

## Appendix A

### *Background Information*

## **SUMMARY OF RELATED CITY POLICIES AND REGULATIONS**

### **Official Community Plan Land Use Designation**

The subject site is designated Residential – Low Rise Apartment. As per the Downtown Community Plan, the details of this designation are listed as:

- Targeted for residential
- Intended for low rise apartments
- Also may include townhouses, stacked townhouses, rowhouses
- Community amenities such as churches, child care, libraries or community space
- Small-scale, corner store type retail, restaurant, and service uses permitted

The proposed development would be consistent with the intent of the Residential – Low Rise Apartment designation.

### **Development Permit Area**

The site is within the Downtown Development and Special Development Permit Area (DPA). This DPA seeks to support the Downtown Regional Town Centre designation in the Regional Growth Strategy. Objectives and guidelines are outlined for:

- The form and character of commercial, multi-family, institutional and intensive residential development.
- Protection of the natural environment, its ecosystems and biological diversity.
- Revitalization of an area in which a commercial use is permitted.
- Objectives to promote energy and water conservation and reduction of greenhouse gas emissions.

A Development Permit, issued by the Director of Climate Action, Planning and Development is required before any development or alteration to the lands or exterior buildings on the lands.

### **Downtown Building and Public Realm Design Guidelines and Master Plan**

The Downtown Building and Public Realm Design Guidelines and Master Plan provides guidance in achieving a high quality, cohesive Downtown that honors the historical and cultural context of New Westminster. This document informs public realm improvements both on- and off-site within the Downtown area.

The subject site is located within the Albert Crescent Precinct, within the Agnes Street corridor, which is described as follows:

*The Agnes Street corridor will be designed as a pedestrian friendly east-west connection across the precinct with landscaped boulevards that will incorporate raingardens, outdoor seating areas and contained parking embayments to achieve a more intimate neighbourhood scale to the street. The development of housing suitable for families, and the preservation of existing market rental housing stock aims to maintain the social diversity of the neighbourhood.*

*Ground-oriented housing with entrances and windows fronting the street, which enhance safety through “eyes on the street,” will promote interaction with neighbours and passersby. Well articulated ground-oriented housing will be encouraged with the use of details in doors, lighting, fencing and landscaping that provide visual interest to the street, and materials sympathetic to the historic character of parts of the precinct.*

## **Zoning Bylaw**

The subject site is comprised of two lots. One lot, 250 Agnes Street, is zoned Multiple Dwelling Districts (Low Rise) (RM-2). The intent of this zone is to allow low-rise apartment development with an opportunity for increased density upon amenity provision conditions being met. The second lot, 63 Merivale Street, is zoned Single Detached Residential Districts (RS-2). The intent of this zone is to allow single detached dwellings and secondary suites, in residential neighbourhoods.

As the proposed form of development is not consistent with the existing zoning, a Heritage Revitalization Agreement or Rezoning would be required to facilitate the proposal.

## **Secured Market Rental Housing Policy**

This development proposes 50% of all units as rental under the Secured Market Rental Housing Policy. The units would be secured for 60 years or the life of the building through a Housing Agreement. As part of the City’s priority for new secured market rental housing, incentives include parking reductions and waiving density bonus payments.

## **Draft Rental Replacement Policy**

On January 14, 2019, Council directed staff to apply the Draft Rental Replacement Policy as an interim guideline to move applications under pre-application or formal application review, forward for consideration. This policy applies to all existing purpose-built market rental housing sites where redevelopment would remove more than six rental units. Applicants are expected to provide 100% secure market rental units including 10% of total units secured as below-market units.

As the site contains an existing, purpose-built rental building (9 units), the project would be reviewed under this policy.

## **Family-Friendly Housing Policy**

As this project proposes more than 10 units, conformance with the Family Friendly Housing Policy is required. Per this policy, the rental component of the project would be required to provide a minimum 25% two- and three-bedroom units, of which a minimum 5% of the overall number of units would need to contain three bedrooms or more. The ownership component of the project would be required to provide a minimum of 30%

two- and three-bedroom units, of which a minimum 10% of the overall number of units would need to contain three bedrooms or more.

