



NEW WESTMINSTER

The Official Community Plan for the City of New Westminster

The Corporation of the City of New Westminster
Schedule A to Bylaw 7435, 2011

CITY OF NEW WESTMINSTER

BYLAW NO. 7435, 2011

A bylaw to adopt the New Westminster Official Community Plan

WHEREAS Council adopted Bylaw Consolidation and Revision Bylaw No. 7504, 2011 to authorize the Corporate Officer to consolidate one or more bylaws of the City and to revise all or any of the bylaws of the City in accordance with the Bylaw Revision Regulation (B.C. Reg. 367/2003);

AND WHEREAS the Corporate Officer has consolidated and revised Official Community Plan Bylaw No. 6476, 1998 in accordance with the Bylaw Revision Regulation;

AND WHEREAS the Corporate Officer has certified that Official Community Plan Bylaw No. 6476, 1998 has been revised in accordance with Bylaw Consolidation and Revision Bylaw No. 7504, 2011;

AND WHEREAS the Bylaw Revision Regulation requires that a bylaw revised under that Regulation must be adopted by bylaw;

NOW THEREFORE, the Council of the City of New Westminster, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as "Official Community Plan Bylaw No. 7435, 2011".
2. Council hereby adopts Schedules A and B as the New Westminster Official Community Plan.
3. This bylaw shall come into force on the date of adoption.

READ A FIRST TIME this 12 day of December, 2011.

READ A SECOND TIME this 12 day of December, 2011.

READ A THIRD TIME this 12 day of December, 2011.

ADOPTED this 09 day of January, 2011.




LORRIE WILLIAMS, ACTING MAYOR

CORPORATE OFFICER

TABLE OF CONTENTS

Table of Contents

PART ONE

INTRODUCTION	1
1.1 Outline of New Westminster's Official Community Plan	2
1.2 Context of New Westminster	3
1.3 What is an Official Community Plan?	4
1.4 Why Create a New Official Community Plan?	4
1.5 The Official Community Plan Process	6
1.6 Goals of New Westminster's Official Community Plan	7
1.7 New Westminster Regional Context Statement	7

PART TWO

PLANNING ISSUES, GOALS, POLICIES AND PRIORITIES	27
2.1 Population and Growth Management	29
2.2 Community and Social Issues	37
2.3 Housing	47
2.4 Parks and Open Space	55
2.5 Environment and the River Front	61
2.6 Heritage and Neighbourhood Character	71
2.7 Commercial Revitalization and the Economy	75
2.8 Industrial Activity and the Economy	83
2.9 Urban Design	89
2.10 Institutional Facilities and Community Services	95
2.11 Transportation	103
2.12 Sewer, Water, and Solid Waste Utilities	125
2.13 Implementation	127

PART THREE

LAND USE CONCEPT AND DEVELOPEMENT	
PERMIT AREAS	129
3.1 Existing and Proposed Land Uses	133
3.2 Schedule of Development Permit Areas	143
A. Commercial and Mixed Use	144
1 Upper Twelfth Street	145
2 Uptown	145
3 Sapperton (Columbia Street East)	146
4 Eighth Avenue and McBride Boulevard	146
5 Howe Street and Ewen Street (Queensborough #2)	147
6 Twentieth Street	147
7 Woodlands	148
8 Village at Historic Sapperton	150
9 Queensborough Destination Casino (Queensborough #8)	151
B. Residential	155
1 Brow of the Hill Multi-Family	156
2 Terry Hughes	156
3 Twenty-Second Street SkyTrain Station	157
4 Fraserview (Former Penitentiary Lands)	158
5 Upper Stewardson Way	158
6 Central Twelfth Street	159
7 Port Royal (Queensborough #1)	159
8 Ewen Avenue (Queensborough #3)	160
9 East Queensborough (Queensborough #4)	161
10 Thompson's Landing (Queensborough #6)	161
11 Lower Sherbrooke Street	162
C. Comprehensive Development	165
1 Lower Twelfth Street	165

3.2 Schedule of Development Permit Areas continued...

D.	Industrial/Business Park:	169
1	North Arm North Foreshore	170
2	Doman (North Arm North #2)	170
3	Brunette Business Park	171
4	Brunette Avenue	172
5	Brunette Creek Corridor	173
6	Queensborough Industrial	174
7	Queensborough Business Park at Boyd Street (Queensborough #5)	174
8	Queensborough Industrial Park (Queensborough #10)	175
9	Queensborough Light Industrial (Queensborough #11)	176
E.	Natural Features	179
1	Poplar Island (North Arm North #1)	180
2	New Westminster Islands (Sapperton Middle Ground)	180
3	Glenbrooke Ravine (Glenbrooke South #1)	181
4	Annacis Channel (Queensborough #7)	181
5	North Arm – Bay Area (Queensborough #9)	182
6	Sapperton Landing	182
F.	Downtown	185
1	Downtown	185

PART FOUR

APPENDICES

List of Supporting Documents	191
Glossary of Terms	195
Acknowledgements	197
Queensborough Industrial Park Design Guidelines (Schedule A)	199
Downtown Community Plan (Schedule B)	239

MAPS

NW1: Centre of Metro Vancouver	17
NW2: New Westminster, BC	19
NW3: New Westminster Statistical Area	21
NW4: New Westminster Neighbourhood Planning Areas	23
NW5: Geographical Sectors for Community Design Charrettes	25
GM1: Growth Management Options for New Westminster	35
C1: Potentially Hazardous Conditions	45
P1: Parks and Open Spaces	59
E1: Environmentally Sensitive Lands	67
E2: Fraser River Estuary Management Program Designations	69
UD1: View Points and Corridors	93
IF1: Institutional Facilities and Community Services	101
T1: Bicycle Network Concept Plan	115
T2: Proposed Light Rail Transit Alignment and Existing SkyTrain Route	117
T3: Possible Local Transit Looped Routes and Passenger Ferry	119
T4: Proposed Long Range Street Classification	121
T5: Proposed Long Range Truck Route System	123
LU1: Existing Land Use Pattern	131
LU2: Proposed Land Use Concept	139
LU2a: Brow of the Hill Proposed Land Use Concept	141
D1: Commercial and Mixed Use Development Permit Area	153
D2: Residential Development Permit Areas	163
D3: Comprehensive Development Development Permit Areas	167
D4: Industrial/ Business Park Development Permit Areas	177
D5: Natural Features Development Permit Areas	183
D6: Downtown Development Permit Areas	187

PART ONE

INTRODUCTION

1.1 OUTLINE OF NEW WESTMINSTER'S OFFICIAL COMMUNITY PLAN

The *Official Community Plan* is organized into three parts. Part One introduces the concept of an Official Community Plan, defines the rationale for updating the *Community Plan for the City of New Westminster (1982)*, and outlines the public consultation process utilized. Most importantly, the Regional Context Statement is included in this section.

Part Two represents the key elements of the plan. It outlines the issues, goals, policies and priorities for the range of issues affecting the growth and livability of New Westminster over the next ten to twenty years. These issues include Population and Growth Management, Community and Social Issues, Housing, Parks and Open Space, Environment and the Riverfront, Heritage and Neighbourhood Character, Commercial Revitalization and the Economy, Industrial Activity and the Economy, Urban Design and Built Form, Institutional Facilities and Community Services, Transportation, and Sewer, Water and Solid Waste Utilities.

Part Three provides a description of the Development Permit Areas throughout the City and a series of maps which identify their location. This also includes maps which identify the existing land uses and the proposed land use concept for the City.

[The Appendix includes a Glossary of terms that are used throughout this document, a list of supporting documents and acknowledgements.]

1.2 CONTEXT OF NEW WESTMINSTER

New Westminster was the first incorporated City west of the Great Lakes and the first capital city of the united colony of British Columbia. The City has the proud distinction of being named by Queen Victoria, herself, hence the name "*The Royal City*." It is situated in the centre of Metro Vancouver overlooking the Fraser River. Bounded by the municipalities of Burnaby, Coquitlam, Surrey, Delta and Richmond, New Westminster is easily accessible by road, SkyTrain, water and rail. The City has an illustrious history and has grown to become a vital part of the Region. Today, New Westminster faces a complex array of challenges and opportunities which, if successfully managed, will improve the City as a place to live, work and play.

1.3 WHAT IS AN OFFICIAL COMMUNITY PLAN?

An Official Community Plan is a general statement of the broad objectives and policies of the local government which detail the form and character of existing and proposed land uses and servicing requirements in the area covered by the plan. The *Local Government Act* authorizes local governments to adopt an Official Community Plan. Once an Official Community Plan is adopted, all bylaws enacted and public works undertaken must be consistent with the goals, objectives and policies outlined in the plan. An Official Community Plan, however, does not commit or authorize a municipality to proceed with any project specified in the plan.

The *Official Community Plan* outlines the community's vision, goals and aspirations for future growth and specifies a method with which to achieve them. The public process for updating the plan was entitled *Envision New Westminster* for this reason. Its primary goal is to foster the economic, environmental, cultural, physical and social well-being of the community for which it is created. Specifically, an *Official Community Plan* outlines a general framework for all the key issues that concern a municipality. These include:

- residential, commercial, industrial, recreational and public utility land uses;
- economic development;
- the allocation of public infrastructure (e.g. roads, parks and water services);
- cultural and social values (e.g. child care and multicultural activities);
- environmental sustainability and pollution reduction;
- stewardship of heritage sites;
- efficient energy use; and
- an aesthetically appropriate urban design scheme for each neighbourhood and the City, as a whole.

Adopted by City Council, an *Official Community Plan* is a reference point from which all future land use decisions are based. As a guiding document, it makes recommendations and sets priorities to:

- inform the City's present and future residents about likely activities in their area;
- inform the development community, prospective investors and other government agencies of municipal intentions;
- provide a basis for new zoning and other municipal bylaws, specific design guidelines and other instruments of land use control;
- assist the Advisory Planning Commission, the Consultative Design Committee, the Design Review Panel and City Council in their consideration of future development applications;
- manage community growth;
- increase the efficiency of public expenditure and reduce costs by anticipating future expenses and coordinating service delivery; and
- provide a commitment to enriching New Westminster's unique character as a place to live, work and play.



1.4 WHY CREATE A NEW OFFICIAL COMMUNITY PLAN?

New Westminster's *Official Community Plan* was last updated in 1982. Since that time, the City has experienced significant change.

An increasing population and shrinking household size have led to a rise in the number and variety of housing units required throughout the City. In response, new housing has been developed in many areas, particularly on the former Penitentiary lands along the Fraser River waterfront, as well as on the Port Royal lands.

A growing population has led to an increase in the number, variety and type of commercial facilities required. The most prominent commercial developments include Westminster Quay, Royal City Centre, Royal Square Mall, Columbia Square Shopping Centre as well as the revitalization of upper Twelfth Street and of the downtown Columbia Street corridor.

Industrial development, on the other hand, has been relatively modest with the expansion of the former Woodward's Warehouse and Scott Paper accounting for the largest industrial building projects since 1981.

Institutional development has also increased to accommodate the growing population. Primary institutional developments include the expansion of the Royal Columbian Hospital and Herbert Spencer School, as well as the completion of Douglas College and the Justice Institute. A community plan must continue to plan for the needs of these sectors.

Along with physical change has come an evolution of community values. The livability of New Westminster continues to be of prime importance to the City's residents. The issues of community safety,

sustainable development and the environment, urban design and character, and historic preservation are high priorities on the community planning agenda. In addition, public awareness and interest in participating in community development has increased.

Federal and Provincial reallocation of responsibilities and financial cuts to municipal grants has put a strain on the City and its ability to maintain its present high standard of urban life. The creation of an updated *Official Community Plan* is a necessary step in addressing these widespread changes, as well as maintaining and enhancing New Westminster's quality of life.

1.5 THE OFFICIAL COMMUNITY PLAN PROCESS

The process to create a new *Official Community Plan* for New Westminster began in the fall of 1994. At that time, Council directed City staff to update the *Community Plan for the City of New Westminster (1982)* to reflect the broad-based vision and changing values of a continuously evolving community. To guide the process, the Official Community Plan Steering Committee, comprised of representatives from City departments, was created. The Steering Committee commissioned a series of background reports, directed the public participation process and reviewed the development of the *Official Community Plan* document. The background reports produced include the following:

- *Caring For Children: The City of New Westminster Child Care Strategy*
- *The Civic Youth Strategy*
- *New Westminster Housing Strategy*
- *New Westminster Secondary Suite Report*

- *Queen's Park Heritage Planning Report*
- *City of New Westminster Parks and Recreation Master Plan: 1997 to 2002*
- *Commercial, Tourism and Service, Industrial, and Institutional Market Sectors Study*
- *Environmental Overview Study, Official Community Plan Update Process, New Westminster*
- *Long Range Transportation Study - New Westminster*
- *Truck Route Plan - New Westminster*
- *Bicycle Plan - New Westminster*

Other recently completed documents were also used as reference, including:

- *Downtown New Westminster Action Plan*
- *Queensborough Official Community Plan*
- *New Westminster Heritage Management Plan*

To determine the community's vision for the City, an extensive public consultation process called *Envision New Westminster* was launched. This process involved three public events - a series of Issues Forums, a Community Planning Workshop and a series of Design Charrettes for each major area of the City. The purpose of this process was to formulate a community vision and a prioritized list of actions which would be necessary to achieve the vision. Created from the ideas, comments and concerns made throughout these public meetings, the visions form the basis of New Westminster's new *Official Community Plan*.

Issues Forums

The Issues Forums took place between February and May 1995. They were general information sessions aimed at introducing a variety of issues into the public forum for both discussion and comment. A total of seven Issues Forums were conducted addressing the following:

1. Sustainability: Parks, Environment and Energy Planning
2. Complete Communities: Social Issues and Well-being
3. Seniors
4. Traffic, Transportation and Infrastructure
5. Economy and Employment
6. Heritage, Culture and the Arts
7. Population, Housing and Urban Design

Community Planning Workshop

The Community Planning Workshop was held in May of 1995. This workshop was an intense working session where participants divided into focus groups and discussed the topics from the Issues Forums in great detail. The outcome of the Community Planning Workshop was the identification of general community goals, and the choices and options necessary to achieve them.

Community Design Charrettes

In 1996, Community Design Charrettes were conducted throughout the City. To address the special design features of each neighbourhood, New Westminster was divided into geographic sectors and charrettes were held in each of these areas. The sectors include the Westside, Eastside, West Central, East Central and Downtown neighbourhoods [see *Map NW5: Geographical Sectors for Community Design Charrettes*]. The Design Charrettes provided a forum for the identification of neighbourhood visions and, with the assistance of local architects, a method of portraying those ideas visually.

The input gathered from these meetings, together with the background reports, provided a framework for the creation of the *Official Community Plan*. Queensborough was not included in the Community Design Charrette process because a similar public consultation process was conducted in 1995 which led to the production of the *Queensborough Official Community Plan*.

1.6 GOALS OF NEW WESTMINSTER'S OFFICIAL COMMUNITY PLAN

The updated *Official Community Plan* expresses ambitious and comprehensive goals designed to achieve the community's vision for the City. The primary goals of the *Official Community Plan* include the following:

- maintain or enhance New Westminster's identity and symbolic significance within the Lower Mainland and British Columbia as a whole
- maintain or enhance the unique social and physical character of New Westminster and its neighbourhoods
- encourage a livable, safe and healthy community by providing a wide range of opportunities for housing, employment, commerce, recreation, arts and culture, transportation, nature and heritage preservation, education and health services
- work towards creating a safe and aesthetically pleasing City
- guide and manage growth in a manner which is consistent with the principles of sustainable development and complete communities
- provide for the balanced growth of residential, commercial, industrial and institutional development
- manage community growth to accommodate Metro Vancouver's population and employment targets for 2006 and 2021
- provide for anticipated growth in an orderly, economic and efficient manner
- make effective use of public infrastructure and community facilities including transportation facilities, sanitary sewer, water supply and storm water facilities, as well as educational, recreational, cultural and community facilities
- create a positive environment that promotes the orderly growth of employment opportunities in the commercial, industrial, institutional sectors as well as tourism and hospitality sectors
- provide a variety of housing choices that are affordable for a variety of income ranges, and are appropriate for a variety of residents
- balance opportunities for development with the preservation of environmentally sensitive areas, as well as features of historic, cultural, and aesthetic value
- provide high quality and an appropriate amount of community services, facilities and public spaces to meet the cultural and recreational needs of residents
- provide a variety of transportation choices that give priority to walking, cycling, and transit
- work towards designing communities in which residents live within walking distance of parks, schools, recreational facilities and commercial opportunities
- maintain or increase the supply of parks and open spaces distributed throughout the City
- work towards creating a waterfront that is accessible to pedestrians from a variety of points in the City
- maintain or enhance the quality of the environment
- facilitate the safe and efficient movement of people and goods in a cost effective manner
- reduce the need for automobile travel and the general reliance on the automobile
- enhance the City's livability by working towards mitigating any adverse effects of transportation facilities and services
- maintain or enhance existing levels of municipal service
- maintain financial and government fiscal accountability

1.7 OFFICIAL COMMUNITY PLAN AMENDMENTS AND REVIEW

To ensure that an *Official Community Plan* continues to reflect community priorities, it may be modified in two ways. At the discretion of City Council, amendments to the plan are permitted. Extensive changes, on the other hand, normally occur during an *Official Community Plan* review. An *Official Community Plan* review typically examines every aspect of an *Official Community Plan*, and makes changes where necessary to maintain the community's overall vision. This review allows the Plan to be updated to suit changing values, economies, and technologies. As well, it provides the community with an opportunity to provide input to City Council and communicate the kind of future residents of New Westminster would like to see. A comprehensive *Official Community Plan* review should usually be conducted every five to ten years.

1.8 NEW WESTMINSTER REGIONAL CONTEXT STATEMENT

The City of New Westminster is a member municipality of Metro Vancouver. In 1994, New Westminster approved Metro Vancouver's *Livable Region Strategic Plan*. The *Livable Region Strategic Plan* is a comprehensive set of policies which guides the growth and development of human settlement in greater Vancouver.

The *Livable Region Strategic Plan* was approved by Metro Vancouver in January, 1996 and was deemed to be a Regional Growth Strategy by the Ministry of Municipal Affairs in accordance with the *Local Government Act* in February 1996. The purpose of the *Livable Region Strategic Plan* is to provide strategies for the Region's land use and transportation development which are intended to preserve or enhance the quality of life that citizens enjoy. To achieve this, the *Livable Region Strategic Plan* promotes a balance between social, economic and ecological factors by encouraging the efficient use of public facilities, services, land and other resources as well as the protection of the environment in which we live.

The *Livable Region Strategic Plan* is based on four fundamental policies:

1. Protect The Green Zone
2. Build Complete Communities
3. Achieve A Compact Metropolitan Region
4. Increase Transportation Choice

The *Local Government Act* enables the *New Westminister Official Community Plan* to include a Regional Context Statement. The purpose of the context statement is to explain the relationship between the *Official Community Plan* and the objectives of the *Livable Region Strategic Plan* and, where necessary, to show how the Official Community Plan's policies are consistent with the *Livable Region Strategic Plan* over time.

This Regional Context Statement outlines how matters dealt with in the *Official Community Plan* apply in a Regional context.

1. Protect The Green Zone

In support of the Region's Parks and Outdoor Recreation System, and of the Regional Greenways network, the *Official Community Plan* advocates cooperation and participation with Metro Vancouver member municipalities in the development of a Regional Green Zone that includes parks, greenways, trails and environmentally significant areas which are protected from urban development.

The *Official Community Plan* supports the *Livable Region Strategic Plan* policy of "Protect the Green Zone". As an overall objective of the *Official Community Plan*, the New Westminister Green Zone is to be preserved and protected from urban development. [Those areas dedicated as park land and recreational space are identified on Map P1: Parks and Open Space].

The goals that support the protection of the Green Zone are to:

- Protect environmentally sensitive and/or enriched areas [see 2.5: *Environment and the Riverfront*].
- Protect green space to enhance urban livability [see 2.4: *Parks and Open Space* and 2.7: *Commercial Revitalization and the Economy*].
- Protect park land for both passive and active recreational pursuits [see 2.4: *Parks and Open Space*].

- Protect the urban forest [see 2.4: *Parks and Open Space*, 2.5: *Environment and the Riverfront*].
- Contribute to the Regional Green Zone which includes Queen's Park, Moody Park, Poplar Island, Glenbrooke/Woodlands Ravine, Hume Park, Brunette River Corridor, Sapperton Foreshore, Esplanade, Annacis Channel Shoreline, Ryall Park and Glenbrooke Ravine [see 2.4: *Parks and Open Space*]. The City will review any future additions to the Regional Green Zone with Metro Vancouver, at a later date.

The New Westminister Green Zone includes:

- All existing and potential parks and green space as identified in Map P1: *Parks and Open Space*.
- All existing and potential trail systems as identified in Map P1: *Parks and Open Space*.
- All existing and potential park or green corridors as noted in Map P1: *Parks and Open Space*.
- All street trees.

Protection of the New Westminister Green Zone is accomplished by:

- Regional Green Zone areas, as noted above, are protected as park or development permit areas [see Map P1: *Parks and Open Space* and 3.2: *Development Permit Areas, E. Natural Features* and see Map D5: *Natural Features*] or in the case of riverfront property by Fraser River Management Program designation [see Map E2: *Fraser River Estuary Management Program Designations*].
- Provincial statutes which designate certain lands in the City for park use only.
- City bylaws which restrict the use of park land.
- City bylaws which protect trees.
- *Official Community Plan* policies and objectives regarding the status of Green Zone lands and areas.
- City zoning policies and bylaws.

The current and planned initiatives which support the Green Zone policies include:

- Negotiations to acquire additional park land in the City which expands New Westminster's Green Zone which in turn enhances the Regional Green Zone.
- Continue to work towards the implementation of a master plan for the Queensborough Perimeter Trail which sets the stage for future development of a portion of the City's trail system which, in turn, will enhance the Regional trail system.
- Work towards the implementation of the New Westminister Trail Master plan study, as stated in the *Parks and Recreation Master Plan*.
- Inclusion of recommendations in the *Parks and Recreation Master Plan* to negotiate for additional park land in key areas including along the waterfront and at Woodlands.
- Intention to work towards a comprehensive framework for the management and protection of significant trees on private land.
- Formation by City Council of an Environment Committee to advise Council on environmental issues and initiatives including the monitoring of Green Zone policies.
- Preparation of an Environmental Report in conjunction with the *Official Community Plan* review process that recommends environmental goals, objectives, policies and initiatives for New Westminster.
- Cooperation with the *Fraser River Estuary Management Plan* to endorse the Plan and to complete the Area Designation Agreement.
- Continue to improve public access to the Fraser River waterfront.



2. Build Complete Communities

The *New Westminster Official Community Plan* supports the “*Building Complete Communities*” policies described in the *Livable Region Strategic Plan*. It supports building of complete communities by promoting intensification which is orderly, economically efficient and close to existing services, amenities and infrastructure; and by encouraging the adaptive reuse of historic buildings.

The goals that support building complete communities are to:

- Continue to encourage the development of the Downtown as a Regional Town Centre in terms of a better balance in the distribution of jobs and housing, wider choice of affordable housing types, better distribution of public services and more effective transportation [see 2.3: *Housing*, 2.7: *Commercial Revitalization and the Economy* and 2.11: *Transportation*].
- Facilitate and encourage a safe, healthy and appropriate supply of housing [see 2.2: *Community and Social Issues* and 2.3: *Housing*].
- Work towards balancing population growth with employment opportunities [see 2.7: *Commercial Revitalization and the Economy*, 2.8: *Industrial Activity and the Economy*, and 2.10: *Institutional Facilities and Community Services*].
- Encourage a variety of innovative housing choices in terms of densities, types, tenure and affordability ranges which satisfy the needs of the community [see 2.2: *Community and Social Issues* and 2.3: *Housing*].
- Encourage residential intensification at strategic locations throughout the City such as the New Westminster Twenty-Second Street SkyTrain Station and the Eighth Street SkyTrain Station, and along commercial corridors and arterials to be close to transportation options, services and employment opportunities [see 2.1: *Population and Growth Management*].
- Encourage neighbourhood centres throughout the City which would include a selection of housing, employment, commercial, social and cultural opportunities [see 2.1: *Population and Growth Management* and 2.7: *Commercial Revitalization and the Economy*].
- Work towards providing an appropriate level of community services and facilities and continue to monitor their progress [see 2.2: *Community and Social Issues* and 2.10: *Institutional Facilities and Community Services*].
- Work towards providing an appropriate level of sanitary and storm sewer, storm water management facilities, and water supply services [see 2.12: *Sewer, Water and Solid Waste Utilities*].
- Promote a cooperative approach among all stakeholders in the provision and enhancement of community services, facilities, and utilities [see 2.10: *Institutional Facilities and Community Services*].
- Coordinate and strategically phase development of public utilities, street improvements and community services to accommodate the expanding needs of the community [see 2.11: *Transportation*, 2.12: *Sewer, Water and Solid Waste Utilities*, and 2.10: *Institutional Facilities and Community Services*].
- Conserve or enhance buildings and sites which have historic or cultural significance to the community [see 2.6: *Heritage and Neighbourhood Character*].
- Promote the retention, conservation and reuse of heritage buildings throughout the City [see 2.6: *Heritage and Neighbourhood Character*].
- Work towards keeping an adequate stock of rental housing and a balance of rental and nonrental units [see 2.3: *Housing*].

Chart 1.1

New Westminster Employment and Population Projections 1996 - 2021

Year	Population	Employment
1996	50,000	28,500
2006	63,000	30,000
2021	84,000	40,000

The current and planned initiatives to support building complete communities are:

- Implementation of the *Affordable Housing Strategy* which encourages the development of market and non-market housing for New Westminster residents.
- Legalization of *Building Code* compliant secondary suites as a form of ground oriented housing.
- Support for a new light rail transit alignment from Downtown New Westminster to Coquitlam.
- Further study the relative advantages and disadvantages of the potential removal of the moratorium on stratification of rental housing within the City.
- Development of locational guidelines for seniors housing including policies regarding proximity to transportation choices and community services.
- Work towards the implementation of the Columbia Street Historic District including zoning, density bemusing and density transfers for residential development so that housing can be close to transit in the Regional Town Centre.
- Support of the Downtown as the Regional Town Centre through the implementation of the *Downtown Action Plan* which promotes additional residential and commercial uses in the Downtown.
- Work towards the implementation of the *New Westminster Arts and Culture Policy*.
- Work towards the implementation of the *Caring for Children: The City of New Westminster Child Care Strategy*.
- Work towards the implementation of the *New Westminster Civic Youth Strategy*.
- Use of heritage tools (e.g., Heritage Revitalization Agreements).
- Work towards the implementation of the *New Westminster Heritage Management Plan*.
- Identification of historic buildings for residential conversion in the Downtown [see *Moving Up Study*].
- Work towards meeting the needs of projected school enrolment through the implementation of the City's *Five Year Capital Plan*.



3. Achieve A Compact Metropolitan Region

New Westminster is committed to achieving a compact metropolitan region by means of employment targets, as well as the intensification of commercial, industrial and institutional land uses in order to generate future employment.

The *Official Community Plan* has a commitment to plan for orderly growth of an estimated 66,000 residents in 34,000 housing units by the year 2008 and 84,000 residents in 43,000 housing units by the year 2021. It is projected that in 2021, about 37 percent of all households will live in ground oriented units. As a part of the "Growth Concentration Area" defined by the *Livable Region Strategic Plan*, New Westminster will seek to achieve these targets through the phased implementation of the growth management options [see 2.1: *Population and Growth Management*]. The population of Queensborough [see *Queensborough Community Plan, 1995*], on the other hand, is expected to be 5,000 persons by 2004 and 7,500 persons by 2014.

A commitment to employment targets ensures that employment generation is accommodated in balance with new residential growth. Employment targets will be monitored to assist New Westminster in achieving an employment ratio of one employable adult to one job, or greater. The current ratio is one employable adult to 1.21 jobs.

The goals that support the achievement of a compact metropolitan region are to:

- Monitor the housing stock to ensure that new and existing housing continues to respond to the present and future needs of the community [see 2.3: *Housing*].
- Continue to encourage ground oriented housing and work towards achieving the *Livable Region Strategic Plan* target of 40 percent ground oriented houses.
- Development and implementation of growth options which focus new growth along transportation corridors, the Regional Town Centre and commercial areas. This includes encouraging low-rise ground oriented housing forms as a part of high-rise residential sites.
- Create a favourable economic climate which attracts new business and promotes the City as a prime business centre in the Region [see 2.7: *Commercial Revitalization and the Economy*, 2.8: *Industrial Activities and the Economy*, and 2.10: *Institutional Facilities and Community Services*].

Chart 1.2
Growth in Employment Sector and Land Area Required 1996 - 2021

Employment Sector	Present Employment (1996)	Estimated Additional Employees	Estimated Total Employment (2021)	Estimated Land Area Required (acres)
Retail/ Service	7,400	1,500	8,900	25-30
Office	4,800	4,950	9,750	40-45
Home Based	600	1,200	1,800	0
Industrial	6,100	1,750	7,850	0
Hospitality/ Tourism	1,600	550	2,150	10
Institutional	8,000	1,550	9,550	50
Total	28,500	11,500	40,000	125-135

- Work to achieve a well-balanced economy which provides a range of economic and employment opportunities for those who reside in the community [see 2.7: *Commercial Revitalization and the Economy*, 2.8: *Industrial Activities and the Economy*, and 2.10: *Institutional Facilities and Community Services*].
- Retain or enhance existing employment opportunities [see 2.7: *Commercial Revitalization and the Economy*, 2.8: *Industrial Activities and the Economy*, and 2.10: *Institutional Facilities and Community Services*].
- Promote investment in the community to provide new employment opportunities and to diversify the economic base [see 2.7: *Commercial Revitalization and the Economy*, 2.8: *Industrial Activities and the Economy*, and 2.10: *Institutional Facilities and Community Services*].
- Encourage and facilitate commercial revitalization efforts in neighbourhood centres as a means of encouraging the location of local commercial services within walking distance of residential areas [see 2.7: *Commercial Revitalization and the Economy*].
- Promote a residential component within commercial areas of the City to provide a direct customer base that is within easy walking distance [see 2.7: *Commercial Revitalization and the Economy*].
- Create a pedestrian-friendly environment along the City's commercial corridors by encouraging a diversity of on-street shopping experiences complemented by street beautification and efforts to create more greenery and/or public open space [see 2.7: *Commercial Revitalization and the Economy*].
- Provide adequate parking facilities close to local businesses [see 2.7: *Commercial Revitalization and the Economy*].
- Promote recreational, tourism, and arts and cultural opportunities such as the development of hotel, trade and convention facilities and support venues for arts and entertainment activities such as the Massey Theatre, Fraser River Discovery Centre, Raymond Burr Performing Arts Centre [see 2.7: *Commercial Revitalization and the Economy*].
- Promote a variety of uses in the Uptown, Downtown and Waterfront areas [see 2.7: *Commercial Revitalization and the Economy*].
- Prioritize industrial lands within the City to determine long term use requirements and to accommodate the changing nature of industrial land uses [see 2.8: *Industrial Activities and the Economy*].
- Encourage agglomeration economies (clustering of similar businesses) in industrial areas [see 2.8: *Industrial Activities and the Economy*].
- Encourage the intensification of existing industrial lands [see 2.8: *Industrial Activities and the Economy*].
- Monitor employment targets to ensure an economically sustainable community [see 2.7: *Commercial Revitalization and the Economy*, 2.8: *Industrial Activities and the Economy*, and 2.10: *Institutional Facilities and Community Services*].

The current and planned initiatives that support achieving a compact metropolitan region are:

- Work towards the implementation of the economic development strategy which will direct new development in an economically responsible manner.
- Work towards the implementation of the *Commercial, Tourism and Service, Industrial, and Institutional Market Sector Study* recommendations which outline employment targets for the City in order for it to develop in an economically sustainable fashion.
- Support for the facilities which will increase New Westminster's tourism industry (e.g., the Fraser River Discovery Centre) and cultural facilities (e.g., Raymond Burr Performing Arts Theatre and Massey Theatre) and enhance entertainment businesses (e.g., new cinema).
- Encouragement to redevelop Columbia Street East, Twelfth Street and Twentieth Street as vibrant neighbourhood commercial centres which offer a variety of shopping, housing, employment and cultural opportunities to serve area residents.
- Promotion of prime office uses in the Uptown, Downtown and Waterfront areas while encouraging secondary office uses to locate in neighbourhood centres, such as Sapperton.
- Work towards implementation of the *Hotel and Convention Centre Facilities Study* recommendations.
- Promotion of the commercial specialization of the City's neighbourhood centres and the waterfront.
- Support of the intensification of industrial lands to generate new employment.
- Support for the expansion of institutional facilities (e.g. Royal Columbian Hospital, St. Mary's Hospital, Queen's Park Hospital, Douglas College, West Coast College of Massage Therapy, New Westminster Law Courts) as future employment generators.

4. Increase Transportation Choice

The intent of the *Livable Region Strategic Plan* policy "Increase Transportation Choice" is to encourage the use of public transit and discourage the dependence on single occupant automobile travel. (i.e. Providing more and better opportunities to travel on foot, by bicycle, on public transit and in car pools will encourage and enable more people to choose these travel modes for some, or all, of their trips, and thus help reduce the region's dependence on the automobile.)

The Official Community Plan Promotes Increased Transportation Choice by:

Promoting and facilitating the use of transportation modes, other than the private automobile [see 2.11: *Transportation*].

- Integrate different modes of transportation whenever possible.
- Participate in Regional transportation demand management initiatives.
- Encourage major employers to reduce vehicular transportation and parking demands of their employees through employer trip reduction programs.

Through land use planning, increase the attractiveness and feasibility of walking, cycling and the use of public transportation (e.g. bus, SkyTrain) [see 2.11: *Transportation*].

- Enhance pedestrian and cyclist safety and satisfaction through improvements to the design and quality of the street environment.
- Create a pedestrian-friendly street environment that encourages walking.
- Encourage weather protection for pedestrians in commercial areas and other locations of significant pedestrian activity.

- Encourage a clear separation between moving vehicles and pedestrians along major routes using landscape and parking lanes, as appropriate.
- Strive to provide pedestrian access along all roadways, or along a separate corridor which serves the same destinations as the roadway.
- Work towards implementing and maintaining a network of bicycle routes and bicycle parking throughout the City.
- Provide connections to bicycle routes in other municipalities.
- Provide pedestrian and traffic controlled signals where needed.

Increasing the attraction of public transit [*see 2.11: Transportation*].

- Strive to ensure that transit service is within walking distance in all areas of the City.
- Enhance personal security through improvements to the design of bus stops and transit exchanges.
- Support and implement transit priority measures such as queue jump lanes or transit priority signals.
- Continue to encourage the development of Light Rail Transit, especially along the New Westminster to Coquitlam corridor.

Providing transportation access to goods, services and recreation throughout the City and region, for all persons regardless of age, physical ability and financial means [*see 2.11: Transportation*].

Providing appropriate levels of service for interregional truck and vehicular traffic travelling through the City on selected roadways [*see 2.11: Transportation*].

Minimize adverse effects of transportation facilities and services on residents, businesses, employees, students, visitors and others within the City to enhance livability [*see 2.11: Transportation*].

- Use the Work towards the principle of no new added capacity in the transportation system for vehicles passing through the City to guide City transportation planning.
- Consider implementing traffic management measures on local streets to minimize the impacts of motor vehicle traffic within neighbourhoods and to improve neighbourhood livability and safety as well as to encourage walking and cycling.

Contributing to the development and maintenance of a regional transportation system [*see 2.11: Transportation*].

- Support regional transportation plans and policies.



Current and planned initiatives which support increasing transportation choice include:

- Retrofitting of sidewalks with wheelchair ramp curb cuts.
- Installation of parking meters in all commercial zones.
- Working with other municipalities, Metro Vancouver, and the Province in the planning and enhancement of transit corridors and facilities in the City.
- Preparation of Long Range Transportation Plan and Truck Route Study.
- Work towards the implementation of the Bicycle Plan.
- Continue to install bicycle racks in appropriate locations throughout the City (e.g., shops, bus stops and schools).
- Continue to make bus stops wheelchair accessible.
- Continue to work in partnerships on a study to determine the feasibility, funding, governance and alignment of a Light Rail Transit line to Coquitlam.
- Continue with the beautification of commercial streets throughout the City (such as Columbia Street and Front Street in the Downtown, Columbia Street East in Sapperton, Twelfth Street in the West End and Sixth Street in Uptown).
- Continue with the provision of public amenities (such as, pocket parks, benches, fountains, and landscaping) at key intersections (e.g., Queens Avenue/Twelfth Street and Sixth Avenue/Twelfth Street).

Partnership

The City of New Westminster is committed to working with Metro Vancouver member municipalities, local, Provincial and federal governments and private organizations to implement the shared policies of both New Westminster's *Official Community Plan* and the *Livable Region Strategic Plan*. To facilitate the process, New Westminster will report periodically to *Livable Region Strategic Plan* partners on the progress achieved to date.

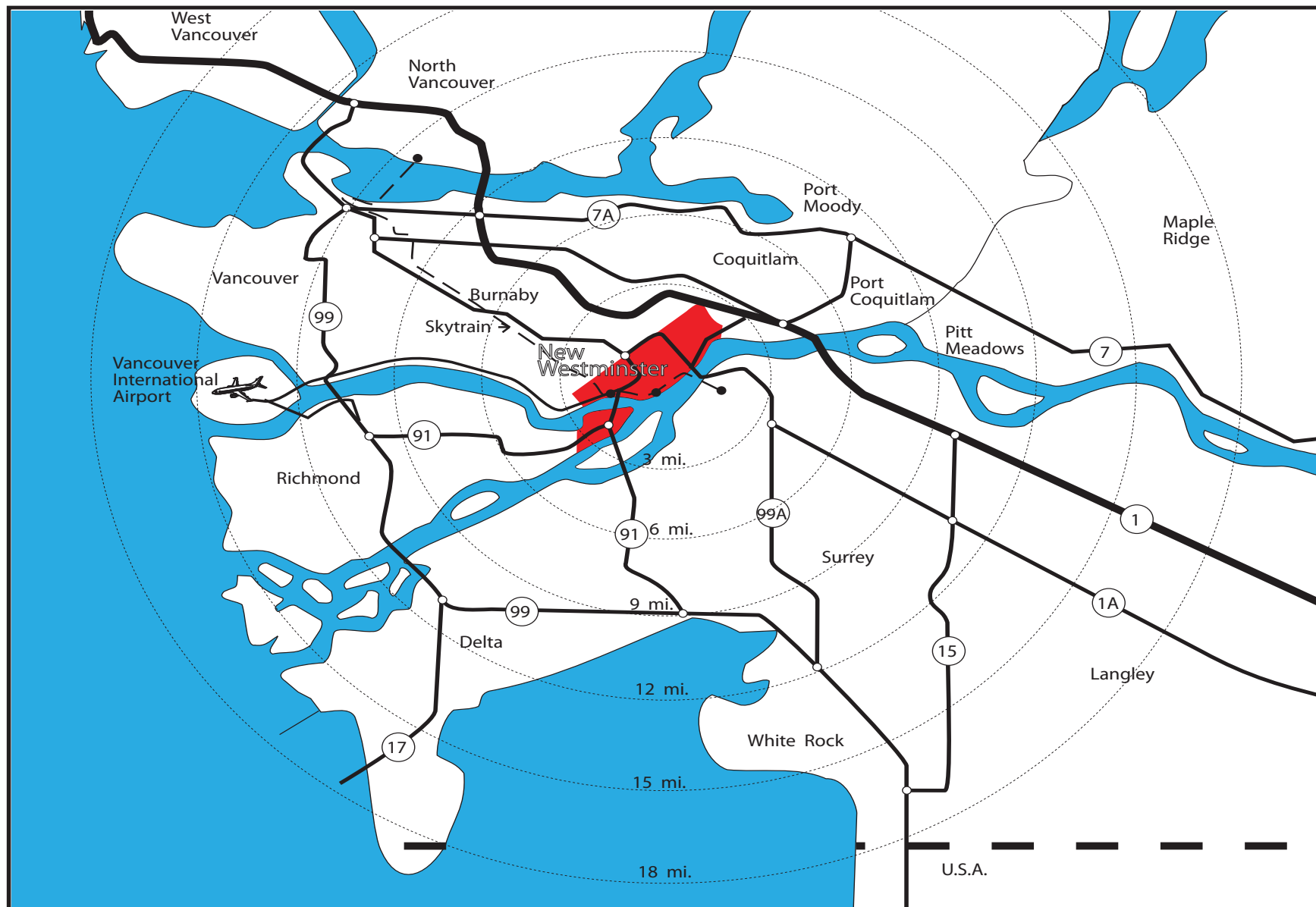
Acceptance

After being submitted and reviewed by Metro Vancouver (formally the Greater Vancouver Regional District), this Regional Context Statement received official acceptance on May 1, 1998.

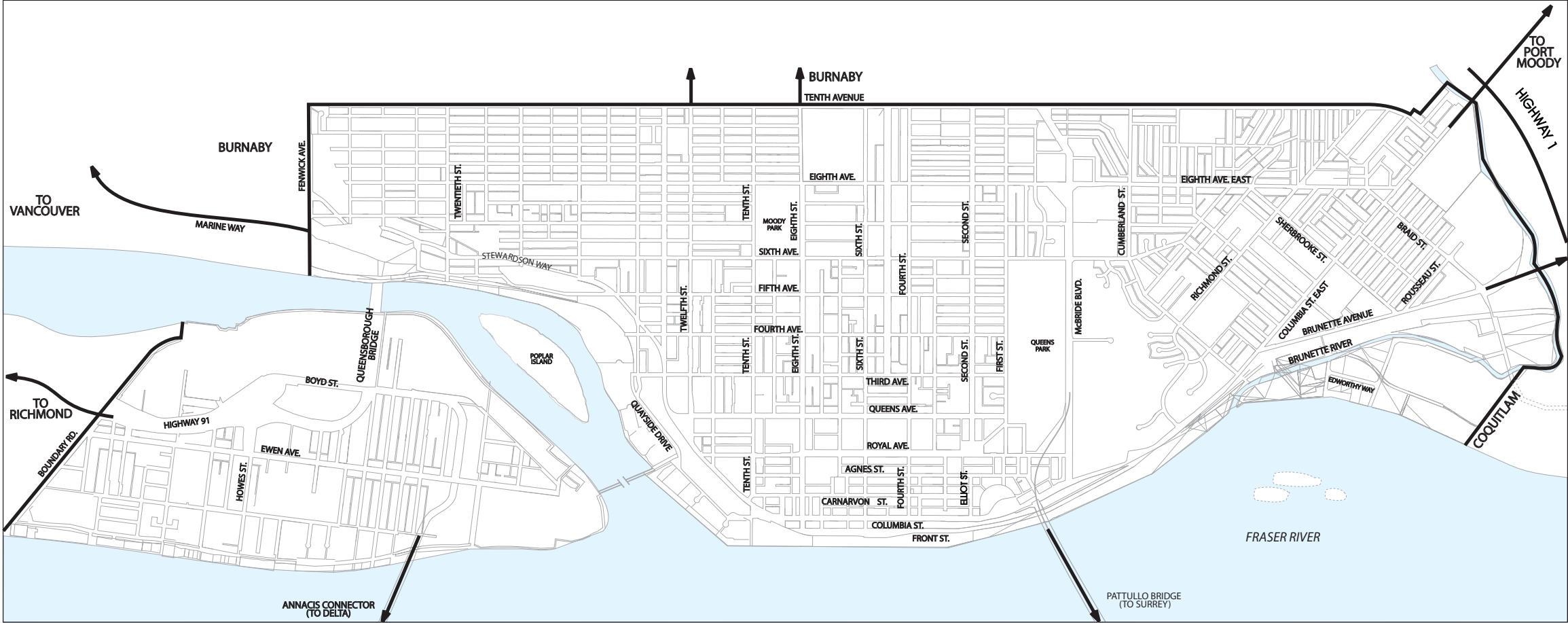


MAP NW1

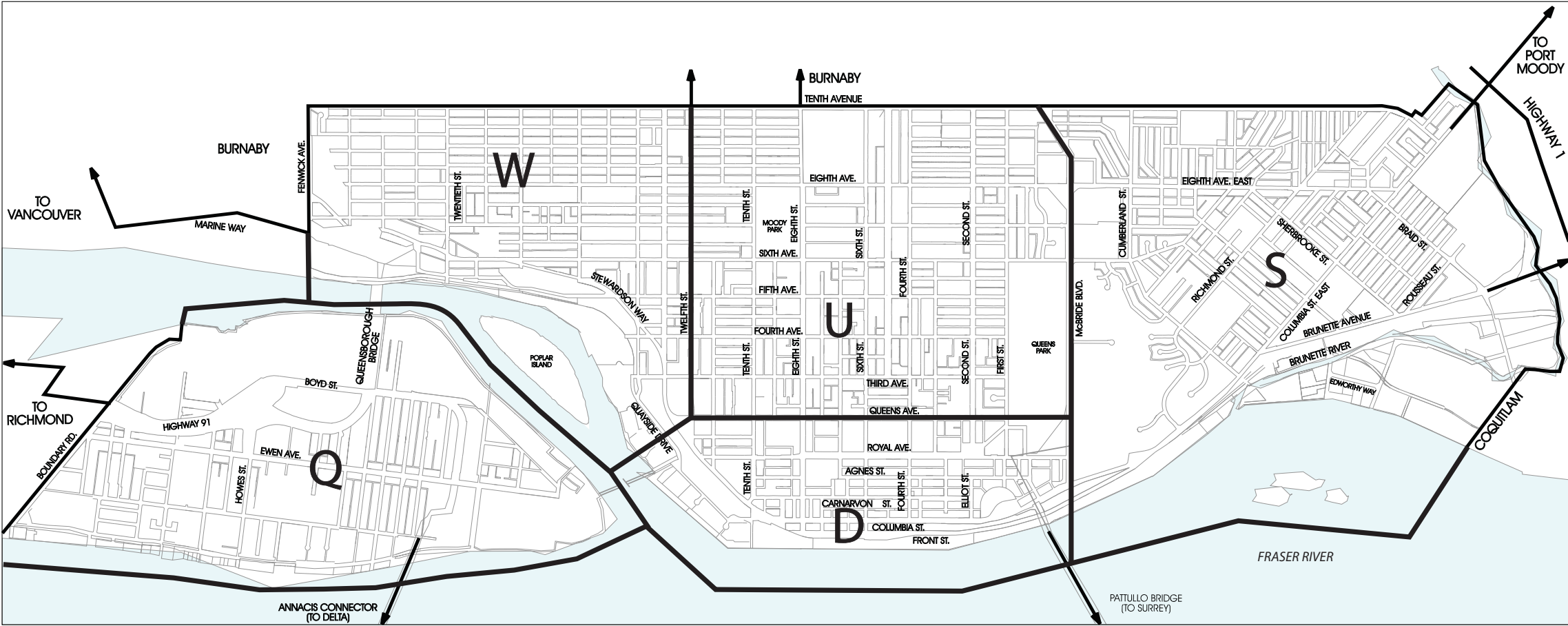
Centre of Metro Vancouver



MAP NW2
New Westminster, B.C.

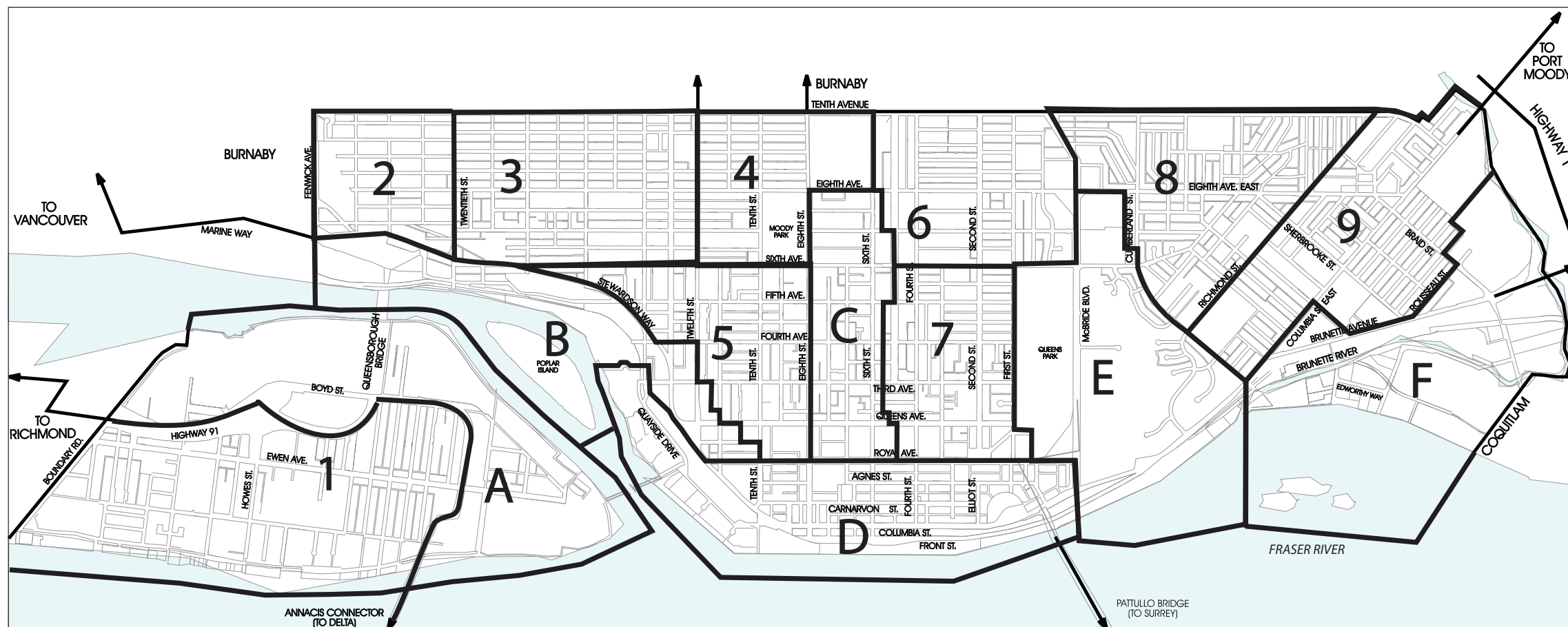


MAP NW3
New Westminster
Statistical Areas



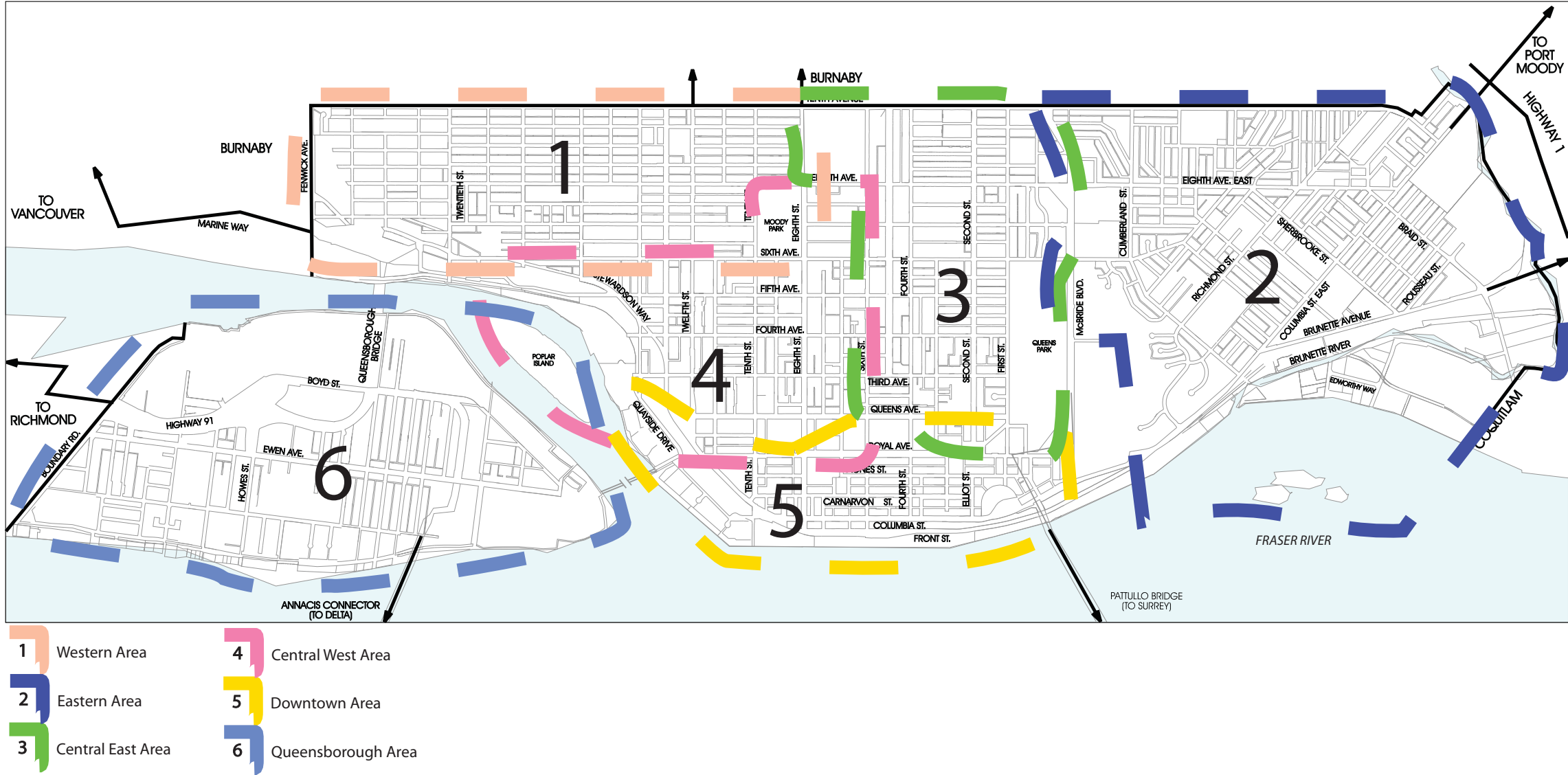
- Q Queensborough
- W West End
- U Uptown
- D Downtown
- S Sapperton

MAP NW4
New Westminster
Neighbourhood Planning Areas



- | | | | |
|---|-------------------------------------------|---|------------------|
| 1 | Queensborough | A | North Arm South |
| 2 | Connaught Heights | B | North Arm North |
| 3 | West End | C | Uptown |
| 4 | Kelvin | D | Downtown |
| 5 | Brow of the Hill | E | Glenbrooke South |
| 6 | Glenbrooke North | F | Brunette Creek |
| 7 | Queen's Park | | |
| 8 | Victory Heights (includes Massey Heights) | | |
| 9 | Sapperton | | |

MAP NW5
Geographical Sectors
for Community Design Charrettes



PART TWO

PLANNING ISSUES, GOALS, POLICIES, AND PRIORITIES

2.1 POPULATION AND GROWTH MANAGEMENT

Issues

The City is Projected to Grow

Since 1981, New Westminster has grown intermittently, but steadily, by about 500 residential units per year. The City's population, as of 1996, was approximately 50,000 residents living in roughly 27,000 housing units. New Westminster is estimated to grow between 2 - 3 percent per year. At this rate, the population could reach 84,000 people in 43,000 housing units by the year 2021.

Population Forecasts May Differ

Population forecasts are estimates of the future based on past trends and assumptions regarding future circumstances. For this reason, the estimated number of people forecasted to live in New Westminster by the year 2021 varies, depending on the assumptions used in the forecast. It is prudent to take all forecasts into consideration when planning for growth management.

The City estimates that New Westminster will have 84,000 residents by the year 2021. The Metro Vancouver *Livable Region Strategic Plan's* initial forecasts estimated that New Westminster could reach a population of 88,000 residents by the year 2021. During the refinement of the *Livable Region Strategic Plan*, New Westminster's forecast was amended to 78,000 residents by 2021. Consultant projections anticipate 84,000 by 2021. All of these are estimates and could occur by 2021 or later.

New Westminster is in the Growth Concentration Area

Metro Vancouver's *Livable Region Strategic Plan* designates Growth Concentration Areas for the region, which will receive the majority of current projected growth over the next 20 years. New Westminster, as the geographic centre of the region and as an established centre with developed infrastructure, is included in the Growth Concentration Area. The New Westminster *Official Community Plan* meets Metro Vancouver's expectations for New Westminster's share of population growth.

Developable Land is Limited

Since most of the land in New Westminster is occupied, further population growth will be accommodated primarily through redevelopment and intensification of under-utilized land. Throughout the City, there are various parcels of land which are either in a state of transition from one use to another or are situated in difficult to utilize locations (e.g., between arterial routes and the SkyTrain alignment).

New Westminster to Continue as an Important Centre With Small Town Charm

Public comments from the *Envision New Westminster* and Community Design Charrette processes revealed a recurring community vision - that New Westminster should continue to grow in stature as an important City in British Columbia, and at the same time, retain its small town historic charm for residents. This vision states that New Westminster should continue to be an attractive and lively compact urban centre with a broad mix of residential, commercial and employment opportunities. These land uses should reinforce neighbourhood commercial centres as key community focal points.

There is a Need to Manage Future Population Growth

The New Westminster controls the number of housing units in each zone and can be used proactively to determine the magnitude and location of new growth. Managing growth in this manner can help to retain the best qualities of the City today and to take advantage of opportunities for community improvements in the future. To manage future population growth, the City could either: prezone lands to a higher density; introduce policies that anticipate rezonings under certain conditions; or review rezonings on a case by case basis, on their individual merits or a mix of these approaches, as determined by Council.



Community Considerations When Managing Growth

During the community consultation processes, people made many suggestions regarding how the City could manage future growth. The community emphasized that future growth needs to be well planned out, considerate of the neighbourhood and contribute to the overall livability of the City.

The community feels that residential neighbourhoods should continue to provide a quality residential environment with quaint historic houses, newer compatible houses, as well as low rise and high rise apartments and neighbourhood facilities (such as parks, schools and grocery stores) within walking distance. The majority of future growth should be encouraged away from established single detached residential neighbourhoods to areas better suited to new growth. The following opportunities for the location of new growth were suggested:

- in the Downtown;
- through the implementation of the *Queensborough Official Community Plan*;
- on underdeveloped and under-utilized areas (e.g., Lower Twelfth Street);
- along the City's arterials, with the appropriate design features that ensure livability;
- as part of the commercial streets, increasing the customer base for businesses and improving crime prevention (by adding "eyes and ears" on these streets);
- around the Twenty-Second Street SkyTrain Station, with the appropriate design features that ensure livability and a village-like setting;
- in neighbourhoods of the City with older, multi-family housing stock; and
- allowing for secondary suites in houses, provided that the City puts rules in place for all suites.

Reduce Impacts of Heavy Traffic Adjacent to Single Detached Homes

Various single family areas throughout the City have experienced high levels of traffic volume, including heavy truck traffic. These streets include Tenth Avenue, Twentieth Street, and Twelfth Street. Given their strategic locations, physical composition and high traffic volumes, these streets may be suitable for the implementation of policies which encourage acoustic design improvements beyond basic code requirements.

Plan for the Future Light Rail Transit Line

In September 2002, the Millenium SkyTrain Line connecting Vancouver, New Westminister and Burnaby was completed. New Westminister is currently served by five SkyTrain stations, allowing for relatively easy access to rapid transit from most local neighbourhoods.

Further rapid transit (e.g. rapid bus, LRT, SkyTrain) expansion is expected to connect Vancouver and Richmond, and New Westminister/Burnaby with Coquitlam. The City will continue to work with associated agencies to study the alignment options, to mitigate potential neighbourhood impacts and to help conduct a public consultation process. Land use planning in and the around the proposed transit alignment is critical. For this reason, growth management options are described in two phases: 1998 to 2008; and 2009 to 2021.

Growth Management Options - 1998 to 2008

The City is expected to grow from about 50,000 people in 27,000 units in 1996 to a total of about 66,000 people in 34,000 units by the year 2008. It is expected that the location and form of the new growth will be managed by the City, in order to preserve the best qualities of the City and to take advantage of opportunities for community improvements (e.g., economic development, provision of community amenities).

Several growth management options are identified in the *Official Community Plan* for consideration. Part Three of this Plan outlines the City's Development Permit Areas, which incorporate the growth management options. The Development Permit Areas outline the City's and the community's expectations regarding future growth and development.

Growth Management Options have been developed using the following:

- higher residential densities will be concentrated near commercial areas to promote pedestrianisation and support for local businesses;

- additional residential development will be needed to assist in the economic revitalization of commercial areas;
- community comments regarding intensification are to be taken into consideration by staff and Council;
- the boundaries of single detached areas with high traffic volumes could be intensified to multi-family densities; and
- the complete communities model will be implemented, which proposes that future growth should be near services, public transit and employment opportunities.

Between 1998 to 2008, it is anticipated that, in addition to New Westminster's typical growth patterns (e.g., existing multi-family areas in Downtown and Uptown) and the growth projected in the *Queensborough Official Community Plan*, new development will also be entertained in five areas of the City. [see *Chart 2.1.1: Growth Management Options (1998 to 2008)*.]

1. Intensify a portion of Lower Twelfth Street
2. Promote residential development in the Columbia Street Historic District
3. Permit secondary suites
4. Intensify the upper portion of Twelfth Street
5. Intensify a portion of Twentieth Street

Chart 2.1.1

Growth Management Options (1998 - 2008)

Option	Description
Lower Twelfth Street	In the area on Lower Twelfth Street from Sixth Avenue to Columbia Street, entertain rezonings to allow a moderate level of density (i.e., townhouse or low rise condominium).
Columbia Street Historic District	In a portion of Downtown, provide additional incentives to multi-family housing.
Permit Secondary Suites	In all single family zones, permit a secondary suite in each single detached dwelling.
Upper Twelfth Street	In the area on Twelfth Street from Sixth Avenue to Tenth Avenue, entertain rezonings to allow additional multi-family residential while retaining commercial uses at street level.
Twentieth Street	On the west side of Twentieth Street between London Street and Marine Drive, entertain rezonings by allowing a mix of residential and commercial uses.

It is anticipated that the implementation of these five growth management options would accommodate approximately 6,500 new housing units, by the year 2008. When additional units from the management options are added to population forecasts to what is allowed under the current zoning, it is estimated that there could be 65,500 residents in New Westminster by the year 2008.

In addition to these growth management options, some areas of the City (e.g., Tenth Avenue and Twentieth Street) will require ongoing study and analysis to determine their appropriateness as future growth areas. Any study conducted will include a review of neighbourhood changes over time, the identification of potential neighbourhood impacts of new development and a full public consultation process.

Growth Management Options - 2009 to 2021

In accordance with Metro Vancouver's *Livable Region Strategic Plan*, future growth will be managed and monitored. It is anticipated that five growth management options could be implemented between the years of 2009 to 2021. It is estimated that population could reach 84,000 people in 43,000 housing units by 2021 [see *Chart 2.1.2 Growth Management Options (2009 to 2021)*.]

1. Intensify East Downtown
2. Intensify along Stewardson Way
3. Intensify lower Columbia Street East
4. Intensify upper Columbia Street East
5. Intensify around the Twenty-Second Street SkyTrain Station

Goals

1. New Westminster will continue to meet the needs of its residents and businesses, and maintain its high quality of living, now and in the future.
2. New Westminster will grow in an economically, socially and environmentally sustainable manner.

Chart 2.1.2
Growth Management Options (2009 - 2021)



Option	Description
East of the Downtown	In the area on the Downtown east of the Fourth Street, entertain rezoning properties that are not on the heritage inventory to permit a moderate level of density (i.e., townhouse or low rise condominium).
Along Stewardson Way	In the area between Eighteenth and Thirteenth Street, north of Stewardson Way and south of Sixth Avenue, entertain rezoning properties not on the heritage inventory to permit a moderate level of density (i.e., townhouse or low rise condominium).
Lower portion of Columbia Street East	In the area on Columbia Street East between Debeck Street and Eight Avenue, entertain rezoning the commercial properties to permit additional multi-family residential while retaining some commercial uses facing commercial streets.
Upper portion of Columbia Street East	In the area on Columbia Street East from Eighth Avenue to the Coquitlam border, entertain rezoning the commercial properties which are currently single family to permit moderate level of density (i.e., townhouse or low rise condominium).
Around Twenty-Second Street Sky Train Station	Around the Twenty-Second Street Sky Train Station, entertain rezoning the properties which are currently commercial of single family to permit a low to moderate level of density (i.e., townhouse or low rise condominium).

Policies and Priorities

1. **Manage and guide growth to create a compact and complete urban community.**
 - Make efficient use of existing land resources by utilizing vacant, transitory or former institutional lands. Promote new investment to better utilize land resources and make more efficient use of existing public investment in infrastructure.
 - Build a pattern of neighbourhood centres throughout the City and focus urban development in these centres (e.g., density and building heights decrease as the distance from the centre increases). Different uses can provide the necessary transition from a higher to a lower density.
 - Encourage the concentration of pedestrian oriented commercial services in neighbourhood centres to generate a strong neighbourhood focal point and identity as well as enhance local business.
2. **Promote a hierarchy of neighbourhood centres throughout the City.**
 - Promote Downtown as the historic commercial and residential hub of the City as well as a Regional Town Centre by encouraging a wide range of commercial, residential, cultural, educational, recreational and institutional uses in the area.
 - Promote Uptown as a modern commercial and residential centre of the City.
 - Promote mixed-use neighbourhood centres in the City that will contain a variety of commercial, residential and recreational opportunities.
 - Link neighbourhood centres with one another and the surrounding community through a complementary scale and class of development as well as through various transportation routes and modes.
3. **Develop and utilize public infrastructure including roads, sanitary sewers, water supply, storm water facilities, as well as educational, recreational, cultural and community facilities efficiently and effectively.**
 - Plan for services to match growth to ensure that future growth does not exceed City capacity (i.e., continue to plan growth where an adequate infrastructure network already exists or can be provided in a timely, economic and efficient manner). Given that the Metro Vancouver and the Province are projecting population growth to the year 2021, the City should plan the infrastructure for population and housing demand within the same time frame.
4. **Manage growth along transportation corridors and ensure the livability of existing commercial and residential areas.**
 - Promote growth in the vicinity of the proposed transportation corridor in anticipation of the future transit connection from Downtown New Westminster to Coquitlam.
5. **Encourage growth in strategic locations by implementing growth management options.**
 - Plan for growth by encouraging development in the five growth management options identified in the *Official Community Plan* including: the lower portion of Twelfth Street; in the Columbia Street Historic District; by permitting secondary suites through the City; in the upper portion of Twelfth Street; and in a portion Twentieth Street.
 - Plan for growth between the years 2009 to 2021, by encouraging development in the additional growth management options, as identified in the *Official Community Plan* including: east of the Downtown; along Stewardson Way; along Columbia Street East; and around the Twenty-Second Street SkyTrain Station.

MAP GM1
Growth Management Options
for New Westminster



- | | |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
|  Growth Management Options (1998 to 2008) |  Growth Management Options (2009 to 2021) |
| ① Lower Twelfth Street | ⑥ East of the Downtown |
| ② Columbia Street Historic District | ⑦ Stewardson Way |
| ③ Permit Secondary Suites * | ⑧ Lower Portion of East Columbia Street |
| ④ Upper Twelfth Street | ⑨ Upper Portion of East Columbia Street |
| ⑤ Twentieth Street | ⑩ Twenty-Second Street SkyTrain Station |

* Permit a suite in single detached dwellings in all single family zones

2.2 COMMUNITY AND SOCIAL ISSUES

Issues

Quality of Life

New Westminster is Culturally Diverse

Although New Westminster has a relatively small number of visible minorities, its population is comprised of diverse cultures. According to the 1996 census, 26 percent of New Westminster's residents were born outside of Canada (this is slightly higher than British Columbia, which is 24 percent). The largest group of immigrants originates from India and accounts for about 11 percent of all immigrant residents.

New Westminster can expect to continue to be home to a significant multicultural population. Planning initiatives need to be designed to include and celebrate New Westminster's diverse cultural composition.

New Westminster Actively Promotes Arts and Culture

New Westminster is committed to the development of the City as a creative and vibrant city, accessible to all forms of art and culture. Recognizing the cultural, economic and community benefits of the arts, the City established an Arts and Cultural Advisory Committee in the mid 1970's. In 1997, the City adopted an Arts and Culture Policy. The policy includes recommendations in the areas of administration, funding, public art, arts facilities and public awareness. The City supports a number of arts and culture initiatives, including the Massey Theatre, (a 1200 seat theatre in Uptown New Westminster) and efforts to establish the proposed Raymond Burr Performing Arts Centre on Columbia Street in the Downtown.

The Creation of Complete and Diverse Neighbourhoods is a Priority

New Westminster is well known for its established residential neighbourhoods and commercial areas (e.g., Queen's Park, Columbia Street in Downtown and Columbia Street East in Sapperton). The challenge in the coming decades will be to accommodate population growth while preserving the neighbourhood character and existing streetscapes. As communities are rapidly changing, design and development needs to respond to evolving life-styles and neighbourhood priorities. Encouraging diversity at the neighbourhood level helps to address issues of well-being and choice.

The Promotion of New Westminster as a Healthy Community

Healthy Communities is a concept that helps residents take ownership over the quality of life in their communities. The concept is based on the premise that many health issues can be best resolved through community based initiatives. *Healthy Communities* uses a broad definition of health based on health determinants such as social, economic and environmental factors. New Westminster completed a *Healthy Communities* project involving youth in 1995.

Neighbourhood Livability

New Westminster Continues to Address Local Crime

The City continues to implement community policing and is committed to overall reductions in crime and improvements to community livability and feeling of personal safety.

The City is Taking a Proactive Role in Strategic Enforcement for Neighbourhood Livability

In 1996, the City formed the Task Force on Community Problems and Social Issues, a multi-departmental committee mandated to investigate innovative solutions to address some of the complex social issues in the community. Many of the issues deal with neighbourhood livability and public safety.

There is Need to Reduce Nuisance Behaviour and Crime

New Westminster experiences “core city syndrome” whereby, due to its central location within the region, individuals passing through the City are primarily responsible for nuisance behaviour or criminal activity (up to 70 percent of crimes are committed by non-New Westminster residents). Nuisance behaviour includes petty theft, noise violations, graffiti, and drunkenness in public places. The City recognizes the need to develop innovative approaches to combat nuisance behaviour, improve perceptions of public safety and improve neighbourhood livability.

