter	70.00	30.00	95.00	NO
7664, 2015	4.16.2	Meter not functional	70.00	30.00	95.00	NO
7664, 2015	4.16.3	Beyond time limit – pay area	70.00	30.00	95.00	NO
7664, 2015	4.16.4	Time expired/ Fail to pay – pay parking zone	70.00	30.00	95.00	NO
7664, 2015	4.16.5	Parkade permit – Fail to display	80.00	50.00	105.00	NO
7664, 2015	4.20	Occupy vehicle as living quarters	80.00	50.00	105.00	NO
7664, 2015	4.21	Excessive idling	80.00	50.00	105.00	NO
7664, 2015	5.1	Stop or Park in an area reserved for residents without valid permit	80.00	50.00	105.00	YES
7664, 2015	5.2	Park in a resident parking only zone with disability permit over 2 hours	70.00	30.00	95.00	NO
7664, 2015	5.3	Parking permit used beyond valid block	80.00	50.00	105.00	NO
7664, 2015	5.4	Misuse of parking permit	250.00	N/A	275.00	NO
7664, 2015	5.7.1	Deposit materials on public place	200.00	150.00	225.00	NO
7664, 2015	5.7.2	Throw, leave, place obstruction on a public place	200.00	150.00	225.00	NO

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Bylaw No.	Section	Description	Penalty (\$)	Early Payment Penalty (\$)	Late Payment Penalty (\$)	Compliance Agreement Available (50% of Penalty)
7664, 2015	5.7.3	Cause, permit, or allow excavation on a public place	200.00	150.00	225.00	NO
7664, 2015	5.7.4	Excavate in or under a public place	200.00	150.00	225.00	NO
7664, 2015	5.7.5	Alter street causing interruption of water flow	200.00	150.00	225.00	NO
7664, 2015	5.7.6	Mark or deface a public place or structure	200.00	150.00	225.00	NO
7664, 2015	5.7.7	Drive vehicle over curb, sidewalk, or boulevard	200.00	150.00	225.00	NO
7664, 2015	5.7.8	Cause damage to or remove tree, plant, fence, irrigation, bollard or other thing	200.00	150.00	225.00	NO
7664, 2015	5.7.9	Operate vehicle while sounding noise making device	200.00	150.00	225.00	NO
7664, 2015	5.7.10	Conduct construction or traffic control on public place	200.00	150.00	225.00	NO
7664, 2015	5.7.11	Conduct construction adjacent to street	200.00	150.00	225.00	NO
7664, 2015	5.7.12	Block or redirect traffic	200.00	150.00	225.00	NO
7664, 2015	5.7.13	Occupy public place	200.00	150.00	225.00	NO
7664, 2015	5.7.14	Occupy airspace above a public place	200.00	150.00	225.00	NO
7664, 2015	5.7.15	Place unauthorized traffic control device on or within sight of a public place	200.00	150.00	225.00	NO
7664, 2015	5.7.16	Obstruct traffic control device	200.00	150.00	225.00	NO

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Bylaw No.	Section	Description	Penalty (\$)	Early Payment Penalty (\$)	Late Payment Penalty (\$)	Compliance Agreement Available (50% of Penalty)
7664, 2015	5.7.17	Construct access over curb, sidewalk, or boulevard	200.00	150.00	225.00	NO
7664, 2015	5.7.18	Operate crane or forklift on or over a public place	200.00	150.00	225.00	NO
7664, 2015	5.7.19	Blast or use explosives on or over a street	200.00	150.00	225.00	NO
7664, 2015	5.7.20	Holding a festival without a permit	200.00	150.00	225.00	NO
7664, 2015	5.7.21	Conduct filming activity without permit	200.00	150.00	225.00	NO
7664, 2015	5.7.22	Hold a parade without a permit	200.00	150.00	225.00	NO
7664, 2015	5.7.23	Park commercial vehicle on a public place	200.00	150.00	225.00	NO
7664, 2015	5.7.24	Park construction vehicles on a public place	200.00	150.00	225.00	NO
7664, 2015	5.7.25	Park unattached trailer on a public place	80.00	50.00	105.00	NO
7664, 2015	5.7.26	Park RV on a public place over 48 hours	80.00	50.00	105.00	NO
7664, 2015	5.7.27	Install, maintain or remove public or private utilities	200.00	150.00	225.00	NO
7664, 2015	5.7.28	Obstruct/ interfere/ detour free flow of traffic	200.00	150.00	225.00	NO
7664, 2015	5.10.1	Fail to keep street occupancy permit onsite or in vehicle	200.00	150.00	225.00	NO
7664, 2015	5.10.2	Failure to produce street occupancy permit	200.00	150.00	225.00	NO
7664, 2015	5.12	Failure to comply with conditions of street occupancy permit	200.00	150.00	225.00	NO

