

## Attachment #3

### *Columbia Square Policy Statement*



NEW WESTMINSTER

# COLUMBIA SQUARE

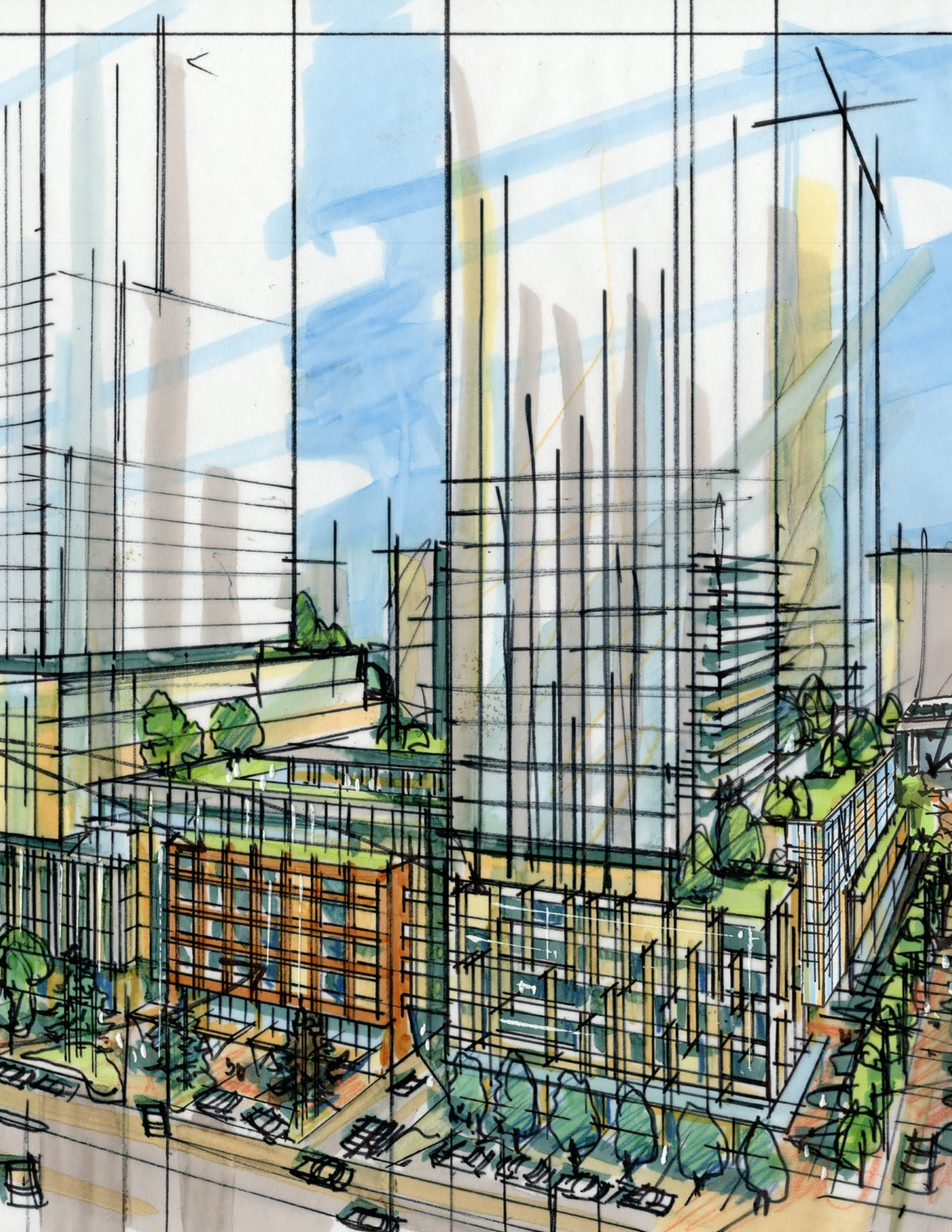
## Policy Statement

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OCTOBER 2024









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# 1.0 BACKGROUND AND ROLE OF POLICY STATEMENT

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## 1.1 Introduction

In 2023, the City received an application to rezone and transform the existing Columbia Square site into a new high-density, mixed-use, and mixed-tenure development. Recognizing the potential of the site to address a number of Council strategic priorities, the City moved forward with a planning program to facilitate redevelopment.

This Policy Statement is a tool that describes the vision, goals, and general planning principles and policies that will guide creation of a Master Plan for the site. The intent of this document is to connect “big picture” aspirations, informed by Council’s 2023-2026 Strategic Priorities Plan, climate action objectives and other City policies and collate them into specific actions towards creation of a subsequent Master Plan for Columbia Square. This Master Plan and accompanying urban design guidelines will serve as a detailed guide for growth and development of the community over the next 20 years and beyond.

The Policy Statement focuses on redevelopment in service of a complete community with a mix of land uses, people and activities. It considers the future mix of land uses, density and height, building forms and character, circulation and movement, public parks and open spaces, as well as community facilities to serve the new and existing community. Throughout the Statement is the underlying principle that increased intensity of use on the site will require commensurate increases in community-serving amenities.

The Policy Statement balances flexibility with the need to provide clear direction to guide the growth and development of this site. Additional design consideration and consultation is required to define a site program, determine forms of development, and finalize an amenity package for Columbia Square – work that will largely be completed through the Master Plan process. As a result, some aspects of the Policy Statement are more prescriptive than others, while other are high-level in recognition of the additional analysis, consultation and detailed planning work required to inform a more detailed Master Plan.

## **1.2 Year of Truth**

March 2023 through March 2024 was declared A Year of Truth by City Council, and recognizes that truth must come before Reconciliation because it is only through seeking truth that we will truly understand those things for which we need to reconcile. The declaration also acknowledges that it may take several years to develop a deep enough understanding of the truth before truly meaningful reconciliatory acts can be undertaken.

This Policy Statement and development of Columbia Square exists within the context of A Year of Truth, and alongside the City's reconciliation efforts. While individual actions in service of these efforts are noted throughout the document, including the section of the document specifically focused on Reconciliation, development of the site is to be viewed through the lens of Truth and Reconciliation and is to be informed by engagement with First Nations during the Master Plan process.

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## **1.3 Site Location and Description**

Columbia Square is a 2.9 hectare (7.2 acre) triangular site located at the western terminus of New Westminister's historic Downtown neighbourhood, on the unceded and unsurrendered land of the Halkomelem speaking peoples. It is the largest privately-owned parcel within the Downtown and comprises approximately 2.5% of the neighbourhood's overall land area.

The site is situated on relatively flat land between the Lower Twelfth Street Area and the New Westminister SkyTrain Station. It is also in close proximity to the Quayside and Brow of the Hill neighbourhoods.

Currently a suburban-style, auto-oriented shopping centre, it is zoned Downtown Mixed Use Districts (High Density) (C-4), the intent of which is to allow high density, mixed-use development. New Westminister SkyTrain Station is located less than 400 m. east of the site.



## SITE CONTEXT

- Subject Site (88 Tenth Street/ Columbia Square)
- Adjacent City Owned Lands
- Lower Twelfth Street Study Area
- New Westminster Sky Train Station
- Neighbourhood Connections

## 1.4 Site History

The site is located within the traditional territory of the Halkomelem-speaking Nations. Knowledge of these Nations' use of the subject and surrounding lands is limited, as the act of colonization has worked to erase their memory from this land. However, it is understood that some Nations lived on the land and river around the site, while others travelled between the river and their traditional territories or maintained seasonal fishing villages connected to the river. In 1859, settlers occupied the land now known as New Westminster.

Between 1891 and 1904, the City's first electric light station was located on the Columbia Square site, and over time, the land became home to various industrial uses such as ironworks and machine shops. In 1947, New Westminster's original City Market was relocated from Front Street to Eleventh and Columbia Streets,



where it operated until 1986. Due to declining interest in the late 1980s, the site redeveloped into what is now Downtown's largest marketplace, anchored by a supermarket, liquor store, bank and other retail that service the community.

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## **1.5 Relation to Other City Policies**

### **1.5.1 Official Community Plan**

This Policy Statement for Columbia Square supports the City's Official Community Plan (OCP) goals by:

1. Meeting the community's housing needs by providing a diverse range of multi-tenure housing options and a range of unit types and sizes.
2. Balancing the City's growth by creating a complete, mixed-use neighbourhood that includes residential, office space, retail, community facilities, parks and open spaces.
3. Taking advantage of existing sustainable transportation infrastructure through creation of a compact, transit-oriented development.
4. Taking action on climate change through the development of climate resilient, energy efficient, and low-carbon buildings; urban greening; and, increasing tree canopy coverage.
5. Improving available community services and amenities, including ample public open spaces, childcare and the potential for other additional amenities.
6. Contributing to the economic vitality and diversity of the city by providing significant employment space and opportunities for small, medium, and large businesses to take root in New Westminster.

### **1.5.2 Additional City Policy and Objectives**

There are a number of City policies that establish a general framework for redevelopment and are applicable to Columbia Square. This Policy Statement is to be considered supplemental to and used in conjunction with other City documents (as added and amended from time-to-time) in creation of the Master Plan and accompanying urban design guidelines. Consistent with the City's Truth

and Reconciliation initiatives and Year of Truth declaration, the Policy Statement will also ensure that the Master Plan process and eventual development of Columbia Square honours the deep original connections to the area by the Halkomelem speaking First Nations, who hold rights to the subject land.