Safety Issues

The City Offers a Wide Variety of Safety Programs

The City operates a number of popular crime prevention programs, seminars, seasonal campaigns and initiatives to combat crime. These include Block Watch, Citizens Crime Watch Patrol, Traffic Watch, Lock Out Auto Theft, Combat Auto Theft, and the Special Outings for Children program. The City’s Community Police Service, which includes Police officers on bicycles and home safety inspections, has been very successful at addressing crime.

The City Offers a Wide Variety of Safety Programs for Buildings

To promote the safety of structures, the City provides building, fire, health, electrical and

plumbing inspections. In addition the Police work with local landlords to improve the security of rental buildings as part of its Crime Free Multi-Housing Program.

New Westminster is Enhancing and Updating an Emergency Action Plan to Respond to Potential Disasters

The potential for a disaster to occur in any area of Metro Vancouver, including New Westminster, is real. Such a disaster may take many forms including an earthquake, flood, airplane crash, snow or wind storm, chemical spill or major fire. So that the response to a disaster is timely and appropriate, the City has prepared an *Emergency Action Plan*. Evaluation of the City’s current emergency programs has already begun and work is underway to put into place the items identified as being of the highest priority.

New Fire Hall Facilities Are Being Planned

The City currently has four fire halls. To provide adequate service for a growing population, a new fire hall will be constructed in Queensborough and a replacement fire hall is proposed at Sixth Avenue and McBride Boulevard to replace the existing one at Eighth Street and Royal Avenue. In addition, the fire hall at Eighth Street and Royal Avenue as well as Cherry Street and Eighth Avenue are planned to be phased out while the fire hall in the West End is scheduled to be renovated.

The City Adheres to Floodplain Management Regulations

Due to New Westminster’s location adjacent to the Fraser River, the City experienced a major flood in 1948 and four high water incidents since that time. The City has developed an evacuation plan for the Queensborough neighbourhood, in the event of a major flood. The City adheres to Provincial flood hazard management policies and flood construction levels for Queensborough.

Social Issues

Increasing Need to Address Social Issues at the Municipal Level

Senior levels of government have historically been responsible for providing social and health programs. Over the past decade, however, the need to address social issues at the local level, collaborate with other agencies and involve the community has been recognized. The *Local Government Act* was amended in 1994 to allow local governments to undertake social planning initiatives and to include “policies of the local government relating to social needs, social well-being and social development” in *Official Community Plans*.

New Westminster has Socioeconomic Challenges to Overcome

According to the Provincial Health Officer’s 1995 report, compared to other cities in the region, New Westminster has a variety of challenges to overcome:

- a comparatively low average household income (although not the lowest in the Region);
- a relatively high percentage of the population relying on income assistance;
- a relatively high incidence of lone parent families (17 percent, as compared with a Provincial average of 15 percent); and
- a relatively high percentage of persons with less than a grade nine education.

Socioeconomic issues and trends in New Westminster are continuously monitored by the City.

The Need to Ensure Access to Housing

In New Westminster, about 40 percent of residents own their housing and 60 percent rent. This is one of the lowest percentage of home ownership (and the highest percentage of renters) in the region. The stock of rental housing is predominately multi-family. The higher proportion of low income

households in New Westminster may, in part, be due to the large stock of rental housing in the City. There is a need to develop housing policies which meet the diverse needs and incomes of the community, as well as bring the community closer to the regional and provincial averages.

Caring for People With Special Needs

Due to the phasing out of some facilities at Woodlands, the number of New Westminster residents with mental illness has been higher than the regional average. In order to address special needs issues, there is a need to accommodate local residents with special needs in group homes or residential facilities that are developed in a planned, coordinated fashion with adequate support systems.

Continuing Need for Child Care

A *Child Care Needs Assessment* was prepared in 1993. In 1995, the report *Caring For Children: The City of New Westminster Child Care Strategy*, based on the findings of the needs assessment, was completed. Parents need licensed child care choices closer to home and the City needs to facilitate alternatives in child care (e.g., supported and group child care initiatives).

Youth Are an Important Part of the City’s Future

Although youth (age 10 to 19 years) represent a comparatively small percentage of New Westminster’s population (8 percent in New Westminster compared to 12 percent in the Region), the actual number of youth has grown by about 20 percent between 1991 and 1996. The City anticipates that between 1996 and 2021, the proportion of the population that is aged 10 to 19 years will remain stable.

All youth face considerable challenges (e.g., unemployment, drug use, teen pregnancy). To provide a place for youth to meet, a youth centre at the New Westminster Secondary School was established in 1994. The Youth Centre is a well attended drop-in facility. Youth participation is also high in the City’s recreation programs.

As a way to involve youth in civic events, the City formed the Youth Advisory Committee, which developed the *New Westminster Civic Youth Strategy*. The Strategy identified major issues of youth concern. The top three issues were:

- Employment opportunities,
- Recreation programs and facilities,
- Violence, safety and personal well-being.

There is a need to continue involving youth in community decision making processes.

Seniors Constitute a Significant Percentage of New Westminster's Population

Seniors (aged 65 and over) have made up a significant segment of New Westminster's population. As of 1996, seniors in New Westminster comprised 15 percent of the City, compared to under 12 percent in the Region. As some seniors have the lowest household incomes in the City and some require many special services, the City may require significant increases to the Provincial and non-profit assistance programs currently in place. In addition, there is a need to plan for a variety of housing types targeted for seniors including market apartments, non-profit apartments, as well as institutional care facilities for varying needs.

Goals

Quality of Life Issues

1. Foster multicultural understanding and promote harmonious intercultural relations.
2. Continue to work towards meeting the cultural needs of the community.
3. Promote New Westminster as a Healthy Community.
4. Encourage diversity at the neighbourhood scale and the provision of complete communities.

Neighbourhood Livability

1. Continue to be proactive in strategic enforcement of nuisance businesses and nuisance behaviour of patrons.
2. Works towards a high standard of neighbourhood livability and public civility.

Safety Issues

1. Promote a safe, secure and livable community for local residents, workers and visitors.
2. Continue to reduce the incidence of crime and nuisance behaviour in the City.
3. Promote healthy, safe and attractive building structures.
4. Plan and prepare to respond effectively to any disaster situation.
5. Encourage residents and business owners to continue to take responsibility for their community and its activities.

Social Issues

1. Continue to involve the community in neighbourhood decision-making processes.
2. Continue to consider the needs of residents with special needs.
3. Respond to the needs of the City's poorest residents by advocating that poverty issues which affect local residents (e.g., homelessness, chronic unemployment, mental health issues) be addressed by senior levels of government or by relevant agencies.
4. Monitor the needs of an aging population and advocate that their local needs be addressed by senior levels of government or by relevant agencies.
5. Encourage access to licensed child care facilities for all age groups of children in neighbourhoods where need arises.
6. Assist in the coordination of initiatives for the City's youth.
7. Encourage a range of housing in terms of type, affordability and location.

Policies and Priorities

Quality of Life Issues

1. Improve the vision of arts and culture in the City.
 - Continue with the implementation of the City's *Arts and Culture Policy*, including: the establishment of an Arts and Culture Commission; the establishment of an Arts Foundation; and the development of a program requiring developers to contribute to public art in the City.
2. Promote New Westminister's cultural diversity.
 - Continue to work with the multicultural community to promote harmonious intercultural relations.
3. Encourage the development of complete communities.
 - Include a range of housing choices, including row houses, stacked townhouses, four-plexes and duplexes close to existing services and transit.
 - Provide transportation alternatives and improve public transit.
 - Encourage the provision of opportunities for work, recreation and shopping close to home.
4. Continue to facilitate partnerships with the non-profit sector such as local churches and community organizations.

Neighbourhood Livability

1. Continue to work proactively with the strategic enforcement of nuisance behaviour and crime.
 - Continue to explore innovative solutions to address a wide variety of issues in the City, including nuisance behaviour, and crime and drug trafficking around the SkyTrain stations.
2. Investigate options to minimize negative community impacts of liquor licensed premises.
 - Continue to use proactive tools such as social contracts with liquor license establishments to promote neighbourhood livability.
3. Encourage additional liquor licensed establishments in the Downtown that contribute to the 18 hour destination neighbourhood nature of the Downtown.
 - Work with the Provincial Government Liquor Control Branch to amend the *Liquor Control and Licensing Act* and encourage additional upscale neighbourhood pubs in the Downtown.

Safety Issues

1. Provide a safe and secure environment.
 - Continue to provide a wide variety of safe community initiatives, programs and campaigns to combat crime.
 - Continue to target crime prevention activities in high crime areas.
 - Continue to work with the Provincial Government in developing additional tools and powers that address issues of public safety and neighbourhood livability.

2. Continue to implement the Emergency Action Plan.

- Establish an Emergency Operations Centre.
- Continue to train the appropriate people, such as members of a neighbourhood emergency response team, to respond to, and recover from, a disaster situation.
- Adopt bylaws and regulations with regard to the flood construction level of buildings in order to mitigate the impact of a flood.

3. Continue to provide effective city safety measures.

- Continue to provide sufficient fire protection services to a growing population.
- Continue to ensure all neighbourhoods are adequately served by fire protection with the new or renovated fire halls being constructed in different neighbourhoods of the City.
- Continue to apply the Provincial floodplain management regulations and construction levels [see Map C1: Potentially Hazardous Conditions].

4. Continue to provide health and safety measures for buildings.

- Utilize proactive measures, where necessary, to improve the safety of building structures.

Social Issues

1. Continue to provide a policy framework for social planning initiatives.

- Continue to collect data on the social condition of the City and monitor changes and trends so as to anticipate, as well as plan to respond to social change.
- Encourage collaboration between civic departments and other agencies in social planning initiatives.

2. Encourage provisions for special needs within the City.

- Continue to liaise with private and public agencies to provide for the needs of mentally and physically disabled persons.
- Continue to support the location of residential care facilities (e.g., transition houses) according to the needs of local residents.

3. Continue to monitor child care needs within the City.

- Encourage the provision of child care as an essential community based service.
- Promote child care within the City by facilitating partnerships within the community, and continuing to implement the *Child Care Strategy*.

4. Continue to support the provisions of youth-oriented community services, programs and facilities.

- Work towards making services and facilities more accessible to youth.
- Liaise with the School Board on the possibility of creating a multipurpose facility for youth.
- Work to facilitate communication between youth and other groups and services in the community.
- Continue to seek youth input and involvement in decision making, where appropriate.

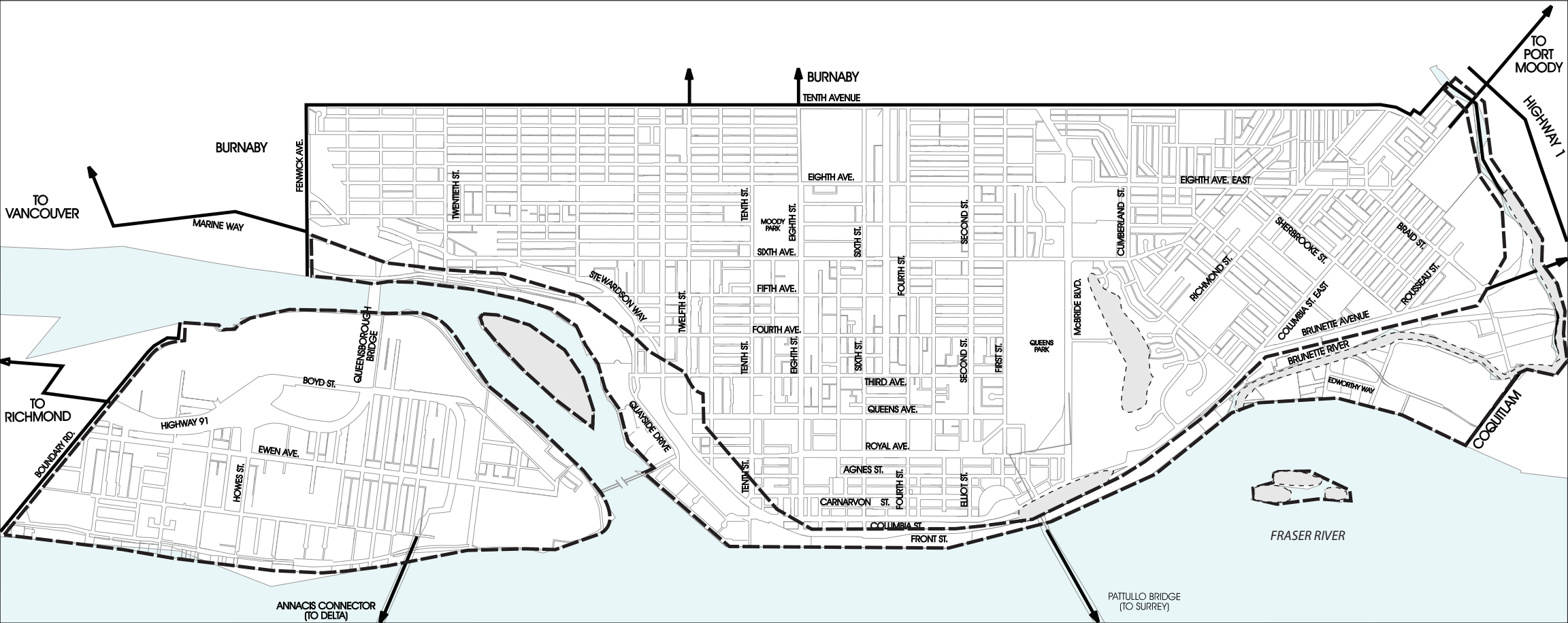
5. Continue to support interdependent living for seniors and “aging in place” housing choices.

- Encourage units for seniors that are adequately designed for special needs.
- Encourage the creation of a seniors housing policy that includes a variety of affordable units that are based on “aging in place” concept.
- Encourage access for seniors to a variety of recreational and social programs.

6. **Continue to strengthen links with other agencies which are addressing social issues.**
 - Communicate, advocate and collaborate with other agencies to monitor whether senior government social programs are adequately addressing local needs.
 - Assist agencies and individuals to access information about grants or funding from senior levels of government.
7. **Advise other agencies and senior levels of government about local social issues.**
 - Liaise with the Province about the location of health and recovery related land uses such as transition homes.
 - Work with residents to ensure that new land uses which address social issues (e.g., transition homes, health centres) are designed to integrate smoothly into their surrounding neighbourhood.
8. **Work towards preventing and ending the cycle of poverty.**
 - Continue to work with Provincial programs and facilities which address New Westminster's local needs for social programs to assist local residents facing a variety of economic issues including dependence on social assistance, chronic unemployment and homelessness.
 - Review the findings of any local homelessness studies (ie., homelessness study by the Affordable Housing Society) and advise the Province of local needs.
 - Continue to work with the Province and the Fraser Health Authority for a comprehensive care model which incorporates housing, substance abuse treatments and job training for New Westminster residents, given that these services are also provided in all other municipalities in British Columbia.
9. **Promote employment opportunities in the community.**
 - Encourage home based businesses and seek to raise awareness of opportunities for entrepreneurial enterprises at home.
 - Encourage land uses which generate entry level employment opportunities for youth and others with little experience.
10. **Foster physical and mental health levels which are comparable or better than other cities in the region.**
 - Continue to work with the Fraser Health Authority in addressing health issues in the City.
 - Continue to work with the Fraser Health Authority's programs and facilities which seek to improve New Westminster's health status (e.g., life expectancy, years of life lost to disease) by focusing on local health issues such as mental illness, substance abuse, AIDS/HIV, teenage pregnancy, suicide as well as related health issues such as reasonably priced housing, poverty and education.
 - Continue to support initiatives which reduce the inhalation of second hand smoke by non-smokers and children in public and semipublic buildings (e.g., restaurants).

MAP C1

Potentially Hazardous Conditions



2.3 HOUSING

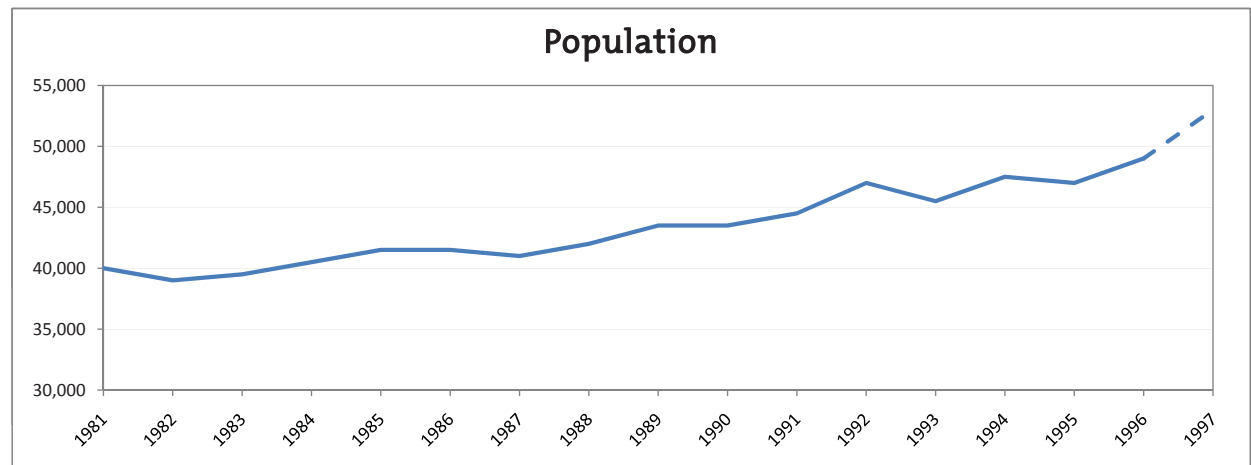
Issues

Growing Need to Update the Housing Capacity of the *Zoning Bylaw*

New Westminster's population has grown intermittently, but steadily, from about 39,000 people in 1981 to 50,000 people in 1996 [see *Chart 2.3.1.*].

By the year 2021, New Westminster's population is expected to reach about 84,000 people. In order to be prepared, the *Zoning Bylaw* will need to be adjusted to accommodate about 4,000 more housing units than would be built under current zoning. To do so, the City would need to add the potential for a net increase of about 165 units on average per year (e.g., through rezoning land to a higher density). To achieve this, the City could either: prezone lands to a higher density; introduce policies that anticipate rezonings under certain conditions; or review rezonings on a case by case basis, on their individual merits or a mix of these approaches, as determined by Council.

Chart 2.3.1



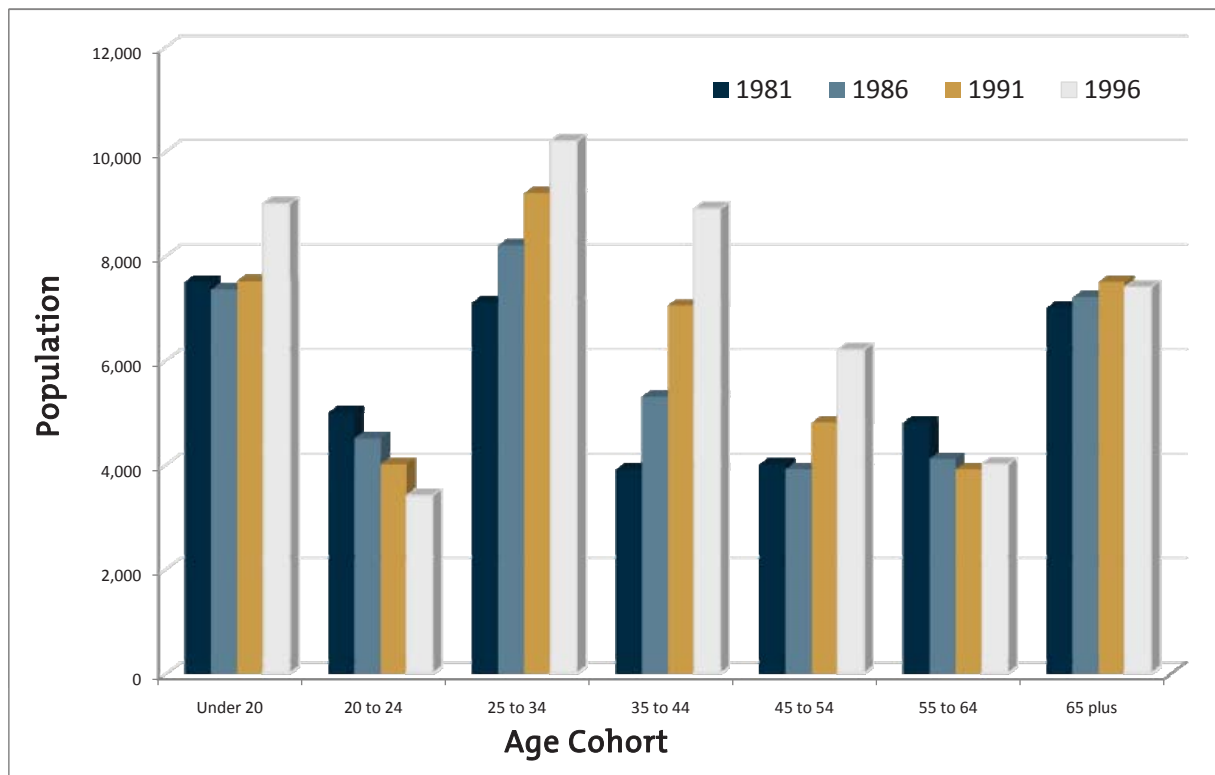
Trends in the Age Structure Continue

Several trends have shaped the age structure of New Westminster between 1981 and 1996. As shown in chart, the number of people between the ages of 35 and 54 has doubled, as the baby boom generation reaches its middle years [see *Chart 2.3.2.*].

Although the number of young adults (aged 20 to 24) continues to decline, the number of people aged 25 to 34 is growing and comprises the largest age group in the City. This trend suggests that New Westminster experiences an increasing outflow of young adults seeking education, employment or travel; and an increasing inflow of people at an age when they are more likely to have a spouse and/or children (since 1981, the City has experienced a 60 percent increase in the children under 10 years old).

Seniors (65 years and older) continue to represent a large proportion of the population of the City. New Westminster has one of the highest proportions of seniors in the region. Although the number of seniors has grown slowly (nine percent since 1981), the large number of people aged 25 to 54 heralds more rapid growth in the senior's population in about 20 years.

Chart 2.3.2



New Westminster's Growing Population is Choosing Apartment Living

In the fifteen year period, between 1981 and 1996, New Westminster's population grew by 28 percent, resulting in several changes in the City's housing supply. While the actual number of single detached dwellings increased, their proportion of the total housing supply decreased from 28 percent to 19 percent. Apartment units continue to be the most common form of housing in New Westminster, increasing from 5 percent to 55 percent of the total housing supply, between 1981 and 1996.

Declining Household Sizes Linked to Increase in Apartment Units

Household sizes in New Westminster are relatively smaller than in most other cities in the region. Between 1981 and 1996, average household sizes in New Westminster declined from 2.13 to 2.07 people, as more people chose to live alone, families had fewer children, the number of single parent families increased, and the percentage of seniors grew. It is likely that the decreases in household sizes, and the increase in the proportion of apartment units, are interrelated trends.

Communities Continue to Favour Ground Oriented Housing

According to Metro Vancouver research, residents of the region prefer housing that provides direct access to a yard or garden area (i.e., not through an interior hallway). Although apartment units are expected to continue to comprise the majority of housing units in New Westminster, a preference for this type of housing (also known as ground-oriented housing) is expected to influence the future housing stock. It is also expected that people will continue to want a variety of housing choices: single detached dwellings as well as more affordable and land-efficient forms of housing such as townhouses, stacked townhouses, row houses, secondary suites and condominiums at the ground level of low rise apartments.

Mobility in Neighbourhoods is Slowly Rising

Between 1981 and 1991, the number of City residents who had moved within the previous five years increased from 56 percent to 62 percent of New Westminster's population. However as of 2001, New Westminster residents the past five years. The increase in mobility rates is mostly due to people moving to New Westminster from elsewhere in the province (rather than from other parts of Canada or abroad).

Consistent With the Region, Affordability Issues Continue to Affect Many Households

A common definition of affordable housing is that it does not cost a household more than 30 percent of its gross income. By this definition, 42 percent of renting households in New Westminster do not have affordable accommodation. Affordability is also an issue for a small proportion of homeowners. Seventeen percent of homeowners also experience difficulty paying the costs associated with ownership (mortgage, utilities and taxes). However, it is important to note that the number of people that are unable to afford their housing (rented and owned) is similar to other cities throughout the region.

Accessible Housing Issues Expected to Play an Increasing Role in Land Use Planning

An estimated 18 percent of New Westminster residents have a mild, moderate or severe disability. As New Westminster's population ages and life expectancy rates rise, the percentage of the population with disabilities is expected to increase. Further, with the trend towards de-institutionalization of care facilities, the decentralization of medical care facilities and the continuing goal for "aging in place" among the disabled and senior population, housing choices for persons with disabilities will continue to be in demand. There is merit to encouraging developers to include a percentage of units that are purpose built for people with accessibility challenges.

Many New Westminster Residents Rent Their Housing

The City has the highest proportion of rental housing (about 61 percent), and one of the lowest proportions of home ownership in the region. Many of the City's rental units were created in the 1950's and 1960's. As these rental buildings approach 40 and 50 years of age, increased maintenance will be required to ensure that health and safety standards are met.

Need for Balance Between Rented and Owned Housing

Since 1978, the City has placed a moratorium on the stratification of rental housing units. Council policy states "that a moratorium be placed on the conversion of rental units to strata title units" [*see Council Resolution: 1978 November 27*]. A consideration to encourage additional homeownership may be addressed through amending this Council policy. There are advantages and disadvantages to lifting the moratorium on the stratification of rental units. An advantage could be *Building Code* and City regulation upgrades to particular rental buildings. A disadvantage could be the potential displacement of renters. Due to these complex considerations, further study is required.

Goals

1. Encourage high health and safety standards in the City's rental stock as it ages.
2. Promote a balance of rented and owned housing units in the City by encouraging renters to become owners.
3. Encourage the private market to supply a sufficient amount of housing in terms of cost, location, features, size and type.
4. Facilitate the provision of a variety of housing types that continues to respond to the present and future needs of the community.
5. Encourage sufficient market housing to meet the needs and affordability levels of residents earning below the City's median income.
6. Encourage and enhance initiatives by non-profit housing societies to create cost-effective housing that has the appropriate characteristics and cost to meet the needs of residents earning below the City's median income.
7. Recognize the unique needs and preferences of its large seniors population and to ensure that New Westminster remains a place that is highly suitable for seniors to live and access services.
8. Facilitate the provision of a variety of ground oriented housing opportunities which meet the present and future needs of residents.
9. Manage growth to maintain or enhance the qualities of the community valued by current residents, as well as to accommodate the needs of new residents.
10. Regulate secondary suites to ensure they are healthy, safe and compatible with their surrounding neighbourhoods.
11. Continue to strive to satisfy the changing requirements of a diverse community including its special needs residents (e.g., physically disabled, homeless, mentally handicapped, mentally ill, visually or hearing impaired).

Policies and Priorities

1. **Promote high health and safety standards in the rental housing stock as it ages.**
 - Continue to encourage the upgrading of existing rental stock to current codes (e.g., fire, seismic, handicapped) as well as the replacement of old rental units with new rental housing by considering the adoption of policies encouraging the creation of rental units in multi-family rezoning.
 - Regulate the creation of legal secondary suites.
 - Encourage existing commercial enterprises to create rental housing units above ground level storefronts.
 - Continue to support Police Service initiatives (e.g., Crime Free Multi-Housing Program) and federal, provincial and regional programs designed to address housing issues in New Westminster.
 - Continue to monitor the affordability and livability statistics of the City's rental stock.
2. **Encourage a balance of rented and owned housing units.**
 - Examine the effects of the moratorium on the conversion of rental units to strata titled units.
 - Review the moratorium on strata titled units.

3. Ensure that the private market is able to supply a sufficient amount of housing in terms of cost, location, features, size and type.
 - Identify the most appropriate settlement patterns for new housing and where possible, encourage new housing growth to locate close to services, transportation options and employment opportunities.
 - Seek to meet Metro Vancouver targets for ground-oriented housing and endeavour to meet New Westminster's share of the Metro Vancouver's projected housing demand for the year 2021 with a sufficient number of ground oriented housing units.
 - Examine the creation of zones for ground-oriented medium density housing forms (e.g., freehold row house or stacked townhouse) to streamline approval of innovative ground-oriented housing (i.e., less variances than using an outdated low-rise apartment zone)
 - Continue to monitor housing market statistics, on an annual basis, to check if new construction is supplying housing units with a suitable range of choices in size, type, flexibility and price range, and advise City Council accordingly.
4. Encourage sufficient market housing to meet the needs, including affordability needs, of residents earning below the City's median income.
 - Encourage a portion of new market housing that is affordable for households earning at or below the City's median household income. The proportion of market housing to be encouraged should be updated on an annual basis.
 - Review parking space requirements in the Zoning Bylaw and update as required (e.g., units in multi-family buildings based on unit size, or seniors housing) and consider a policy for reducing parking requirements for residential, commercial or mixed use projects within walking distance of transit (e.g., SkyTrain station) or if other considerations are provided (e.g., employee bus passes transit pass or carpool programs, bike storage or showers).
5. Encourage and enhance initiatives by non-profit housing societies to create affordable housing that has the appropriate characteristics and costs to meet the needs of residents earning below the City's median income.
 - Examine planning regulations and approvals processes for unnecessary impediments to the creation of cost-effective housing.
 - Explore the use of housing agreements registered on land title to encourage housing societies to create market housing alongside non-market units in order to subsidize the non-market units.
 - Seek funding from senior levels of government and establish an annual target (e.g., up to five percent of all units from all sources) for non-market housing units (e.g., special needs, seniors) in the City.



- Monitor the effect of City policies on the lowest earning income group and review City policies relative to cost-effective housing for the lowest 25 percent of income earning households in New Westminster.
 - Continue to work with non-profit groups to identify ways to create non-profit housing on their under-utilized land (e.g., parking lot), and to promote cost-effective housing initiatives. The City should make available the Housing Strategy's findings and information about housing needs to local groups that own land, for their consideration.
 - Consider the potential of any surplus City owned land (such as surplus streets and lanes abutting a proposed project) to consolidate with other lands to facilitate affordable housing.
 - Consider the development potential of underutilized institutional land not owned by the City (e.g., parking lots). Sensitivity to neighbouring uses needs to be addressed.
 - Encourage cost-effective housing during rezoning applications and on appropriate sites, examine the use of rezoning to higher density to encourage the creation of non-profit housing units.
 - Play a facilitating role in encouraging non-profit societies, the development industry, other levels of government and community groups to create a suitable and sufficient supply of non-profit housing.
6. **Recognize the unique needs and preferences of the large seniors population so that New Westminster is a place that is highly suitable for seniors to live in and access services.**
- Examine the creation of a seniors' housing foundation that accepts financial and land donations.
 - Examine regulations that add to the cost or act as a disincentive for the creation of seniors housing.
 - Identify locations that are more convenient for seniors to live in and access services. These areas could be considered as a priority for future seniors' initiatives that support the existing seniors' access to services, transportation choices and residential environments.
 - Consider the potential of any surplus City owned land (such as surplus streets and lanes abutting a proposed project) to consolidate with land from housing societies for creating seniors non-market housing. As well, examine the options for future tenure of the land (e.g., lease, sale).
 - Continue to work with seniors housing societies to encourage the creation of cost-effective seniors housing.
 - Encourage seniors housing societies to create seniors housing that is wheelchair accessible or easily adapted to be wheelchair accessible.
 - Consider creating a handbook which explains the needs of seniors in the design and delivery of housing.
 - Examine the zoning impediments to the creation of seniors housing such as Abbeyfield Housing, accessory apartments or granny flats.

7. Play a proactive role in managing growth.

- Encourage applicants to meet with the community, early and often, to discuss any significant proposals that increase the City's population.
- Continue to facilitate attractive design of new buildings and grounds that are compatible with the existing character of the City.
- Manage population growth in a manner that is fiscally responsible and encourage investors to provide community amenities, and if development requires new infrastructure (e.g., parks, roads, sewer/water drainage), consider levying Development Cost Charges to cover these costs.
- Encourage housing stock that includes sufficient ground-oriented housing opportunities.
- Plan for infrastructure and seniors to accommodate growth. To help ensure that future growth does not exceed City capacity, the City should continue to plan growth where an adequate infrastructure network already exists or can be provided in a timely, economic and efficient manner.
- Determine the most appropriate locations for homes in the future based on the location of existing housing, good planning principles and community comments.
- When considering development applications for land owned by a senior level of government, encourage the proponent to provide about 20 percent of any housing in the form of non-market housing. On the Woodlands site, encourage at least 270 units or approximately 20 percent of any housing to be non-market. [B/L No. 6747, 2002]

8. Regulate the creation of secondary suites to ensure they are healthy, safe and compatible with their surrounding neighbourhoods and pay their fair share of municipal costs.

- Continue to implement, monitor and revise, as required, the Secondary Suites Program, one aspect of which may include allowing the creation of a secondary suite in exchange for the provision of an amenity to the City. As well, monitor new advances in secondary suites policy that the Province makes to the *Local Government Act*, the *Building Code* and other relevant legislation, as well as pertinent court cases and decisions that relate to the City's ability to implement the secondary suites policy.

9. Strive to achieve a housing stock that continues to suit the unique and changing needs of special needs residents, including those who are physically disabled, homeless, mentally handicapped, mentally ill, visually or hearing impaired.

- Monitor the size of the population with special needs, keep up to date on innovations in special needs housing and conduct a needs assessment for special needs housing units and programs.
- Examine planning regulations and approvals processes for unnecessary impediments to the creation of housing that meets special needs.
- Encourage the creation of special needs housing by maintaining strong ties with outside agencies interested in adding to the City's special needs housing stock (e.g., grade level access or units accessed by elevator).
- Examine the regulatory barriers for the creation of accessible housing.



2.4 PARKS AND OPEN SPACE

Issues

New Westminster Supports the Protection of the Green Zone

One of the fundamental strategies of the *Livable Region Strategic Plan* is the protection of Greater Vancouver's Green Zone which is comprised of all the major natural assets in the Region. New Westminster's portion of the Regional Green Zone includes Queen's Park, Moody Park, Poplar Island, Hume Park, Brunette Creek Corridor, Sapperton Foreshore, Esplanade (North Arm), Annacis Channel Shoreline, Queensborough Community Centre/Ryall Park, Glenbrooke Ravine, as well as the proposed portion of Woodland's site identified as Woodland's Ravine. New Westminster's Green Zone is identified as *Map P1: Parks and Open Space*. In addition, the *Livable Region Strategic Plan* identifies The BC Parkway and the future Brunette Fraser Greenway as potential recreation/wildlife corridors in New Westminster which form an integral part of the future regional park system and region-wide trail network.

New Westminster has a Healthy Supply of Park Land

According to the *Parks and Recreation Master Plan Survey*, New Westminster residents are generally satisfied with the quality and quantity of parks and open spaces within the City. They are interested, however, in acquiring specific types of parks in particular areas. A waterfront park with public boat launch and fishing pier facilities is highly desirable. Brow of the Hill, West End and Downtown are areas which would benefit from additional park and open space [see *Map P1: Parks and Open Space*].

Planning for Parks and Recreation

The *Parks and Recreation Master Plan*, adopted in 1998, assesses parks and recreation services, identifies the needs of City residents and outlines

policies to maintain and enhance high quality parks and recreation facilities and programs that reflect local desires, preferences and values.

City Parks Are Well Maintained and Provide a Variety of Amenities

New Westminster residents are very satisfied with the maintenance and general cleanliness of City parks. They feel, however, that the upgrading or expansion of certain amenities such as athletic fields and park washrooms will be necessary over the next decade. At the same time, residents would like to see more natural and passive areas in parks and open spaces throughout the City.

Park Security

Most residents feel relatively safe and secure in City parks and open spaces. Nonetheless, those who are concerned with personal safety in park areas cite the need to address undesirable behaviour by certain park users and the need to improve lighting in some park areas.

The Community Supports a Trail and Greenway System

The community strongly supports the creation of connected greenways and multiuse trails throughout the City, including trails around large City parks.

Street Trees Are a Valuable City Resource

New Westminster has significant tree resources, and has a history of street and boulevard tree planting and maintenance. Street trees are very important to the residents of New Westminster and a majority of them people feel satisfied with the level of street tree maintenance. Yet, the community would like to see the City replace trees in poor health and prune trees more regularly. Residents also support the continued planting of new street trees on blocks where there are no trees at present. There is a willingness by residents to share the cost of planting new trees with the City.

Encourage Greater Public Accessibility to the Fraser River Waterfront

The Fraser River foreshore in New Westminster is characterized by industrial and commercial land uses in the western and eastern areas of the municipality, and by residential and retail uses of the central waterfront (i.e., New Westminster Quay area). Although public access to the Fraser River is characteristic of the central waterfront area, virtually all of the waterfront associated with the industrial and commercial east and west ends are not easily accessible to the public.

Access to Brunette Creek is Limited

The Brunette River corridor in New Westminster comprises Hume Park and a steep ravine in the upstream section, and industrial land uses in the central and downstream sections of the watercourse. Although the public is encouraged to use Hume Park, the steep ravine and industrial sections of the corridor make accessibility to the park at those points difficult. A trail system adjacent to Brunette Creek would make the area more accessible to the public.

Goals

1. Provide an appropriate supply and distribution of parks and open spaces to meet the needs of the community.
2. Build a linked system of parks and open spaces to connect neighbourhoods, important destinations and the waterfront.
3. Promote parks, open spaces, trail systems and greenways as an alternative means of non-vehicular movement.
4. Provide a variety of recreational opportunities for the community.
5. Enhance the health and safety of the community.
6. Enhance natural processes, nature conservation and biodiversity.

Policies and Priorities

1. **Encourage the provision of an appropriate amount of park and open space to meet the cultural and recreational needs of New Westminster's residents.**
 - Continue to negotiate for additional parks and open space as opportunities become available.
 - Work toward the implementation of a 'no net loss' parkland policy.
 - Review City owned land, streets and lanes, which may be surplus to City needs, for its use as public open space or redevelopment to benefit the neighbourhood and integrate the surplus to form open space corridors.
 - Consider the conversion or rehabilitation of 'leftover' space from urban development into usable parks and open spaces.
 - Encourage the creation of open spaces in commercial centres with new developments/redevelopment and integrate them to form open space corridors.
 - Encourage the creation of community gardens managed by community organizations on residual land.
 - Continue to place a high priority on public access and the preservation of important view corridors to the Fraser River waterfront including the extension of the Esplanade, as a multiuse trail, to the west and to the east.
 - Continue to plan and develop new park sites on the Glenview/Terry Hughes Land, Port Royal (Queensborough), and Thompson's Landing (Queensborough).

- Consider designating a portion of the Woodland's site as park space with priority given to the ravine area and the front vista overlooking the Fraser River and consider protecting significant trees and clusters of trees with an effort to retain the entire site in a park-like setting.
- Consider enhancing green space in the Brow of the Hill, West End and Downtown.
- Continue the beautification of City Streets with the provision of boulevards, street trees, hanging baskets, banners and other landscaping features where appropriate.

2. Seek innovative arrangements to enhance park and open space, park amenities and beautification throughout the City.

- Work closely with other agencies and the private sector to form new partnerships.
- Encourage the provision of park land as part of the redevelopment process throughout the entire City.
- Continue to require dedication of parkland at the time of subdivision, or, where appropriate, to require payment in lieu of parkland dedication.
- Continue to integrate parks and school sites as opportunities arise.
- Consider improving or expanding existing parks in proximity to large developments as an alternative to developer-funded and maintained village greens; in areas where off-site park improvements are not feasible or desirable, continue to encourage private greens with guaranteed public access.
- Initiate a process to formally dedicate public parks.
- Promote utility corridors as usable public space.

- Consider the creation of a long term park land acquisition fund.
- Examine opportunities to beautify Ministry of Transportation's lands at key entry points to the City.
- Beautify the entrances to the City (e.g., addition of trees, shrubs, etc.)
- Examine the greening (i.e., ivy overhang on concrete retaining walls) along major streets (e.g., Stewardson Way) as well as items to welcome and direct visitors (e.g. directional signage, banners).

3. Ensure parks and open space fit well within the surrounding context and vary in type and features.

- Incorporate existing natural and built features into new park spaces.
- Encourage natural landscapes and include the planting of native trees and vegetation where appropriate.
- Use parks and open spaces as a means to preserve and enhance natural/built features, waterfront access and scenic vistas.
- Continue to encourage a high standard of landscaping on all new developments within the City.

4. Incorporate existing and planned parks and open spaces into an extensive City-wide greenway system which provides safe non-motorized access to all parts of the City, including the waterfront.

- Consider a pedestrian link across Twentieth Street to the waterfront.
- Continue implementation of the *Queensborough Perimeter Trail Master Plan*.
- Continue implementation of the *Trail and Greenway Master Plan*.
- Devise a connective theme for greenway furniture, signs, and other features.
- Consider developing perimeter trails around major parks such as Moody Park and Hume park (e.g., Millenium Trail at Queens Park).
- Coordinate the creation of parks and open spaces with the development of the *New Westminster Bicycle Plan* needs change.
- Be supportive of the activities of community organizations that promote the community greenways concept.

5. Continue to provide a high level of maintenance and amenities in parks and open spaces.

- Maintain existing maintenance service levels and horticultural programs.
- Continue to modify and add park amenities as community needs change.
- Continue the program of upgrading or expanding existing park amenities and infrastructure including washrooms, picnic facilities, playgrounds, water play areas, athletic fields, trails, roads, parking areas.
- Continue to operate and expand dedication programs for park furnishings.

- Consider expansion of the tree replacement program to upgrade street trees in poor health. Where appropriate, encourage the planting of native coniferous and deciduous tree species known to enhance fish and wildlife habitat.
- Continue the street beautification program and explore methods of funding the expansion of the program to other areas of the City.
- Consider the development of a new boulevard street tree program that gives consideration to a financial contribution from residents.
- Continue to explore the implementation of tree protection measures on private property.
- Consider preparing a tree inventory of those specimens which are considered to have historical and/or community significance. Until such time as a formal tree protection policy or bylaw is adopted by Council, encourage developers to conserve significant trees and groupings of trees when undertaking land development activities.

6. Strive to maintain a safe and friendly environment in parks and open spaces.

- Work with Police Services and community organizations to respond to undesirable behaviour in parks and open spaces.
- Review the lighting in various park and open space areas.
- Consider the expansion of park security programs.
- Whenever park areas or facilities are being added or modified, Crime Prevention Through Environmental Design Guidelines should be incorporated.

MAP P1

Parks and Open Space



B/L No.7435, 2011

- | | | | |
|----------------------------|-----------------------------------|------------------------------|------------------------------|
| 1. Thompson's Landing Park | 11. Mercer Stadium Fields & Track | 21. Clinton Place | 31. Jackson Cresent Triangle |
| 2. Ryall Park | 12. Moody Park Arena Grounds | 22. Albert Crescent Park | 32. Westbrunco Tennis Courts |
| 3. Port Royal Park Land | 13. Moody Park | 23. Queen's Park | 33. Victory Heights Park |
| 4. Connaught Heights Park | 14. Simcoe Park | 24. Terry Hughes Park | 34. Sunset Park |
| 5. Grimston Park | 15. Toronto Place Park | 25. Sinclair Park | 35. Sapperton Park |
| 6. Lookout Park | 16. Hyack Square | 26. Dunwood Place | 36. Knox Plaza |
| 7. Riverside Park | 17. Begbie Plaza | 27. Sangster Place Triangle | 37. Sapperton Triangle |
| 8. Poplar Island | 18. Friendship Gardens/City Hall | 28. Mott Cresent Triangle | 38. Hume Park |
| 9. Quayside Park | 19. Tipperary Park | 29. Community Centre Grounds | 39. Sapperton Landing Park |
| 10. Waterfront Esplanade | 20. Sullivan Park | 30. Glenbrooke Ravine Park | 40. Westminster Pier Park |

- | | |
|---------------------------------------|---------------------------|
| Potential Park / Parkways | Existing Major Trails |
| Potential Pedestrian/Bicycle Crossing | Existing Secondary Trails |
| Habitat Natural | Proposed Major Trails |
| Schools/ Institutional | Proposed Secondary Trails |
| Parks and Open Space | Existing SkyTrain Trail |
| Cemeteries | |
| Potential Public Open Space | |

2.5 ENVIRONMENT, THE RIVERFRONT AND CLIMATE ACTION

Issues

Air Quality

Air Quality is a Global and Municipal Concern

Processes affecting air resources involve both global concerns, such as climate change and high level ozone depletion, and municipal concerns related to localized air pollution (e.g., ground level ozone) and air quality trends.

Automobile Emissions Are a Primary Source of Air Pollution

In the Metro Vancouver, up to 77 percent of emissions are from mobile sources, principally the automobile. This statistic is likely representative of New Westminster, as well.

Air Quality Management Plans have been Developed

The Federal, Provincial, and Regional Governments have developed air quality management plans that are being implemented to manage common air contaminants and greenhouse gas emissions.

Strategically Manage Capacity of Roads

Given the projected growth rates for Metro Vancouver and New Westminster (which is identified as a Growth Concentration Area in the *Livable Region Strategic Plan*), it is neither likely nor desirable that the road capacity will be increased at a level that matches projected growth.

Water Quality

Brunette River is Affected by Urban Runoff

Urban runoff contamination (e.g., metals, nutrients, hydrocarbons) of the Brunette River has been demonstrated through numerous scientific studies. In addition, impacts associated with development activities (e.g., riparian clearing) and operational activities (e.g., site runoff) at commercial and industrial sites have contributed to the deterioration of basic water quality parameters (especially temperature and summer dissolved oxygen levels) in the Brunette River.

Preparation of the Regional Liquid Waste Management Plan

The Metro Vancouver is preparing the *Regional Liquid Waste Management Plan* over a period of several years. The Plan will address many interrelated issues including storm water management, the *Brunette Basin Management Plan* and the reduction of combined sewer overflows along the New Westminster waterfront.

Fraser River is Affected by Sewer Outfalls and Past Industrial and Manufacturing Activities

Numerous storm sewer and combined sewer outfalls along the Fraser River introduce significant quantities of effluent into the river. Further, it is possible that historical industrial and manufacturing activities have affected soil and groundwater quality, particularly along the Fraser River foreshore.

Fish, Wildlife and Natural Habitat Resources

Various Fish Bearing Streams Have Been Lost

Several of New Westminster's fish bearing streams were lost when ravines were infilled to facilitate urban development.

Poor Water Quality May Affect Fish Bearing Streams

New Westminster's remaining fish bearing watercourses include the Fraser and Brunette Rivers (home to salmonid and non-salmonid species). Localized water quality degradation in the Fraser River as well as activities along or near upstream areas in New Westminster and adjacent municipalities may affect aquatic life. Specific water quality issues include various contaminants from non-point sources (e.g., urban runoff) and point sources (e.g., storm sewer and combined sewer outfalls). Water quality degradation in the Brunette River may limit fish production. Specific water quality issues include various contaminants from non-point sources (e.g., trace metals, nutrients, hydrocarbons).

Loss of Riparian Function May Affect Aquatic Life

Loss of riparian function (including accumulation of large organic debris, addition of organic matter, stabilization of the stream channel, modification of microclimate, and mitigation of water quality degradation) associated with riparian clearing along the Brunette River corridor may limit fish production. Further, destruction and alteration of foreshore habitat on the Fraser River, in particular the loss of many areas and floodplain environments, may limit the capability of these foreshore habitats to support aquatic organisms.

New Westminster has Migration Routes and Remnant Habitat Areas

The Fraser River/Brunette River corridor provides a migration route for terrestrial and aquatic species. The Queen's Park/Woodlands site/Glenbrooke Ravine Park complex also constitutes a significant area of remnant wildlife habitat.



Climate Action

Addressing Energy Consumption and Emissions

There is increasing evidence that global climate change resulting from emissions of carbon dioxide and other greenhouse gases (GHGs) is having a significant impact on the ecology of the planet. In addition, climate change is expected to have serious negative impacts on global economic growth and development. Recognizing the collective effort and important role municipal governments can play in mitigating climate change, the Provincial Government amended Section 877 (Bill 27, 2008) of the Local Government Act, requiring all municipalities to include targets, policies and actions to reduce greenhouse gas emissions in their Official Community Plans.

New Westminster's small geographic size, central location within the region, compact settlement pattern and high quality transit infrastructure has fostered an urban character that exemplifies responsible growth management. The Official Community Plan includes a policy framework that complements climate action and advances the City's sustainability objectives. The new 2011 Community Energy and Emissions Plan (CEEP) provides further guidance and clarity on the City's path towards minimizing its impact on the global environment.

The CEEP is a 'living plan' that includes policies and actions that can be implemented over time. It includes a level of flexibility to allow for new technologies and senior government interventions to be explored and applied as the area of climate action evolves in the coming years. In cooperation with senior levels of government, the City of New Westminster will work to reduce community-wide greenhouse gas emissions by 15% from 2007 levels by 2030.

[B/L No.7477, 2011]

Goals

1. Provide a livable and sustainable living environment for local residents by protecting, managing or enhancing the natural environment and resources.
2. Promote the greening of public and private property to enhance the City's appearance and aid in controlling local climate.
3. Protect and manage environmentally sensitive lands, particularly the Fraser River waterfront, as a vital public resource.
4. Improve energy efficiency in existing buildings.
5. Build the most energy efficient new buildings.
6. Encourage renewable, responsible & local energy.
7. Build neighbourhoods where residents can live, work and play in close proximity.
8. Foster walking, cycling, and taking transit as the preferred ways of getting around.
9. Support use of efficient and low-carbon mobility.
10. Minimize waste generation.
11. Maximize reuse, recycling and material recovery. [B/L No.7477, 2011]

Policies and Priorities

1. **Work towards enhancing air quality in New Westminster.**
 - Strive to reduce automobile emissions by improving transit frequency, promoting and encouraging employer based trip reduction programs such as ride sharing and variable work hours, and considering a municipal employee vehicle reduction program to set an example for the community.
 - Consider setting an example for the community by investigating the feasibility of using energy efficient, clean burning fuels in the City's vehicle fleet.
 - Continue to develop and implement the *New Westminster Bicycle Plan*.

- Continue to facilitate safe pedestrian movement around the City by establishing a system of linear greenways and attractive streetscapes.
- Continue to require that pedestrian movement and infrastructure be addressed in the review and approval of all municipal and private sector development and redevelopment proposals.
- Continue to encourage tree planting by the City and private residents.
- Continue to participate fully in the Metro Vancouver's *Transportation Demand Management Strategy* process.
- Continue to participate fully in the implementation of the Metro Vancouver's *Air Quality Management Plan*.
- Review the need for more roads and existing road standards in terms of pavement widths.
- Promote a City structure that emphasizes a compact and complete form in order to reduce the need for driving.
- Give favourable consideration to technology that emphasizes communication over transportation.
- Increase public awareness of the social, financial and environmental costs of driving vehicles and of the alternatives available.

2. Strive to enhance the quality of water resources in New Westminster. [Repealed B/L No.6742, 2002]

- Continue to heighten public awareness of the potential for environmental damage and human health hazards related to the discharge of toxic substances into the municipal drainage system. This may be accomplished through, for example, the installation of decorative grates near fish habitats or the use of signage to identify fish, wildlife or natural habitat resources.

- Consider monitoring urban catchment drains, particularly those near industrial and manufacturing activities, in order to minimize the discharge of toxic substances into the municipal drainage system.
- Endeavour to maintain natural water flows along the Brunette River, Glenbrooke Ravine and the Fraser River in order to preserve natural habitat resources.
- Continue to participate fully in the Metro Vancouver's *Liquid Waste Management Plan* process.
- Continue to participate in planning activities of the Fraser River Estuary Management Program and the Fraser River Harbour Commission.
- Encourage the retention of trees and other vegetation along the banks of fish-bearing streams.

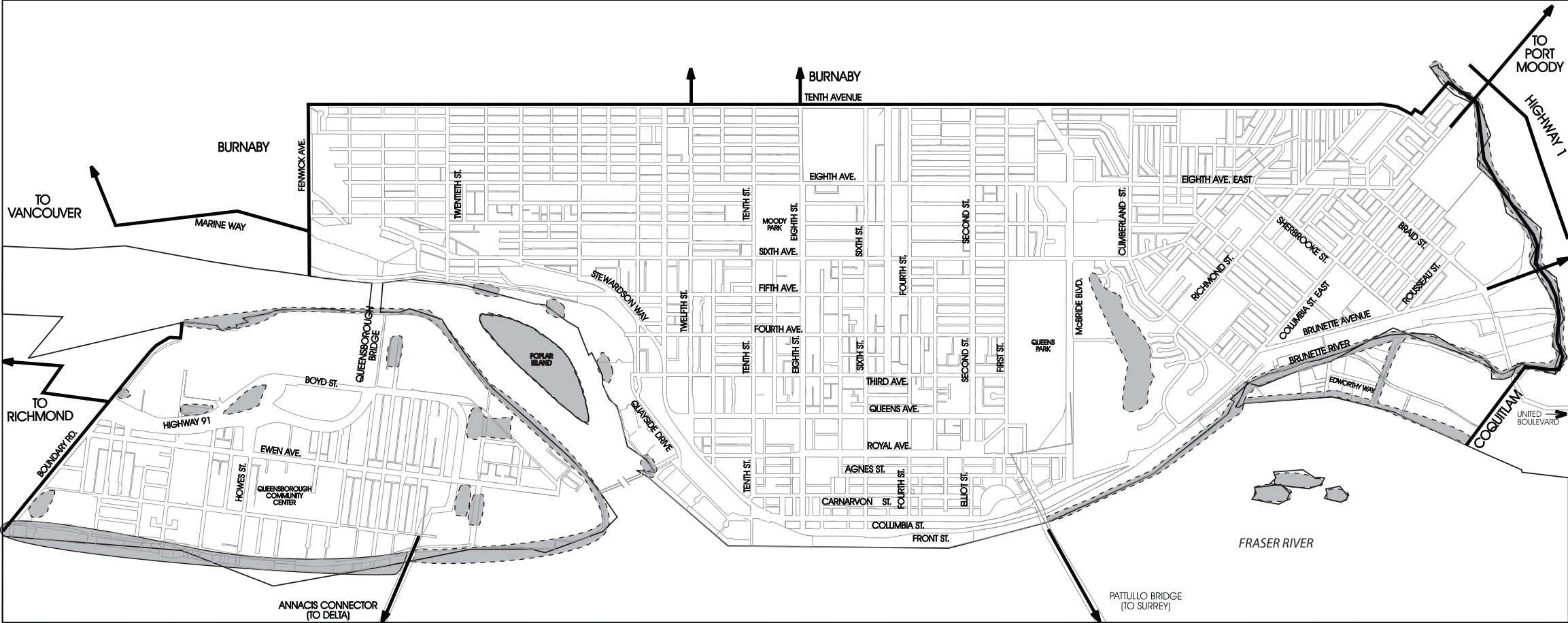
3. Maintain or enhance the fish, wildlife and natural habitat resources in the City.

- Work with public environmental agencies to further study environmentally sensitive lands within the City [see *Map E1: Environmentally Sensitive Lands*].
- Work towards establishing objectives, policies and procedures on how to conserve and manage environmentally sensitive lands in the City.
- Continue to refer applications to public environmental agencies where environmentally sensitive lands are concerned.
- Consider supplementing the City's environmental policies with sustainable development guidelines from the Federal, Provincial and Regional agencies.

- Strive to protect the portion of Glenbrooke Ravine on the existing Woodlands site as a park area by considering the designation of a minimum of 15 metres building setback, where practical, above the top-of-ravine-bank to address the issue of environmental conservation and if geotechnical stability is an issue.
 - Consider “daylighting” streams, where feasible.
 - Promote additional opportunities for recreational fishing along the Fraser River.
 - Consider developing a long term strategy to acquire the riparian areas of the Fraser River for habitat conservation and/or recreational use using statutory and voluntary measures.
 - Encourage the planting of riparian vegetation to enhance fish and wildlife habitat.
 - Continue to discourage new development within a leave-strip area except for such works as being unavoidable or publicly necessary, such as public works, pathways and creek restoration or protection measures.
 - Continue to encourage all proposed development at or adjacent to leave-strip areas to be referred to the senior environmental agencies (Department of Fisheries and Oceans and Ministry of Environment, Lands and Parks) for their review and comment.
 - Continue to encourage the preservation of the Brunette River corridor by participating fully in the Metro Vancouver Brunette River initiative.
 - Continue to implement the *Zoning Bylaw* floodplain regulations in Queensborough.
 - Consider using the Fraser River Estuary Management Program waterfront designations as a guide to the present and future use of waterfront lands [see Map E2: *Fraser River Estuary Management Program Designations*].
 - Coordinate with adjacent municipalities to address cross-boundary environmental issues.
 - Work with other jurisdictions (such as the Fraser River Harbour Commission and Fraser River Estuary Management Program) to develop an approval process for float homes.
 - Endorse the activities of community organizations to restore and enhance fish and wildlife habitat.
 - Increase awareness and public support for individual measures to enhance the natural environment (e.g., building birdhouses, planting trees, native vegetation, gardens, etc.)
- 4. Encourage energy efficient planning and design.**
- Continue to set an example for the community by improving the energy efficiency of municipally owned buildings and facilities.
 - Encourage the construction of new buildings and renovations to existing buildings to incorporate water saving devices.
 - Consider examining a utilities fee structure based on water metering.

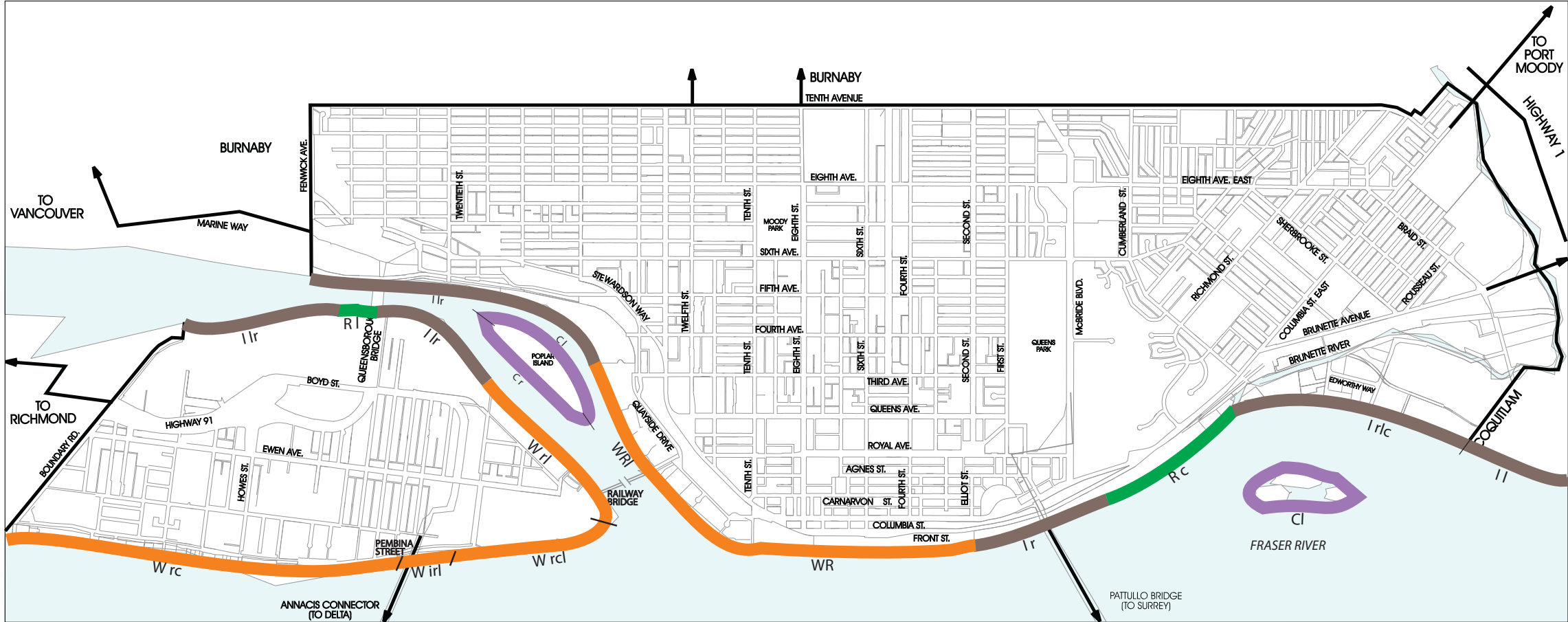


MAP E1
Environmentally Sensitive Lands



 Environmentally Sensitive Lands

MAP E2 Fraser River Estuary Management Program Designations



- W w Waterfront Urban Commercial and Residential
 - I i Industry
 - R r Recreation
 - C c Conservation
 - L l Log Storage
- N.B. Upper Case letter(s) are major designation of foreshore.
Lower Case letter(s) are minor designations.

2.6 HERITAGE AND NEIGHBOURHOOD CHARACTER

Issues

New Westminster Possesses a Wide Range of Heritage Resources

Established in 1860, New Westminster is one of the oldest cities in western Canada and as a result has an abundant heritage. The City has many outstanding examples of historically significant buildings, sites, artifacts, natural features and it values the heritage of aboriginal people. The City of New Westminster has five museums. It is also host to a number of community events, festivals, parades and traditions.

Residents Are Actively Involved in Heritage Conservation

A number of New Westminster residents recognize the value of heritage and take a keen interest in heritage conservation. The New Westminster Heritage Preservation Society takes an active role in promoting the City's heritage, as does the Historical Society and various Residents' Associations. In addition, the New Westminster Heritage Foundation which was formed in 1992, provides grants to homeowners for the restoration of municipally designated buildings.

Maintain Heritage Character in a Context of Change

As New Westminster is centrally located and is an attractive place to live and work, there are significant pressures for change. One of the main features that attract people to New Westminster is the City's heritage character. In the future, the

City's challenge will be to retain and enhance its historic assets within a context of urban change. An effective management approach would prioritize and make informed decisions about ways to integrate heritage resources into the changing landscape.

Provide Overall Coordination in the Management of Heritage Resources

New Westminster adopted a *Heritage Management Plan* in August, 1997. The Plan sets out a number of policies, procedures and programs to guide decision-making for the ongoing management of the City's historic assets. There is a need to ensure that heritage conservation programs continue to be integrated with day to day community planning.

Increase Public Awareness of Heritage Resources

There is a need to encourage greater public interest and awareness of New Westminster's heritage resources as a way of preserving links to our past. There is a continuing need to build on the City's heritage resources by promoting conservation and the adaptive reuse of buildings. The increasing awareness of the use and interpretation of local historic assets should be reinforced.

Involve the Community in the Development of Heritage Policies and Programs

The City's Community Heritage Commission (CHC) advises Council on a variety of heritage matters, including ways to improve connections to the past, continue conservation efforts and raise awareness about the importance of heritage. With input from the CHC, New Westminster has developed a set of policies and procedures to manage the City's heritage resources. The role of the CHC could be expanded in the future, at Council's discretion, to undertake special projects and to be a more active avenue for community participation.

The City's Historic Assets Can be More Fully Utilized

In 2010, the *Downtown Community Plan* (Schedule B) was adopted. Chapter 9.0 of the *Downtown Community Plan*, entitled "Heritage Management", provides a policy framework, strategies and actions that will guide the management of the Downtown's Heritage Resources into the future. [B/L No. 7396, 2010]

Develop Additional Incentives for Heritage Retention

Although the City has introduced initiatives to encourage the retention of the City's historic assets, additional zones could be introduced. One Family Dwelling Districts (RS-6) was designed to accommodate the moving of houses on the Heritage Resource Inventory which would otherwise be demolished. It also enables the rebuilding or alteration of existing houses on the Heritage Resource Inventory which contribute to the character of a neighbourhood but which do not comply with current zoning requirements. As a condition of rezoning to RS-6, owners are required to designate their property as a Municipal Heritage Site or register a restrictive covenant on title (as per Section 19 of the *Local Government Act*). The City has also introduced a zoning initiative to retain existing traditional corner stores located within residential neighbourhoods, if they comply with heritage design guidelines.

The Columbia Street Historic District (C-8) zone provides density incentives for the restoration of historic facades, seismic upgrading or the provision of public open space, in the Downtown Neighbourhood. The C-8 zone is designed to work proactively with other heritage policies such as promoting density transfers for the restoration of historic buildings along the Columbia Street Historic District.

Goals

1. Preserve or enhance historic assets in both residential and commercial areas and utilize them to promote cultural achievements, gain an understanding of the local history, foster civic pride, strengthen the local economy (e.g., renovation trades and film sets) and promote the historic character and stature of New Westminster's community.
2. Promote the conservation and enhancement of buildings and sites which have historic or cultural significance to the community.
3. Promote community events which celebrate local culture and heritage.
4. Protect the existing scale and character of heritage buildings and sites by ensuring that new development on sites not on the Heritage Register respects adjacent heritage sites. Rehabilitation of sites on the Heritage Register will follow the *Standards and Guidelines for the Conservation of Historic Places in Canada*. [B/L No. 7396, 2010]
5. Support the restoration and enhancement of municipally-owned historic assets.
6. Continue to develop a program for the conservation of New Westminster's historic assets based on the principle of community involvement.
7. Identify and support opportunities to increase understanding and promote the value of heritage.
8. Develop criteria to identify and list historic assets on the City's community heritage register.
9. Effectively involve residents in heritage planning issues.
10. Encourage the efforts of the New Westminster Heritage Foundation to provide grants to owners of designated properties for building exterior restoration.

Goals of the New Westminster Heritage Management Plan

Council adopted a *Heritage Management Plan for New Westminster* in August, 1997. The Plan was developed to:

- manage change in such a way that the unique historic character and essential functions of the community are retained;
- encourage the use or reuse of buildings in order to retain their economic and future aspects;
- emphasize the significance of the heritage resource in the broader context, which includes buildings, views, landscapes and infrastructure; and
- develop the City's potential as a unique and economic place by fully utilizing its historic, locational and physical attributes.

Implementation of the Plan is ongoing, with approximately half of its recommendations completed or in progress.

Policies and Priorities

1. Continue to build upon the historic assets of the City.

- Continue to use the City's heritage resources as a catalyst for economic development in the City, in particular, New Westminster's tourism potential.
- Pursue the development and redevelopment of under-utilized or vacant buildings in the downtown by encouraging owners to undertake individual building rehabilitation or explore the adaptive reuse of buildings.

2. Manage change in a way that integrates heritage character into the planning of structures, areas and events.

- Continue to review applications in order to assure consideration of heritage issues.
- Continue to encourage building and landscape design which reflects the character of the area.
- Review and protect special areas that contribute to New Westminster's unique character and identity, including consideration of heritage conservation areas, for example, on Columbia Street in the Downtown, and portions of Queen's Park, Brow of the Hill and Sapperton.
- Encourage the provision of design features (e.g., signage, street lighting) that enhances the unique character and identity of neighbourhoods.

3. Promote awareness of the City's historic assets.

- Continue to support a wide variety of annual events and activities, including May Day, the Hyack Festival, Heritage Week and the Royal City Builders' Awards to increase public awareness of the City's heritage and history.
- Involve the community through avenues such as the Community Heritage Commission.
- Provide City staff support for heritage education, promotion and the review of incentives for restorations.

4. Utilize a variety of tools to retain and enhance heritage resources.

- Continue to work with residents, business people and property owners to identify and encourage the use of appropriate voluntary heritage measures.
- Continue to give consideration to the tools available through the *Local Government Act*, including Heritage Alteration Permits, Heritage Revitalization Agreements, Heritage Designation, Heritage Conservation Areas and temporary protection measures.
- Continue to use regulations on a proactive basis, such as density bonuses and other incentives for the restoration of buildings of heritage significance.
- Continue to make the building review process for historic buildings more efficient.

5. Provide overall coordination for the management of civic historic assets.

- Continue implementing the framework established by the *Heritage Management Plan* through the Community Heritage Commission and Council.
- Promote the relocation of valued heritage structures onto alternative sites, if retention is not feasible.

6. Introduce non-monetary incentives to promote heritage

- Provide technical support and advice to property owners interested in revitalizing heritage properties by utilizing the extensive library available in the Planning Department and community resources such as the New Westminister Heritage Preservation Society.
- Assist in the coordination of a community salvage program that would enable residents to obtain building materials and fixtures from sites in the City with demolition approval.
- *Deleted [B/L No. 7396, 2010]*



2.7 COMMERCIAL REVITALIZATION AND THE ECONOMY

Issues

New Westminster is Committed to Economic Development and Employment Generation by Promoting a Proactive Investment Climate in the Community

The City is committed to promoting employment opportunities by entertaining the intensification of commercial land uses, and the development of industries, in particular tourism, entertainment, hospitality, film and new technologies.

The City Has a Positive Economic Outlook

Over the next decade, it is expected that New Westminster will continue to experience many of the positive benefits accruing to the rest of the British Columbia economy. Provincially, service sector employment is growing, more value-added goods are being produced as a result of new technologies, tourism activity is increasing and new business opportunities are continually being generated as Asia-Pacific markets increase in importance. At the same time, there is a trend towards small businesses creating many new employment opportunities and the decentralization of businesses and employment outside of Downtown Vancouver to other municipalities in the Lower Mainland.

Population Growth Can Have Positive Economic Impacts

Population growth can have a positive impact on New Westminster's existing businesses. More people will provide businesses with a larger customer base and may generate opportunities for new businesses to be established in the community. To facilitate these potential opportunities, land uses and activity patterns in the City should become more efficient through intensification of non-residential uses.

New Westminster is a Significant Generator of Employment

New Westminster is one of the leading "employment generators" in the Lower Mainland (i.e., there are more jobs in New Westminster than employable adults). In 1996, 28,000 persons worked in New Westminster and 23,000 employable adults lived in the City (with a ratio of 1.21 jobs per employable adult). In 1991, there were 1.17 jobs in New Westminster for each resident in the labour force. One of the goals for New Westminster is to continue this positive ratio between employable New Westminster adults and employment in the City.