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7664, 2015	5.15	Oversized/overweight vehicle without permit	200.00	150.00	225.00	NO
7664, 2015	5.16	Violating conditions of oversize/overweight permit	200.00	150.00	225.00	NO
7664, 2015	6.1	No Stunting	200.00	150.00	225.00	NO
7664, 2015	6.2	Repair vehicle on street	200.00	150.00	225.00	NO
7664, 2015	6.3	Pedestrian obstructing use of sidewalk	80.00	50.00	105.00	NO
7664, 2015	6.4	Pedestrian outside of crosswalk fail to yield to vehicle	80.00	50.00	105.00	NO
7664, 2015	6.5	Fail to yield to pedestrian in crosswalk	125.00	75.00	150.00	NO
7664, 2015	6.6	Fail to obey traffic control device	80.00	50.00	105.00	NO
7664, 2015	6.7	Jaywalking	80.00	50.00	105.00	NO
7664, 2015	6.8	Fail to use sidewalk	80.00	50.00	105.00	NO
7664, 2015	6.9	Fail to walk on shoulder	80.00	50.00	105.00	NO
7664, 2015	6.10.1	Pedestrian stand on travel portion of street	80.00	50.00	105.00	NO
7664, 2015	6.10.2	Pedestrian soliciting ride, employment or business	80.00	50.00	105.00	NO
7664, 2015	6.12	Ride cycle without due care	80.00	50.00	105.00	NO
7664, 2015	6.13	Riding cycle where prohibited	80.00	50.00	105.00	NO
7664, 2015	6.14.1	Cyclist riding in crosswalk where prohibited	80.00	50.00	105.00	NO
7664, 2015	6.14.2	Cyclist riding abreast	80.00	50.00	105.00	NO

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7664, 2015	6.14.3	Cyclist fail to keep to right side of roadway	80.00	50.00	105.00	NO
7664, 2015	6.14.4	Cyclist riding without using hands	80.00	50.00	105.00	NO
7664, 2015	6.14.5	Cyclist not astride seat	80.00	50.00	105.00	NO
7664, 2015	6.14.6	Cyclist carrying passenger	80.00	50.00	105.00	NO
7664, 2015	6.14.7	Riding contrary to signs	80.00	50.00	105.00	NO
7664, 2015	6.14.8	Riding without lights and reflectors	80.00	50.00	105.00	NO
7664, 2015	6.14.9	Cyclist fail to yield to Pedestrians on a Crosswalk	80.00	50.00	105.00	NO
7664, 2015	6.15	Parent allow child to ride cycle with no bicycle helmet	80.00	50.00	105.00	NO
7664, 2015	6.16	Ride conveyance while attached to vehicle	80.00	50.00	105.00	NO
7664, 2015	6.17	Place cycle on a public place over 72 hours	80.00	50.00	105.00	NO
7664, 2015	6.18	Roller skate, skate board, ski or slide on highway or contrary to traffic control device in public place	80.00	50.00	105.00	NO
7664, 2015	6.19	Roller blade, roller skate, or skateboard without due care	80.00	50.00	105.00	NO
7664, 2015	6.20	Roller blade, roller skate, or skateboard where prohibited	80.00	50.00	105.00	NO
7664, 2015	6.21	Roller blade, roller skate, or skateboard without due care	80.00	50.00	105.00	NO
7664, 2015	6.26.1	Drive vehicle through parade	200.00	150.00	225.00	NO

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7664, 2015	6.26.2	Obstructing a parade	200.00	150.00	225.00	NO
7664, 2015	6.27	Display or deface with advertising matter	100.00	75.00	125.00	NO
7664, 2015	6.28	Fail to remove snow, ice, rubbish	150.00	100.00	175.00	YES
7664, 2015	6.30	Fail to maintain boulevard/ driveway	125.00	75.00	150.00	NO
7664, 2015	6.31	Construct Vehicular Access (new or modified) without approval by the City Engineer	125.00	75.00	150.00	YES
7664, 2015	6.38	Vegetation causing obstruction of or damage to street	125.00	75.00	150.00	YES
7664, 2015	7.1	Operate vehicle in contravention of a traffic control device	125.00	75.00	150.00	NO
7664, 2015	7.2	Drive on a sidewalk	125.00	75.00	150.00	NO
7664, 2015	7.3	Drive over a curb	100.00	75.00	125.00	NO
7664, 2015	7.4	Operate gas powered device on a public place	100.00	75.00	125.00	NO
7664, 2015	7.7	Non-emergency use of engine brake	320.00	210.00	345.00	NO
7664, 2015	7.8	Construction vehicle traveling on a prohibited street	200.00	150.00	225.00	NO
7664, 2015	7.9	Operate vehicle with studded tires on a public place	200.00	150.00	225.00	NO
7664, 2015	7.10	Drive at a rate of speed greater than 30km/h	125.00	75.00	150.00	NO
7664, 2015	8.10.1	Significantly alter a boulevard	500.00	N/A	525.00	YES

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7664, 2015	8.10.2	Cause damage to public place	500.00	N/A	525.00	YES
7664, 2015	9.2	Failure to stop for the purpose of inspection	500.00	N/A	525.00	NO
7664, 2015	10.2.1	Operate vehicle without lighted lamp	100.00	75.00	125.00	NO
7664, 2015	10.2.2	Operate vehicle without authorized lamp	100.00	75.00	125.00	NO
7664, 2015	10.2.3	Unauthorized mounting of lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.4	Lamps not maintained/visible	100.00	75.00	125.00	NO
7664, 2015	10.2.5	Inadequate headlamps	100.00	75.00	125.00	NO
7664, 2015	10.2.6	Improper headlamp beams	100.00	75.00	125.00	NO
7664, 2015	10.2.7	Unauthorized single beam headlamps	100.00	75.00	125.00	NO
7664, 2015	10.2.8	Improper daytime running lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.9	Improper auxiliary driving lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.10	Unauthorized parking lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.11	Unauthorized/ improper fog lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.12	Unauthorized/ improper side lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.13	Unauthorized/ improper turn signals	100.00	75.00	125.00	NO
7664, 2015	10.2.14	Unauthorized/ improper fender lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.15	Unauthorized/ improper rear lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.16	Unauthorized/ improper licence plate	100.00	75.00	125.00	NO
7664, 2015	10.2.17	Unauthorized/ improper stop lamp	100.00	75.00	125.00	NO

