

## **ADVISORY PLANNING COMMISSION**

**Tuesday, September 21, 2021**

**Meeting held electronically and open to public attendance in Council Chambers**

### **MINUTES**

#### **VOTING MEMBERS PRESENT:**

Ken Bourdeau - Chair, Community Member\*  
Margaret Fairweather - Community Member\*  
Andrew Feltham - Community Member \*  
Tasha Henderson - Community Member\*  
Christa MacArthur - Community Member\*  
Angel Manguerra - Community Member\*

#### **REGRETS:**

Anthea Darychuk - Community Member  
Kseniia Latek - Community Member  
Christopher Lumsden - Community Member

#### **GUESTS:**

David Roppel - QuadReal\*  
Mark Thompson - Musson Cattell Mackey Partnership\*  
Sophie Perndl - Pooni Group\*

#### **STAFF:**

Emilie Adin - Director of Development Services\*  
Jacque Killawee - City Clerk  
Mike Watson - Senior Planner\*  
Carilyn Cook - Committee Clerk

\*Denotes electronic attendance

The meeting was called to order at 6:00 p.m.

#### **1.0 ADDITIONS TO AGENDA**

There were no additions.

## **2.0 ADOPTION OF MINUTES**

### **2.1 Adoption of the Minutes of Tuesday, March 16, 2021**

#### **MOVED and SECONDED**

*THAT the minutes of the March 16, 2021 Advisory Planning Commission meeting be adopted as circulated.*

**CARRIED.**

All members of the Commission present voted in favour of the motion.

## **3.0 INFORMATION PRESENTATIONS**

### **3.1 97 Braid Street – Sapperton Green Master Planned Community – Project Introduction Official Community Plan Amendment**

Mike Watson, Senior Planner, summarized the September 21, 2021 report with respect to 97 Braid Street: Sapperton Green regarding a revised master plan concept in support of rezoning and Official Community Plan Amendment applications for the development.

David Roppel of QuadReal, Sophie Perndl of Pooni Group, and Mark Thompson of Musson Cattell Mackey Partnership provided a PowerPoint presentation on the development which included but was not limited to:

- Site context
- The Official Community Plan process
- Transit context and transit-oriented design of the space
- Affordable and market rental housing
- Community facilities and open space
- Employment and retail development
- Public realm interface including primary and secondary connectors
- Precinct guidelines
- Phasing, parcelization, and land use
- Density and height

In response to questions from the Commission, Ms. Perndl and Messrs. Watson, Roppel, and Thompson provided the following information:

- Universal access was a primary consideration in many of the design details and the maximum grade on the pathways will be 5%. In some areas, the bike path will be located off of the street at some points to facilitate retail shops in the area;
- A transportation study is underway and will include parking requirements and a robust transportation demand management plan and will continue to be

addressed through ongoing work with the Ministry of Transportation and TransLink;

- The number of child care spaces that will be available at the City-owned child care centre, which will be operated by a non-profit organization, is currently being reassessed. There will, however, be opportunities for privately owned and operated child care in the area as well;
- Privately run child care spaces would meet the Provincial criteria for space per child, City standards for parking, and any other required regulations;
- With respect to the development's site names, including Sapperton Green, First Nations groups will be consulted during the naming process;
- The most significant change seen in the project over the years is the addition of affordable housing which added extra height to buildings;
- Throughout the development of the project, office and retail employment space was an important aspect for the City to retain as it is beneficial to the neighbourhood plan and to have employment opportunities onsite;
- A bus hub called "Transit Way" will remain on site and, while use of the station has been declining over the last five years, it is believed that the influx of people and better connectivity in the neighbourhood will encourage an increase of public transit use in the area;
- When the development design was first started, affordable housing was not a consideration; however, it is now a necessity that was challenging to incorporate it into an already developed amenity package and without greatly modifying the master plan;
- The rental space, including six percent designated as affordable housing, will see approximately 300 homes built over 255,000 square feet in three spaces of the development. The objective is to make the community reflect all of the housing types in New Westminster;
- Details such as who will build the affordable housing units, which will be operated by a non-profit organization, and who will receive the land are yet to be worked out between QuadReal, the City, and BC Housing;
- The wildfire interface guidelines will be developed in the coming months;
- The school district has been involved in the development of the project and are working to ensure they have the space to accommodate the influx of students that will come with the development;
- With respect to parking for the mixed use housing and retail space, it is hoped that there will be designated spots for taxi and ride share, drop offs, and less than 2 hour parking spots. These goals are actively being worked on with the City;
- There will be on-site retail parking and a parking component will also be provided for office spaces, with possibly different uses for the spots during the different times of day;
- Greenway amenities will be done along with construction of the buildings in Phases Two and Three of the development; however, there is a commitment to provide interim connectors to keep people moving through the site;