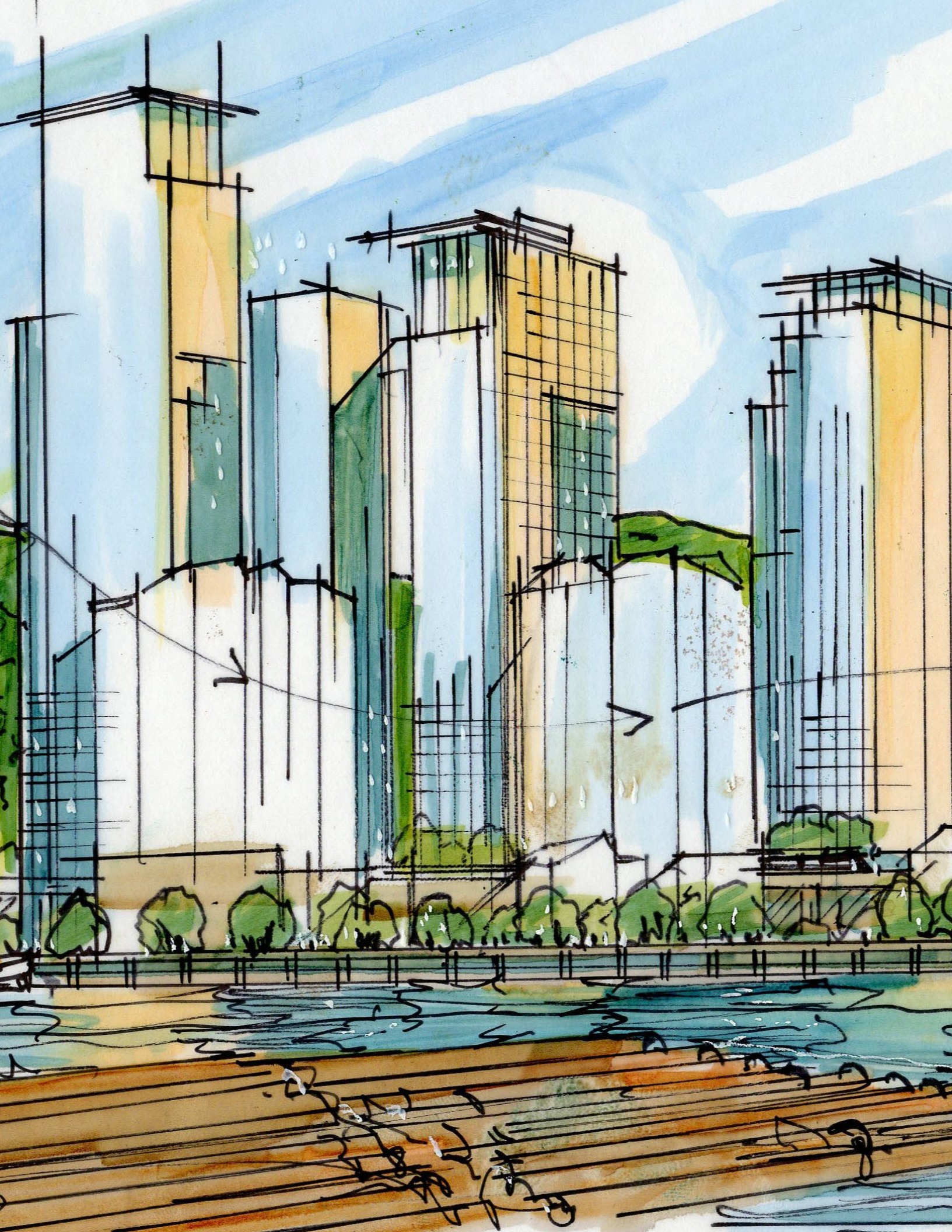
The Policy Statement is informed by the City's areas of focus identified in the 2023 – 2026 Strategic Priorities Plan: Community Belonging and Connecting, Homes and Housing Options, People Centred Economy, Safe Movement of People, and Asset Management and Infrastructure. Updates to the Strategic Priorities Plan will be incorporated into the Master Plan as created and updated.

To address the City's climate emergency declaration and meet climate action goals, the Policy Statement also incorporates policies, goals and actions, including those identified in New Westminister's Seven Bold Steps for Climate Action, that seek to create a reduced carbon neighbourhood and increase climate resilience.

Other City policies and regulations which will be applicable to development of the Columbia Square site include, but are not limited to:

- |  |   |
|--|---|
| <p><b>1.</b> City of New Westminister Official Community Plan (including the Downtown Community Plan)</p>  | <p><b>8.</b> Active Transportation Network Plan</p>                         |
| <p><b>2.</b> City of New Westminister Regional Context Statement</p>   | <p><b>9.</b> Citywide Integrated Stormwater Management Plan</p>             |
| <p><b>3.</b> Interim Development Review Framework</p>  | <p><b>10.</b> Community Energy and Emissions Plan 2050</p>                  |
| <p><b>4.</b> The City's Housing Policies and Strategies, including the Secured Market Rental Housing Policy and Family Friendly Housing Policy</p> | <p><b>11.</b> eMobility Strategy</p>  |
| <p><b>5.</b> Future Forward: An Economic Development Plan for New Westminister</p>   | <p><b>12.</b> Riverfront Vision</p>   |
| <p><b>6.</b> New Westminister Retail Strategy</p>  | <p><b>13.</b> Environmental Strategy and Action Plan</p>                    |
| <p><b>7.</b> Master Transportation Plan and Downtown Transportation Plan</p>   | <p><b>14.</b> Urban Forest Management Strategy</p>                          |
|  | <p><b>15.</b> Biodiversity and Natural Areas Strategy</p>                   |
|  | <p><b>16.</b> Parks and Recreation Comprehensive Plan (update underway)</p> |
|  | <p><b>17.</b> People, Parks and Pups Strategy</p>                           |



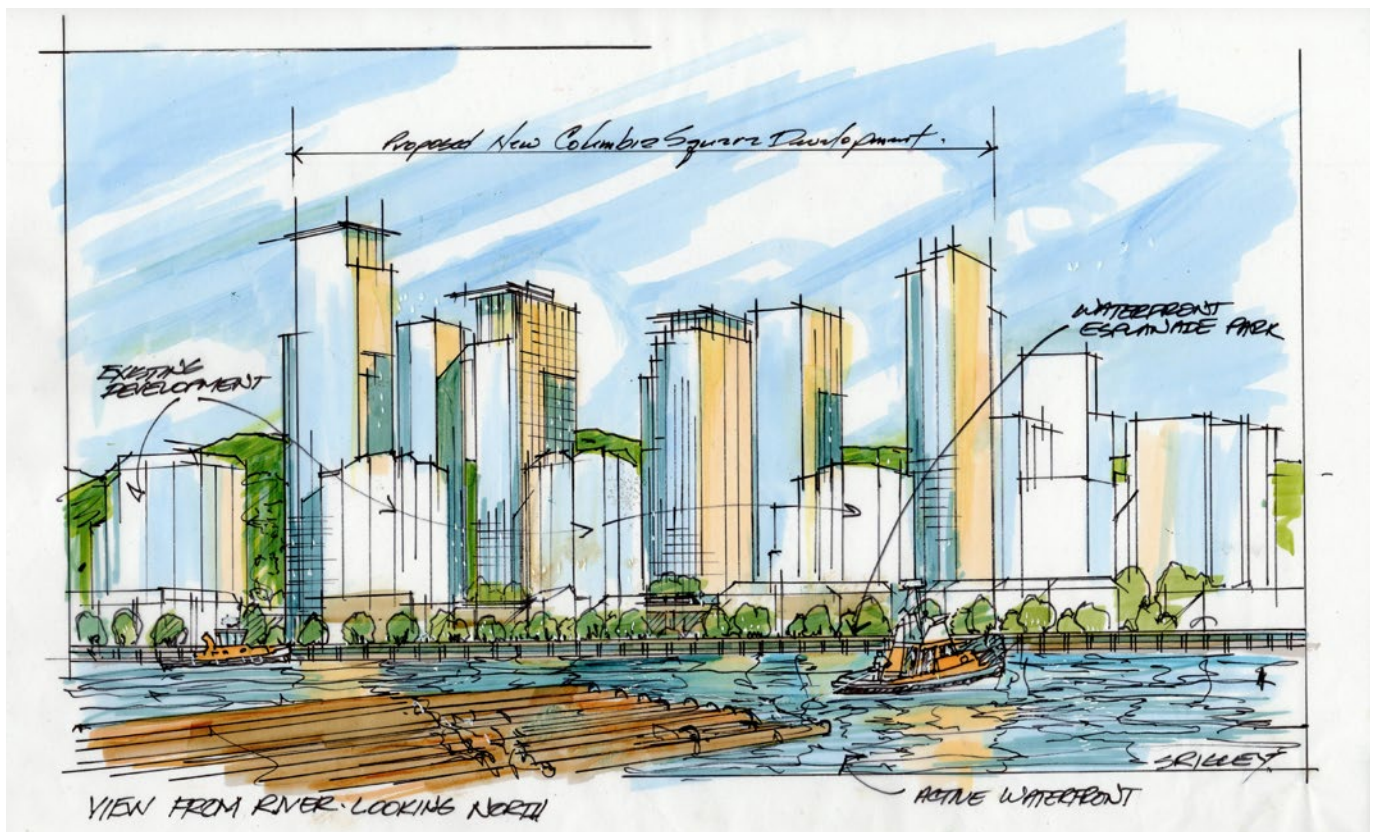




## 2.0 A VISION FOR COLUMBIA SQUARE

Serving as the westernmost gateway to New Westminster’s vibrant Downtown, Columbia Square is an inclusive and dynamic mixed-use urban community. At its core are principles of community building, with the neighbourhood bringing together not only those who live, work and play here, but knitting together the existing urban fabric by creating a connection between the Downtown and Lower Twelfth Street neighbourhoods. Transit-oriented by nature, Columbia Square is also rooted in environmental sustainability, and is a place where residential, commercial, employment, civic, and recreational land uses are integrated to create a complete community that prioritizes high-quality urban design.

The Policy Statement is intended to guide the development of a more detailed Master Plan process. The Master Plan will require further consultation with First Nations as well as key stakeholders and the community and may necessitate revision of the vision.