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7664, 2015	10.2.18	Unauthorized/ improper backup	100.00	75.00	125.00	NO
7664, 2015	10.2.19	Unauthorized/ improper docking lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.20	Unauthorized/ improper - front/rear projection lamps or flags	100.00	75.00	125.00	NO
7664, 2015	10.2.21	Unauthorized/ improper reflectors	100.00	75.00	125.00	NO
7664, 2015	10.2.22	Unauthorized/ improper clearance	100.00	75.00	125.00	NO
7664, 2015	10.2.23	Unauthorized/ improper identification lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.24	Unauthorized/ improper spotlamps	100.00	75.00	125.00	NO
7664, 2015	10.2.25	Off-road lamps – uncovered on street	100.00	75.00	125.00	NO
7664, 2015	10.2.26	Use of sequential lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.27	Unauthorized/ improper lighted signs	100.00	75.00	125.00	NO
7664, 2015	10.2.28	Unauthorized use of flashing lamps	100.00	75.00	125.00	NO
7664, 2015	10.2.29	Unauthorized/ improper lamps on implements of husbandry	100.00	75.00	125.00	NO
7664, 2015	10.2.30	Unauthorized/ improper lamps on slow-moving vehicles	100.00	75.00	125.00	NO
7664, 2015	10.2.31	Brakes – no or inadequate brakes	125.00	75.00	150.00	NO
7664, 2015	10.2.32	Improper/inadequate stopping distances	125.00	75.00	150.00	NO
7664, 2015	10.2.33	Improper/inadequate trailer brakes	125.00	75.00	150.00	NO

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7664, 2015	10.2.34	Improper/inadequate emergency or parking brakes	125.00	75.00	150.00	NO
7664, 2015	10.2.35	Brake not engaged on parked trailer	125.00	75.00	150.00	NO
7664, 2015	10.2.36	Stopping distance exempted vehicles – inadequate braking	125.00	75.00	150.00	NO
7664, 2015	10.2.37	Refuse brake test	125.00	75.00	150.00	NO
7664, 2015	10.2.38	Improper/inadequate brake tubing and hose	125.00	75.00	150.00	NO
7664, 2015	10.2.39	Improper/inadequate brake connections	125.00	75.00	150.00	NO
7664, 2015	10.2.40	Inadequate brake lining thickness	125.00	75.00	150.00	NO
7664, 2015	10.2.41	Unauthorized brake fluid	125.00	75.00	150.00	NO
7664, 2015	10.2.42	Brakes not equipped or inadequate	150.00	125.00	175.00	NO
7664, 2015	10.2.43	Fewer than 2 braking systems; no mechanical braking system	150.00	125.00	175.00	NO
7664, 2015	10.2.44	Braking systems connected	150.00	125.00	175.00	NO
7664, 2015	10.2.45	Improper/inadequate parking brake	150.00	125.00	175.00	NO
7664, 2015	10.2.46	No brake on each wheel	150.00	125.00	175.00	NO
7664, 2015	10.2.47	No breakaway device	150.00	125.00	175.00	NO
7664, 2015	10.2.48	No shut off to air brakes when air line breaks	150.00	125.00	175.00	NO
7664, 2015	10.2.49	Reduced brake force applied to front wheels in normal conditions	150.00	125.00	175.00	NO
7664, 2015	10.2.50	No single control for all service brakes	150.00	125.00	175.00	NO

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7664, 2015	10.2.51	Improper/inadequate reservoir for air or vacuum brakes	150.00	125.00	175.00	NO
7664, 2015	10.2.52	No warning device for brake failure	150.00	125.00	175.00	NO
7664, 2015	10.2.53	Pressure drop in excess of 27kpa per minute upon application of air brakes	150.00	125.00	175.00	NO
7664, 2015	10.2.54	Improper/inadequate air brakes/ pressure	150.00	125.00	175.00	NO
7664, 2015	10.2.55	Improper/inadequate horn	125.00	75.00	150.00	NO
7664, 2015	10.2.56	Vehicle equipped with unauthorized siren, whistle or bell	125.00	75.00	150.00	NO
7664, 2015	10.2.57	Improper/inadequate muffler	125.00	75.00	150.00	NO
7664, 2015	10.2.58	Improper/inadequate mirrors	125.00	75.00	150.00	NO
7664, 2015	10.2.59	Improper/inadequate windshields and windows	125.00	75.00	150.00	NO
7664, 2015	10.2.60	No mudflaps or mudguards	125.00	75.00	150.00	NO
7664, 2015	10.2.61	Improper/inadequate trailer connections	125.00	75.00	150.00	NO
7664, 2015	10.2.62	Refuse inspection	125.00	75.00	150.00	NO
7664, 2015	10.2.63	Inadequate clearance height	125.00	75.00	150.00	NO
7664, 2015	10.2.64	Sell or offer for sale inadequate safety belt	125.00	75.00	150.00	NO
7664, 2015	10.2.65	Motorcycle handlebars not firmly secured	125.00	75.00	150.00	NO
7664, 2015	10.2.66	Sell or offer for sale unauthorized pneumatic tire	125.00	75.00	150.00	NO