- Providing the affordable housing units in three buildings as opposed to spreading them throughout the site will make them easier for the non-profit organization to operate;
- The affordable housing units will be indistinguishable from the other units and have access to all amenities; however, the rent will be lower; and,
- Building density close to transit is a fundamental urban design detail and changes over time as we modify building designs, including for sustainable energy.

Members of the Commission provided the following comments:

- Greenway amenities are needed now, so they should be done sooner rather than later;
- It will be exciting to have the recreation and child care centres;
- Concern was expressed that there may not be enough child care spaces available to meet the need of residents and employees; and,
- Six percent of affordable housing does not seem to be enough.

### **3.2 Crisis Response Bylaw Amendments & Housing Projects in Downtown Queensborough**

Emilie Adin, Director of Development Services, summarized the Council report dated September 13, 2021 and provided a PowerPoint presentation regarding crisis response bylaw amendments which outlined:

- Background and context
- Existing opportunity to be responsive: 350-366 Fenton Street
- New opportunity to be responsive: 68 Sixth Street
- Next steps

In response to questions from the Commission, Ms. Adin provided the following information:

- Consultation will take place with the City's COVID-19 At-Risk and Vulnerable Populations and Seniors and Persons Living with Disabilities Task Forces and non-profit organizations in the fall. Discussions will continue with neighbours and key stakeholders in the specific sites mentioned;
- As senior levels of government deem responses to the housing and overdose crises as temporary, staff have opted to not put time limits on these responses such as what would be in place with Temporary Use Permits where approval would only be received for three years or less at a time;

- Senior levels of government need to know that their investment in things such as modular housing will assist them in achieving their goals and are wise investments;
- Currently, there is no consideration of separating purely temporary land uses from urgent land uses;
- A zoning bylaw sets out what uses are permitted and not permitted and they all transition over time. Many municipalities have a section of their zoning bylaw outlining uses permitted in any zone; however, New Westminster currently adds items to zones individually which takes a long time;
- Many discussions have taken place with the Provincial Government regarding changes that could be made to facilitate quick responses to crisis situations; and,
- While it would take years to have the Emergency Program Act updated, this is something that the City can address with the Provincial Government; and,
- If staff are going to Council with a rezoning or Official Community Plan amendment report, the Development Permit Application is often included, although staff do have delegated authority over them.

Members of the Commission provided the following comments:

- It is exciting to be moving forward with these positive proactive changes which will enable the City to address issues, such as those that we have experienced in the last year, more quickly;
- It is concerning that the four conditions are not land use conditions, they are ownership and funding conditions and zoning is for land use; and,
- Suggestions for additions to the Emergency Program Act include the addition of pandemic to the list of emergencies and allowance for mayors and councils to acquire or use any land considered necessary to respond to or alleviate the effects of an emergency.

#### **4.0 LAND USE APPLICATIONS**

There were no items.

#### **5.0 NEW BUSINESS**

There were no items.

#### **6.0 REPORTS AND INFORMATION**

There were no items.

**7.0 CORRESPONDENCE**

There were no items.

**8.0 NEXT MEETING**

October 19, 2021, Location to be confirmed

**9.0 ADJOURNMENT**

**ON MOTION**, the meeting adjourned at 8:04 p.m.

Certified Correct,

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**Ken Bourdeau**  
**Chair**

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**Carilyn Cook**  
**Committee Clerk**