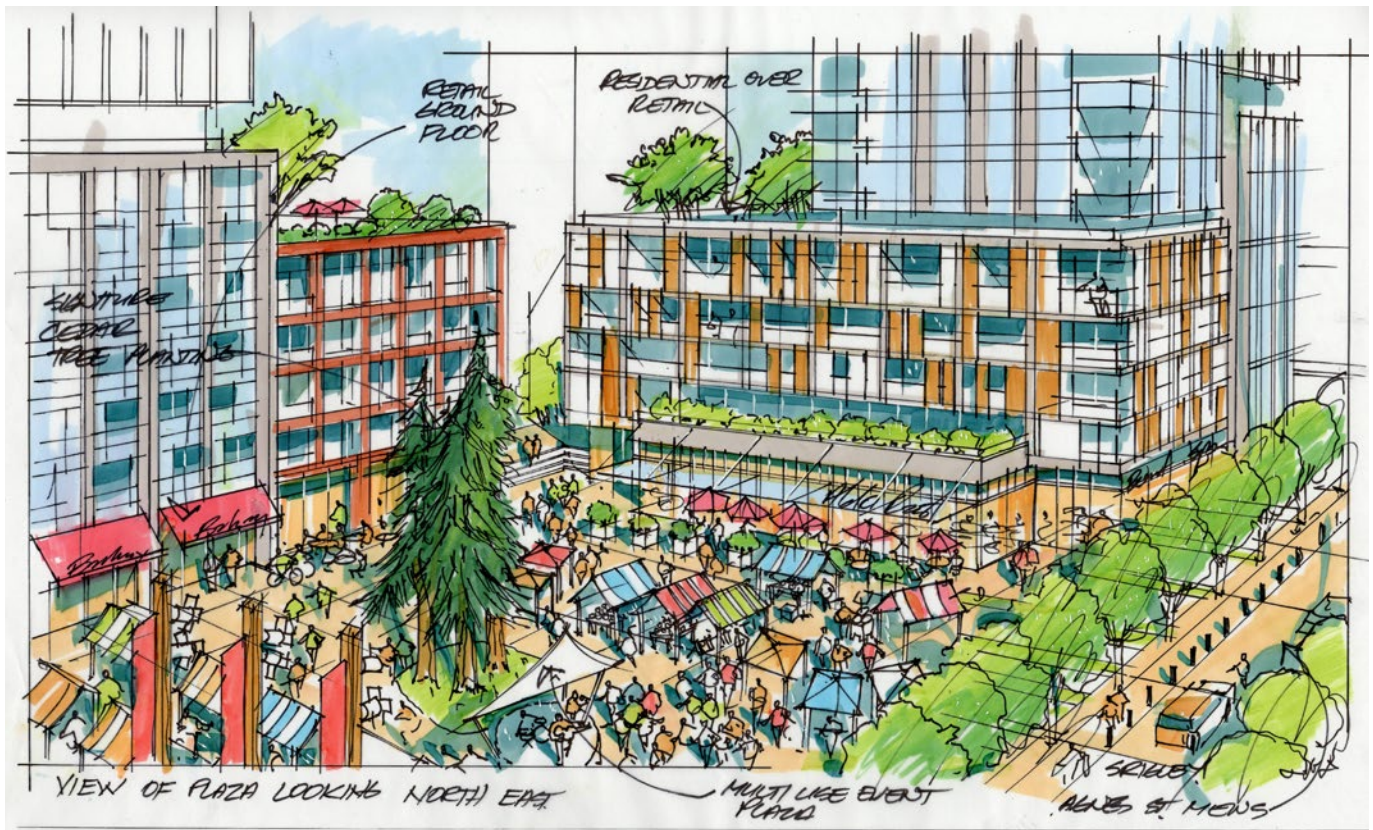


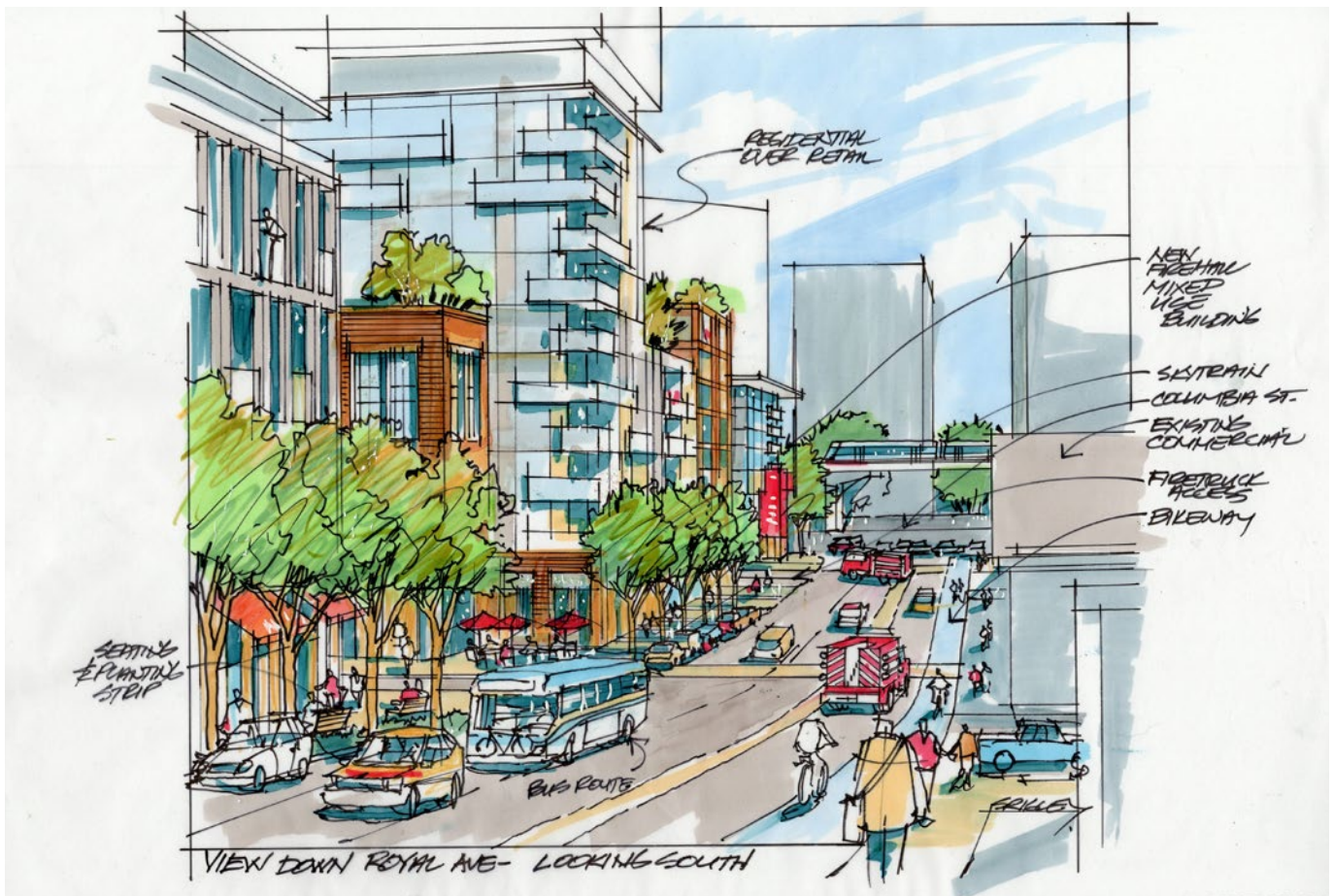


## 2.1 Guiding Principles

### 2.1.1 Complete, Vibrant and Livable

Columbia Square is a complete, vibrant and livable community that meets the needs of residents, employers, workers and visitors alike. The provided mix of residential, community-serving retail and services, employment opportunities, and community uses activate high-quality public spaces. In doing so, dynamic social spaces are created to which equitable access is prioritized. Integral to Columbia Square is a comprehensive public amenity package that has a keen focus on placemaking, flexible programming, and equity through design of parks, open spaces, and public art opportunities. Key to the success of these spaces, and the neighbourhood as a whole, is a high standard of urban design that ensures both public and private space are welcoming, comfortable, and accessible to all. Columbia Square is also a car-light community where uses are co-located to allow residents to meet their daily needs without leaving the neighbourhood.





### 2.1.2 People Focused

Columbia Square provides connected public and private spaces that are designed for people of all ages and abilities, including a central community square that is activated by surrounding uses. Inherently place-based, these spaces are walkable, human-scale, and provide opportunities for a variety of programming and informal gathering. They are both passive and active, and their use extends through day and night, supported by pedestrian-scale features, event infrastructure, lighting and wayfinding. Vehicles and auto-oriented infrastructure are secondary to that which supports pedestrians and cyclists.

### 2.1.3 Diverse and Inclusive

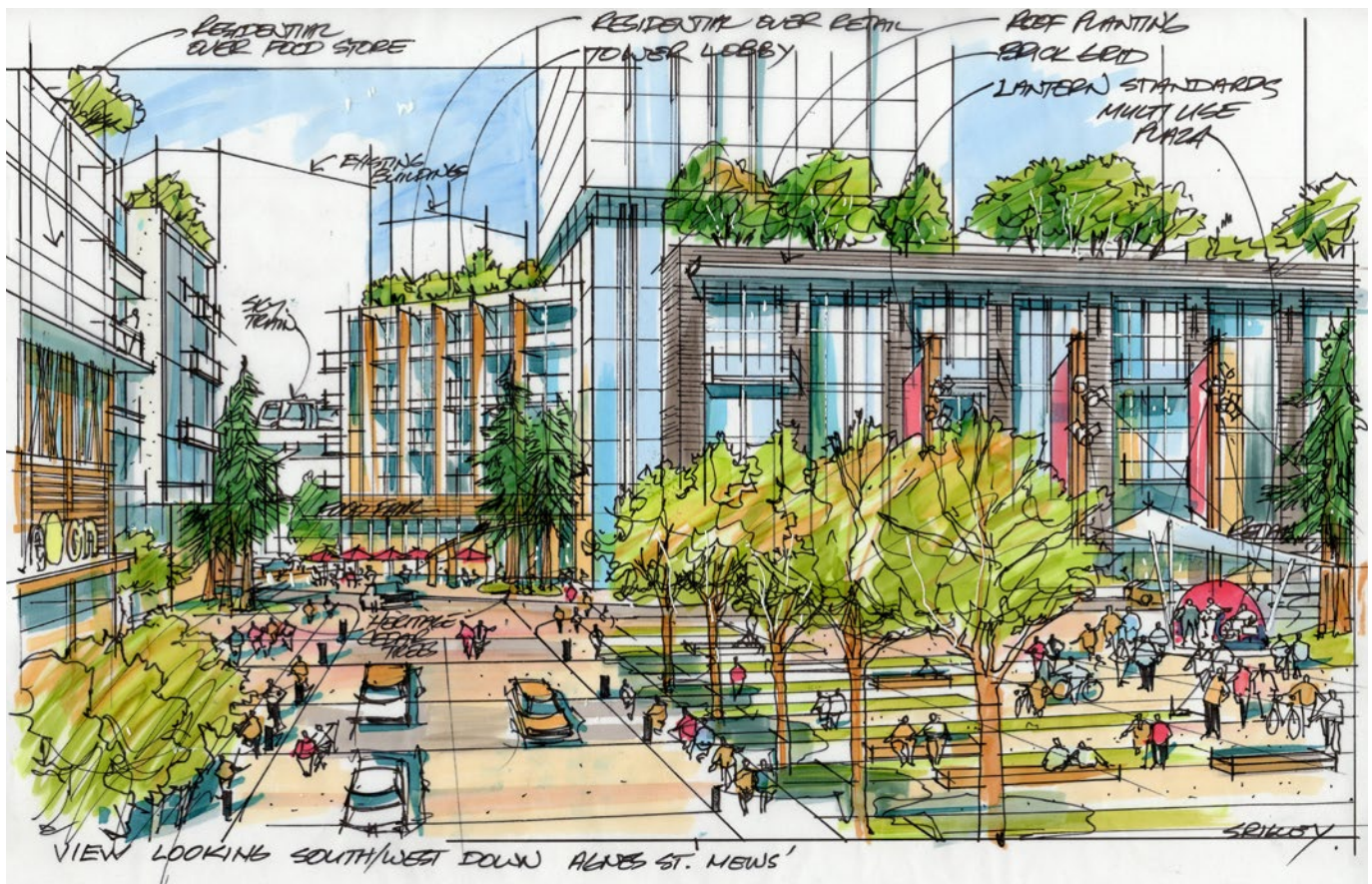
Columbia Square recognizes and celebrates diversity as a strength, and honours the connection of the Halkomelem-speaking First Nations to this land. It is a place where people of diverse abilities, ages, backgrounds, cultures, incomes, and lifestyles participate in all facets of community life as members of a close knit



community. The neighbourhood's history and its cultural diversity is honoured in a variety of ways, including through the public amenity package, architecture, and placemaking features such as landscaping, art, and wayfinding. Ultimately, it is a place where people live, work, play and build community.

### 2.1.4 Well-Connected and Integrated

Located at the western gateway to Downtown New Westminster and adjacent to the New Westminster SkyTrain Station, Columbia Square is a walkable, transit-oriented neighbourhood, linked to the rest of the city and the greater region by leveraging existing transit infrastructure and connecting to regional greenway systems. By providing direct connections for pedestrians, bikes, micro-mobility, and other modes of active transportation, it acts as a 'hinge' joining the Downtown Neighbourhood to the Lower Twelfth Street Area, while also ensuring the site is internally connected.







### 2.1.5 Housing Needs

Columbia Square plays an important role in providing a diverse mix of housing forms, tenures, unit sizes, and affordability options that meet identified community needs and accommodate people at all stages of life. The neighbourhood provides a large number of housing units in a highly livable community, and plays an important role in addressing the housing needs of the neighbourhood and city as a whole.

### 2.1.6 Sustainable

Columbia Square is an environmentally sustainable and resilient community. In addition to being a complete community well-served by transit and active transportation routes, Columbia Square demonstrates environmental leadership by seeing development through the lens of climate adaptation and resilience, prioritizing sustainable site design, high performance building, flood defense technologies, green infrastructure, low carbon mechanical systems, construction materials and processes, storm-water management and tree plantings to increase urban canopy coverage.