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7664, 2015	10.2.67	Operate vehicle with improper pneumatic tires	125.00	75.00	150.00	NO
7664, 2015	10.2.68	Inadequate tread	125.00	75.00	150.00	NO
7664, 2015	10.2.69	Exceed maximum dimensions or allowable load posted on sign;	125.00	75.00	150.00	NO
7664, 2015	10.2.70	Operate vehicle with studded tires on a public place	125.00	75.00	150.00	NO
7664, 2015	10.2.71	Failure to stop for the purpose of measuring and inspecting vehicle	125.00	75.00	150.00	NO
7664, 2015	10.2.72	Violate conditions of permit	125.00	75.00	150.00	NO
7664, 2015	10.2.73	Cargo not secured	150.00	125.00	175.00	NO
		Cargo not secured – commercial vehicle	300.00	250.00	325.00	
7664, 2015	10.2.74	Operate logging truck without adequate assembly	125.00	75.00	150.00	NO
7664, 2015	10.2.75	Aggregate load not secure	125.00	75.00	150.00	NO
7664, 2015	10.2.76	Transport cargo improperly affixed to front end structure	125.00	75.00	150.00	NO
7664, 2015	10.2.77	Refuse to secure cargo	125.00	75.00	150.00	NO
7664, 2015	10.2.78	Cargo in passenger compartment of bus improperly stowed	125.00	75.00	150.00	NO
7664, 2015	10.3	Oversized/overweight vehicle without permit	125.00	75.00	150.00	NO

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7664, 2015	10.5.1	Operate vehicle with height greater than 4.15m	125.00	75.00	150.00	NO
7664, 2015	10.5.2	Operate vehicle with width greater than 2.6m	125.00	75.00	150.00	NO
7664, 2015	10.5.3	Operate vehicle trailer with illegal axle width;	125.00	75.00	150.00	NO
7664, 2015	10.5.4	Over-length vehicle combination	125.00	75.00	150.00	NO
7664, 2015	10.5.5	Load supported by more than one vehicle	125.00	75.00	150.00	NO
7664, 2015	10.5.6	Improper axle units	125.00	75.00	150.00	NO
7664, 2015	10.5.7	Operate vehicle with improper lift axles	125.00	75.00	150.00	NO
7664, 2015	10.5.8	Unauthorized use of self-steering axles	125.00	75.00	150.00	NO
7664, 2015	10.5.9	Licensed GVW exceeds 63,500kg Vehicle overweight by: 1-1000 kgs 1001-2000 kgs 2001-3000 kgs 3001-4000 kgs 4001 kgs or more	 100.00 200.00 300.00 400.00 500.00	 N/A N/A N/A N/A N/A	 125.00 225.00 325.00 425.00 525.00	 NO
7664, 2015	10.5.10	Operate vehicle or combination of vehicles heavier than 63,500kg	125.00	75.00	150.00	NO
7664, 2015	10.5.11	Exceed gross weight for tires	125.00	75.00	150.00	NO

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7664, 2015	10.5.12	Exceed gross weight on axle Vehicle overweight by: 1-1000 kgs 1001-2000 kgs 2001-3000 kgs 3001-4000 kgs 4001 kgs or more	 100.00 200.00 300.00 400.00 500.00	 N/A N/A N/A N/A N/A	 125.00 225.00 325.00 425.00 525.00	 NO
7664, 2015	10.5.13	Exceed gross weight on axle groups spaced 8m or less apart Vehicle overweight by: 1-1000 kgs 1001-2000 kgs 2001-3000 kgs 3001-4000 kgs 4001 kgs or more	 100.00 200.00 300.00 400.00 500.00	 N/A N/A N/A N/A N/A	 125.00 225.00 325.00 425.00 525.00	 NO
7664, 2015	10.5.14	Operate an improper 3 vehicle combination	125.00	75.00	150.00	NO
7664, 2015	10.5.15	Tow towing dolly that exceeds 2800kg with vehicle	125.00	75.00	150.00	NO
7664, 2015	10.5.16	Improper weight on drive axle	125.00	75.00	150.00	NO
7664, 2015	10.5.17	Improper weight to horsepower ratio	125.00	75.00	150.00	NO
7664, 2015	10.5.18	Unauthorized combination of single axle jeep and lowbed semi-trailer	125.00	75.00	150.00	NO
7664, 2015	10.5.19	Unauthorized vehicle or vehicle combination weight	125.00	75.00	150.00	NO