Office Uses Will Experience Significant Growth

In recent years, office use in the transportation, communication and utilities sectors experienced substantial growth while office use in the finance, insurance and real estate sectors remained relatively static. Projections for the next 25 years indicate that this growth will continue and the office sector will become increasingly specialized. Based on a projected population growth to 84,000 residents by the year 2021, it is estimated that the office sector could generate approximately 5,000 new jobs. It is also estimated that over 1.28 million square feet of office floor space, primarily in the Downtown and Uptown commercial areas, may be required to accommodate this growth.

Retail and Service Commercial Uses Will Grow Steadily

In recent years, the commercial sector experienced the largest growth in employment and floor space compared to all other sectors of the local economy. Although much of this growth occurred in the office sector, the service commercial sector also experienced significant growth. New Westminster has one of the highest amounts of retail floor space on a per capita basis in the Lower Mainland.

Projections indicate that service and retail commercial will grow as the population increases and that this sector could add about 1,500 new jobs between 1996 and 2021. In total, approximately 25 acres of commercial property may be required to accommodate this anticipated growth.

New Westminster is surrounded by highly competitive commercial areas which compete with existing commercial areas, particularly for higher-order goods such as apparel and other department store type merchandise. Retail services will need to continue servicing primarily the local New Westminster market with neighbourhood-oriented businesses such as food outlets and convenience retail.

Specialty Retail Areas Have Increased in Popularity

Over the last decade, complementary businesses which offer a specialized selection of products have located themselves in clusters along the City's primary commercial corridors. As a result, they have formed localized niche markets such as the bridal shop focus for Columbia Street, the antique shop focus of upper Twelfth Street and Front Street as well as the fresh food focus of Westminster Quay Public Market.

Downtown and Uptown are the City's Primary Commercial Centres

Downtown and Uptown form the two primary business centres in the City with 418 and 583 business establishments, respectively (1996). Although Uptown contains a small proportion of industrial and institutional activities, it functions mainly as a commercial centre with retail, professional, administrative, personal and business services. The Downtown also functions as a commercial centre with a continuing industrial component and an active institutional base. Uptown has a strong new telecommunications and banking focus; and the Downtown also has a tourism focus with its historic Columbia and Front Streets and its attractive riverfront setting. [B/L No. 7396, 2010]

Tourism as a Potential New Industry

Although tourism has historically played a relatively small role in New Westminster's local economy, New Westminster has the potential to become an attractive and sought-after tourist destination. With its locational attributes and attractive amenities (e.g., riverfront), the City is well positioned to expand its existing tourism facilities and special events to accommodate a wider variety and number of users and activities. In addition, recent studies indicate that New Westminster does not possess enough guest rooms and meeting space to satisfy current demand. Future projections indicate the potential for about 550 new jobs to be created over the 1996 to 2021 period, requiring approximately 10 acres of land. Most of these jobs would be generated by the creation of a convention/hotel within the City. At the same time, entertainment (e.g. theatre, cinema) and related uses (e.g. restaurants, cafes) would enhance the City and make it more enjoyable for local residents and visitors.

Film as a Potential New Industry

Over the past five years, film industry activity in New Westminster has grown substantially. From a low of 16 productions in 1993 to a high of 35 productions in 1996, New Westminster has become the second largest film location in the Lower Mainland. In 1996, approximately 35 percent of the productions completed in B.C. were filmed in New Westminster. Given such significant local expansion and the anticipated growth of the industry in the Province in general, it is anticipated that the film industry will continue to grow and become an integral part of the local economy.

Growth in Home-Based Businesses

Over the past decade, home-based businesses have experienced significant growth. Home-based businesses in New Westminster are expected to account for five to seven percent of new employees in the City in the 1996 - 2021 period or a total of approximately 1,200 new employees.

Opportunities in New Technologies

The pace of change in the "high tech" industry is rapid and therefore, difficult to anticipate. Job creation in the high tech sector is a new and growing opportunity for New Westminster which needs to be encouraged and planned. Areas with opportunities include Uptown's telecommunications potential, and innovations in the health care, industrial, and commercial sectors.

Goals

Employment Generation Goals

1. Create a favourable economic climate which attracts new business and promotes the City as a prime business centre in the Region.
2. Work towards achieving a well-balanced economy which provides a range of economic and employment opportunities for the community.

3. Retain and enhance existing employment opportunities.
4. Encourage employment opportunities for youth, including entry level jobs in a variety of employment sectors (e.g., hospitality, service).
5. Promote investment in the community to provide new employment opportunities and diversify the economic base.

Commercial Revitalization Goals

1. Encourage and facilitate commercial revitalization efforts in neighbourhood centres as a way of ensuring local commercial services within walking distance.
2. Promote a residential component within commercial areas of the City to provide a direct customer base that is within easy walking distance.
3. Create a pedestrian-friendly environment along the City's commercial corridors by encouraging a diversity of on-street shopping experiences complemented by street beautification and efforts to create more greenery and/or public open space.
4. Promote the specialization commercial areas with Uptown as the telecommunications and professional centre of the City, the Downtown as the tourism and entertainment centre of the City, and strong neighbourhood commercial centres in Sapperton, the West End and Queensborough.
5. Promote prime office uses in the Uptown, Downtown and waterfront areas while encouraging secondary office uses to locate in smaller neighbourhood centres.
6. Encourage the redevelopment of Columbia Street East, Twelfth Street and Twentieth Street as vibrant neighbourhood commercial centres that offer a variety of shopping, housing, employment and cultural opportunities to serve area residents.
7. Promote the provision of adequate parking facilities close to local businesses, including as much on-street parking as is practical.

Tourism Goals

1. Promote the Downtown and the Waterfront as the tourism, cultural and entertainment centre of the City.
2. Promote recreation, tourism, and arts and cultural opportunities through such means as the development of hotel, trade and convention facilities, and the development or upgrading of arts, entertainment or tourism venues such as the Massey Theatre, Fraser River Discovery Centre, Raymond Burr Performing Arts Centre, and additional movie theatres.
3. Support the Fraser River Discovery Centre as a key component in the development of the Downtown's tourism potential.
4. Support existing cultural facilities and organizations in the community (e.g., Massey Theatre, the Bernie Legge Theatre, the Raymond Burr Performing Arts Centre and the New Westminster Arts Council) and encourage the development of new cultural facilities (in particular, the Raymond Burr Performing Arts Centre), all of which would contribute to the diversification of New Westminster's tourism sector.
5. Promote tourism and convention opportunities in the Downtown. [B/L No.7396, 2010]
6. Continue to promote the Parks and Recreation system as a tourist attraction.

Policies and Priorities

1. Promote the specialization of New Westminster's commercial areas with Uptown as the professional centre of the City, the Downtown as the arts, cultural, tourism, entertainment and office centre of the City, and strong neighbourhood commercial centres in Sapperton, West End and Queensborough.
 - Promote prime office uses in the Uptown, Downtown and Waterfront areas while encouraging secondary office uses in neighbourhood centres
 - Promote new office development particularly at the intersections of Sixth Street and Sixth Avenue, and the Waterfront Precinct, Tower Precinct and SkyTrain Precinct in the Downtown. [B/L No.7396, 2010]
 - Facilitate retail and service commercial growth in the City. Since retail and service commercial activities are expected to grow gradually over the next 25 years, promote concentrated nodal patterns within existing neighbourhood centres.
 - Integrate a variety of uses into the Uptown, Downtown and Waterfront. Encourage the integration of office, cultural, residential and recreational developments into the City Centre's commercial context to create a large-scale mixed use area.

Chart 2.7.1

New Westminster Employment and Population Projections 1996 - 2021

Year	Population	Employment
1996	50,000	28,500
2006	63,000	30,000
2021	84,000	40,000

Chart 2.7.2

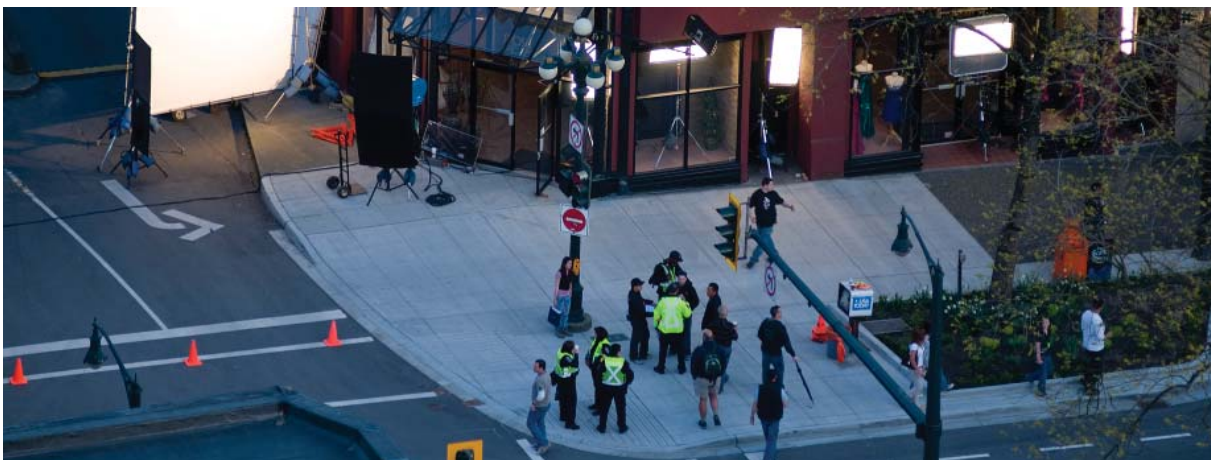
Commercial Employment Estimates and Land Projections

Employment Sector	Present Employment (1996)	Estimated Additional Employees	Estimated Total Employment (2021)	Estimated Land Area Required (acres)
Retail/ Service	7,400	1,500	8900	25-30
Office	4,800	4,950	9750	40-45
Home Based	600	1,200	1800	0
Hospitality/ Tourism	1,600	550	2150	10
Total	14,400	8,200	22600	125-135

- Link the Downtown and Uptown Commercial Centres to achieve a strong central core. Encourage the connection of these two centres into a larger, more cohesive commercial entity. This may be accomplished by extending commercial uses along Sixth Street and establishing an identifiable and thematic transportation link.
- Monitor employment targets to ensure economic sustainability. In order to ensure that employment opportunities grow with future residential development, the City will monitor employment targets over time. A commitment to employment targets ensures that employment generation is accommodated in balance with new residential growth. Employment targets will be monitored to ensure that New Westminster continues to have an employment ratio of 1 job to every employable adult, or greater. In 1996, the ratio was 1 employable adult to 1.21 jobs. [see *Chart 2.7.1 New Westminster Employment and Population Projections 1996 - 2021.*]
- Promote employment opportunities by encouraging the intensification of existing commercial land. [see *Chart 2.7.2 Commercial Employment Estimates and Land Projections 1996 - 2021.*]

2. Promote a mix of commercial and employment opportunities close to residents.

- Promote mixed use developments in commercial areas as a key revitalization strategy. Encourage residential uses in the form of townhouses, infill housing or mixed use developments in the commercial areas. Encourage commercial uses at ground level and residential uses above street level. Residential uses in commercial centres generate a more lively and safe community atmosphere, by bringing residents closer to services, employment and cultural opportunities and transit options. To aid commercial revitalization and promote the creation of complete communities, encourage four storey buildings (commercial on ground level and three storeys of residential above) along some commercial corridors. In Queensborough, encourage three storey buildings (commercial on the ground level and two storeys of residential above).
- Encourage small scale neighbourhood commercial development.
- Encourage corner stores in residential neighbourhoods to provide daily needs and act as community focal points.
- Review existing regulations to include new types of home-based businesses and to provide more flexible regulations. At the same time, encourage greater flexibility for home-based businesses in residential buildings located in commercial areas and between commercial and residential areas.



3. Promote vibrant streetscapes in commercial areas.

- Encourage a variety of active commercial uses which contribute to a vibrant pedestrian street life. Businesses should attract the attention of pedestrians through the use of interesting window displays or active uses along the adjacent right-of-way. Such commercial uses include restaurants, neighbourhood pubs, retail outlets, street vendors, sidewalk cafes, artist workshops, and street entertainers.
- Encourage the redevelopment of Columbia Street East, Twelfth Street and Twentieth Street as vibrant neighbourhood commercial centres which offer a variety of shopping, housing, employment and cultural opportunities to serve area residents.
- Facilitate the development of neighbourhood commercial centres by encouraging an appropriate scale in terms of size as well as the goods and services offered to suit the daily needs of the surrounding residents.
- Continue to apply the *Heritage Area Revitalization Program* Guidelines for Columbia Street, the *Twelfth Street Design Guidelines*, and the *Columbia Street East Design Guidelines*. These guidelines direct the form and character of new developments to express the unique design and history of each area. In addition, they direct the provision of streetscape amenities and attractive landscape design.

4. Develop and promote New Westminster's tourism potential.

- Develop a Tourism Strategy which builds on New Westminster's many attributes such as the Fraser River, the history of the City, the historic legacy of its prominent citizens, festivals and traditions, and arts and cultural facilities.
- Continue to promote the Downtown as a regional tourist destination with a strong heritage, river and cultural focus, and encourage cultural or tourism facilities or activities to locate in close proximity to existing facilities in the Downtown.
- Encourage niche retail establishments to locate in the Downtown in order to create synergies with existing niche retail establishments and to support tourist activities in the area.
- Promote the development of a new hotel and convention facility in the Downtown. [B/L No. 7396, 2010]
- Expand upon existing tourist infrastructure and create synergies between existing and planned developments. Encourage new developments to maintain a water-based theme and may include such attractions as a water park, interpretative, recreational or entertainment boat trips along the Fraser River, or other interpretative centres to complement the Fraser River Discovery Centre.
- Promote cultural, recreational and community uses in commercial centres. They should be community focal point for local residents and provide a wide selection of cultural, recreational and community uses. These uses may include a community centre, community meeting rooms or public space.

5. **Create vibrant and interesting, pedestrian-oriented commercial centres which reflect the character and history of the surrounding neighbourhood, and suit the needs of the community.**
 - Promote the adaptive reuse of buildings in order to preserve neighbourhood character and heritage buildings. Historic buildings add to the sense of community and sense of local history. The revitalization of historic buildings also play a key catalytic role in the tourism potential of a commercial area.
 - Facilitate the separation of pedestrians from vehicular traffic by incorporating street "greening" with street furniture and landscaping on parking lanes in neighbourhood commercial centres (i.e., to physically separate the pedestrian from vehicular traffic).
 - Explore various street beautification approaches to traffic calm commercial areas to promote a safe pedestrian environment in commercial centres.
 - Link commercial centres into the City-wide pedestrian and cyclist transportation network. This will facilitate the safe and comfortable movement of pedestrians and cyclists through and between commercial centres.

- Encourage pedestrian friendly focal points in neighbourhood commercial centres. These focal points, which may take the form of public open space or a pedestrian streetscape, would be used to enhance the identity for retail and service commercial uses in New Westminster (e.g., pocket parks, sidewalk cafes).
- Provide amenities for pedestrians, cyclists and transit users along commercial corridors (e.g., transit shelters, benches, pedestrian-controlled traffic lights and bike racks to facilitate greater use of transit, walking and cycling).
- Facilitate the creation of small park spaces or plazas in the commercial areas by consolidating new open spaces with residual spaces (e.g., surplus streets or street ends) through the development process.
- Investigate the feasibility of creating a trolley or tram route through the City's primary commercial centres. As well as promoting the use of an alternative form of transportation, a trolley or tram route would link commercial centres and reinforce the historic character of the City.
- Explore the feasibility of an historically themed, horse drawn carriage for touring heritage neighbourhoods (e.g., Queen's Park).
- Investigate the use of more flexible parking requirements that may include provisions for parking behind stores or in back lanes, and may rely on sharing parking space among several users (e.g., with different peak parking requirements) or the strategic placement of traffic barriers.





2.8 INDUSTRIAL ACTIVITY AND THE ECONOMY

Issues

The Nature of the Industrial Sector is Changing

As a result of increased global competition and the subsequent rise of flexible production systems, a number of changes are occurring in the industrial market which may have an important effect on the future of industrial land use in New Westminster. The most notable changes include:

- the growth of the “flex” building market (i.e., industrial sites which have an office build-out of greater than 50 percent in addition to a warehouse, research, or storage components with high parking ratios);
- the conversion of obsolete warehouses into highly functional showroom and retail spaces;
- the growing importance of quality of life and amenities in location decisions;
- move towards a wider variety of industrial and “quasi-industrial/commercial” uses for industrial land; and
- the move from a traditional manufacturing economy to a knowledge based economy.

Over the next decade, New Westminster will be increasingly affected by the globalization of business, cost competitiveness, workplace developments, infrastructure developments and growth patterns. Land availabilities and price will be factors affecting New Westminster’s ability to retain its competitive advantage.

New Westminster’s Industrial Land Base is Being Consolidated

Between 1986 and 1996, the inventory of New Westminster’s industrial floor space has declined by 5.5 percent from 4.58 million square feet in 1985 to 4.34 million square feet in 1996. The Downtown and Uptown areas have lost approximately 50 percent of their inventories of industrial floor area. This inventory has largely been converted to other uses considered “higher” such as residential and commercial land uses. Today, less than 225,000 square feet of industrial floor area exists in these two areas.

Industrial activities within the City are primarily concentrated in the Brunette Creek, Queensborough and West End neighbourhoods. The inventory of industrial land in these areas has held constant over the past ten years except for a small increase in industrial floor area in Brunette Creek.

The number of industrial businesses has also remained fairly constant ranging between 178 and 182 businesses between 1986 and 1996 [see *Chart 2.8.1: Number of Industrial Businesses and Industrial Floor Space in New Westminster by Neighbourhood (1996)*].

Chart 2.8.1

Number of Industrial Businesses and Industrial Floor Space in New Westminster by Neighbourhood (1996)

Neighbourhood	Downtown	Queenborough	Sapperton	Uptown	West End	Total
Number of Industrial Businesses	39	28	80	12	20	179
Industrial Floor Space	145,379	1,016,787	209,116	98,606	990,956	4,342,981

Most Industrial Land Uses in New Westminister Are Heavy Industrial

The City's industrial profile is dominated by warehousing/storage, paper manufacturing and wood product manufacturing. These uses account for almost 70 percent of the City's industrial floor area. Although very important, these uses are not the stimulators for present industrial growth in floor space and employment in the region.

Manufacturing is a Local Specialization

When compared to Metro Vancouver, New Westminister has a higher than average concentration of manufacturing activities, making it a local specialization. Between 1991 and 1994, the manufacturing sector experienced a slight decline in its regional position; however, its competitive share in the local economy has remained stable. Industrial floor area data for 1995 indicates that 59 percent of New Westminister's industrial inventory (or 2,504,257 square feet of industrial floor space) is dedicated to manufacturing activities. Most of this space is located in the West End and Brunette Creek, followed by Queensborough. Warehousing and storage activities are the second largest industrial activity in the City, accounting for 29 percent of industrial inventory (or 1,221,020 square feet of industrial floor space) in 1995.

Industrial Development in New Westminister Faces Locational Constraints

Although New Westminister has the advantage of a central location, good transportation links and an established infrastructure, there are some limitations to industrial development. Costs to develop industrial land are high due to challenging soil conditions, a high water table, servicing availability of sites, the large number of small land parcels, high opportunity costs for conversion to other uses, and the relatively slow market demand for industrial land in the City. Notwithstanding, major reinvestment plans of prominent industrial businesses, (such as Labatt Breweries' recent \$24 million capital investment) continue to have positive spin-offs for the future.

Chart 2.8.2
New Westminister Employment and
Population Projections 1996 - 2021

Year	Population	Employment
1996	50,000	28,500
2006	63,000	30,000
2021	84,000	40,000

Chart 2.8.3
Industrial Employment Estimates
and Land Projections 1996 - 2021

Present Employment (1996)	Estimated Additional Employees	Estimated Total Employment (2021)	Estimated Land Area Required (acres)
6,100	1,750	7,850	15,700

Access to Industrial Areas is Critical to Maintaining a Competitive Industrial Environment

Access to industrial activities in the West End is good. However, access to the Brunette Creek and Queensborough industrial lands is challenging. With only one major access route to the Brunette Creek industrial area, the viability of a strong industrial base in the area is constrained. This access route, the Braid Street intersection, is particularly difficult due to the railway crossing which, when in use, blocks all access to the Brunette Creek Corridor, including a minor access point at Spruce Street.

Grade separation of Braid Street and the rail lines as well as a connection to United Boulevard is being considered as part of the *North Fraser Perimeter Truck Route Plan* currently under review by the Province. Improved access to the Brunette Creek Corridor would enhance the competitiveness of the City's industrial lands. However, there are concerns that additional road links into New Westminster would attract more vehicles in to the City.

The City of Coquitlam has been clear in its objectives to secure a road connection into New Westminster as a way to increase access to the Fraser Mills/Pacific Reach area. Achieving the full development potential of these lands is of vital importance to the City of Coquitlam and the region if Coquitlam hopes to meet the employment targets set out in the *Livable Region Strategic Plan*.

It is important that the Province, the City of Coquitlam and the City of New Westminster work together to reach a mutually beneficial road network in and around these industrial lands. Redevelopment within the Brunette Creek Corridor may also provide an opportunity to construct a new roadway with a possible connection onto Columbia Street East in the vicinity of Cumberland Street.

The Queensborough industrial lands, on the other hand, are challenged by excessive traffic congestion on the Queensborough Bridge. To address the problem, the Provincial Government is presently examining the creation of a new bridge called the Tree-Island Bridge which would extend across the North Arm of the Fraser River, freeing the Queensborough Bridge up for more industrial-related traffic. Both of these Provincial Government initiatives would improve access, and therefore, the economic viability of New Westminster industrial lands.



New Westminster is Committed to Economic Development and Employment Generation by Promoting a Proactive Investment Climate

The City is committed to promoting employment opportunities by retaining viable concentrations of industrial land use within the City. For this reason, the City will entertain the intensification of existing industrial land in order to strengthen industry agglomerations and attract new complementary businesses. New Westminster is committed to an employment ratio of one job to every employable adult, or greater. This commitment will ensure that residential growth is accommodated by employment growth. In 1996, the ratio was one employable adult to 1.21 jobs [see *Chart 2.8.2: New Westminster Employment and Population Projections: 1996 - 2021*].

Industrial Demand in New Westminster May be Sustained Over the Next 25 Years

Future demand for industrial land in New Westminster will be a result of three main indicators. These include:

1. Existing industries wanting to expand;
2. Existing industries presently located outside of industrial zones seeking to relocate; and
3. Greater demand for service industries as a result of continued population growth.

Intensification of Industrial Land Offers Opportunities for Employment Generation

The industrial sector in New Westminster occupies approximately 450 acres of land. This land accommodates 4.25 million square feet of industrial floor area at an average density of approximately 0.2 floor space ratio. While there are no new lands which could easily accommodate new industrial expansion in the City, there is an opportunity to intensify existing industrial lands to meet the incremental additions to the City's industrial floor space over the next 25 years.

Based on the challenges New Westminster's industrial land faces, approximately 50 percent of the existing lands could realistically be intensified. It is estimated that approximately 1,750 new industrial jobs could be created in New Westminster over the next 25 years if existing land is intensified and new industrial businesses are encouraged to locate there [see *Chart 2.8.3: Industrial Employment Estimates and Land Projections 1996 - 2021*].

New Westminster's Industrial Land Base is a Major Contributor to Municipal Tax Revenues

Industrial land contributes to a balanced economic base. Together, heavy and light industrial businesses in the City contributed \$3.3 million in municipal tax revenues for the 1997 taxation year, or 11 percent of the overall taxable revenue.

Goals

Employment Generation Goals

1. Create a favourable economic climate which attracts new industries and associated businesses, and promote the City as a competitive industrial centre in the region.
2. Work toward achieving a balanced economy which provides a range of employment opportunities for the community.
3. Retain and enhance existing employment opportunities.
4. Promote investment in the community that provides new employment opportunities and diversifies the economic base.

Industrial Goals

1. Retain industrial jobs and opportunities within the City.
2. Promote New Westminster as a competitive industrial centre in the Region.
3. Promote the specialization of New Westminster's industrial areas with Brunette Creek as the manufacturing centre of the City, with North Arm North (West of Doman Mills) as the secondary manufacturing centre of the City and North Queensborough as the wood production centre of the City.
4. Encourage agglomeration economies in industrial areas.
5. Support efficient access to industrial sites.
6. Attract labour-intensive and "clean" industrial uses, and high technology uses.

Policies and Priorities

1. Create an industrial strategy for New Westminster.
 - Develop an inventory of industrial sites and identify the relative competitiveness of industrial locations.
 - Direct a marketing, business recruitment and business retention campaign for New Westminster's industrial areas as part of the City's Economic Development Strategy.
 - Work with the industrial sector and other organizations to identify and address constraints to industrial development.
2. Continue to support the City's main industrial clusters.
 - Restrict the encroachment of non-compatible uses (such as housing) on viable industrial sites.
 - Encourage appropriate buffering (e.g., commercial service uses) and setbacks between industrial uses and adjacent land uses.
 - Monitor industrial sector trends and revise industrial policies and priorities where appropriate.
3. Promote New Westminster as a competitive industrial centre with Brunette Creek, North Queensborough and North Arm North (west of Doman Mills) as the manufacturing centres of the City.
 - Promote manufacturing uses and ancillary activities in Brunette Creek, Queensborough and the West End in order to create industrial agglomerations.
 - Promote the intensification of certain clusters of industrial land in the City. Allowing greater densities in existing industrial areas could generate new employment opportunities in the City.

- Monitor employment targets to ensure economic sustainability. In order to ensure that employment opportunities grow with future residential development, the City will monitor employment targets over time. Employment targets for New Westminster are set at an employment ratio of one job to every employable adult, or greater.
 - Encourage capital and employment-intensive industries to locate in New Westminster in order to maximize growth in industrial employment and provide a broad tax base.
4. **Promote efficient access to and from all industrial areas in the City.**
- Work jointly with the Provincial Government, adjacent municipalities and associated agencies to secure appropriate access points to industrial land in the City, particularly for Brunette Creek and the Queensborough Industrial Lands.
5. **Accommodate changing industrial land uses.**
- Review industry needs and update industrial land regulations to reflect conditions in the industrial market. Review industrial land regulations to make appropriate provisions for newly emerging industries.
 - Promote and facilitate a variety of light industrial and high technology industries to locate in New Westminster.
 - Encourage “flexible” industrial space.
 - Encourage additions to existing industries as a means of retaining and enhancing existing industries and employment opportunities.
 - Encourage office/business park development in appropriate locations.
6. **Foster industrial sector growth and investment in New Westminster.**
- Promote industry confidence by creating a stable environment for investment.
 - Facilitate partnerships where mutual benefits occur between the public and private sector.
 - Consider facilitating the creation of a business “incubator” facility.
 - Encourage the concentration of business establishments in industrial clusters.
 - Facilitate the repositioning of any nonviable heavy industrial use to a light industrial or high technology focus.
 - Monitor industrial infrastructure and service requirements to ensure that they remain comparable with those of other municipalities.
7. **Encourage new development that is of good quality and fits well within the existing context.**
- Promote high standards of architecture and aesthetic appearance.
 - Encourage new developments to provide usable outdoor open space and preserve views and scenic areas.
 - Encourage “clean” industrial uses while discouraging those which have a negative impact on the environment.
 - Encourage industrial designs which respect the natural environment and minimize water, air and noise pollution.
8. **Encourage new employment opportunities.**
- Review any new major employment proposals for their potential effect on local industry, and if relocation becomes necessary, then work to facilitate relocation within New Westminster (i.e., retain equal or better jobs).

2.9 URBAN DESIGN

Issues

New Development Should Reflect the Character of the Neighbourhood

Community comments from the *Envision New Westminster* and design charrette public processes revealed that design quality of new development is of key interest to residents and business people. Residents have said that new development should maintain or enhance the character of the existing neighbourhood and surrounding streetscape with respect to architectural design and exterior materials and colour.

Need to Enhance the Identity of City Entry Points, Local Neighbourhoods and Linkages Between Neighbourhoods

The community expressed a desire to reinforce City and neighbourhood identity through the use of urban design features. These features may include gateways and landscaping at the entrances of neighbourhoods and shopping areas, banners which enliven commercial streets, decorative lighting, street furniture and signage which not only reflects the history and character of the residential or commercial area but provides greater clarity for visitors and customers to key destinations in the City, and colourful awnings which act as rain protection and add colour to shopping areas. At the same time, linkages between neighbourhoods were also an important concern for the community. Using similar design features which are based on, for example, a heritage theme, may be one way of linking City neighbourhoods.

Public Safety is an Important Component of New Westminster's Neighbourhood Livability

Public safety is critical to neighbourhood livability. Innovative urban design tools can be used to increase the feeling of personal safety in a neighbourhood. Crime prevention principles, known as Crime Prevention Through Environmental Design (CPTED), have been developed to improve safety in new developments. The implementation of these principles into new development and existing buildings can help reduce crime by designing and using an environment in a way that naturally deters offenders. CPTED relies on three strategies: improving natural surveillance, controlling access, and reinforcing territory (e.g., encouraging a sense of ownership of space through physical design).

Residents Express Concern About the Scale of Some Single Detached Houses

Residents have expressed concerns about some new houses, noting that they can be of a scale or character that is incompatible with neighbouring houses. Although local government is unable to regulate the design of new single detached houses, the City may control their size, scale and massing. In response to concerns about large houses, the City has used neighbourhood specific zoning, which endeavours to make new houses more compatible with neighbouring buildings. Neighbourhood specific zoning has been applied in the West End, Connaught Heights, Kelvin and Queensborough neighbourhoods. Residents from other neighbourhoods have asked the City to consider a similar regulatory approach for their neighbourhoods.

Views Make New Westminister's Neighbourhoods More Livable

In urban areas, where access to parks and open space is more limited than in rural places, views are an important amenity that make city life more enjoyable. New Westminister's location on the Fraser River, and its unique geography, means that the City has many view points. New Westminister has two major types of views.

Panoramic views of the Fraser River can be seen from public access points such as the waterfront esplanade, points along Royal Avenue (e.g., City Hall, Douglas College), the northern ridge of Fraser Cemetery, and the northern ridge of Grimston Park. The Queensborough Perimeter Trail also provides good views of the river and the rest of the City. This type of view is preserved by zoning.

The second type of view is the vista, or view corridor. Major arterials such as Fourth, Sixth, and Eighth Streets provide view corridors south to the river. In the Sapperton neighbourhood, streets leading south from Richmond Street, Tenth Avenue, and Churchill Street also have views of the river. The West End has vistas on many of its north-south streets as well, although some (especially on Twenty-Third Street) are interrupted by the elevated SkyTrain line.

The Brow of the Hill also has views from its major arterials which provide fine vistas to the Fraser River [see Map UD1: View Points and Corridors].

Objectives

Objectives have been developed for residential, commercial and industrial land uses. Each is discussed below.

General Urban Design Objectives

- Encourage greening of key entrances to the City (e.g., Ministry of Transportation and Infrastructure Lands) with new trees and shrubs that require low maintenance (e.g., drought resistant species).

- Encourage the beautification of entrance routes into the City (e.g., ivy on retaining walls, decorative fences) or other items to welcome visitors (e.g., signage, banners).
- Encourage accessible architectural and environmental design.

Residential Urban Design Objectives

- Provide a variety of housing types that serve the present and future demographic needs of the community.
- Provide housing that promotes social interaction (e.g., street friendly porches).
- Promote a sense of community (e.g., pedestrian or bike linkages with adjacent developments, communal open space).
- Maintain or enhance the existing streetscape.
- Maintain or enhance the area's livability.

Commercial Urban Design Objectives

- Promote walking, shopping, entertainment and recreation.
- Promote continuity in the community by respecting the character of the area.
- Promote a diversity of activities for all age groups during the day and activities which enhance public safety in the evening.
- Promote personal safety for pedestrians, shoppers and visitors.
- Promote public access to New Westminister's natural amenities, such as the Fraser River, as well as encourage view corridors (e.g., open vistas at street ends).
- Promote the adaptive reuse of historic buildings.
- Encourage street furnishings that enhance the character of the area (e.g., gazebos, pedestrian lighting, benches, public art).

Industrial Urban Design Objectives

- Promote public access to the Fraser River waterfront, wherever feasible.
- Improve the appearance of parking facilities.
- Enhance the streetscape by encouraging innovative architecture and providing ample landscaping, and street and open space treatments (e.g., decorative paving).
- Reduce the adverse impacts of industry on neighbouring land uses (e.g., create landscape buffers, attractive security fencing).

Downtown Design Objectives

- Refer to Section 16.0 of the *Downtown Community Plan* (Schedule B) for Downtown Design Objectives. [B/L No.7396, 2010]

Urban Design Guidelines

Guidelines have been developed for residential, commercial and industrial land uses. Each is discussed below.

Residential Guidelines

The City will review and evaluate residential development applications with respect to the following guidelines:

- Enhance the neighbourhood as a street-friendly, family-oriented community.
- Preserve or enhance elements of the natural environment in relation to the development (e.g., trees).
- Relate the shape and massing of the buildings to each other to form an organized streetscape (i.e., new buildings should not stand out).
- Use a unifying architectural approach which complements the existing neighbourhood context.

- Vary the shape, massing and exterior finishes of buildings to avoid a monotonous appearance.
- Endeavour to use traditional building materials, in particular wood (e.g., wood siding, wood window trim, wood shingles).
- Utilize exterior lighting and signage (e.g., street numbers) which is unobtrusive, and consistent with the architecture of the building and the surrounding context.
- Incorporate signage and building names that reflect the historic character of the City, its natural setting or the legacy of its prominent citizens.
- Seek to incorporate Crime Prevention Through Environmental Design guidelines with respect to building design, lighting and signage.
- Maintain or enhance views of the waterfront at street ends.
- Incorporate parking design that enhances the streetscape and is accessed from a lane, where possible.
- Utilize attractive landscape design including street trees.
- Provide visitor parking which is clearly marked and signed.
- Place new services underground.
- Employ energy conservation measures in the design and construction of developments.
- Employ environmentally sensitive means of dealing with landscaping and storm water drainage - encourage the use of permeable surfaces instead of concrete or asphalt for driveways and patios to reduce urban runoff.
- Identify, and screen appropriately, areas for the holding of garbage and recyclable material.

Commercial Guidelines

The City will review and evaluate commercial development applications with respect to the following guidelines:

- Vary the shape, massing and exterior finishes of buildings to avoid a monotonous appearance when the development is viewed as a whole. Where appropriate, traditional materials should be used.
- Design roofs so that when viewed from above their shape, slope and finish, appear well maintained and attractive and can retain these qualities over time.
- Utilize exterior lighting and signage which is unobtrusive and consistent with the architecture of the building and its surrounding context.
- Incorporate signage and building names that reflect the historic character of the city, its natural setting or the legacy of its prominent citizens.
- Maintain or enhance views of the waterfront at street ends.
- Seek to incorporate Crime Prevention Through Environmental Design guidelines with respect to building design, lighting and signage.
- Design parking facilities to contribute to the streetscape of the area.
- Utilize attractive landscape design, including street trees and planters.
- Provide street trees, landscaping, ornamental sidewalks, street furniture and decorative street calming elements where appropriate.
- Identify, and screen appropriately, areas for the holding of garbage and recyclable material.
- Encourage enhanced activity on commercial streets by including, where appropriate, sidewalk cafes, street vendors, and weather protection canopies.

Downtown Guidelines

- Refer to Sections 16.0 of the *Downtown Community Plan* (Schedule B) for Downtown Design Guidelines. [B/L No. 7396, 2010]

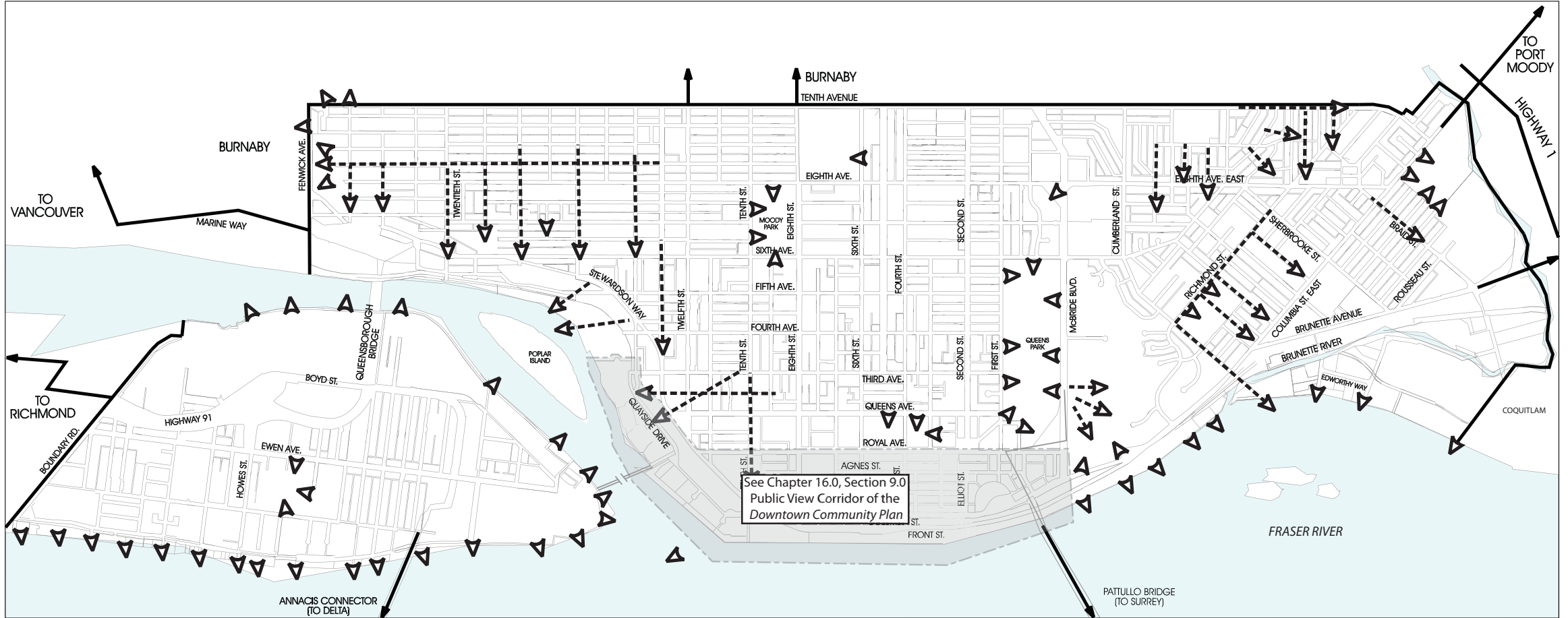
Industrial Guidelines

The City will review and evaluate industrial development applications with respect to the following guidelines:



- Vary the shape, massing and exterior finishes of buildings.
- Utilize exterior lighting which is unobtrusive, and signage which is consistent with the architecture of the building and its surrounding context.
- Maintain or enhance views of the waterfront at street ends.
- Design parking facilities to contribute to the streetscape of the area.
- Utilize attractive landscape design including street trees and planters to improve the relationship between industry and other land uses.
- Minimize noise emission and vibration effects in the area with appropriate building orientation, siting and design.
- Employ technical approaches to noise mitigation in building construction.
- Place landscaped areas adjacent to major highways to form visual and acoustic barriers.
- Design and locate buildings to serve as visual and acoustical barriers to the rail line where industrial sites abut railway tracks.
- Seek to incorporate Crime Prevention Through Environmental Design guidelines with respect to building design, lighting and signage.
- Identify, and screen appropriately, areas for the holding of garbage and recyclable material.

MAP UD1

View Points and Corridors



B/L No.7396, 2010

-  VIEW POINTS
 VIEW CORRIDORS

2.10 INSTITUTIONAL FACILITIES AND COMMUNITY SERVICES

Issues

The Institutional Sector Will Experience Significant Growth

Over the next 25 years, the institutional sector, specifically health care and education, is expected to grow at the same pace as the local and Regional population. Projections indicate that an additional 175 new classrooms and up to 400 new education staff may be required. On the health care side, it is anticipated that expansions in the hospital sector could add approximately 1,000 new staff over the next ten years. By 2021, a total of 1550 new jobs in the institutional sector may be generated. To accommodate this anticipated growth, approximately 50 acres of land may be required unless existing sites are intensified when they redevelop. Most of this growth will likely take place in and around existing institutional centres.

The Institutional Sector is a Local Specialization

When compared to the greater Vancouver region, New Westminster has a higher than average concentration of institutional activities, making it a local specialization. Between 1991 and 1994, the institutional sector experienced a slight decline in its regional position, but its competitive share remained stable. Institutional floor area data for 1996 indicates that 32 percent of New Westminster's non-residential floor space or 4,343,263 square feet was dedicated to institutional activities. Most of this space was located in the Sapperton (1,632,547 square feet) and Downtown (1,487,067 square feet) neighbourhoods [see Chart 2.10.1: Number of Institutional Businesses and Institutional Floor Space in New Westminster by Neighbourhood].

New Westminster is Committed to Economic Development and Employment Generation by Promoting a Proactive Investment Climate in the Community

The City is committed to promoting employment opportunities by retaining existing concentrations of institutional land use within the City and encouraging their expansion to meet the needs of the community. The City is committed to having one job to every employable adult, or greater. In 1996, the ratio was 1.21 jobs to each employable adult [see Chart 2.10.2: New Westminster Employment and Population Projections 1996-2021 and Chart 2.10.3: Institutional Employment Estimates and Projected Land Requirements 1996-2021].

Chart 2.10.1
Number of Institutional Businesses and
Institutional Floor Space in New Westminster by Neighbourhood (1996)

Neighbourhoods	Downtown	Queensborough	Sapperton	Uptown	West End	Total
Number of Institutional Establishments	101	12	36	78	29	256
Institutional Floor Space	1,487,067	88,159	1,632,547	987,069	164,421	4,359,263

Senior Government Realignment

Both federal and Provincial governments are facing fiscal pressures. As a result, there may be a reduction in staff and a privatization of existing buildings. The sale of the Fisheries building in the Downtown is one example.

Student Enrolment is Increasing and New School Spaces Are Needed

Student enrolment in New Westminster schools is expected to increase over the next decade. In 1994, there were 4,480 students were enrolled in the elementary and secondary school system. This number may rise to 5,972 by 1999 and 7,300 by 2004 (*New Westminster School District*). Based on projected growth rates, the existing supply of schools would not be sufficient to meet demand, reaching capacity by 2001. To meet these demands, a total of 50 new kindergarten spaces, 1,800 new spaces for grades 1-7 and 225 new spaces for grades 8-12 may be required.

New Schools Planned for New Westminster

The School District currently owns and operates ten schools (nine elementary and one high school) on 56 acres of land. The District also leases two other sites for the Continuing Education Program. To accommodate the anticipated rise in the student population, three future school sites have been acquired. As new schools and other community institutions are planned, the City should continue to consider the addition of community activity space (e.g., proposed school in the West End).

Reorganization of the Elementary and Secondary School Structure

In January 1995, the School District approved a plan to incorporate middle schools in the system. The proposed school system would include one high school, three middle schools (grades 6-8) and ten elementary schools. The School Board expects to situate one middle school in Queensborough, and two on the mainland (one on the west side and the other on the east side). Other proposed changes include the renovation of the New Westminster secondary school to house 1,825 students, and additions to Connaught Heights Elementary School and Lord Kelvin Elementary School to accommodate 50 and 100 more students respectively.

School Site Acquisition Amendment Act, 1995

In June 1995, Bill 43, the *School Site Acquisition Act, 1995* was adopted. This Act enables a school district to receive, without compensation to the private owner, five percent of the land in a subdivision for a school site or an equivalent cash amount. To use the Act, the school board must show a need for land, and they must enter into an agreement with the local government. The agreement would identify where the school board may acquire sites, the total amount of land that the school board may require and the terms and conditions of the acquisition. In the past, Council and School Board have mutually worked on acquiring sites.

Chart 2.10.2
New Westminster Employment
and Population Projections

Year	Population	Employment
1996	50,000	28,500
2006	63,000	30,000
2021	84,000	40,000

New Westminster's Post Secondary Schools Serve the Region and Province

Two post-secondary schools, Douglas College and the Justice Institute, are located in New Westminster. Douglas College is a comprehensive community college attracting about 9,000 full- and part-time students in its credit programs. Roughly three quarters of its student body and employees are based at the New Westminster campus. Some 1,100 of its students live in New Westminster. Douglas College offers a contract-training service, providing custom training for industry on a cost recovery basis.

Douglas College attracts about 400 international students each year. In addition to paying the full cost of their education, international students contribute significantly to the local economy, and help to forge international links in an increasingly global economy.

The College's activities are greatly facilitated by the City's many public transportation links. The College's central location in the Lower Mainland makes it an important resource providing regional services.

The Justice Institute, an educational facility which offers programs and courses in the emergency response field, was designed to serve the needs of the Province.

The Need for Additional Acute and Long Term Care Beds Will Rise Over the Next Ten Years

Over the next decade, the ratio of acute care beds to population will increase from one bed for every 102 persons to one bed for every 127 persons in New Westminster. At this time, the Fraser Health Authority anticipates that the existing number of facilities and beds are adequate for the Region's need. However, expansions in the hospital sector over the next ten years may be required.

Over the next ten years, the ratio of long term care beds to population is expected to rise from one bed for every 17 persons over the age of 25 to one bed for every 24 people over the next ten years if no additional facilities are built. Since the Fraser Health Authority is still in the process of determining the need for acute and long term care facilities, the specific numbers of beds required are unavailable at this time.

Schools and School Grounds Are Being Used for Community Programs

In January 1996, the School Board initiated the Community Schools Program. This Program is a joint partnership between the School District, participating schools and community members. Its purpose is to extend community services, programs and events into the community and create a strong focal point for each neighbourhood. Seven schools have received funding from the Ministry of Children and Families Social Equity Program to establish and operate community school services on evenings and weekends.

New Westminster is Well Supplied With Recreational Facilities Which Are Conveniently Located

The City has a relatively high level of recreation facility supply. As population increases, it is anticipated that there may be a shortage of some activity spaces (e.g., ice rinks, gymnasiums) during prime time periods (i.e., evenings and weekends). At the same time, existing recreation and community facilities are located reasonably close to the majority of residents. With the expansion of community school services, recreational programs are being offered even closer to home.

Parks and Recreation Programs Have a High Level of Participation

In 1995, over 700,000 people participated in Parks and Recreation programs. This represents 90 percent of New Westminster residents who visit a park or recreation facility each year.

Improvements/Additions to Community Facilities Will be Needed Over Time

As population characteristics shift and community needs change, facility modifications, upgrades and expansions may be required. According to the *Parks and Recreation Master Plan Survey* residents prefer to have existing facilities modernized and upgraded rather than construct new facilities.

The Library is the Most Widely Used Cultural Resource in the City

Founded in 1865, the New Westminster Public Library is the oldest library in British Columbia. The library works together with the City to provide a high quality community service. With over 150,000 items in its collection, library usership is notably high in New Westminster. The library is a tax supported service, operating free of charge to the user. The long range plan for the New Westminster Public Library identifies directions for service priorities, facility improvements, technological changes, funding and revenue sources. Access to information from a central source such as the New Westminster Public Library is vital for a high standard of living and the economic well-being of the community.

Goals

1. Facilitate the expansion of institutional facilities, such as in the hospital sector, as generators of future employment.
2. Create a favourable economic climate that attracts new institutional uses and associated businesses.
3. Promote the City as a prominent institutional centre in the region.
4. Provide a supply of institutional facilities and community services throughout New Westminster that meet the needs of the community.

Chart 2.10.3
Institutional Employment Estimates and Land Projections

Present Empolymnt (1996)	Estimated Additional Employees	Estimated Total Employment (2021)	Estimated Land Area Required (acres)
8,000	1,550	9,550	50

Policies and Priorities

1. Promote the specialization of New Westminster as a regional centre of institutional activities.
 - Encourage public health uses and ancillary activities in the areas around the hospitals as well as complementary facilities (i.e., employee housing within close walking distance).
 - Encourage post secondary educational uses and ancillary activities near Douglas College and the Justice Institute.
 - Encourage public administration uses in and around existing facilities in the Downtown.
 - Encourage additional large institutional employers in the Downtown (e.g., Columbia Street) and the Uptown business area (e.g., Sixth Avenue and Sixth Street).
 - Promote employment opportunities by encouraging the expansion of institutional activities on existing institutional land. The City is committed to encouraging the expansion of institutional land uses for future employment generation [see *Chart 2.10.3: Institutional Employment Estimates and Projected Land Requirements*].
 - Work with the institutional sector and other organizations to minimize any limitations to institutional investment and job creation.
 - Monitor employment targets to ensure economic sustainability. In order to ensure that employment opportunities grow with future residential development, the City will monitor employment targets over time. Employment targets for New Westminster are set at a ratio of one job to every employable adult, or greater.



2. Strive to balance New Westminster's growing population and changing community needs with an appropriate supply of institutional facilities and community services.

- Continue to offer a wide range of services to local residents.
- Continue to have other City departments liaise with the New Westminster Public Library to work together to facilitate the ongoing delivery of high quality library services.
- Explore the feasibility of improving community library access for Queensborough (e.g., satellite space possibly in or adjacent to the school and/or community centre or computer links with the community centre and/or school).
- Encourage new housing developments near school sites to accommodate families with children.
- Encourage social agencies and community care facilities to be relatively small and compatible with their immediate context. They should also follow the applicable Provincial (e.g., *Community Care Facilities Act*), regional and local requirements and adhere to "good neighbourhood" guidelines.
- Continue to encourage the use of existing schools and community facilities as multipurpose centres that accommodate additional community/neighbourhood uses and to work cooperatively with the School Board in providing these services throughout the community.
- Consider encouraging additional community activity space as new schools and other community institutions are planned.
- Continue to work with the School Board in the acquisition of land for the construction of new school facilities (e.g., Queensborough, Terry Hughes, the West End).

- Continue to liaise with the hospital sector in their efforts toward facility expansion.
- Monitor the Fraser Health Authority's strategic planning process to determine health care facility and bed needs over the next ten years.
- Monitor school populations, facilities and services on a regular basis to ensure that the needs of local residents and facility users are being met.
- Monitor City facilities such as parks, recreation facilities, libraries and fire and police facilities on a regular basis to ensure that the needs of local residents and facility users are being met.

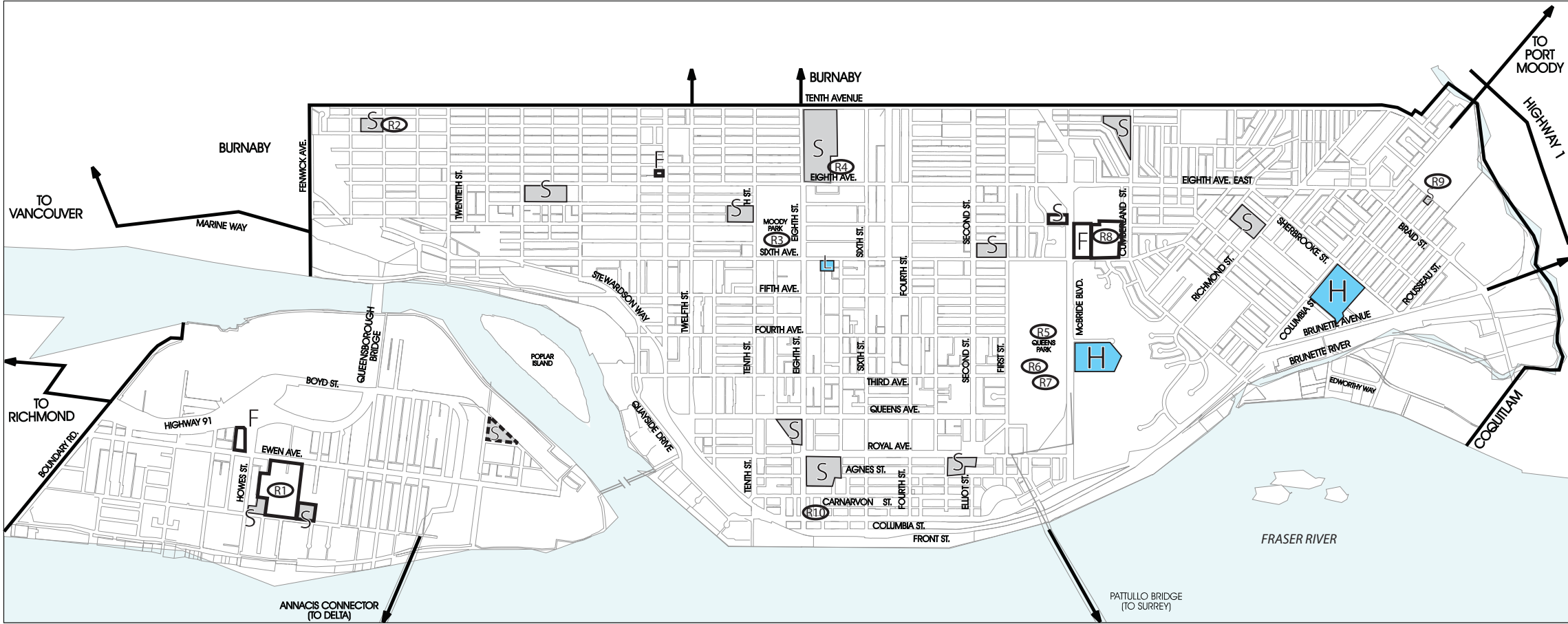
3. Foster institutional sector growth and investment.

- Encourage Federal, Provincial, and regional governments to locate future institutional offices and facilities in New Westminster.
- Work with the institutional sector and other organizations to minimize any limitations to institutional investment and job creation.

4. Maintain high quality institutional facilities throughout the City.

- Encourage the regular upgrading and modernization of local facilities to keep pace with the changing needs and demographics of the City.
- Entertain rezoning to permit structural/seismic upgrading or modest increases in size of existing public facilities (e.g., churches, schools and daycare) in order to improve accessibility (e.g., ramps, vestibules, washrooms).

MAP IF1 Institutional Facilities and Community Services



B/L No.7435, 2011

- | | | | |
|------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
|  Schools |  Recreational Facilities |  Moody Park Arena |  Canada Games Pool
Centennial Community Centre |
|  Fire Halls |  Queensborough Community Centre |  Centennial Lodge
N.W. Arts Centre |  Hume Park Outdoor Pool |
|  Hospitals |  Connaught Heights Activity Room |  Queen's Park Arena |  Multi Use Civic Facility |
|  Library |  Century House |  Queen's Park Arenex | |
|  Proposed |  Kiwanis Outdoor Pool | | |
| |  Moody Park Recreation Centre | | |
| |  N.W. Lawn Bowling Club | | |
| |  N.W. Youth Centre | | |
| |  Parks and Recreation Office | | |

2.11 TRANSPORTATION

Issues

Transportation Demands of the Region Overwhelm the City's Road Network

New Westminster is located in the geographic centre of the Lower Mainland. This, along with an inadequate network of Provincial highways, results in high volumes of vehicular traffic passing through the City. Traffic counts obtained prior to 1994 indicate that approximately 340,000 vehicles a day pass in and out of the City. In the morning peak hour, 56 percent of traffic has an origin or destination in New Westminster and 44 percent of vehicles are pass-through trips. Projections for the year 2021, if current trends continue, indicate that the demand for travel in and out of the City could be 560,000 vehicles a day. Regionally, an additional 38 bridge lanes of traffic would be needed across the regions' major water bodies for congestion levels to be held at manageable levels.

Given the high social, environmental and financial costs of building more roadways, such a strategy is no longer considered beneficial. Instead, the region needs to focus its resources on moving more people in an efficient and economical manner. Congestion on the region's road system is expected to increase in the future, making travel by automobile even more difficult; however, travel by transit is expected to become more attractive.

Excessive Amounts of Non-Local Vehicular Traffic Intrudes Into the Residential Neighbourhoods

As the City's major road network becomes congested, motorists seek alternative routes. The grid network of roads in New Westminster provides parallel roads that are attractive to motorists looking for less congested roadways.

During the morning peak hour, 30 percent of the City's major roads operate at or close to capacity.

High Volumes of Trucks Travelling Through the City Are a Concern

The volume of trucks travelling through New Westminster affects maintenance costs of the road network and livability in neighbourhoods. Approximately 87 percent of vehicle kilometres travelled by trucks in the morning peak hours in the City can be attributed to trucks just travelling through the City en-route to other destinations.

Noise and Pollution from Motorized Traffic are Health Concerns

Noise and pollution generated by surface-based transportation systems (e.g., road and rail) can be detrimental to the health and well being of people. Approximately 77 percent of the pollutants in the air come from tail-pipe emissions.

In 1996, air quality in Metro Vancouver was measured as “good” 96.4 percent of the time, with “fair” and “poor” readings occurring 3.5 percent and 0.1 percent of the time respectively. These readings are typical of conditions during the past few years yet the amount of pollutants entering the atmosphere is on the increase.

Background noise in urban cities is to be expected; however, high levels over long durations affect health and well being. The Canada Mortgage and Housing Corporation recommends that the maximum outdoor noise level adjacent to residential dwellings be no more than 55 decibels (dBA). When levels exceed this threshold, sound attenuation should be considered so that interior noise levels are acceptable. Noise prediction models indicate that this level is frequently exceeded when estimating noise levels at a distance of 30 meters from the centre line of the major roadways in the City.

Opportunities for Walking, Cycling and Using Transit Should be More Available and More Attractive

The elderly, children and people with disabilities, who together represent 30 percent of the population, are without access to a car and must rely on transit, walking, cycling, taxis or others with access to a car for transportation. Students, professionals and others will choose transit if it is convenient. A recent Translink survey found that 84 percent of transit users believe transit fares to be very affordable and most people are prepared to pay more for better service.

In 1993, 83 percent of all journeys in the region were made by private automobile, nine percent by public transit and the remainder on foot or by bicycle.

New Westminster has the second highest transit ridership in the region, after the City of Vancouver. Of all trips taken in the morning peak hour in New Westminister, 13 percent are by transit. For all trips taken to or from the Downtown, the figure is 24 percent. The presence of SkyTrain is key to this level of transit ridership. Transit is becoming a more frequent choice in the evenings for entertainment trips (e.g., BC Place Stadium, Rogers Arena, Ford Theatre, etc.) by patrons who do not wish to drive and park in Vancouver.

It is estimated that bicycling and walking currently account for a small proportion of all single-mode trips; however, walking is always used for a portion of a trip made by other travel modes. This is particularly true for transit trips where both the start and end of the trip are usually made on foot. Walking and cycling are cleaner and less expensive than motorized transport and can play a large role in a highly urbanized and densely developed environment if facilities are provided.

The Trend Towards a More Automobile-Dependent Region Must be Reversed

The number of people travelling in each vehicle in the morning rush hour has declined over the last ten years from 1.21 to 1.17. Growth in the population and employment sectors has increased the demand for car travel and rush hour conditions are spreading to encompass more hours of the day.

Car ownership in New Westminster for the year 1991 was 1.3 vehicles per household, less than the regional average of 1.6.

New Westminster currently has a population of about 50,000 people and 29,000 registered vehicles. Region wide, 1.06 million vehicles and 1.82 million people call the Lower Mainland home. Projections for the year 2021 see a doubling in the number of vehicles on the road for a population of around 3 million persons.

In the period 1985 to 1992, the average trip distance to work in the region increased by 12 percent to 14 kilometres, average trip time increased by 20 percent to 24 minutes and the average speed decreased by seven percent to 35 kilometres/hour.

The number of children being driven to school has increased dramatically over the past ten years. In 1985, 29 percent of children were driven to school. Compare this to 45 percent in 1996 and it is clear that the Region is becoming more automobile-dependent. It is important to explore alternative ways to get children to and from school safely (e.g., bus, carpools, group walking routes).

Greater Choice Amongst Transportation Modes Will Help Reduce the Dependence on the Automobile

For many people in the region, the automobile is the only realistic mode of transportation for getting to work, shops and services. Low density residential developments do not generate sufficient numbers of transit users that would justify a good level of transit service. Often, shops and services in low density areas are few and far between making bicycling or walking less attractive options.

New Westminster is fortunate in this regard. The density of development combined with its position in the centre of the region have brought a relatively high level of transit service to New Westminster. This is reflected in the fact that transit usage in New Westminster is the second highest in the region. In the future, the capacity of the transit system will have to be increased as transit will need to play an even larger role in serving the transportation needs of the region and the community. A network of local looped transit routes is desirable for encouraging greater use of transit for travel within the City.

Hilly terrain in areas of the City presents a significant obstacle to walking and cycling; however, much of the City is relatively level and conducive to either mode of transportation. A regional bike route and walking trail located beneath the SkyTrain guideway already links New Westminster to the Cities of Burnaby and Vancouver; however, there is much more that needs to be done to encourage more cycling and walking (e.g., bike racks/lockers in developments, rain protection for pedestrians, etc).

Transit Priority and Transit System Improvements Are Necessary to Make Travel by Transit a Viable Alternative to Travel by Private Automobile

The workhorse of the transit system is the bus fleet. With few exceptions, buses travel on the same roadways and face the same congestion and delays as all vehicular traffic. In order for transit to become a more attractive transportation option, travel by transit must become more advantageous than (or at least comparable to) the automobile. Transit priority measures typically include special bus-only lanes, queue jumpers or transit activated traffic signals.

Goals

1. Provide transportation access to goods, services and recreation throughout the City for all persons regardless of age, physical ability or financial means.
2. Maximize the safety, personal security, comfort, health and well-being of trip-makers within the City.
3. Enhance the livability of the City by striving to provide transportation facilities and services which result in a net benefit to the community and have minimal adverse effects.
4. Minimize the costs of transportation facilities and services borne by City taxpayers through increasing the direct costs to users of transportation facilities and services.



Policies and Priorities

1. **Promote and facilitate the use of transit, cycling and walking as viable alternatives to the private automobile.**
 - Integrate different modes of transportation whenever possible by combining different travel modes for different portions of a trip. For example, persons may cycle short distances to a SkyTrain station to save time waiting for the local bus; however, without a means of safely storing a bicycle at the SkyTrain station, people would be less likely to consider this option. TransLink has played a leadership role in integrating bicycles and transit. While SkyTrain is yet unable to safely accommodate bicycles, Seabus travellers can take their bicycles on board. Bicycle racks are provided at all SkyTrain stations; bicycle lockers are provided at some. Expansion of the bicycle locker program is being explored by TransLink. A trial bus bike rack program was initiated in 1994 and expansion of the bus bike rack program is contemplated.
 - Participate and encourage others to participate in events which promote alternative transportation use (e.g., Clean Air Day and Bike to Work Week). These types of events stimulate public awareness and interest in reducing reliance on the private automobile.
 - Participate in regional transportation demand management initiatives (e.g., trip reduction services, road pricing/tolls, conversion of automobile fixed costs and adjusting the supply and pricing of parking). These are measures that have been proposed by Metro Vancouver for implementation over the next ten years.
 - Manage the parking supply in commercial centres throughout the City and consider reductions to the required number of parking stalls in exchange for providing incentives and amenities that would reduce the number of vehicle trips to/from a facility. Amenities may include showers, lockers, bicycle storage rooms and incentives may include car pool programs or subsidized transit passes for employees.
2. **Increase the attractiveness of areas designated for walking and cycling (e.g., sidewalks and pathways).**
 - Encourage major employers to reduce employee vehicular transportation and parking demands through employee trip reduction programs. Such programs may involve providing employees with transit passes, carpool registries and incentives and providing bicycle end-of-trip facilities. For example, TransLink already offers an incentive bus pass program to employees of larger organizations or groups while the Jack Bell Foundation has been instrumental in launching a van-pool program.
 - Enhance personal security through improvements to the design and quality of the street environment. If people do not feel safe and secure when walking or cycling, they will not travel to certain areas of the City, or will choose to drive rather than use other means of travel. The street environment includes everything within the street right-of-way (e.g., roadway, boulevard and sidewalks) as well as the type, placement and design of adjacent buildings. This measure encompasses engineering, planning and urban design issues, all of which the City can influence through zoning, development permits, design guidelines and other municipal bylaws.
 - Continue creating pedestrian-friendly walkways through negotiations during design and development, retrofitting sidewalks with curb cuts at intersections for wheelchair and stroller convenience and requiring new sidewalk construction to include curb cuts.
 - Encourage weather protection for pedestrians in commercial areas and other locations of significant pedestrian activity. The weather affects pedestrian comfort, more than any other factor, and protection from rain, wind and cold will help to encourage walking. Through zoning, development permits and design guidelines, the City has the opportunity to encourage adequate weather protection (e.g., awnings).

- Encourage a clear separation between moving vehicles and pedestrians along major routes using landscape and parking lanes.
- Strive to provide pedestrian access along all roadways, or along a separate corridor which serves the same destinations as the roadway. Sidewalks are provided on most roadways in New Westminster. In cases where there are no sidewalks, pedestrians must walk on the boulevard, in the roadway or find an alternative route. Sidewalks adjacent to all roadway corridors would significantly improve safety, personal security and comfort.
- Continue to implement the New Westminster Bicycle Plan [*Map T1: Bicycle Network Concept Plan*].
- Continue to implement and maintain a network of bicycle routes and bicycle parking throughout the City. Bicycle routes which provide access throughout the City address the major reason people give for not cycling: fear of traffic. Bicycle parking, especially secure parking, addresses one of the other key reasons: risk of theft. Bicycle routes identified in the Bicycle Plan are focused on the local street network where traffic volumes are light or where traffic calming could reduce the volume of vehicular traffic on a street. Roads carrying significant vehicular volumes are often routes favoured by

commuter cyclists because they offer the most direct route to a destination. These roads can be altered to become more bicycle-friendly by providing a wider curb lane that enable cyclists and vehicles to share the lane. On multi-lane roads, the opportunity may exist to re-stripe the lanes so that inner lanes are narrowed and the extra width reallocated to the curb lane.

- Provide connections to bicycle routes in other municipalities.
- Provide pedestrian and traffic controlled signals where needed.
- Promote a passenger ferry service linking Queensborough with the Quay.
- Conduct a greenways/trail system study for mainland New Westminster. This will focus on the Fraser and Brunette Rivers, providing an opportunity for pedestrians and cyclists to have greater access to all parts of the City, including the waterfront.
- Consider implementation of the Queensborough Perimeter Trail Master Plan.
- Facilitate public access to the Fraser River using the ends of public streets, small parks and easements from adjacent developments.
- Consider the creation of a pedestrian bridge over Stewardson Way linking Fourth Avenue and the Waterfront.



3. Work with Transit authorities and other jurisdictions to increase the attractiveness of public transit for users.
 - Support and implement transit priority measures.
 - Facilitate the implementation of Rapid Bus.
 - Continue to encourage the development of Light Rail Transit, especially between New Westminster and Coquitlam. Development of a Light Rail Transit line connecting Downtown New Westminster with the Coquitlam Town Centre is proposed to be completed by 2008. Brunette Avenue is a proposed alignment for this Light Rail Transit connection [see Part 3 and Map T2: Existing SkyTrain Route]. The City will continue to work with associated agencies to study the alignment options, to mitigate potential neighbourhood impacts and to help conduct a public consultation process.
 - Consider installing bus bulges along streets in key commercial centres. Bus bulges are widened portions of sidewalk that increase the amount of space available at bus stops for amenities, such as shelters, benches, information tubes and public telephones. In addition, they enable buses to load/unload passengers while stopped in the travel lane. This reduces the delay experienced by buses re-entering the traffic stream from a bus stop located in a parking lane.
 - Provide curb space for bus stops and make all bus stops wheelchair accessible by providing level, hard-surfaced landing areas.
 - Strive to increase the proportion of bus stops where passenger amenities such as shelters and benches are provided.
 - Strive to ensure that transit service is within walking distance in all areas of the City and consider TransLink's *Transit Friendly Subdivision and Development Guidelines* when planning roadways in new developments. At the same time, encourage the use of minibuses on roadways not able to accommodate standard size buses.

- Enhance personal security through improvements to the design of the bus stops and transit exchanges. If people do not feel safe and secure when waiting for a bus and walking or cycling to bus stops, they will not travel to certain areas of the City, or will choose to drive rather than use other means of travel.
- Investigate the feasibility of creating a trolley or tram route through the City's primary commercial centres. As well as promoting the use of an alternative form of transportation, a trolley or tram route would link commercial centres and reinforce the historic character of the City.
- Continue to explore opportunities for greater control over local transit service within the City in negotiations with the Province (e.g., TransLink).
- Review and refine local looped transit routes to link high density residential areas with urban centres such as the Uptown/Downtown and neighbourhood centres. Most of the transit service in New Westminster is provided by regional transit routes that link the City to other parts of the region; however, three transit routes operate wholly within the City. These local services form loops that link residents to local destinations. Providing a high level of local transit service may encourage residents to reduce the number of short trips being made with the private automobile. A frequent and uniquely identified network of looped transit routes, linking high density residential areas with key local destinations, could provide residents with a fast and convenient way to travel to and from the City's service, shopping and employment centres. [Four potential candidate routes are shown on Map T3: Possible Local Transit Looped Routes and Passenger Ferry.]

4. **Provide transportation access to goods, services and recreation throughout the City and Region, for all persons regardless of age, physical ability and financial means.**
 - Facilitate direct access to, from and within commercial areas (Downtown, Uptown, Sapperton and Westside) and the Fraser River waterfront. People must be able to travel to commercial areas quickly and directly, and once there, must be able to move about efficiently within these areas. Provision of local looped transit service through commercial areas, urban centres and high density residential areas in the City could provide people with excellent access.
 - Allocate curb space so as to accommodate and balance the needs of roadway users and adjacent land uses. There are many competing uses for curb space including bus stops, passenger pickup/drop-off, loading, commercial parking and resident parking, as well as using the curb lane for moving traffic. It is important that curb space - the supply of which is finite - be allocated so as to maximize the net benefit to all users and minimize any impacts. Visible on-street parking spaces, with a maximum two-hour turnaround time, contribute to the viability of adjacent commercial space.
 - Make bus stops wheelchair accessible by providing level, hard-surfaced landing areas.
 - Improve access to the Brunette Creek Corridor industrial area. Access to Brunette Creek Corridor industrial area is affected by an active level rail crossing that is frequently occupied by shunting and moving trains. Ideally, grade-separation of the railway would improve access to the area. Grade-separation of Braid Street and the rail lines, as well as a connection to United Boulevard, is being considered as part of the North Fraser Perimeter Truck Route Plan, currently under review by the Province. As an interim measure, additional truck access could be considered via United Boulevard. This connection would provide access to/from the area in the event that the Braid Street access is closed due to a train crossing. Redevelopment within the Brunette Creek industrial area may also provide an opportunity to construct a new roadway with a possible connection onto Columbia Street East in the vicinity of Cumberland Street.
 - Manage the supply of off-street parking in commercial areas so as to meet the demand for short-term parking and loading, without encouraging excessive automobile use. Maintaining the economic viability of a commercial area requires that shoppers who drive, trucks making deliveries, and employees who require their cars for business (such as sales people) can park their vehicles for short periods of time. Through zoning and development permits, the City can manage the supply of parking to ensure that adequate parking is provided to meet short-term requirements without contradicting other objectives to minimize the impacts of motor vehicle traffic.