## 3.0 POLICIES

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### 3.1 Reconciliation

**Goal:** *The Master Plan for Columbia Square acknowledges the full truth of colonial history, strengthens connections with First Nations, advances decolonization efforts and incorporates First Nations histories and world views.*

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**Policy 1:** Conduct early and on-going engagement with First Nations rights holders in the creation of the Master Plan to shape how the site looks, feels and reminds.

**Actions:**

1. Retain the services of a First Nations cultural advisor to provide guidance on engagement with First Nations.
  2. Proactively engage, involve and consult First Nations in the creation of the Master Plan.
  3. Use engagement and involvement as an opportunity to strengthen connections with First Nations.
- 

**Policy 2:** Incorporate First Nation world views into the Master Plan for Columbia Square.

**Actions:**

1. Retain the services of a First Nations cultural advisor to provide guidance on how to take steps toward decolonizing the Master Plan process and exploring opportunities for First Nation involvement and contributions on the site.



- 2.** Ensure the Master Plan provides opportunities to identify and implement recognition of First Nations contributions, practices and traditions.
- 3.** Ensure the Master Plan provides opportunities for sharing culture, storytelling, healing and prosperity and incorporate First Nation values and principles into the planning and design of the site.
- 4.** Enhance the visibility of the First Nations context of the neighbourhood, including by meaningfully advancing knowledge of place and being sensitive to the power of place names.



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## 3.2 Land Use and Density

**Goal:** *Columbia Square is a complete, transit-oriented community providing opportunities to live, work and play.*

### 3.2.1 Density

**Policy 1:** Develop a high-density mixed-use extension of the downtown focused on livability and which complements existing and future land uses and opportunities afforded by close proximity to rapid transit.

**Actions:**

1. Develop as a high-density mixed use (residential, commercial and institutional) extension of the downtown with high-density building



typologies expected across the entire site.

2. Ensure that the allocation of density optimizes livability (privacy, light access, etc.) of both public and private spaces and does not detract from the character, use or enjoyment of the site or parks and public spaces (existing or new, on-site or off-site).
3. Allocate density to prioritize the creation of a comfortable and vibrant human-scale environment that incorporates best practices for design of public and private spaces including: solar orientation, shadows, light, privacy, activation, etc.
4. Distribute density to align with urban design objective particularly to reinforce its role as a 'hinge' connecting neighbourhoods and in inviting people into the site.
5. Allocate density to consider the context surrounding the site such as the Downtown and Lower Twelfth Street Area edges and transitions well to existing and future adjacent uses.

### 3.2.2 Retail Land Uses

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**Policy 1:** Locate retail land uses where they will foster active, pedestrian-focused, vibrant commercial streets and nodes that support Downtown as an experiential destination.

#### Actions:

1. At minimum, replace retail floor area on site at time of application (11,350 square metres / 122,000 sq. ft.) within the new development throughout various phases of development, including:
  - a. 5,200 square metres (56,000 sq. ft.) of retail in Phase 1;
  - b. 2,650 square metres (28,500 sq. ft.) of retail in Phase 2.
2. Provide anchor tenants in early phases and early within phases to meet the retail and service needs of users of the site and the community at large, including providing a grocery store of approximately 2,800 to 3,700 square metres (30,000 – 40,000 sq. ft.) in Phase 1.
3. Ensure large commercial spaces and anchor tenant locations:
  - a. are at visible locations within key nodes; and,





- c.** provision of a larger-scaled destination, anchor restaurants with a large outdoor patios;
  - d.** ensure ample opportunities for leasing of retail spaces; and
  - e.** seek opportunities to provide “Downtown Destination Role Enhancers” such as an array of arts, entertainment and cultural venues and specialty independent retail stores.
  
- 8.** Consider and implement opportunities to transition to and support the Lower Twelfth Street Area.
  
- 9.** Minimize “gaps” and breaking retail continuity with residential entries, parking entrances, service entries, etc.
  
- 10.** Ensure retail uses contribute to both daytime and evening activation of the development and the downtown neighbourhood.

### 3.2.3 Office and Employment Land Uses

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**Policy 1:** Locate employment uses to be easily accessible by transit and support development of an urban neighbourhood node.

**Actions:**

- 1.** Provide a minimum of 3,900 square metres (42,000 sq. ft.) of commercial office space in Phase 1.
  
- 2.** Locate office uses:
  - a.** generally with a greater intensity/concentration closer to the east side of the site, proximate to the core of the downtown neighbourhood and rapid transit;
  - b.** on the second floor and above; and
  - c.** where office entries do not detract from grade-level activity and function.
  
- 3.** Provide the appropriate private amenities needed to create modern work places and help attract, support and retain office tenants and employees.

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**Policy 2:** Consider the adjacent context of the Lower Twelfth Street area and how that might influence the types of employment and office opportunities within Columbia Square.

**Actions:**

1. Consider additional office and employment uses, especially those that would relate to the Lower Twelfth Street Area or those that could fit well on the Royal Avenue or Columbia Street edges.

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**Policy 3:** Consider the services of existing office tenants and the need for not-for-profit office space.

**Actions:**

1. Strive to ensure that services and operations of existing Provincial Ministry offices located on the site are not interrupted and able to continue to serve the needs of residents, including those with vulnerabilities. Minimize the impacts of relocation of these services on those that rely on them.
2. Pursue opportunities for the provision of subsidized office space to meet the demand and need for non-profit office space within the city and to support the functions of numerous non-profits, and the important services they provide for residents.

### 3.2.4 Institutional and Child Care Uses

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**Policy 1:** Support the School District and the Ministry of Education to address population growth of school age children.

**Actions:**

1. Continue to update the School District regularly on projected growth and construction timing to inform School District facilities planning and funding applications to the Ministry of Education.
2. Work with the City to support the School District in advocacy efforts to the Ministry of Education for school property acquisition and capital funding.
3. Continue to explore opportunities for the School District to purchase or lease property (likely airspace parcel) and construct public facilities, including a public school in an urban form, within Phase 3.



4. Collaborate with the School District to explore co-locating or integrating community facilities such as Neighbourhood Learning Centres, child care spaces, and outdoor play areas with school facilities.

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**Policy 2:** Provide child care spaces to meet the needs of Columbia Square and phase the project to ensure that significant childcare space is provided in Phase 1.

**Actions:**

1. Provide child care facility(ies) within Phase 1 which would provide a minimum of 885 square metres (9,500 sq. ft.) of usable child care space and secured to be operated by not-for-profit operator(s).
2. Provide child care facility(ies) within either Phase 2 or Phase 3 between 560 to 1,120 square metres (6,000 to 12,000 sq. ft.), unless a school operated by School District 40 is provided on-site.
3. Work with the School District to ensure that the inclusion of licensed, non-profit child care is a consideration as part of all new, expanded and/or renovated school buildings.
4. Design additional, non-residential space (which is not intended for primary retail space) throughout the site to readily meet the operational needs of child care operators, (including useable outdoor space), and meet child care demands.
5. Consider neighbourhood-specific child care needs during the planning process, and seek opportunities to create the types of spaces (e.g. infant toddler or before and after school spaces) that are most needed.
6. Locate and design child care outdoor play space such that noise and air quality concerns are mitigated and adequate shaded space is provided.
7. Proactively ensure that indoor and outdoor spaces meet the requirements of the Child Care Licensing Regulation under the *Community Care and Assisted Living Act* can be achieved.
8. Peruse applications for funding to senior levels of government to support creation of child care space on the site.

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**Policy 3:** Consider the needs of institutional users and uses.

**Actions:**

1. Consider opportunities to incorporate institutional uses, including civic uses, within the development such as those providing arts, cultural, entertainment or education services.
2. Pursue opportunities to partner with institutional organizations such as those providing arts, cultural and entertainment or those benefiting economic development (e.g. post secondary education, health care).

### 3.2.5 Residential Land Uses

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**Policy 1:** Distribute residential uses throughout the site and within variety of building typologies.

**Actions:**

1. Throughout Columbia Square provide up to 280,000 square metres (3,000,000 sq. ft.) of residential floor area within variety of single- and mixed-use building typologies including tower and podium formats.
2. Residential land uses shall be distributed across the site in all phases.





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### 3.3 Housing

**Goal:** *Columbia Square has a range of housing choices that meet the needs of a growing and diverse population.*

**Policy 1:** Ensure that a mix of housing forms, tenures, and unit types are built to meet the needs of people of all ages, abilities, income levels, and household types, including those with changing or unique needs.

**Actions:**

1. Provide twenty percent (20%) of total residential floor area as secured market rental tenure, including a minimum of approximately 28,000 sq. metres (300,000 sq. ft.) of in Phase 1.

2. If rental tenure housing is not provided in Phase 2, provide it first in Phase 3 prior to approval of additional market ownership housing.
3. Secure required market rental housing by Housing Agreements, rental tenure zoning and other necessary legal agreements.
4. Seek to maximize opportunities to provide townhouse-style units, in all phases, both at-grade and on the tops of podiums which include:
  - a. primary exterior doors oriented to streets, greenways, adjacent parks, open spaces or common amenities areas;
  - b. directly adjacent private and semi-private open space that promotes interaction with adjacent outdoor spaces and provides a transition from public to private space; and,
  - c. both multi-level and single level units to increase housing choice and balance aging in place, accessibility, and the needs of larger households, including those with children.
5. Seek opportunities to provide a greater mix of housing tenure including providing a greater proportion of rental housing and exploring other tenures that support community-based living, such as co-op housing and co-housing.
6. Meet or exceed requirements of the City's Family Friendly Housing Policy in each residential or mixed-use building, and provide a mix of unit size.
7. Ensure units and residential space is designed to meet the needs of residents including provision of adequate storage, privacy, children play areas, mobility storage, accessibility, adaptability or other necessary elements.
8. Ensure accessible design for every site, building and unit of all tenures and types, with the exception of multi-level townhouses.
9. Ensure equity across all tenure types including an equivalent level of quality in design, shared entrances, and in access to amenities and open space, etc.
10. Distribute housing tenures types throughout the site in an equitable manner.



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**Policy 2:** Consider options for inclusion of affordable housing units on the site which meet the needs of different income levels, including low- and moderate-income households.

**Actions:**

1. Explore all opportunities to deliver rental units at below-market rates (affordable housing), including potential buy back of units from the developer at subsidized rates.
2. Explore partnership and funding opportunities with senior levels of government, First Nations rights holders and not-for-profit housing operators for delivery of affordable housing in each phase of development.
3. Exclude affordable housing area from floor area maximum requirements provided it is 1) owned (or under long-term lease) by a public agency or not-for-profit; 2) operated by a public agency or not-for-profit; and 3) funded by a government agency.

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**Policy 3:** Design all buildings and residential units to provide a high standard of liveability and wellness across all tenure types.

**Actions:**

1. Provide effective noise attenuation measures in all buildings, as verified by a professional acoustical engineer.
2. Incorporate social connection and wellbeing strategies design strategies from the Hey Neighbour Collective and Happy Cities *Building Social Connections Toolkit* and apply to all buildings, building edges, residential units, amenity areas, and private and public spaces.