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7664, 2015	10.5.20	Unauthorized operation of semi-trailer of 2 vehicle combination	125.00	75.00	150.00	NO
7664, 2015	10.5.21	Unauthorized use of super single tires	125.00	75.00	150.00	NO
7664, 2015	10.5.22	Logging trucks - unauthorized excessive gross weight;	125.00	75.00	150.00	NO
7664, 2015	10.5.23	Logging truck with single articulation point exceeds 21.5m	125.00	75.00	150.00	NO
		Logging truck with more than one articulation point exceeds 23.0m in length	125.00	75.00	150.00	NO
7664, 2015	10.5.24	Logging truck improper king pin set back and projections	125.00	75.00	150.00	NO
7664, 2015	10.5.25	Logging truck improper axle groups	125.00	75.00	150.00	NO
7664, 2015	10.5.26	Unauthorized gross weight on tire	125.00	75.00	150.00	NO
7664, 2015	10.5.27	Unauthorized use of loaded logging truck combination	125.00	75.00	150.00	NO
7664, 2015	10.5.28	More than one pilot car	125.00	75.00	150.00	NO
7664, 2015	10.5.29	Unauthorized oversize or overload sign	125.00	75.00	150.00	NO
7664, 2015	10.5.30	Inadequate/ improper sign	125.00	75.00	150.00	NO
7664, 2015	10.5.31	Inadequate/ improper flags	125.00	75.00	150.00	NO
7664, 2015	10.5.32	Inadequate lighting	125.00	75.00	150.00	NO
7664, 2015	10.5.33	Unauthorized use of oversize sign	125.00	75.00	150.00	NO

SCHEDULE A – CONTRAVENTIONS AND PENALTIES

Part 22

Street and Traffic Bylaw No. 7664, 2015

A1	A2	A3	A4	A5	A6	A7
Bylaw No.	Section	Description	Penalty (\$)	Early Payment Penalty (\$)	Late Payment Penalty (\$)	Compliance Agreement Available (50% of Penalty)
7664, 2015	10.5.34	Unauthorized distance between lead pilot car and oversize load;	125.00	75.00	150.00	NO
7664, 2015	10.5.35	Fail to precede oversize load through structures	125.00	75.00	150.00	NO
7664, 2015	10.6	Operate truck off truck route	200.00	150.00	225.00	NO
7664, 2015	10.9	Failure to safeguard traffic due to unsecured load	200.00	150.00	225.00	NO

CORPORATION OF THE CITY OF NEW WESTMINSTER
BYLAW NO. 8278, 2021

A Bylaw to amend New Westminster
Municipal Ticket Information Bylaw No. 8077, 2019

WHEREAS the Council of the Corporation of the City of New Westminster has adopted "Municipal Ticket Information Bylaw No. 8077, 2019";

AND WHEREAS the Council of the Corporation of the City of New Westminster wishes to amend "Municipal Ticket Information Bylaw No. 8077, 2019";

NOW THEREFORE the Council of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

Citation

1. This Bylaw may be cited for all purposes as “Municipal Ticket Information Amendment Bylaw No. 8278, 2021”.

Amendments

2. Municipal Ticket Information Bylaw No. 8077, 2019 is hereby amended by:
 - a) Deleting Schedule B – Contraventions and Penalties, Part 22 in its entirety and replacing it with Schedule B – Contraventions and Penalties, Part 22 attached to and forming part of this Bylaw;

GIVEN FIRST READING this day of , 2021.

GIVEN SECOND READING this day of , 2021.

GIVEN THIRD READING this day of , 2021.

ADOPTED this day of , 2021.

MAYOR JONATHAN X. COTE

JACQUE KILLAWEE, CITY CLERK

SCHEDULE B – CONTRAVENTIONS AND PENALTIES			
Part 22			
Street and Traffic Bylaw No. 7664, 2015			
1	2	3	4
Bylaw No.	Section	Description	Penalty (\$)
7664, 2015	3.9	Fail to comply with order	1,000.00
7664, 2015	3.10	Obstructing an officer	1,000.00
7664, 2015	3.12	Fail to produce identification	1,000.00
7664, 2015	3.13	Fail to produce registration	1,000.00
7664, 2015	5.7.1	Deposit materials on public place	1,000.00
7664, 2015	5.7.2	Throw, leave, place obstruction on a public place	1,000.00
7664, 2015	5.7.3	Cause, permit, or allow excavation on a public place	1,000.00
7664, 2015	5.7.4	Excavate in or under a public place	1,000.00
7664, 2015	5.7.5	Alter street causing interruption of water flow	1,000.00
7664, 2015	5.7.6	Mark or deface a public place or structure	1,000.00
7664, 2015	5.7.7	Drive vehicle over curb, sidewalk, or boulevard	1,000.00
7664, 2015	5.7.8	Cause damage to or remove tree, plant, fence, irrigation, bollard or other thing	1,000.00
7664, 2015	5.7.9	Operate vehicle while sounding noise making device	1,000.00
7664, 2015	5.7.10	Conduct construction or traffic control on public place	1,000.00
7664, 2015	5.7.11	Conduct construction adjacent to street	1,000.00
7664, 2015	5.7.12	Block or redirect traffic	1,000.00
7664, 2015	5.7.13	Occupy public place	1,000.00
7664, 2015	5.7.14	Occupy airspace above a public place	1,000.00
7664, 2015	5.7.15	Place unauthorized traffic control device on or within sight of a public place	1,000.00
7664, 2015	5.7.16	Obstruct traffic control device	1,000.00
7664, 2015	5.7.17	Construct access over curb, sidewalk, or boulevard	1,000.00
7664, 2015	5.7.18	Operate crane or forklift on or over a public place	1,000.00
7664, 2015	5.7.19	Blast or use explosives on or over a street	1,000.00
7664, 2015	5.7.20	Holding a festival without a permit	1,000.00
7664, 2015	5.7.21	Conduct filming activity without permit	1,000.00
7664, 2015	5.7.22	Hold a parade without a permit	1,000.00
7664, 2015	5.7.23	Park commercial vehicle on a public place	1,000.00
7664, 2015	5.7.24	Park construction vehicles on a public place	1,000.00
7664, 2015	5.7.25	Park unattached trailer on a public place	1,000.00
7664, 2015	5.7.26	Park RV on a public place over 48 hours	1,000.00