5. Promote the safe, efficient and economical movement of goods and people throughout the City.

- Consider adding signage to direct visitors and commuters to appropriate routes, major destinations and transportation facilities within the City.
- Strive to provide appropriate lighting at major intersections and streets.
- Review and maintain a hierarchical network of roadways throughout the City. A simplified hierarchy of road classifications is proposed for the City that will designate roads as Major Regional Arterials, City Arterials, City Collectors and Local Roads. Major Regional Arterials will accommodate inter-municipal traffic by providing links to the major bridges and freeways. These roads would receive funding for maintenance and capital works from a higher level of government. City Arterial roads provide links to adjacent municipalities and provide links to the City's commercial areas. City Collectors provide a balance between mobility and local access functionality [see *Map T4: Proposed Long Range Street Classification*].
- Continue to plan for future transportation corridors, as required. Although the Province, Metro Vancouver and its member municipalities, are in the midst of negotiations regarding the future of the Provincial highway network, all levels of government are aware of the need for a regional major roads network. Identification of roads considered to be regionally significant was undertaken by the Regional Engineers Advisory Committee of Metro Vancouver [*Major Road Network: Findings of Regional Engineers Advisory Committee Subcommittee. Discussion Paper. April 21, 1997*]. Funding for capital works

and maintenance of regionally significant roads in New Westminster will be provided by another agency once the Province sheds responsibility for the region's transportation systems. With the exception of Twelfth Street and Columbia Street East, the City's proposed Major Regional Arterial routes agrees with those identified in the Major Road Network. Twelfth Street and Columbia Street East are proposed for designation as City Arterials.

- Strive to provide clear and consistent signage to direct trip-makers to appropriate routes and to major destinations and transportation facilities in order to reduce confusion, minimize travel times and reduce the number of potentially unsafe situations.
- Retain and enhance access for emergency vehicles. To ensure that emergency services within the community are not negatively impacted by an inadequate road network, access should be maintained or alternatives provided in areas of recurring congestion and where traffic management measures have been implemented. The City's collector streets play an important role in providing a network of primary emergency response routes that enable emergency services to travel quickly to any destination in the City. Chronic congestion along these routes need not impede emergency service vehicles if sufficient pavement width is available for vehicles to clear a path. In many cases, congestion occurs in one direction only so that travel in the oncoming lanes is possible in an emergency situation. At the same time, traffic signal pre-emption should be considered at signalized intersections along the primary emergency response routes such as Eighth Avenue and Sixth Avenue.

6. **Provide appropriate levels of service for inter-regional truck and vehicular traffic through the City on selected roadways.**
 - Promote a truck route network in New Westminster which provides reasonably direct access to major commercial and industrial areas, as well as connections to Regional truck routes, while minimizing exposure to land uses which do not require truck access.
 - Consolidate the number of designated truck routes in the City while promoting construction of a regional truck route linking Highway #1 with Highway #91. Trucks travel on the provincial highways as well as on City Arterial roads that have been designated for truck travel. Many of these truck routes pass through residential and institutional areas, bisecting neighbourhoods and generating unacceptable levels of noise, vibration and air pollutants. The City intends to reduce the number of designated truck routes within its borders while encouraging the establishment of a regional truck route linking Highway #1 with Highway #91 [*see Map T5: Proposed Long Range Truck Route System*].
7. **Strive to minimize the adverse effects of transportation facilities and services on residents, businesses, employees, students, visitors and others within the City.**
 - Work towards the principle of no new added capacity in the transportation system for vehicles passing through the City. Traffic congestion in the City is a direct result of traffic travelling through New Westminster between other municipalities. In order to minimize congestion, it is desirable to avoid attracting more regional traffic to New Westminster roadways.
 - Review the procedure for conducting Neighbourhood Traffic Studies to become more responsive to the needs of the community. Residents' Associations and City Departments are working together to develop a procedure that would enable the community to take a leadership role in the development of traffic calming projects in their neighbourhoods.
 - Consider implementing traffic management measures on local streets to minimize the impacts of motor vehicle traffic within the neighbourhood, to improve safety and livability as well as encourage walking and cycling.
 - Regularly review with railway operators any opportunities to consolidate operations and implement measures to increase safety for persons crossing railway tracks at grade and to reduce noise impacts to adjacent land uses.
 - Encourage the use of landscape buffering and noise resistant building designs and materials in commercial and residential areas to minimize the effects of increased volumes of vehicular traffic in the City's neighbourhoods.
 - Encourage the screening of railway tracks with fences, berms and landscaping treatments.
 - Encourage the screening of off-street parking by attractive landscaping or decorative fencing. Appropriate lighting and signage is also encouraged.
 - Minimize air, land, water, noise and visual pollution as a result of transportation facilities and services by providing and promoting the use of non-polluting modes of transportation.

8. Strive to minimize the costs of transportation facilities and services borne by City taxpayers.

- Consider optimizing the use of existing roadways, before investing in new or expanded roadways. There are often operational bottlenecks which limit the capacity of a roadway, such as the lack of a left turn bay or the presence of on-street parking at an intersection. In order to minimize transportation system costs, any such bottlenecks should first be eliminated, so that the capacity of the existing road network is optimized.
- Increase the direct costs to users of transportation facilities and services, and reduce the indirect costs to taxpayers.
- Strive to implement improvements in phases, thereby spreading expenditures over a period of time and providing an opportunity to refine plans as implementation proceeds.
- Include contingencies in plans to encourage flexibility to respond to changes in future conditions in a manner which does not require major expenditures or reconstruction of facilities.

9. Contribute to developing and maintaining a regional transportation system.

- Support transportation planning plans and policies as outlined in Metro Vancouver's *Transport 2021* and *Livable Region Strategic Plan*, Translink's *10 Year Development Plan* and the Province's *Going Places* report. More recently, the Province released the *Highway System Report* for the Lower Mainland that builds on the above mentioned studies.
- Continue to implement the *Growth Management Strategy*. Reductions in automobile travel and increased use of transit can only be achieved if current development patterns change and a more compact metropolitan region is realized. Population in New Westminster is expected to increase to 84,000 by the year 2021 [see 2.1: *Population and Growth Management*].
- Intensify land uses around transit hubs. New Westminster is fortunate in that it has access to SkyTrain at three stations. Two stations are located in the Downtown providing access to a high concentration of jobs and resident populations. Future growth in both areas is planned. The Twenty-Second Street SkyTrain station currently serves a low density residential area. Intensification would serve to create a mixed use neighbourhood centre for this area in the future. The Twenty-Second Street SkyTrain Station area is designated a Development Permit Area for redevelopment to a multi-family area. A public consultation process would be required. An additional SkyTrain station between the Twenty-Second Street and New Westminster Station would be beneficial for redevelopment and intensification of land uses along this corridor; however, Translink indicates that an additional station may not be possible given the curve and grade of the guideway in this section.

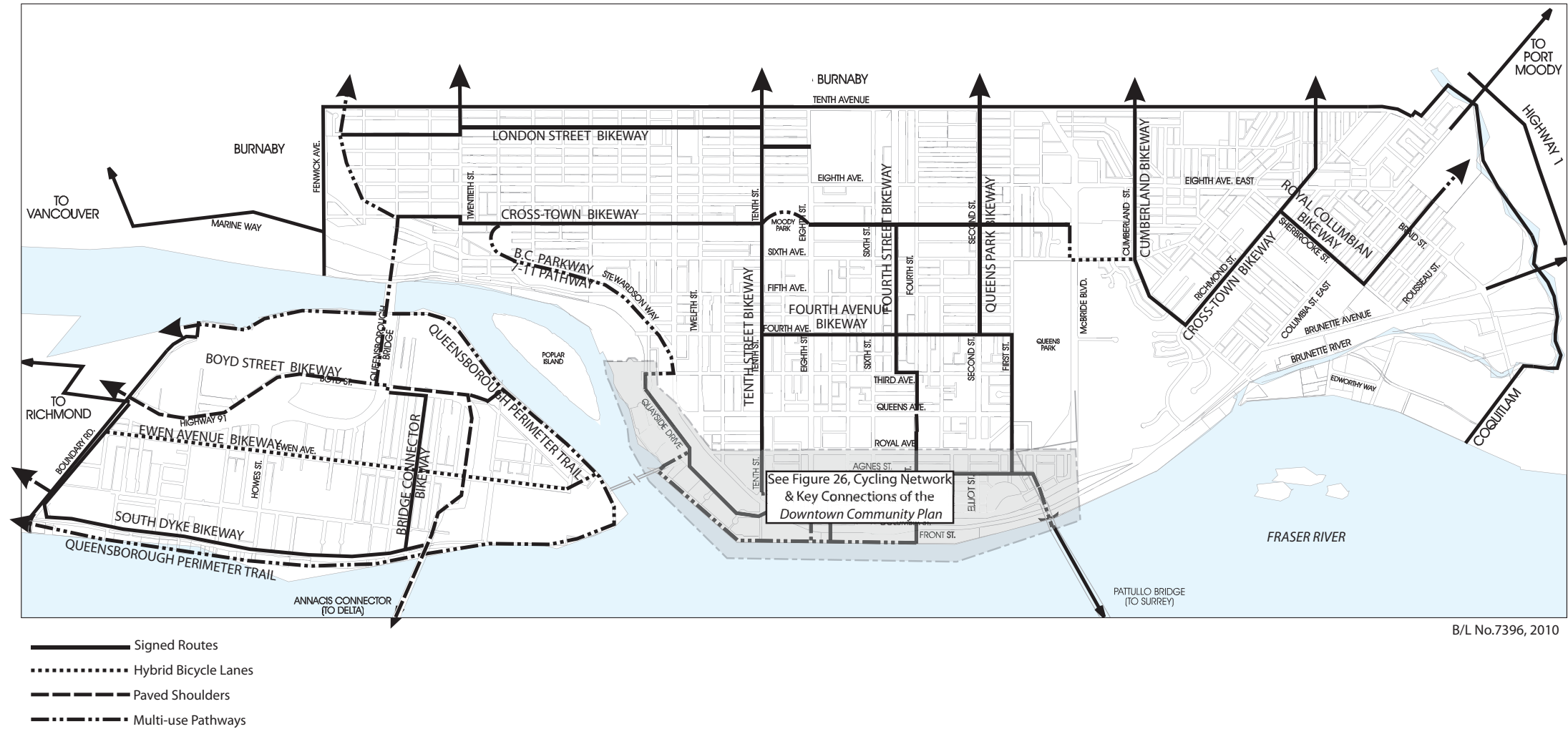


- Introduction of a Light Rail Transit Line to the Lougheed Mall and Coquitlam Town Centre from New Westminster's Downtown, will provide additional transit hub development opportunities. Stations are proposed in the vicinity of the Woodlands property, Royal Columbian Hospital and near the intersection of Braid Street and Brunette Avenue. A land use study of the Woodlands site is underway. Intensification is planned for the areas adjacent to the other potential Light Rail Transit stations.
- Designate major transportation corridors to accommodate community needs over the next 25 years. A network of Major Regional Arterials and City Arterials has been proposed for the future, taking into account additions to the existing regional road network. Major Regional Arterials in New Westminster would channel traffic passing through the City en-route to other destinations in the region and receive funding for their maintenance and enhancements from the regional level of government. No new major transportation roads are envisioned to be constructed in the City as large tracts of undeveloped lands no longer exist and such a plan would be contrary to the City's livability objectives.
- Promote completion of the Regional Light Rail Transit System. The alignment for the Light Rail Transit Line from Downtown New Westminster to Coquitlam's Town Centre is under study by TranksLink and Metro Vancouver. Brunette Avenue is a proposed alignment for Light Rail Transit [see Map T2: Existing SkyTrain Route]. The alignment will be subject to a public consultation process. The Light Rail Transit Line is scheduled for completion by 2008.
- When appropriate, consult with neighbouring municipalities and Provincial ministries on transportation issues to avoid duplication or contradictory expenditures and linkages between Richmond City Centre and the Twenty-Second Street SkyTrain Station. For example, consult with the City of Richmond to pursue the transit authority to institute transit linkages between Queensborough and Richmond's Hamilton neighbourhood.
- Encourage the Province (British Columbia Transportation Financing Authority) to develop the Stormont Connector, the Tree Island Bridge and the Marine Way/Tenth Avenue Connector.
- Encourage the Province (British Columbia Transportation Financing Authority) to have full public consultation with Tenth Avenue residents, obtain resident support for noise attenuation measures and provide fair compensation for any land required.



MAP T1

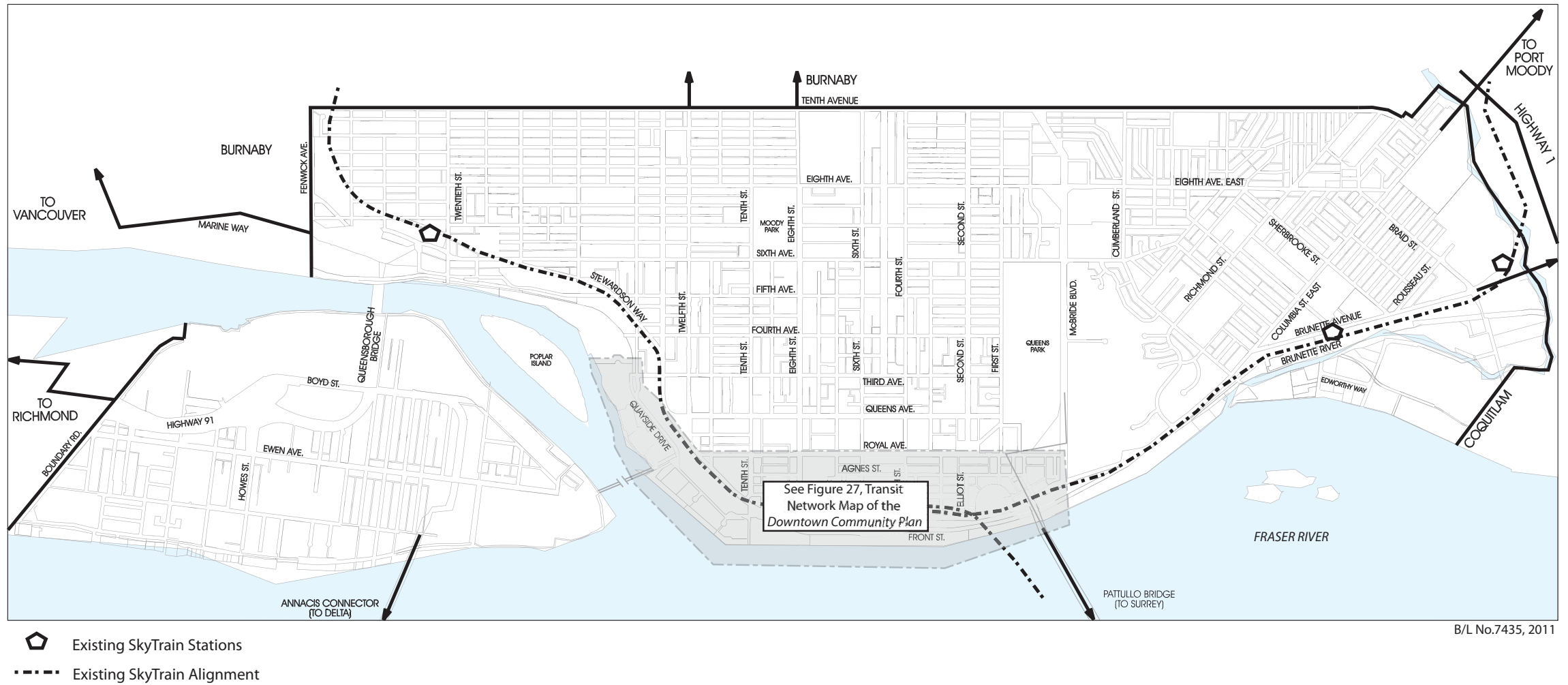
Bicycle Network Concept Plan



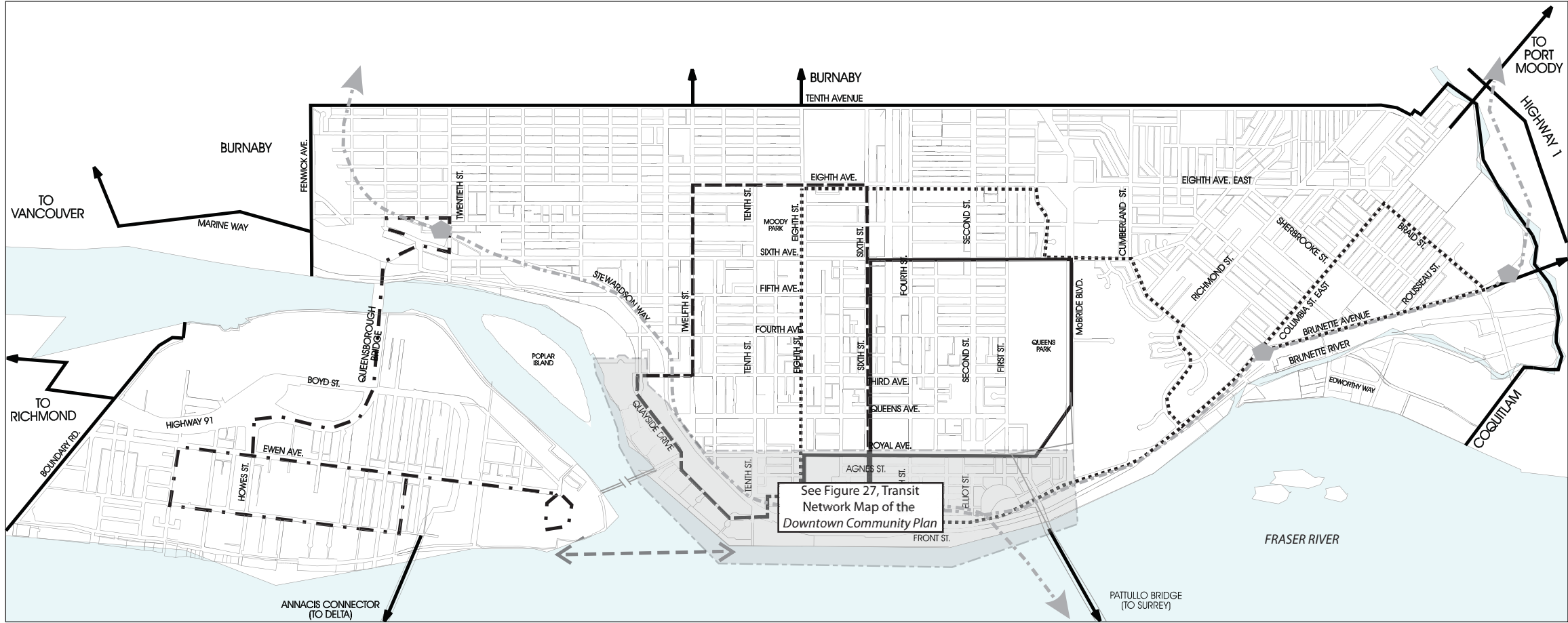
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MAP T2

Existing SkyTrain Route

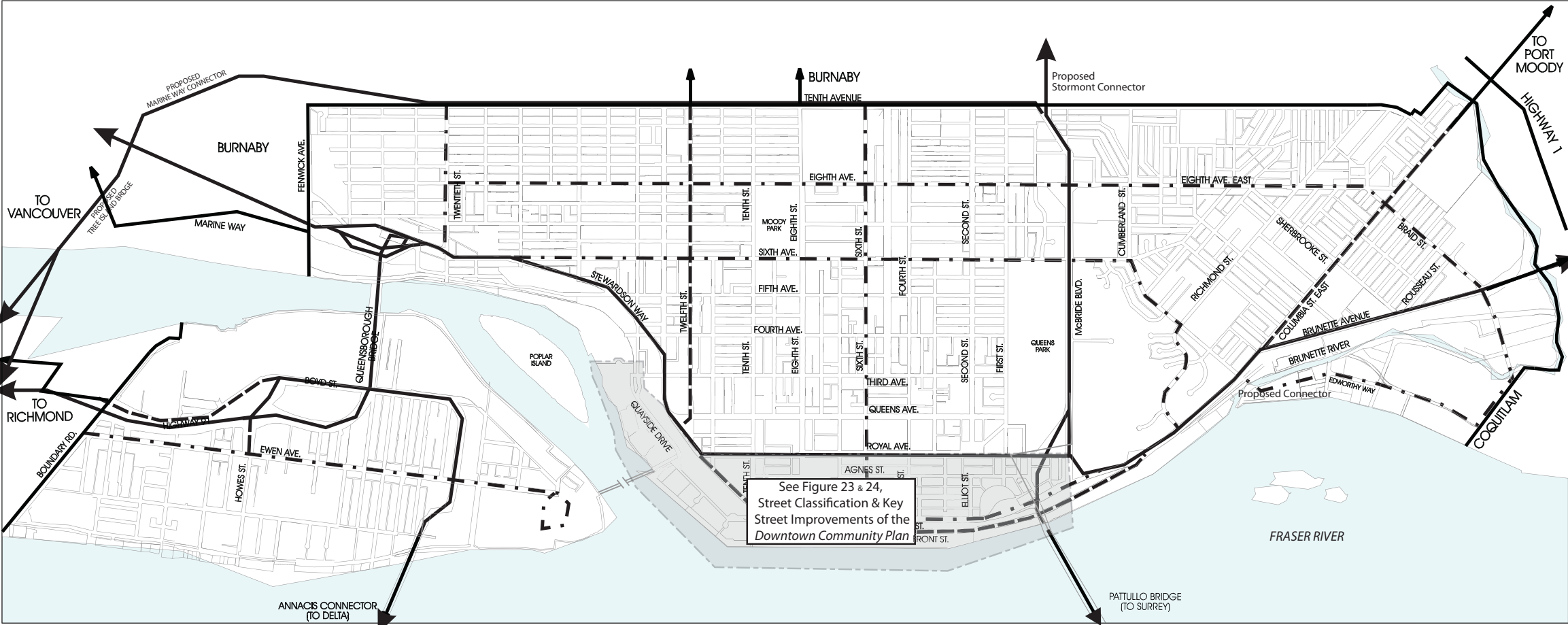


MAP T3
Possible Local Transit Looped Routes
and Passenger Ferry



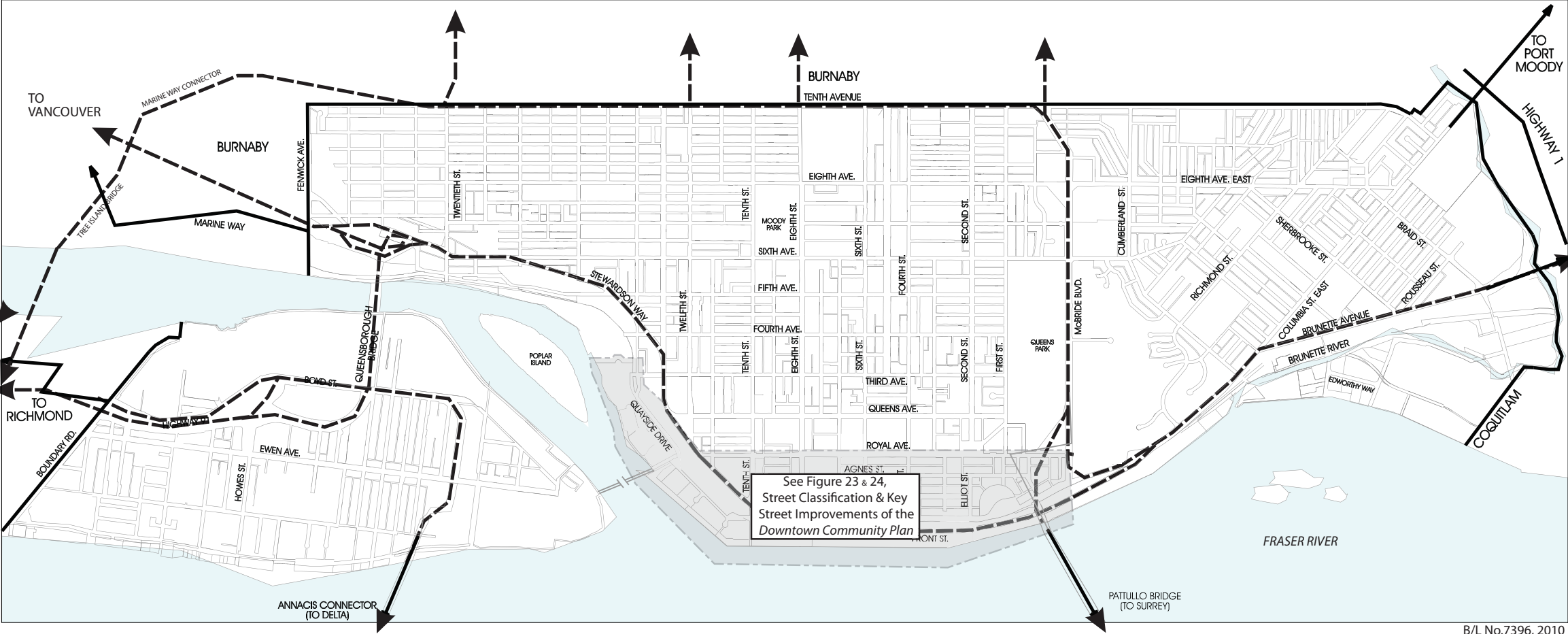
- Queensborough / Twenty-Second Street
- Twelfth Street / Quayside
- Sixth Street / Downtown
- Eighth Street / Sapperton
- Passenger Ferry
- SkyTrain Alignment & Stations

MAP T4
Proposed Long Range Street Classification



- Major Regional Arterials
- City Arterials
- City Collectors
- Local - All other roads

MAP T5
Proposed Long Range
Truck Route System (2006+)



←---→ Truck Route System

2.12 SEWER, WATER AND SOLID WASTE UTILITIES

Issues

A Growing Population Requires Increased Service Requirements

By the year 2021, New Westminster's population is expected to reach about 84,000 people. This additional population will require infrastructure in order to meet increased service requirements.

Infrastructure Requiring Replacement Due to Age

As New Westminster was incorporated in 1860, a considerable amount of the City's existing underground infrastructure was constructed around the start of this century. Some of this infrastructure has now reached the limits of its design life and is in need of replacement. Although the construction of major new sewer or water systems is not required, a long-term replacement and rehabilitation strategy is necessary.

Preparation of the Regional Liquid Waste Management Plan

Over the period of several years, Metro Vancouver has prepared a *Regional Liquid Waste Management Plan*. The Plan addresses many interrelated issues including storm water management, the *Brunette Basin Management Plan* and the reduction of combined sewer overflows along the New Westminster waterfront. Waste water treatment and disposal is carried out by a Metro Vancouver facility outside of the City of New Westminster.

Implementation of the Regional Drinking Water Treatment Program

Metro Vancouver is currently implementing a Drinking Water Treatment Program, Phase One of which was completed in August 2001, with the construction of five re-chlorination stations. It is anticipated that the Seymour source waters, which serve a portion of New Westminster, will be filtered by 2004 - 2005. The Coquitlam source waters are now subject to ozone primary disinfection and corrosion control and the Capilano source waters are expected to undergo the same in the near future.

Modeling for Water Distribution and Solid Waste Management

A model of the City's water distribution system has been developed, and is capable of extended period simulations involving water quality and measuring water flow and pressure. This model will be updated as needed to reflect changing conditions in the City and assist decision-making.

The City's sewer system model is currently in place and being maintained. The model will be updated as the City's sewer system changes.

Solid Waste Management and Recycling Program

The City has an established solid waste management program and recycling program for the single detached residential sector. However, there is currently only a limited recycling program for commercial and multi-family residential sectors. Solid waste disposal is accomplished through a Metro Vancouver facility outside of the City of New Westminster.

Goals

1. Continue to provide an appropriate level of community services for sewer, water and solid waste currently and as the community grows over time.
2. Promote a cooperative approach among all stakeholders in the provision and enhancement of community services, facilities and utilities with respect to sewer, water and solid waste.
3. Work towards developing an emergency water supply strategy in conjunction with Regional and Provincial officials and raise public awareness to the necessity of self-sufficiency in the immediate hours following a major disaster.

Policies and Priorities

1. **Work towards achieving appropriate levels of urban services and infrastructure improvements to accommodate a growing population.**
 - Strive to provide for the needs of a growing population in a logical, sequential and phased program of infrastructure improvement and replacement. This program will carefully balance expenditures to system requirements for maintaining current levels of service.
2. **Minimize the production of solid waste and expand the opportunity for recycling in the multi-family sector through the creation of the Solid Waste Utility.**
 - Continue to be an active participant in the *Metro Vancouver Solid Waste Management Plan*.
 - Continue to actively promote City-wide programs which encourage residents and businesses to reduce, reuse and recycle solid waste products.
 - Encourage additional opportunities for safe and convenient disposal of household hazardous wastes.
3. **Continue to monitor the per capita rate of waste disposal and recycling as the primary means of measuring achievement of waste reduction objectives.**
 - Continue to encourage public participation in recycling efforts by implementing a fee structure for solid waste collection, by improving access to recycling opportunities and by supporting public education regarding the benefits of recycling.
 - Continue to set an example in the City's procurement practice by emphasizing reusable products and minimize the procurement of over-packaged products and products which do not contain recycled materials.
3. **Continue City involvement in the Regional Liquid Waste Management Plan.**
 - Continue to be actively involved the *Metro Vancouver Liquid Waste Management Plan* by working jointly with Metro Vancouver and its member municipalities.
4. **Improve the City's sewage collection system.**
 - Continue the develop and employ a sewer system model to analyze the City's sewer system.
 - Utilize the sewer system model to provide alternative solutions to sewer requirements and to provide comments to Metro Vancouver for addressing regional sewage collection issues.
 - Complete the City's long term strategy to upgrade and replace existing infrastructure with respect to accommodating growth.
 - Continue development and implementation of infrastructure for the abatement of combined sewer overflows.
 - Work towards developing alternative strategies to deal with on-site rainfall runoff/detention.

2.13 IMPLEMENTATION

In order to achieve the goals, objectives and policies stated in this Plan, the following implementation strategies should be adhered to:

1. Consider innovative changes to zoning when improvements to the livability of the community are demonstrated.
 - Consider zoning amendments which may entail rezoning lands to a higher density, introducing policies that anticipate requests to amend the *Zoning Bylaw* under certain conditions, reviewing requests to amend the *Zoning Bylaw* on a case by case basis, or a mix of these approaches as determined by Council.
 - Update zones to promote affordable housing suitable for families and seniors.
 - From time to time, amend the regulations set out in *Zoning Bylaw No. 6680, 2001*, in any or all zones and areas of the City, or in respect of a specific parcel or parcels of land, or in respect of a whole zone itself, by providing for density bonuses upon conditions to be met by an owner relating to provision of affordable housing, public open space, and to other amenities that provide community benefit in the opinion of Council, including, but not limited to child care facilities, civic lands and buildings (such as recreation facilities, library space, community centre space, parks and open space), public art, and specific types of transportation infrastructure that is not funded through development cost charges or other funding mechanisms. (B/L No.6476, 2010)
2. Regularly monitor the implementation of the Official Community Plan.
 - Update the progress of *Official Community Plan* implementation annually to ensure that the Plan's objectives and policies are being met.
3. Direct new development in an economically responsible fashion.
 - Continue to levy development cost charges on new development in Queensborough where new development requires servicing for roads, sewers, water and parks.
 - Consider applying development cost charges in neighbourhoods, other than Queensborough, if development directly necessitates road, sewer, water or parks expenditures.
4. Review other City bylaws for compatibility with the Official Community Plan.
 - Conduct a review of all City bylaws to determine consistency with the *Official Community Plan*.
5. Foster mutually beneficial partnerships amongst stakeholders in order to make efficient use of resources and strengthen community ties.
 - Encourage partnerships between the public sector stakeholders (Municipal, Provincial, Federal).
 - Encourage partnerships between private sector stakeholders.
 - Encourage partnership between public and private sector stakeholders.

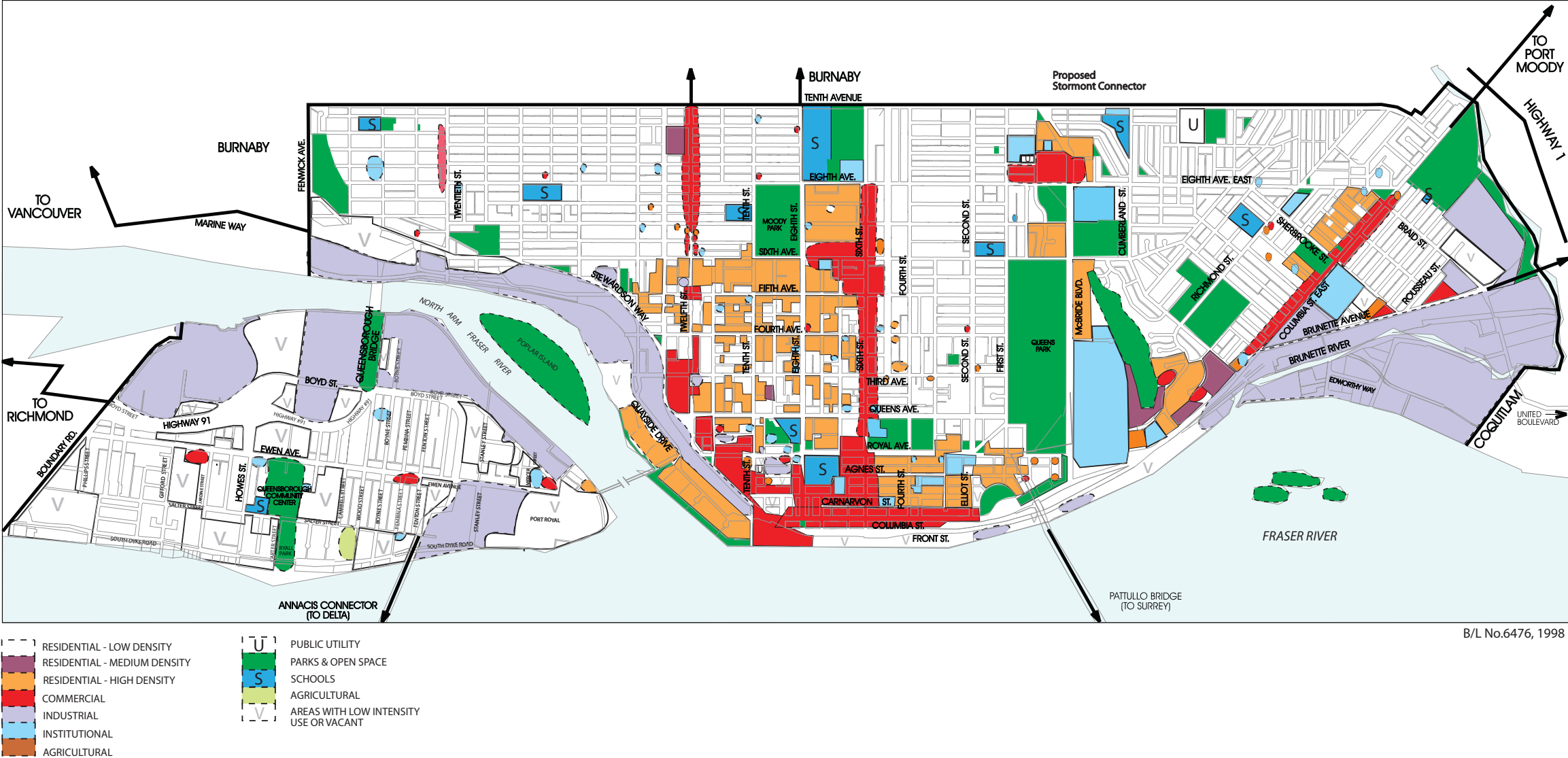
6. Encourage sharing of community facilities and services or programs with adjacent municipalities.
 - Consider sharing such services as recreation or library services with adjacent municipalities (e.g., Richmond's Hamilton neighbourhood and Queensborough).
 - Explore the sharing of mutual protection initiatives with adjacent municipalities (e.g., fire, police).
7. Continue to work with the key agencies within the City (e.g., Fraser River Port Authority) on their planning efforts (e.g., port plan).
8. Continue to work with other regulatory agencies on their planning efforts that relate to the City (e.g., Metro Vancouver, Fraser River Estuary Management Program).



PART THREE

LAND USE CONCEPT AND DEVELOPMENT PERMIT AREAS

MAP LU1
Existing Land Use Pattern



3.1 Existing and Proposed Land Use

The existing land uses in New Westminster are identifiable on *Map LU1: Existing Land Use Pattern*. The land uses include parks, residential, commercial, industrial and institutional land uses. (Note: In accordance with the *Local Government Act*, New Westminster does not possess and sand of gravel deposits suitable for future extraction.)

Map LU2: Proposed Land Use Concept illustrates the proposed land use concept. The land use concept illustrates future land uses which the City may encourage over time.

The land uses shown on the Land Use Concept Map [see *Map LU2: Proposed Land Use Concept*] are as follows:

(CMD) Commercial Marine District: this area will contain small local and water-oriented commercial uses and a human scale that will encourage outdoor activities and incorporate a riverfront village theme (see the *Queensborough Official Community Plan* for more details on this land designation). The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(CWD) Commercial Waterfront District: this area will include mixed use marine commercial uses, recreation uses and accessory residential uses (see the *Queensborough Official Community Plan* for more details on this land designation). The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(CCG) Community Commercial Gateway: this area will include commercial uses, institutional uses, and residential uses above the ground floor located at the entrance to Queensborough which would provide a positive impression of the community (see the *Queensborough Official Community Plan* for more details on this land use designation). The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(CM) Commercial Main Street: this area will include commercial uses at the street level and may include commercial, office or residential uses above the ground level. Densities may range from medium to high. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(CTL) Commercial - Lower Twelfth Street: this area will include commercial uses at the street level and may include commercial, office or residential uses above ground level. Residential densities may range from medium to high. Depending on the provisions of public amenities, a density bonus may be considered (see Lower Twelfth Street Area Plan for further details). [B/L No.6959, 2004]

(CTO) Commercial - Transit Oriented: this area will include non-population dependent office space, health related office uses, light industrial uses, retail or commercial service uses, and live/work residential uses. (See the *Brunette Creek Neighbourhood Plan* for more details on this land designation). [B/L No.6742, 2002]

(C) Commercial: this area will include commercial uses at the street level and may include commercial, office or residential uses above the ground level. Densities may range from low to high. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: is located on the Woodlands site; will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6747, 2002]

(CLF) Commercial Large Format: this area will include commercial uses in one and two story buildings on large sites. Densities may range from low to medium. [B/L No.6730, 2002]

(DC) Destination Casino - Queensborough: this area will include a destination casino, hotel, and other residential units and can include limited business and professional offices. The area may also include retail and personal service establishments, places of public assembly, entertainment or recreation uses including a lounge, neighbourhood pub, or nightclub, in conjunction with a hotel or destination casino. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6920, 2004]

(H/N) Habitat Natural Area: this area will be a natural conservation area which may also be used for natural exploration and log boom storage.

(RMC) Residential Medium Density/Community Facility: this area will contain medium density multi-family residential uses such as detached townhouses, row houses, and stacked townhouses. Depending on the provision of public amenities, a density bonus may be provided in order to reach the upper limits of density in this area. This area will also contain community amenities such as churches, child care, libraries or community space. (See the *Queensborough Official Community Plan* for more details on this land designation.)

(RBH) Residential - Brow of the Hill: this area will contain low density residential uses including single detached houses, houses with a secondary suite, duplexes, churches, and may contain small scale local commercial uses such as home based businesses and corner stores. Carriage houses, detached townhouses, small lot houses, townhouses or row houses will be considered for existing vacant sites and sites which contain a structurally unsound or economically unfeasible single detached dwelling. Depending on the provision of public amenities, a density bonus may be provided in order to increase density in this area. Medium density residential land uses, which would not result in the loss of single detached sites will be considered in compliance with the *Brow of the Hill Action Plan*. (See the *Brow of the Hill Action Plan* for more details on this land designation.) [B/L No.6534, 1999]

(RLT) Residential - Lower Twelfth Street: this area will contain low and medium density multi-family residential units such as townhouses, stacked townhouses, low rise and high rise buildings. Depending on the provision of public amenities, a density bonus may be provided in order to reach the upper limits of density in this area. This area will also contain community amenities such as churches, child care, or community space. Small scale local commercial uses such as home based businesses or live/work studios may be permitted (see the *Lower Twelfth Street Area Plan* for further details). [B/L No. 6959, 2004]

(RL) Residential - Low Density: this area will contain low density residential uses including single detached houses, houses with a secondary suite, duplexes, detached townhouses, low density multi-family uses, churches and may contain small scale local commercial uses such as home based businesses and corner stores.

(RM) Residential - Medium Density: this area will contain medium density multi-family residential uses such as row houses, stacked townhouses, and low rises. Depending on the provision of public amenities, a density bonus may be provided in order to reach the upper limits of density in this area. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: is located on the Woodlands site; will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6534, 1999; B/L No.6747, 2002]

(RH) Residential - High Density: this area will contain high density multi-family residential uses including row houses, stacked townhouses, low rises and high rises. Depending on the provision of public amenities, a density bonus may be provided in order to reach the upper limits of density in this area. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: is located on the Woodlands site; will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6747, 2002]

(RL/RM/RH) Residential - Mixed Density: this area will include a mix of densities including low, medium and high density residential uses. As well, commercial uses may be included in areas with existing commercial uses.

Parks/Community Facilities: this area will be used as a park, open space that is landscaped or has decorative pavers, and may include community facilities such as recreational uses or community centres. This area may accommodate retail stores and restaurants, such as in a "Farmers' Market" concept, transportation facilities, and similar activities and uses if these enhance the unique character of a site or increase social activity and interest. [B/L No.7330, 2009]

(WDI) Waterfront Dependent Industry: this area includes industry that is dependent on waterfront access such as marine terminals and related uses including boat moorage, ship chandlery, warehouses, shipping distribution services, storage centres, lumber mills, fish processing plants, shipbuilding/repairs, marinas and seaplane terminals. The City will consider issuing temporary industrial land use permits in this area provided that the industrial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(WR) Waterfront Residential: this area includes floats homes (see the *Queensborough Official Community plan* for more details on this land designation).

(BP) Business Park: this area will include business park and related uses, including non-population dependent office uses and/or public transportation facilities. In the Brunette Creek neighbourhood, residential uses will also be considered within this designation. (*See the Brunette Creek Neighbourhood Plan for more details on this land designation*). [B/L No.6742, 2002]

(CEM) Cemeteries/ Open Space: this area will include cemeteries.

(P) Major Institutional: this area will include major institutional uses such as City Hall, hospitals, libraries, the Justice Institute, community theatres, non-market independent and institutional care housing. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: is located on the Woodlands site; will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6747, 2002]

(MRCH) Mixed Residential, Commercial, and Health Care: this area will be used for large site mixed use comprehensive development which must include multi-family residential, commercial, retail and health care offices and facilities, and may include other business and professional offices. [B/L No.7144, 2007]

(S) Schools: this area will include public, private and post-secondary schools.

(CD) Comprehensive Development: this designates an area where further study in anticipated which may affect the mix and type of land use. Uses permitted under existing zoning will continue to be allowed; new uses will require rezoning and a public process. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(CH) Commercial Historic Area: this area will include heritage buildings in a commercial street. It is anticipated that pedestrian scale commercial uses will be at the street level and commercial, office or residential uses above the ground level. Along Columbia Street, this area will include entertainment uses such as theatres, restaurants, bars, and recreational facilities. Depending on the provision of public amenities, a density bonus may be considered. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]



(UC) Uptown Commercial: this area will include commercial uses at the street level and may include commercial, office or residential uses above the ground level. Densities may range from medium to high. Depending on the provision of public amenities, a density bonus may be considered. The City will consider issuing temporary commercial land use permits in this area provided that the commercial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(I) Industrial: this area will include industrial uses including those industrial uses which are dependent on waterfront access. The City will consider issuing temporary industrial land use permits in this area provided that the industrial use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed in the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing access, screening, and landscaping to be provided in connection with the temporary use. [B/L No.6640, 2000]

(MU) Mixed Use: this area will include non-population dependent office uses, medical office uses, light industrial land uses, fitness and recreation, and innovative housing types such as work/live or live/work units. (See the *Brunette Creek Neighbourhood Plan* for more details on this land designation). [B/L No.6742, 2002]

(IBC) Industrial - Brunette Creek: this area will include industrial uses, including those industrial uses which are dependent on waterfront access, and may also include caretaker residential units. (See the *Brunette Creek Neighbourhood Plan* for more details on this land designation). [B/L No.6742, 2002]

(U) Utilities: this area includes utility uses such as electrical stations or water reserves.

(LP) Linear Park: this area will include trails or paths that will be used for walking or bicycling (see the *Queensborough Official Community Plan* for more details on this land designation).

Intertidal/Open Space: this area will remain in a natural state in order to preserve the intertidal area of the Fraser River foreshore (see the *Queensborough Official Community Plan* for more details on this land designation).

Natural Beach: this area will remain as a beach (see the *Queensborough Official Community Plan* for more details on this land designation).

Village Green: this area will include park space and open space within developments (see the *Queensborough Official Community Plan* for more details on this land designation).

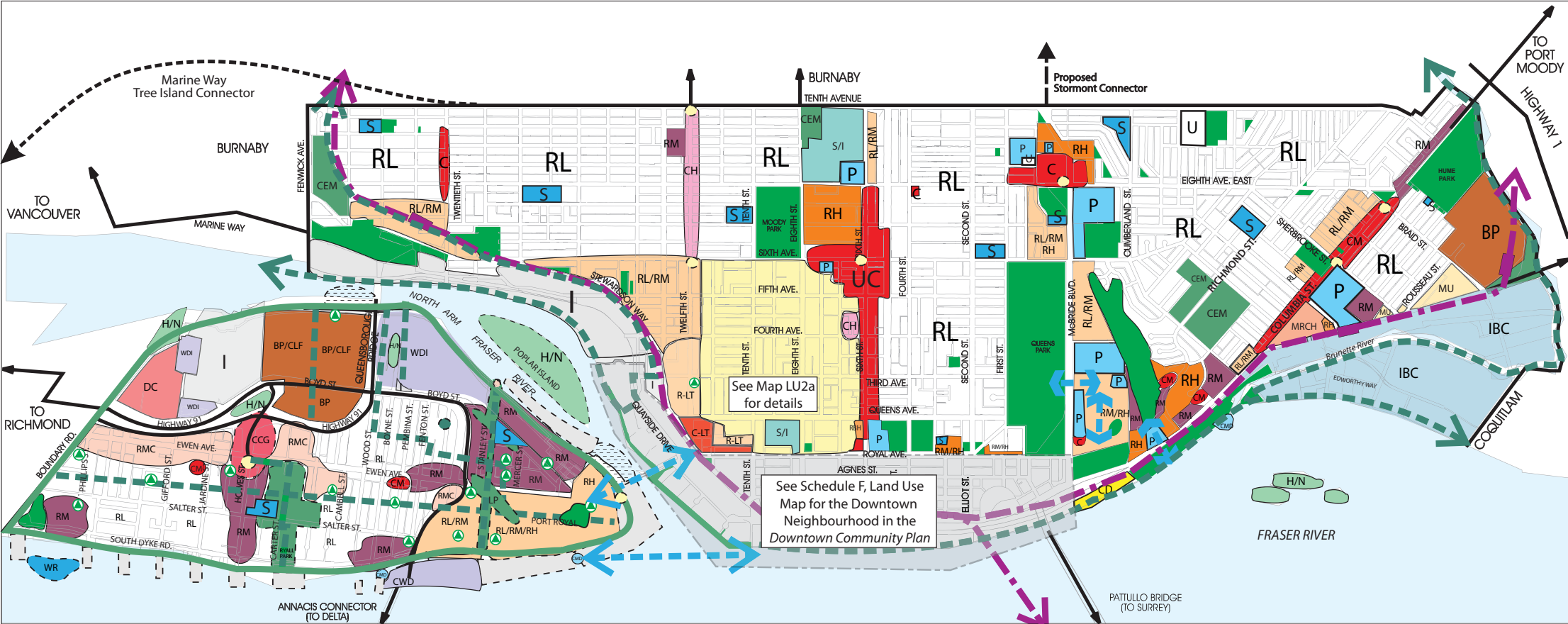
Tot Lot: this area will include small neighbourhood parks, oriented toward young children (see the *Queensborough Official Community Plan* for more details on this land designation).

Civic Art: this area will include civic art including sculptures, murals, landscaping or street furniture.

Walkway System: this area will include walking trails (see the *Queensborough Official Community Plan* for more details on this land designation).

Perimeter Trail: this area will include walking and bicycling paths at or near the perimeter of the Queensborough neighbourhood (see the *Queensborough Official Community Plan* for more details on this land designation).

MAP LU2 Proposed Land Use Concept

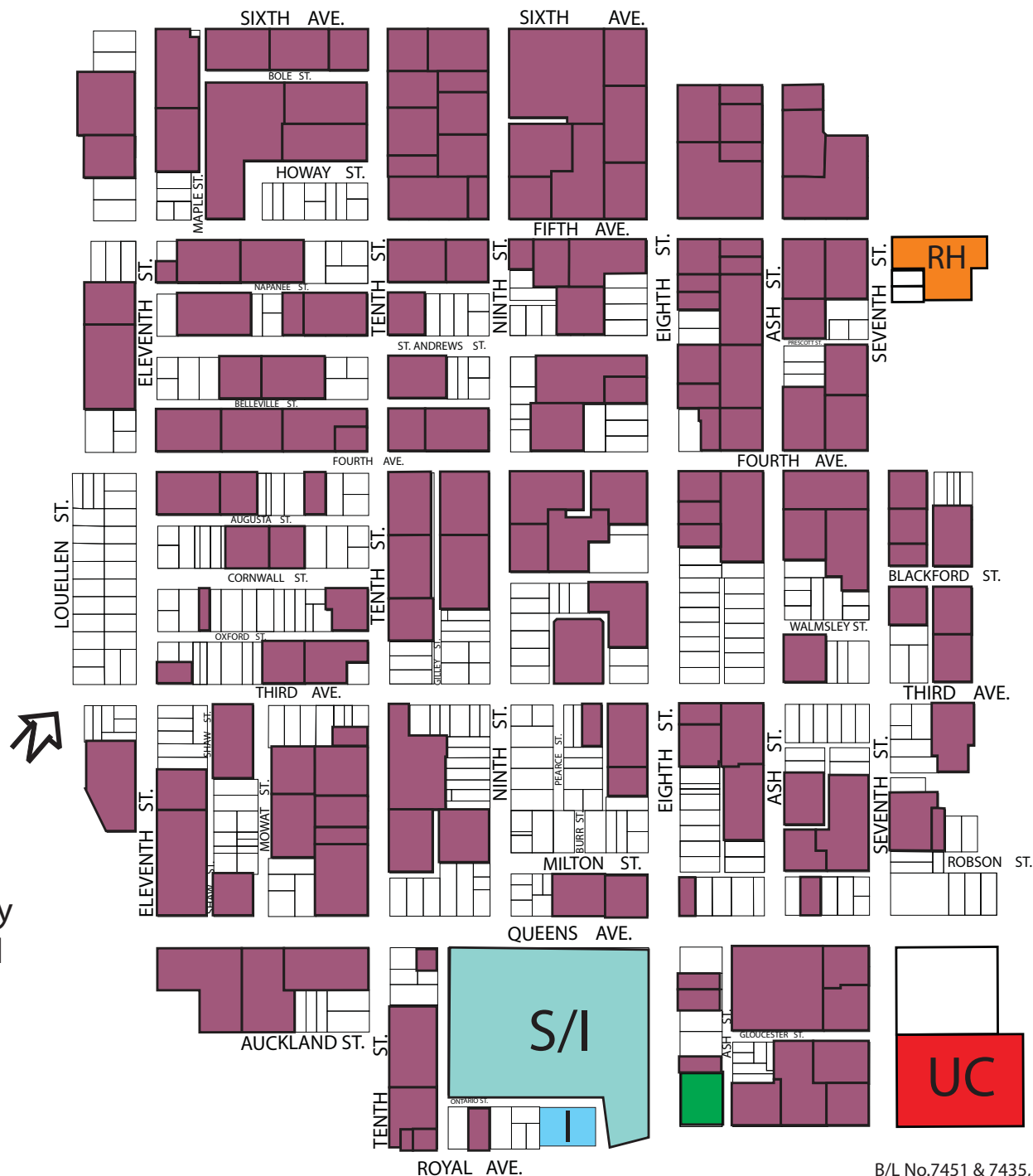


B/L No.7435, 2011

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MAP LU2a Brow of the Hill Proposed Land Use Concept

- RM Residential-Medium Density
- RBH Residential-Brow of the Hill
- Parks / Community Facilities
- S/I School/Institution
- I Major Institutional
- RH Residential-High Density
- UC Uptown Commercial



3.2 SCHEDULE OF DEVELOPMENT PERMIT AREAS

Six categories of Development Permit Areas are identified in the New Westminster *Official Community Plan*. They are: Commercial and Mixed Use Development Permit Areas; Residential Development Permit Areas; Comprehensive Development Development Permit Areas; Industrial/Business Park Development Permit Areas; and Natural Features Development Permit Areas. The sixth area is the Downtown Development Permit Area. The Downtown Area is designated a Development Permit Area due to its unique character as the mixed use, cultural and historic heart of the City.[B/L No.7396, 2010]

Development Permit Areas are identified in this plan to provide guidance to potential investors and outline the City's expectations regarding future growth and development.

A. Commercial and Mixed Use:

[Sections repealed B/L No.7396, 2010]

- 1 Upper Twelfth Street
- 2 Uptown
- 3 Sapperton (Columbia Street East)
- 4 Eighth Avenue and McBride Boulevard
- 5 Howe Street and Ewen Street (Queensborough #2)
- 6 Twentieth Street
- 7 Woodlands [B/L No.6747, 2002]
- 8 Village at Historic Sapperton [B/L No.7144, 2007]
- 9 Queensborough Destination Casino (Queensborough #8) [B/L No.6920, 2004]

B. Residential:

[Sections repealed B/L No.7396, 2010]

- 1 Brow of the Hill Multi-Family
- 2 Terry Hughes
- 3 Twenty-Second Street SkyTrain Station
- 4 Fraserview (Former Penitentiary Lands)
- 5 Upper Stewardson Way
- 6 Central Twelfth Street
- 7 Port Royal (Queensborough #1)
- 8 Ewen Avenue (Queensborough #3)
- 9 East Queensborough (Queensborough #4)
- 10 Thompson's Landing (Queensborough #6)
- 11 Lower Sherbrooke Street

C. Comprehensive Development:

[Section repealed B/L No.6747, 2002; No.6959, 2004]

- 1 Lower Twelfth Street [BL No.6959, 2004]

D. Industrial/Business Park:

- 1 North Arm North Foreshore
- 2 Doman (North Arm North #2)
- 3 Brunette Business Park
- 4 Brunette Avenue
- 5 Brunette Creek Corridor
- 6 Queensborough Industrial
- 7 Queensborough Business Park at Boyd Street (Queensborough #5)
- 8 Queensborough Industrial Park (Queensborough #10) [B/L No.7298, 2009]
- 9 Queensborough Light Industrial (Queensborough #11) [B/L No.7310, 2009]

E. Natural Features:

- 1 Poplar Island (North Arm North #1)
- 2 New Westminster Islands (Sapperton Middle Ground)
- 3 Glenbrooke Ravine (Glenbrooke South #1)
- 4 Annacis Channel (Queensborough #7)
- 5 North Arm - Bay Area (Queensborough #9) [B/L No.6920, 2004]
- 6 Sapperton Landing (former Fraserview Foreshore)

F. Downtown [B/L No.7396, 2010]

- 1 Downtown

A. Commercial and Mixed Use

Intent

There are eight Development Permit Areas in this section. Each Development Permit Area is a commercial area, allowing for some residential development. Guidelines in these Development Permit Areas will focus on the interrelationships between commercial and residential uses, actions that animate and enliven the streetscape, promote shopping and walking, and contribute to the economic base of each commercial area.

Common Objectives

The Commercial and Mixed Use Development Permit Areas will all be guided by the following social, economic and environmental objectives:

Social Objectives:

- Promote walking, shopping, entertaining and recreation.
- Promote continuity in the community by respecting the character of the area.
- Promote a diversity of activities for all age groups, during the day and in the evening.
- Promote personal safety for pedestrians, shoppers and visitors.

Economic Objectives:

- Promote the revitalization of the commercial area.
- Promote the economic base of the commercial area.
- Promote the area's commercial and tourism potential.
- Provide opportunities for large, medium and small scale investors.

Environmental Objectives:

- Promote public access to New Westminster's natural amenities, such as the Fraser River.

- Improve access and circulation, and encourage public transportation.
- Promote the adaptive reuse of historic buildings.

Common Guidelines

The Commercial and Mixed Use Development Permit Areas will all be guided by the common guidelines, identified below and specific guidelines as discussed in each Development Permit Area:

- Vary the shape, massing and exterior finishes of buildings to avoid a monotonous appearance when the development is viewed as a whole. Traditional materials are encouraged.
- Encourage the shape, slope and finish of the roofs to be such that when viewed from above they appear well maintained and attractive and can retain this quality over time.
- Utilize exterior lighting which is unobtrusive and signage which is consistent with the architecture of the building and its surrounding context.
- Incorporate signage and building names that reflect the historic character of the City, its natural setting or the legacy of its prominent citizens.
- If exterior security grills are provided, they should be of a decorative nature.
- Review building design, lighting and signage in relation to Crime Prevention Through Environmental Design guidelines.
- Require parking facilities to contribute to enhancing the streetscape of the area.
- Utilize attractive landscape design, including street trees and planters.
- Provide street trees, landscaping, ornamental sidewalks, street furniture and decorative street calming elements where appropriate.
- Identify areas for holding garbage and recyclable material, and screen them appropriately.
- Encourage enhanced activity on commercial streets through facilitating the creation of sidewalk cafes, street vendors, weather protection canopies, where appropriate.

Commercial and Mixed Use Development Permit Areas

[Sections repealed B/L No. 7396, 2010]

#1 Upper Twelfth Street

The Upper Twelfth Street area, identified as Development Permit Area #1 *[see Map D1]*, is designated in order to encourage redevelopment and intensification which reinforces and improves the viability of neighbourhood commercial services. It combines two and three storey residential uses above ground-oriented, neighbourhood commercial uses. This Development Permit Area establishes objectives and guidelines for the form and character of commercial and multi-family development.

[Discussion of this area is also contained in sections 2.1: Population and Growth Management and 2.7: Commercial Revitalization and the Economy.]

Objectives

The objectives of this designation are to:

- Promote Twelfth Street as a pedestrian friendly, neighbourhood commercial centre.
- Promote a wide range of pedestrian-oriented commercial uses.
- Encourage residential use on the upper floors.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Encourage all developments, including storefront renovations and additions, to conform to the *Twelfth Street Guidelines*.
- Employ technical approaches to sound insulation in building construction in this area (e.g., along Twelfth Street and at major intersections).
- Site buildings to provide “eyes on the street” for crime prevention as well as a buffer (e.g., acoustic, visual) to the traffic corridor, for the surrounding neighbourhood.

#2 Uptown

The Uptown area, identified as Development Permit Area #2 *[see Map D1]*, is designated in order to provide a focus for mixed use development in this area and a framework for its evolution. This Development Permit Area provides objectives and guidelines for the form and character of high, medium and low rise residential and commercial uses, as well as retail.

[Discussion of this area is contained in sections 2.1: Population and Growth Management, 2.3: Housing and 2.7: Commercial Revitalization and the Economy.]

Objectives

The objectives of this designation are to:

- Promote the Uptown as the professional centre of New Westminster.
- Provide opportunities for a range of pedestrian-oriented commercial uses.
- Promote residential use on the upper floors.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Architecture, including scale and massing of buildings, shall be in keeping with the context of the area.
- Architecture, including scale and massing of buildings, should be complementary with the historic character of adjacent neighbourhoods, such as Queen’s Park.
- Buildings should be sited to provide a visual and acoustical barrier to the traffic corridor.

#3 Sapperton (Columbia Street East)

The Sapperton (Columbia Street East) area, identified as Development Permit Area #3 [see *Map D1*], is designated in order to provide a neighbourhood focus of commercial and multi-family residential uses.

[Discussion of this area is contained in 2.1: Population and Growth Management, 2.3: Housing, 2.7: Commercial Revitalization and the Economy, and 2.9: Urban Design.]

Objectives

The objectives of this designation area are:

- Provide opportunities for a range of pedestrian-oriented commercial uses.
- Encourage residential use on the upper floors.
- Explore using the ends of residential streets abutting Columbia Street as public plazas and/or additional parking (e.g., maintain or enhance public open space, ensure adequate sidewalk, retain or replace on-street parking).
- Mitigate the impacts of the transportation corridor on adjacent uses.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Encourage all developments and renovations to conform to the *Columbia Street East Design Guidelines*.
- Employ technical approaches to sound insulation in building construction and renovation in this area (e.g., along Columbia Street East and at busy intersections).
- Site buildings to provide a visual and acoustical barrier to the traffic corridor.

#4 Eighth Avenue and McBride Boulevard

The Eighth Avenue and McBride Boulevard area, identified as Development Permit Area #4 [see *Map D1*], is designated in order to provide opportunities for commercial and residential projects adjacent to a major transportation corridor and to mitigate the impact of increased street use on adjacent properties. The area establishes objectives and guidelines for the form and character of commercial and multi-family development.

[Discussion of this area is contained in sections 2.3: Housing, 2.7: Commercial Revitalization and the Economy and 2.11: Transportation.]

Objectives

The objectives of this designation area are to:

- Establish this area as a place for commercial land uses and for medium and high density multi-family housing.
- Mitigate the impacts of the McBride Boulevard transportation corridor.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Employ technical approaches to sound and vibration insulation in building construction and renovation in this area (e.g., along McBride Boulevard and Eighth Avenue).
- Site buildings to provide a visual and acoustical barrier to the traffic corridor.

#5 Howes Street and Ewen Avenue

The Howes Street and Ewen Avenue area, identified as Development Permit Area #5 [see Map D1] and as Development Permit Area #2 in the *Queensborough Official Community Plan*, is designated to provide a neighbourhood focus with a riverfront village character. This Development Permit Area protects development from hazardous conditions arising from the floodplain and establishes objectives and guidelines for the form and character of commercial development.

[Discussion of this area is contained in the *Queensborough Official Community Plan*.]

Objectives

The objectives of this designation area are to:

- Establish this area as the central focus of Queensborough.
- Implement a unifying theme for the area.
- Secure a fully serviced level of quality.
- Provide opportunity for a range of pedestrian-oriented commercial uses.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the *Queensborough Official Community Plan*.



#6 Twentieth Street

The Twentieth Street area, identified as Development Permit Area #6 [see Map D1], is designated to provide neighbourhood commercial and residential development and to mitigate the impact of traffic on adjacent properties. This Development Permit Area provides objectives and guidelines for the form and character of commercial and residential development.

[Discussion of this area is contained in Section 2.7: *Commercial Revitalization and the Economy* and Section 2.11: *Transportation*.]

Objectives

The objectives of this designation are:

- Establish this area as a pedestrian-oriented commercial area.
- Mitigate the impacts of the transportation corridor.

Guidelines

Development permits (including storefront renovations and additions) issued in this area should be in accordance with the following guidelines:

- Utilize exterior lighting and signage which is unobtrusive and consistent with the architecture of the building and its surrounding context.
- Utilize attractive landscape design.
- Employ technical approaches to sound insulation in building construction in this area (e.g., near high traffic streets or intersections).
- Provide street trees, landscaping, ornamental sidewalks and street furniture along Twentieth Street.

#7 Woodlands

The Woodlands area is identified as Development Permit Area #7 [see *Map D1*].

The Woodlands Commercial and Mixed Use Development Permit Area is designated in order to establish objectives and guidelines for the protection of the natural environment, the protection of development from hazardous conditions and the conservation of items historically significant to the community. These objectives include the preservation of the ravine as well as significant and historic trees.

If the permitted uses include a commercial use, this area is designated to establish objectives and guidelines for the revitalization of the area, for the form and character of commercial development and for the promotion of employment and investment opportunities.

The City expects institutional uses, park uses and a proposed transit station also to work within these objectives and guidelines.

If multi-family residential uses are permitted, this area is designated in order to establish objectives and guidelines for multi-family residential developments.

Objectives

The objectives of this designation area to:

- Establish this area as a comprehensive development with natural features.
- Link the area to the surrounding community
- Preserve or enhance the view corridors to the Fraser River.
- Mitigate the impacts of the transportation corridor, in particular Columbia Street East and Royal Avenue, on the new development on Woodlands.
- Preserve the historic natural features of the site.
- Promote a mix of uses which promote job creation and investment in the area.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Provide for a mix of uses (e.g., institutional, commercial, residential and civic) that area organized in such a manner to provide for view corridors of the river, public open space, a public pedestrian and vehicular circulation system that relates to the existing patterns of New Westminster and provides a clear and logical pattern for entry into and exit from the site, subject to appropriate security considerations if institutional uses remain.
- Retain the ravine as open space and consider dedication as part within a 15 meter building setback, where practical.
- Retain green space (i.e., lawn, historic fencing, specimen trees) along Columbia Street. If any changes are required (e.g., transit route), then the fence should be reconstructed and efforts be made to retain all significant trees. If trees need to be removed, they should be replaced with large specimens.
- Provide appropriate vehicular access routes
- Consider incorporating a transit station near Columbia Street East.
- Implement architectural designs which complement the natural setting and existing historic structures and natural features (i.e., significant trees, ravine).
- Consider providing a pedestrian and bicycle circulation system that serve the area and connects to the potential rapid transit station and the surrounding community subject to appropriate security considerations if institutional uses remain.
- Mitigate any potential impacts of the Columbia Street East transportation corridor by incorporating noise attenuation measures in building construction.

- Retain significant specimen trees throughout the area, where practical.
- Integrate existing key buildings such as the Queen's Park Hospital, William Rudd House and the Nurse's Lodge into the overall site scheme and site plan.
- Consider adaptively reusing buildings with historic merit (e.g., Centre Block).
- Commemorate historic site of the original May Day ceremonies.
- Retain the cemetery and consider its dedication as a historic park. The integration of consistent uses (e.g., memorial walls) is encouraged.
- Consider allocation of space for future playing fields.
- Provide pedestrian access to Queen's Park, subject to appropriate security considerations if the institutional uses remain.
- Enhance the neighbourhood as a street oriented and friendly family community.
- Preserve and enhance elements of the natural environment in relation to the development.
- The shape and massing of buildings should relate to each other to form an organized streetscape.
- Provide streetscaping/trees along major streets and boulevards.
- Implement a unifying architectural approach which complements the existing neighbourhood context.
- Encourage lining all private driveways with trees, where practical.
- Vary the shape, massing and exterior finishes of buildings to avoid monotonous appearance.
- The use of traditional building materials, in particular wood, will be encouraged.
- Utilize exterior lighting and signage which are unobtrusive, and consistent with the architecture of the building and the surrounding context.
- Incorporate signage and building names that reflect the historic character of the City, its natural setting or the legacy of its prominent citizens.
- Review building design, lighting and signage in relation to Crime Prevention Through Environmental Design Guidelines.
- Design parking to enhance the streetscape
- Utilize attractive landscape design including street trees where appropriate.
- Utilize attractive landscape design along pedestrian and bike routes.
- Provide visitor parking which is clearly marked and signed.
- Place all services underground.
- Employ energy conservation measures in the design and construction of development.
- Employ environmentally sensitive means of dealing with landscaping and storm water.
- Identify areas for holding of garbage and recyclable material, and screen them appropriately.

[B/L No.6747, 2002]

#8 Village at Historic Sapperton

Intent

Lands in this development permit area are designated for the purpose of establishing objectives for the orderly and sequential development of large sites and for providing guidelines for the form and character of commercial, health care services, and multi-family residential development.

Special Conditions

This development permit area is justified for large sites that are to be comprehensively developed for mixed commercial, health care offices and health care services, and multi-family residential development, and which require form, design, and character guidelines to ensure internal cohesion in the provision of integrated design, usable and attractive internal public access, open areas, and public amenity; a balanced sequence of site development comprising commercial, health care offices and services, and residential development; and to ensure that siting external bulk and dimensions of buildings and structures and their impact on light and view-blockage and on abutting streetscapes and adjacent developments are reasonably mitigated.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Development may be subject to conditions relating to the sequence and timing of construction of various elements of a comprehensive development and of various portions of large sites.
- On large development sites, consideration should be given to both public and private access and movement throughout the site, and from abutting public highways onto the site. Movement should include pedestrian and bicycle opportunities.
- Adequately designed and improved green space, plaza areas and other amenities for public use, and private open space should be integrated into large site development.
- View corridors from street ends abutting large sites should be maintained where possible to save both river views and long views.
- Building scale, bulk and height of buildings should be strategically allocated on the site to enhance internal amenity and public access and other spaces for public use; and siting and external design should define an external edge that is of appropriate scale for the specific location and applicable topography.

[B/L No. 7144, 2007]

#9 Queensborough Destination Casino

The Queensborough Destination Casino area, identified as Development Permit Area #9 [see Map D1] and as Development Permit Area #8 in the *Queensborough Official Community Plan*, is designated in order to provide an opportunity for a regional destination entertainment use including a hotel. This area is designated in order to establish objectives and guidelines for the form and character of the Mixed Use Development.

