

# **REPORT**

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

**To:** Mayor Johnstone and Members of Council  
**Date:** June 26, 2023

**From:** Jackie Teed, Acting Director of Climate Action, Planning and Development  
**File:** DVP00696

**Item #:** 2023-416

**Subject:** **Development Variance Permit (300 Duncan Street, 313 to 327 Blackley Street, and 326 to 340 Mercer Street): Permit to Vary Off-Street Visitor Parking and Permit Tandem Parking – Notice of Consideration of Issuance**

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### **RECOMMENDATION**

**THAT** Council provide notice that it will consider issuance of a Development Variance Permit (DVP00696) to reduce the required off-street visitor parking by 43% and permit tandem parking for a mixed-use, multi-family development at 300 Duncan Street, 313 to 327 Blackley Street, and 326 to 340 Mercer Street.

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### **PURPOSE**

To request that Council issue notice that it will consider a Development Variance Permit (DVP00696) to reduce the required off-street visitor parking by 43% and permit tandem parking for a mixed-use, multi-family development at 300 Duncan Street, 313 to 327 Blackley Street, and 326 to 340 Mercer Street.

### **EXECUTIVE SUMMARY**

Development Permit (DP) and Development Variance Permit (DVP) applications have been received to allow development of 146 residential townhouse units, and 14 commercial units at 300 Duncan Street, 313 to 327 Blackley Street and 326 to 340 Mercer Street. A DVP to reduce the required off-street visitor parking by 43%, and allow for a portion of off-street resident parking to be provided in a tandem configuration (32%), is required to facilitate the proposal. As this variance does not meet the City's conditions for delegated DVPs, Council issuance of the DVP is required.

The project would require a second minor DVP to vary setback and building siting requirements, and to vary a Zoning Bylaw requirement for a scooter charging area (more appropriate to projects with underground parkades). This DVP would meet the City's conditions for delegation of minor DVPs and would be issued by the Director of Climate Action Planning and Development later in the application review process.

## **BACKGROUND**

### **Previous Applications**

The applicant submitted an OCP amendment application in May 2014, to develop a Master Plan for the Queensborough Eastern Node Neighbourhood. The Master Plan process identified the appropriate land use designations and created design guidelines that amended the Queensborough Community Plan, which is a schedule to the OCP. Council endorsed the Master Plan and rezoned the properties in 2016.

### **Policy and Regulation**

The proposed project is consistent with the OCP and existing zoning of the site, which designates the subject site as (RM) Residential – Multiple Unit Buildings and (ML) Mixed Use – Low Rise. The site is located within the Queensborough Eastern Node (QEN) Development Permit Area (DPA) and is subject to the requirements of the Queensborough Eastern Neighbourhood Node Master Plan. The lots are zoned a combination of Queensborough Townhouse Districts (RT-3A) for the townhouse portion of the site and Comprehensive Development Districts (Mercer High Street) (CD-64) for the mixed-use portion of the site. A summary of related City policies and regulations is included in Attachment 1.

#### *Development Variance Permit*

The variances do not meet the criteria for delegated DVPs given that greater than five units are proposed, and a relaxation to parking requirements is requested. As such, Council consideration is required. The proposed variances are subject to the *Policy Approach to Considering Requests for Variances*, which was adopted by Council on January 28, 2008. This is a policy-based approach to the consideration of variance applications. This approach involves a set of questions against which the variance is analyzed for the purposes of clarifying benefits and the necessity of the variance. The evaluation criteria are included in Attachment 2.

#### *Development Permit*

The applicant has submitted a DP application. This DP is to facilitate a form and character review of the proposal, and would be considered by the Director of Climate Action, Planning and Development, following Council consideration of the subject DVP.

**Site Characteristics and Context**

The subject site is comprised of seven properties located in the Queensborough Eastern Node Neighbourhood, and bounded by Duncan Street, Mercer Street, Blackley Street, and the Stanley Greenway. North of the property, across Duncan Street, are industrial uses as well as an active rail line. To the east of the site are lands also included in the Queensborough Eastern Node Master Plan, intended for commercial and residential uses. To the south, across Blackley Street, are single-detached houses zoned for industrial uses. West of the site, on the other side of the Stanley Greenway, is a mix of townhouses and vacant lands designated for townhouse development.