SCHEDULE B – CONTRAVENTIONS AND PENALTIES			
Part 22			
Street and Traffic Bylaw No. 7664, 2015			
1	2	3	4
Bylaw No.	Section	Description	Penalty (\$)
7664, 2015	5.7.27	Install, maintain or remove public or private utilities	1,000.00
7664, 2015	5.7.28	Obstruct/ interfere/ detour free flow of traffic	1,000.00
7664, 2015	5.10.1	Fail to keep street occupancy permit onsite or in vehicle	500.00
7664, 2015	5.10.2	Failure to produce street occupancy permit	500.00
7664, 2015	5.12	Failure to comply with conditions of street occupancy permit	1,000.00
7664, 2015	5.15	Oversized/overweight vehicle without permit	1,000.00
7664, 2015	5.16	Violating conditions of oversize/overweight permit	1,000.00
7664, 2015	6.1	No Stunting	500.00
7664, 2015	6.2	Repair vehicle on street	500.00
7664, 2015	6.3	Pedestrian obstructing use of sidewalk	500.00
7664, 2015	6.4	Pedestrian outside of crosswalk fail to yield to vehicle	500.00
7664, 2015	6.5	Fail to yield to pedestrian in crosswalk	500.00
7664, 2015	6.6	Fail to obey traffic control device	500.00
7664, 2015	6.7	Jaywalking	500.00
7664, 2015	6.8	Fail to use sidewalk	500.00
7664, 2015	6.9	Fail to walk on shoulder	500.00
7664, 2015	6.10.1	Pedestrian stand on travel portion of street	500.00
7664, 2015	6.10.2	Pedestrian soliciting ride, employment or business	500.00
7664, 2015	6.12	Ride cycle without due care	500.00
7664, 2015	6.13	Riding cycle where prohibited	500.00
7664, 2015	6.14.1	Cyclist riding in crosswalk where prohibited	500.00
7664, 2015	6.14.2	Cyclist riding abreast	500.00
7664, 2015	6.14.3	Cyclist fail to keep to right side of roadway	500.00
7664, 2015	6.14.4	Cyclist riding without using hands	500.00
7664, 2015	6.14.5	Cyclist not astride seat	500.00
7664, 2015	6.14.6	Cyclist carrying passenger	500.00
7664, 2015	6.14.7	Riding contrary to signs	500.00
7664, 2015	6.14.8	Riding without lights and reflectors	500.00
7664, 2015	6.14.9	Cyclist fail to yield to Pedestrians on a Crosswalk	500.00
7664, 2015	6.15	Parent allow child to ride cycle with no bicycle helmet	500.00
7664, 2015	6.16	Ride conveyance while attached to vehicle	500.00
7664, 2015	6.17	Place cycle on a public place over 72 hours	500.00

SCHEDULE B – CONTRAVENTIONS AND PENALTIES			
Part 22			
Street and Traffic Bylaw No. 7664, 2015			
1	2	3	4
Bylaw No.	Section	Description	Penalty (\$)
7664, 2015	6.18	Roller skate, skate board, ski or slide on highway or contrary to traffic control device in public place	500.00
7664, 2015	6.19	Roller blade, roller skate, or skateboard without due care	500.00
7664, 2015	6.20	Roller blade, roller skate, or skateboard where prohibited	500.00
7664, 2015	6.21	Roller blade, roller skate, or skateboard without due care	500.00
7664, 2015	6.26.1	Drive vehicle through parade	1,000.00
7664, 2015	6.26.2	Obstructing a parade	1,000.00
7664, 2015	6.27	Display or deface with advertising matter	1,000.00
7664, 2015	6.28	Fail to remove snow, ice, rubbish	1,000.00
7664, 2015	6.30	Fail to maintain boulevard/ driveway	1,000.00
7664, 2015	6.31	Construct Vehicular Access (new or modified) without approval by the City Engineer	1,000.00
7664, 2015	6.38	Vegetation causing obstruction of or damage to street	1,000.00
7664, 2015	7.1	Operate vehicle in contravention of a traffic control device	500.00
7664, 2015	7.2	Drive on a sidewalk	500.00
7664, 2015	7.3	Drive over a curb	500.00
7664, 2015	7.4	Operate gas powered device on a public place	500.00
7664, 2015	7.7	Non-emergency use of engine brake	500.00
7664, 2015	7.8	Construction vehicle traveling on a prohibited street	500.00
7664, 2015	7.9	Operate vehicle with studded tires on a public place	500.00
7664, 2015	7.10	Drive at a rate of speed greater than 30km/h	500.00
7664, 2015	8.10.1	Significantly alter a boulevard	1,000.00
7664, 2015	8.10.2	Cause damage to public place	1,000.00
7664, 2015	9.2	Failure to stop for the purpose of inspection	1,000.00
7664, 2015	10.2.1	Operate vehicle without lighted lamp	500.00
7664, 2015	10.2.2	Operate vehicle without authorized lamp	500.00
7664, 2015	10.2.3	Unauthorized mounting of lamps	500.00
7664, 2015	10.2.4	Lamps not maintained/visible	500.00
7664, 2015	10.2.5	Inadequate headlamps	500.00
7664, 2015	10.2.6	Improper headlamp beams	500.00
7664, 2015	10.2.7	Unauthorized single beam headlamps	500.00