While the unit mixes for the rental and strata components have not been provided, drawings indicate that 15% (10 units) of overall units would contain two- bedrooms, while 35% (23 units) would contain three-bedrooms.

### **Heritage Revitalization Agreement**

A Heritage Revitalization Agreement (HRA) is a negotiated agreement between the City and a property owner for the purposes of heritage conservation. In exchange for long-term legal protection and exterior restoration, certain zoning relaxations, including an increase in density, are considered. An HRA is not legally precedent setting as each one is unique to a specific site.

### **Heritage Designation Bylaw**

A heritage property that 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 and which is the primary form of regulation that can prohibit demolition. Any changes to a protected heritage property must first receive approval from City Council (or its delegate) through a Heritage Alteration Permit.

### **Heritage Register**

The Heritage Register is an official list of properties with heritage value, which have been identified by the City. Applications for changes to or demolition of properties listed on the Heritage Register are generally reviewed by the staff and may be referred to the Community Heritage Commission.

### **Downtown Transportation Plan**

The subject site is within the boundaries of the Downtown Transportation Plan, which identifies network improvements for the surrounding transportation networks including:

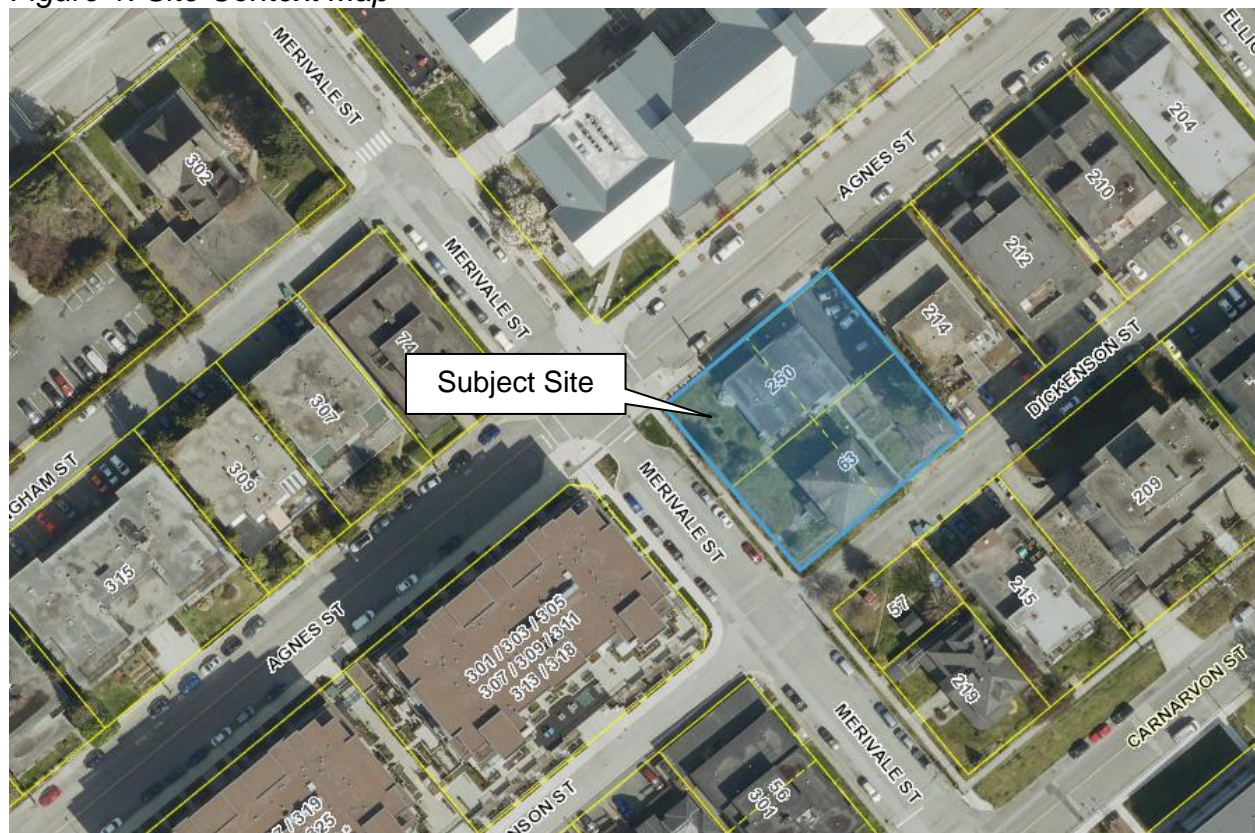
- Development of Agnes Street as a primary cycling route (Agnes Greenway) inclusive of dedicated cycling facilities;
- Reallocation of road space for a quality people-centred public realm, through the removal of parking on the south side of Agnes Street from Merivale Street to First Street;
- Improved pedestrian connections at the Merivale Street and Dickenson Street intersections;
- Prioritized access to curb space; and,
- Improved accessibility with seating and resting opportunities.