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### 3.4 Community Amenity and Servicing Contributions

**Goal:** *The application will provide appropriate community amenity and servicing contributions to off-set growth impacts to City amenities and services.*

**Policy 1:** Columbia Square will optimize the ability of the adjacent existing City lands (City-owned parcel and road right-of-way located at the corner of Royal Avenue and Columbia Street) to deliver key City services and amenities to residents of the proposed development and the community at large.

**Actions:**

1. Dedicate lands to the City, free and clear of all encumbrances, to be consolidated with existing City lands to ensure viable development of both



developer and City lands.

2. Ensure that, where reasonably determined necessary by the City, access to the lands for City services and amenities is provided over the applicant lands, potentially through parking structures.

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**Policy 2:** Density bonus contributions will be provided to the City for residential density above current entitlements.

**Actions:**

1. Provide density bonus contributions consistent with current City policy, practice, procedure and regulation in place at time of Building Permit application.
2. Calculate the value of the Density Bonus contributions based on the City's published rates at the time of Building Permit submission. They would be valid for a period of 12 months, after which rates would be re-calculated.
3. Collect density bonus payments in full immediately prior to Building Permit(s) issuance.
4. Enter into a legal agreement(s) securing the commitment to provide required density bonus contributions as a condition of zoning adoption for the development.
5. Explore opportunities to provide in-kind amenities (e.g. not-for-profit childcare, not-for-profit office space, affordable housing, land or buildings to support civic uses) which could be constructed and delivered by the applicant.
6. As new financing growth programs are developed and come into effect, especially those resulting from updated Provincial regulations, the City will need to consider these programs and their impacts on existing programs (e.g. density bonus) and impacts on large in-stream multi-phased developments, such as Columbia Square.

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**Policy 3:** Prior to adoption of a Zoning Amendment Bylaw, the applicant will enter into all legal agreements deemed necessary by the City, including a Development Agreement Covenant to secure all development requirements identified in the Master Plan.

**Actions:**

1. Identify all necessary legal agreements through the Master Plan creation process, and have them completed and registered prior to zoning adoption for the development.





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## 3.5 Urban Design

**Goal:** *Columbia Square will be vibrant, distinct, inviting and attractive with a high quality and varied urban design that creates a human scale development which optimizes livability.*

**Policy 1:** Showcase a high standard of urban design for the site that is efficient, functional, enjoyable, low-carbon and responsive to residents, workers and visitors, while being flexible enough to adapt to changing future needs.

**Actions:**

1. Develop in close consultation with key stakeholders, Urban Design Guidelines to direct design of the development including all buildings, private and public open spaces, roads, and pathways. The guidelines will inform Development

Permit review of all buildings and phases of the project.

2. Centre livability, vibrancy and human scale in urban design practices to create high quality experiences for pedestrians and cyclists while minimizing automobile centred design

**Policy 2:** Columbia Square incorporates First Nations histories and world views in the design of the site, buildings, open space and landscaping.

**Actions:**

1. Consult with First Nation rights holders and seek opportunities to incorporate First Nation ideologies and viewpoints within design of the physical space. This could include seeking feedback on: building and landscaping materials, plantings, education, integration of First Nations histories and truths, art and/or other opportunities.

**Policy 3:** Building massing shall create a comfortable, well-designed and human-scale public realm designed to optimize livability and support active use.

**Actions:**

1. Develop a massing strategy in close collaboration with the City that:
  - a. is highly permeable;
  - b. prioritizes creation of a significant number and variety of publicly-accessible open spaces as part of an open space network and which welcome people into the site;
  - c. optimizes access to sunlight and minimizes shadows on public and private open spaces;
  - d. fosters social interaction through building and landscape design best practices, and strategic siting of active uses.
  - e. creates opportunities for mature tree growth on native soil, and shading of buildings; and
  - f. frames streets with building podiums up to 6-storeys.
2. Make all efforts to reduce actual and/or perceived overall building bulk, create outdoor opportunities and improve access to light and views in regards to upper level podiums. Strategies shall include: design, materials, creating visual interest and terracing and stepping back upper levels.



3. Ensure blocks are composed of distinctive buildings, varied in scale and limited in length.
4. Avoid long frontages (e.g. over 45 m. / 150 ft.) except where at-grade commercial is proposed. Where a longer building form is proposed, it shall demonstrate exceptional design that uses strategies to mitigate impacts of length.
5. Pursue the use of shading devices to mitigate solar heat gain, to meet energy performance targets and avoiding overheating. Window placement and shading should be an integral part of the building design and façade expression/articulation.
6. Design buildings to animate the edges of public open spaces with active uses, front doors, patios, etc. while maintaining clarity between public and private space.

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**Policy 4:** Design the site to respond to the site context, transit proximity, desire lines, its role as a key location and entrance point into the Downtown neighbourhood and as 'hinge' connecting neighbourhoods.

**Actions:**

1. Ensure strong pedestrian connections carry through the site and the site acts as a 'hinge' connecting the Downtown Neighbourhood to the Lower Twelfth Street area, physically, visually, and psychologically.
2. Ensure the site is permeable and fine grained and provides numerous pedestrian access points around the perimeter.
3. Ensure that key pedestrian entries (e.g. Tenth and Carnarvon, Tenth and Agnes, at Royal Ave to Lower Twelfth Street) are designed to be prominent gateways that are inviting and draw pedestrians into and through the site.

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**Policy 5:** Towers shall be well-proportioned and fade from perception to users at ground level.

**Actions:**

1. Ensure tower floorplate and building separation are consistent with City policies and guidelines as updated from time to time. Currently, tower floorplate guidelines are included in the *Downtown Building and Public Realm Design Guidelines and Master Plan*.

2. Create design guidelines which connect towers to the urban fabric and have a visual association with the ground plane.
  3. Locate towers to mitigate impacts views and shadow impacts on public spaces.
- 

**Policy 6:** All exterior site edges shall be considered building 'fronts' and designed to interface with adjacent streets (Royal Avenue, Columbia Street, Tenth Street).

**Actions:**

1. Ensure urban design guidelines require buildings to interface with Royal Avenue, Columbia Street and Tenth Street and consider design, setback location of uses, etc.





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## 3.6 Parks, Open Space, Greenways and Recreation

**Goal:** *Columbia Square enhances and expands the park and public open space network to adequately serve the development and surrounding community. It uses parks and open spaces as organizing elements with strong connections to adjacent existing or future public spaces to contribute to an amenity-rich, walking and cycling friendly neighbourhood.*

### 3.6.1 Parks and Open Spaces

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**Policy 1:** Provide a central public open space and integrated open space network for users of the site and the surrounding community.

**Actions:**

1. Provide approximately 25% of site area for publically accessible open space for flexible and comfortable year-round use.
2. Publically accessible open spaces will be privately owned and secured with appropriate legal agreements including access and use rights-of-way and maintenance agreements.
3. Develop a comprehensive ownership and maintenance plan for all publically accessible open spaces.

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**Policy 2:** Create a public central open space that will serve as an important and special place for residents of Columbia Square and the surrounding community to gather, socialize and connect.

**Actions:**

1. Provide a single contiguous public central open space which functions as a key organizing element for the site of approximately 4,700 square metres (50,000 sq. ft.) or more
2. Locate the public central open space so as to be easily accessible, highly visible from outside the site and inviting to both users of Columbia Square and the public in the surrounding community.
3. Integrate and extend the public central open space with the adjacent central road (Agnes Street extension, and north-west leg towards Royal Ave) which would be not be usable be general purpose vehicle traffic.
4. Ensure the site is designed to connect the public central open space to open spaces with the rest of the development and the broader urban fabric in the Downtown (824 Agnes Street Park, Westminster Pier Park, etc.) and the rest of the community (Metro Vancouver park space at 1031 Quebec / 1068 Auckland, Lower Twelfth Street area, Muni Evers Park, Riverfront Esplanade, etc.).



### 3.6.2 Public Open Space Network

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**Policy 1:** Create a public open space network within Columbia Square that includes a variety of open spaces (e.g. pocket parks, greenways, plazas, parklets, boulevard rooms, etc.), linking the public central open space and which, as a whole, provide a key ‘hinge’ connection between the Downtown neighbourhood and the Lower Twelfth Street area.

#### Actions:

1. Create direct connections from the downtown edge (Tenth Street) of the site at both Carnarvon and Agnes Streets through the site to the Lower Twelfth Street area using a series of public open spaces (including the public central open space)
2. Ensure that open space on the site forms part of the broader city- and region-wide open space network and seeks opportunities to connect users of the site to the riverfront.
3. Locate public open spaces in highly desirable locations which:
  - a. optimize sunlight exposure;
  - b. are along key desire lines and pedestrian paths and routes through the site;
  - c. at key intersections, and include seating and resting areas at regular intervals;
  - d. are framed by buildings; and
  - e. are protected from uncomfortable areas such as adjacent to high volume streets, truck routes and rail.
4. Activate all open spaces with adjacent uses and building entrances to suit the location and which may be designed to spill out into the space.
5. Organize buildings, roads and public path ways to optimize open spaces, support tree growth and enable rainwater infiltration/retention.
6. Ensure generous widths (minimum 3 metres) for all pedestrian and bike connections and travel routes.
7. Ensure priority for public uses over private and semi-private needs (patios, access, etc.).
8. Utilize rooftops of podiums to provide an opportunity for landscaped/ green roofs, urban agriculture, active/passive recreation, amenity spaces

and play areas for children and consider how they integrate with the public open space network.

### 3.6.3 Public Open Space Design and Programming

**Policy 1:** Design all public open spaces to be beautiful with a unique, identifiable, urban character and which are inviting, safe and fully accessible to public users of all ages and abilities.

#### Actions:

1. Create an open space conceptual design for the site in consultation with the community, stakeholders, First Nations and the City which will:
  - a. have a unique, identifiable, urban character;
  - b. be inviting, safe and fully accessible to public users of all ages and abilities, including children, teens, adults and seniors;
  - c. be significant and inviting social and meeting spaces for the site and surrounding community, especially the public central space;
  - d. be both functional and beautiful;
  - e. synergize, integrate with and be activated by adjacent and nearby retail space and other active ground level land uses;
  - f. incorporate large trees, landscape, seating, and gathering areas for everyday social activity and events, areas for informal play, recreation, public art, natural systems such as rain gardens, and other place making features;
  - g. accommodate a diversity of passive and active uses to meet the changing needs of a diverse population;
  - h. ensure structure load bearing design of below grade spaces is adequate to support a variety of uses and can support necessary soil volumes for a well treed space;
  - i. not be compromised (design or functionality) by physical elements associated with below grade parking or adjacent building (e.g. exit staircases, exhaust vents);
  - j. provide pedestrian-scale lighting sufficient to creating comfortable spaces at all times day and night and in all seasons;
  - k. ensure appropriate services (e.g. electrical, potable water) are designed into open spaces to support programming needs;
  - l. draw people in and create opportunities for social interaction, spontaneous encounters and developing social connections with neighbours and other users;
  - m. include provision of public washrooms and access to drinking water;
  - n. include opportunities for cooling/relief in extreme weather conditions;
  - o. provide spaces for dogs and pets;



- p. be durable and low maintenance;
- q. accommodate a diversity of uses and activities and meet the needs of a diverse population; and
- r. reinforce a sense of place through the use of signage and wayfinding elements, public art and other character elements;

---

**Policy 2:** Create open spaces, both the public central open space and in nodes along the open space network, which are designed and programmed to maximize the utility and capacity of the space so as to serve the needs of adjacent neighbourhoods, and the needs of the density of the future population expected through the development.