Objectives

The objectives of this designation are:

Establish an area for employment opportunities
Enforce an identifiable theme for the development of this area

- Establish a fully serviced level of quality.
- Allow the adjacent natural environment (Natural Features Development Permit Areas #5 North Arm - Bay Area) and the entertainment and residential uses to coexist.
- Promote a variety of employment opportunities.
- Mitigate the impacts of the transportation corridor on adjacent uses.
- Allow development of a trail system connected to both the Queensborough Perimeter Trail and the Regional Trail and Cycling Network in the area.
- Allow the siting and massing of buildings to respond to the flood plain, the adjacent natural environment area, adjacent land uses, and the complexity of the site without the use of a Development Variance Permit.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the *Queensborough Official Community Plan*, the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp, Inc. No.537205 by Stantec Architecture dated March 9, 2004 and the following guidelines:

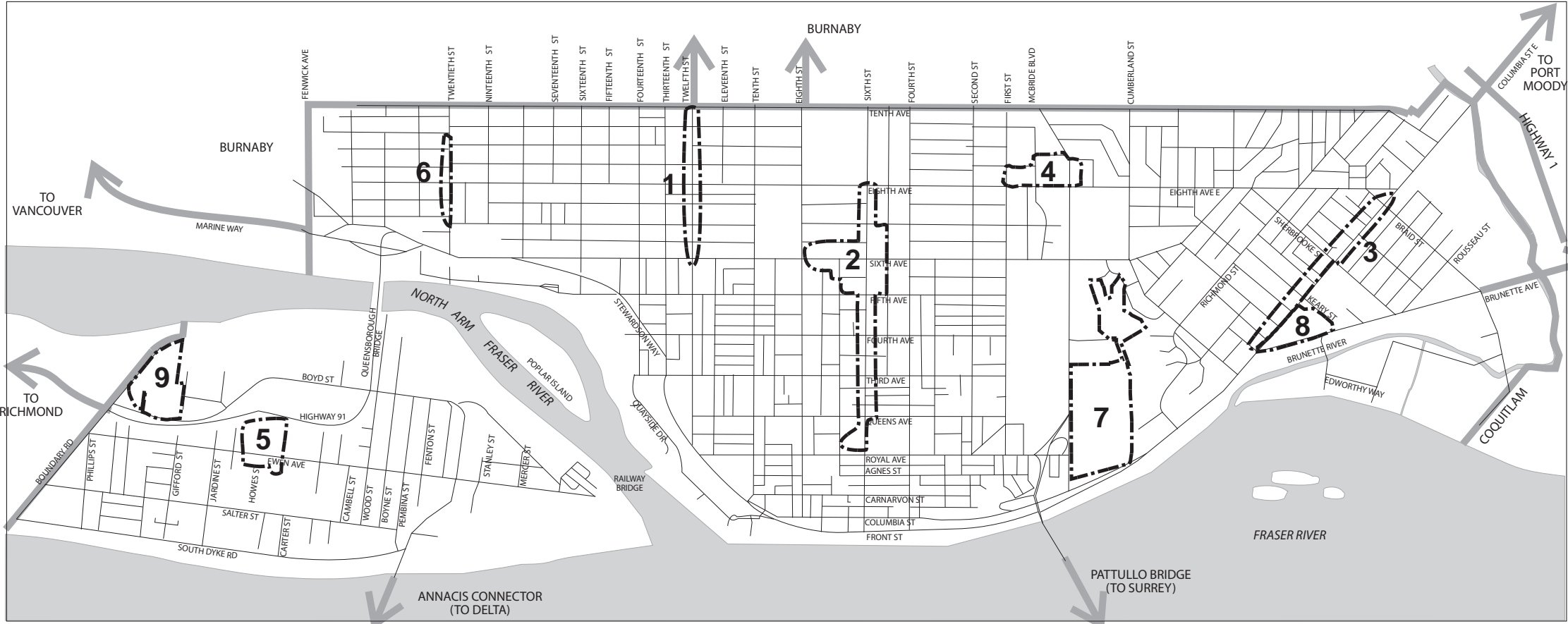
- Design exterior finishes of buildings to be compatible with adjacent industrial land uses.
- Parking facilities should be well designed and landscaped.
- Provide landscaping and other buffers along the boundary of the area to reduce the noise and visual impacts of the adjacent industrial and transportation activities.
- Develop a comprehensive plan for the siting and massing of buildings and structures, taking into account, the current standards stated in the City of New Westminster's *Zoning Bylaw*, the development guidelines referenced above, and the advice of the City and its advisory committees.

[B/L No.6920, 2004]



MAP D1

Commercial and Mixed Use Development Permit Areas



B/L No.7396, 2010

- 1 Upper Twelfth Street
- 2 Uptown
- 3 Sapperton (Columbia Street East)
- 4 Eighth Avenue and McBride Boulevard
- 5 Howes Street and Ewen Avenue (Queensborough #2)
- 6 Twentieth Street
- 7 Woodlands
- 8 Village at Historic Sapperton
- 9 Queensborough Destination Casino (Queensborough #8)

B. Residential

Intent

There are eleven Development Permit Areas in this section. Each Development Permit Area is a residential neighbourhood, where other land uses, such as commercial, may be encouraged on a small, neighbourhood friendly scale (e.g., corner stores, home based business). Guidelines in these Development Permit Areas will focus on improving the livability of these neighbourhoods through the provision of good quality multi-family housing of high quality design.

Common Objectives

The Residential Development Permit areas will all be guided by the following social and community objectives:

Social Objectives:

- New development should provide housing that reflects the demographic needs of the community.
- New development should provide housing that promotes social interaction (e.g., street friendly porches).

Community Objectives:

- New housing development should foster a sense of community.
- New housing development should enhance the existing streetscape.
- New housing development should maintain or enhance the area's livability.

Common Guidelines

The Residential Development Permit Areas will all be guided by the common guidelines, identified below, and the specific guidelines as discussed in each Development Permit Area:

- Enhance the neighbourhood as a street friendly family oriented community.
- Preserve and enhance elements of the natural environment in relation to the development (e.g., trees).
- Relate the shape and massing of the buildings to each other to form a cohesive streetscape (i.e., new buildings should not stand out).
- Work towards implementing a unifying architectural approach which complements the existing neighbourhood context.
- Vary the shape, massing and exterior finishes of buildings to avoid a monotonous appearance.
- Encourage the use of traditional building materials, in particular wood (e.g., wood siding, wood window trim, wood shingles).
- Utilize unobtrusive exterior lighting and discreet signage (e.g., street numbers) which is consistent with the architecture of the building and the surrounding context.
- Incorporate signage and building names that reflect the historic character of the city, its natural setting or the legacy of its prominent citizens.
- Review building design, lighting and signage in relation to Crime Prevention Through Environmental Design guidelines.
- Design parking to enhance the streetscape.
- Utilize attractive landscape design including street trees.
- Provide visitor parking which is clearly marked and signed in multi-family areas.
- Place all services underground.
- Employ energy conservation measures in the design and construction of all developments.
- Employ environmentally sensitive means of dealing with landscaping and storm water drainage.
- Identify areas for the holding of garbage and recyclable material, and screen them appropriately.

B. Residential Development Permit Areas

[Sections repealed B/L No. 7396, 2010]

#1 Brow of the Hill Multi-family

The Brow of the Hill Multi-family area, identified as Development Permit Area #1 *[see Map D2]*, is designated to provide a framework for multi-family residential development excluding single detached homes which are encouraged to be retained. This area establishes objectives and guidelines for the form and character of multi-family residential development while providing an opportunity to create affordable housing.

[Discussion of this area is also contained in 2.3: Housing.]

Objectives

The objectives of this designation are to:

- Enhance the sense of community in the area.
- Complement the character of the existing single detached homes by implementing a unifying architectural approach.
- Promote street friendly designs.
- Develop opportunities for affordable housing, for different income levels, and encourage home ownership and different forms of housing tenure.
- Mitigate the impacts of transportation corridors around the Brow of the Hill neighbourhood perimeter.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the *Brow of the Hill Action Plan*.

[Sections repealed B/L No. 6534, 1999]

#2 Terry Hughes

The Terry Hughes area, identified as Development Permit Area #2 *[see Map D2]* is designated in order to provide a framework for medium density housing in keeping with the traditional character of the adjacent Queens Park neighbourhood. This Development Permit Area provides objectives and guidelines for the form and character of multi-family development.

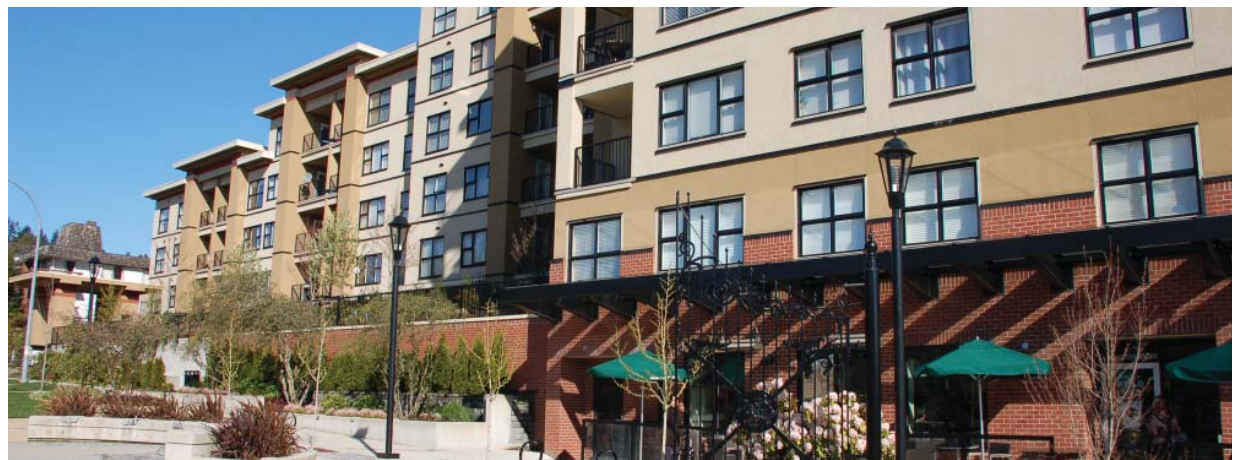
[This area is also described in 2.3: Housing.]

Objectives

Objectives for this area are indicated in the *Glenview and Terry Hughes Lands Design Guidelines*.

Guidelines

The specific guidelines for this area are outlined in the *Glenview and Terry Hughes Lands Design Guidelines*.



#3 Twenty-Second Street SkyTrain Station

The Twenty-Second Street SkyTrain Station area, identified as Development Permit Area #3 [see *Map D2*], is designated in order to provide a framework for its redevelopment to a multi-family area with limited neighbourhood commercial uses. This Development Permit Area provides objectives and guidelines for the form and character of multi-family residential development and limited neighbourhood commercial development.

[Discussion of this area is also contained in 2.3: Housing, 2.9: Urban Design, 2.11: Transportation and 2.7: Commercial Revitalization and the Economy.]

Objectives

The objectives of this designation are:

- Establish this area as a pedestrian-oriented multi-family area with limited neighbourhood commercial uses.
- Integrate the land use of this area with the opportunities derived from the presence of a SkyTrain Station.
- Provide linkages to the surrounding community
- Mitigate the impacts of the Stewardson Way transportation corridor.
- Implement architectural designs which establish a strong neighbourhood context and create a neighbourhood centre (including commercial office, institutional or amenity use).

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Provide for a mix of housing uses and forms that utilize the view corridors to the Fraser River, public open space and public access, and a public pedestrian and vehicular circulation system that relates to the existing street pattern.
- Provide a pedestrian and bicycle circulation system that serves the area and connects to the SkyTrain Station and the surrounding community.
- Implement privacy measures in residential buildings abutting the SkyTrain Guideway.
- Provide, through siting and construction, a visual and acoustical barrier where development abuts the railway line and SkyTrain corridor.
- Employ technical approaches to sound and vibration insulation in building construction in this area (e.g., near high traffic streets, intersections or SkyTrain).
- Provide street trees and landscape on all boulevards and pedestrian/bicycle routes.
- Entertain higher density, where a contribution to parks, open space, community amenity or school improvements are provided.

#4 Fraserview (former Penitentiary lands)

The Fraserview area, identified as Development Permit Area #4 [see Map D2] and as Development Permit Area #2 in the *Official Community Plan for a Portion of the Glenbrooke South Neighbourhood*, is designated in order to provide a framework for the orderly development of the area formerly occupied by the B.C. Penitentiary. The area is designated in order to protect heritage resources and to establish objectives and guidelines for the form and character of commercial and multi-family developments.

[Discussion of this area is contained in the Official Community Plan for a Portion of the Glenbrooke South Neighbourhood.]

Objectives

Objectives for this area are indicated in the Official Community Plan for a Portion of the Glenbrooke South Neighbourhood. Development permits shall be required to incorporate these elements.

#5 Upper Stewardson Way

The Upper Stewardson Way area, identified as Development Permit Area #5 [see Map D2], is designated in order to provide opportunities for multi-family residential development north of Stewardson Way and mitigate the impacts of the Stewardson Way transportation corridor. This Development Permit Area provides objectives and guidelines for the form and character of residential development in this area.

[Discussion of this area is also contained in 2.3: Housing and 2.11: Transportation.]

Objectives

The objectives of this designation are:

- Establish this area as a place for medium density residential development.
- Mitigate the impacts of the transportation corridor.

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Provide for housing forms that are organized in such a manner to provide for view corridors of the river, public open space, public access to the waterfront, a public pedestrian and vehicular circulation system that relates to the existing patterns of New Westminster.
- Provide a pedestrian and bicycle circulation system which links this area to the rest of the community.
- Provide street trees and landscape for all boulevards.
- Entertain higher density, where a contribution to parks, open space, community amenity or school improvements, are provided.
- Incorporate measures in building construction to reduce the impact of highway and any adjacent industrial noise inside residential units.

#6 Central Twelfth Street

The Lower Twelfth Street area, identified as Development Permit Area #6 [see Map D2], is designated in order to provide for the transition of this area from industrial uses to residential uses. This Development Permit Area provides objectives and guidelines for the form and character of multi-family development. Small-scale neighbourhood commercial uses may be allowed. Home based businesses, particularly at street level, will be encouraged to assist in crime prevention (e.g., “eyes on the street”).

[This area is also described in 2.3: Housing and 2.11: Transportation.]

Objectives

The objectives of this designation are:

- Guide this area toward a multi-family residential development area.
- Mitigate the impacts of the transportation corridor.
- Implement architectural designs which complement the neighbourhood context.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Architecture, including scale and massing of buildings, shall be in keeping with the adjacent context or the historic character of New Westminster.
- Provide street trees and street furniture along all streets, and bus shelters along bus routes
- Provide well landscaped sites with a hierarchy of semipublic to private green spaces (plazas, courtyards and patios).
- Incorporate noise attenuation measures into building construction.
- Entertain higher density, where a contribution to parks, open space, community amenity or school improvements are provided.

#7 Port Royal (Queensborough #1)

The Port Royal area, identified as Development Permit Area #7 [see Map D2] and as Development Permit Area #1 in the *Queensborough Official Community Plan*, is designated in order to provide a framework for the development of the Port Royal community. This Development Permit Area establishes objectives and guidelines for the form and character of multi-family development.

[Discussion of this area is also contained in the *Queensborough Official Community Plan*.]

Objectives

The objectives of this designation are:

- Establish this area as a comprehensive residential development area with some neighbourhood commercial uses in a character and style that continues the established character of Queensborough as a riverfront village community.
- Establish a development that provides ample public access to the waterfront including interpretive signage consistent with Queensborough’s historic and natural setting.
- Provide pedestrian and bicycle linkage to the Westminster Quay (e.g., ferry or bridge).

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the *Queensborough Official Community Plan*. The form and character of Phase 1 Port Royal provide an example of the level of quality anticipated.

#8 Ewen Avenue (Queensborough #3)

The Ewen Avenue area, identified as Development Permit Area #8 [see *Map D2*] and as Development Permit Area #3 in the *Queensborough Official Community Plan*, is designated in order to provide housing in close proximity to the neighbourhood centre and help define the axis streets leading to the centre of the neighbourhood. This area will contain medium density, multi-family residential uses and may include community amenities such as child care or community space (e.g., fire hall). Home based businesses facing the street are encouraged. Small commercial uses to serve the neighbourhood may be considered. This Development Permit Area establishes objectives and guidelines for the form and character of multi-family development.

[Discussion of this area is also contained in the Queensborough Official Community Plan.]

Objectives

The objectives of this designation are:

- Establish this area as a street oriented and pedestrian friendly medium density residential area.
- Implement a street oriented medium density residential theme for the designated area.
- Preserve and enhance elements of the natural environment in juxtaposition to development.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the *Queensborough Official Community Plan*.



#9 East Queensborough (Queensborough #4)

The East Queensborough area, identified as Development Permit Area #9 [see Map D2] and as Development Permit Area #4 in the *Queensborough Official Community Plan*, is designated to accommodate a range of multi-family dwelling types. This Development Permit Area protects development from hazardous conditions arising from the floodplain and establishes objectives and guidelines for the form and character of multi-family development.

[Discussion of this area is also contained in the Queensborough Official Community Plan.]

Objectives

The objectives of this designation are:

- Secure public access to the waterfront and other amenities.
- Preserve or enhance elements of the natural environment in juxtaposition to development.
- Implement a unifying architectural approach that continues the established character of Queensborough as a riverfront village community.
- Small commercial uses to serve the neighbourhood may be considered along Ewen Avenue. Home based businesses facing the street along Ewen Avenue are encouraged.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the *Queensborough Official Community Plan*.

#10 Thompson's Landing (Queensborough #6)

The Thompson's Landing area, identified as Development Permit Area #10 [see Map D2] and as Development Permit Area #6 in the *Queensborough Official Community Plan*, is designated to provide a framework for medium density housing. This Development Permit Area protects the natural environment and establishes objectives and guidelines for the form and character of multi-family development.

[Discussion of this area is contained in the Queensborough Official Community Plan.]

Objectives

The objectives of this designation are:

- Preserve or enhance elements of the natural environment in juxtaposition with development.
- Encourage provision of open space in this area.
- Provide attractive medium density housing in a full service environment.

Guidelines

Development permits issued shall be in accordance with the guidelines indicated in the *Official Community Plan* for a portion of the Glenbrooke South Neighbourhood.

#11 Lower Sherbrooke Street

The Lower Sherbrooke Street area, identified as Development Permit Area #11 [see *Map D2*], is designated in order to provide a framework for medium density ground oriented housing while mitigating the effects of the adjacent transportation corridor. This Development Permit Area provides objectives and guidelines for the form and character of multi-family development.

[This area is also described in 2.3: Housing and 2.11: Transportation.]

Objectives

The objectives of this designation are:

- Explore the creation of a medium density ground oriented residential development area and consider complementary related uses (e.g., neighbourhood commercial and child care).
- Mitigate the impacts of the transportation corridor.
- Implement architectural designs which complement the neighbourhood context.

More detailed objectives for this area are included in the *Brunette Creek Neighbourhood Plan*, which has been adopted as part of this *Official Community Plan*.

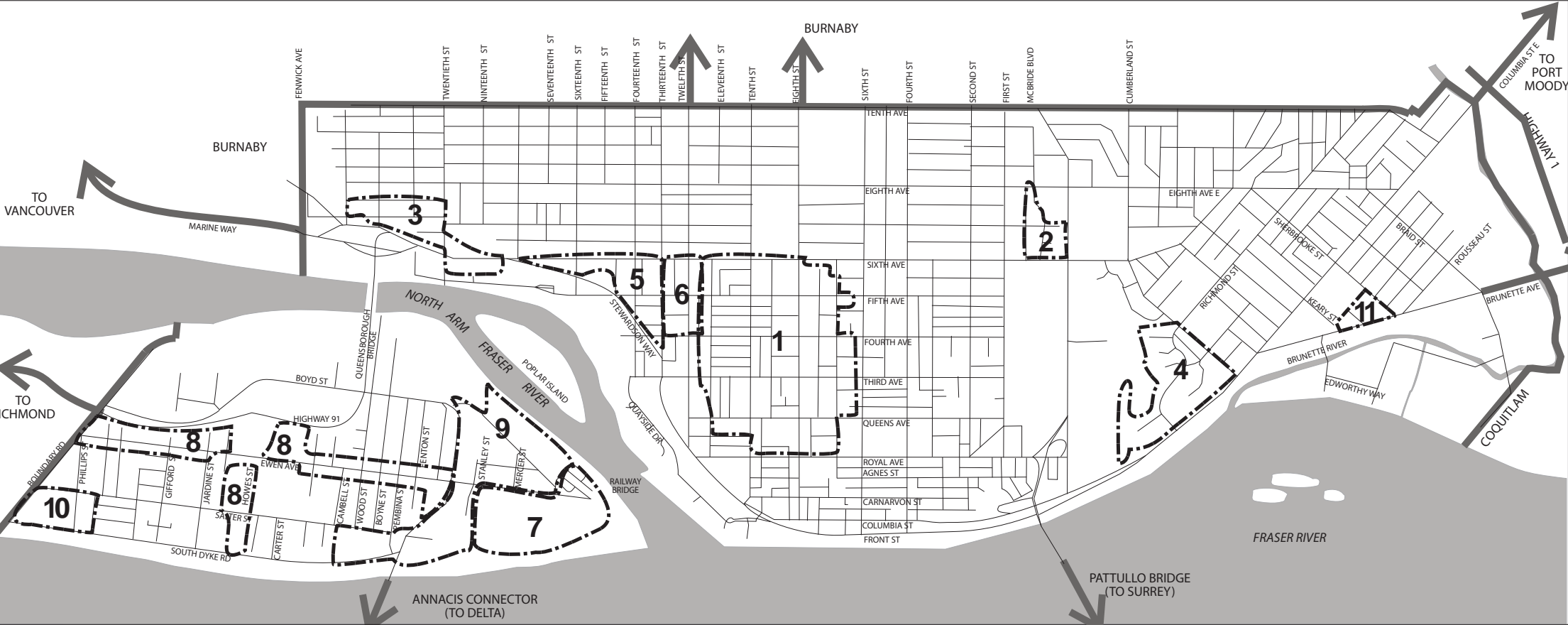
Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Require architecture, including scale and massing of buildings, to be in keeping with the adjacent context or the historic character of New Westminster.
- Provide well landscaped sites with a hierarchy of semi-public to private green spaces, plazas, courtyards and patios).
- Site buildings to provide “eyes on the street” for crime prevention as well as a buffer (e.g., acoustic, visual) to the traffic corridor, for the surrounding neighbourhood.
- Provide a buffer along Brunette Avenue to mitigate the effects of the traffic corridor. [B/L No.6932, 2004]
- Employ technical approaches to sound insulation in building construction, particularly near Brunette Avenue.



Map D2 Residential Development Permit Areas



- 1 Brow of the Hill Multi-Family
- 2 Terry Hughes
- 3 Twenty-Second Street SkyTrain Station
- 4 Fraserview (Former Penitentiary Lands)
- 5 Upper Stewardson Way
- 6 Central/Lower Twelfth Street
- 7 Port Royal (Queensborough #1)
- 8 Ewen Avenue (Queensborough #3)
- 9 East Queensborough (Queensborough #4)
- 10 Thompson's Landing (Queensborough #6)
- 11 Lower Sherbrooke Street

C. Comprehensive Development

Intent

There is one Development Permit Area in this section. An area designated as a Comprehensive Development Permit area is intended as a study area with some existing land uses intended to change over time. Development in the Comprehensive Development Permit areas will require analyses aimed at evaluating the interrelationships of land uses.

Due to the different intentions of each Comprehensive Development Permit Area, each area contains its own set of objectives and guidelines.

Comprehensive Development Permit Areas
[Section repealed B/L No. 6747, 2002]



#1 Lower Twelfth Street

The Lower Twelfth Street area, identified as Development Permit Area #1 [see Map D3] is designated for a combination of service commercial and residential uses.

The Lower Twelfth Street Development Permit Area is intended to encourage a mix of land uses. The existing industrial and service commercial land uses will be encouraged and will be compatible with proposed residential and commercial land uses also intended for the area.

This Development Permit Area provides objectives and guidelines for the form and character of service commercial and residential development.

[Discussion of this area is contained in 2.7: Commercial Revitalization and the Economy and 2.3: Housing. See the Lower Twelfth Street Area Plan for further details.]

Objectives

The objectives of this designation are:

- Create a compact, complete neighbourhood where residents can live, work, shop and play.
- Encourage the provision of a variety of housing units to provide more housing choices.
- Consider new residential uses that are compatible with existing uses (e.g., lofts or live/work studios).
- Ensure architectural designs complement the neighbourhood context.
- Encourage the adaptive reuse of the Gas Works building as a community asset and use the structure as a basis for a viewing area and neighbourhood activities.
- Link the area to the surrounding community with a reduced emphasis on the automobile (greenways, bike routes, transit and facilities).
- Design buildings to maintain or enhance the view corridors of the Fraser River.

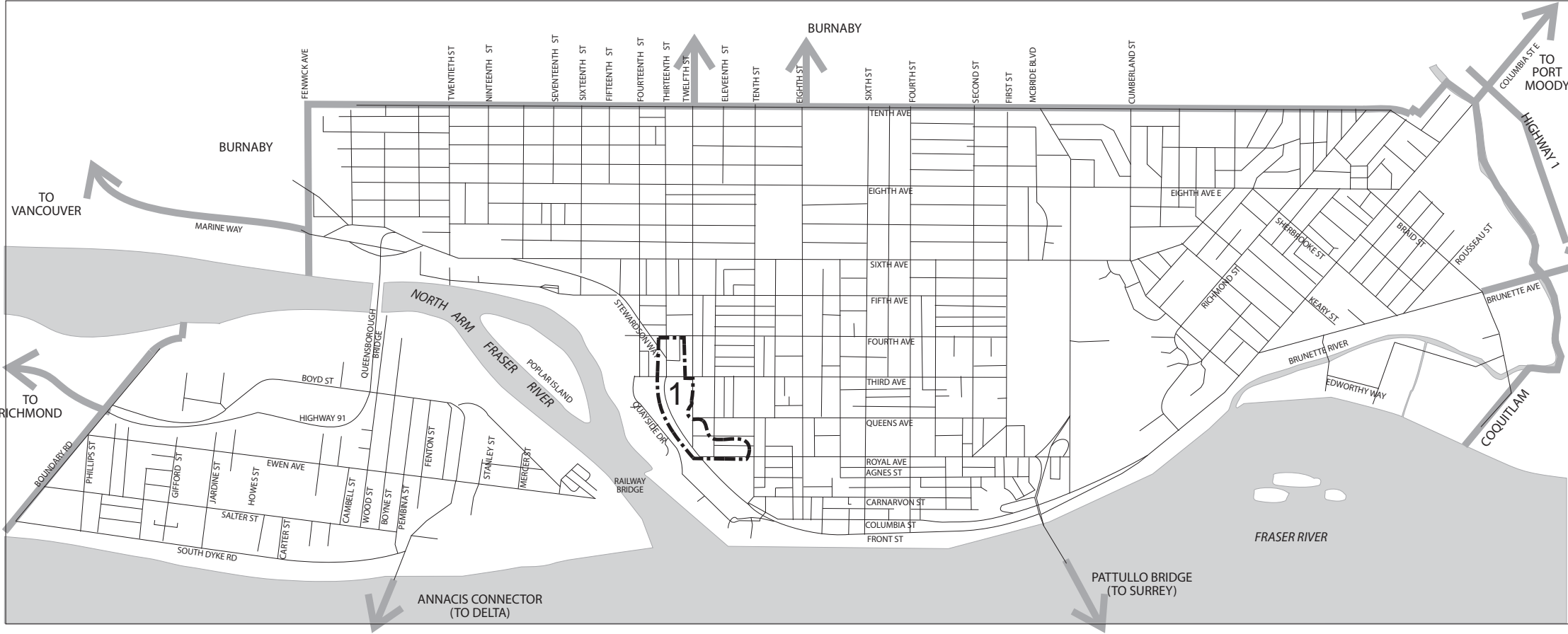
Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- Ensure that development provides for a mix of residential and commercial uses that are organized in such a manner to provide for view corridors of the river, public open space, a public pedestrian and vehicular circulation system that relates to the existing patterns of New Westminster.
- All streets shall have street trees and landscaping, and shall consider traffic calming measures, sidewalks, pedestrian road crossing, street furniture, public art, pedestrian lighting, and historic theme and materials in street design.
- Form, orientation, and view corridors shall respect surrounding buildings to minimize visual intrusion.
- Area themes shall be inspired by heritage reference with a contemporary response where appropriate (using architectural elements from the Gas Works building).
- Review building design, lighting and signage in relation to Crime Through Environmental Design guidelines.
- Building should be sited to provide “eyes on the street” for crime prevention as well as a buffer (e.g., acoustic, visual) to the traffic corridor, for the surrounding neighbourhood.
- Residential and commercial uses along the street shall have a building setback after the first two to three floors.
- Building top should be complete with a distinguished feature or cornice line that screens mechanical structures and other elements from view.
- Green roofs such as roof gardens and parkettes are encouraged.
- Employ technical approaches to sound insulation in building construction in this area (e.g., near high traffic streets or intersections).

[B/L No.6959, 2004]

MAP D3
Comprehensive Development Development Permit Areas



1 Lower Twelfth Street

D. Industrial/Business Park

Intent

There are seven Development Permit Areas in this section. Each Development Permit Area is an industrial area, where other land uses (e.g., commercial, non-population dependent office, entertainment), will be encouraged when it is demonstrated that they contribute to the economic viability of industry in New Westminster. Guideline in these Development Permit Areas will focus on the building and site design of industrial land uses, as well as their compatibility with adjacent land uses and transportation corridors.

Common Objectives

The Industrial Development Permit Areas will be guided by the following objectives:

- Facilitate the development of industrial areas with high standard of building and site design.
- Promote the integration of new industry (e.g., high tech) into existing industrial areas.
- Promote the intensification of existing industrial lands to increase local employment opportunities.
- Improve access and circulation throughout industrial sites, and enhance connections to transportation corridors.
- Where feasible, promote public access to the Fraser River waterfront, parks, greenway and pedestrian networks and alternative transportation (e.g., SkyTrain).
- Improve the appearance of industrial sites (e.g., storage, parking facilities, refuse and recycling areas).
- Enhance the streetscape by encouraging innovative architecture and providing extensive landscaping, and street and open space treatments.
- Minimize the adverse impacts of industry on neighbouring land uses.
- Protect the environment from negative impacts (e.g., site runoff, aquatic contaminants).

Common Guidelines

The Industrial Development Permit Areas will all be guided by the Common Guidelines, identified below and specific guidelines as discussed in each Development Permit Area:

- Vary the shape, massing and exterior finishes of buildings.
- Utilize exterior lighting and signage which is unobtrusive, and consistent with the architecture of the building and its surrounding context.
- Design parking facilities to contribute to the streetscape of the area.
- Utilize attractive landscape design including street trees and planters to improve relationship between industry and other land uses.
- Minimize noise emission in the area through the siting of buildings and their orientation.
- Employ technical approaches to noise mitigation in building construction.
- Employ environmentally sensitive ways of dealing with landscaping and storm water drainage.
- Place landscaped areas adjacent to major highways to form visual and acoustic barriers.
- Provide, through the siting and construction of the buildings, visual and acoustical barriers to the rail line, where industry abuts the railway tracks.
- Review building design, lighting and signage in relation to Crime Prevention Through Environmental Design Guidelines.
- Identify areas for holding garbage and recyclable material, and screen them appropriately.

Industrial / Business Park Development Permit Areas

#1 North Arm North Foreshore

The North Arm North area, identified as Development Permit Area #1 [see Map D4] is designated to provide an opportunity for continued industrial development with a waterfront orientation. This area is designated in order to establish objectives and guidelines for the form and character of industrial development.

[Discussion of this area is also contained in section 2.8: Industrial Activity and the Economy.]

Objectives

The objectives of this designation are:

- Promote the viability of industrial uses.
- Mitigate the impact of industrial land uses adjacent to residential neighbourhoods.

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Design the layout of manufacturing operations, storage operations, truck access and egress, and loading open areas to mitigate the effects of industrial emissions and noise on adjacent residential land uses.
- Provide a visual transition between the more intensive industrial use on the west and adjacent residential land use.
- Design exterior appearance of buildings to be compatible with adjacent residential land uses.
- Comply with Fraser River Estuary Management guidelines.

#2 Doman (North Arm North #2)

The Doman (North Arm North #2) area, identified as Development Permit Area #2 [see Map D4] and as Development Permit Area #2 in the Official Community Plan for a Portion of the North Arm North Neighbourhood, is designated to provide an appropriate buffer which will benefit both adjoining industrial and residential lands. This area is designated in order to establish objectives and guidelines for the form and character of industrial development.

[Discussion of this area is contained in the Official Community Plan for a Portion of the North Arm North Neighbourhood.]

Objectives

The objectives of this designation are:

- Provide for viable, ongoing heavy industrial use.
- Recognize the proposed residential development on its eastern boundary by providing a well landscaped buffer zone.
- Consider the feasibility of a marina (e.g., day moorage or small boat launch).
- Continue public access to the riverfront walkway.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the *Official Community Plan* for a portion of the North Arm North Neighbourhood.

#3 Brunette Business Park

The Brunette Business Park area, identified as Development Permit Area #3 [see *Map D4*], is designated in order to provide a framework for an industrial business park and to mitigate the impact of Millennium SkyTrain Line. This Development Permit Area provides objectives and guidelines for the form and character of industrial and service commercial development in the area.

[Discussion of this area is also contained in the 2.8: Industrial Activity and the Economy and 2.11: Transportation.]

Objectives

The objectives of this designation are:

- Promote a variety of employment opportunities including industrial/business park use.
- Provide services for the possible light rail transit alignment.
- Integrate the Millennium SkyTrain alignment and Braid Street Station into the existing commercial area.
- Provide pedestrian and bicycle links to Sapperton.
- Mitigate the impacts of the transportation corridor on adjacent uses.

More detailed objectives for this area are included in the *Brunette Creek Neighbourhood Plan*, which has been adopted as part of this *Official Community Plan*.

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Design the exterior of buildings to be compatible with adjacent residential land uses.
- Provide landscaping and other buffers along the boundary of the area to reduce the noise and visual impacts of industrial activity on other uses, especially residential and commercial.
- Design the layout of manufacturing operations, storage operations, truck access and egress, and loading open areas to mitigate industrial emissions and noise from adjacent residential land uses.
- Parking facilities will be well designed and landscaped.
- Design any future transit station(s) to reflect the character of the area.

#4 Brunette Avenue

The Brunette Avenue area, identified as Development Permit Area #4 [see *Map D4*], is designated in order to provide a framework for an industrial business park, for service commercial uses adjacent to Brunette Avenue, as well as to mitigate the impact of the major transportation corridor, particularly if a light rail transit line is built along Brunette Avenue to Coquitlam. This Development Permit Area provides objectives and guidelines for the form and character of industrial and service commercial development in the area.

[Discussion of this area is also contained in 2.7: *Commercial Revitalization and the Economy*, 2.8: *Industrial Activity and the Economy* and 2.11: *Transportation*.]

Objectives

The objectives of this designation are:

- Retain this area for industrial/business park and service commercial uses.
- Retain this area as a transition zone between industrial and residential uses as well as a buffer to the major transportation corridors of Braid Street and Brunette Avenue.
- Retain existing service commercial uses adjacent to Brunette Avenue.
- Integrate the SkyTrain alignment.
- Mitigate the impacts of the transportation corridor.

More detailed objectives for this area are included in the *Brunette Creek Neighbourhood Plan*, which has been adopted as part of this *Official Community Plan*.

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Vary the shape, massing and exterior finishes of buildings.
- Design the exterior of buildings to be compatible with adjacent land uses.
- Utilize exterior lighting and signage which is unobtrusive, and consistent with the architecture of the building and its surrounding context.
- Provide landscaping and/or other buffers along the boundary of the area to reduce the noise and visual impacts of industrial or service commercial activity on adjacent land uses.
- Employ technical approaches to noise mitigation in building construction.
- Site buildings to provide a buffer (e.g., acoustic, visual) to the traffic corridor, for the surrounding neighbourhood.
- Design the layout of industrial operations, truck access and egress, and loading areas to mitigate industrial emissions and noise from adjacent residential land uses.
- Parking facilities will be well designed and landscaped.
- Review building design, lighting and signage in relation to Crime Prevention Through Environmental Design guidelines.
- Identify areas for holding garbage and recyclable material, and screen them appropriately.

#5 Brunette Creek Corridor

The Brunette Creek Corridor area, identified as Development Permit Area #5 [see Map D4] is designated in order to provide opportunities for a mix of land uses including heavy and light industrial uses; environmentally sensitive water-dependent industry; ancillary retail and wholesale uses; and the preservation and enhancement the fish, wildlife and natural habitat resources.

[Discussion of this area is also contained in section 2.5: Environment and the Riverfront, 2.7: Commercial Revitalization and the Economy, and 2.8: Industrial Activity and the Economy.]

Objectives

The objectives of this designation are:

- Promote industrial uses or large scale employment opportunities.
- Preserve and enhance Brunette Creek and the Fraser River Foreshore as a natural habitat zone.
- Provide services for possible light rail transit alignment.
- Improve opportunities for public access and view points to the river.

More detailed objectives for this area are included in the Brunette Creek Neighbourhood Plan, which has been adopted as part of this *Official Community Plan*.

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Analyze parking requirements and study transit linkages to reduce parking demand.
- Analyze impact of any increase in traffic on adjacent residential neighbourhood.
- Design any future transit or passenger rail station(s) (e.g., Amtrak) to reflect the character of the area.
- An acoustic study to reduce any noise impacts on adjacent residential neighbourhoods is required.
- Require planting along the edge of the Brunette River.
- Comply with the Province's floodproofing requirements.
- Maximize natural percolation and minimize the need for storm drainage.
- Require drainage facilities to divert drainage away from the area subject to slope failure.
- Utilize native vegetation in natural habitat preservation efforts.
- Explore opportunities for greater public access to the riverfront and Brunette Creek in an environmentally sensitive manner.
- Discourage industrial discharge into the Brunette River or Fraser River.

#6 Queensborough Industrial

The Queensborough Industrial area, identified as Development Permit Area #6 [see *Map D4*] is designated to provide an opportunity for continued intensive industrial development with a waterfront focus. This area is designated in order to establish objectives and guidelines for the form and character of industrial development.

[Discussion of this area is contained in 2.8: Industrial Activity and the Economy.]

Objectives

The objectives of this designation are:

- Promote industrial business park use.
- Promote a variety of employment opportunities.
- Mitigate the impacts of the transportation corridor on adjacent uses.

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Design exterior finishes of buildings to be compatible with any adjacent residential land uses.
- Parking facilities will be well designed and landscaped.
- Provide landscaping and other buffers along the boundary of the area to reduce the noise and visual impacts of industrial activity.
- Design the layout of manufacturing operations, storage operations, truck access and egress, and loading open areas to mitigate industrial emissions and noise from adjacent residential land uses.

#7 Queensborough Business Park at Boyd Street (Queensborough #5)

The Queensborough Business Park at Boyd Street area, identified as Development Permit Area #7 [see *Map D5*] and as Development Permit Area #5 in the Queensborough Official Community Plan, is designated to provide a framework for business park development and large format commercial development. This Development Permit Area enhances the natural environment and establishes objectives and guidelines for the form and character of industrial, service and commercial use. [B/L No. 6730, 2002]

[Discussion of this area is also contained in the Queensborough Official Community Plan.]

Objectives

The objectives of this designation are:

- Establish an area for employment opportunities.
- Enforce an identifiable theme for the development of this area.
- Establish a fully serviced level of quality.
- Allow the natural environment and the industrial area to coexist.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the *Queensborough Official Community Plan*.

#8 Queensborough Industrial Park (Queensborough #10)

The Queensborough Industrial Park area identified as Development Permit Area #8 [see *Map D5*] is designated in order to provide a framework for an industrial park and to provide an opportunity for continued intensive industrial development. The Development Permit Area provides objective and guidelines for the form and character of industrial development in this area.

[Discussion of this area is also contained in Section 2.8 Industrial Activity and the Economy, Section 2.11 Transportation, the Queensborough Community Plan and the Industrial Strategy.]

Objectives

The objectives of this designation are:

- Promote the viability of industrial use.
- Promote a variety of employment opportunities.
- Mitigate the impacts of the transportation corridor on adjacent uses.
- Mitigate the impacts of industrial uses on non-industrial neighbourhoods.
- Promote environmentally responsible design that contributes to an overall attractive environment and enhances environmental sustainability.
- Promote sustainable building and landscape practices that include a responsible approach to water use, storm water management, energy and waste management.

Guidelines

Development Permits issued in the area shall be in accordance with the guidelines indicated in the *Queensborough Industrial Park Design Guidelines* attached in Part Four: Appendices.

[B/L No.7298, 2009]



#9 Queensborough Light Industrial (Queensborough #11)

The Queensborough Light Industrial area identified as Development Permit Area #9 [see *Map D5*] and as Development Permit Area #11 in the Queensborough Official Community Plan, is designated to provide an opportunity for light industrial development. This area is designated in order to establish objectives and guidelines for the form and character of light industrial development.

[Discussion of this area is also contained in Section 2.8 Industrial Activity and the Economy, Section 2.11 Transportation, the Queensborough Community Plan and the Industrial Strategy.]

Objectives

- Promote the viability of industrial use.
- Promote a variety of employment opportunities.
- Mitigate the impacts of the transportation corridor on adjacent uses.
- Mitigate the impacts of industrial uses on non-industrial neighbourhoods.
- Mitigate the impacts of industrial uses on the riparian values in the area.
- Promote environmentally responsible design that contributes to an overall attractive environment and enhances environmental sustainability.
- Promote sustainable building and landscape practices that include a responsible approach to water use, storm water management, energy and waste management.

Guidelines

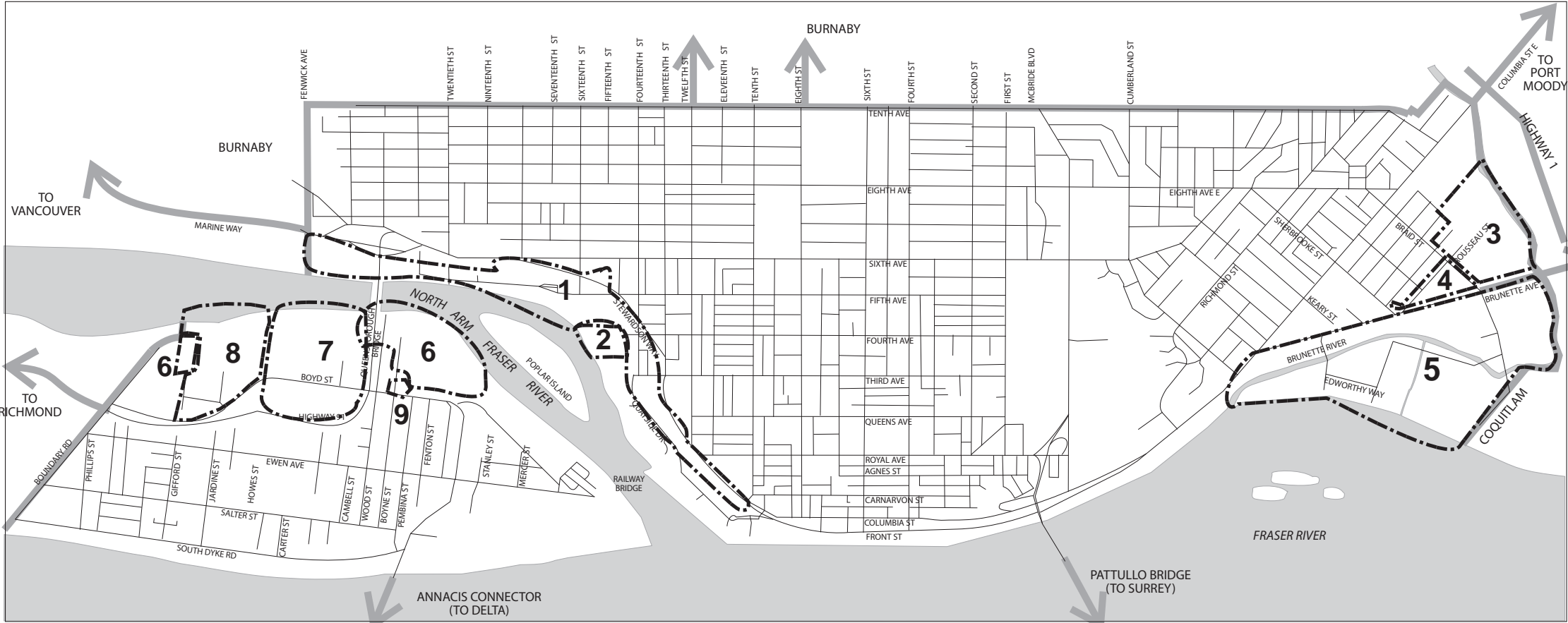
Development permits issued shall be in accordance with the following guidelines:

- Design exterior finishes of building to be compatible with any adjacent residential land uses.
- Parking facilities will be well designed and landscaped.
- Provide landscaping and other buffers along the boundary of the area to reduce the noise and visual impacts of industrial activity.
- Provide landscaping treatments which enhances the riparian values found in the area.
- Design the layout of manufacturing operations, storage operations, truck access and egress, and loading open areas to mitigate industrial emissions and noise from adjacent residential land uses.

[B/L No.7310, 2009]



MAP D4 Industrial / Business Park Development Permit Areas



E. Natural Features

Intent

There are five Development Permit Areas in this section. Each Development Permit Area encompasses a sensitive environmental habitat. Guidelines in these Development Permit Areas will identify actions required to promote and sustain the natural environment for future generations.

Common Objectives

The Natural Features Development Permit Areas will all be guided by the following environmental and social objectives:

Environmental Objectives:

- Preserve and enhance the natural environment.

Social Objectives:

- Develop and improve the environment as a legacy for future generations.

Common Guidelines

The Natural Features Development Permit Areas will all be guided by the Common Guidelines, identified below, and the Specific Guidelines as discussed in each Development Permit Area:

- Cooperate with the Fraser River Estuary Management Plan for the purpose of strengthening common objectives.
- Prohibit septic disposal systems.
- Require tree cutting permits for any tree clearing in the area.
- Require preparation of an environmental impact statement before allowing significant construction in the area.
- Where possible, conserve and enhance native vegetation, fish and wildlife habitat.



Natural Features Development Permit Areas

#1 Poplar Island (North Arm North #1)

The Poplar Island area, identified as Development Permit Area #1 [see Map D5] and as Development Permit Area #1 in the Official Community Plan for a Portion of the North Arm North Neighbourhood, is designated in order to preserve its scenic value when viewed from the rest of the City and for its valuable aquatic and wildlife habitat. This area is designated to preserve the natural environment.

[Discussion of this area is contained in the Official Community Plan for a portion of the North Arm North Neighbourhood.]

Objectives

The objectives of this designation are:

- Preserve and enhance the natural environment.
- Continue to permit log booms.

Guidelines

Development Permits issued shall be in accordance with the guidelines indicated in the *Official Community Plan* for a portion of the North Arm North Neighbourhood.

#2 New Westminster Islands (Sapperton Middle Ground)

The New Westminster Islands area, identified as Development Permit Area #2 [see Map D5] is designated in order to preserve its scenic value when viewed from the rest of the City and for its valuable aquatic and wildlife habitat. This area is designated to preserve the natural environment.

[Discussion of this area is contained in 2.4: Parks and Open Space.]

Objectives

The objectives of this designation are:

- Guide this area towards use as a natural conservation area.
- Preserve and enhance the natural environment.
- Continue to permit log booms.

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Maintain a permanent circle of trees around the circumference of the Islands to protect the fish habitat.
- Where possible, accommodate log booms around the periphery of the Islands.

#3 Glenbrooke Ravine (Glenbrooke South #1)

The Glenbrooke Ravine area, identified as Development Permit Area #3 [see Map D5] and as Development Permit Area #1 in the *Official Community Plan for a Portion of the Glenbrooke South Neighbourhood*, is designated in order to provide an area for natural environment and for the benefit of the public and to prevent slope failure. This area is designated in order to protect the natural environment.

[Discussion of this area is contained in the Official Community Plan for a portion of the Glenbrooke South Neighbourhood.]

Objectives

The objectives of this designation are:

- Preserve and enhance the natural environment.
- Continue to accommodate the Greater Vancouver Sewerage and Drainage District sewer right-of-way as well as hiking and nature exploration in this area.

Guidelines

Development permits issued shall be in accordance with the guidelines indicated in the *Official Community Plan* for a portion of the Glenbrooke South Neighbourhood.

#4 Annacis Channel (Queensborough #7)

The Annacis Channel area, identified as Development Permit Area #4 [see Map D5] and as Development Permit Area #7 in the *Queensborough Official Community Plan*, is designated in order to provide limited opportunities for floating home villages and for commercial and marine waterfront use.

The Development Permit Area protects the natural environment and provides objectives and guidelines for the character of residential and non-residential development.

[Discussion of this area is also contained in the Queensborough Official Community Plan.]

Objectives

The objectives of this designation are:

- Encourage development which enhances the natural environment.
- Establish a maritime or riverfront village theme for the area.
- Incorporate the perimeter trail system into all developments.
- Encourage public access along the waterfront or the dyke through various means including dedication, gift, right-of-way and easement.
- Cooperate with the *Fraser River Estuary Management Plan* for the purpose of strengthening common objectives.
- Cooperate with the Fraser River Harbour Commission for the management and improvement of the Annacis Channel and floating home development.
- Attempt to secure public amenities through innovative means.
- Employ environmentally sensitive means of dealing with landscaping and storm water.
- Provide ample access to the waterfront where view corridors meet the river.

Guidelines

Development permits issued shall be in accordance with the guidelines indicated in the *Queensborough Official Community Plan*.

#5 North Arm - Bay Area

The North Arm - Bay area, identified as Development Permit Area #5 [see *Map D5*] and as Development Permit Area #9 in the Queensborough Official Community Plan, is designated in order to preserve its scenic value when viewed from the rest of the City and the Queensborough Perimeter Trail, and for its valuable aquatic and wildlife habitat. This area is designated to preserve the natural environment while allowing a trail and a lookout feature for public use.

Objectives

The objectives of this designation are:

- Preserve and enhance the natural environment.
- Continue to permit log booms and sawmill activity.
- Allow development of a trail system that connects to the Queensborough Perimeter Trail and the Regional Trail and Cycling Network in the area.

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Official Community Plan, the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp., Inc. No.537205 by Stantec Architecture dated March 9, 2004 and the following guideline.

- All plans in this area shall be reviewed by Fisheries and Oceans Canada.

[B/L No.6920, 2004]

#6 Sapperton Landing (former Fraserview Foreshore)

The Sapperton Landing area (former Fraserview Foreshore), identified as Development Permit Area #6 [see *Map D5*] is designated in order to provide an opportunity for both transportation, recreational and marine-based uses along the waterfront while protecting the natural environment.

The Sapperton Landing Development Permit Area is intended to allow a mixture of transportation, recreational (park) and marine-based uses while protecting the natural environment. Guidelines for this area deal with the compatibility of a transportation corridor with the natural environment and waterfront uses.

This area is designated in order to establish objectives and guidelines for the form and character of transportation, recreational and marine-based development as well as to protect the natural environment.

[Discussion of this area is contained in section 2.11: Transportation, 2.4: Parks and Open Space and 2.5: Environment and the Riverfront.]

Objectives

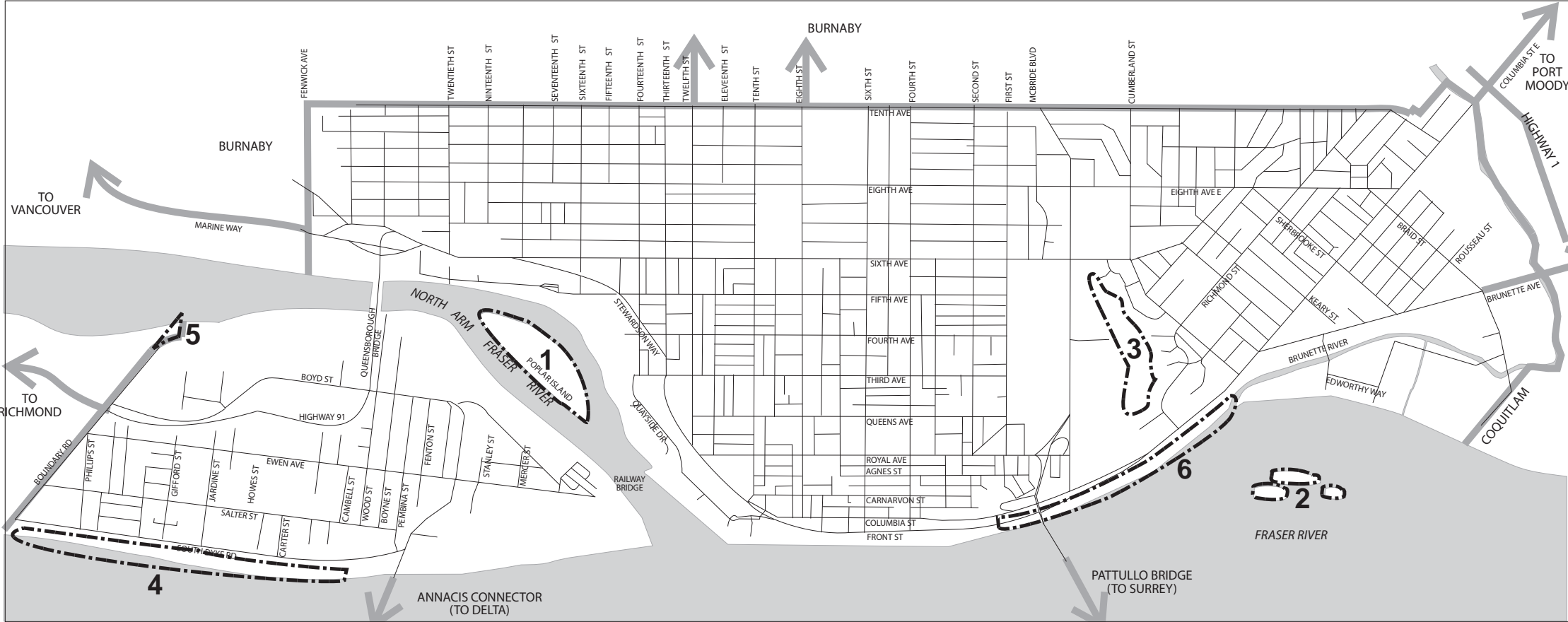
The objectives of this designation are:

- Retain this area for a potential rapid transit transportation corridor.
- Continue the linear waterfront walkway through this area.
- Encourage marine uses that are compatible with the transportation nature of the area.
- Protect the natural environment.

Guidelines

- Improve the access and egress of properties in this area to the adjacent transportation corridor.
- Site buildings to maximize view corridors to Fraser River.
- Compliance with Fraser River Estuary Management Plan guidelines.

MAP D5 Natural Features Development Permit Areas



- 1 Poplar Island (North Arm North #1)
- 2 New Westminster Islands (Sapperton Middle Ground)
- 3 Glenbrooke Ravine (Glenbrooke South #1)
- 4 Annacis Channel (Queensborough #7)
- 5 North Arm - Bay Area
- 6 Sapperton Landing (former Fraserview Forshore)

F. Downtown

#1 Downtown

The Downtown, identified as the Downtown Development Permit Area #1 [see map D5] is the cultural and historic heart of the City. This Development Permit Area is designated to support its Regional Town Centre designation in the *Livable Region Strategic Plan*. This Development Permit Area establishes the objectives and guidelines for:

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

In this area, special development permits will be issued as authorized by the *New Westminster Redevelopment Act*.

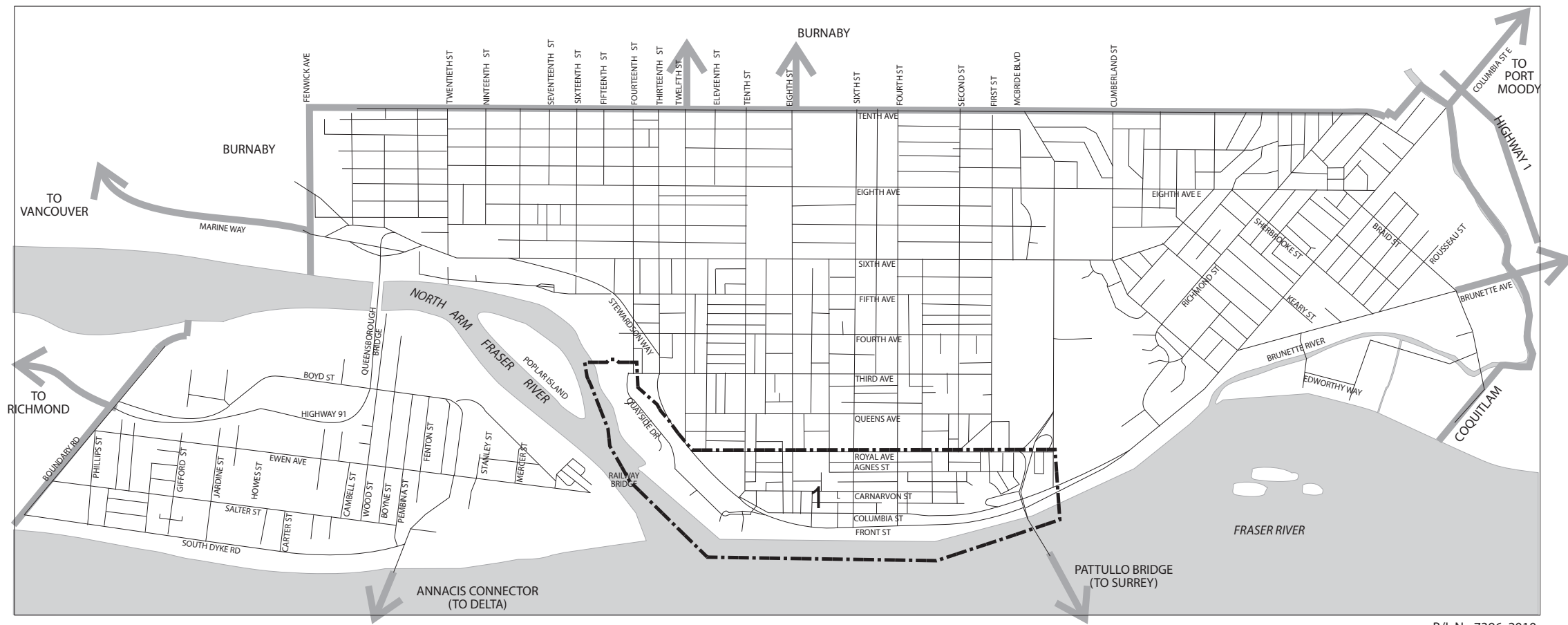
Objectives & Guidelines

Development permits issued in this area shall be in accordance with the objectives and guidelines indicated in the *Downtown Community Plan*.

[B/L No.7396, 2010]



MAP D6
Downtown Development Permit Area



1 Downtown

PART FOUR APPENDICES

LIST OF SUPPORTING DOCUMENTS

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Consultant report prepared to inform the 1998 OCP process identifying the heritage goals, objectives and policies, and describing strategies for the management of New Westminster's heritage resources.

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Consultant report prepared as background
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a building inventory analysis which is designed
to facilitate the conversion of underutilized
buildings into new homes in Downtown New
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A short-term strategic action plan to direct Business Improvement Association activities in 2002 and 2003.

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Land use and management plan for the Greater Vancouver Region, as prepared by the Greater Vancouver Regional District.

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A sub-regional greenway plan developed to refine and implement the Region's green zone policies contained in the Livable Region Strategic Plan.

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Provincial statute outlining municipal government powers.

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Consultant's report on design of a comprehensive trail and greenway system for New Westminister, as well as a conceptual framework for the phasing and construction of the trail system as opportunities arise.

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Consultant's study of population forecasts for New Westminister to the year 2021, prepared as background to the 1998 OCP process.

The Downtown Action Team. Downtown New Westminister Action Plan, May 1996.

Plan outlining community visions and strategies for the Downtown and in particular Columbia Street, prepared jointly by the Downtown Business Improvement Society and the City.

Urban Systems Ltd. New Westminister Bicycle Plan, May 1997.

Result of a common effort by the community, the City, and the consulting firm, the Plan establishes the strategies to encourage cycling in New Westminister and in the Region.

Vancouver Economic Development Commission, Vancouver's Key Private Sector Industries for Clustering, July 2002.

A report on the clustering trend where firms with related goods and services tend to locate in geographical proximity to one another, as well as a discussion of cluster industries growing in the Lower Mainland.

Ward Consulting Group. Draft of the Report to City of New Westminster on Long Range Transportation Study, January 1997.

The study outlines a 25 year transportation plan for the City reflecting the community's concerns regarding transportation problems and the desire for mobility, safety and livability.

Ward Consulting Group. Truck Route Plan, October 1997.

The study provides recommendations for better management of truck traffic throughout the City based on evaluation of alternative truck strategies.

GLOSSARY OF TERMS

Absorption rate: the rate at which new housing units are sold (i.e., “absorbed” by the market).

Agglomeration: the clustering of businesses and economic activity, often of a specific type, within a certain limited geographical area.

Build-out: the point at which all the land in a defined geographical area has been developed to its maximum unit capacity (e.g., a street with 50 lots that is zoned single-family residential has reached build-out when a house has been built on every lot; an area zoned for three storey commercial buildings has reached build-out if a three storey building has been built on every lot - if 1 or more lots have smaller buildings then build-out has not been reached).

Business Incubator Facility: a business, institution or other organization in which future entrepreneurs may study, undertake research or work. In such a facility the entrepreneur has access to knowhow and technologies, as well as privileged market information. Incubator organizations foster would-be entrepreneurs mostly through identification of new market opportunities.

Charrette/Design Charrette: a short (typically 1 day) intense public design workshop process that brings together a cross-section of the population to work with architects and planners to quickly establish a design vision for a given area.

Complete communities: communities that contain a wide range of opportunities for day-to-day life, including a balance of jobs and affordable housing, good distribution of public services and effective transportation service.

Covenants: a legal agreement between a property owner and the City that is registered with the Land Title Office and binds future owners of the given property to the terms of the agreement.

Daylighting streams: to reconstruct open watercourses by removing culverts and pipes and returning their flows to surface stream channels.

Effluent: any type of waste water.

Esplanade: linear walkway adjacent to a river or coastal area.

Focus Group: a small group of people, considered to be representative of a larger group (e.g., neighbourhood, City), who are brought together to discuss particular issues.

Geographical Information System database: refers to the computerized geographical information system and database that the City maintains on all City sites. The database contains such information as lot size, zoning, building size and age, and the mapping portion contains utility, street and lot locations.

Good neighbour guidelines: policy considerations developed by the City to ensure that social organizations such as group homes fit well within the neighbourhood context.

Heritage alteration permit: a permit that must be obtained in order to alter the exterior of a heritage-designated building.

Heritage Designation (as opposed to being on the Heritage Resource Inventory): A Heritage Designation Bylaw is an agreement between a property owner and the City that recognizes the heritage value or character of a building, and by which the building is protected from future incompatible alterations. A building that is listed on the Heritage Resource Inventory is simply a building that has been deemed by the City to have some heritage value. No agreement exists between the property owner and the City.

Heritage Management Plan: a set of policies, standards, procedures and tools designed to guide decision-making regarding the ongoing management of the City's heritage resources (approved August 1997).

Heritage Revitalization Agreement: an agreement entered into between the City and a property owner which enables the owner of a heritage property to make improvements, restorations or renovations that would not normally be allowed by the Zoning Bylaw. Each Heritage Revitalization Agreement is unique to the property and is registered on the title of the property.

Intensification: increasing the efficiency of land use by increasing density (e.g., allowing smaller minimum lot sizes, increasing the maximum allowable floor space ratio or units per acre) to allow more people to live or work within a given area.

Leave-strip area: narrow bands of vegetation left along streams or rivers to protect or buffer aquatic habitat.

Livability: the combination of characteristics (primarily physical but also political and social) that make a place (usually a City or slightly larger Region) a pleasant environment to live in.

Mixed use: a combination of land uses on one site; a common example would be a multi-storey building that contained offices or businesses on the ground floor and residential units on the upper floors.

Ozone disinfection: a highly efficient type of drinking water purification process utilizing ozone gas

Re-chlorination: drinking water purification process of re-adding chlorine to the water after it has traveled a few miles beyond the point at which it was initially chlorinated.

Riparian: pertaining to anything connected to or immediately adjacent to the banks of a river or stream.

Sustainable development: development that meets the needs of the present without compromising the needs of future generations.

Environmental sustainability: development and growth that uses natural resources at a rate within their capacity for renewal. Environmentally sustainable development also relies less on the use of nonrenewable resources, and does not exceed the capacity of natural systems to absorb pollutants and emissions.

Economically sustainable community: community that develops sustainable employment opportunities, such as turning waste materials into resources, improving energy and material efficiency, and increasing community self-reliance, as well as managing economic demand so that there is less social dependence on economic growth.

Village Green: a central public green space within a neighbourhood.

ACKNOWLEDGEMENTS

City of New Westminster Council

Present Council

Mayor Helen Sparkes

Councillors: Casey Cook, Jerry Dobrovolsky,
Betty McIntosh, Charmaine Murray, Bob
Osterman, Chuck Puchmayr

Past Council

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Consultants

Coast River Environmental Services Ltd.
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Creekside Architects
Decosse & Pattison Architects
Harris Hudema Consulting Group Ltd.
John Talbot and Associates
KPMG Chartered Accountants
Professional Environmental Recreation
Consultants Ltd.
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Strategics Development Services Ltd.
UMA Engineering Services Ltd.
Urban Systems Ltd.
Ward Consulting

Institutional and Government Organizations

B.C. Hydro
B.C. Transportation Financing Authority
City of Richmond
Fraser Health Authority
Fraser River Port Authority
Fraser River Estuary Management Program
Fraser River Harbour Commission
Greater Vancouver Regional District
New Westminster School District
Queen's Park Hospital
Royal Columbian Hospital
St. Mary's Hospital
Translink

City Committees

Heritage Advisory Committee
Youth Advisory Committee
Economic Development Committee
Arts and Cultural Committee
Social Issues Committee

Study Groups

Transportation Master Plan Participants
Parks and Recreation Master Plan Participants
Queen's Park Heritage Planning Process
Participants
Child Care Steering Committee

Community Organizations

Affordable Housing Societies
B.C. Non Profit Housing Association
Burnaby/New Westminister Child Care Support Program
Friends of Woodlands
Last Door Recovery Society
Massey Theatre
Mt. Zion Housing Society
New Westminister Chamber of Commerce
New Westminister Child Development Centre
Seniors' Bureau
Seniors Housing Information Program
Social Planning and Research Council of Canada
St. Barnabas Child Care Centre
The Affordable Housing Society
Urban Development Institute
Western Society for Seniors
Westminster Childrens' After School Society

Resident Associations

Brow of the Hill Residents' Association
Carnarvon and Fourth Street Action Committee
Connaught Height Residents' Association
Kelvin Residents' Association
McBride-Sapperton Residents' Association
Quayside Community Association
Queen's Park Residents' Association
Queensborough Ratepayer's Association
West End Residents' Association

Business Associations

Downtown New Westminister Business Improvement Society
Sapperton Merchants' Association
Twelfth Street Merchants' Association
Uptown Business Association
West End Business Association

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Gary Macey
Jim McDonald
Graham McGarva
Jim O'Dea
Lino Siracusa
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Netty Tam
Doug Walker
Jim Wilson

In addition, there were the many residents that attended the issues forums; design charrettes; the heritage, transportation and childcare workshops; or wrote, e-mailed or faxed their comments on the Official Community Plan process. Many of these are compiled in the Ideas Book which was used as a reference by staff and consultants.

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SCHEDULE A
Queensborough Industrial Park
Design Guidelines



Queensborough Industrial Park

DESIGN GUIDELINES

February 13, 2009



Prepared by Ramsay Worden Architects Ltd.
in conjunction with Brook and Associates Inc.
and LandSpace Design Inc.

QUEENSBOROUGH INDUSTRIAL PARK

Table of Contents

	Page		Page
1.0 Introduction and Background		2.3 Landscape Design	
1.1 Intent	1	2.3.1 Intent	13
1.2 Site Context	2	2.3.2 Parking Lot Design	13
1.3 Historical Context	3	2.3.3 Screening & Buffers	14
		2.3.4 Planting	14
2.0 Design Guidelines		2.4 Site Furniture & Amenities	
2.1 Site Description and Objectives		2.4.1 Intent	15
2.1.1 Building Location & Siting	4	2.4.2 Lighting	15
2.1.2 Setbacks	5	2.4.3 Fencing & Screens	15
2.1.3 Circulation, Access & Parking	6	2.4.4 Signage	16
2.1.4 Transportation	7	2.4.5 Benches, Waste & Recycling Receptacles, Bicycle Racks, Shopping Cart Kiosks	16
2.1.5 Riverfront Walkway	7		
2.1.6 Way-finding/Signage	8	2.5 Smart Growth Strategies	
2.1.7 Crime Prevention/Security	8	2.5.1 Intent	17
2.2 Architectural Character		2.5.2 Water Conservation	17
2.2.1 Intent	10	2.5.3 Energy Conservation	17
2.2.2 Materials	10	2.4.4 Waste Management	18
2.2.3 Colour	11	2.5.5 Materials	18
2.2.4 Exterior Building Lighting	12		
2.2.5 Entrances and Front Facades	12	Appendix A Site Photos	
2.2.6 Weather Protection	13	Appendix B Pedestrian and Cycle Routes	
		Appendix C Site/Context Plan	



New Westminster Waterfront 1900's

1.0 Introduction and Background

1.1 Intent



Queensborough Industrial Buildings 1900's

The intent of these Design Guidelines is to provide direction in the creation of an attractive master plan on this former Brownfield site that relates to its context and existing circulation networks. The vision for the proposed development emphasizes a continuation of the site's industrial use and generation of employment opportunities and economic development in New Westminster. The Guidelines encourage an attractive, environmentally responsible design that supports the site's function as an industrial business and employment node.