SCHEDULE B – CONTRAVENTIONS AND PENALTIES			
Part 22			
Street and Traffic Bylaw No. 7664, 2015			
1	2	3	4
Bylaw No.	Section	Description	Penalty (\$)
7664, 2015	10.2.8	Improper daytime running lamps	500.00
7664, 2015	10.2.9	Improper auxiliary driving lamps	500.00
7664, 2015	10.2.10	Unauthorized parking lamps	500.00
7664, 2015	10.2.11	Unauthorized/ improper fog lamps	500.00
7664, 2015	10.2.12	Unauthorized/ improper side lamps	500.00
7664, 2015	10.2.13	Unauthorized/ improper turn signals	500.00
7664, 2015	10.2.14	Unauthorized/ improper fender lamps	500.00
7664, 2015	10.2.15	Unauthorized/ improper rear lamps	500.00
7664, 2015	10.2.16	Unauthorized/ improper licence plate	500.00
7664, 2015	10.2.17	Unauthorized/ improper stop lamp	500.00
7664, 2015	10.2.18	Unauthorized/ improper backup	500.00
7664, 2015	10.2.19	Unauthorized/ improper docking lamps	500.00
7664, 2015	10.2.20	Unauthorized/ improper - front/rear projection lamps or flags	500.00
7664, 2015	10.2.21	Unauthorized/ improper reflectors	500.00
7664, 2015	10.2.22	Unauthorized/ improper clearance	500.00
7664, 2015	10.2.23	Unauthorized/ improper identification lamps	500.00
7664, 2015	10.2.24	Unauthorized/ improper spotlamps	500.00
7664, 2015	10.2.25	Off-road lamps – uncovered on street	500.00
7664, 2015	10.2.26	Use of sequential lamps	500.00
7664, 2015	10.2.27	Unauthorized/ improper lighted signs	500.00
7664, 2015	10.2.28	Unauthorized use of flashing lamps	500.00
7664, 2015	10.2.29	Unauthorized/ improper lamps on implements of husbandry	500.00
7664, 2015	10.2.30	Unauthorized/ improper lamps on slow-moving vehicles	500.00
7664, 2015	10.2.31	Brakes – no or inadequate brakes	500.00
7664, 2015	10.2.32	Improper/inadequate stopping distances	500.00
7664, 2015	10.2.33	Improper/inadequate trailer brakes	500.00
7664, 2015	10.2.34	Improper/inadequate emergency or parking brakes	500.00
7664, 2015	10.2.35	Brake not engaged on parked trailer	500.00
7664, 2015	10.2.36	Stopping distance exempted vehicles – inadequate braking	500.00
7664, 2015	10.2.37	Refuse brake test	500.00
7664, 2015	10.2.38	Improper/inadequate brake tubing and hose	500.00
7664, 2015	10.2.39	Improper/inadequate brake connections	500.00
7664, 2015	10.2.40	Inadequate brake lining thickness	500.00
7664, 2015	10.2.41	Unauthorized brake fluid	500.00

SCHEDULE B – CONTRAVENTIONS AND PENALTIES			
Part 22			
Street and Traffic Bylaw No. 7664, 2015			
1	2	3	4
Bylaw No.	Section	Description	Penalty (\$)
7664, 2015	10.2.42	Brakes not equipped or inadequate	500.00
7664, 2015	10.2.43	Fewer than 2 braking systems; no mechanical braking system	500.00
7664, 2015	10.2.44	Braking systems connected	500.00
7664, 2015	10.2.45	Improper/inadequate parking brake	500.00
7664, 2015	10.2.46	No brake on each wheel	500.00
7664, 2015	10.2.47	No breakaway device	500.00
7664, 2015	10.2.48	No shut off to air brakes when air line breaks	500.00
7664, 2015	10.2.49	Reduced brake force applied to front wheels in normal conditions	500.00
7664, 2015	10.2.50	No single control for all service brakes	500.00
7664, 2015	10.2.51	Improper/inadequate reservoir for air or vacuum brakes	500.00
7664, 2015	10.2.52	No warning device for brake failure	500.00
7664, 2015	10.2.53	Pressure drop in excess of 27kpa per minute upon application of air brakes	500.00
7664, 2015	10.2.54	Improper/inadequate air brakes/ pressure	500.00
7664, 2015	10.2.55	Improper/inadequate horn	500.00
7664, 2015	10.2.56	Vehicle equipped with unauthorized siren, whistle or bell	500.00
7664, 2015	10.2.57	Improper/inadequate muffler	500.00
7664, 2015	10.2.58	Improper/inadequate mirrors	500.00
7664, 2015	10.2.59	Improper/inadequate windshields and windows	500.00
7664, 2015	10.2.60	No mudflaps or mudguards	500.00
7664, 2015	10.2.61	Improper/inadequate trailer connections	500.00
7664, 2015	10.2.62	Refuse inspection	500.00
7664, 2015	10.2.63	Inadequate clearance height	500.00
7664, 2015	10.2.64	Sell or offer for sale inadequate safety belt	500.00
7664, 2015	10.2.65	Motorcycle handlebars not firmly secured	500.00
7664, 2015	10.2.66	Sell or offer for sale unauthorized pneumatic tire	500.00
7664, 2015	10.2.67	Operate vehicle with improper pneumatic tires	500.00
7664, 2015	10.2.68	Inadequate tread	500.00
7664, 2015	10.2.69	Exceed maximum dimensions or allowable load posted on sign;	500.00
7664, 2015	10.2.70	Operate vehicle with studded tires on a public place	500.00
7664, 2015	10.2.71	Failure to stop for the purpose of measuring and inspecting vehicle	500.00
7664, 2015	10.2.72	Violate conditions of permit	500.00