**Actions:**

1. Include both passive and active spaces;
2. Balance opportunities for specific and flexible programming.
3. Provide year-round animated and interesting accessible pedestrian space, including integrating opportunities for small-scale community events (e.g. lighting, neighbourhood stage).

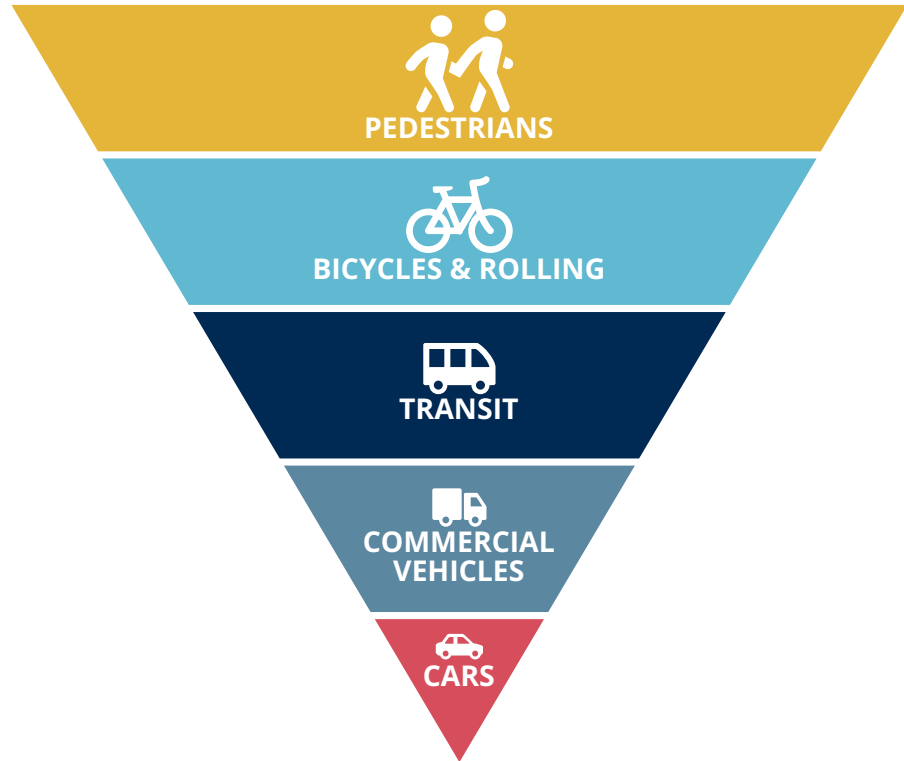


## 3.7 Transportation, Mobility and Access

**Goal:** *Columbia Square has strong connections between homes, transit, community amenities and services, jobs, parks and open spaces both in the neighbourhood and in the surrounding city, that prioritize walking, cycling, rolling transit and which activate streets and adjacent commercial edges.*

### 3.7.1 Transportation Hierarchy

**Policy 1:** Prioritize transportation modes in the order identified in the transportation hierarchy (Figure 1).



**FIGURE 1: COLUMBIA SQUARE TRANSPORTATION HIERARCHY**

**Actions:**

1. Prioritize infrastructure, services and travel right-of-way for walking first, cycling and rolling second, transit third, and vehicles last.
2. Prioritize the transportation needs of vulnerable users (e.g. those with mobility aids, those with disabilities) over less vulnerable users, in each mode.
3. Apply the transportation hierarchy to all components of the transportation network, including greenways, roads, internal roads, curb space, and sidewalks, including in areas where there is limited road right-of-way width.
4. Close or eliminate a majority of internal streets to general vehicle traffic to create opportunities to extend adjacent central open space.

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**Policy 2:** Prioritize curbside and internal streets usage based on the transportation hierarchy and the needs of vulnerable users.



**Actions:**

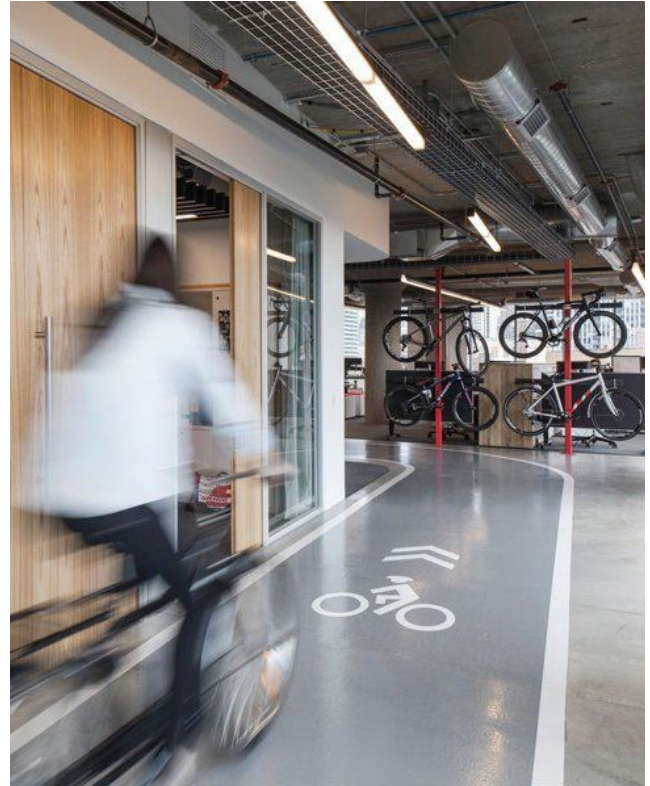
1. Develop a Curbside Management Plan which prioritizes pedestrians, bicycles, rolling, vulnerable users and emergency services first and which also allows necessary opportunities for ride-hailing, short term delivery/loading and passenger drop off. Parking is the lowest priority.

**3.7.2 Walking and Wheeling**

**Policy 1:** Create a comfortable, accessible, safe, fine-grained and interconnected pedestrian network of greenways pathways, greenspace, plazas and open space throughout the neighbourhood.

**Actions:**

1. Connect the pedestrian network to existing infrastructure in the downtown and provide a direct pedestrian route between the downtown and Lower Twelfth Street Area.
2. Create a comfortable, engaging and interesting fine-grained pedestrian network (lanes, pathways, multiple connections, etc.) which incorporates as many accesses to the site as possible and includes a number of facilities including sidewalks, greenways, greenspace, plaza and pathways, and private pathways through the site.
3. Ensure well designed, welcoming, and open gateways at key pedestrian access locations (e.g. Tenth Street at both Carnarvon and Agnes Streets, and to the site from the Lower Twelfth Street Area on Royal Ave) which attract people to the site.
4. Ensure all pedestrian pathways and connections are wide (3 metres or more and 4 metres or more for multi-use pathways) to accommodate high volumes of pedestrians and with key pathways and connections widened further to create a comfortable pedestrian experience.
5. Provide a universally accessible and barrier-free pedestrian environment, which minimizes slopes and ensures all public connections do not exceed a slope of 5%.
6. Design a pedestrian-friendly public realm using best practices including wide sidewalks, corner bulges, street furniture, pedestrian-oriented lighting, and continuous weather protection along buildings.



**EXAMPLE OF ACCESSIBLE BICYCLE PARKING AND END OF TRIP FACILITIES**

[Source](#)

### 3.7.3 Cycling and Micro-Mobility

**Policy 1:** Create an accessible, comfortable and safe cycling and rolling (e.g. scooters, wheelchairs, skates, scooters, skateboards) experience for all ages and abilities, throughout the neighbourhood.

**Actions:**

1. Provide protected bicycle lanes through the site consistent with the requirements of the Active Transportation Network Plan and the Downtown Transportation Plan and which connect the downtown (Agnes Street Greenway) to the Lower Twelfth Street Area across Royal Avenue.
2. Connect the cycling and rolling network to all buildings and key locations (e.g. retail areas and open space) within Columbia Square.
3. Identify opportunities to accommodate scooters and other emerging micro-mobility devices.

4. Provide easy access to safe and secure short-term bicycle parking for all users of the site.
5. Provide long-term bicycle parking which is secure, conveniently located, and proximate to end-of-trip facilities, charging outlets, and other bicycle amenities.
6. Allocate reserved space within public open spaces for parking of dockless shared micro mobility devices.

---

**Policy 2:** Provide secure, welcoming and easily accessible bicycle parking and end of trip facilities throughout the neighbourhood.

**Actions:**

1. Provide publically accessible short-term bike parking at all building entrances and key gathering places and activity areas, including parks and plazas, retail areas, and community spaces.
2. Ensure prominence and ease of use of long-term bicycle facilities by providing facilities which: have separate, visible and well designed entrances from the street, are close to grade, accessed by sufficiently wide corridors, visible from the street, welcoming and of high quality design, and include adequate signage for wayfinding.
3. Incorporate end of trip facilities (e.g. bike maintenance rooms, showers) in all buildings with non-residential floor area and which are accessible to all employees and long-term users in the building.
4. Provide electric bike/mobility device charging facilities in every building.

### 3.7.4 Transit

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**Policy 1:** Leverage opportunities provided by proximity to New Westminister SkyTrain Station.

**Actions:**

1. Prioritize improving pedestrian, cycling and rolling connections to the downtown and New Westminister SkyTrain Station and the bus loop both from and through the site.



2. Locate and design bus stops around the perimeter of the site to be easy to access, meet TransLink design guidelines and include weather protection and seating.

### 3.7.5 Vehicular Access and Internal Vehicular Circulation

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**Policy 1:** Minimize the need for an internal street network within Columbia Square and maximize opportunities for above grade open space to ensure priority for other modes of transportation.

**Actions:**

1. Minimize space allocated to an internal street network above grade and provide opportunities for vehicles to circulate between building and phases below grade instead, as needed.
2. Prohibit use of internal streets by general purpose vehicles (except for access as described below) and prioritize use by vulnerable users, emergency services and also allow for opportunities for ride-hailing, short term delivery/loading and passenger drop off.
3. Design internal streets for a highly pedestrianized, limited vehicle access environment with appropriate traffic calming and materials and to be an extension of the design of the adjacent public central open space.
4. Internal streets will be privately owned and secured with appropriate legal agreements including access and use rights-of-way and maintenance agreements.

---

**Policy 2:** Exterior vehicular site access points (including loading) shall be limited.

1. Exterior vehicular site access points shall be limited and consolidated as much as possible.
2. Access to building or phases from interior streets shall be near site edges to minimize amount of space needed for vehicle movement and maximize space for pedestrians, bikes and rolling and to maximize space to be integrated with the adjacent public central open space.
3. Design exterior vehicular access points from roads classified as part of the Major Road Network appropriately and seek required approvals from

outside organizations.

4. Restrict or prohibit additional exterior vehicular site access points from Great Streets and pedestrian priority streets (e.g. Tenth Street).
5. Limit and seek to consolidate exterior access points from Royal Avenue.
6. Work towards consolidating all exterior access points on Columbia Street into a single access, if possible.

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**Policy 3:** Reduce dependence on automobiles and minimize the provision of on-site vehicle parking.