*Figure 1: Site Context Map with the development site in red and orange*



**PROJECT DESCRIPTION**

A total of 146 family-friendly, townhouse units are proposed, which would be contained within 27 buildings across the site. Drawings indicate an overall proposed density of 0.78 Floor Space Ratio (FSR). The buildings that front onto Mercer Street would be located in the CD-64 zone and are proposed to contain small-scale commercial retail uses at grade. The project proposes a total of 292 off-street residential parking spaces. The project also accommodates 220 long-term, and 12 short-term bicycle spaces, which is in excess of Zoning Bylaw requirements.

As is typical of townhouse projects in Queensborough, resident parking would be accommodated in attached, below unit garages, a portion of which (32%) would be in a tandem configuration. A total of 17 visitor spaces are proposed, which is less than required by the Zoning Bylaw (by 13 spaces). The project would provide eight

commercial parking spaces, including one accessible space, in accordance with Zoning Bylaw requirements. Detailed project statistics are included as Attachment 4.

**DISCUSSION**

**Requested Variances**

The project proposes off-street visitor parking below that required by the Zoning Bylaw. Additionally, 92 off-street resident spaces would be provided in a tandem configuration, requiring access through a parking space, rather than a driveway as required by the Zoning Bylaw. The proposed variances are detailed in Table 1.

*Table 1: Proposed Zoning Bylaw Variances*

<b>Characteristic</b>	<b>Zoning Bylaw Requirement</b>	<b>Proposed</b>
<b>Off-street Visitor Parking</b>	30 spaces (0.2 spaces per dwelling unit)	17 spaces (0.12 spaces per dwelling unit)
<b>Off-street Parking Access</b>	Access shall be by driveways or ramps	Access to 68% of parking spaces shall be by driveways or ramps

**ANALYSIS**

**Off-Street Visitor Parking Reduction**

The proposed off-street parking for the project is detailed in Table 2.

*Table 2: Proposed Off-Street Parking*

<b>Characteristic</b>	<b>Zoning Bylaw Requirement</b>	<b>Proposed</b>
<b>Off-street Parking</b>		
Resident	219	292
Visitor	30	17
Commercial	8	8
Total	257	317

As noted above, the project proposes 13 fewer off-street dedicated visitor parking spaces than that required by the Zoning Bylaw (43% reduction). However, this decrease in visitor parking is more than offset by additional resident parking. The applicant has proposed to accommodate visitor demand across the site in three ways:

- Providing 17 dedicated visitor parking spaces;
- Providing residential parking in excess of minimum requirements, which may allow visitors to use surplus spaces and driveway aprons; and,
- Allowing commercial and visitor spaces to be shared, given that peak demand for residential and commercial visits occur at different times of the day (which would be secured through a parking covenant and signed appropriately).

**Tandem Parking Configuration**

As is common of townhouse developments in Queensborough, a portion of the attached garages would be built to accommodate two parking spaces in a tandem configuration. The Zoning Bylaw requires that access to 100% of parking spaces be via a driveway; however, the applicant is proposing that only 68% of parking spaces be accessed via a driveway, with access to 32% provided through another parking space.

Staff are supportive of the proposed tandem parking variance, given:

- The unique land attributes of Queensborough, due to its location in the floodplain, limit the ability to provide underground parking for townhouse projects; and,
- The proportion of tandem spaces proposed is fewer than 50%, which is the maximum staff considers reasonable.

**Updated Parking Requirements**

Zoning Amendment Bylaw No. 8396, 2023 would implement Stage 3 of the sustainable transportation Zoning Bylaw amendments aimed at updating multi-unit residential parking rates based updated demand analysis. This bylaw was presented to Council on May 29, 2023 and was given three readings on June 12, 2023.

The project’s proposed visitor parking (0.12 spaces per unit) is in-line with the City’s anticipated future visitor parking requirements (0.1 spaces per unit). Staff are bringing forward the DVP for this project ahead of adoption of this bylaw, given that review by the Ministry of Transportation and Infrastructure is required prior to consideration of adoption, and this is anticipated to take some time. As such, in order to continue to move the application forward in a timely manner, staff recommend that Council approve the DVP at this time.