## **SITE CHARACTERISTICS AND CONTEXT**

The subject site, comprising two properties with an approximate combined area of 1,618 sq. m. (17,424 sq. ft.), is located in the Downtown at the south-east corner of Agnes Street and Merivale Street. The property at 63 Merivale Street contains a 1916 residence known as the Catherine Armstrong House, which is listed on the Heritage Register. It was designed as a single detached dwelling and converted to multiple suites during the mid 1950s, however the building is currently vacant. The property at 250 Agnes Street includes a two storey rental apartment building that was transformed in 1955 from a 1910 single detached dwelling. It contains nine rental units, and is currently tenanted.

A number of three and four storey low-rise apartment buildings from the 1950s and 1960s are found east of the site, while to the west is a more recently built six to seven storey rental apartment development. To the north is Qayqayt Elementary School, and to the south is another Heritage Register-listed residence. A site context map is provided below (Figure 1).

*Figure 1. Site Context Map*



### **Proximity to Transit and Cycling Network**

Merivale Street and Agnes Street are classified as local roads, while Dickenson Street is a laneway/narrow street. Agnes Street accommodates part of the Agnes Greenway and is designated as a primary east-west cycling route by the Downtown Transportation

Plan. The sidewalk network along Merivale Street and Agnes Street is complete, with an accessible curb letdown at the street intersection. The site is well-served by transit, as shown on the table below:

*Table 1: Site Proximity to Transit Service*

<b>Transit Facility</b>	<b>Approx. Frequency</b>	<b>Approx. Distance</b>
Columbia SkyTrain Station	2 to 5 minutes	Less than 400 m. (1,312 ft.)
#105 / #103	15 minutes / 35 minutes	Approx. 100 m. (328 ft.)

## **PROJECT STATISTICS**

	<b>Permitted / Required Under RM-2 Zone</b>	<b>Proposed</b>
Site Area	--	1,615.1 sq. m. (17,384.8 sq. ft.)
Site Coverage	40%	69%
Density FSR <i>or</i> Housing Units	1.8 FSR 60 UPA (12 units)	3.4 FSR --
Building Height	13.72 m. (45 ft.)	16.46 m. (54 ft.)
Setbacks Front (Merivale St.) Rear (Northeast) Side (Agnes St.) Side (Dickenson St.)	6.1 m. (20 ft.) 6.1 m. (20 ft.) 6.1 m. (20 ft.) 6.1 m. (20 ft.)	3.05 m. (10 ft.) 3.05 m. (10 ft.) 2.96 m. (9.7 ft.) 1.86 m. (6.1 ft.)
Off-Street Parking Residential (Rental) Bachelor unit or 1-bdr 2-bdr or 3-bdr  Residential (Strata) Bachelor unit or 1-bdr 2-bdr or 3-bdr  Visitor  Total	 9 spaces (0.6 spaces/DU <sup>1</sup> ) 16 spaces (0.8 spaces/DU)  19 spaces (1.0 spaces/DU) 19 spaces (1.35 spaces/DU)  7 spaces (0.1 spaces/DU)  70 spaces	        86 spaces
Accessible Parking	4 per 70-100 required off-street parking spaces	4
Off-Street Loading	1 loading spaces per building for buildings with more than 30 DUs	1
Bicycle Parking Long-Term  Short-Term	 99 spaces (1.5 spaces/DU)  9 spaces per 60-99 DUs	 99 spaces  9 spaces

<sup>1</sup> DU = dwelling unit