**Action:**

1. Explore all opportunities to reduce the provision of on-site vehicle parking as much as possible and reflect the walkability of the site and its proximity to transit services.
2. Seek to maximize the amount of parking below grade and minimize parking above grade. Consideration may be given for above grade parking where such above grade parking:
  - a. is not located at grade;
  - b. is not more than four levels;
  - c. is surrounded on all sides by active floor area (e.g. residential units, office, above grade retail) so as to be fully contained within a building;
  - d. is consistent with urban design best practices and principles in this document;
  - e. is not visible from outside the building; and
  - f. does not unduly impact building scale and massing and neighbourhood livability.
3. Consideration may be given to screening of above grade parking rather than use of floor area provided it:
  - a. is only on one side of a building;
  - b. the location of such screening is not a key location (e.g. part of the pedestrian realm, gateway location),
  - c. screening fully limits visibility of parking areas,
  - d. high quality design and materials are used in such screening; and
  - e. screening incorporates opportunities for public art.

4. Create a neighbourhood wide Parking Management Strategy to manage demand and encourages parking turnover, and integrates the Curbside Management Plan.
5. Monitor and assess parking and loading demands as the site builds out and revise, where necessary, to accurately meet market demands and reduce vehicle dependency.
6. Provide electric vehicle charging infrastructure as required by City regulation and consider opportunities to provide additional electric vehicle charging infrastructure to serve other users (e.g. retail and office).

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**Policy 4:** Locate vehicular loading spaces off-street in designated areas.

**Actions:**

1. Create a Loading Management Plan for each building to ensure full functionality of loading areas for their designated purpose, and access to delivery destinations.
2. Locate loading access points and spaces to minimize impacts on pedestrian and cycling areas.
3. Share loading spaces in mixed-use buildings to reduce the number of spaces required.
4. Encourage commercial end users to use the smallest delivery vehicles possible.

### 3.7.6 Transportation Demand Management

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**Policy 1:** Implement a Transportation Demand Management Plan that will encourage the use of sustainable transportation modes.

**Actions:**

1. Create a Transportation Demand Management Plan that considers opportunities to reduce on-site parking demand and encourage use of sustainable and active transportation modes.



2. Consider offering and/or participating in programs which provide residents and employees of the site access to subsidized transit passes.
3. Consider opportunities to unbundle parking to help manage parking demand, the amount of parking provided and increase flexibility for users of the site.
4. Provide and design for opportunities for car-sharing vehicles for employees and residents in prioritized, convenient and accessible parking locations.
5. Use shared parking that serves a range of users with different peak demand times in order to reduce the overall need for parking.

### 3.7.7 Loading and Solid Waste Services

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**Policy 1:** Provide loading and solid waste services that are appropriate for a dense urban environment, serve users of the site and minimize conflicts and impacts.

#### Actions:

1. Loading functions and solid waste services shall be accommodated on-site within parking structures.
2. Seek to consolidate exterior site access points for loading and solid waste services including consolidation with other exterior site access point for vehicles.
3. Restrict or prohibit loading access from Great Streets (e.g. Tenth Street).
4. Design loading functions and solid waste services for smaller vehicles sizes appropriate for a highly urban context and constrained road space.
5. Consider opportunities for conversion to use of electric vehicles for loading and solid waste services.



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## 3.8 Cultural Diversity

■ **Goal:** *Create a community for all cultures.*

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■ **Policy 1:** Respect and celebrate the diverse and multicultural nature of the city.

**Actions:**

1. Reflect, enhance and celebrate the neighbourhood's varied histories and cultural legacies, and the multicultural nature of the city in the place making of Columbia Square, including the architecture, art, interpretation, landscaping, place naming, signage, etc.
2. Create infrastructure, facilities and open spaces that are inclusive and adaptable to different needs, preferences, cultures, communities and uses.

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**Policy 2:** Identify and protect existing cultural heritage.

**Actions:**

1. Complete an Archeological Overview Assessment (AOA) of the property by a qualified archeologist under the guidance of interested First Nation rights holders.
2. Adhere to the City's Archaeological Chance Find Policy and the Province's Heritage Conservation Act regulations related to artefacts uncovered during or following development.





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### 3.9 Social Connection, Inclusion and Well-Being

**Goal:** *Columbia Square contributes to the personal, social and economic well-being of the individual, community and region and provides spaces which facilitate meaningful social encounters and interactions.*

**Policy 1:** Create a strong sense of place and identity.

**Actions:**

1. Create vibrant public spaces within Columbia Square that foster gathering and socializing and invites other users to the space from the surrounding neighbourhoods.
2. Create social nodes throughout Columbia Square, especially at key arrival points (e.g. Tenth and Carnarvon Streets) and at gathering spaces (e.g.

parks and plazas, adjacent to retail areas).

3. Develop a comprehensive plan for the public central open space which would help guide activation of the space including the possibility for special events
4. Incorporate elements of creative placemaking, which places local and public arts at the center of shaping the character and vitality of the community.
5. Establish a robust, high-quality design language for the buildings and public realm that contributes to the overall character and coherence of the development.
6. Seek opportunities to incorporate materials and design which reflect First Nation values, art and world views.
7. Animate the public realm with a variety of uses including commercial, retail, residential, child care, community uses, and building entrances to create quality social spaces.
8. Explore all opportunities to create a well-connected community through design and by considering programming opportunities in all types of spaces (residential, recreational, institutional, retail, outdoor and arts and culture space).
9. Strategically locate public art installations, spaces for performance, etc. and other features to communicate the sense of place and identity.

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**Policy 2:** Design all sites, public and private open spaces and buildings to foster social connectivity, neighbourliness and community building.

**Actions:**

1. Incorporate social connection and wellbeing strategies from the Hey Neighbour Collective and Happy Cities Building Social Connections Toolkit and apply to all buildings, building edges, all uses, and private and public spaces.
2. Ensure every building has direct access to the public central open space or a part of the public open space network.
3. Encourage and make space for local place making activities to add desirable features to activate public and semi-public spaces.

4. Ensure that buildings have legible transitions between public, semi-private and private zones.
  5. Include active, engaging and flexible semi-public and public, indoor and outdoor gathering spaces in all sites and buildings.
  6. Integrate public and semi-public open spaces and plazas with the public central open space and the public open space network to encourage gathering and social interactions.
  7. Create opportunities for urban agriculture and communal food gardens as part of all sites and buildings.
  8. Integrate people-friendly edges where buildings are the backdrop for what people experience in public spaces (e.g. a neighbourhood café on a residential street).
- 

**Policy 3:** Ensure universal accessibility throughout Columbia Square.

**Actions:**

1. Apply an inclusively lens in the design, construction and maintenance of all aspects of Columbia Square.
  2. Design all spaces to be fully accessible and inclusive of people of all ages and abilities, aligned with and seeking to exceed standard City or Building Code requirements.
  3. Provide frequent, well designed resting areas throughout Columbia Square which include seating, weather protection and level landings.
  4. Provide fully accessible washrooms for use by all abilities and gender identities.
- 

**Policy 4:** Ensure Public Art is included throughout the site.

**Actions:**

1. Develop a comprehensive Public Art Strategy that will guide the process for developer provided public art, including type, amount and value of such art as well as the process by which such public art is selected.





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## 3.10 Climate Action

**Goal:** *Columbia Square demonstrates environmental leadership and innovation, consistent with Council's Seven Bold Steps for Climate Action*

### 3.10.1 Building Performance

**Policy 1:** Use high performance, energy efficient, and low carbon energy systems that optimize building performance, reduce energy consumption, and increase resident and worker comfort.

**Actions:**

1. Seek to exceed minimum BC Energy Step Code requirements for residential, commercial, and institutional uses and consider: air tightness;

improved insulation; minimizing thermal bridges; glazing ratios to avoid excessive heat gain/loss; and shading.

- 2.** Meet and strive to exceed the City's BC Energy Step Code and Zero Carbon Step Code requirements as updated from time to time and maximize building electrification while seeking to eliminate natural gas connections.
- 3.** Incorporate passive cooling options (e.g. tree planting, building orientation, building design) to improve efficiency and reduce demand and reliance on active cooling.
- 4.** Consider modelling new buildings in the project using future shifted weather files to ensure the building design is resilient, low carbon and comfortable for residents in a future climate scenario. Integrate active cooling and enhanced air filtration where modelling indicates to prevent overheating and ensure clean air during wildfire smoke events.
- 5.** Explore integration of on-site renewable energy generation (e.g. solar, geothermal, etc.) and energy storage (e.g. batteries).
- 6.** Explore opportunities to contribute or participate in the City of New Westminster Urban Solar Garden.
- 7.** Use carbon reduction systems and technologies which reduce emissions from buildings, including installation of energy efficient fixtures and appliances, and heating, air conditioning and ventilation systems in all buildings. Building systems should use refrigerants with low global warming potential (GWP) and should have a refrigerant leakage mitigation plan.
- 8.** Use efficient light sources (i.e. LED) in buildings and outdoor spaces to reduce energy costs, create a natural colour balance, and reduce light pollution.
- 9.** Prioritize use of building materials with low embodied carbon emissions and consider opportunities for mass-timber construction.
- 10.** Consider smart systems to monitor resource usage (e.g. energy and water) that can track detailed level information on systems and inform areas for improvement and share data with the City.
- 11.** Consider seeking third party environmental certifications or recognized industry standard for the buildings and features on site (e.g. Zero Carbon Building Standard, Built Green, LEED etc.).

### 3.10.2 Low Carbon Transportation

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**Policy 1:** Create a compact, complete, and well-connected neighbourhood that prioritizes walking, cycling, rolling and transit ahead of private vehicles.

**Actions:**

1. Provide a mix of commercial uses and services in Columbia Square within a short walking distance from New Westminster Skytrain Station to allow residents, workers and transit users to readily meet their daily needs.
2. Provide direct walking, cycling and rolling access throughout the neighbourhood, and particularly to services, amenities, New Westminster Skytrain Station and the bus loop.
3. Develop a quality, people-centered public realm on all streets that prioritizes the comfort of those using active modes of transportation.
4. Provide safe and secure weather protected bicycle parking for residents, employees, visitors and shoppers, and “end of trip” facilities for commercial building occupants.
5. Implement evidenced-based on-site vehicle parking reductions over time, through the review of parking demand and car ownership rates in earlier development phases, as a means of right-sizing parking.
6. Provide and support electric modes of transportation which produce fewer greenhouse gas emissions on a per capita basis.
7. Accommodate low carbon vehicle share systems with preferential parking and recharge stations.

### 3.10.3 Urban Forest and Biodiversity

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**Policy 1:** Enhance the health and size of the urban forest, which provides shade and ecological benefits, and improves air quality.

**Actions:**

1. Plant trees in the private, semi-public and public realms, including public road rights of way, greenways, parks and open spaces.



2. Plant trees that will be medium- to large-sized to maximize tree canopy cover and improve the quality of green spaces. Prioritize planting of these species in areas with native soil.
3. Select native and climate resilient (e.g. Urban Tree List for Metro Vancouver in a Changing Climate) tree species to promote biodiversity and ecological connectivity throughout the neighbourhood, and adjacent parks, open spaces and greenways.
4. Maximize soil volume and quality to ensure trees reach full size and maturity.
5. Protect newly planted trees through all phases of development.
6. Prioritize planting trees in areas of continuous soil, to allow for sharing of nutrients.
7. Where rooftop or on-slab tree plantings are proposed, ensure containers are sufficiently sized to allow trees to mature. Ensure rooftops are designed to support the structural load of mature trees and consider the impacts of windthrow.