**REVIEW PROCESS**

The proposed review process for this application is:

1. Report to Council to request that Council issue notice that it will consider issuance of a DVP to reduce off-street visitor parking and permit tandem parking **(WE ARE HERE)**;
2. Response to public notice provided and Council consideration of issuance of the DVP (July 10, 2023);
3. Consideration of issuance of a second minor DVP by the Director of Climate Action, Planning, and Development;
4. Consideration of DP application and issuance by the Director of Climate Action, Planning, and Development.

**Consultation**

Per the Council resolution on July 12, 2021 the development review process for DVPs no longer requires an Opportunity to be Heard. However, notices would be sent to surrounding residents by the Legislative Services Department to provide an opportunity for written feedback.

**INTERDEPARTMENTAL LIAISON**

This report was written with input from the Engineering Department.

**FINANCIAL IMPLICATIONS**

Staff do not anticipate any financial impacts, as no paid City parking would be impacted by the DVP.

**OPTIONS**

The following options are provided for Council’s consideration:

- 1. That Council provide notice that it will consider issuance of a Development Variance Permit (DVP00696) to reduce the required off-street visitor parking by 43% and permit tandem parking for a mixed-use, multi-family development at 300 Duncan Street, 313 to 327 Blackley Street, and 326 to 340 Mercer Street.
- 2. That Council provide staff with alternative feedback.

Staff recommends Option 1.

**ATTACHMENTS**

- Attachment 1: Policy and Regulations Summary
- Attachment 2: Analysis of Proposed Variances
- Attachment 3: Applicant’s Rationale Letter and Site Plan
- Attachment 4: Project Statistics
- Attachment 5: Draft Development Variance Permit DVP00696

**APPROVALS**

This report was prepared by:  
Wendee Lang, Development Planner

This report was reviewed by:  
Mike Watson, Acting Manager of Development Planning  
Demian Rueter, Acting Senior Manager of Climate Action, Planning and Development

This report was approved by:

Jackie Teed, Acting Director of Climate Action, Planning and Development

Lisa Spitale, Chief Administrative Officer

Attachment 1  
*Policy and Regulations  
Summary*



## **POLICY AND REGULATIONS SUMMARY**

### **Queensborough Community Plan Land Use Designation**

The majority of the site is designated (RM) Residential – Multiple Unit Buildings by the Queensborough Community Plan (QCP). The purpose of this designation is “to provide a mix of small to moderate sized multiple unit residential buildings.”

The portion of the site fronting Mercer Street is designated (ML) Mixed Use – Low Rise. The purpose of this designation is “to provide low-rise commercial or commercial and residential mixed use buildings, which create active and engaging principal streets.”

The proposed project is consistent with the QCP land use designations.

### **Zoning**

The majority of the site is zoned Queensborough Townhouse District (RT-3A), the intent of which is to “allow townhouse development in the Queensborough neighbourhood.”

The portion of the site fronting Mercer Street is zoned Comprehensive Development Districts (Mercer High Street) (CD-64). The intent of the CD-64 zone is to “allow for convenient shopping and services to serve the adjacent residential area and multiple unit residential uses at a density compatible with the local area.”

The proposed project is consistent with the use and density proscribed by the site’s existing zoning. As such, a rezoning is not required. A Development Variance Permit is the appropriate tool to resolve project elements that are not consistent with existing zoning.

### **Development Permit Area**

The majority of the site is within the QB5 Queensborough Eastern Node Development Permit Area (DPA). This DPA is supplemented with the Queensborough Eastern Node Master Plan, and Development Permits issued in this area are required to adhere to both the DPA design guidelines, and the Master Plan. Per the DPA:

*The Queensborough Eastern Node multi-family area, identified as Development Permit Area #5, is designated in order to provide a master-planned housing in close proximity to the neighbourhood high street, commercial centre, existing single family housing along Ewen Avenue, and adjacent multifamily housing. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of intensive residential development and multi-family residential development.*

The DPA includes the following sub-precincts relevant to this development application:

**Precinct 1 – Greenways Interface:** These are the primary greenways that frame the residential development and create buffers from adjacent development, but as public lands, are not subject of these guidelines. Residential development adjacent to the Greenway Interface precinct will consider access to the greenway, and ensure the pedestrian realm of the greenway is protected.