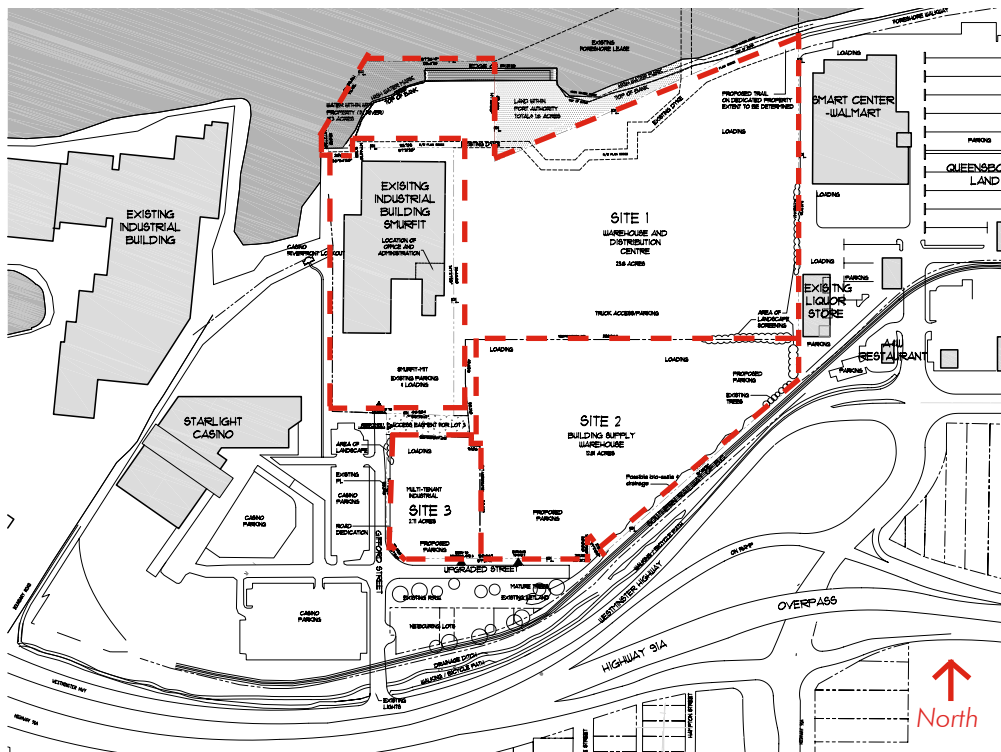
The proposed uses conform to the City of New Westminster M1 and M2 zoning. These Guidelines anticipate the subdivision of the existing parcel into the following 3 lots as indicated below:

Site 1 - M2

Site 2 - M1

Site 3 - M1

All three sites on this property are included within the Guidelines unless noted otherwise: specific references to individual sites occur throughout this document.



Overall Site Plan

1.2 Site Context

The Fraser River on the north side of this property brings industrial and recreational activity to this area. The presence of tugboats, fishing boats, barges, log booms, and nearby trails make the riverside an important part of New Westminster.

The Official Community Plan supports retaining the industrial base for local employment opportunities and maintaining the area's diverse nature.

Queensborough Landing (the new car-oriented shopping area) to the east, and the Starlight Casino to the southwest, form a commercial neighbourhood with this project. An existing packaging plant, Smurfit - MBI, is located to the northwest.

Directly to the south is a major traffic interchange: Westminster Highway, Highway 91A and the nearby Queensborough Bridge, resulting in easy site access. The area to the south and east in Queensborough has experienced rapid residential growth in the last 15 years.



Starlight Casino to the west



Queensborough Landing to the east



Nearby walking and bicycle trails



Smurfit - MBI to the west

1.3 Historical Context



The Fraser River was the main transportation route and a focus of early Queensborough industry



Lumber mills in early Queensborough

Water-oriented industries have been a major feature of the economy and the Queensborough landscape since the late 1880s. Early sawmill and shipyard activities established the industrial character of this area. These industries contributed to the distinct character and identity of Queensborough.

Rapid industrial expansion in the early 1900s encouraged adjacent residential development. This residential expansion was further aided when the streetcar line was installed down Ewen Avenue in 1912.

In Queensborough during the 1980s, regional trends moved away from traditional heavy industry to less labor intensive light industry.

Commercial development beginning in the 1990s including Queensborough Landing and the Starlight Casino made connections to the area's industrial and marine heritage through their building design, as supported by the Queensborough Official Community Plan.

2.0 Design Guidelines

2.1.1 Building Location & Siting

The site will be subdivided into three new legal lots with a variety of uses.

Site 1

A large scale industrial warehouse and distribution center is foreseen on Site 1, adjacent to the riverfront. The existing riverfront dock and loading facility are available at this location. Loading facilities could be located on the north and south sides of the building.

Considering this building has a reduced public interface and minimal architectural expression whose primary function would be to store and distribute manufactured products, its location and impact on neighbouring properties will be minimal. Architectural treatment of the north facade and landscaping should be considered to address views to the site from across the river.

Site 2

A building supply warehouse is contemplated for Site 2. This site is situated east of the Smurfit plant, Site 1 to the north and Queensborough Landing to the east. The southern facade and main entry should face the rail line and Boyd Street

Site 2 is an ideal location for a building supply warehouse as it has easy access from the highway and surrounding community. This site complements neighbouring land uses, acting as an appropriate transition between Starlight Casino and Queensborough Landing. Site 2 will also provide an appropriate buffer between the Highway and an industrial use on Site 1.



Aerial photograph including site outline

Site 3

A multi-tenant industrial building is planned for this 2.8 acre site, oriented to the south with Gifford Street to the west. Its loading area could be located on the north side away from the more public side of the site. Its loading access could be shared using a cross easement agreement with Site 1 to minimize the amount of roadway required. Building entries and offices (accessory to the industrial space) if provided should be orientated to Gifford Street and "upgraded street" to the south.

2.1.2 Setbacks

Site 1

The northern setback of this building is determined by its proximity to the riverfront and required setbacks. A small landscaped buffer between this building the Queensborough Landing parking lot and loading bay areas along the east setback is to be provided to screen the industrial building from the public parking lot.

Site 2

This building is to be set back from the railway line, highway, bicycle and walking trails and bio-swale or rain garden to the south and east. The landscape design of this area is intended to create a visually pleasing view from the highway. The north setback will include "back of house" facilities and loading area.

Site 3

Setback of this property to the north and south will be developed considering possible parking and loading areas and overall circulation patterns.



Landscaping and bio-swales incorporated into the parking lot and along the roadside provide attractive views into the development



2.1.3 Circulation, Access & Parking

Site 1

Site 1 is accessed from Gifford Street by way of a panhandle portion of the lot. The route extends along the northern side of the building on Site 3, where there is parking for trucks, and continues along the western property boundary. This access route is constructed to accommodate large trucks and emergency vehicles - a drive aisle will permit these vehicles to access all sides of the industrial building.

Potential office space should be located on the southwest corner adjacent to the Smurfit site office, near the site entrance.

Site 2

Access to Site 2 should be from Boyd Street. There is access to loading areas on the north around the east or west sides of the building. Provisions for loading are within the north setback.

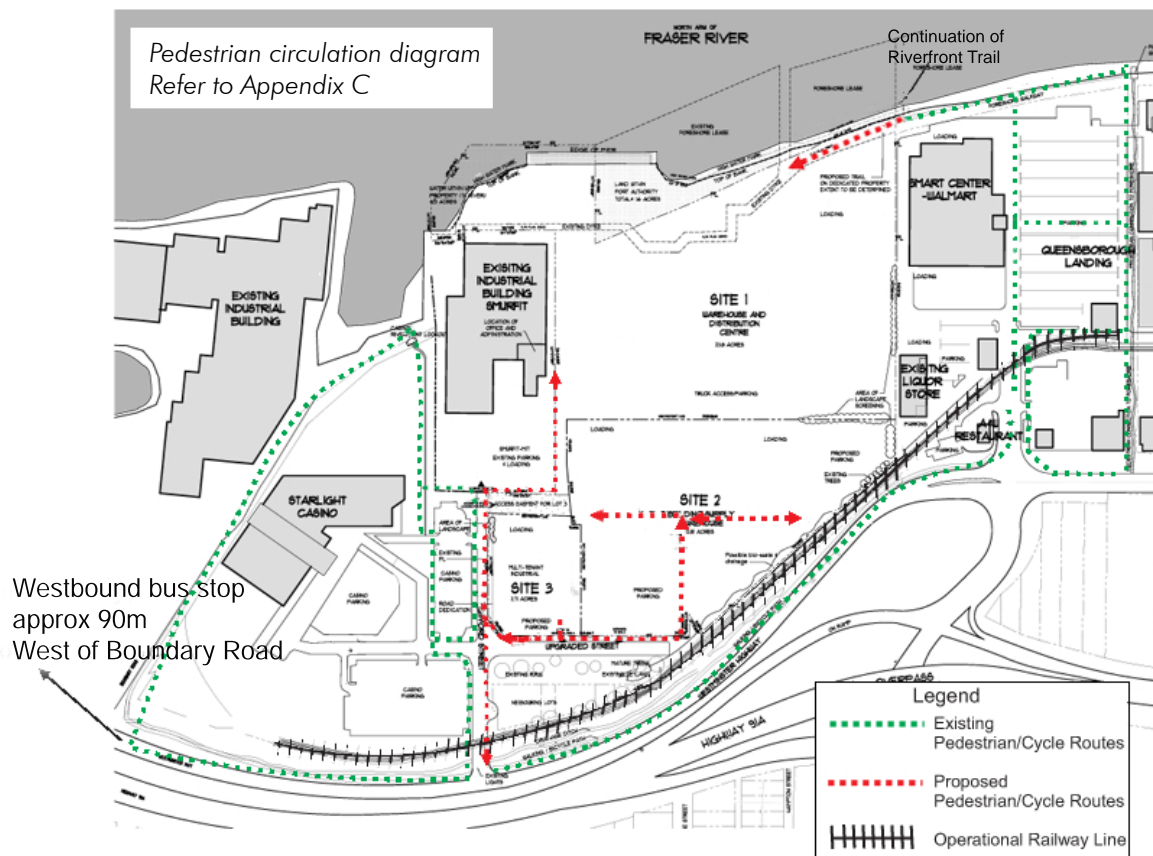
Site 3

Vehicle access to Site 3 is from Boyd or Gifford Street depending on the engineering requirements related to the distance from the intersection. The loading area to the north is accessed via Gifford Street.

Sites 1-3

The circulation network is designed to safely accommodate vehicle, cycle and pedestrian activity, recognizing the industrial nature of the site and its location adjacent to a highway and active railway line.

Safe and convenient pedestrian and cycle access to all three sites should be provided. Internal sidewalks and walkways that encourage direct, safe, continuous and clearly defined pedestrian access from public sidewalks, transit stops and parking areas to building entrances should be considered. Existing external and potential internal pedestrian/cycle circulation routes are shown in the illustration on the previous page. Sheltered and secure cycle parking should be provided in locations that can be overseen.



2.1.4 Transportation

To encourage non-auto travel to the site, a number of *Transportation Demand Management (TDM)* measures could be considered including the following:

- priority parking of car sharing and high occupancy vehicles for employees
- the provision of shower facilities and lockers to encourage staff to cycle
- additional secure cycle parking for employees in excess of the bylaw requirements
- a riverfront dock for private marine transportation
- to support improved transit service to serve the three new developments, Smurfit and the Starlight Casino in consultation with the City of New Westminster and Translink

2.1.5 Riverfront Walkway

The Queensborough Riverfront Walkway currently terminates on the northeast corner of Site 1. The westerly views down the river make this location ideal for a viewing area or small park. This proposed amenity for the public and local employees would be a natural spot to enjoy lunch or relax.

A continuation of the riverfront trail will be determined through consultation with the Diking Authority, the Port Authority, the City of New Westminster, the property owner and the future tenants.



Views along the Riverfront Walkway

2.1.6 Wayfinding & Signage

Sites 2, 3

To accommodate signage within the development the following should be considered:

- Building design with integrated spaces for signage that respect architectural features and scale.
- Integrated task-oriented illumination for signage facing the street, pedestrian walkways or trails that avoid glare/light spillover onto adjacent land.
- Building identification signage as large scale design elements including awnings, banners or plaques that are visually appealing, attractive and visible to pedestrians and motorists.
- Directional signage for pedestrian walkways, parking and service areas.
- Clear and distinct graphics on all signage, coordinated with the image of the overall development.
- No signage should be permitted on fences.



Directional signage incorporating task-oriented illumination consistent with the overall design

2.1.7 Security/Crime Prevention

(Refer to the New Westminster Police Service's Crime Prevention Through Environmental Design (CPTED), Feb/2008)

The design of this development supports an overall sense of safety and security. Building and landscape design should consider the following:

- Exterior lighting directed to specific areas of the site, away from public view.
- Elimination of dead ends and hidden recesses or alcoves.
- Appropriate lighting levels that illuminate pathways around property, doorways, and front entries.

2.1.8 Security/Crime Prevention (Cont)

(Refer to the New Westminster Police Service's Crime Prevention Through Environmental Design (CPTED), Feb/2008)

- a. Consider a hierarchy of defensible spaces using precautions such as:
 - Strategic use of fencing, landscaping and signage around the perimeter of the property to indicate "private space".
 - The assessment of appropriate site access for a range of user groups.
 - Strategic location and type of fencing including gate access.
 - Address indicators that are easily seen from the street and clearly direct traffic to their destination.
 - Assessing the impact on this development of user groups from adjacent structures and facilities.
- b. Consider surveillance strategies such as:
 - Front entries that are well glazed with no areas of concealment either inside or outside (ie. cement columns which may block sight lines or provide concealment).
 - Fencing material that allows for surveillance in and out of the property and is resistant to graffiti (ie. wrought iron).
 - Landscaping material that does not impede sight lines around corners, in and out of suites or into doorways.
 - Maintenance of landscaping materials at a height appropriate for surveillance.
 - "Open" design of outside staircases that eliminate blind corners and areas of concealment.



An example of fencing that is resistant to graffiti and allows for clear sight lines

2.2 Architectural Character

2.2.1 Intent

Designers are encouraged to incorporate an industrial vernacular that is regional in nature. These Guidelines support building design that is visually interesting, incorporating a variety of well proportioned architectural features into this large scale development. The architectural character should reinforce and contribute to the overall site design.

The industrial theme integrating wood features and metal siding was used on Queensborough Landing and Starlight Casino developments.

2.2.2 Exterior Building Materials Sites 2, 3

- a. Exterior building materials comprise a significant part of the building's visual impact. They shall be aesthetically pleasing and compatible with materials used in adjoining properties including metal cladding, wood cladding or concrete. The incorporation of timber or metal detailing at the public entries and storefronts representative of regional marine/industrial themes is strongly recommended.
- b. Building and landscaping materials should be compatible, creating a coherent site design.
- c. Building finishes should support graffiti removal where appropriate.
- d. Building materials shall be durable and appropriate to the west coast climate.



Timber and metal used at entries and commercial storefronts at Queensborough Landing



Wood and metal details animate large scale facades and provide visual interest



Wooden poles were commonly used as structural components in industrial marine applications



Pockets of trees, recycled wood timbers and canopies will assist in articulating the view of the industrial building from across the river.



Awning/canopy supports, fencing and bollard components and service area enclosures integrate recycled wooden poles into the design



Recycled wooden poles support lighting systems and signage and provide opportunities for visual interest in parking lots

2.2.2 Exterior Building Materials

Site 1

- a. These Guidelines promote an architectural strategy that is appropriate to the building's industrial nature. Carefully considered landscaping, including strategic placement of groups of trees, and particular attention to materials and colors for the north building elevation will enhance distant views across the river in New Westminster. Roof canopies above loading doors should provide scale, visual interest and shadow lines to the facade. Landscape design shall screen views to the active loading area and provide a human scaled environment to this industrial site.
- b. Designers are encouraged to incorporate recycled wooden poles (found on the site) into the site design to provide a vertical contrast against the long linear massing typically found in warehouses. These wooden poles, commonly used as structural components in water-oriented industries, could be reinvented to define circulation routes, support lighting/signage/awnings and be integrated into the design of site furnishings.
- c. A combination of landscaping and fencing should be incorporated along the public edges of the east facade that are open to the parking lot.

2.2.3 Colour

- a. Colour schemes shall reinforce the architectural quality of the development.
- b. The overall concept of integrating buildings into the overall site design should be supported with an earth-toned colour palette.
- c. Bright colours are limited to discreet elements including entries, corporate identities and architectural and structural features.
- d. Natural material colours are encouraged including galvanized metals, timber and stone.

2.2.4 Exterior Building Lighting

- a. Lighting design should provide even illumination of the facade and outdoor spaces. Strong spot lights are to be avoided.
- b. Concealed lighting under roof overhangs, downlighting or other strategies to minimize glare are expected.
- c. Building lighting design shall minimize glare to adjoining properties and the surrounding community including the north side of the river.
- d. Energy-efficient lighting strategies and fixtures shall be utilized.

2.2.5 Entrances and Front Facades

Sites 2, 3

- a. Public entrances should be welcoming, human scaled, clearly defined and highly visible incorporating no less than three of the following:
 - canopies
 - overhangs
 - recesses/projections
 - raised corniced parapets over the door
 - display windows where appropriate
 - expressive architectural details
 - integral planters or wing walls that incorporated landscaped areas and/or places for sitting
- b. Entrances should be located on the front facade, visible from the street and directly accessible from the parking lot.
- c. Entrance design should incorporate human scaled elements providing an approachable, welcoming facade.
- d. Entrances shall be designed to provide a transition in scale between the overall building mass and the detailed site design.
- e. Materials and colours of entrance signage are expected to be consistent with the overall site design.
- f. Provide appropriately scaled weather protection at public building entrances and on portions of the front facade.
- g. Building facades oriented to public spaces (including parking lots) should:
 - minimize blank walls (walls without windows, showcases, displays or entries)
 - incorporate wall plane projections to reduce overall building scale for walls exceeding 120 ft. in length and to add visual interest.



Timber structure provides a human scaled transition to a building entry at Queensborough Landing

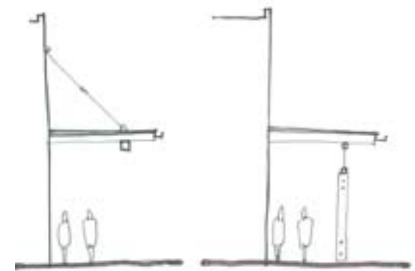


A well proportioned entrance incorporating a canopy, generous amounts of glazing, accent colors, interesting architectural details including recycled wooden poles and landscaping

2.2.6 Weather Protection

Site 2, 3

- a. Awnings or other projections are encouraged to provide weather protection at a pedestrian scale where applicable.
- b. Weather protection elements, integrated into the overall building design with appropriate use of materials and colours is supported.



Weather protection at front facade

2.3 Landscape Design

2.3.1 Intent

Public and private spaces shall be appropriately landscaped to provide high quality visual and environmental comfort and be accessible to all. Landscaping should also contribute to stormwater management.



Changes in paving materials and colour to highlight pedestrian crossings and reduce the scale of large parking areas

2.3.2 Parking Lot Design

Site 1

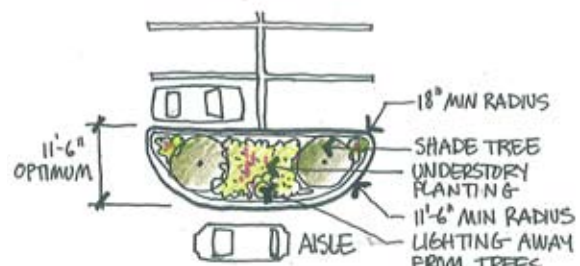
- a. Include rain gardens and other landscape strategies in the grass medians between the parking area and at the edges of the parking loading areas.

Site 2, 3

- b. Install decorative paving or a change in paving material/colour, including permeable paving, to emphasize pedestrian routes and crossings, entrances and other special features.
- c. Strategic use of paving material, colour and light standard locations can create the illusion of smaller scaled "parking courts" within a large parking lot.
- d. The diversion of surface water in parking lots to bio-swales and rain gardens is a highly recommended strategy for filtering and directing water away from the municipal storm water system, into the river.
- e. Permeable materials and surfaces will be utilized wherever possible, considering the restrictive high water table and large truck traffic.
- f. Where possible, install surfaces containing recycled or sustainable materials that also allows for infiltration of rainwater.



Landscaping at parking lot edges



Landscaped islands



Landscaping including mass planting provide visual interest



Setting back plant material from curb edges provides protection from vehicle overhang

- g. Consider landscaped islands at the beginning and end of each parking row and to break up long rows and/or highlight special features:
 - plant at least one high-branching deciduous shade tree in each island
 - include understory planting such as shrubs, perennials, ornamental grasses and ground cover.
- h. Landscaped medians are encouraged for visual relief and as rain gardens to facilitate sub-surface infiltration.

2.3.3 Screening and Buffers

- a. Landscaping between loading areas, neighbouring properties and public roadways is encouraged (refer to Site Plan on page 1).
- b. Distribute landscaping throughout the site to soften and screen parking lot edges, reinforce circulation routes, create pleasant pedestrian conditions and maximize shade and stormwater benefits.
- c. Provide mass planting clusters where possible to create visual interest and provide transition in scale between buildings and the natural environment.

2.3.4 Planting

- a. Consider the following in selecting plants:
 - Choose plants that are native-like, hardy, drought and salt tolerant and resistant to the stresses of compacted soils and weather exposure.
 - Sun, shade and irrigation requirements.
 - Provide seasonal interest.
- b. Retain and protect trees, vegetation, natural slopes and native soils and integrate these features into the overall landscape design where possible.
- c. Depending on species, trees should be planted away from curbs, side walks, driveways and other hard surfaces to buffer from stress caused by vehicle overhang and compacted soils.
- d. Set back all other plant material, except sod or ground cover, a minimum 1'-0".
- e. Limit landscape features that might impact motorist/pedestrian sight distance, sign visibility and/or cause obstructions to a maximum height of 3'-0".

- f. High branching, deciduous trees should be located along pedestrian routes.
- g. Provisions should be made to ensure healthy plant growth. Refer to *BCSLA/BCLNA Landscape Standards*.

2.4 Site Furniture and Amenities

Sites 2, 3

2.4.1 Intent

The design of site furniture and amenities, including outdoor employee amenity areas, should be integrated into the overall site design, providing visual continuity between the landscape and building designs. An integrated approach to the detailed design of street lighting, shopping cart kiosks, benches, waste receptacles, fencing and screens is encouraged.

2.4.2 Lighting

- a. Ensure all parking spaces and circulation routes are well-lit.
- b. Direct light downward to avoid light pollution and avoid light overspill on adjacent properties, streets and open spaces.
- c. Provide pedestrian-scaled lighting where appropriate.
- d. Consider lighting elements for their aesthetic and design value, not simply their lighting function or ease of maintenance.
- e. Coordinate the location of lighting with overall site planning.
- f. Consider energy efficient lighting strategies wherever possible.

2.4.3 Fencing and Screens

- a. Fencing and screens that correspond with landscaped buffer areas (refer to site plan on page 1) should be consistent with the overall site design and furnishings.
- b. Solid walls and solid fencing shall not be permitted adjacent to private or public open space where safety and security is an issue.
- c. Where solid screens are provided, materials should be compatible or complementary to the building's exterior finishes.
- d. Chain link fencing will not be permitted in front yard setbacks that are adjacent to public roadways. All chain link fencing will be black vinyl.



Lighting design coordinated with overall site design



Lighting, landscaping and benches along pathways create pedestrian friendly environments



Fencing and screens that relate to the overall site design



Provide comfortable seating that relates to other site furnishings



Recycled wooden poles integrated into parking lot structures and supports for awnings and signage



2.4.4 Signage

- a. Signs shall be carefully integrated into the site, landscape and architectural design.
- b. Size, shape and proportions of signs should respect their surroundings and not obscure other design features or structures.
- c. Task-oriented sign illumination that avoids glare/light spillover toward adjacent land uses is supported.

2.4.5 Benches, Waste & Recycling Receptacles, Bicycle Racks and Shopping Cart Kiosks **Site 2**

- a. Benches could be provided near drop off areas, and along extended pedestrian routes.
- b. Waste and recycling receptacles shall be provided at building entry ways and near benches.
- c. Bicycle parking, located in highly visible, well-lit, accessible and weather protected areas is encouraged. Incorporate signage as appropriate.
- d. Shopping Cart Kiosks should be conveniently located to encourage replacement.

2.5 Smart Growth Strategies

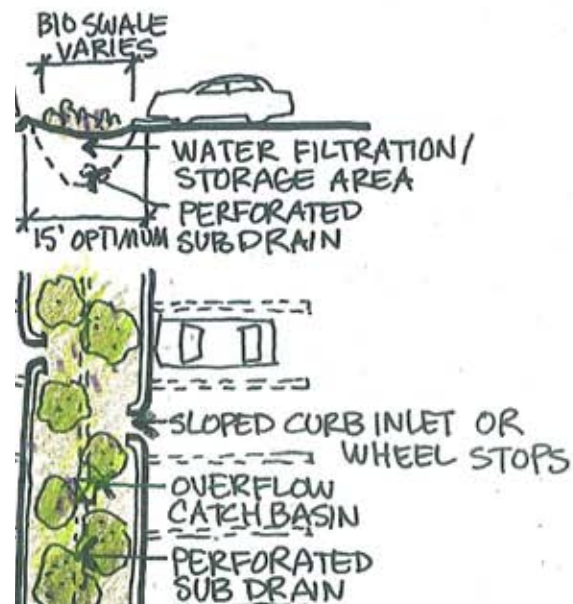
2.5.1 Intent

The Design Guidelines support sustainable building and landscape practices and a responsible approach to water, energy and waste management including opportunities to reduce greenhouse gas emissions. Nearby riverfront, drainage ditches and bicycle and walking trails should be protected and considered by this development.

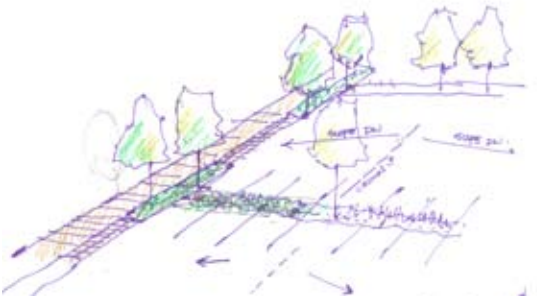
Refer to Section 2.1.4 for transportation considerations.

2.5.2 Water Conservation

- a. Manage rainwater on-site with designs that encourage infiltration, evapotranspiration and water re-use:
 - create and re-use bio-retention areas, such as swales, rain-gardens, vegetated islands and overflow ponds.
 - include catchbasin restrictors and oil/grit separators as appropriate.
 - incorporate opportunities to collect rainwater for landscape irrigation and toilet systems where possible
 - rain gardens for infiltration and treatment should consist of gravel trenches with permeable soils and suitable vegetation. Overflow piping could divert excess overflow into the stormwater system.
- b. Consider poured in place curbs with cuts for water inlets for drainage into landscape islands or the use of wheel stops.
- c. Consider water conserving appliances and fixtures wherever possible.
- d. Low flow toilets and urinals operated by hand or sensors are encouraged.



Example of parking lot bio-swale



Divert surface water away from municipal storm water systems



Existing bio-swale



Natural drainage systems

- e. Develop alternate drainage strategies, including a gravity fed method of diverting water to the river, to reduce reliance on the municipal storm water system and minimize the energy required to pump water into the river. The large warehouse on Site 1 is most appropriate for gravity fed roof drainage considering the site's slope and proximity to the river.
- f. On sites 1 and 3 a gravel roof ballast should be used to store and evaporate rainwater to decrease roof run-off. Ballast material will be a light colour to reduce solar gain. On Site 2 a reflective white TPO roof will be used to reduce solar gain.

2.5.3 Energy Conservation

- a. Commercial or office components of buildings should be designed to ASHRAE 90.1 in accordance with the new BC green building code. Industrial Buildings on Site 1 and 3 will increase roof insulation to R12, improving heat retention and reducing energy required for heating. Access to natural light through the use of skylights to reduce energy consumption will be provided. Energy efficient heating, air conditioning and ventilation will be used.
- b. Install energy conserving fixtures and appliances. HVAC systems to contain no CFCs.
- c. Use efficient white light sources on site to reduce energy costs and to create a natural colour balance for safety and security. LED lighting is also recommended.
- d. Consider energy monitoring systems.
- e. Encourage strategies to reduce the heat island effect.

2.5.4 Waste Management

- a. On-site recycling and waste receptacles serving tenants and employees will be provided on each site in locations that are convenient for collection and pick-up.
- b. Location and design of the recycling/waste facilities will be determined at the detailed design stage.
- c. Recycling facilities for construction waste including concrete, asphalt, rebar and heavy timber (including wooden poles) will be utilized on all sites.
- d. Recyclable metals shall be sent to recycling and salvage facilities.

2.5.5 Materials

- a. Durable building materials are encouraged. Refer to *CSA S4 78-95 Guidelines on Durability in Buildings*.
- b. Mass walls or rainscreen walls are to be used for building exteriors.
- c. Use low emitting materials: (VOC) for paint, flooring, sealants, etc., should be specified.

Appendix A Site Photos



**Queensborough
Industrial Site**

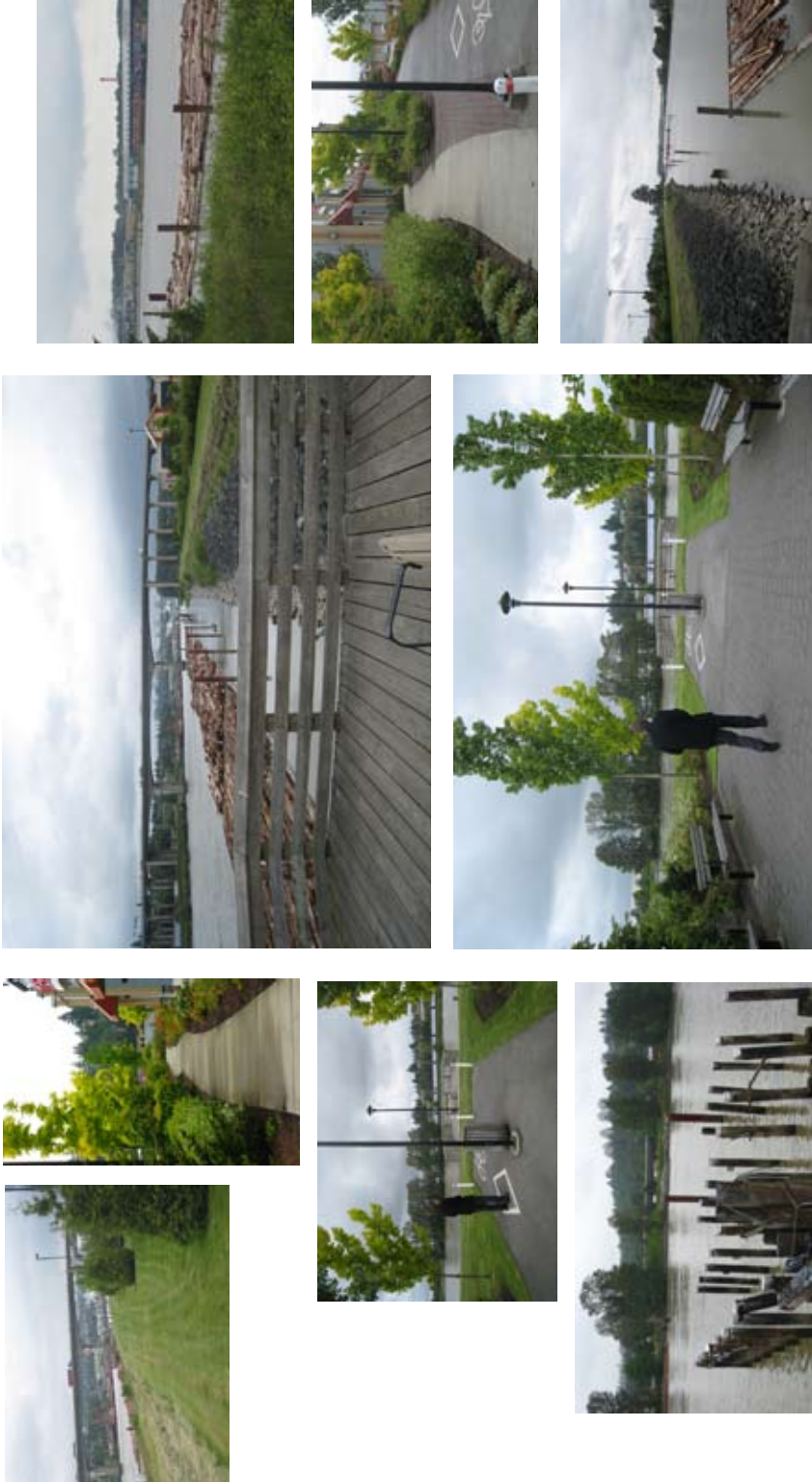
**Neighbouring Development
Pro-First Walmart**





Neighbouring Development
Starlight Casinos

**Queensborough
Industrial Site**





Queensborough Industrial Site

Queensborough Historical Photos

RAMSAY WORDEN ARCHITECTS





**Queensborough
Industrial Site**



**Existing Streetscape Along
New Westminster Highway**

RAMSAY WORDEN ARCHITECTS





**Queensborough
Industrial Site**

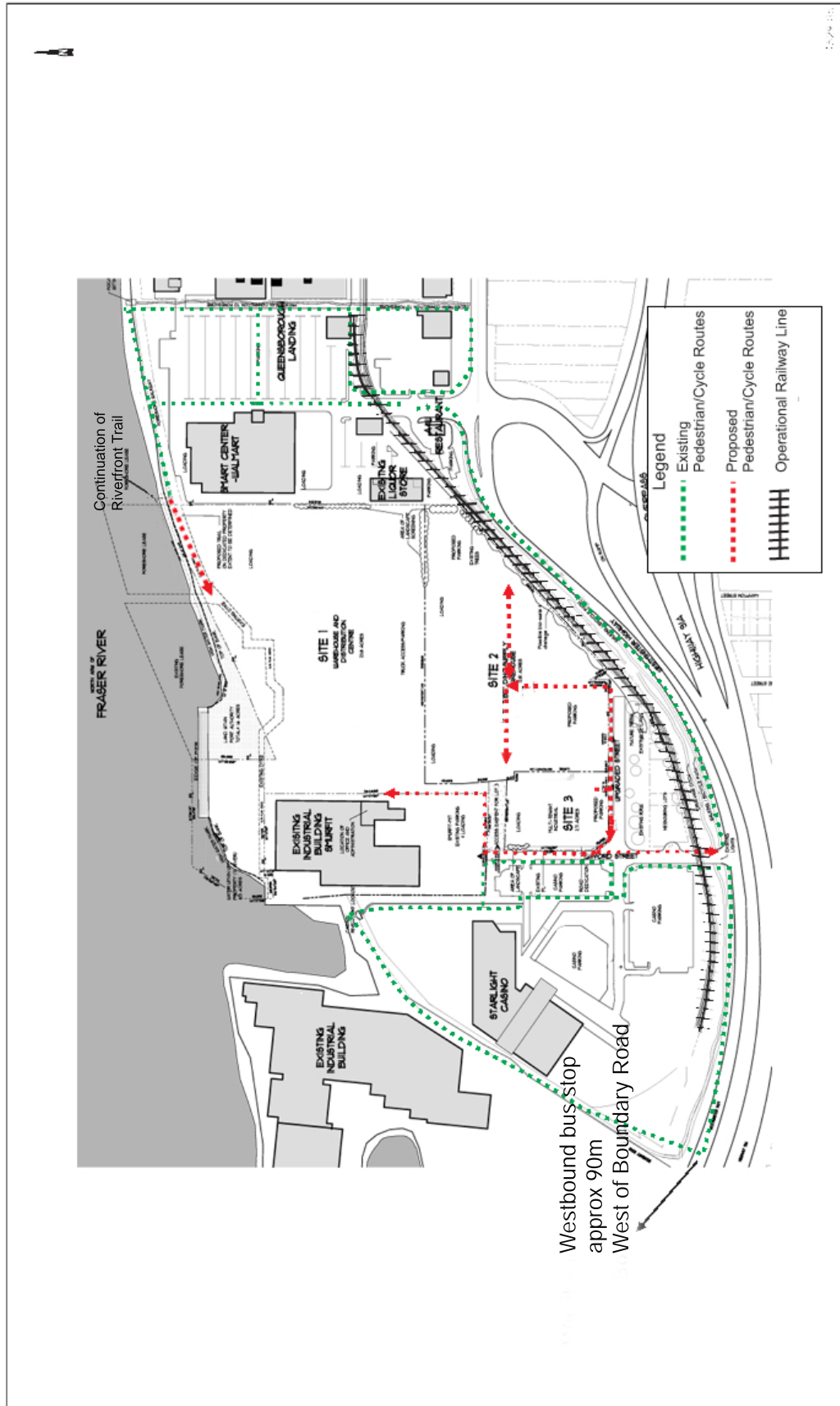
Industrial Neighbours

RAMSAY WORDEN ARCHITECTS





Appendix B Pedestrian and Cycle Routes



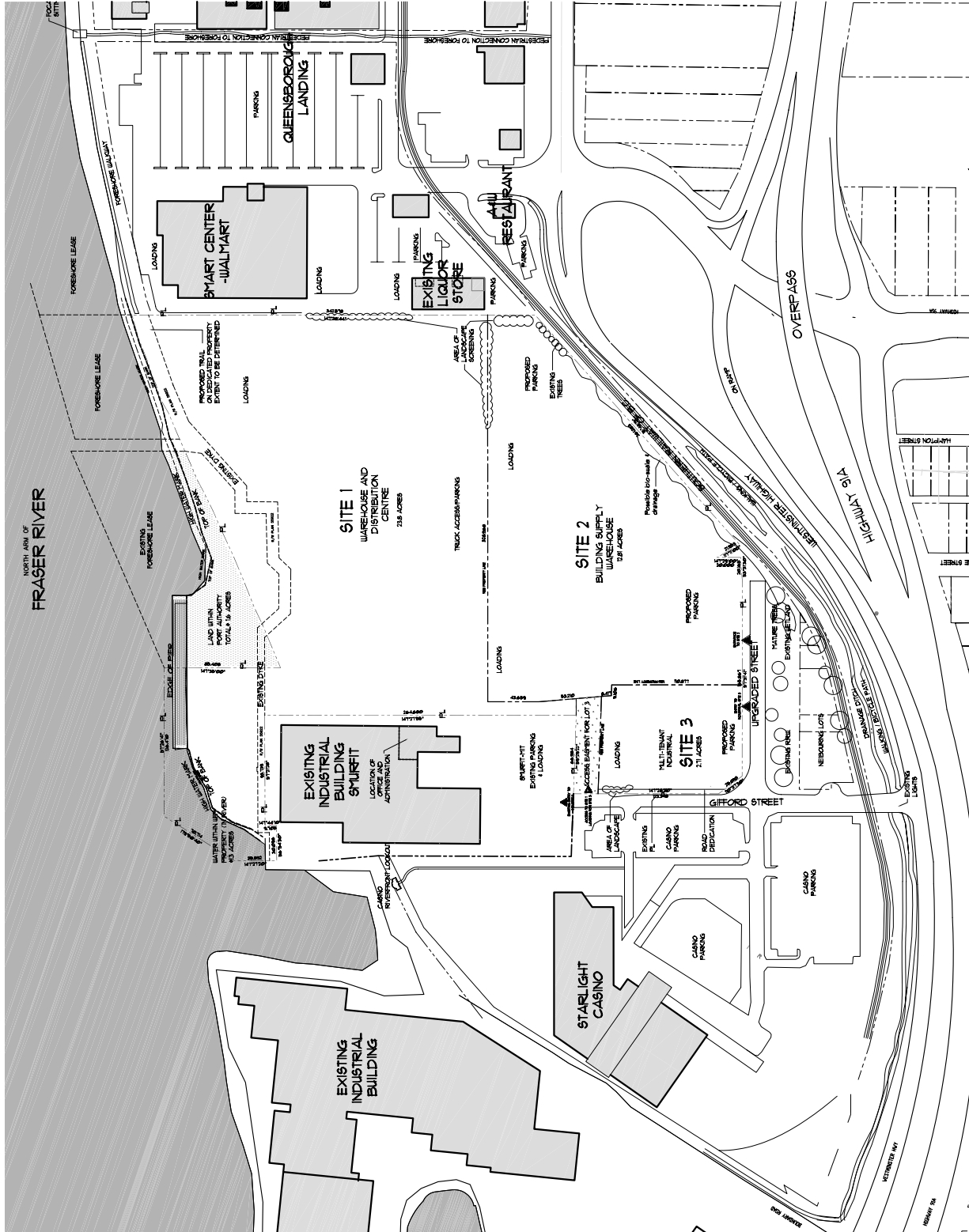
Proposed Pedestrian / Cycle Circulation Route

Queensborough Industrial Park

Exhibit
2

B U N T
& ASSOCIATES

Appendix C Site/Context Plan



DATE	2014/01/01
BY	Beattie/Anthem Properties
FOR	Queensborough Industrial Site
PROJECT NAME	Queensborough Industrial Site
PROJECT NO.	2014/01/01
PROJECT TYPE	Context Plan / Site Plan
PROJECT LOCATION	Queensborough Industrial Site
PROJECT SCALE	1:1000
PROJECT STATUS	Approved
PROJECT OWNER	Beattie/Anthem Properties
PROJECT CONTACT	Beattie/Anthem Properties
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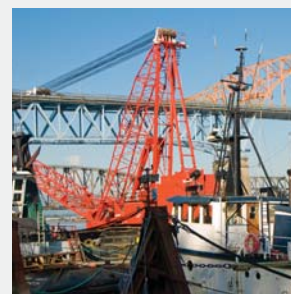
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SCHEDULE B

Downtown Community Plan

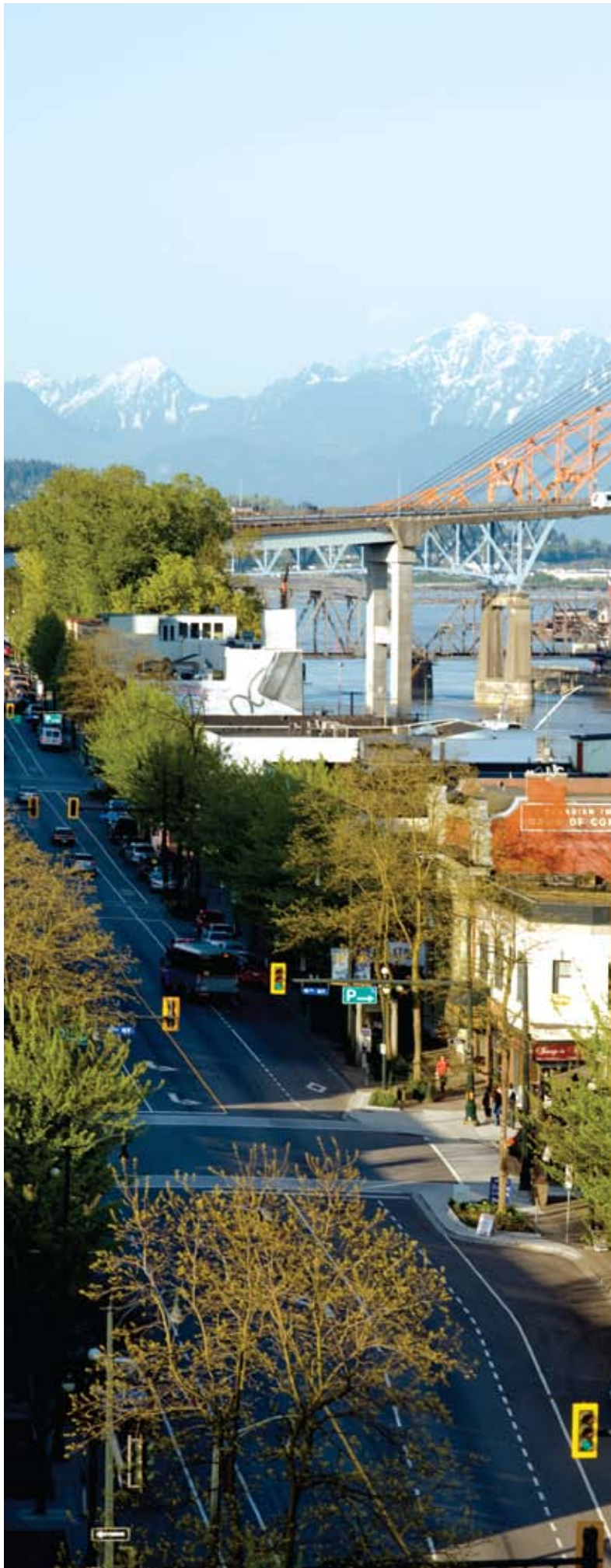


NEW WESTMINSTER



DOWNTOWN COMMUNITY PLAN

Schedule B to Bylaw 7435, 2011



Downtown New Westminster

Our Community.
Our Vision.
Our Plan.

Acknowledgements

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Wayne Wright	<i>Mayor</i>
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Bill Harper	<i>Councillor</i>
Jaimie McEvoy	<i>Councillor</i>
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Message from Mayor and Council



Downtown New Westminster is a unique neighbourhood where commerce, housing, recreation and tourism all come together to create an exciting place to work, live and play.

This Downtown Community Plan is ambitious!

It creates a blueprint for sustainable, high density growth that respects our important heritage assets, provides for new amenities such as parks, open space, and cultural and recreational services, improves public access to the Fraser River and promotes transit oriented employment.

Over 1,000 people helped shape this plan. For all of your hard work and volunteer efforts when attending community workshops and responding to questionnaires, New Westminster City Council would like to thank each of you.

Our collective efforts during the formation of this important Community Plan will ensure that Downtown New Westminster continues to be a model of sustainable, high density growth along the majestic Fraser River.

Table of Contents

ACKNOWLEDGEMENTS

1	THE VISION FOR THE DOWNTOWN	1
1.1	The Vision Statement	2
1.2	Goals for the Downtown Community Plan	7
2	INTRODUCTION AND PLANNING PROCESS	9
2.1	Purpose	10
2.2	Public Participation	11
2.3	Downtown Issues for Resolution	12
2.4	Plan Organization	13
2.5	Other Agencies and Related Documents	14
3	THE DOWNTOWN CONTEXT	15
3.1	Background	15
3.2	Demographic Profile	18
3.3	Downtown's Transformation: The Last 25 Years	21
4	CHARACTER PRECINCTS	26
4.1	Waterfront Precinct	27
4.2	Albert Crescent Precinct	31
4.3	Tower Precinct	35
4.4	Historic Precinct	38
4.5	SkyTrain Precincts	41
P	POLICIES	
5.0	ENVIRONMENT	43
6.0	ECONOMY	57
7.0	HOUSING	63
8.0	COMMUNITY WELL-BEING	67
9.0	HERITAGE MANAGEMENT	71
10.0	TRANSPORTATION	77
11.0	PARKS AND RECREATION	90
12.0	ARTS AND CULTURE	95
13.0	PUBLIC REALM	99
14.0	COMMUNITY INFRASTRUCTURE	103
15	15.0 LAND USE DESIGNATIONS	107
16	16.0 DESIGN GUIDELINES	109
17	17.0 MEASURING PROGRESS	121

TABLES

1. Organization of the Downtown Community Plan	14
2. Total Downtown and City population	21
3. Amount and type of floorspace in Downtown over the past 25 years	22
4. Downtown housing units by combined vs. separated sewer types	48
5. Downtown housing characteristics	63
6. Current mode split, work trips, and all trips	77
7. Street classifications for Downtown New Westminster	79
8. Downtown park space inventory	90
9. Performance measures for the Downtown Community Plan	121

FIGURES

1. Population by age group	18
2. Population by household type	19
3. Household income by selected income groups	19
4. Immigrant population and period of immigration	20
5. Most common language spoken at home	20
6. Type of developed floorspace (share of total) Downtown	21
7. Residential growth in the Downtown	22
8. Forecast total population	24
9. Share of population growth	24
10. Forecast growth in population and housing units	24
11. Net housing unit growth by type	25
12. Total housing unit distribution by type	25
13. Fine particulate results for Front Street and comparable benchmarks	44
14. Nitric oxide results for Front Street and comparable benchmarks	44
15. Environmental noise levels for Front Street	46
16. Productivity of Downtown Fraser River habitat areas, 2004	47
17. Downtown New Westminster residential water demand, 2008	49
18. City-wide water consumption by sector	50
19 & 20. New Westminster energy and emissions inventory, 2007	51
21. Existing and in-stream retail space	58
22. Forecast growth in office space to 2031	60
23. Street classifications	79
24. Key street improvements (2031)	80
25. Pedestrian connectors and enhanced routes	81
26. Cycling network and key connectors	83
27. Transit network	84

APPENDICES

Appendix No. 1 Strategies, Policies, Plans and Programs	122
---------------------------------------------------------	-----

SCHEDULES

A. Land Use Precincts	125
B. Heritage Register Buildings	126
C. Parks and Open Space	127
D. Public Realm	128
E. Floodplain Boundary	129
F. Land Use Map	130

1.0 The Vision for the Downtown



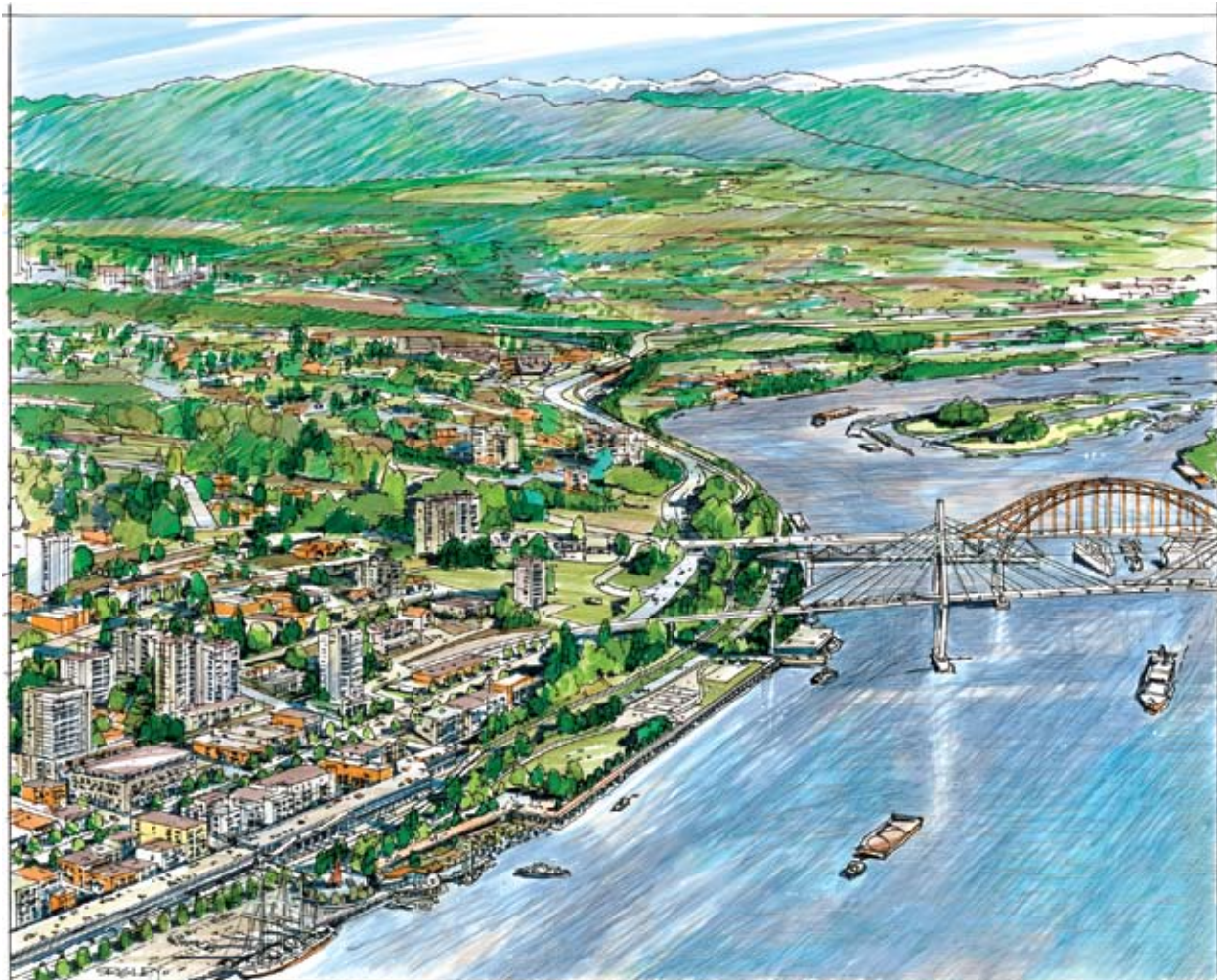
Downtown New Westminster is a changing, dynamic neighbourhood. At one time, the waterfront and its activities were industrial, few people lived in the Downtown, commerce was mainly focused on Columbia Street and the tallest building was the Westminster Trust building, standing at 30.5 m (100 ft).

Over the last 25 years, the Downtown has become a highly desirable residential neighbourhood in New Westminster, where industrial lands have been converted to medium and high density housing and an Esplanade walkway along the edge of the Fraser River.

The introduction of the two SkyTrain stations has been marked by dramatic growth in high density development adjacent to both stations. The closure of old licensed establishments has also changed the landscape of the Downtown. Whereas over the last 40 years the Downtown was a predominately adult-oriented area frequented by people who did not live in New Westminster, today many shops and services cater to families and children living in or near the neighbourhood.

Over the years, land use changes have resulted in a significant shift in the social, economic and environmental landscape of the Downtown. This transformation helped shape the Plan's vision, which emerged during the consultation process and sees the Downtown as a showcase of sustainability.

1.1 The Vision Statement



The Downtown is a unique neighbourhood within the City. It functions as the economic, cultural, historic and residential hub of New Westminster. Its natural amenities along the riverfront and historic streetscapes enhance its tourism, entertainment and retail appeal. Its high density residential and commercial buildings in close proximity to transit provide a showcase for the attributes of sustainable and responsible growth in the Metro Vancouver region.

The consultation process identified five themes that act as a supplement to the Vision Statement. Together, these themes contribute to the overall vision.

THEME 1: DOWNTOWN'S ECONOMIC GROWTH IS FUELLED BY MAXIMIZING STRATEGIC OPPORTUNITIES

1 Employers who are looking to locate their businesses typically consider the needs of employees, such as proximity to high quality transit and amenities. As the region continues to grow, traffic congestion and commute times will increase. The use of road pricing tools such as tolls will increase the cost of commuting by private automobile. Areas around good transit services, such as SkyTrain stations, will become increasingly more desirable to businesses and employees and the development of land in these areas will become more strategic.

Employers and employees will be attracted to Downtown for its sense of place, cultural amenities and regional centrality. The Downtown is fortunate to have shops and restaurants for employee lunch time activities and a picturesque Esplanade along the waterfront for jogging and walking. The Downtown has two SkyTrain stations with underutilized development sites around them. Building on assets such as affordability and proximity to major institutions such as the Law Courts and Douglas College, office builders and employers will want to develop in Downtown New Westminster.



THEME 2: SERVICES AND AMENITIES TO COMPLEMENT GROWTH

Residential growth in the Downtown has been unparalleled elsewhere in the City. A complete community has accessible park land, open space and recreational facilities that serve the needs of existing and future residents. The development of two significant waterfront sites to park land will allow for active and passive recreational uses in and around the Fraser River. Development of the Muni Evers Park and the park at the Westminster Pier site will allow for important riparian habitat restoration, active marine uses, recreational space, and a communal backyard for residents living in townhouses and apartments. Waterfront parks will also contribute to the revitalization efforts for Columbia Street as views to the water will attract both residential and office uses.

1



The Downtown is also the cultural and entertainment centre of the City. Services and cultural amenities have been built and are being planned for the Downtown. The revitalized Hyack Square is a new venue for outdoor concerts. The new multi-use civic facility on Columbia Street will include a theatre for the performing arts, gallery space, community space and banquet space. These projects, when combined with facilities such as the Fraser River Discovery Centre, will support and enhance the Downtown's tourism infrastructure.

THEME 3: A DOWNTOWN THAT IS FAMILY FRIENDLY

The Downtown is becoming more family friendly with increased choice in housing, services and amenities that support families living in the Downtown. The demographics of the Downtown are changing from predominantly single person and empty nester households to young couples and households with children. The new elementary school and park at the former Saint Mary's Hospital site will set a new path. Programming improvements at Albert Crescent Park will transform this area of the Downtown to a more family-oriented neighbourhood.



Public spaces will be designed to promote intergenerational use recognizing that child friendly places are inclusive, welcoming and safe for other age groups as well.

Housing initiatives to support Downtown's vulnerable populations and policies that support more ground-oriented housing will help address the social needs of New Westminster residents by providing a balance of housing choices for varied income levels in the Downtown.

THEME 4: BALANCE HISTORIC VALUES AND NEW INVESTMENT OPPORTUNITIES

While the Downtown is the City's premier growth concentration area, this neighborhood is also historically significant. A balance will be achieved where important historic buildings co-exist and complement new high density development. Detailed work has taken place that identifies key historic assets and acceptable development requirements for sites adjacent to these assets in the Downtown.

Sympathetic redevelopment and the adaptive reuse of heritage buildings enhance the Downtown's investment appeal. Downtown's many heritage assets such as Irving House and historic churches provide an important sense of place, authenticity and reinforce New Westminster's prominence in the history of British Columbia.



THEME 5: SEAMLESS CONNECTIVITY TO THE WATERFRONT

The Downtown suffers from severance issues between the Columbia Street commercial corridor and the waterfront. The proposed location of the North Fraser Perimeter Road (NFPR) is through the Downtown, and mitigation that respects the character of the area over the truck route and rail corridor will be imperative. The Plan envisions that, over the long-term, NFPR and the rail lines should be encapsulated between Third Avenue to the west and Elliot Street to the east, along Front Street next to Quayside Drive to the south, and Columbia Street and Stewardson Way to the north. This will ensure seamless connections between Columbia Street, sections of Stewardson Way, and the Fraser River.

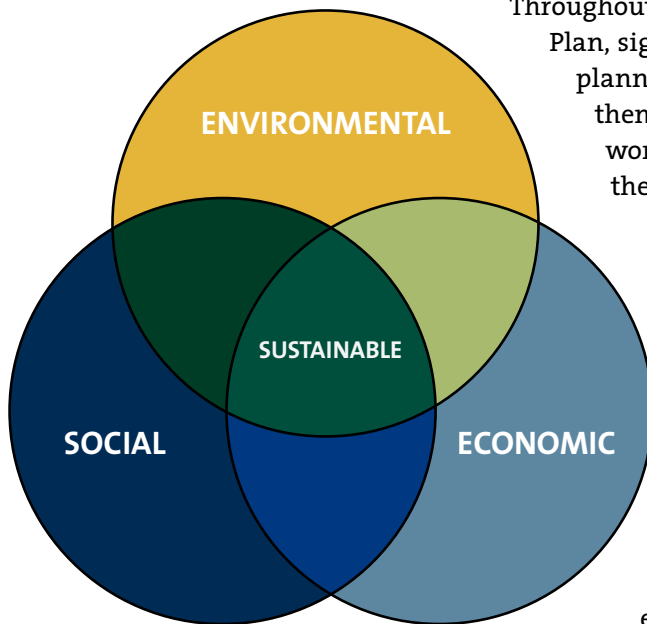
Pedestrians, cyclists, strollers and vehicles will easily traverse the rail corridor and the truck route via expanded overpasses designed in park like settings. These overpass areas will also provide new opportunities for real estate development and linear parks. New towers will be built above the goods movement corridor, linked by a linear park network connecting important routes such as the BC Parkway, Central Valley Greenway, Waterfront Greenway and a proposed pedestrian bridge to Queensborough.



Source: River Market at Westminster Quay

1.2 Goals for the Downtown Community Plan

1



Throughout the planning process of the Downtown Community Plan, significant effort has been made to integrate land use planning with other key considerations - the integrating theme being sustainability. This new sustainability framework has resulted in significant changes to this version of the Downtown Community Plan from previous versions.

A sustainable community is one that is able to meet the needs of today's generation without compromising the ability of future generations to meet theirs. It seeks a better quality of life for all its residents while maintaining nature's ability to function over time.

A community plan anchored on principles of sustainability involves advancing the goals and objectives of three interrelated areas of action: social, economic, and environmental. The diagram shows how these areas of influence interact with one another.

Sustainability is achieved where the circles overlap. The single greatest challenge in achieving sustainability is balancing the goals of these three areas, which oftentimes compete with one another.

While former Downtown plans have focused primarily on the social and economic goals of the community, this Plan comprehensively addresses all three areas of sustainability through the inclusion of key environmental goals. Financial viability is another key consideration in moving towards sustainability. While this Plan will act as the blueprint towards achieving the sustainability vision, it recognizes the need for financial resources, public and private, to support the vision. Leveraging funds from senior levels of government and maximizing the use of the City's Financing Growth tools (e.g., density bonusing, development cost charges, and voluntary amenity contributions from new development) will be an important consideration in moving forward and helping meet the City's financial sustainability goals.

To achieve the Plan's Vision, ten Key Goals were identified during the planning process. These Goals are the target for the future and provide the platform for the detailed policies of the Plan and implementation actions. They have been shaped by input from community members and stakeholders, research into neighbourhood factors and opportunities, enduring historical and cultural attributes, and specific issues such as economic and market conditions.

In Chapters 5 to 14, each of these goals is further supported with accompanying strategies and actions that will be employed to help the City meet these goals. The Key Goals are:

- 1** Downtown has a strong connection to the natural environment and demonstrates leadership in responsible growth and environmental stewardship.
- 2** Downtown has a strong retail and commercial base, supporting its role as a complete neighbourhood, and an economic hub within the City and the region.
- 3** Downtown is a great place to live.
- 4** Downtown is a welcoming and inclusive neighbourhood that supports the diverse needs of its residents, employees and visitors, and provides equitable access to community, education, health, safety, and social services.
- 5** Downtown is a celebration of New Westminster's rich history that is built upon and respects its heritage assets.
- 6** The Downtown fabric supports safe, convenient, enjoyable and sustainable transportation choices, ensuring that transportation facilities are properly integrated into the community.
- 7** Downtown has a comprehensive system of parks, open spaces and facilities that provide recreational opportunities and other aesthetic and environmental benefits.
- 8** Downtown is a vibrant arts and cultural hub of the City.
- 9** Downtown is a walkable, well-connected neighbourhood that is safe and pleasant for the pedestrian with a public realm that sets the stage for a vibrant and engaging community life.
- 10** Downtown has infrastructure services and utilities that efficiently and adequately meet the neighbourhood's needs.

2.0 Introduction and Planning Process



The New Westminster Official Community Plan (OCP) is a municipal bylaw adopted by City Council. An OCP is a statement of objectives and policies to guide decisions on planning and land use management. It is a policy bylaw that guides growth and development of a community.

The Downtown Community Plan is a schedule to the OCP. This Plan is a regulatory tool that gives clear direction for land use, the form and character of development in the Downtown, policies to guide future decisions, and guidelines for engineering, transportation and servicing over time.

The Downtown Community Plan builds on existing plans (e.g., 2008 Parks and Recreation Comprehensive Plan, 2008 Arts Strategy), studies (e.g., Density Bonus Zoning Study, Parking Study, 2009 Downtown Transportation Study) and knowledge. It also builds on former neighbourhood plans created for Downtown and will replace these plans.

The Plan was developed with ongoing community and stakeholder engagement, other concurrent studies, and background reports. The Plan is intended to guide the community towards achieving the vision for Downtown New Westminster.

2.1 Purpose



The purpose of this Plan is to provide a policy framework for the Downtown Community Plan area, with a vision to the year 2031. The Plan describes the current state of the Downtown, provides growth projections based on development trends, identifies challenges and opportunities, and outlines public policy for implementation.

The new Downtown Community Plan outlines clear, practical regulatory tools for City Council and staff to manage future growth and streamline approval processes to encourage investment. The Downtown Community Plan increases awareness and support for the new vision of the Downtown for investors and Downtown stakeholders. In working to improve the Downtown, the City wants to ensure that efforts are well-targeted and constructive, based on a common understanding of the Downtown's strategic opportunities.

The Downtown Community Plan outlines specific strategies and actions that will guide the development of an environmentally, economically and socially sustainable Downtown.

The Plan provides a strategic policy framework for the Downtown by incorporating key policies from recently completed plans such as the Livable City Strategy, Tourism Strategy, Homelessness Plan, Affordable Housing Strategy, Parks and Recreation Comprehensive Plan as well as policy directions relating to social inclusion, liquor licensing and public sector investment priorities.

The Downtown Community Plan contains a land use map showing the future land use designations intended by City Council. These land use designations guide future development, redevelopment, or potential rezoning of property within the Plan. The land use policies in the Plan are implemented through zoning regulations, development permit guidelines, heritage revitalization agreements and design guidelines.

2.2 Community Consultation

This Plan is the product of a two year relationship with Downtown community members and stakeholders structured around issue identification, vision and goal setting, alternatives analyses, and synthesis.

2 Broad public input was obtained through a series of workshops where Downtown residents, business owners, employees, property owners, as well as representatives of advocacy groups and the surrounding neighborhoods, engaged in discussion on issues and provided recommendations. Because of the participation of over 1,000 people during the two year planning process, the Downtown Community Plan comprehensively responds to the needs and desires of a range of Downtown residents, employees, businesses and investors.

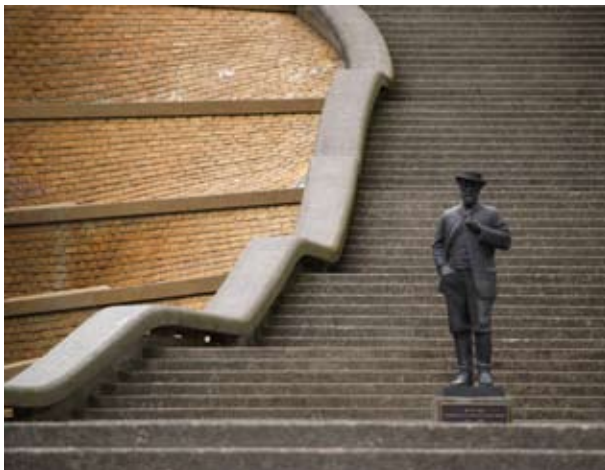
The Plan has benefited from the input provided by the Downtown Task Group, a stakeholder based advisory group that provided useful and varied perspectives regarding key policy issues affecting the Downtown Community Plan.

Different consultation methods were used during the two year planning process, recognizing the need for multiple methods of community engagement. The process included several community open houses with information boards and staff available to answer questions. Several workshops were held where presentations combined with facilitator-led discussions engaged the public on more complex issues. A *HotShots!* photo contest targeted at engaging youth was also held where participants submitted photographs of the Downtown.

Design workshops allowed the community to engage in the creation of design schemes on topic areas such as park design, streetscape improvements, encapsulation solutions and people-oriented public spaces.

A statistically valid telephone survey was conducted at the outset of the Plan review. Over 600 participants living and/or working in the Downtown or in the rest of the City were asked their opinions on community amenities, homelessness solutions, housing choices and crime prevention.

To help build on the existing volunteer expertise in the community, most of the City of New Westminster Council committees and commissions participated in the development of this Plan.



2.3 Downtown Issues for Resolution

City staff were charged with resolving many key issues during the Downtown Community Plan process. Residents and business people showed concern for issues affecting the economic, social and environmental well-being of the Downtown. Due to the tremendous growth in residential development in the Downtown, concerns regarding the amount and scale of high density housing, lack of employment generating development, the need for public amenities, the need for guidance regarding heritage management, concerns over loss of views to the Fraser River, factors affecting neighbourhood livability, and greater community input in the development review process were key issues that arose during the public consultation process.

Key issues which reflected conflicting community values required exploration through the planning process so that the new Downtown Community Plan could show a shared understanding:

- Severance issues between the Downtown and the waterfront due to regional truck traffic, railway corridors and high volumes of through-traffic.
- Reconciling the need for public parking to support the health of the retail sector, without promoting an automobile dependent community.
- The planning of the North Fraser Perimeter Road (NFPR) through the City's premier growth concentration area - the Downtown – and a Regional City Centre.
- Continuing Downtown's role in accommodating the majority of future City growth, while also maintaining its quintessential small town charm.
- Balancing the interests of heritage conservation within the Downtown's designation as a high density neighbourhood.

The Downtown Community Plan, through its different policies, strategies and actions provides guidance towards the resolution of these important community issues.



2.4 Plan Organization

The Community Plan is organized into Six Parts and Sixteen Chapters, as outlined in Table 1.

2 Part One deals with the vision and context of the Downtown. Due to the highly urbanized nature of the Downtown, it is recognized that a fine grain approach to development is necessary. To best address this, Part Two outlines and discusses Character Precincts, a concept being introduced in this Downtown Community Plan.

Parts Three, Four and Five contain chapters which are topic specific. Part Three contains six chapters which are recognized as fulfilling core sustainability policies. Indeed, as the Downtown continues to move towards its vision as a showcase for sustainability, the implementation of these strategies and actions are critical. Part Four contains chapters that deal with the need for future community amenities. Part Five chapters emphasize the considerations and regulations in the physical environment. Finally, Part Six chapters deal with land use designations and the important development guidelines that steer future growth.

Each of the topic specific chapters contain an approach section at the beginning that highlights the importance of the subject matter of that chapter, challenges and opportunities, and its relationship to the Plan. Many chapters are divided into sections that deal with specific subtopics. Each chapter also contains key goals, strategies (policies), and actions:

- **Goals** express broad intent.
- **Strategies/Policies** reflect specific direction, practice, guidance, or directives. In some instances, policies may need to be developed further. Where appropriate, items that can be mapped or measured are also articulated; these standards may be fixed or be performance-based (such as noise level).

TABLE 1. ORGANIZATION OF THE DOWNTOWN COMMUNITY PLAN.