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**Policy 2:** Promote ecological diversity throughout Columbia Square.

**Actions:**

1. Maximize opportunities to provide planted areas sufficient planting medium and soil volume to enable mature growth of species.
2. Plant a diversity of native and climate-resilient trees, flower, and shrub species throughout the neighbourhood which are drought tolerant and appropriate to the location.
3. Design open space to contribute to environmental and ecological benefits through improvements to rainwater management, urban heat island effects, wildlife habitat and biodiversity
4. Consider integrating green infrastructure such as rain gardens and bioswales throughout the neighbourhood, which also soften the landscape and aid in stormwater management.
5. Consider a landscaping strategy that prioritizes planting groups of vegetation to provide both cover and food (pollen, fruit, nuts and seeds) which could support for urban wildlife species.

6. Support urban pollinators through planting of pollinator gardens and plant species.
7. Install bird-friendly windows to decrease strikes and mortality of birds, and minimize light intrusion or reflection that can effect wildlife navigation.
8. Use green roofs and green walls for thermal regulation and stormwater management, ensuring these areas are designed to be well-maintained over time.
9. Use grass strategically and consider low maintenance groundcovers, such as microclover or native grasses, as alternatives where appropriate.
10. Planting of invasive species will not be permitted.

### 3.10.4 Water Quality and Consumption

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**Policy 1:** Prioritize low impact development methods to manage stormwater runoff to address water quality and quantity issues, which supports the health of the surrounding watershed, reduces impact on the City's infrastructure systems, and mitigates localized flood risk.

#### Actions:

1. Develop a comprehensive stormwater management plan that considers the entire buildout of the site, centres innovation and creativity, incorporates future climate profiles and seeks to restore pre-development historical conditions.
2. Invest in green infrastructure on public and private properties throughout the neighbourhood.
3. Consider Salmon-Safe Certification (or equivalent) and design to meet the City's Integrated Stormwater Management Plan targets to treat 90% of urban runoff, and to capture runoff through infiltration, evapotranspiration or reuse, with the following objectives:
  - a. Soak in the first 50mm of rainfall;
  - b. Clean up the first 50mm of rainfall;
  - c. Convey rainfall greater than 50mm in safe runoff routes.
4. Integrate stormwater retention elements (e.g. bioswales, rain gardens) into each development site to capture and infiltrate runoff and manage stormwater.

5. Explore using open space for additional stormwater management opportunities. Consider opportunities to create water features that capture and reuse clean rainfall and celebrate water as a resource.
6. Use permeable hard landscape surfacing and features in public, semi-public and private spaces to increase permeability.
7. Install soft landscaping components that provide integrated stormwater management opportunities in boulevards, parks and open space, and rooftop and podium levels of buildings throughout the development (e.g. trees, rainwater management facilities, rain gardens, planters).
8. Provide soil cells or tree trenches for trees to enhance stormwater storage.
9. Provide on site stormwater retention to reduce immediate discharge into the City's piped systems.

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**Policy 2:** Minimize water consumption.

**Actions:**

1. Prioritize use of tree and plant species that are drought tolerant and climate adapted.
2. Install water conserving appliances, landscaping components and fixtures, including low-flow plumbing fixtures, in all buildings.
3. Implement various rainfall harvesting techniques (e.g. rainwater collection tanks) and greywater collection techniques (e.g. sink, shower, washing machine water) on all sites and in all buildings to store water for reuse on site, such for irrigation, systems instead of immediately discharging to the City's piped system.

### 3.10.5 Adaptation and Resilience

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**Policy 1:** Reduce the heat island effect and the effect of extreme heat conditions.

**Actions:**

1. Minimize the amount of hard, dark-coloured surfaces in the neighbourhood by prioritizing soft and light-coloured landscaping in



boulevards, pedestrian and rolling connections, public and private outdoor spaces and on roofs.

2. Strategically locate medium- to large-sized trees and landscaping to maximize shading, particularly indoor and outdoor spaces frequented by people.
3. Provide active and passive heating and cooling options in all buildings that can support thermal comfort for all times of the year, including:
  - a. Use architectural elements (e.g. shading elements, glazing) and landscaping to reduce heat gain from solar exposure;
  - b. Use building massing, unit orientation, and operable windows to allow natural ventilation;
  - c. Use efficient heating and cooling system or systems which rely on alternate energy sources such as solar (e.g. efficient electric heat pumps, solar hot water systems) to supplement and support the district energy system.
  - d. Design roofs to increase reflectivity, reducing passive heating of buildings and cooling loads during the summer (e.g. cool roof principles including colour and materiality)

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**Policy 2:** Development will comply with the Flood Control Level (FCL) of 4.15 metres Geodetic Survey of Canada Datum.

**Actions:**

1. Locate all habitable (livable) space and critical infrastructure above the FCL.
2. Some non-residential uses may be permitted to be located below the FCL subject to the registration of a Flood Subsidence Covenant on title(s).
3. Provide professional assurances that the site can be safely used for its intended use.
4. Design flood management infrastructure to enhance the public realm.



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### 3.11 Servicing

**Goal:** *Columbia Square is fully serviced at each phase, with interim conditions appropriately addressed to minimize disruptions and impacts to the neighbourhood and the surrounding community, and to facilitate the delivery of necessary infrastructure as early as possible.*

**Policy 1:** Complete the necessary civil engineering studies and servicing modelling analyses to determine necessary site servicing needs and necessary infrastructure replacement relocation requirements.

**Actions:**

1. Complete, and update where necessary, civil engineering studies and servicing modelling analyses for sanitary, water, drainage, storm water, electrical, fiber optic and shallow utilities needs and servicing plan through

the completion of the Master Plan.

2. Submit a Comprehensive Transportation Review (CRT) and Traffic Impact Analysis (TIS) in accordance with the Terms Of Reference (TOR) provided on September 19, 2023.

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**Policy 2:** Design, construct and install all off-site servicing and all off-site roadwork necessary to support the development as proposed.

**Actions:**

1. Enter into a Works and Services Agreement with the City addressing off-site servicing requirements for all services (sanitary, water, drainage, storm water, electrical, fiber optic, shallow utilities, etc.) necessary for the proposed site development.
2. Reconstruct site frontages (curb, gutter, sidewalk, boulevards, street lighting, etc.) in accordance with the Downtown Transportation Plan and the Downtown Building and Public Realm Design Guidelines and Master Plan.
3. Remove and relocate all existing utilities located within the Eleventh Street road dedication between Royal Avenue and Columbia Street.
4. Pumping of groundwater into the City Storm Sewer System will not be permitted (e.g. from the underground parking structure).
5. Design and convert the existing adjacent overhead electrical and telecommunication utilities to an underground system and provide conduit and connection to City BridgeNet fiber optic network.

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**Policy 3:** Design and install servicing to minimize impacts to public open spaces.

**Actions:**

1. Underground all utility infrastructure, including kiosks, switches and inspection chambers.
2. Locate utility infrastructure, servicing access points and other above ground infrastructure (e.g. kiosks, vaults, parkade exhausts, exit stair wells, etc.) that cannot be located underground: in discrete locations which are not highly visible; outside of key public spaces and paths of travel; on



private property with appropriate legal agreements; not within the open space network and where it will not impact universal accessibility.

3. Design and screen utility infrastructure and servicing access points (e.g. kiosks, vaults, parkade exhausts, exit stair wells, etc.) that cannot be located underground so as to be invisible from public spaces.

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**Policy 4:** All costs associated with servicing upgrades to facilitate proposed growth will be the responsibility of the applicant

**Actions:**

1. Significant servicing upgrades and associated costs are anticipated to support the size of proposed development. Necessary works will be identified following completion of civil engineering studies and servicing modelling analyses and all costs associated with delivery will be the responsibility of the applicant
2. Development Cost Charges (from the City and other jurisdictions) and School Site Acquisition Charges shall be paid in accordance with applicable bylaw in force at the time of development.



## 3.12 Phasing

**Goal:** *Columbia Square development is phased to minimize disruptions to the neighbourhood and the surrounding community, and delivery necessary amenities as early as possible.*

**Policy 1:** Create a detailed phasing plan for the development which outlines conditions of development and the delivery of amenities, and which would be implemented through a Development Agreement covenant.

### Actions:

1. Create a detailed phasing plan that provides early and ongoing delivery of significant amenities, such as rental housing, anchor retail uses, key parks and open space, and child care, including:

- a. Provide rental housing early in phases where it is provided.
  - b. Construct and deliver the child care spaces as early as possible to serve residents of the existing community and those users of the Columbia Square neighbourhood.
  - c. Provides opportunities for existing retail tenants to relocate and remain on the site as the site redevelops in phases.
  - d. Deliver anchor retail tenants early in each phase.
  - e. Deliver open space, parks, greenways and other offsite works at the time of construction of adjacent development parcels.
  - f. Encourage office tenants and anchor tenants for retail space to establish themselves early to fulfill the needs of residents, employers, employees and visitors.
2. Installation and phasing of utilities and servicing to be secured through a Development Agreement covenant registered on title.

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**Policy 2:** Implement thoughtful interim and temporary conditions and finish the edges between phases to an appropriate interim level of completion to ensure usability of all areas.

**Actions:**

1. Provide a detailed phasing plan which details conditions during and at completion of each phase including conditions of topography, material treatment, roads, and pedestrian and bike connections.
2. Fence and secure undeveloped portions of sites.
3. Ensure access to key services on the site and around the site is retained throughout construction of all phases of the proposal.
4. Provide comfortable temporary pedestrian, cyclist and accessible routes through the site to maintain connectivity during construction;
5. Activate vacant sites with temporary uses (e.g. food trucks, playgrounds, markets, festivals).



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**Policy 3:** Minimize construction impacts for each building and phase both on site and for the surrounding neighbourhood.

**Actions:**

1. Provide a Construction Management Plan which, at minimum:
  - a. mitigates and minimizes construction impacts such as noise both on site and for the surrounding properties and neighbourhood;
  - b. ensures continued access and use of the site during the first phase of development.
  - c. establishes lines of communication with stakeholders and nearby residents, answer questions and provide updates;
  - d. minimizes on-street footprint of development activities;
  - e. minimizes interference or obstruction of pedestrian, bicycle, rolling or vehicular traffic and provide safe passage on all municipal roads and trails for all users;
  - f. accommodates pedestrians, cyclists and accessibility needs with routing and signage;
  - g. makes provisions for transit impacts and mitigation plans where necessary;
  - h. minimizes delays on all roads, sidewalks and bike routes;
  - i. addresses transportation impacts including those resulting from those employed in construction on the site;
  - j. ensures on- and off-site safety;
  - k. addresses and control silt/dust and cleaning/sweeping of adjacent streets;
  - l. addresses site security and fencing;
  - m. minimizes construction waste and incorporates on site multi stream waste collection and diversion;
  - n. coordinates installation of servicing and utilities to minimize impacts on the surrounding properties including timing to overlap with other scheduled utility works; and
  - o. ensures litter cleanup on- and off-site.
2. Minimize and mitigate impacts to existing businesses and tenants they can remain open and accessible to customer and the community.
3. Access to key services in and around the site shall be maintained at all times throughout the construction of all phases.



# NEW WESTMINSTER

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