**Precinct 2 – Pedestrian Spine Interface:** The internal east-west pedestrian spine through the neighbourhood will connect the Stanley Street Greenway and Mercer Street. It will be publicly accessible, and will be a landscaped pathway with benches and passive seating areas. Residential development adjacent to this precinct will create inviting pedestrian spaces by paying particular attention to the legibility of the publicly accessible space.

**Precinct 3 – Greenway Residential:** This precinct is ground oriented multifamily housing that fronts the greenways and sensitively utilizes those thick edges to buffer adjacent land uses. Consideration will be given to orienting buildings sensitively, providing pedestrian access, and creating a pedestrian friendly interface.

**Precinct 4 – Mercer High Street Interface:** This precinct will be mixed commercial - multi-family development that pays particular consideration to the Mercer Street frontage as a commercial high-street and opportunity to relate to the commercial development. To accommodate the floodplain, ground level commercial, office, or studio space will be considered along the Mercer Street frontage. Though guided by the Queensborough Main Street Development Permit Area, the interface between this residential precinct and the adjacent Mercer Street Interface precinct will be a key consideration.

**Precinct 5 – Interior Residential:** This precinct may utilize a mix of multifamily forms to define streetscapes and greenspace edges. It has less direct relationship with the interface precincts, but will sensitively link development within this area with surrounding development, and ensure suitable connections to the interface precincts.

The Queensborough Eastern Node DPA Guidelines can be accessed at:  
[https://www.newwestcity.ca/database/files/library/QCP\\_DPA\\_B5\\_QB\\_Eastern\\_Node\\_\(Consolidated\\_June\\_2020\).pdf](https://www.newwestcity.ca/database/files/library/QCP_DPA_B5_QB_Eastern_Node_(Consolidated_June_2020).pdf)

The Queensborough Eastern Node Master Plan can be accessed at:  
[https://www.newwestcity.ca/database/files/library/Queensborough\\_Eastern\\_Neighbourhood\\_Node\\_Master\\_Plan.pdf](https://www.newwestcity.ca/database/files/library/Queensborough_Eastern_Neighbourhood_Node_Master_Plan.pdf)

The portion of the site fronting Mercer Street is within the QA1 Queensborough Main Street DPA. Per the DPA:

*The Queensborough Main Street areas, identified as Development Permit Area #1, are designated to create a “main street” feel on Ewen Avenue and on Mercer*

*Street, and to provide a neighbourhood focus with a riverfront community character. This Development Permit Area encourages best practices for promoting water and energy conservation and reducing greenhouse gas emissions. It also establishes guidelines for the form and character of commercial and multi-family residential development.*

The entire site is located within the QE1 Flood Hazard DPA. This DPA recognizes that Queensborough is located at the upstream end of Lulu Island in the Fraser River floodplain. Per the DPA:

*Guidelines for this Development Permit Area are intended to minimize the potential for loss of life and property damage in the event of flooding of the Fraser River, while allowing for the continued use of industrial lands to provide employment and the continued renewal and development of an historic New Westminster neighbourhood.*

The proposed project is required to comply with the requirements of the QB5, QA1, and QE1 DPA guidelines.

### **Family-Friendly Housing Policy**

Per the City's Family-Friendly Housing Policy, the development 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 contain three or more bedrooms. Based on the information provided by the applicant, 100% of proposed units would have three bedrooms, exceeding policy requirements.

Attachment 2  
*Analysis of Proposed Variances*

## **POLICY APPROACH TO CONSIDERING REQUESTS FOR VARIANCES**

### **Information Question**

1. *What is the intent of the bylaw which the applicant is seeking to have varied?*

Section 140.9 of Zoning Bylaw No. 6680, 2001 regulates provision of off-street visitor parking. The intent of the bylaw is to ensure that visitor parking demand is accommodated on-site.

Section 140.53 of Zoning Bylaw No. 6680, 2001 regulates access to a parking stall. The intent is that a parking stall must be accessed by either a driveway or a ramp. A parking space cannot be accessed through another stall.

