

Attachment #3

Background Information

Policy and Regulations Summary

Official Community Plan

Land Use Designation

The subject site is designated (QC) Queensborough Commercial in the Queensborough Community Plan (QCP), Schedule D to the Official Community Plan (OCP). The land use designation is described, in part, as follows:

Purpose: To allow retail, service and office commercial uses at ground level and may include commercial or office above the ground level.

Principal Forms and Uses: Retail, service and office commercial uses.

The application proposes to amend the QCP land use designation to (QME) Queensborough Mixed Employment, which is described, in part, as follows:

Purpose: To allow a variety of office, light industrial and service commercial uses with a focus on employment generation.

Principal Forms and Uses: Light industrial, service and office commercial uses.

Development Permit Area

The subject site is located within the QA2 Queensborough Commercial Development Permit Area (DPA), which aligns with the current land use designation, but is not consistent with the proposed land use. Through the OCP amendment application, the DPA for the site would be amended to QC1 Queensborough Industrial and Mixed Employment. This project has been evaluated against this DPA, which provides guidelines for the form and character of industrial and commercial development transitioning from other land uses, as well as guidelines for water and energy conservation and reducing greenhouse gas emissions. Staff consider that the application meets the requirements of this DPA. The Queensborough Industrial and Mixed Employment DPA guidelines can be accessed via:

[https://www.newwestcity.ca/database/files/library/QCP_DPA_C1_QB_Industrial_Mixed_Employment_\(Consolidated_June_2020\).pdf](https://www.newwestcity.ca/database/files/library/QCP_DPA_C1_QB_Industrial_Mixed_Employment_(Consolidated_June_2020).pdf)

The subject site is also located within the QE1 Flood Hazard DPA; however, industrial uses that are not adjacent to a dyke are exempt from the requirements of this DPA.

Zoning Bylaw

The subject property is currently zoned Large Format Commercial Districts (C-10). The C-10 zone is intended to allow large format retail development and associated office

and business park uses. The C-10 zone does not allow self-storage uses. The subdivided parcel would be rezoned to a Comprehensive Development (CD-108) District, which would be based on the uses permitted in the Light Industrial Districts (M-1) zone, with additional regulations for the building height, setbacks, and parking requirements.

Transportation Plans

The Master Transportation Plan (MTP) identifies Boyd Street as part of the Major Road Network (MRN). The MRN is a network of approximately 600 km of road throughout the region that facilitates the movement of people and goods. Additionally, the Active Transportation Network Plan (ATNP) identifies Boyd Street as part of the core cycling network; there is an existing off-street pathway that runs along the site frontage and connects to the on-street bike lane to the west.

Site Characteristics and Context

Queensborough Landing is a regional shopping centre on a 14.65 hectare (36.2 acre / 146,500 sq. m. / 1,576,912.9 sq. ft.) property located on Boyd Street, north of Highway 91A and west of the Queensborough Bridge. An east-west rail line bisects the property. Currently, the site is characterized by tilt-up concrete, big box retail buildings, mostly built between 2003 and 2011. The C-10 zone permits density up to 1.0 FSR. Queensborough Landing as a whole is currently constructed to 0.28 FSR. There are currently 1,800 surface parking spaces on site, including 55 accessible spaces.

The site is surrounded on all sides by industrial and commercial development. The adjacent sites are zoned Light Industrial Districts (M-1) and Heavy Industrial Districts (M-2). The site to the east at 737 Boyd Street is zoned M-2 and is used for automobile storage. To the west is 345 Gifford Street, zoned M-2 and occupied by a warehouse for Kruger Products. Another site located to the west is 1085 Tanaka Court, zoned M-1 and which was occupied by a Lowes Hardware building. The properties across Boyd Street to the south are zoned M-1, and include a variety of uses such as the Queensborough substation, vehicle and shipping container storage, and a self-storage facility.

A site context map, zoning district map, and OCP designation map are provided below (Figures 1, 2, and 3).

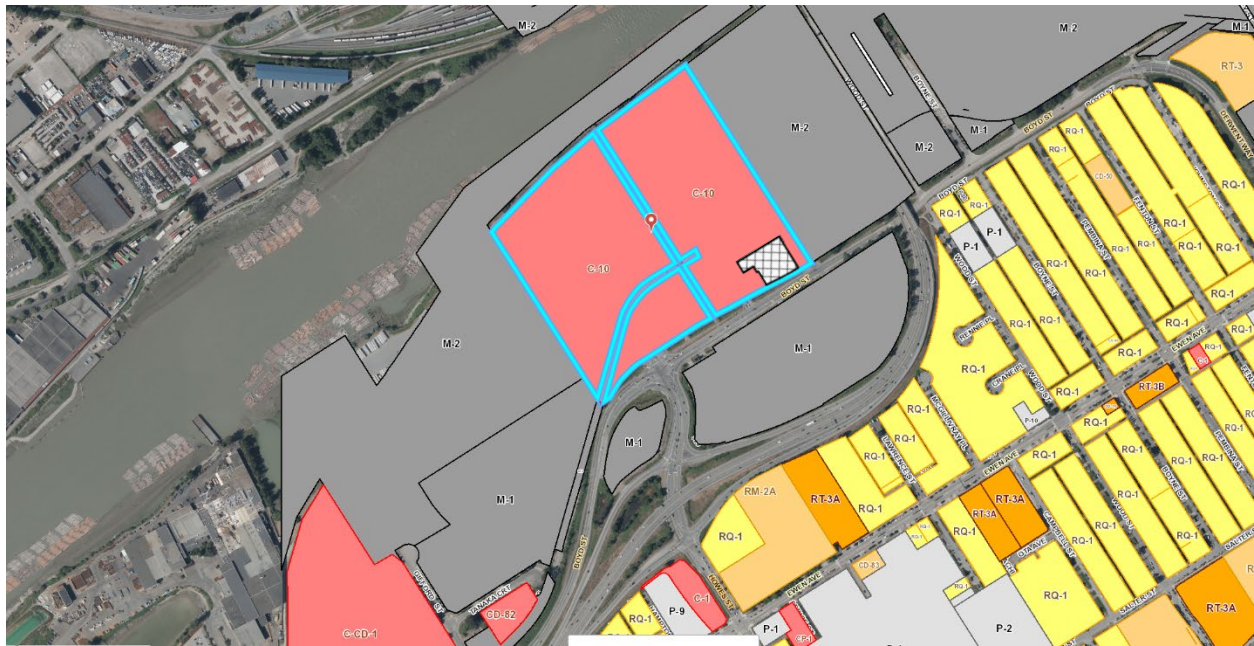
Figure 1: Site Context Map with 805 Boyd Street in blue. The proposed parcel to be subdivided is outlined in black.