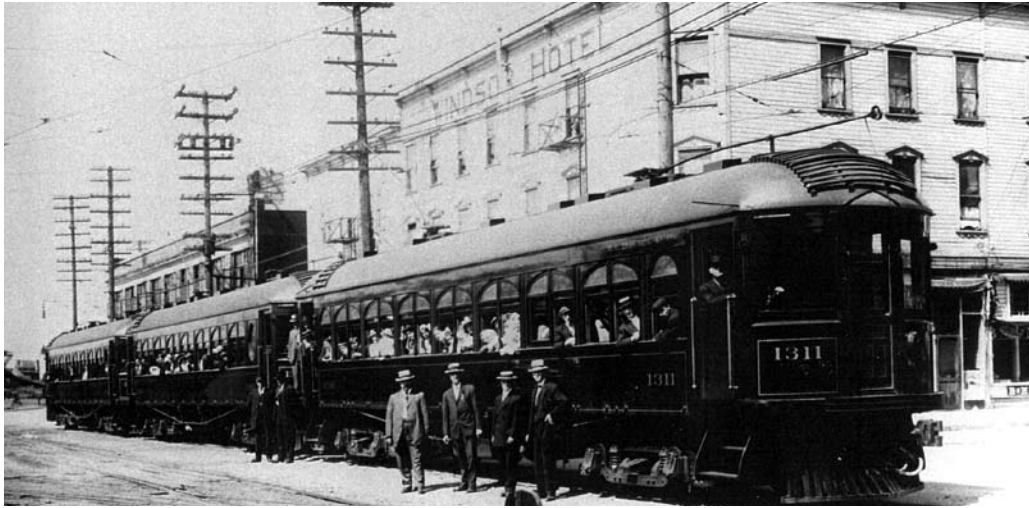
Part	Chapter	Contents
I. Vision and Context	1. Vision and Goals	Vision Statements; Goals
	2. Planning Process	Purpose and scope of the Plan; public participation; core planning issues
	3. Downtown Context	Historical overview; Population growth; demographic characteristics; growth patterns and drivers
II. Neighbourhood Description	4. Character Precincts	Description of 5 unique precincts: Waterfront, Albert Crescent, Tower, Historic and SkyTrain; identification of historical importance; highlighting character defining elements; policy considerations for development
III. Core Sustainability Areas	5. Environment	Environmental sustainability objectives; best practices for the Plan
	6. Economy	Patterns and trends in different sectors; economic development and strategy
	7. Housing	Residential development; affordable housing; housing choices
	8. Community Well-Being	Demographic and cultural composition of the Downtown and emerging trends; social issues
	9. Heritage Management	Description of resources in the Downtown area; conservation principles
	10. Transportation	Downtown's street system; bicycles and pedestrians; transit; parking; goods movement; waterfront connectivity
IV. Community Amenities	11. Parks and Recreation	Overall concept for open space system including new public parks and plazas
	12. Arts and Culture	Arts and cultural resources and methods to support and enhance the presence and success of arts and culture in the Downtown; tourism infrastructure
V. Physical Environment	13. Public Realm	Street grid and views; main street configurations; streetscape design; urban design
	14. Community Infrastructure	Servicing and utilities
VI. Development Guidelines	15. Land Use Designations	Land use map; type of development permitted
	16. Design Guidelines	Regulatory guidelines for special development permits

2.5 Other Agencies

While the Plan applies to all of Downtown, other agencies own property in the area, and the Port Metro Vancouver does have a degree of planning jurisdiction along part of the waterfront.

Prominent ownerships include: Railway right of ways; Province of British Columbia (Courthouse, bridge-head lands); and TransLink – SkyTrain line lands.

3.0 The Downtown Context



Windsor Hotel, 1914, Source: NWPL 2323

3.1 Background

A major First Nations settlement in New Westminster was the Kwantlen village of Skaia-metl, believed to be on the site of the present Glenbrooke development (the former BC Penitentiary), which is close to present day Downtown. An outcropping of land near the present location of two bridges (the Fraser River Bridge and the Pattullo Bridge) defined the limit of the delta and the gateway to the upper reaches of the river. The bluffs allowed a surveillance of the delta which could be helpful in times of conflict. Both Skaia-metl and Kikat, the Kwantlen village across the river in Surrey, were built behind this outcropping. During the construction of the Fraser River Bridge in 1902, this outcropping was reduced in size.

150 YEARS IN THE MAKING OF A CITY

The area that became the City of New Westminster was established by Colonel Moody and the Royal Engineers in 1859 and incorporated in 1860. Named by Queen Victoria of England, New Westminster became the capital of British Columbia in 1866. The new municipality included the area below Royal Avenue between approximately Twelfth Street and McBride Boulevard, near the boundaries of present day Downtown.

In its earlier years, the eastern portion of New Westminster developed into a residential district while the western portion along Front Street east of Fourth Street saw a concentration of businesses and housing occupied by persons of Chinese origin. This grew to become New Westminster's first 'Chinatown.' The first Chinese arrived in New Westminster during the Fraser River gold rush of the late 1850s and early 1860s. With the construction of the Canadian Pacific Railway from 1880-1886 through the Fraser Canyon, several thousand Chinese entered British Columbia to work on the railways. From 1887 to 1892, the Downtown saw the construction of many multi-storey brick buildings along Columbia Street. At this time, early commercial enterprises of New Westminster included the lumber and fishing industry. It became a distribution centre for the surrounding agricultural community, opening a Farmer's Market in 1892.



Great Fire c. 1898, Source: NWMA IHP0163

A severe Depression hit the area in the 1890s and the Great Fire of 1898 broke out soon after. This fire destroyed most of Downtown, including Chinatown. Only two pre-1898 buildings on Columbia Street are still standing: the Burr Block and the Guichon Block. Most of Columbia Street was rebuilt by 1899, leading to an economic boom that was triggered by the new Fraser River Bridge and the BC Electric Railway.

Chinese settlement also occurred during the 1880s and 1890s with land purchased in the area west of Eighth Street. After the Great Fire, this area emerged as Downtown's second 'Chinatown' as businesses and residents moved to the new area. This area contained a considerable number of stores, restaurants, laundries, offices, processing plants, non-profit societies, a hospital, religious buildings and housing. The population was predominantly male, and after the 1920s Chinatown declined in size and population as industry encroached on the area, transit service declined, and Vancouver became a more attractive, competitive location.

During this time period, Downtown experienced other important milestones:

Landmark buildings - the 1912 construction of the City's first skyscraper, the 8-storey Westminster Trust Block.

National rail connection - Linkage with the third transcontinental route (the Canadian Northern), and the subsequent demolition of Front Street buildings to accommodate expanding railway tracks.

International Trade - Designation as a world port in 1926.

Industry flourished during World War II, and the Downtown became an established centre for commerce. By the 1950s Columbia Street became known as the "Miracle Mile," the economic powerhouse of the City. Also during this time the eastern portion of Downtown was redeveloped with apartment buildings, many of which still exist.

CHANGING TIMES

Between the 1950s and 1970s, Downtown's commercial success faced a number of threats:

Rise of Uptown - the opening of Woodward's Department store led to the growth of Uptown as a second, competing commercial centre.

Loss of civic institutions - City Hall and the Library moved from Downtown to Uptown.

Regional competition - the preferred suburban shopping experience led to the loss of Eaton's Department store from Columbia Street, and Pacific Coast Terminals closed its New Westminister location expanding instead in Port Moody and Surrey.

Between the 1970s and 1990s, a series of government-led investments were made in an effort to reshape and revitalize the Downtown, giving it a new function in the region. These included:

The Quay - conversion of industrial sites along the river into a new residential and commercial precinct.

SkyTrain - rapid transit connecting Vancouver to New Westminister Station in 1985, then expanding to Surrey in 1990.

New Westminister Courthouse - opening in 1979, it is one of only two BC Supreme Court locations in Metro Vancouver.

Douglas College - serving as the main community college for Burnaby and New Westminister, it opened in 1982.

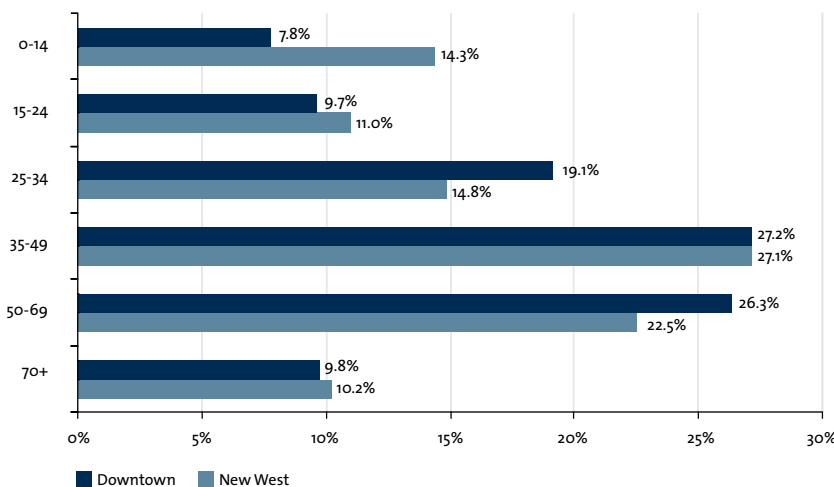


Columbia Street c. 1950, Source: NWMA IHP0902-27

3.2 Demographic Profile

Downtown New Westminster has a current population of approximately 9,265. The largest demographic group living Downtown is adults aged 35-49, which is the largest demographic group for the City as well.

FIGURE 1. POPULATION BY AGE GROUP



Source: Statistics Canada, 2006 Census

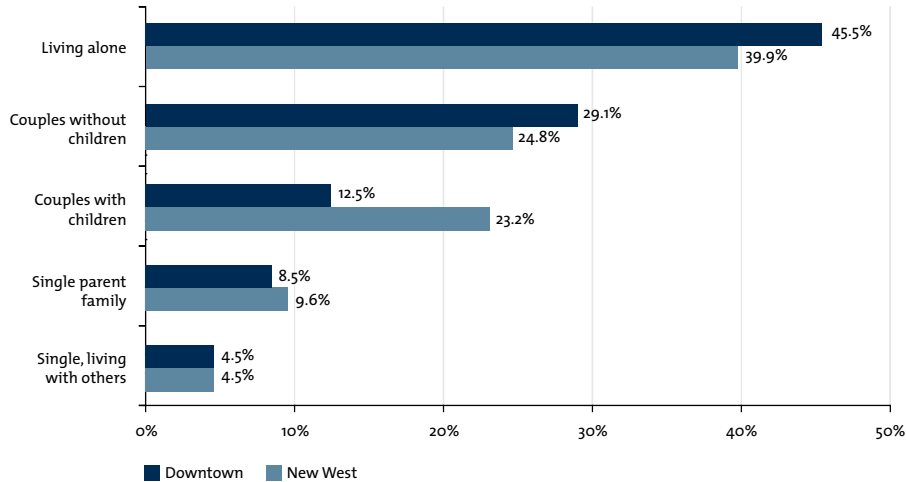
Compared to New Westminster as a whole, Downtown has a:

- smaller share of children under the age of 15
- higher share of young adults aged 25-34
- higher share of adults aged 50-69
- similar share of youth (15-24), seniors over 70, and mid-range adults (35-49)

The age profile of the Downtown compared to the City changed little from 2001 to 2006.

HOUSEHOLD CHARACTERISTICS

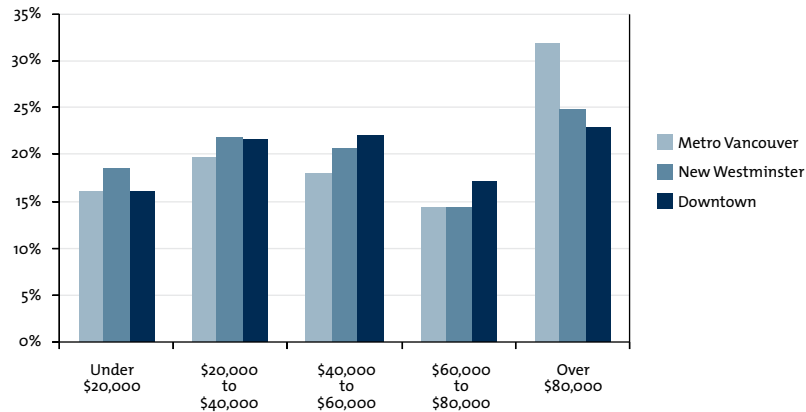
The average household size in the Downtown is smaller than both the City and the region. The average household size is 1.8 persons in the Downtown, 2.1 in the City and 2.6 in the region. Almost half of Downtown households consist of persons living alone. This is the most common household type for both Downtown and the City. Of all Downtown households with children, 40% of these are single-parent households. Figure 2 shows a breakdown of household types for Downtown.

FIGURE 2. POPULATION BY HOUSEHOLD TYPE

Source: Statistics Canada, 2006 Census

INCOME

Households in New Westminster have a lower median income (\$48,800) than in Metro Vancouver (\$55,200). However, the median household income in Downtown (\$51,500) is somewhat higher than the City as a whole.

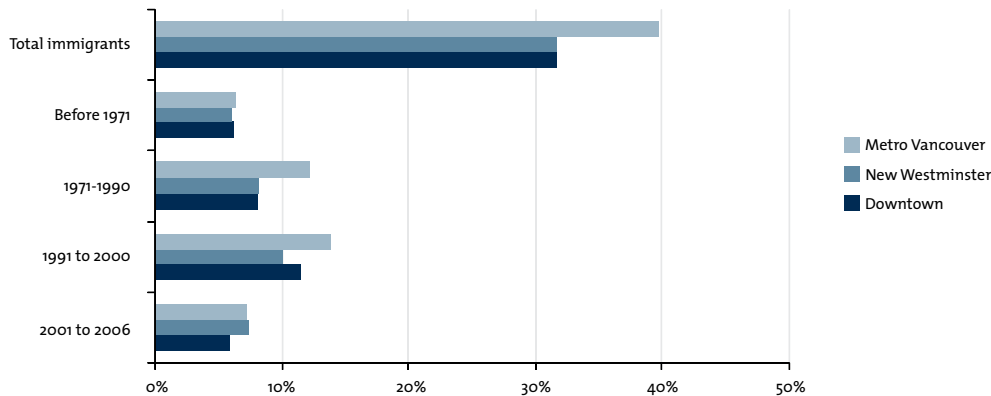
FIGURE 3. HOUSEHOLD INCOME BY SELECTED INCOME GROUPS

Source: Statistics Canada, 2006 Census

CULTURAL DIVERSITY

Like the rest of New Westminster, Downtown has a large immigrant population (32%). The greatest number of Downtown’s immigrants came to Canada between 1991 and 2000. Figure 4, shows a comparison for Downtown, the City, and the region.

FIGURE 4. IMMIGRANT POPULATION AND PERIOD OF IMMIGRATION

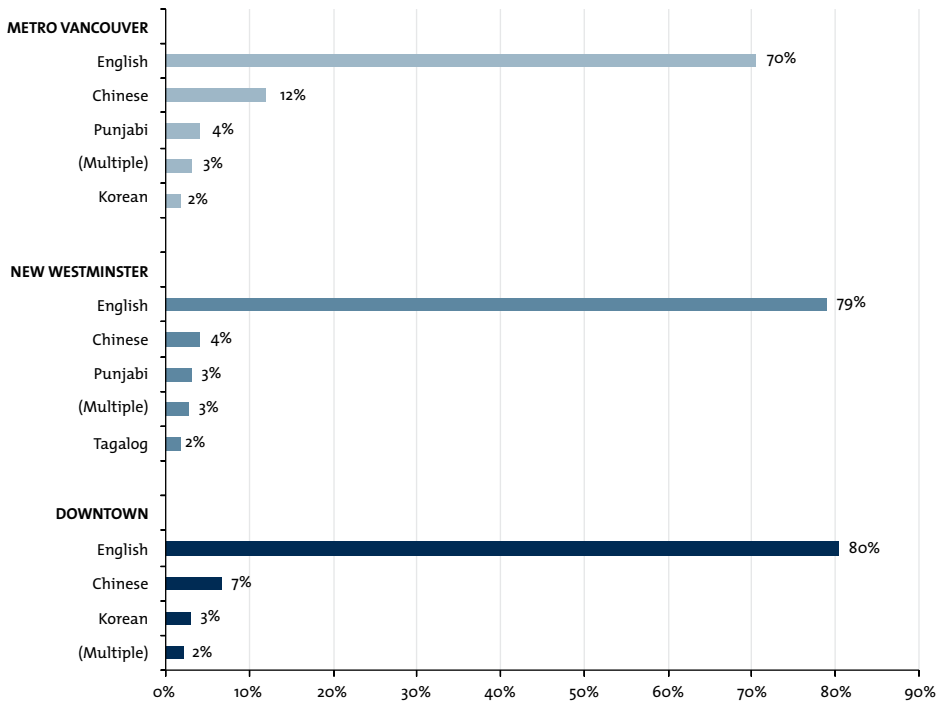


Source: Statistics Canada, 2006 Census

Home language is an important indicator of a community’s cultural diversity. It reveals which language a person speaks the most within their household on a day-to-day basis. In some cases, a person may speak two languages to an equal extent: these persons are counted in the Census as “multiple.”

The majority of Downtown residents (80%) speak English, 7% speak Chinese, and 3% speak Korean. This differs somewhat from the City as a whole, as shown in Figure 5.

FIGURE 5. MOST COMMON LANGUAGE SPOKEN AT HOME



Source: Statistics Canada, 2006 Census

3.3 Downtown’s Transformation: The Last 25 Years



RECENT YEARS

In recent years, Downtown New Westminster has seen tremendous new residential growth. This trend will continue as the City’s most densely populated neighbourhood sees continued investment and redevelopment of its older underutilized building stock. Currently, about 15% of the City’s population lives Downtown. Although development is taking place in other parts of the City, the rate of growth has been much more dramatic Downtown — with growth occurring at 2.5 times the pace of the rest of the City.

TABLE 2. TOTAL DOWNTOWN AND CITY POPULATION

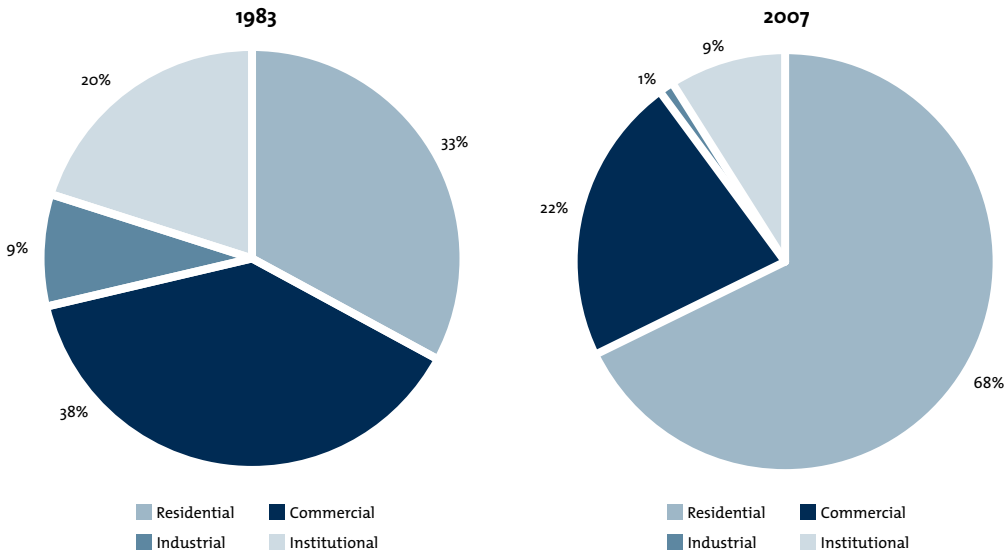
	2006		2001	
	City	Downtown	City	Downtown
Total Population	58,550	8,645	54,655	7,270
% of City		14.8%		13.3%
Growth Rate 2001–2006	7.1%	18.9%		

Source: Statistics Canada, 2006 and 2001 Census

DRAMATIC SHIFT

Over the past 25 years, major shifts in land use have been instrumental in shaping the type of growth that has occurred Downtown. Once evenly matched between commercial and residential uses, now residential land uses form the bulk of Downtown’s built floorspace. Nearly 75% of all floorspace Downtown is residential. Figure 6 shows two different snapshots of the land use composition of Downtown.

FIGURE 6. TYPE OF DEVELOPED FLOORSPACE (SHARE OF TOTAL) DOWNTOWN



Source: City of New Westminster

Between 1983 and 2007, the share of residential floorspace more than doubled. During that same period, the share of all other land uses declined significantly. Some of the changes that took place had a significant impact on the neighbourhood, such as the closure of the Saint Mary's Hospital in 2003. Other large scale land use changes include the transformation of large tracts of industrial dockland that were converted into the Quayside residential development during the late 1980s to early 1990s.

The Downtown has transformed from a predominantly commercial/industrial district to a residential, mixed-use neighbourhood. The amount of redevelopment has also had significant influence on the shape and form of the Downtown: the amount of built floorspace has almost doubled over the last 25 years. Table 3 shows the change in floorspace composition from 1983 to 2007, highlighting a significant loss of industrial floorspace and significant increase in residential floorspace over the years.

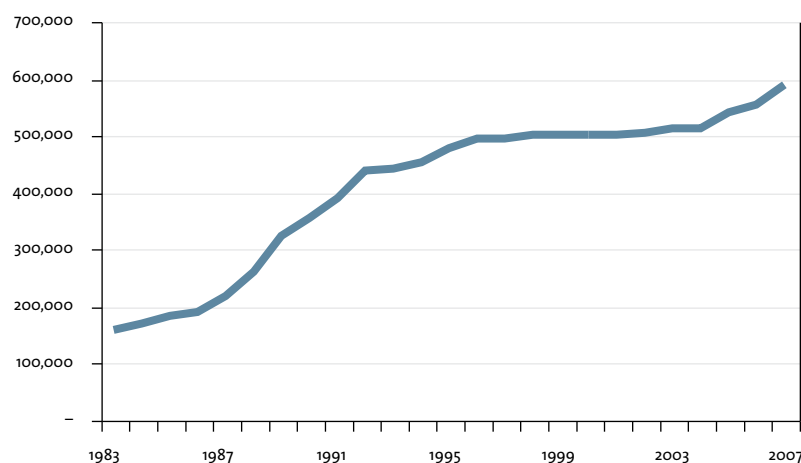
TABLE 3. AMOUNT AND TYPE OF FLOORSPEACE IN DOWNTOWN OVER THE PAST 25 YEARS (m²)

Year	Residential	Commercial	Industrial	Institutional	Total
1983	157,000	184,130	40,970	95,600	477,700
2007	588,520	190,910	7,900	80,170	867,500
Gain/Loss 1983-2007	431,520	6,780	(33,070)	(15,430)	389,800
% Change	275%	4%	-81%	-16%	82%

Source: City of New Westminster

Like other neighbourhoods, growth in the Downtown has been cyclical, influenced by the availability of certain sites for development and economic factors. Figure 7 shows how residential growth has unfolded over time. The steep curve between 1987 and 1992 is due to the major redevelopment of the waterfront lands along Quayside Drive.

FIGURE 7. RESIDENTIAL GROWTH IN THE DOWNTOWN (m²)



Source: City of New Westminster

WHAT IS DRIVING GROWTH? DOWNTOWN AND THE REGION

One major driving force behind the growth and transformation of Downtown was the 1976 GVRD (now Metro Vancouver) Livable Region Strategic Plan. The Plan designated Downtown New Westminster as a Regional City Centre, with the expectation it would accommodate a large share of the region's employment and residential growth. This designation led to SkyTrain's arrival in New Westminster in 1986, its expansion to Surrey in 1990, and further extension through Sapperton with the 2002 Millennium Line, all connecting through Burnaby and Vancouver.

Part of Downtown's role as a Regional City Centre has been fulfilled. Recognizing that there is additional capacity, more development Downtown is expected. There is capacity for more residential and office growth. In order to complete the Town Centre vision, more emphasis is placed on office development. Metro Vancouver reaffirmed this original "transit-oriented" concept for Downtown in its 1996 Livable Region Strategic Plan, and in its draft 2009 Draft Regional Growth Strategy.

GROWTH PRESSURES, OPPORTUNITIES AND UNCERTAINTIES

Like other areas in the region, Downtown's population growth is influenced by several factors: natural increase, immigration, and migration from other parts of BC and Canada. It's desirable central location and constrained land base has created a degree of natural pressure for population growth. It is the City's responsibility to manage this growth in a way that fits its overall vision for Downtown and the rest of the City.

Downtown has benefited in a number of ways from its designation as a Regional City Centre:

- Senior government investment in SkyTrain
- Intensified transit investment from TransLink, with more frequent bus service connecting Downtown
- Attraction for more jobs
- The 1970s relocation of Douglas College from McBride Boulevard and Eighth Avenue to Downtown

The Metro Vancouver Regional Growth Strategy and Downtown's Regional City Centre status offer the potential for unique growth opportunities for Downtown New Westminster: the ability to leverage further government investment in the form of Ministry and Crown Corporation head offices, new institutions, and the expansion of existing institutions such as the Law Courts and Douglas College.

DOWNTOWN GROWTH IN THE CONTEXT OF CITY-WIDE GROWTH

In 2008, the City had a population of approximately 61,800. It is anticipated that the City's population could increase by 42% between 2008 and 2031, with the addition of 26,000 new residents. This equates to an average of 1,100 additional residents per year and a City population of 88,000 by 2031. In addition to this growth, the age profile of the City will change with the aging of the baby boomer generation. By 2031, there will be fewer people under 50 and more people over 50 than there are today.

Of the total population growth expected for the City, 22% will be in Queensborough, 36% in the Downtown and 42% throughout the rest of the City. By 2031, Downtown will accommodate almost one quarter of the City's entire population.

FIGURE 8. FORECAST TOTAL POPULATION

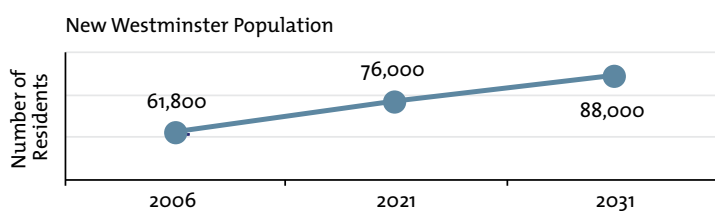
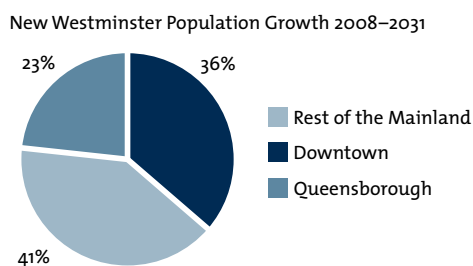
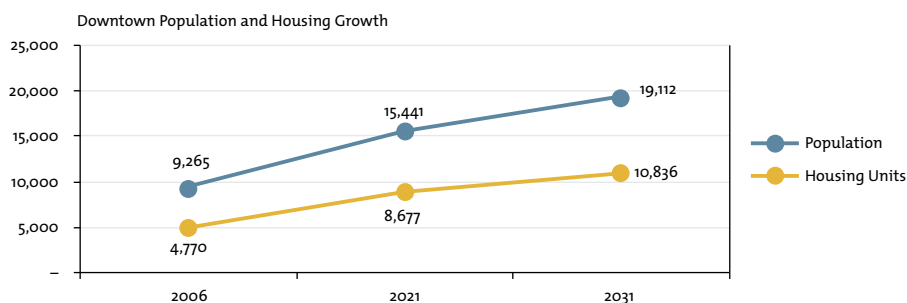


FIGURE 9. SHARE OF POPULATION GROWTH



Source: City of New Westminster and Coriolis Consulting Corp.

FIGURE 10. FORECAST GROWTH IN POPULATION AND HOUSING UNITS

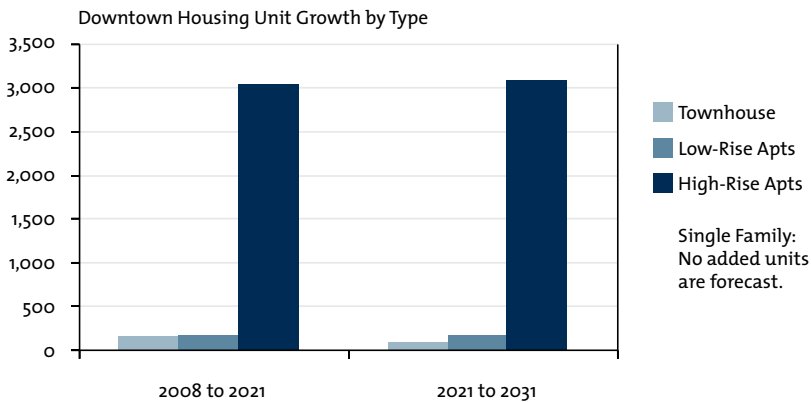


Source: City of New Westminster and Coriolis Consulting Corp

HOUSING TYPE GROWTH

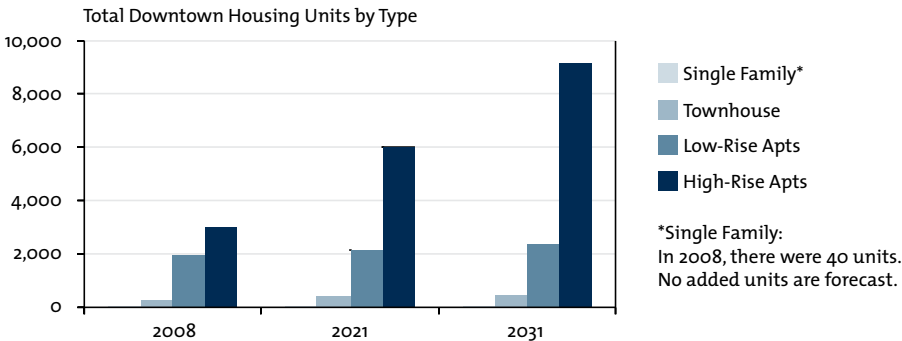
Downtown is a highly urbanized, built-out neighbourhood. In order to accommodate expected growth, Downtown must grow vertically. This means that the majority (90%) of new housing units will be in high-rise apartment form. There will be a smaller share of stand-alone low-rise apartments and townhouses, as well as townhouses located at the base of high-rise towers.

FIGURE 11. NET HOUSING UNIT GROWTH BY TYPE



Source: City of New Westminster and Coriolis Consulting Corp.

FIGURE 12. TOTAL HOUSING UNIT DISTRIBUTION BY TYPE.

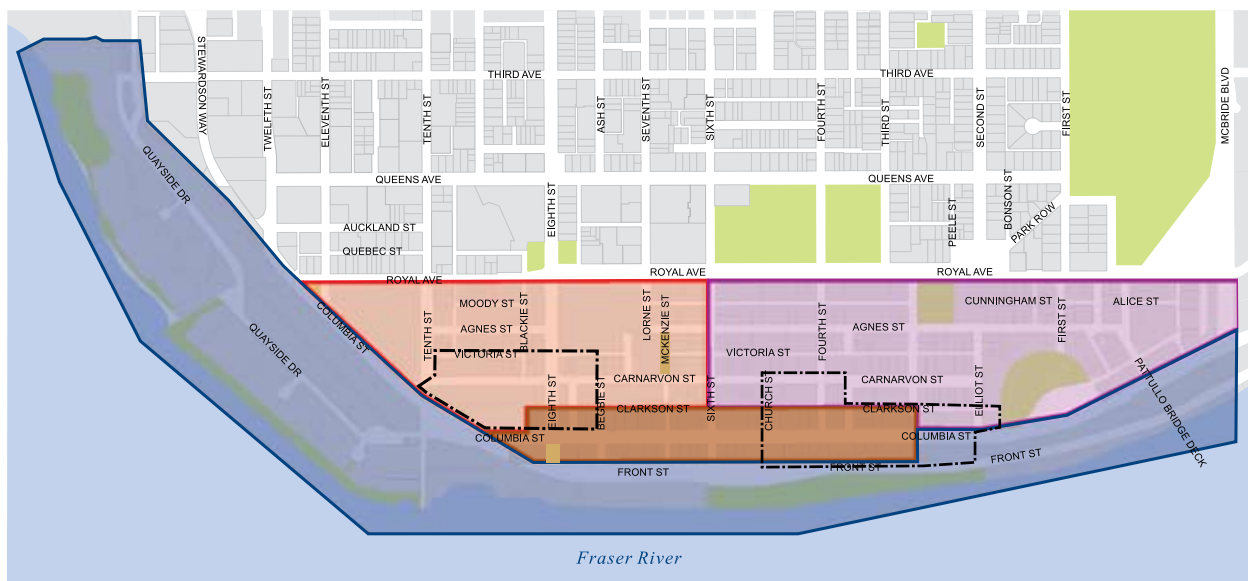


Source: City of New Westminster and Coriolis Consulting Corp.

4.0 Character Precincts



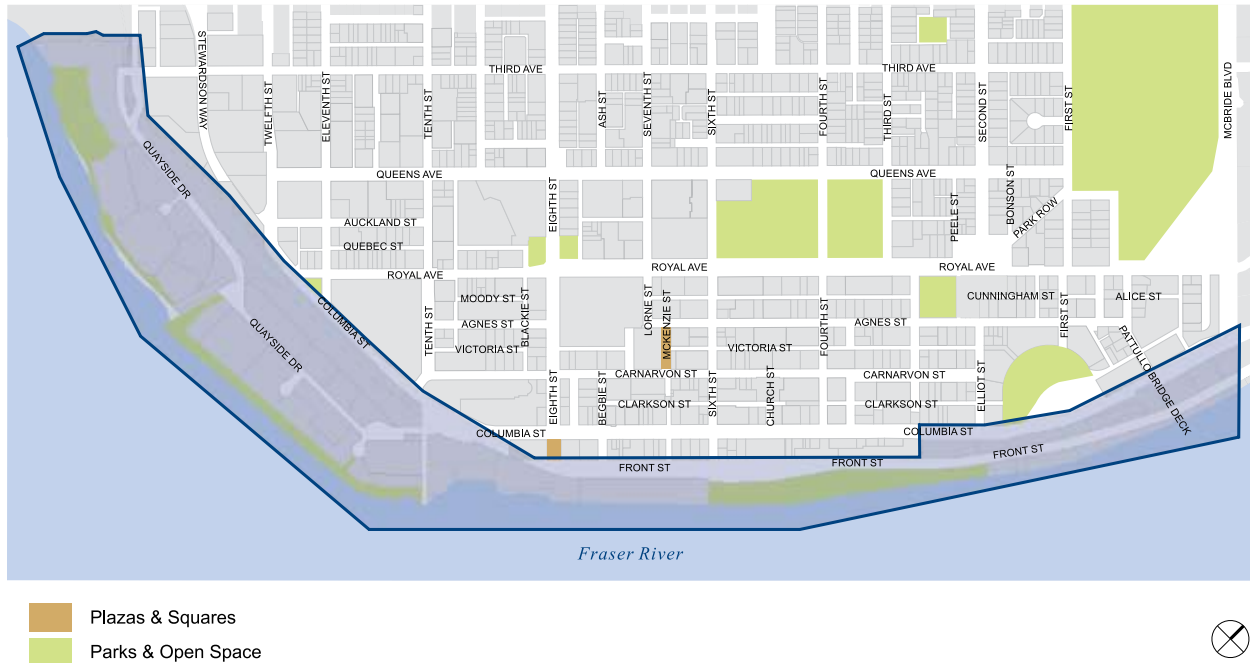
The Downtown is a dense, highly urbanized neighbourhood. In order to effectively manage growth, a fine grain approach is necessary. Five character precincts have been established in the Downtown Community Plan that highlight each area's unique history and character defining elements.



- Plazas & Squares
- Parks & Open Space
- Waterfront Precinct
- Albert Crescent Precinct
- Tower Precinct
- Historic Precinct
- SkyTrain Precinct



4.1 Waterfront Precinct



CONTEXT

The intent of the Waterfront Precinct is to promote residential, commercial and park uses along the waterfront, continue to improve linkages, public access and views of the Fraser River, and enhance the waterfront's tourism potential by ensuring that public spaces are animated, welcoming and vibrant.

This precinct is bounded by the Fraser River to the south, the Front Street and Quayside Drive corridor to the north, the Pattullo Bridge to the east and Third Avenue to the west.

This precinct is home to high density residential development at its western end, the Public Market at the Quay, an office building, and the City's largest hotel. It includes a small tract of industrial land at its eastern end, and more designated parks and open space than any other precinct in the Downtown. This precinct also contains the rail corridor and Front Street, and forms part of the network of the proposed North Fraser Perimeter Road (NFPR).





Waterfront, 1897, Source: NWPL 3139



City Market, 1906, Source: NWPL 1009

BACKGROUND

The waterfront lands, as they are currently known, were once a part of the bed of the Fraser River. Originally, the shoreline of the river lay at the northern edge of what is now Front Street. This began to change with the arrival of the railway and settlement of the City.

By 1885, the City had constructed Front Street through filling and wooden planking to a width of 15.25 metres (50 feet) to the west of Church Street and 10 metres (33 feet) to the east of that street. By this time, there were a number of wharves on the south side of the street, including the landing for the ferry to Surrey, established in 1884.

In 1886, the construction of the railway line along Front Street to the south of the established road resulted in a widening of the street to 23 metres (75 feet) with the new area being filled and used for the railway line, although remaining in the ownership of the City. The water lots on the south side of the railway line also remained in the ownership of the City.

In 1892, the City opened the Public Market on the newly created waterfront lands. Private investment followed in the form of manufacturing plants and warehouses. By 1898, four canneries were in operation as well as a feed and milling plant and a creamery. This same year, a fire on the Brackman & Ker wharf spread rapidly, destroying a large portion of the Downtown west of Fourth Street.

During the first decade of the twentieth century, consolidation in the cannery business resulted in closures of the existing canneries with their structures being converted to other manufacturing or warehouse use. With the opening of the Panama Canal in 1914, the City lobbied the federal government to establish the New Westminster Harbour Commission. Part of the plan along the waterfront was the widening of Front Street from the foot of Church Street west to Eighth Street in order to allow more room for railway tracks. The widening of the street resulted in the displacement or demolition of several businesses. The Public Market, however, remained in its original location until destroyed by fire in 1925.

The waterfront continued in industrial use until the 1970s. In the 1950's the New Westminster Harbour Commission rebuilt and extended part of the docks over the Fraser River and leased the docks to Overseas Transport, a major dock and shipping enterprise. Overseas Transport constructed a large warehouse and railway spurs on the property that is now the site of the new waterfront park. They stayed in operation on the site until 1972 when Pacific Coast Terminals took over their interests.

In 1978, the City adopted a Community Plan for Downtown New Westminster. The City included much of the waterfront properties into the Plan with the goal of revitalizing Downtown New Westminster. These properties were rezoned from Heavy Industrial Districts (M-2) to Central Business Districts (C-4). The C-4 zone permitted high density residential and commercial uses with a maximum height of 21 metres (70 feet).

The change in zoning initiated a dramatic transformation of the New Westminster waterfront. The Provincial Government's development corporation, the First Capital City Development Company (FCCDC), purchased large tracts of land and commenced construction in 1980. Many of the industrial buildings were demolished during this time.

4

In its place, over 2,200 units of medium and high density residential development, a 126 room hotel, office tower, Public Market, Esplanade and the Fraser River Discovery Centre were all constructed after 1985. A high density residential development of approximately 1,000 units, owned by Larco Development Corporation, remains as the last high density development site along the waterfront.

VISION

Downtown's waterfront parks are located in this precinct – Muni Evers Park and the recently purchased Westminster Pier site that will become park land in coming years. These parks will act as “bookends” along the City's Esplanade walkway. Muni Evers Park is a 1.5 hectare (3.7 acre) site. Programming of the park will include: retention of its natural setting, especially at the river's edge; creating a peaceful, tranquil park with access to the river for activities such as kayaking; passive uses such as benches, picnic areas and trails; and an extension of this park to the Esplanade.

The Westminster Pier site is 4 hectares (10 acres), of which 3.2 hectares (8 acres) is on land. Programming of this park will include: a waterfront walkway; creating opportunities to experience the tidal activity; community gathering spaces such as a waterfront restaurant or café; allowing for water-based activities; and recreational services such as tennis courts.

These parks will also be connected to the City's comprehensive pedestrian and bike corridor, forming part of the City's Waterfront Greenway with links to the BC Parkway, Central Valley Greenway and a proposed pedestrian bridge linking the Downtown waterfront to Queensborough. This bridge would provide a scenic pedestrian and cycling route across the river, improving access and extending the riverfront experience.

Connectivity and seamless north/south connections between Columbia Street, Front Street and the riverfront must be ensured by requiring that the proposed NFPR complies with the Downtown's economic, environmental, land use and transportation goals and objectives. This goods movement corridor



Coal Harbour, Vancouver, BC



Encapsulation Freeway Park, Seattle, WA



Laurel St. overpass, Vancouver, BC

must be designed to seamlessly connect Columbia Street with the Fraser River by encapsulating the truck and rail corridor.

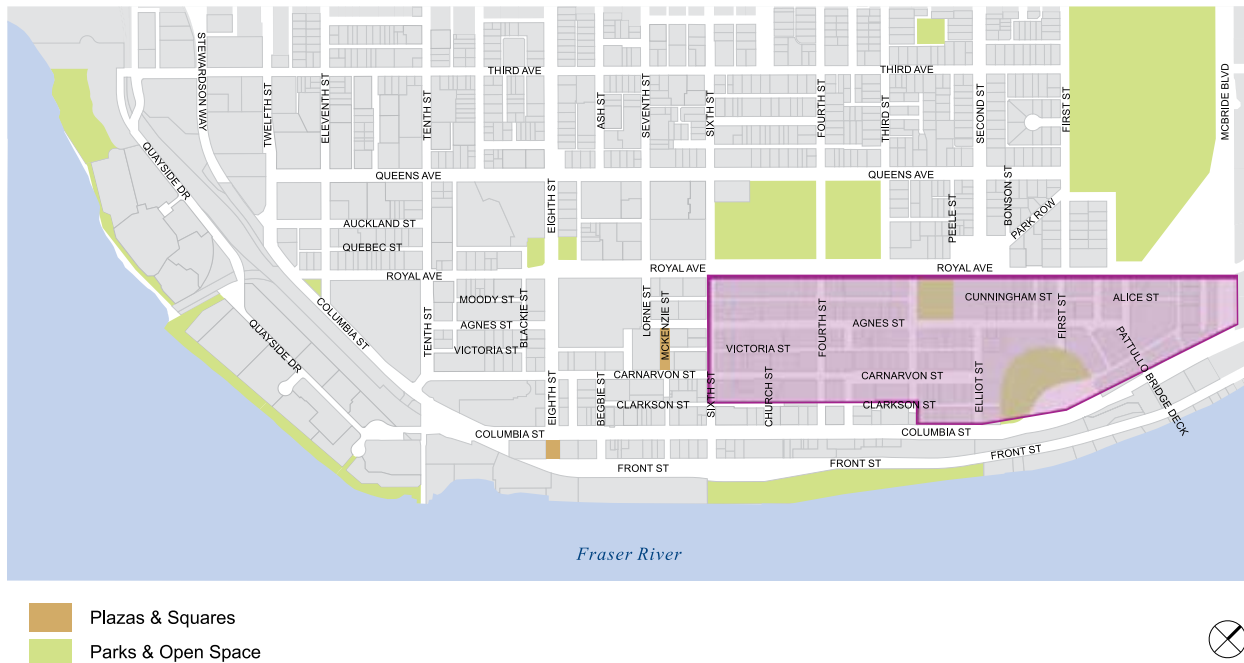
Future development on the south side of Columbia Street and Front Street should be designed to allow for encapsulation. Key intersections will be elevated to ensure seamless access over the truck route and rail lines. Pedestrians, cyclists, strollers and vehicles will easily traverse the rail corridor and the truck route via expanded overpasses designed in park-like settings.

Protecting views of the Fraser River through the strategic placement of towers along the waterfront will be required of new development. High and medium density development in this precinct will continue to be developed in a marine character. Towers in this precinct will be designed to maximize views to the river and not infringe upon surrounding public views.

The area around the City's Esplanade, the Public Market and the Fraser River Discovery Centre is the City's main tourism area. Future planning along the waterfront must ensure that the public realm remains a highly animated, lively, and fun people place for all age groups. The use of colour, interesting landscaping and an overall marine theme will continue to be encouraged.



4.2 Albert Crescent Precinct



CONTEXT

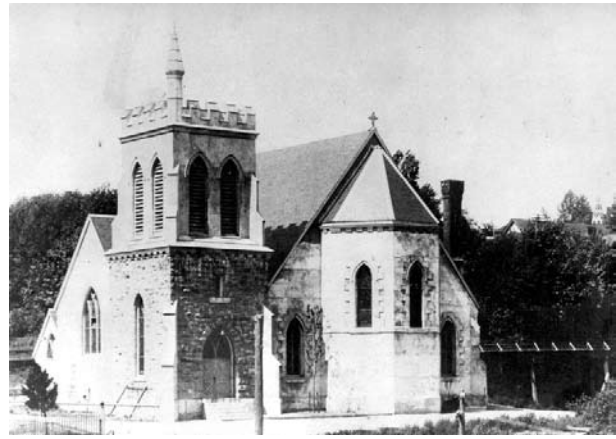
The intent of the Albert Crescent Precinct is to encourage the development of more ground-oriented housing and housing suitable for families, preserve the existing market rental housing stock, and respect, enhance and celebrate its recognized heritage resources, including Irving House and the four historic churches.

The boundaries of the Albert Crescent Precinct are Clarkson and Columbia Streets to the south, Royal Avenue to the north, and from McBride Boulevard to the east to Sixth Street to the west.

This precinct is home to Albert Crescent Park, a green space offering magnificent views of the Fraser River; Irving House, the oldest surviving home in the City; and Downtown's entire stock of purpose-built rental housing. It will also include a new elementary school, with capacity for 300 children, and a neighbourhood park, both of which are co-located on the former Saint Mary's Hospital site.



Albert Crescent Park c.1890, Source: NWMA IHP 0312



Holy Trinity Church, 1899, Source: NWPL 22

4

BACKGROUND

Since the mid-1860s, the area within the Albert Crescent Precinct has served as a residential neighbourhood and has accommodated some of the most prestigious homes in the City. Irving House, located at the corner of Merivale Street and Royal Avenue, was built in 1865 by ‘King of the River’ Captain William Irving and his wife Elizabeth Jane Irving. It was designed by architect James Syme using the Gothic Revival Style. Today, Irving House is the oldest historic house museum in British Columbia and serves as part of the City’s Museum and Archives operation.

A key focal point for this neighbourhood was the garden ringed by Albert Crescent Park, named after Queen Victoria’s husband, and planned with river terraces named after Prince Albert and Prince Arthur. The streets around Albert Crescent were named after people of distinction, including members of the reigning Royal Family, in contrast to the western section of the Downtown, where the streets were named after people of “less distinction.” The naming of open spaces, parks and streets in this manner was indicative of the original “upper class” character of the neighbourhood.

Rapid residential development continued throughout the 1870s, 1880s and 1890s. Saint Mary’s Hospital, at the corner of Merivale and Agnes Streets, was built in 1886. Saint Mary’s Hospital was designed by Mother Joseph for the Sisters of Providence as a charitable hospital. Unlike other hospitals at the time, Saint Mary’s took in everyone, regardless of age, income, race or disease status.

By the turn of the century, this upper class single family dwelling district was served by three schools, including the Duke of Connaught High School, and several churches, including Holy Trinity Anglican Church, St. Andrews Presbyterian Church and St. Peter’s Roman Catholic Church.

With few available development opportunities, residential development shifted north of Royal Avenue. The neighbourhood experienced a prolonged period of stagnation until the 1950s and 1960s, when many of the older homes were replaced with market rental apartment buildings. In 1956, Saint Mary’s Hospital received Provincial Government approval to demolish the old building and construct a new 150 bed hospital.

Sporadic residential development occurred from the 1970s onward, mainly in the form of high rise towers. In 2005, Saint Mary’s Hospital was decommissioned and demolished. In 2009, the hospital site was purchased by the City and the School District to accommodate a new elementary school and neighbourhood park.



VISION

The Albert Crescent Precinct will remain predominantly residential, with some mixed-use land uses at its western edge close to Sixth Street. Development within this precinct will maintain a human scale, enhancing the pedestrian experience and respecting recognized heritage resources.

The defining characteristics of the Albert Crescent Precinct include: a variety of housing types and tenure arrangements; significant heritage resources, including Irving House and several historic churches; good views to the Fraser River; a new elementary school and park, which will act as a community hub and focal point for residents; pedestrian oriented streetscapes; good east/west access to other parts of the Downtown; and proximity to SkyTrain.

This Precinct will continue to provide easy access to a range of amenities and services. It will be served by two neighbourhood parks, which incorporate active play spaces, and will be connected to Queens Park and the new waterfront park at Westminster Pier through enhanced pedestrian connections.

The Albert Crescent Precinct provides a range of housing types and tenure arrangements that appeal to a variety of households. It contains all of Downtown's purpose-built market rental housing, which represents approximately 12% of the City's total purpose-built rental housing stock. Rental housing serves an important role in the community, providing access to a form of affordable housing to households with varied income levels. It also allows for flexibility in the housing market for workers who need to live closer to their employment. Retention of rental housing in this area will continue to be a City priority. Development applications will be evaluated based on the ability to retain, create and/or replace rental housing.

Given the location of the new elementary school, the Albert Crescent Precinct is well suited for additional ground-oriented housing suitable for families, households with pets, seniors and those who desire access to a garden or small urban yard.



There will be a mix of medium to high density development, ensuring all new development includes at-grade, ground-oriented units such as townhouses and garden apartments. Landscaped garden areas at the street face will be strongly encouraged.

The Albert Crescent Precinct will be designed for the pedestrian and cyclist, with limited access for through-traffic. Its parks and open spaces will be designed and programmed to encourage positive uses, both day and night. The historic churches, civic plazas, greenways, parks and new school will serve as important nodes, facilitating social contact, interaction and neighbourliness. The Agnes Street corridor will be designed as a pedestrian friendly east-west connection across the precinct. Ground-oriented housing with entrances and windows fronting the street, which enhance safety through “eyes on the street,” will promote interaction with neighbours and passers-by.

Well articulated ground-oriented housing will be encouraged with the use of details in doors, lighting, fencing and landscaping that provide visual interest to the street, and materials sympathetic to the historic character of parts of the precinct.

High rise towers around Albert Crescent Park enhance its formal park setting. The Park will be programmed in the future to promote active family use and maximize the views of the Fraser River.

Sixth Street is an important north/south connector linking Downtown with Uptown. Sixth Street will continue to be designed as a main pedestrian route and high density residential and commercial corridor.

4.3 Tower Precinct



- Plazas & Squares
- Parks & Open Space



CONTEXT

The Tower precinct is intended to accommodate a significant share of Downtown's residential and commercial growth. Where other precincts focus on Downtown's heritage assets, waterfront setting, and family-oriented needs, this precinct will continue to develop as a high-density employment and housing area. Building on its current employment base and on the presence of SkyTrain, this precinct is well positioned to capture region-serving office employers seeking to locate in New Westminster.

The boundaries of the Tower Precinct are Royal Avenue to the north, Columbia and Clarkson Streets to the south, Sixth Street to the east and Stewardson Way to the west.

The Tower Precinct is home to two major region-serving institutions spread over 2.8 hectares - Douglas College and the Courthouse – drawing people from around the region to study, work and do business. It includes a diverse mix of land uses including institutional, residential, retail and office, and is home to one of Downtown's two SkyTrain stations.



Douglas College



Provincial Law Courts



"Wait for me Daddy", Eighth Street, 1940, Source: NWMA IHP1956

late 1980s, the site redeveloped into what is now Downtown's largest marketplace, anchored by a super-market, liquor store, bank, residences and offices.

As Downtown's land values have increased, more urban, higher value land uses have come to this precinct. Perhaps the most dramatic example of this is the Plaza 88 site, between Carnarvon, Columbia, Eighth and Tenth Streets. This site and the blocks just north of it were home to a vibrant Chinatown starting from 1888 and diminishing after World War I until it dispersed by the early 1930s. At its peak in 1903, it was home to a Chinese community of 900 residents. Mixed in among its homes and businesses was a vice district, with a maze of alleys and shacks containing gambling rooms, opium dens and brothels.¹

One hundred years later, this site is now home to the tall towers and retail complex that make up Plaza 88, surrounding the New Westminster SkyTrain station. When complete, this project could be home to 1,500 people. Its 16,722 m² (180,000 ft²) of retail space will serve residents from all over the City, as well as shoppers commuting via SkyTrain.

Within this precinct, Douglas College and the Courthouse serve a regional function and are major employment anchors for the City. The new Department of National Defense recruiting centre on Royal Avenue also serves as an institutional presence.

Key north/south streets in this precinct include Sixth Street, Eighth Street and Tenth Street. They will continue to be designed as main pedestrian routes with a high quality public realm.

BACKGROUND

Starting in the late 1800s, the Tower Precinct area served as a place of commerce and as the institutional heart of the City. Located in the centre of the precinct, the 1891 Courthouse building still stands, now housing lawyers offices serving the newer Courthouse building across the street. The brick and stone walls of the historic Courthouse survived the Great Fire of 1898, allowing the building to be reconstructed in its present form in 1899. The current Courthouse opened across the street in 1979 and is the site of high-profile criminal trials which have captured regional, national and international attention. To the west at Carnarvon and Begbie Streets, the 1908 Russell Hotel also speaks to the area's historic function as an administrative centre, drawing out-of-town government officials and traders.

Between 1891 and 1904, the City's first electric light station was located on the seven-acre Columbia Square site. In the post-war years, this site became home to ironworks, machine shops, car repair shops and auto dealers. In the

¹ Jim Wolf, *Royal City: A Photographic History of New Westminster, 1858-1960* (Vancouver: Heritage House, 2005) 99.



VISION

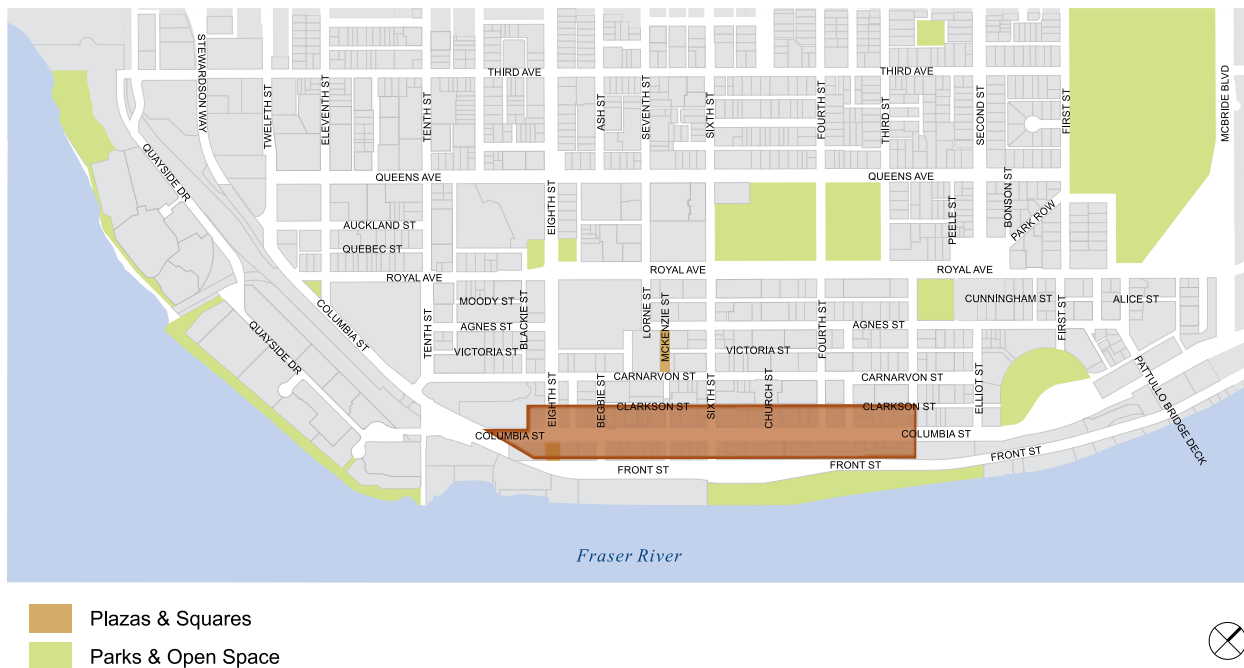
With the New Westminster SkyTrain station at its core, the Tower Precinct is becoming highly urbanized as residential towers with townhouses and rowhouses at the base replace vacant and underutilized sites. Some of these sites remain, and further growth and change will come as this precinct moves into its role as a high-density neighbourhood and employment centre.

Where sites are large enough, under-developed non-heritage properties will redevelop as high rise towers to a maximum prescribed height, as outlined in the Zoning Bylaw. Tower development will be balanced with pedestrian-oriented streetscapes and a high quality public realm creating a livable environment that is a safe and attractive place for walking. Office and apartment spaces currently co-exist in this area, and will continue to do so as growth occurs through further investment and higher intensity redevelopment.

Residential development will take the form of high rise towers. As with recent projects, residential towers will have ground-oriented units at their base in the form of townhouses and/or garden apartments. Office development could arise in either single-purpose office towers, or occupy the lower floors of mixed-use office/residential towers. A large amount of retail is planned for the Plaza 88 development surrounding the New Westminster SkyTrain Station. Beyond this, in most cases retail, art galleries and restaurants will occupy the grade level of towers.

With its existing and developing educational and commercial anchors, this precinct will continue to be a regional destination. Institutional development could take the form of expansion of existing institutions or the arrival of new institutions into Downtown.

4.4 Historic Precinct



CONTEXT

The intent of the Historic Precinct is to provide protection, incentives and opportunities to respect, enhance and celebrate the recognized heritage resources within it.

The boundaries of the Historic Precinct are Front Street to the south, Clarkson Street to the north, Merivale Street to the east, and just past Blackie Street to the west.

The Historic Precinct is identified as Downtown's main commercial corridor – a role it has played since the 1860s. This precinct includes 35 properties that the City has identified as having significant heritage merit and which have been placed on the Heritage Register. This precinct has more heritage assets than any other precinct in the Downtown.

BACKGROUND

The Historic Precinct contains the City's largest collection of commercial heritage buildings and is valued for its enduring role in the colonial history and development of New Westminster.

As the commercial core of British Columbia's original capital city, Columbia Street conveys a sense of time and place of the City's history, from the earliest days in 1860 when Colonel Moody and the Royal Engineers laid out the new city, to the Great Fire of 1898 and the economic heyday of the 1940s.

Columbia Street is a tidy collection of commercial historic buildings that carries forward an important and valued legacy, beginning with the proclamation of New Westminster as a city in 1860, making it the oldest city west of the Great Lakes.

September 10, 1898, represents a significant milestone when a massive fire spread through the Downtown, destroying the impressive Victorian-style buildings. Only two buildings survived that fire and still stand on Columbia Street today (415 and 401 Columbia Street, known as the Burr Block and the Guichon Block respectively). Showing the tenacity of early residents, the Downtown was substantially rebuilt within one year.

Another highlight of Columbia Street's legacy is its reputation during the 1940s as "the Miracle Mile." Downtown was active, stores were making record profits and Columbia Street had the highest sales per square foot in the entire province.² Locating a business along this stretch of Columbia Street almost guaranteed success.

In the 1950s, the arrival of the Woodward's department store in Uptown, combined with the development of suburban shopping centres and a shift in shopping patterns, initiated the beginning of the decline of Columbia Street, a part of Columbia Street's legacy that continues today. However, despite Columbia Street's booms and busts it has maintained its retail character of small-scale, individually-owned stores.

Other important elements of this precinct are the stories of people and events that have occurred over time. These include stories about the creation of the City's own electrical company, Chinatown, photographers such as Francis Claudet and Charles Stride, the Farmer's Market that drew farmers from across the region, and parades along City streets.

Recognizing the need to provide incentives to assist with the costs associated with conserving heritage buildings, in 2000 the City created the Density Transfer Program, which identifies eligible properties in the Historic Precinct. Eligible recipient sites purchase unused density from eligible properties on the City's Heritage Register. The recipient site incorporates the extra density into their development; the donor site utilizes the income to conserve the building and enters into a Heritage Revitalization Agreement with the City.



401 Columbia Street, Guichon Block



415 Columbia Street, Burr Block

VISION

Defining features of the Historic Precinct include a combination of physical and intangible elements such as buildings, views, public spaces, streets, streetscapes, materials and memories.

The Historic Precinct includes important public spaces such as its wide and formal main street (Columbia Street), a newly rebuilt public square (Hyack Square) where cultural celebrations are held, and is adjacent to key components of the regional transportation network (railway tracks, roads and the Fraser River). Maintaining public views to the Fraser River, as well as views to the west and east along Columbia Street, will be encouraged within this precinct.

² Jim Wolf: "Royal City: A Photographic History of New Westminster, 1858-1960," Surrey BC, Heritage House Publishing Company Ltd, 2005, p. 173.

The Historic Precinct has a valuable collection of late-nineteenth and early twentieth century masonry buildings that together create a “saw-tooth” profile along Columbia Street. These historic buildings range in height from one to eight storeys, with the majority between two to four storeys. The buildings are typified by such architectural features as cubic massing, high site coverage, elaborate street front facades, punched window openings and projecting roofline sheet metal cornices. Common building materials include masonry elements such as sandstone, granite, and local brick. Some buildings also face Front Street and Clarkson Street.

Properties within the Historic Precinct that are on the Heritage Register have detailed regulations with regard to development. New development will be allowed on non-registered sites, and will respect neighbouring heritage resources in terms of height, massing, form and character. New developments in the Historic Precinct will have a height limit, as prescribed in the Zoning Bylaw, unless the development includes a density transfer with a heritage building or heritage retention of all or part of the building. In these instances, greater heights will be considered. All exterior modifications to heritage buildings along Columbia Street will comply with design standards included in the HARP Guidelines.

4



Columbia Street, 1910, Source: NWMA IHP1578

Since its earliest days, Columbia Street has been known as the retail corridor of New Westminster. This precinct will retain its mixed-use land use (commercial and residential) and important retail function along Columbia Street.

The role of the arts is seen as an integral component to the revitalization of Columbia Street. Art galleries, public art and theatres are all encouraged in this precinct. The City’s new multi-use civic facility, which will include performing art space, cultural components and convention centre space, will revitalize the Downtown by accommodating uses which generate high pedestrian traffic and promote strategic synergies with SkyTrain.

Columbia Street will continue to be the main pedestrian corridor in the Downtown where retail and entertainment uses, in particular between Fourth Street and Eighth Street, will be promoted. Well designed storefronts provide interest and vibrancy to the pedestrian corridor. The use of colours in banners, landscaping, signage and buildings is encouraged, allowing for animation and “whimsy” along the street. Sidewalk cafes and public art are highly encouraged, as well as thoughtful consideration for well programmed public spaces.

4.5 SkyTrain Precincts



- Plazas & Squares
- Parks & Open Space



CONTEXT

There are two SkyTrain Precincts: one surrounding the New Westminster Station and the other surrounding the Columbia Street Station. The SkyTrain Precincts are intended to accommodate high density mixed-use development, recognizing SkyTrain's significant role in reducing the need for a private automobile and helping advance several of Downtown's sustainability objectives.

BACKGROUND

Downtown New Westminster has two SkyTrain stations: the New Westminster Station at Eighth and Columbia Streets, and the Columbia Street Station at Fourth and Columbia Streets. These stations represent significant infrastructure investments and tremendous opportunities to link the Downtown to other centres throughout the region. The SkyTrain Precincts are important nodes for place-oriented, higher intensity developments and cultural activities which add to the vibrancy of the Downtown.

The SkyTrain Precincts are presented as overlays to the Downtown Community Plan Land Use Map. The land use designations underlying the SkyTrain Precincts remain the governing land use. The SkyTrain Precincts overlay allows greater flexibility in accommodating additional density where appropriate. The overlay generally extends about 200 m (655 ft) from the New Westminster SkyTrain Station and the Columbia Street SkyTrain Station, representing a five minute walk from each station.

VISION

The SkyTrain Precincts recognize that land use around the SkyTrain stations should provide a mix of high density land uses, including residential, commercial and civic uses, to encourage a sustainable and vibrant Downtown during the day and evening. Open spaces and public realm spaces located in the SkyTrain Precincts must be designed with an emphasis on memorable streets, sidewalks and plazas to foster walking and cycling to transit, shopping, services and residences. Attention to safety and security in the design of buildings and surrounding spaces will create an inviting environment for visitors and enhanced livability for residents.

Encouraging animated, urban, mixed-use developments around transit stations responds to the need to address environmental issues related to fossil fuel consumption and greenhouse gases. Well designed buildings, open spaces and streets integrate the need to create livable urban environments with the call for greater use of transportation alternatives such as walking, cycling and transit use. Developments located in the SkyTrain Precincts will be considered for reductions in required parking, if supported by a traffic and parking study.

NEW WESTMINSTER STATION SKYTRAIN PRECINCT

The New Westminster Station, located within the new Plaza 88 development at Eighth Street and Columbia Street, represents the station with the highest number of passengers destined for New Westminster during the morning peak period. It is, in conjunction with Plaza 88, considered a major western gateway to Downtown. The station is located in a dense mixed-use development that will support transit ridership and increase pedestrian activity in the surrounding area.

Employment floorspace incentive: Increased maximum allowable heights and density will be considered in the New Westminster Station SkyTrain Precinct, if provision is made for employment generating floorspace (e.g., office space) within the development.

COLUMBIA STATION SKYTRAIN PRECINCT

The Columbia Station, at Columbia Street and Fourth Street, is located at the eastern gateway to Downtown. The Columbia Station SkyTrain Precinct includes part of the Historic Precinct, including the Burr and Guichon Blocks, both important buildings that survived the Great Fire of 1898. This SkyTrain Precinct also includes a mix of medium and high density residential buildings and small office buildings.



Employment floorspace incentive: Increased maximum allowable density will be considered in the Columbia Station SkyTrain Precinct, if provision is made for employment generating floorspace (e.g., office space) within the development.

In both of the SkyTrain Precincts, increased development entitlements will be conditional based on consideration given to employment generating floorspace, protection of view corridors, provision of suitable light and air penetration at the street level, high quality pedestrian streetscape and attention to the interface with existing development. It is expected that all new development will provide excellence in urban design for all public realm spaces, streetscapes and in the design of pedestrian and cycling connections. For the portion of the precinct that overlays the Historic Precinct, the height policies of the Historic Precinct will apply. Public safety and security will be paramount in the design of new buildings and the public realm spaces.

It is expected that all new development will provide excellence in urban design for all public realm spaces, the streetscape and in the design of pedestrian and cycling connections.

5.0 Environment

CONTEXT

Municipalities play an important role in the health and well-being of the environment. Efforts made in land use, transportation, community infrastructure, buildings, park space, and community and economic development programs can all affect ecological performance.

The City of New Westminster is committed to protecting, enhancing and managing the natural environment in order to provide a sustainable community. Downtown's urban character, riverfront location, and regional centrality present unique environmental conditions. Areas of particular importance include:

- Air Quality
- Habitat & Biodiversity
- Water Conservation
- Waste/Materials/Recycling
- Stewardship and Urban Food Supply
- Noise
- Fraser River Water Quality
- Green House Gas Reduction/Energy Efficiency
- Green Amenities

5.1 Air Quality



Surrounded by major regional truck and rail routes, Downtown suffers from compromised air quality. In October 2004, Metro Vancouver conducted a preliminary air monitoring study along Front Street to investigate the impacts of vehicular traffic on air quality in the area. The results of the study identified the following:

- Exhaust emissions and fine particulates are substantially higher during the week.
- Unacceptable particulate levels periodically exceeded the Canada-wide standard that Metro Vancouver uses for guidance (Figure 13).
- Some exhaust emissions such as nitric oxide, nitrogen dioxide and fine particulates are substantially greater than those seen in other parts of the region (Figure 14).

FIGURE 13. FINE PARTICULATE RESULTS FOR FRONT STREET AND COMPARABLE BENCHMARKS

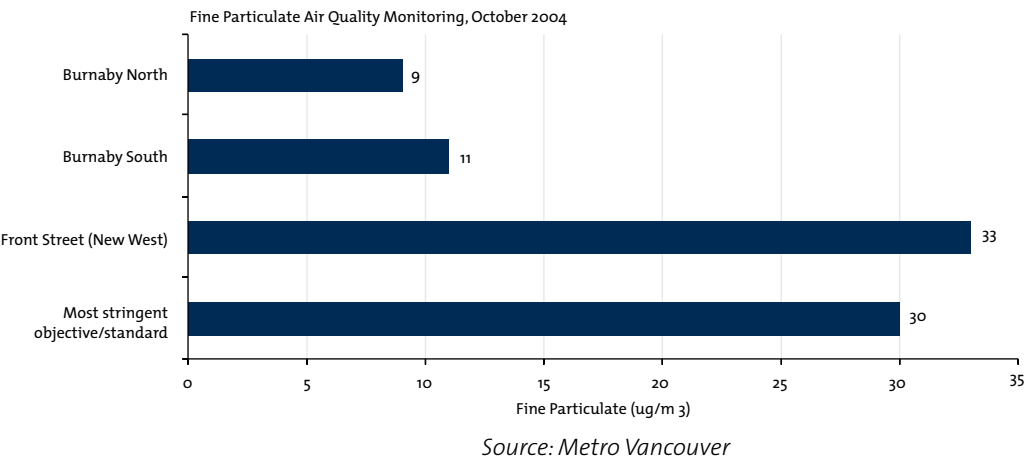
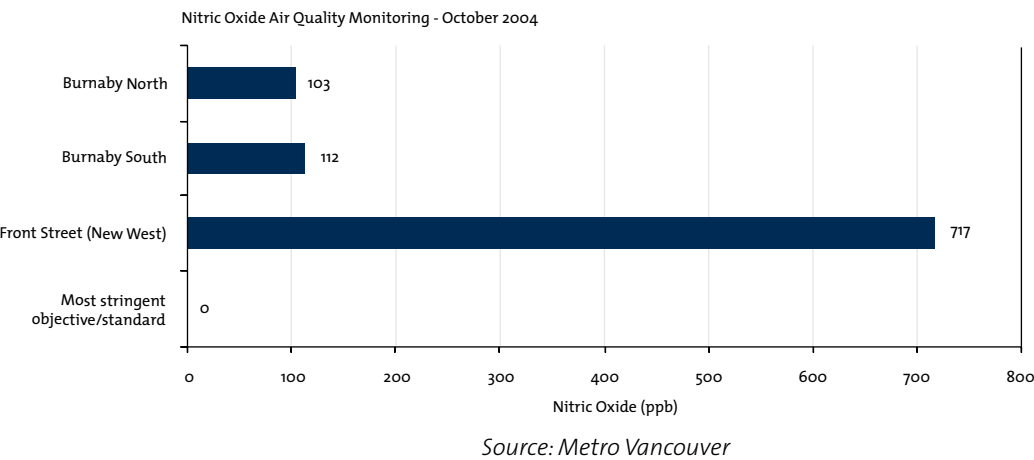


FIGURE 14. NITRIC OXIDE RESULTS FOR FRONT STREET AND COMPARABLE BENCHMARKS





Front Street

CHALLENGES

- Royal Avenue, McBride Boulevard, Front Street, and part of Columbia Street all carry significant truck through-traffic in regional goods movement.
- Trucks must start, stop and idle at street and rail crossings on Front Street, and must ascend and descend steep hills along Royal Avenue.
- Downtown provides the only rail access to South Vancouver, South Burnaby, Richmond, and Annacis Island. Shunting operations also take place in the Quayside area railyard.
- The parkade over Front Street and the neighbouring buildings trap pollutants from vehicular traffic and inhibit their dispersion.