### **Assessment Questions**

2. *Is there a community benefit to the granting of the variance; beyond that received by the owner or occupant of the property?*

Yes. More family-oriented townhouse units with required parking may be provided by reducing visitor parking requirements and by allowing tandem parking. If 100% of the development was required to provide side-by-side parking, either fewer units or units without required off-street resident parking would result.

The proposed visitor parking relaxation may also provide additional open space on the site, which would benefit site users who reside on- and off-site, given that central open spaces would be secured for public access, while also reducing overall impermeable area.

3. *Is there a hardship involved in adhering to the pertinent bylaw? A hardship must relate to the location, size, geometry or natural attributes (e.g. slope, floodplain, rock formation, natural vegetation) of the site and not the personal or business circumstances of the applicant.*

Yes. The floodplain limits the ability to construct underground parking in Queensborough, and as a result, parking for townhouse projects is generally provided at surface level. Further to this point, the subject site is of an irregular geometry, which the applicant has indicated has impacted their ability to achieve the maximum permitted density on the site, and provide off-street parking in accordance with Zoning Bylaw requirements.

4. *If the answer to question #2 is 'No,' but the answer to question #3 is 'Yes,' can it still be demonstrated that the proposal still meets the intent of the bylaw?*

N/A

*5. Is this the most appropriate mechanism for achieving the end result of the proposed variance?*

Yes. An alternative mechanism to reduce the required number of side-by-side resident parking spaces and visitor parking spaces would be to reduce the proposed number of family-friendly units, which is not in accordance with Council's 2023-2026 Strategic Priorities Plan.

*6. Is the proposed variance relatively minor?*

Yes. The proposed parking variance would reduce the required off-street visitor parking by 13 total spaces. The project would continue to propose visitor parking at a per unit ratio greater than that proposed by Zoning Amendment Bylaw No. 8396, 2023. This bylaw proposes updates to multi-unit residential parking rates based on demand analysis and was brought forward to Council on May 29, 2023. It is expected to be brought forward for consideration of three readings on June 12, 2023, following notification of Public Hearing not held.

Additionally, the proposed tandem parking variance is considered to be relatively minor given that it would affect less than 50% of the total proposed parking, which is the maximum considered reasonable in Queensborough. An off-street parking covenant would be registered on title that regulates the use of the tandem parking spaces for vehicles only. Therefore any area associated with vehicle parking could not lawfully be converted into household storage space.

## Attachment 3

### *Applicant's Rationale Letter and Site Plan*

Ms. Wendee Lang, Development Planner  
City of New Westminster  
511 Royal Avenue  
New Westminster, BC  
V3L 1H9

**RE: DEVELOPMENT VARIANCE PERMIT, 300 DUNCAN STREET, NEW WESTMINSTER, BC**

Dear Ms. Lang,

Please find below our rationale for the requested variances surrounding a reduction in visitor parking and the permission of tandem parking for homes in the development. The proposed development includes a two-car private garage for each of the homes; 54 homes have a side-by-side configuration, and 92 are a tandem arrangement.

**REDUCED VISITOR PARKING RATIONALE**

The Parking requirements for the proposed development are 0.2 stalls per home (although we understand that this requirement is under review by Staff and Council and may be reduced in the near future). The 146 homes on the site would therefore require 29.2 residential visitor spaces. The small-scale commercial uses will require eight visitor spaces (including one accessible space) and one loading space.

The site provides a total of 17 residential visitor spaces, eight commercial visitor spaces, plus one accessible space and one loading space. The peak demand of the visitor parking for the residential and commercial uses is anticipated to take place at different times, and the proposal includes sharing of seven of the visitor spaces.

**Bunt & Associates** has completed an analysis of visitor parking dated May 30, 2023 for this proposed project, which is attached. The analysis concluded an anticipated peak visitor parking demand at between 0.10-0.15 stalls per home, and that the ratio proposed at 0.12 visitor stalls per home is an appropriate rate. Moreover, due to peak demand occurring at different times of day, the residential visitors could make use of the eight commercial visitor parking stalls in the evenings, for example.

As noted in the Bunt report, the long-term residential parking exceeds the requirements of the Zoning Bylaw by 73 stalls. In addition, many of the homes have driveway aprons with the capacity to function as additional parking for guests.