Figure 2: Surrounding Official Community Plan Land Use Designations



Figure 3: Surrounding Zoning Districts



Proximity to Transit and Other Sustainable Transportation Options

Boyd Street is part of the major road network, merging with Highway 91A to the west of the site. There is an existing bicycle route that runs along Boyd Street. Nearby transit service is outlined in the table below (Table 1).

Table 1: Site Proximity to Transit Service

Bus Service	Approx. Frequency	Approx. Distance
#340 Scottsdale/22 nd Street Station	30 minutes	600 m. (1969 ft.) to Southbound Highway 91A onramp at Howes Street.

Project Statistics

	Permitted / Required Under Existing Large Format Commercial Districts (C-10)	Proposed
Lot Area	-	4,496 sq. m. (48,394.5 sq. ft.)
Site Frontage	-	63.03 m. (206.79 ft.)
Average Lot Depth	-	72.65 m. (238.34 ft.)
Floor Space Ratio	1.0 FSR	2.72 FSR
Building Height	12.2 m (40 ft.), two storeys	21.82 m. (71.59 ft.), four storeys
Front Yard (South)	9.94 m. (32.6 ft.) – 50% of the height of the building in depth	4.5 m. (14.76 ft.)
Rear Yard (North)	7.62 m. (25 ft.)	0.31 m. (0.98 ft.)
Side Yard (East)	7.62 m. (25 ft.)	2.79 m. (9.15 ft.)
Side Yard (West)	7.62 m. (25 ft.)	4.61 m. (15.1 ft.)
Off-Street Parking	38 total	20 total
Standard (min.)	30 spaces	10 spaces
Compact (max.)	6 spaces (30% of total)	8 spaces (40% of total)
Accessible (min.)	2 spaces	2 spaces
Bicycle Parking		
Long Term (min.)	13 spaces	0 spaces
Short Term (min.)	72 spaces	4 spaces
Off-Street Loading	5 spaces	3 spaces
EV Parking	Not required	2 spaces with energized Level 2 outlets

Industrial and Mixed Employment Lands Analysis

Industrial Lands Shortage

Over time, industrial lands have faced redevelopment pressure to convert to other land uses such as residential and commercial; as such, there has been erosion of industrial land supply in the region. The region is facing shortages of industrial lands despite the crucial role they play in supporting local the local and regional economy. Demand for industrial lands have increased as supply diminishes, as local through to global markets shift (e.g. increases in online retail and shipping), and as the region continues to grow. As such, New Westminster and other local and regional governments have focused for many years on protecting and intensifying existing industrial lands.

The Metro Vancouver Regional Industrial Lands Strategy (2020) (MVRILS) acknowledges this shortage in availability of all types of industrial lands in the region, including those in the employment lands category. Employment lands include self-storage and other uses such as recreation (e.g. climbing gyms, tennis facilities), high-tech software development, retail/wholesale (e.g. big box, car dealership, furniture, automotive, etc.), and others.

New Westminster policy, including the Official Community Plan (2017), Queensborough Community Plan (QCP) (2014), the Economic Development Plan (2018), and the Industrial Land Strategy (2008) all align with the regional policy and acknowledge the need to retain limited existing industrial lands. Policy 2.2 and 2.3 of the QCP encourage the intensification of existing industrial businesses and land, and aim to reduce conflict between industrial uses, goods movement corridors, and adjacent land uses. As such, amending the site's land use designation to (QME) Queensborough Mixed Employment to facilitate intensification of the uses on the site would be consistent with both City and regional policies. The Mixed Employment designation is appropriate in this location, given the adjacencies of commercial and industrial uses.

New Westminster Industrial Lands Approach

The general approach to locating industrial land uses in New Westminster has been to locate heavier, potentially impactful industrial land uses (e.g. manufacturing, processing, large-scale transportation facilities, etc.) adjacent to key transportation infrastructure such as rail, highways, and rivers. Lighter or employment based industrial uses (e.g. self-storage, auto repair, small-scale assembly/manufacturing) are permitted in areas in closer proximity to commercial or residential uses and are often used to transition from heavier industrial into these areas. This proposal is consistent with this approach to locating light industrial lands in New Westminster.