SCHEDULE B – CONTRAVENTIONS AND PENALTIES			
Part 22			
Street and Traffic Bylaw No. 7664, 2015			
1	2	3	4
Bylaw No.	Section	Description	Penalty (\$)
7664, 2015	10.2.73	Cargo not secured – commercial vehicle	500.00
7664, 2015	10.2.74	Operate logging truck without adequate assembly	500.00
7664, 2015	10.2.75	Aggregate load not secure	500.00
7664, 2015	10.2.76	Transport cargo improperly affixed to front end structure	500.00
7664, 2015	10.2.77	Refuse to secure cargo	500.00
7664, 2015	10.2.78	Cargo in passenger compartment of bus improperly stowed	500.00
7664, 2015	10.3	Oversized/overweight vehicle without permit	500.00
7664, 2015	10.5.1	Operate vehicle with height greater than 4.15m	500.00
7664, 2015	10.5.2	Operate vehicle with width greater than 2.6m	500.00
7664, 2015	10.5.3	Operate vehicle trailer with illegal axle width;	500.00
7664, 2015	10.5.4	Over-length vehicle combination	500.00
7664, 2015	10.5.5	Load supported by more than one vehicle	500.00
7664, 2015	10.5.6	Improper axle units	500.00
7664, 2015	10.5.7	Operate vehicle with improper lift axles	500.00
7664, 2015	10.5.8	Unauthorized use of self-steering axles	500.00
7664, 2015	10.5.9	Licensed GVW exceeds 63,500kg Vehicle overweight by: 1-1000 kgs 1001-2000 kgs 2001-3000 kgs 3001-4000 kgs 4001 kgs or more	 200.00 400.00 600.00 800.00 1,000.00
7664, 2015	10.5.10	Operate vehicle or combination of vehicles heavier than 63,500kg	500.00
7664, 2015	10.5.11	Exceed gross weight for tires	500.00
7664, 2015	10.5.12	Exceed gross weight on axle Vehicle overweight by: 1-1000 kgs 1001-2000 kgs 2001-3000 kgs 3001-4000 kgs 4001 kgs or more	 200.00 400.00 600.00 800.00 1,000.00

SCHEDULE B – CONTRAVENTIONS AND PENALTIES			
Part 22			
Street and Traffic Bylaw No. 7664, 2015			
1	2	3	4
Bylaw No.	Section	Description	Penalty (\$)
7664, 2015	10.5.13	Exceed gross weight on axle groups spaced 8m or less apart Vehicle overweight by: 1-1000 kgs 1001-2000 kgs 2001-3000 kgs 3001-4000 kgs 4001 kgs or more	 200.00 400.00 600.00 800.00 1,000.00
7664, 2015	10.5.14	Operate an improper 3 vehicle combination	500.00
7664, 2015	10.5.15	Tow towing dolly that exceeds 2800kg with vehicle	500.00
7664, 2015	10.5.16	Improper weight on drive axle	500.00
7664, 2015	10.5.17	Improper weight to horsepower ratio	500.00
7664, 2015	10.5.18	Unauthorized combination of single axle jeep and lowbed semi-trailer	500.00
7664, 2015	10.5.19	Unauthorized vehicle or vehicle combination weight	500.00
7664, 2015	10.5.20	Unauthorized operation of semi-trailer of 2 vehicle combination	500.00
7664, 2015	10.5.21	Unauthorized use of super single tires	500.00
7664, 2015	10.5.22	Logging trucks - unauthorized excessive gross weight;	500.00
7664, 2015	10.5.23	Logging truck with single articulation point exceeds 21.5m Logging truck with more than one articulation point exceeds 23.0m in length	 500.00
7664, 2015	10.5.24	Logging truck improper king pin set back and projections	500.00
7664, 2015	10.5.25	Logging truck improper axle groups	500.00
7664, 2015	10.5.26	Unauthorized gross weight on tire	500.00
7664, 2015	10.5.27	Unauthorized use of loaded logging truck combination	500.00
7664, 2015	10.5.28	More than one pilot car	500.00
7664, 2015	10.5.29	Unauthorized oversize or overload sign	500.00
7664, 2015	10.5.30	Inadequate/ improper sign	500.00
7664, 2015	10.5.31	Inadequate/ improper flags	500.00
7664, 2015	10.5.32	Inadequate lighting	500.00
7664, 2015	10.5.33	Unauthorized use of oversize sign	500.00

SCHEDULE B – CONTRAVENTIONS AND PENALTIES			
Part 22			
Street and Traffic Bylaw No. 7664, 2015			
1	2	3	4
Bylaw No.	Section	Description	Penalty (\$)
7664, 2015	10.5.34	Unauthorized distance between lead pilot car and oversize load;	500.00
7664, 2015	10.5.35	Fail to precede oversize load through structures	500.00
7664, 2015	10.6	Operate truck off truck route	500.00
7664, 2015	10.9	Failure to safeguard traffic due to unsecured load	500.00