**TANDEM PARKING RATIONALE**

S. 140.53 of the Zoning Bylaw regulates access to a parking stall, requiring that parking be accessed through either a driveway or a ramp (i.e., not through another parking stall). As noted above, 92 of the proposed homes are configured with a tandem parking arrangement.





Several key points are worthwhile to note in consideration of a variance to permit tandem parking in the proposed development as currently configured:

- (a) The approved Master Plan would appear to have 100% of the development configured as 15' x 40' townhouses, which would suggest that tandem parking was contemplated for 100% of the development. The Development Permit proposal is a significant improvement in this regard over what was presented in the Master Plan.
- (b) Tandem garage parking enables the most efficient configuration of family-oriented three-bedroom townhomes in a project such as this. This enhances attainability of family housing to a material extent by enabling homes at lower price points than double-garage homes.
- (c) The proposed development provides a surplus of 73 resident parking stalls relative to the bylaw. This surplus could be considered to offset much of the tandem parking; in this light only 19 of the required number of stalls would be tandem stalls.

We hope that this rationale, along with supporting materials provided will suffice in securing Council approval of the requested parking variances. Should you require anything further, please do not hesitate to contact the writer.

Kind regards,

**DOMUS PROJECTS LTD.**



Richard Wittstock  
Principal



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REVISION:

NO.	DATE	DESCRIPTION

ISSUE:

DATE	DESCRIPTION
10/19/2021	Issued for Development Permit
11/23/2021	Re-issued for Development Permit
12/16/2022	Re-issued for Development Permit



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**plat:form**  
Platform Properties Ltd

**DOMUS**

PROJECT:  
**THE VILLAGE  
PORT ROYAL**  
  
Mercer Avenue &  
Duncan Street

DRAWN BY: ML / TH	CHECKED BY: AD
SCALE: 1" = 40'-0"	PROJECT NO.: 713

SHEET TITLE:  
**MASTER SITE PLAN**

REV. NO.:	SHEET NO.:
	<b>A1.01.00</b>

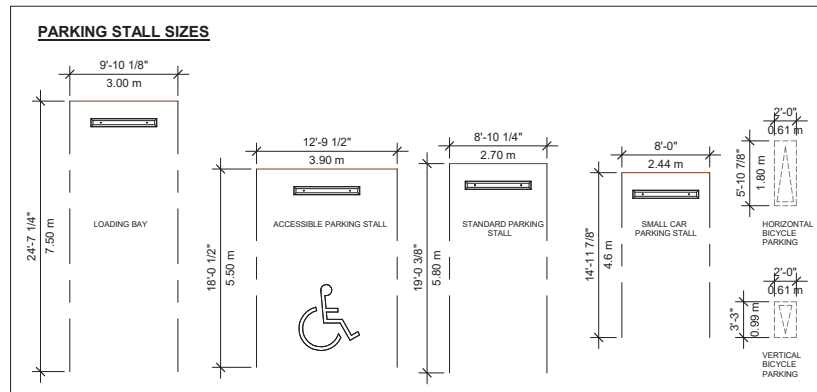


**LEGEND**

FH	ON-SITE FIRE HYDRANT	ECL	ELECTRICAL CLOSET
H	OFF-SITE FIRE HYDRANT	TLC	TELECOM CLOSET
MFE	MAIN FLOOR ELEVATION		WATER CHAMBER
GFE	GROUND FLOOR ELEVATION		SUBSTATION
PMT	PAD MOUNTED TRANSFORMER		INTERNAL PATHWAY
			PUBLIC SIDEWALKS

**UNIT TYPE**

A	AE	A1E	B	C	Fa/Fb	FE	FE.B	G	CRU
A1	AE.B	A1E1	BE	CE	F1a/F1b	F1E	F1E.B	G1	
A2	A2E.B	A1E2		CE1	F2a/F2b	F2E	F2E.B		
A3	A2E E/R	A1E3		DE	F3a/F3b	F3E	FE, E/R		
	A3E								



Attachment 4  
*Project Statistics*

## PROJECT STATISTICS

Characteristics	Existing Zoning / Requirement	Proposed
<b>Net Site Area</b>		
RT-3A	-	22,229.9 sq. m. (239,280.4 sq. ft.)
CD-64	-	2,873.9 sq. m. (30,934.5 sq. ft.)
<b>Lot Coverage</b>	40%	32%
<b>Floor Space Ratio</b>		
RT-3A	0.9 FSR	0.76 FSR
CD-64	2.0 FSR	0.91 FSR
<b>Site-wide</b>	-	0.78 FSR
<b>Residential Units</b>	-	146
<b>Commercial Units</b>	-	14
<b>Off-Street Parking</b>		
Resident	219 spaces	292 spaces
Visitor	30 spaces	17 spaces
Commercial	8 spaces	8 spaces
<b>Total</b>	<b>257 spaces</b>	<b>317 spaces</b>

Attachment 5  
*Draft Development  
Variance Permit  
DVP00696*

**Development Variance Permit  
File No. DVP00696**

1. This Development Variance Permit is issued to:

0996220 B.C. LTD., INC.NO. BC0996220  
UNIT 470 - 3820 CESSNA DRIVE  
RICHMOND, BC  
V7B 0A2

(the "Owner")

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

300 Duncan Street  
Legal Description: LOT 1 DISTRICT LOT 757 GROUP 1 NEW WESTMINSTER  
DISTRICT PLAN EPP94582  
Parcel Identifier: 030-901-553

313 Blackley Street  
Legal Description: LOT 2 DISTRICT LOT 757 GROUP 1 NEW WESTMINSTER  
DISTRICT PLAN EPP94582  
Parcel Identifier: 030-901-561

317 Blackley Street  
Legal Description: LOT 20 BLOCK "A" DISTRICT LOT 757 GROUP 1 PLAN 2620  
Parcel Identifier: 002-307-553

327 Blackley Street  
Legal Description: LOT 19 BLOCK "A" DISTRICT LOT 757 GROUP 1 PLAN 2620  
Parcel Identifier: 002-307-618

326 Mercer Street  
Legal Description: LOT "A" DISTRICT LOT 757 GROUP 1 NEW WESTMINSTER  
DISTRICT PLAN 9876  
Parcel Identifier: 001-116-371

338 Mercer Street  
Legal Description: LOT "B" DISTRICT LOT 757 GROUP 1 PLAN 16462  
Parcel Identifier: 002-307-588

340 Mercer Street  
Legal Description: LOT 2 EXCEPT: PART ON REFERENCE PLAN 8689, DISTRICT LOT  
757 GROUP 1 PLAN 2461  
Parcel Identifier: 002-307-715

(the "Lands")

3. This Development Variance Permit is issued subject to compliance with all the bylaws of the City applicable to the Lands, except as specifically varied or supplemented by this Permit.

- 4. The provisions of the following bylaws adopted under Part 14, Division 5 of the Local Government Act (RSBC 2015) are varied or supplemented as follows:

**Zoning Bylaw 6680, 2001**

- i. Section 140.9: To vary the off-street visitor parking requirements for multiple dwelling uses from 30 spaces to 17 spaces.
  - ii. Section 140.53: On-site access to off-street parking spaces, shall be provided via driveways and ramps varied to permit 92 tandem parking spaces.
- 5. The development shall be carried out according to the following schedule:  
  
Construction shall commence within **24 months** of the date of issuance of this permit.
- 6. If the Owner does not substantially commence the development permitted by this Permit within **24 months** of the date of this Permit, the Permit lapses, subject to Part 14, Division 10, Section 504 of the Local Government Act (RSBC 2015).
- 7. All plans and specifications included in this Permit are subject to any changes required by the Building Inspector or other officials of the City where such plans and specifications do not comply with any duly enacted law or bylaw, and such non-compliance is not specifically permitted by this Development Variance Permit.
- 8. Minor variations which do not substantially alter the work referred to in the plans and specifications may be permitted if approved in writing by the City Planner.
- 9. The land described herein shall be developed strictly in accordance with the terms and provisions of this Permit which shall form a part of this Permit.
- 10. This Permit is not a Development Permit or a Building Permit.

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Authorizing Resolution of City Council:

<insert motion>

Date: <date passed>

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Date of Issue

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Peter DeJong,  
City Clerk