OPPORTUNITIES

Although Downtown will continue to accommodate a regional goods movement corridor, land use and transportation initiatives can play a role in mitigating local pollution impacts. The City is working with TransLink and other related agencies on alignment options for the new Pattullo Bridge. Realigned bridge approaches could improve air quality on Royal Avenue, Columbia Street and Front Street by improved routing for vehicles and trucks.

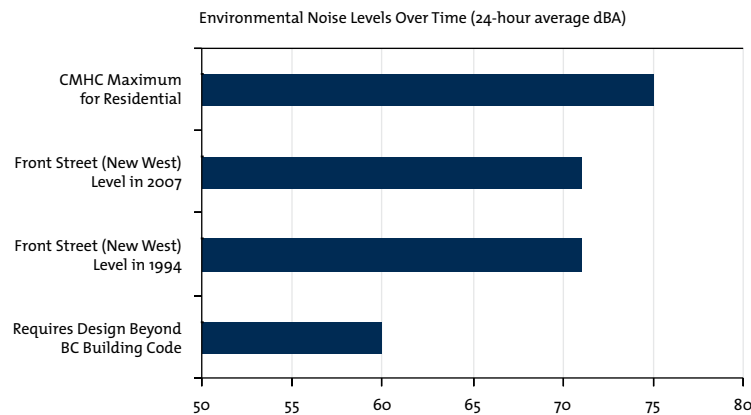
TransLink is currently evaluating the role and function of the North Fraser Perimeter Road (NFPR). There is potential for encapsulating the NFPR and rail lines along Front Street, which could reduce start/stop/idle emissions by removing at-grade crossings, and could allow for containment and treatment of emissions from truck and rail traffic.

Planning and transportation initiatives that support walking, cycling, and transit will help increase the proportion of daily trips people make Downtown using these sustainable modes of travel, versus relying on the private automobile. Further, strategies which encourage more employment, business services, retail and civic/cultural facilities Downtown can lead to trip-reduction in the daily trips made by people living and working Downtown.

5.2 Noise

Rail and truck noise in the Downtown impacts health and livability. As Downtown's population grows, mitigating noise impacts will be an important focus. Areas adjacent to Front Street will be prioritized as significant residential growth is anticipated in this area. Figure 15 shows historic (1994) and recent (2007) noise data for a sample site at Front and Begbie Streets. Both dates show a reading of 71 dBA. Noise levels exceeding 60 dBA require specialized building design and materials outside of Building Code specifications. CMHC recommends that residential development not be sited in areas with environmental noise levels above 75 dBA.

FIGURE 15. ENVIRONMENTAL NOISE LEVELS FOR FRONT STREET



Source: BKL Consultants Ltd.

CHALLENGES

- Downtown's truck and rail corridor plays a significant regional role in goods movement and will continue operation through the Downtown.
- In particular, rail traffic has 24-hour operations.

OPPORTUNITIES

The City is pursuing noise mitigation of rail operations throughout the City, and in March 2009, partnered with CN Rail, CP Rail, BNSF Railway, and Southern Railway of BC to undertake a train Whistle Cessation Study. The study will assess the feasibility of ending the use of whistles between the hours of 10pm and 7am at seven different crossings in the City, three of which are located Downtown. This work will involve safety assessment of the sites to determine whether road improvements can be made to allow for whistle cessation at these crossings.

With respect to new residential development close to Front Street and the rail corridor, the City can continue to apply design guidelines to set and implement high standards for noise mitigation.

5.3 Habitat & Biodiversity

Until the early 1980s, Downtown's riverfront was used for industrial purposes. Since then, the residential Quayside neighbourhood has developed to the west, with the Esplanade connecting people from all over the City to the Fraser River. Habitat in this area consists of a public park and several private residential lagoons. The heart of Downtown's riverfront remains as paved parking (the Larco site) and vacant brownfield (the Westminster Pier site). Few natural areas exist elsewhere in the Downtown.

The Fraser River Estuary Management Program (FREMP) classifies and maps the shoreline of the lower Fraser River according to low (green), moderate (yellow), or high (red) habitat productivity. As Figure 16 shows, the majority of Downtown's river edge is of low productivity, except for the three small areas in Quayside mentioned above.

FIGURE 16. PRODUCTIVITY OF DOWNTOWN FRASER RIVER HABITAT AREAS, 2004



Source: Fraser River Estuary Management Program (FREMP) Atlas.

CHALLENGES

- Habitat restoration in built-out areas such as Downtown can be costly, especially for contaminated brownfield sites.
- Apart from major new riverfront parks, the City has limited resources for parkland acquisition to create habitat within other parts of Downtown.

OPPORTUNITIES

- The future development of two waterfront parks will include vegetation for wildlife refuge, and shoreline treatment will contribute to improved habitat productivity, restoring the natural function of the river.
- Design guidelines encouraging rooftop gardens and landscaping of new projects will increase habitat throughout the City. This new type of habitat would be established throughout the Downtown as development takes place over time.

5.4 Fraser River Water Quality

New Westminster sits along an 8 kilometre stretch of the Fraser River, 3 kilometres of which is within the Downtown. Between 2004 and 2006, the lower Fraser River received a rating of “Good” on the Water Quality Index.³ However, recent research indicates that salmon returns are low.⁴ With Downtown’s expected population growth, impacts on Fraser River water quality will become increasingly more important.

Stormwater management is an important part of protecting river health. Due to Downtown’s topography, stormwater output is the Fraser River. Stormwater runoff is generated when precipitation from rain and snowmelt events flows over land or impervious surfaces (paved streets, parking lots, and building rooftops) and does not percolate into the ground. As the runoff flows over the land into the Fraser River, it accumulates debris, chemicals, sediment or other pollutants that could adversely affect water quality.



CHALLENGES

Limiting stormwater will require improvements such as increasing permeable surfaces, which can be challenging in built-out environments like the Downtown.

OPPORTUNITIES

Incorporating more landscaped areas in public streets and rights-of-way, and maximizing the use of landscaping in ground-level and rooftop design of buildings are important strategies that can help minimize stormwater runoff.

Almost all of the City’s Downtown storm/sewer network is now separated, with dedicated systems for sanitary waste and storm flow. All stormwater impacting City streets is now kept out of the existing combined sewer system. This means during peak flows there is no risk of this stormwater mixing with liquid waste and discharging into the Fraser River through any of the five combined sewer outfalls located Downtown. Street stormwater drainage represents about 30% of the land area of Downtown.

Buildings built prior to 1980 were designed to only have one sewer connection. As a result, they remain connected to the combined sewer network, and continue to contribute to liquid waste discharge into the Fraser River during peak flows. However, buildings built after 1980 have separate connections and do not have this impact. Table 4 shows that 72% of Downtown’s housing units are captured by the City’s newer separated sewer system.

TABLE 4. DOWNTOWN HOUSING UNITS BY COMBINED VS. SEPARATED SEWER TYPES.

Period of Construction	Share of Total Housing Units	Sewer Type
Pre-1980	28%	Combined
1980 to 2009	72%	Storm and Sanitary Separated

Source: City of New Westminster Engineering and Building Permit Data

As Downtown continues to develop, new housing units will be captured by the separated system, further reducing combined system discharge.

3 Fraser Basin Council. 2009 State of the Fraser Basin Report: Sustainability Snapshot 4, 74.

4 Fraser Basin Council. 2009 State of the Fraser Basin Report: Sustainability Snapshot 4, 51-53.

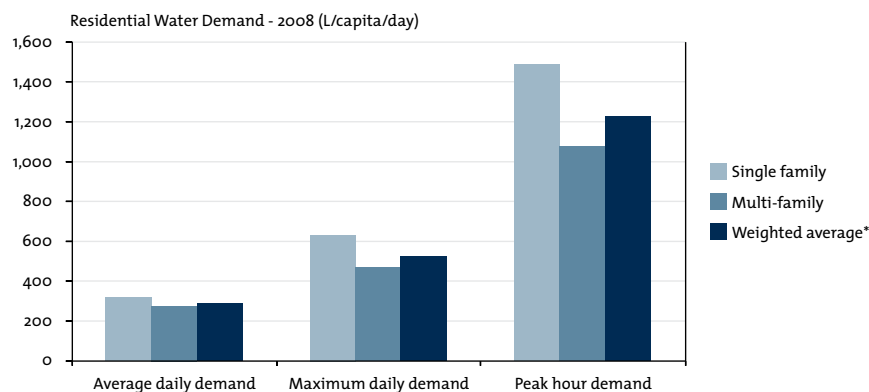
5.5 Water Conservation

Metro Vancouver delivers water to the City of New Westminster through an extensive network of reservoirs, pumping stations and mains. All of this water is treated to meet strict drinking water standards so it is safe for consumption by the time it reaches the end user. As more water is consumed, more energy and infrastructure is needed to collect, treat and deliver it to the City's homes and businesses. Once it goes down the drain, additional infrastructure is required to carry it to wastewater treatment facilities. This entire process is energy intensive and costly.

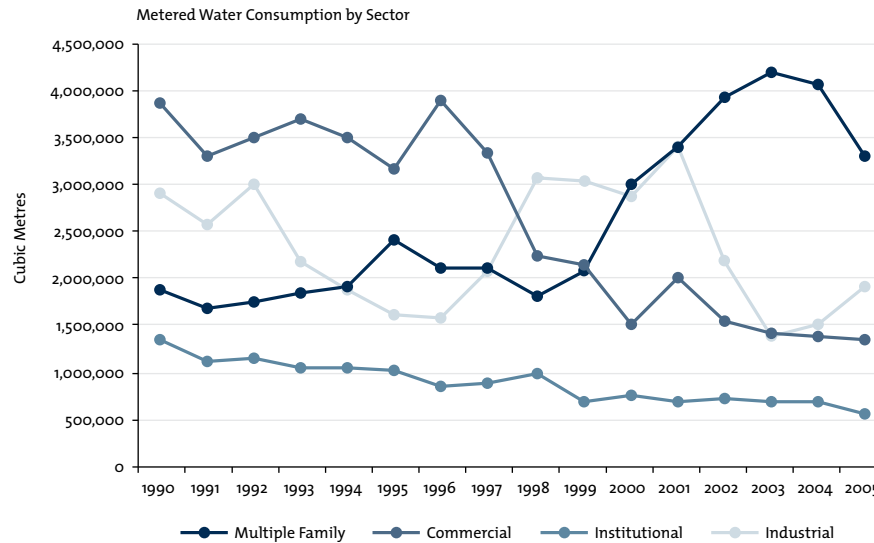
Once water enters the City's system, an average of 13% is lost to system leakage, a result of aging infrastructure. Approximately 75-80% of the City's delivered water is metered at the consumer end; single family residences are the only consumers that are not metered.

The average New Westminster resident uses approximately 290 litres of water per day around the home (Figure 17). Most of this is not consumed for drinking, but is used for toilets, showering, clothes washing, laundry, lawn watering and washing cars. Some of this water is not used at all, but is lost through leaky appliances and plumbing fixtures.

FIGURE 17. DOWNTOWN NEW WESTMINSTER RESIDENTIAL WATER DEMAND, 2008



Source: EarthTech, Downtown Neighbourhood Plan, September 2008

FIGURE 18. CITY-WIDE WATER CONSUMPTION BY SECTOR

Source: Water: GVWD and Municipal Water Demand by Sector, December 2008

Multi-family residential demand is greater than demand in any other consumer sector. As Figure 18 demonstrates, this is a more recent trend and is a result of several influences:

- Increase in population and associated multi-family units
- Decline in water-dependent commercial users (Labatt Breweries)
- Decline in large scale institutional users (Saint Mary's Hospital)

CHALLENGES

Water loss through leakage will take time to address, as the City's aging infrastructure is gradually upgraded.

OPPORTUNITIES

As multi-family demand is the highest demand sector, it offers the greatest opportunity for targeted conservation initiatives. Downtown's high projected growth in this housing type positions it to be a model neighbourhood for water conservation. Recent improvements to the BC Building Code mandate lower consumption interior fixtures. Enhanced design guidelines which encourage drought-tolerant landscaping will further promote water conservation in the Downtown.

5.6 Green House Gas Reduction & Energy Efficiency

New Westminster is committed to greenhouse gas (GHG) reduction. As part of this commitment, it is participating in the Federation of Canadian Municipalities' "Partners for Climate Protection Program" and has adopted a Green Action Plan that provides a set of GHG reduction initiatives that can be implemented at the local level.

The Energy and GHG Emissions Inventory (2009) for New Westminster, released by the Province, indicates that of the City's total emissions, 53% comes from transportation, 45% comes from buildings, and 2% comes from solid waste.⁵ Downtown will be an important part of the City's GHG reduction plan. Promoting transit-oriented development, sustainable modes of transport, and improved building efficiencies will be critical in addressing Downtown's contribution to emissions.

CHALLENGES

- Most of Downtown is already built-out and retrofitting existing buildings to improve their energy efficiency is costly.
- Metro Vancouver's milder climate reduces the financial incentive towards building or upgrading for energy efficiency, compared to other regions with more extreme climates and high heating/cooling costs.

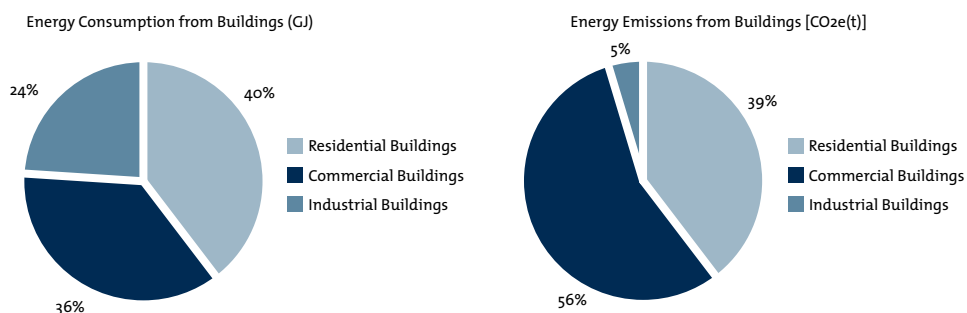
OPPORTUNITIES

With respect to buildings in the City, residential buildings consume the most energy and are responsible for 39% of building source emissions (see Figure 19 and 20). The high residential growth expected for Downtown means targeting reductions in this sector will be key for reducing consumption and emissions.

With rising energy costs and recent innovations in building materials and heating systems, there is a regional trend towards higher efficiency buildings. Design guidelines for new Downtown developments encourage:

- energy efficient features.
- use of alternative energy such as geothermal and solar power.
- maximizing Downtown's southern orientation as an important asset for renewable energy, providing good solar access.

FIGURES 19 & 20. NEW WESTMINSTER ENERGY AND EMISSIONS INVENTORY, 2007



Source: Energy and Emissions Monitoring and Reporting System, Hyla Environmental Services, 2007

⁵ Community Energy & Greenhouse Gas Emissions Inventory for New Westminster: 2007. Hyla Environmental Services Ltd, March 2009.

5.7 Waste/Materials/Recycling

With respect to material waste, one of the most significant waste reduction measures is to retain and adapt existing buildings rather than demolish them. Conservation initiatives related to Downtown's heritage buildings encourage their adaptive reuse. These buildings have significant embodied energy and their retention minimizes construction and demolition waste, as well as energy inputs into new building materials. Downtown has many examples of the conservation, restoration, and reuse of heritage structures.

In relation to household waste, the City plays an active role in public education on recycling, as more products and materials are captured by new recycling programs. As of 2006, it is estimated that New Westminster residents recycle about 30% of all of the solid waste they produce.

5

CHALLENGES

In apartment units with limited storage, there is a lack of space to store and sort recyclables, particularly those which are not collected on-site but are typically saved up and taken monthly to the City's depot. In addition, households without cars have difficulty transporting some of these items (e.g., paints, solvents) to a central City depot.

OPPORTUNITIES

- Use of the City's heritage tools, such as Heritage Revitalization Agreements with density transfers, can lessen financial barriers for the adaptive reuse of heritage buildings.
- Downtown design guidelines include strengthened provision for recycling facilities in multi-family developments, both in individual kitchen spaces and in communal recycling spaces. This will facilitate improved separation of recyclables. The design guidelines also include provisions for improved use of long-lasting, durable cladding materials to minimize material waste over the life cycle of buildings.



5.8 Green Amenities

The Downtown is a highly built-out, urban neighbourhood that currently lacks green amenities. With future development, more emphasis will be placed on “softening” Downtown’s concrete areas with greener corridors and amenities.

CHALLENGES

In a built-out landscape, it can be more challenging and costly to integrate green elements into private and public spaces than it would be in an undeveloped area.



Greening the street, Seattle, WA

Green Amenity Streets

City streets and sidewalks incorporate moderate traffic access, habitat, stormwater management, pocket parks, and street trees to make Downtown more livable and improve its environment. This type of street is particularly relevant to Downtown, where parkland acquisition is costly and difficult.

OPPORTUNITIES

Downtown is shaped by a dense street grid that uses a third of its land base. Incorporating green features into City streets, in the form of street trees and landscaping within the street right-of-ways, can help soften the streetscape. The Public Realm Plan identifies key sites where new pedestrian connections and greenways will be established.

Green amenities can also be incorporated into new developments. Apartment buildings can be designed to include rooftop gardens with outdoor amenity space and/or food-producing gardens. Similarly, green amenities can be included in commercial developments as usable open space for employees. Design guidelines can be applied to both residential and commercial development to encourage these spaces and features.

5.9 Stewardship and Urban Food Supply

One of the most important environmental initiatives is connecting people to the environment, fostering stewardship and environmental responsibility. An individual's contribution towards environmental responsibility may include recycling, composting, taking transit, conserving energy, or properly disposing of household batteries or other hazardous waste. The City's new Community Environmental Grants program supports projects and organizations committed to advancing community involvement in this way. Green Amenity Streets, community gardens, and interpretive education around Fraser River habitat will be key activities for Downtown's role in promoting increased environmental awareness and action.

5

CHALLENGES

- Creating access to gardens is more difficult in a dense neighbourhood where residents have little private open space.

OPPORTUNITIES

- Downtown's underdeveloped park land and its future planned parks offer the potential to create community food-producing gardens.
- Design guidelines encourage more communal outdoor space in new developments, including the potential for communal gardens.
- Currently, there is strong community interest in food security, community markets and gardens.

Note: Given that the environment influences Downtown's social and economic well-being, the Downtown Community Plan integrates environmental considerations throughout other policy chapters. However, some strategies are easier to understand as a distinct group. These are presented separately in this chapter.



Key Goal: Downtown has a strong connection to the natural environment and demonstrates leadership in responsible growth and environmental stewardship.

Strategies	Actions
5a Support improved air quality for residents, employees and visitors.	<ul style="list-style-type: none"> • Support and encourage regional airshed management initiatives to improve air quality. • Minimize impact of car and truck emissions by supporting and encouraging sustainable transportation modes, as outlined in the Transportation Chapter. • Mitigate the impact of Downtown's goods movement corridor, as outlined in the Transportation Chapter. • Consider appropriate development setbacks from major transportation corridors. • Use trees and other types of vegetation to filter and provide a barrier to high pollutant areas to help mitigate the impacts of transportation on local air quality.
5b Reduce and mitigate noise impacts from Downtown's goods movement corridor.	<ul style="list-style-type: none"> • Implement recommendations from the pending Rail Whistle Cessation Study to reduce Downtown rail noise. • Use specific design guidelines for the development of new buildings to require that building design buffers and protects occupants from excessive environmental noise.
5c Integrate and enhance wildlife habitat along the Fraser River and throughout Downtown.	<ul style="list-style-type: none"> • As the access to the waterfront is restored, and parks such as the future Westminster Pier and Muni Evers are developed, design waterfront parks to restore and enhance biodiversity of riparian habitats. • Integrate work on the City's Esplanade foundations and any flood management works with intertidal riparian habitat enhancement and restoration objectives. • Use design guidelines to ensure that landscaping design maximizes opportunities for habitat creation. • Design attractive landscaping features using native plants and bird habitat elements, extending the Fraser River environment into Downtown, creating a unique sense of place.
5d Integrate stormwater management into the planning and design of the waterfront and access points from the Downtown.	<ul style="list-style-type: none"> • Work with Metro Vancouver, the provincial government, rail companies, and TransLink to: <ul style="list-style-type: none"> • Consider routing stormwater runoff via access plinths and then directly over flood control dikes, reducing flood hazard in low-lying areas below the Downtown slopes and providing an opportunity to improve runoff water quality.
5e Integrate stormwater management and water conservation into the design of new buildings.	<ul style="list-style-type: none"> • Use design guidelines to: <ul style="list-style-type: none"> • Maximize use of green roofs and permeable surfaces to minimize stormwater runoff. • Support xeriscaping and other low impact forms of landscaping (i.e., alternative water use options, low consumption irrigation systems)
5f Enhance the ecological function of the streetscape, parks and other public spaces.	<ul style="list-style-type: none"> • Guided by the Public Realm Master Plan, incorporate habitat and stormwater management into street renewal, for example: <ul style="list-style-type: none"> • Greening street network bulges and medians to increase comfort and interest and provide habitat; • Increasing street tree coverage and diversity of tree and shrub species to provide shading and bird habitat; • Incorporating stormwater retention and bio-filtration features into landscape design; • Including park signage about features and benefits where substantial new features have been added. • Design substantial landscape elements to provide habitat, incorporating diverse, multi-storey planting design. • In City landscaping, prioritize plants and grasses which are native, use less water, require less maintenance, and enhance biodiversity by providing nesting habitat, protection from predators, and/or food.

Strategies	Actions
5g Encourage enhanced environmental performance of buildings and private developments.	<ul style="list-style-type: none"> • Encourage green building design (e.g., LEED, BuiltGreen BC, or equivalent) in residential, commercial, and institutional new development, building additions, and renovations. • Facilitate solar orientation and energy efficiency of buildings, as outlined in the design guidelines (Ensure Zoning Bylaw and other regulations permit passive solar design and ventilation). • Promote the use of native plants and plant communities to create visually appealing, wildlife-friendly, low maintenance landscapes on both public and private lands.
5h Ensure the Downtown supports and encourages sustainable transportation modes.	<p>As outlined in the Transportation Chapter:</p> <ul style="list-style-type: none"> • Improve the safety, security, and accessibility of transit stops and stations to encourage transit use. • Enhance commuter routes and active transportation. • Enhance streets for pedestrians, cyclists, and transit users.
5i Support waste management leadership.	<ul style="list-style-type: none"> • Encourage coordination of private garbage pick-up to reduce noise and greenhouse gas emissions through more efficient service provision. • Use specific design guidelines for the development of new buildings Downtown to encourage 3-stream separation areas and collection facilities in residential units, building common areas, and in food establishments.
5j Incrementally develop “Green Amenity Streets.”	<ul style="list-style-type: none"> • Beginning with a local pilot project to test the concept, redevelop a residential street as a “Green Amenity Street,” leveraging City-owned land to support enhanced stormwater management, habitat, pedestrian improvements, and park amenities, in addition to safe local vehicular access. • Consider a range of funding options for greening streets, including development cost charges, grants, and parking in-lieu funds.
5k Facilitate local food growing opportunities and improve access to fresh food.	<ul style="list-style-type: none"> • Work with community partners to promote a healthy food system: <ul style="list-style-type: none"> • Provide access to places to buy, grow, and consume local foods. • Meet the needs of the high density residential community in the Downtown, by providing access to garden spaces. • Pilot test Community Gardens in the Downtown. Prioritize sites that are safe and accessible to residents, have adequate sun exposure, and good growing conditions.
5l Promote environmental stewardship by connecting people with nature.	<ul style="list-style-type: none"> • Expand active programming for Downtown parks to encourage use by nearby residents. Programming could include community gardens and other small-scale activities that can be accommodated on sloping sites. • Design Westminster Pier and Muni Evers Park sites to include significant habitat enhancement with interpretive signage describing the ecological significance of riparian habitat. • Use design guidelines to ensure that building and site design maximize opportunities for communal green amenity space including food producing gardens.

6.0 Economy



Columbia Street 1944, Source: NWPL 3438

Downtown New Westminster was once a thriving economic centre within the region, boasting successful retail, commercial and industrial sectors. Fishing docks, rail lines and the Fraser River Bridge connected Downtown to other parts of the region, supporting salmon canneries, lumber mills, food processing, distribution of agricultural products, and retail along the “Miracle Mile.” In the 1950s, however, the area met economic decline exposing it to disinvestment and neglect. More recently, the neighbourhood has benefited from a development boom, transitioning it from a struggling area to a neighbourhood of renewal, interest, reinvestment and optimism.

Recent research indicates that each new resident to a City creates demand for 8 m² (0.75 ft²) of office space and 1.9 m² (20 ft²) of retail space to serve their typical daily needs, for example, grocery shopping, banking, personal services, and insurance. Thus, for every 1,000 new residents, 2,600 m² (28,000 ft²) of commercial space is needed. In keeping with the concept that Downtown should be a walkable, complete community, this means that as residential growth occurs, commercial growth needs to keep pace. If insufficient commercial space is available,

residents will need to travel to other parts of the City or elsewhere to access regular daily shops and services.

Likewise, in considering Downtown’s potential as a Regional City Centre, residential growth should be balanced with the growth of employment-generating space to ensure sufficient capacity to accommodate jobs in the Downtown. This is essential in the making of a complete, sustainable community.

6.1 Retail, Restaurants and Entertainment



814 Columbia Street

Retail uses in the Downtown are concentrated primarily within four locations: along the Columbia Street corridor, the Quay, Columbia Square, and Sixth Street. Combined, Downtown has a total of 61,780 m² (665,000 ft²) of occupied retail, restaurant, and entertainment space. Downtown offers several regional and visitor-serving retail/entertainment destinations (e.g., bridal shops, antiques, comedy club) but a limited amount of local-serving retail and services. The influx of new residents provides significant opportunities to introduce additional neighbourhood-serving goods and services (e.g., banks, drycleaners, cafés, specialty food stores).

6

Downtown's population growth will create increased demand for new neighbourhood-serving shops and services. On average, this will amount to demand for 835 m² (9,000 ft²) of new retail space per year. By 2031, growth in neighbourhood retail-serving space could total 19,325 m² (208,000 ft²).

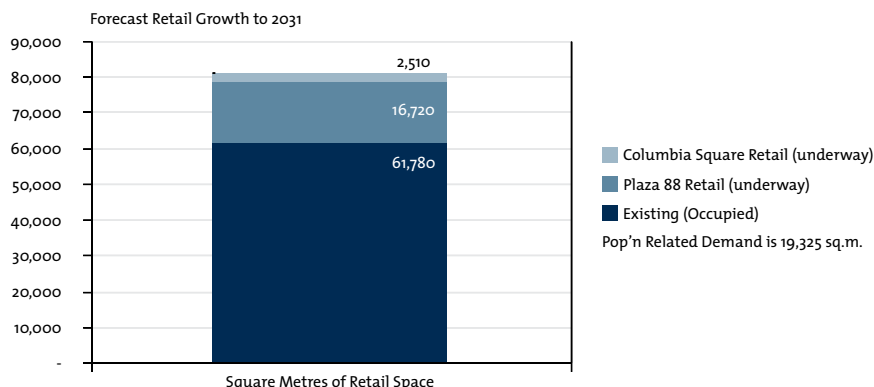
In addition to neighbourhood-serving retail, Downtown plays a role in fulfilling retail needs at a broader City-wide and regional level. Over time, this has taken different forms - from its earlier days when people came from the Fraser Valley to shop the Miracle Mile, to the opening of SkyTrain and the destination-oriented Westminster Quay public market in 1986, to current niche retail such as the bridal shops along Columbia Street. Retail will continue to be an important sector for Downtown.

RETAIL SPACE UNDER DEVELOPMENT

Plaza 88, located around the New Westminster SkyTrain station, is a partially constructed mixed-use development that will help meet the retail demand for Downtown. The development will contain as much as 16,720 m² (180,000 ft²) of transit-oriented retail, including a 3,485 m² (37,500 ft²) grocery store, a 1,625 m² (17,500 ft²) drugstore and a 1,080 m² (11,600 ft²) liquor store. The remainder will be retail, but has not yet been allocated for a specific retail use.

Figure 21 shows Downtown's current retail floorspace and the two major retail projects currently underway, which amount to an additional 19,230 m² (207,000 ft²).

FIGURE 21. EXISTING AND IN-STREAM RETAIL SPACE



Source: City of New Westminster and Coriolis Consulting Corp

CHALLENGES AND OPPORTUNITIES

Many of the major regional and sub-regional retail chains (e.g., Canadian Tire, Future Shop, Winners, London Drugs, Costco) require large sites so they can accommodate most of their floorspace on a single level. Downtown's fine grained grid system, small parcel sizes and inventory of heritage buildings means there are few sites that can accommodate large format retail development.

However, Downtown's heritage character and riverfront location make it a unique destination for boutique shopping, entertainment and dining. It offers an attractive alternative to shopping in a suburban mall or automobile-oriented commercial strip. Attributes such as pedestrian scale, historic character and charm, and niche specialization are becoming more valued thereby giving Downtown a competitive advantage in this regard.

Several City and private initiatives currently underway will enhance this unique sense of place needed to stimulate regional commercial growth:

- a revitalized River Market at the Quay will serve as a retail anchor.
- the proposed multi-use civic facility will generate spin-off demand for food and beverage space for people attending conferences and arts performances.
- The new park at the Westminster Pier site will draw people to the riverfront, creating opportunities for shopping and eating.
- Hyack Square is now a place for positive community interaction and outdoor performances.

6.2 Growth in Office Space



Downtown's office market currently consists of approximately 48,900 m² (526,500 ft²) of occupied space. One building in the Downtown is considered Class A office space. In order to attract new office employers to the Downtown, the Downtown Community Plan prioritizes the need to promote and construct new Class A office space.

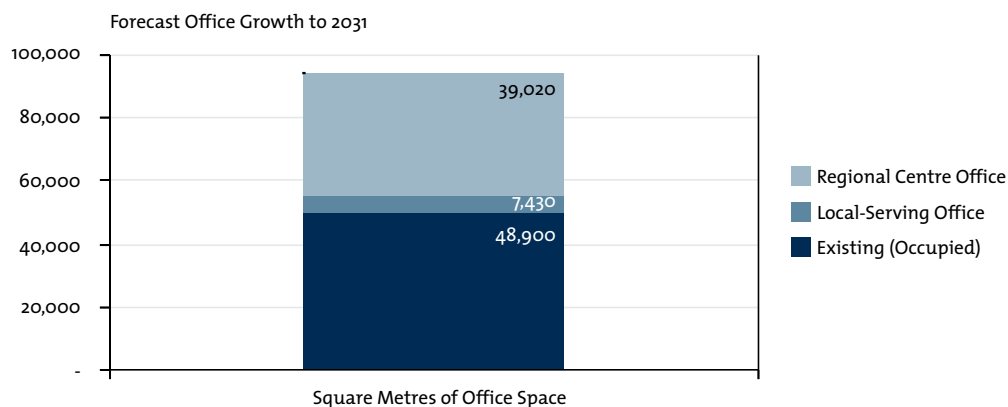
Downtown's residential population growth will create increased demand for new neighbourhood-serving office space. On average, this will amount to demand for approximately 325 m² (3,500 ft²) of new office space per year. By 2031, growth in neighbourhood office space could total 7,430 m² (80,000 ft²).

As a designated Regional City Centre, Downtown is intended to accommodate high density transit-oriented office jobs clustered around SkyTrain stations. Between 2008 and 2031, the City is expected to attract about 3,250 m² (35,000 ft²) of regional office space on an annual basis. Approximately half of this is expected to end up in the Downtown. By 2031, this Downtown office growth could amount to an additional 39,020 m² (420,000 ft²).

Downtown is already home to several major public and private sector employers (e.g., Douglas College, BC Land Titles Office) which serve a regional or provincial function. Attracting further investment for this type of office growth will be an important function and role of the Downtown.

Figure 22 shows both neighbourhood-serving office growth and regional office growth in relation to Downtown's existing office floorspace.

FIGURE 22. FORECAST GROWTH IN OFFICE SPACE TO 2031



Source: City of New Westminster and Coriolis Consulting Corp

CHALLENGES AND OPPORTUNITIES

Attracting investment in new office space is a challenge faced by municipalities throughout the region, making it a highly competitive type of development. Specific challenges for Downtown New Westminster include:

- Small parcel sizes require consolidation for large high rise developments.
- Employers seeking to locate near SkyTrain can choose among locations in Surrey, Burnaby, and East Vancouver in addition to Downtown New Westminster.
- Downtown has longstanding image and safety challenges which must be overcome if it is to successfully compete with other Regional City Centres.
- Public realm improvements, particularly enhanced waterfront connections and park space, are required to boost Downtown's appeal.

For typical regional office employers, Downtown offers several ingredients sought after for office development — excellent views, lower land costs, and a supply of vacant or underdeveloped sites. Downtown is strategically located in the centre of the region, has SkyTrain connections to Surrey, Vancouver and Burnaby, and is close to the junction of the proposed Evergreen Line that connects to the Tri-Cities. It has the advantage of being on the north side of the Fraser River, so there are no bridge connections to Vancouver.

Downtown's rich collection of heritage buildings gives it a niche-market character, similar to Vancouver's Gastown and Yaletown. With civic investment in the Downtown, and with further new residential and commercial development, increased property values will help support the continued restoration of Downtown's heritage buildings.



Inn at the Quay, 900 Quayside Drive

HOTELS AND VISITORS

New Westminster has not been a major player in the regional tourism market, although this is true of most Metro Vancouver municipalities outside of Vancouver. Vancouver's near monopoly on major convention facilities, high end hotels, major tourist attractions (e.g., Stanley Park, Aquarium, Science World, Space Centre, Gastown) and major arts/cultural facilities means that other municipalities play specialized roles in the tourism market.

With its riverfront setting, unique historic character, pedestrian scale, regional centrality, and high quality transit service, Downtown New Westminster is well positioned to accommodate regional tourist attractions. It has become well-known for its collection of bridal gown boutiques, galleries, heritage buildings and funky antique stores, drawing visitors from around the Lower Mainland.

Downtown's three hotels include the modern Inn at the Quay, and the historic and carefully restored Met and Arundel hotels, for a total of 172 units. In addition to its accommodation, the Inn at the Quay has a meeting/conference capacity of 200.

Product development, marketing, and other activities that promote tourism, focusing on Downtown's arts, heritage, culture and Fraser River location will be important in advancing the Downtown's economic development objectives.

Key Goal: Downtown has a strong retail and commercial base, supporting its role as a complete neighbourhood, and an economic hub within the City and the region.

Strategies	Actions
6a Provide for a mix of retail shops and services that fulfill the full range of Downtown residents' day-to-day needs.	<ul style="list-style-type: none"> • Ensure that designated land use and zoning align with current and anticipated retail market demand in terms of permitted uses, design, and density. • Promote vibrant streetscapes in commercial areas. • Support sidewalk patios and other forms of on-street commercial activity consistent with other economic development goals. • Identify viable locations for retail at-grade. Focus retail at these locations to create a critical mass of contiguous street-level shopping. • Identify gaps in essential shops/services and in the desired retail mix, recruiting stores where necessary to provide for residents' needs.
6b Strengthen Downtown as a unique and successful regional business centre.	<ul style="list-style-type: none"> • Ensure land use and zoning support high density office space, where appropriate (e.g., in close proximity to SkyTrain stations). • Encourage retention of existing government agencies in the Downtown by utilizing regulatory incentives if necessary. • Encourage senior governments to locate region-serving agencies in the Downtown. • Promote New Westminster as an office location to the region's office developers and leasing agents. • Improve investment opportunities by providing amenities such as parks and child care in the Downtown. • Consider office development opportunities in the sale or development of City-owned land. • Maximize the office potential on the upper floors of tower podiums on major streets. • Use incentives such as density bonusing to promote new office development.
6c Attract regional niche-market offices to Downtown's existing heritage buildings.	<ul style="list-style-type: none"> • Market Downtown's heritage commercial buildings to attract niche employers from the design, creative, and sustainability-related sectors who specifically want to locate in heritage character properties. • Develop a comprehensive parking strategy for Downtown, to provide spaces to replace the existing Front Street Parkade. • Use Building Code equivalencies wherever possible to ease the financial burden of upgrading protected heritage buildings.
6d Foster the Downtown as a tourist destination.	<ul style="list-style-type: none"> • Promote tourism activities that build upon the waterfront and entertainment uses around the Quay. • Promote a unique Downtown experience based on the history of the area and the importance of the working Fraser River. • Promote the development of tourism support services (e.g., tours, accommodation). • Create a vibrant and active Downtown experience as the basis of attracting tourism activities. • Implement an effective Downtown branding and directional signage program. • Create a flexible performance space to attract and bring touring professional organizations to the Downtown.

7.0 Housing

TABLE 5. DOWNTOWN HOUSING CHARACTERISTICS

	2008	2021	2031
Downtown Population	9,565	15,441	21,409
Share of City's Population	15%	19%	22%
Type			
Number of dwelling units Downtown	5,220	8,677	12,187
Apartment	4,495	8,402	11,912
Townhouse	235	235	235
Single family	40	40	40
Downtown housing stock as share of City's stock	19%	23%	26%
Tenure			
Downtown Residential units rented	41%		
Downtown Residential units owned	59%		

CONTEXT

Downtown is currently home to approximately 9,565 people. As a designated Regional City Centre that is centrally located within the region, and well serviced by high quality transit, it is expected to accommodate a large share of the region's employment and residential growth. As a result, Downtown's population is expected to grow to over 21,000 people by 2031. In order to accommodate this growth, an additional 7,400 units will need to be built over the coming few decades, nearly all of which will be in apartment form. By 2031:

***"You can't rely on bringing people downtown; you have to put them there."** – Jane Jacobs*

- 22% of the City's residents will be living in the Downtown.
- 26% of the City's housing stock will be in the Downtown.
- 98% of Downtown's housing stock will be in apartment form.

Access to safe, adequate and affordable housing is fundamental to the physical, economic and social well-being of individuals, families and communities. Sustainable communities include a range of housing choices and adequate supply to meet the housing needs of their community and to provide affordable and appropriate housing for employees and employers. As a growth area that supports a diverse mix of land uses (residential, commercial, industrial, institutional) and recreational opportunities, providing housing choice enables residents the option to live, work, shop, and play in close proximity.

CHALLENGES AND OPPORTUNITIES

The Downtown has undergone extraordinary change throughout its 150 years, however, not all of it was welcomed. The impact from the loss of major economic pillars, starting in the 1950s, has presented a number of challenges for Downtown, particularly as a residential neighbourhood. Existing residents have indicated a lack of sufficient amenities and services (e.g., retail stores, attractions, schools) and recreational opportunities (e.g., community centres, parks) to support their lifestyle.

Downtown is a growth concentration area with a limited land base and few vacant sites to accommodate further growth. A significant portion of the existing housing stock, and all of the expected new stock in the Downtown will be in apartment form. If planned and designed appropriately, this higher density type of development can be attractive and highly livable.

Like elsewhere in the City, Downtown residents face affordability challenges. Approximately 12% of the City's purpose-built rental housing stock is located in the Downtown, and is aging and in danger of not being replaced. There is limited choice in housing type, with few ground-oriented housing units suitable for families, seniors, and those with mobility challenges.

However, the expected growth presents tremendous opportunities for improving Downtown's livability. Increased growth:



Supports housing choice and affordability

Providing a range of housing types allows for choice to meet the changing housing needs of residents over time and an increased supply reduces escalating housing costs.

Protects the environment

Compact urban form is important for containing urban growth and preventing sprawl into ecologically sensitive areas, habitat and other lands not suitable for human residence. Accommodating the same number of housing units on less land also helps accommodate growth without encroaching on parks and open areas.

Helps expand transportation choices

Transportation choices give people the freedom to walk and take a bus, SkyTrain or bicycle for part or all of their daily travel needs. High quality transit service is efficient and cost effective for the consumer, but is expensive to build and service. Density creates choice by providing the rider-ship needed to make transit a viable and competitive transportation option.

Reduces municipal costs (taxes)

Dense development can improve community fiscal health by reducing infrastructure duplication and making efficient use of present capacity, before investing in costly infrastructure expansion.

Efficient use of services

Services are a key part of what makes a neighbourhood livable. This could include child care, cultural programming and recreational services. However, a certain level of demand for these services is required if they are to become financially viable and sustainable.

Supports local businesses

Local businesses help meet the daily needs within communities - banks, grocery stores, hair salons, restaurants, dentists, drycleaners, etc. Density is critical for attracting and supporting these local businesses and keeping the streets and sidewalks active and vibrant.

Helps improve safety

Criminals tend to favor desolate rather than busy places. A compact urban environment has the potential to increase social interaction and consequently deter crime. More “eyes on the street,” during the day and night, helps to keep the streets safe.

In addition to the broader community benefits of a compact urban form, there are a number of other more specific assets in the Downtown that will make it a great place to live.

SkyTrain - Downtown is home to two SkyTrain stations, providing mobility, connections to other parts of the region, and improved affordability by reducing the need for a car.

Multi-Use Civic Facility - Downtown will be home to the new civic facility, which will meet an outstanding need for neighbourhood level services and activities.

School - the School District has announced that the former Saint Mary’s Hospital site will be the future location of a new elementary school.

Waterfront Parks - Muni Evers Park will be programmed in the coming years for active and passive recreational use and in 2009 the City purchased the 3.2 hectare Westminster Pier site along the waterfront and will be converting it into park space.



Ground-oriented housing, City of North Vancouver

New development allows for an opportunity to achieve the City’s housing objectives around increasing choice: more ground-oriented units that will be attractive to households with children, and universal design that will be suitable for those with mobility limitations and allow seniors to age in place. The City will also support density bonusing in the Downtown, helping the City acquire amenities to support a growing population, ensuring a high quality of life.

Key Goal: Downtown is a great place to live.

Strategies	Actions
<p>7a Provide a range of housing choices by tenure and type to meet the diverse needs of current and future residents.</p>	<ul style="list-style-type: none"> • Provide for housing well-suited for singles, couples, empty nesters, seniors and families. • Ensure land use designations provide for the development of ground-oriented units (townhouse, courtyard apartments) suited to the needs of seniors, households with children, pets or those with mobility limitations, giving special consideration to the “Albert Crescent Precinct.” • Establish guidelines for unit size distribution in new developments (number of 1BR, 2BR, 3BR). • New multi-family apartment units will be encouraged to be developed in accordance with universal design principles. This provides housing choice for those with mobility limitations and allows seniors to age-in-place. • Maintain the moratorium on conversions from rental to condominium tenure.
<p>7b Facilitate the provision of housing that meets all affordability levels.</p>	<ul style="list-style-type: none"> • New non-profit housing projects developed under bona fide affordable housing programs (Provincial Government partnership programs) will be granted bonus density without payment to the City, subject to meeting design principles. • A replacement policy will be developed and implemented in new developments where rental stock is demolished. • The “SkyTrain Precincts” will allow for higher density (more housing units) in close proximity to SkyTrain stations. This improves affordability as it reduces the need for a car.
<p>7c Ensure residential growth is matched with sufficient services and amenities to support an increased population.</p>	<ul style="list-style-type: none"> • Make extensive use of the City’s Financing Growth tools to support growth: Density Bonusing, Development Cost Charges, Voluntary Amenity Contributions, School Site Acquisition Charges, Parkland Dedication.
<p>7d Ensure housing is attractive, safe, and “livable.”</p>	<ul style="list-style-type: none"> • All new and redevelopment projects shall apply Crime Prevention Through Environmental Design (CPTED) strategies to enhance personal and property safety and security. • Continue to support the participation of property managers in the Crime Free Multi-Housing Program. • Use design guidelines to ensure adequate light and air into housing units. • Ensure all developments have minimum outdoor space requirements. • Require design solutions that result in ground-oriented units at the base of apartments that are suitable for households with children and pets. • New and redeveloped buildings will be built so that no habitable space is below the appropriate Flood Construction Level as determined by a certified engineering professional.

8.o Community Well-Being



“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.” – Jane Jacobs

CONTEXT

In order to be a sustainable community, the Downtown must foster inclusiveness, social equity and community well-being. There needs to be opportunities for citizens to participate in their community in a safe and supportive environment, in a way that cares for vulnerable community members and celebrates diversity. An inclusive community fosters a sense of belonging and empowerment; it facilitates social connections that bridge differences in ability, age, income and lifestyle. Social and physical accessibility to civic resources and services are key. This includes taking full advantage of public transportation infrastructure and co-locating community services with housing, jobs, parks and recreational facilities, schools and other amenities.

Important characteristics of Downtown’s current population:

- 32% of Downtown’s population is comprised of immigrants.
- Over 900 children 0 to 12 years of age live in the Downtown.
- Of all Downtown households with children, 40% of these are single parent households (compared to 30% for the City as a whole).
- There is a greater share of young adults (19%) than in the rest of the City (15%).
- Majority of City’s homeless population finds shelter and services in the Downtown.

Downtown New Westminster supports a variety of social service agencies and non-profit organizations that address community needs related to child care and early childhood development, education, health, housing and poverty reduction.

As thousands of new residents make Downtown their home, demand will increase for expanded community and social services, including arts facilities, health services, child care spaces, recreation programs and schools.

ROLE OF THE CITY

The social challenges facing the Downtown are complex and require the expertise and resources of a diverse range of agencies and service providers. The City can function as a catalyst by providing leadership and facilitating and enhancing partnerships, including with other levels of government, businesses, community groups, faith-based organizations, residents associations and social service agencies.

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OPPORTUNITIES AND CHALLENGES

Not unlike many urban city centres, Downtown New Westminster is confronted with a number of social issues including criminal activity, homelessness, and a population experiencing issues related to mental illness, poverty and substance abuse. Concern about public safety, particularly around the two SkyTrain stations, continues to be a challenge. Other areas of concern include:

- Possible displacement of existing residents and social service agencies due to higher housing costs and lease rates, a result of new development and growth.
- Lack of community amenities and services.
- Few public plazas and spaces that facilitate community building and social interaction.
- Steep grades that make it difficult for seniors and persons with mobility challenges to get around.



In order to tackle these social issues, particularly those related to criminal activity and homelessness, recent efforts have been made to address them in a more coordinated and integrated approach. For example, the development of 84 new supportive housing units in and near the Downtown will address the need for affordable, stable housing and the need for supports to assist people in dealing with mental illness and substance abuse issues. Several other initiatives contributing to improved community well-being in the Downtown include:

- Development of new services to address the settlement and integration needs of new immigrants and refugees.
- Development of a multi-use civic facility that will integrate a variety of uses promoting social development, interaction and community celebration.
- Acquisition and development of a 3.2 hectare waterfront park.
- Establishment of up to 80 new child care spaces, including 24 infant care spaces.
- Establishment of a new elementary school on the former Saint Mary's Hospital site, which may include community-use spaces.

Key Goal: Downtown is a welcoming and inclusive neighbourhood that supports the diverse needs of its residents, employees and visitors, and provides equitable access to community, education, health, safety, and social services.

Strategies	Actions
8a Support Downtown as a family friendly neighbourhood, with sufficient services and amenities to meet the needs of households with children and youth.	<ul style="list-style-type: none"> • Encourage the development of ground-oriented housing units, and establish guidelines for unit size distribution in new developments (number of 1BR, 2BR, 3BR). • Ensure that the Downtown park system offers a variety of equipment and spaces suitable for families, and that neighbourhood parks with play equipment are easily accessible by walking. • Facilitate the development and provision of child care in the Downtown, through: <ul style="list-style-type: none"> • including child care space in new developments, public and private, where appropriate. • cooperating with School District #40 to encourage the provision of school age care and other types of child care in new school facilities. • Continue to work through the Early Childhood Development (ECD) Public Partners' Committee⁶ to develop an ECD hub, anchored by child care, to serve Downtown.
8b Encourage a continuum of educational opportunities.	<ul style="list-style-type: none"> • Recognize the importance of life-long learning to the health and well-being of residents by: <ul style="list-style-type: none"> • supporting the School District and its delivery of K-12 curriculum, together with extra-curricular activities and community-based programs (e.g., adult education, ESL). • working collaboratively with the School District regarding the location, size and type of new school facilities. • establishing the Downtown as a regional focus for post-secondary facilities and programs (e.g., Douglas College, West Coast College of Massage Therapy, Boucher Institute of Naturopathic Medicine). • encouraging private schools and alternative education programs.
8c Create an age and ability friendly community.	<ul style="list-style-type: none"> • Encourage accessible, barrier-free housing design that can be easily adapted in accordance with needs and abilities, while enabling residents to age in place. • Ensure that all transportation systems, civic facilities, parks and public spaces (e.g., sidewalks, plazas) are accessible and barrier-free.
8d Create an inclusive community in which people of all cultures and lifestyles feel welcome.	<ul style="list-style-type: none"> • Recognize, value and celebrate diversity as a source of enrichment and strength by: <ul style="list-style-type: none"> • Supporting cultural activities, festivals, and events. • Ensuring civic facilities, parks and public spaces are welcoming, inclusive and safe places. • Work closely with community and multicultural agencies to support the settlement and integration of new immigrants into the community.

⁶ The ECD Public Partners' Committee includes the City of New Westminster, Fraser Health, the Ministry of Children and Family Development, School District #40 and the United Way of the Lower Mainland.

Strategies	Actions
8e Support the work of community and social service agencies in their efforts to create an equitable, inclusive, livable, safe and welcoming Downtown.	<ul style="list-style-type: none"> • Plan for and encourage the development of suitable spaces for community and social services as the population grows and evolves. • Consider co-locating community and social services in civic and public sector facilities and offering low or subsidized lease rates. • Liaise with government bodies, not-for-profit and private service providers, and community agencies to identify and address community, health and social issues and to maximize the efficiency and effectiveness of the social service delivery system. • Work cooperatively with business and resident associations to ensure that new land uses which address community and social issues are located, designed and programmed to integrate within the community.
8f Ensure that residents, visitors, and employees have a strong sense of personal and property safety in the Downtown.	<ul style="list-style-type: none"> • Continue to support community policing and crime prevention programs as a proactive step in reducing crime and improving communication and coordination between police and community. • Incorporate Crime Prevention through Environmental Design (CPTED) strategies into public and private spaces to ensure that the built and natural environments are welcoming and safe. • Address concerns related to fear of crime, whether real or perceived, through community education programs and marketing initiatives. • Actively enforce City bylaws relating to maintenance standards since well-maintained spaces establish a sense that people about and will defend a space. • Aggressively deal with businesses and persons implicated with illegal activities or public nuisances, through policing and bylaw enforcement.
8g Address the needs and issues related to homelessness, including business and resident concerns related to street homelessness and its associated impacts.	<ul style="list-style-type: none"> • Develop a continuum of housing, including emergency shelter beds as entry points or gateways, and longer-term supportive housing, to permanently transition people out-of-homelessness. • Decentralize housing, services and supports targeting the homeless throughout the City. • Work closely with the New Westminster Homelessness Coalition, as well as community, housing and social service agencies, to address the root causes of homelessness and to permanently transition people out-of-homelessness. • Facilitate the provision of adequate emergency shelter and supportive housing, the operation of homeless patrols to deal with nuisance and problematic activities, and proactive policing initiatives to deter and reduce criminal activity.

9.0 Heritage Management



Westminster Trust Building, 713 Columbia Street



Court House, 668 Carnarvon Street

New Westminster, also known as the “Royal City,” is the oldest incorporated city in British Columbia. There is a strong sense of pride and commitment to the conservation of heritage resources which makes New Westminster a distinctive community. The City of New Westminster is one of the most diligent communities in the province with regard to heritage conservation. The community and Council value the City’s heritage resources and have consistently supported numerous measures for the protection and conservation of those resources.

A HISTORIC DOWNTOWN

Downtown New Westminster’s heritage resources include commercial and institutional buildings, low rise apartment buildings, single family homes, churches, road layouts and views.

Downtown has a rich inventory of heritage buildings that represent key defining features for New Westminster residents. The scale and authenticity of heritage buildings, along Columbia Street in particular, is important. The heritage building stock is primarily Edwardian in character, with examples of Art Deco, Streamline Moderne and early International styles as well.



*Emmanuel Pentecostal Church,
321 Carnarvon Street*

The heritage of Downtown is not limited to Columbia Street. New Westminster retains its continuity with the past through pockets of historically significant buildings, streets and views. There are three churches in the Downtown that pre-date 1900. The oldest is the Emmanuel Pentecostal Church, built 1891, followed by Holy Trinity Cathedral and St Paul's Reformed Episcopal Church, both re-built in 1899. These churches provide an important part of New Westminster's story, as they all date back to the early days of the City. The first Holy Trinity Cathedral building opened in May 1860 and was the first Anglican church in the province to be built by public subscription and donations.

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The Downtown also has important legal and educational buildings, which are all located within a few city blocks between Royal Avenue and Carnarvon Street, and Sixth and Eighth Streets. This area has historically contained institutional uses. The Old Courthouse was built in 1899 on the foundations of the original 1891 building (which had been destroyed in the 1898 fire). The Courthouse is associated with Chief Justice Sir Matthew Begbie, a colourful judge who was active in the mid-19th Century and toured the province with a heavy hand, becoming widely known as "The Hanging Judge." Nearby are the old Land Registry Office, built in 1911 and the Fisheries Building, built in 1906.

The eastern part of the Downtown has a long residential history. Before 1900, the prominent citizens of the new City had their homes in the Albert Crescent neighbourhood, including the Irving family, Mayors Curtis, Hoy, Johnston and Keary, and architect Samuel Maclure, among others.

Of equal importance to the Downtown's historic past is the street pattern that was planned and laid out by Colonel Moody and the Royal Engineers in 1859. The use of a grid pattern was how capital cities expressed their power. In New Westminster's case, the roads had to be cut into the steep topography, therefore emphasizing and reinforcing the sense of order and stability that a grid pattern created.

The steep topography that made construction of a street grid pattern so challenging, also offered residents spectacular views of the River. As the City has grown, some of these views have been lost. Now, the best views are down the main streets and are particularly valued by New Westminster residents.

HERITAGE MANAGEMENT

Heritage resources are the tangible elements of the past that help make each community unique. Historic buildings, sites and landscapes reflect the forces that shape a community and help people understand the area's development. Heritage conservation involves the management of elements of the past for the benefit of future generations. It is a continuous activity that relies on community participation and support.

In 1993 the City adopted the New Westminster Heritage Management Plan, which set out to:

- Provide the City with a set of policies, standards, procedures, and tools to guide decision-making regarding the ongoing management of the City's heritage resources; and,
- Involve the community in a manner that would help raise awareness of the value of heritage resources and contribute to a strong base of local support for the Heritage Management Plan.

There are a number of tools available to municipalities to help protect heritage resources. Part 27 of the *Local Government Act* includes provisions for legal protection bylaws, impact assessments and temporary protection orders that form the City's heritage management approach.

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HERITAGE CONSERVATION PRINCIPLES

The City's heritage conservation principles are as follows:

- The conservation of the heritage value of a place is best done by protecting and maintaining the entire building and its character-defining elements appropriately.
- Deteriorated elements should be repaired using recognized conservation methods rather than replaced.
- Any repairs to a historic place should be physically and visually compatible with the historic place, and identifiable as new upon close inspection.
- The building should not be moved from its original location, nor should it be added to unsympathetically.
- Any alterations to an historic place should be physically and visually compatible with, subordinate to and distinguishable from the historic place.
- At no time should a false sense of historical development be created.
- Where possible work should be documented and reversible, meaning the essential form and integrity of a historic place will not be impaired if any new work is removed in the future.

HERITAGE TOOLS

One of the most flexible and complex heritage conservation tools is the Heritage Revitalization Agreement (HRA). It is a powerful bylaw that is negotiated between a property owner and the City, balancing private and public interests, heritage conservation and development, and livability and densification. The implementation of the HRA must have clear guidelines regarding where and when it is an appropriate tool for use, how it should be used, and how it relates to other City policies. The City of New Westminster has used HRAs as an effective tool in the Downtown for large scale commercial, residential and mixed-use developments.

Other forms of long-term protection of a heritage site include Heritage Designation Bylaws, Heritage Conservation Areas, and Conservation Covenants. In the Downtown, 19 buildings are formally protected by either a Heritage Designation or a Heritage Revitalization Agreement Bylaw. Of these, eight are on Columbia Street.

The most likely candidates for long-term protection are the properties that are currently listed on the Heritage Register. Consideration will also be given to non-Register buildings that were built before 1900 that have particular city-wide importance.

HERITAGE REGISTER

The City has a Heritage Register, which is an official list of heritage properties that the community has identified as being significant. The Register gives notice to prospective buyers that a property is important on a community level and it enables staff to monitor proposed changes to those properties through the development review process and licensing. In addition, properties listed on the Heritage Register are eligible for special provisions under the BC Building Code (i.e., modified building standards). The City has been working on a comprehensive update of the City's Heritage Register, with new properties recently added.

All properties on the Heritage Register have a Statement of Significance (SOS) describing the heritage value of each property. The SOS identifies the heritage character-defining elements that need to remain if the heritage value of the property is to be protected. At present, the Heritage Register includes 51 properties in the Downtown, 31 of which are located on Columbia Street. Two of these buildings survived the Great Fire of 1898.



FAÇADE RETENTION

Façade retention is the removal and renewal of a building's insides - its walls, columns, floors – while retaining its original front or outer walls. Façade retention of key commercial buildings in the Downtown has inspired community debate in the past. To this end, it is important to have a clear set of guidelines that balance the public and private benefits of this type of initiative.

Heritage conservation best practice recommends that significant heritage buildings and structures be retained in their entirety, on their original site, with enough original context. In some cases, the façade of a building may be the only element that is practical and reasonable to retain. Under these circumstances, the portion of the building that will be demolished should be fully documented prior to and during the demolition process as part of the conservation plan guiding the process.

URBAN ARCHAEOLOGY

The history of New Westminster includes important cultural groups that have left their mark upon the City with few, if any, remaining visible physical elements. However, it is likely that artifacts exist below ground level and may be brought to light during the excavation process of new development. The most likely types of artifacts will be of First Nations, Chinese, and pre-1898 Fire origin.

As a condition of rezoning, a developer will be expected to hire an accredited archaeologist to be present on site during the excavation process in order to recover and record artifacts. Artifacts will be given to the City of New Westminster Museum and Archives once they have been recorded.

CHALLENGES AND OPPORTUNITIES

While heritage resources have been identified by the community as a key defining feature for the Downtown, there is debate regarding the long-term viability of these assets.

Physical challenges – many buildings have deteriorated physically, require seismic upgrading, and some sit on unstable soils. This makes rehabilitation and/or reuse difficult and expensive.

Development pressures – long-term heritage protection limits the type and scale of development permitted on a site. For some property owners, this is seen as overly restrictive.

Image of Columbia Street – By virtue of the number of heritage building along its corridor, the image of Columbia Street has become synonymous with the perception of heritage conservation. Columbia Street has some vacant older buildings, unsympathetic additions and crumbling facades. Some believe the disinvestment along the corridor is due to the extraordinary costs of maintaining and upgrading historic buildings.

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Fortunately, Downtown has benefited from the recent development cycle that peaked in 2008, bringing in much needed investment into the neighbourhood. Downtown's central waterfront location with its variety of transportation choices makes it an attractive location for continued growth and investment. Columbia Street has all of the necessary ingredients to become a source of economic vitality and pride with its pedestrian-friendly scale and collection of historic buildings that create a distinct and marketable ambience.

Use of incentives – Recognizing the financial difficulties with maintaining and upgrading heritage resources, the City will utilize incentives to promote heritage conservation. Zoning provisions can be amended or waived (such as density allocation or parking requirements) in exchange for heritage improvements.



Density Transfer Program - In 2000, the City adopted the Density Transfer Program which identifies eligible properties in the Historic Precinct. Eligible recipient sites purchase unused density from eligible donor sites on the City's Heritage Register. The recipient site incorporates the extra density into their development, the donor site uses the income to conserve the building and enters into a Heritage Revitalization Agreement with the City.

Key Goal: Downtown is a celebration of New Westminster's rich history that is built upon and respects its heritage assets.

Strategies	Actions
9a Celebrate and protect Downtown's unique historic sense of place.	<ul style="list-style-type: none"> • Utilize specific Design Guidelines for the development of new buildings within the heritage conservation area to ensure that development is sympathetic to heritage properties, historic streetscapes, scale, and view corridors. • Designate Columbia Street as a people-oriented "special street," and build on its legacy as the once "Miracle Mile." • Through Zoning Bylaw regulations and use of Design Guidelines, protect the existing scale of Columbia Street between Sixth Street and Eighth Street, ensuring all new development is sympathetic: <ul style="list-style-type: none"> • Maintain the existing height of Heritage Register buildings; and • Require that new development on non-Register sites have setbacks that respect neighbouring heritage buildings. • Place welcoming signage at major entry points to the historic precinct. • Promote pedestrian use on key streets such as Columbia Street, Lorne Street, Begbie Street and Carnarvon Street. • Create a heritage cluster of older single family houses in the "Albert Crescent Precinct" of the Downtown.
9b Protect and enhance Downtown's built heritage assets.	<ul style="list-style-type: none"> • Include all significant heritage buildings and sites on the Heritage Register. • Encourage investment into the rehabilitation of heritage buildings by clearly identifying buildings that qualify for financial incentives, regulatory relaxations, and use of the City's Density Transfer program. • Redevelopment of properties currently listed on the Heritage Register will only be considered if demonstrated that structural integrity of the building is no longer feasible. In these cases, the City will consider the retention of the building's façade, if practical. • All construction and rehabilitation of heritage buildings in the heritage conservation area will follow the Standards and Guidelines for the Conservation of Historic Places in Canada. • Develop façade retention guidelines and incorporate them into the planning of the Historic Precinct. • Development adjacent to buildings on the Heritage Register will be sympathetic to the scale and character of the neighbouring heritage asset.
9c Promote heritage retention by providing incentives.	<ul style="list-style-type: none"> • Use Building Code equivalencies wherever possible to ease the financial burden of upgrading a heritage building. • Fast-track all heritage projects in the Downtown. • Use heritage incentives to their fullest potential for projects in the heritage conservation area and throughout the Downtown. • Through the use of HRAs, allow for the waiving of regulations that cause financial hardship to a heritage project.
9d Promote Downtown's important place in Canadian history.	<ul style="list-style-type: none"> • Create appropriate facility space for the City's Museum and Archives that allows for the display of the City's treasures. • Expand the directional signage program to promote the individual stories in the Downtown. • Continue to celebrate Irving House as one of the oldest residences in the Lower Mainland.
9e Recognize that sites in the Downtown may contain important cultural artifacts below the ground level, and that they need to be protected and celebrated.	<ul style="list-style-type: none"> • Develop clear guidelines for the recording and recovery of urban archaeological artifacts. • Require any recovered artifacts be given to the New Westminster Museum and Archives. • Ensure that an accredited archaeologist is present on site during the excavation process. • When a significant site is discovered, seek ways to place interpretive signage and/or public art on site in order to tell the story of the site and the artifacts found there.

10.0 Transportation

Downtown New Westminster is anchored by a traditional grid street system, has a strong east-west active transportation connection via the Central Valley Greenway and BC Parkway, has two SkyTrain stations, and features a favourable mode split. Downtown's central location within the region and its broad range of transportation choices provide unique challenges and opportunities for sustainable community development.

The presence and proximity of Downtown's SkyTrain stations, historic assets, and undeveloped stretch of urban waterfront represent Downtown's greatest opportunity for unique and sustainable development. Steep topography, the proximity of the Pattullo Bridge, the North Fraser Perimeter Road (NFPR) and active rail lines between Columbia Street and the waterfront present the greatest challenges in developing a cohesive, accessible transportation network for the Downtown.

TABLE 6. CURRENT MODE SPLIT, WORK TRIPS, AND ALL TRIPS

	Downtown NW		New Westminster		Metro Vancouver	
	Work	All	Work	All	Work	All
Transit	36.2%	25.8%	26.8	11.6%	16.5%	9.1%
Walk	5.0%	n/a	6.1%	15.0%	6.3%	10.9%
Bicycle	0.6%	n/a	0.8%	1.1%	1.7%	1.6%
Active (Walk, Bicycle)	5.6%	21.3%	6.9%	16.1%	8.0%	12.5%
Sustainable (Transit, Walk, Bicycle)	41.8%	47.1%	33.7%	27.7%	24.5%	21.6%
Private Vehicle	57.1%	52.9%	65.2%	71.8%	74.4%	77.3%
NOTES: May not add up to 100% due to rounding and the exclusion of 'other' and unstated modes; Census does not distinguish between walking and cycling						

Sources: For work trips, 2006 Census Tract Profiles and Community Profiles for the City of New Westminster, and Vancouver CMA; From all trips, 2004 Greater Vancouver Trip Diary Survey

A sustainable transportation system is a vital component of a sustainable community. A sustainable transportation system is one that:

- Allows basic mobility and access needs of individuals and communities to be met safely and in a manner consistent with human and environmental health, and with equity within and between generations.
- Is affordable, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Limits emissions, minimizes consumption of resources, and minimizes the use of land and the production of noise.
- Prioritizes the movement of people over vehicles.

Within this framework, it is envisioned that by 2031, 60% of all trips in Downtown will use sustainable transport modes. Addressing transportation issues will be one of the keys to the success of New Westminster's Downtown.

Key Goal: The Downtown fabric supports safe, convenient, enjoyable and sustainable transportation choices, ensuring that transportation facilities are properly integrated into the community.

10.1 Street Network

Within a community, the street network forms a key part of the public realm in providing the environment for transport. Downtown New Westminster is fortunate to have a fine grained street system tailored for pedestrians, however, there are several challenges.

CHALLENGES

- Gaps in the greenway and local street grid between the waterfront and the rest of Downtown (i.e., rail corridor forms a barrier).
- North-south roads and sidewalks have steep grades and are generally hostile for cyclists and pedestrians.
- The SkyTrain system forms a barrier in sections of the local street network.
- Competing demands for road space (e.g. transit zones, bike facilities, parking, loading, pocket parks, landscaping and utilities).
- Lack of pedestrian facilities (sidewalk and lighting) along major routes and narrow streets.
- Role and function of Front Street within the local and regional context.

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OPPORTUNITIES

With population, employment and related travel increasing in the Downtown, redefining and classifying the street network is a necessary part of implementation to mitigate gaps in the system and address competing demands for road space. The street classification system prioritizes walking, cycling, transit, as well addresses local and regional goods movement and personal vehicles (see Table 7).

Strategies	Actions
10a Enhance and maintain a well defined street network that balances the needs of all transport users – pedestrians, cyclists, transit, and drivers.	<ul style="list-style-type: none"> • Protect connections to the waterfront for pedestrians and cyclists at Third Avenue, Hyack Square, McKenzie, Sixth, Fourth and Elliot Streets. • Provide appropriate connections between the Downtown’s street system and regional road network to reduce the presence of external traffic infiltrating Downtown’s local streets. • Retain and improve upon Downtown’s excellent street connectivity by enhancing the fine grained street grid system, with small blocks and frequent intersections, particularly for active transportation users. • Redefine the Downtown street network in accordance with the Street Classification table. • Use a hierarchy of streets that signifies desired functions and character and supports travel mode choices. • Pilot a Green Amenity Street project on a local street. • Extend Quayside Drive and Sixth Street to provide access to the waterfront.

TABLE 7. STREET CLASSIFICATIONS FOR DOWNTOWN NEW WESTMINSTER

Street Classification	Transportation Priority	Pedestrian Facilities	Cycling Facilities*	Transit	Vehicle Traffic Characteristics		
					Daily Volumes	Vehicle Access	Parking (Vehicle)
Laneway	land access by vehicle	no special facilities	no special facilities	n/a	< 500	veh. land access	restricted
Local Narrow St.	land access by all modes	pedestrian space allocated	no special facilities	n/a	< 500	veh. land access	restricted or one side
Local St - Residential	land access by all modes	Sidewalks both sides	no special facilities / sharrows *	shuttles	< 1,000	veh. access control	permit
Local St - Corn. Inst./or Mixed	land access by all modes; local service	Sidewalks both sides	sharrows / bike lanes*	shuttles	< 3,000	veh. access control	metered
Collector - Residential	person mobility / land access equal	Sidewalks & Blvd	bike lanes	regular	< 6,000	veh. access control	metered
Collector - Corn. Inst./or Mixed	person mobility / land access equal	Wide urban sidewalk	bike lanes; bike parking	regular	< 6,000	veh. access control	metered
City Arterial	person mobility / local service	Wide urban sidewalk	bike lanes or separate path; bike parking	frequent	< 8,000	veh. access restricted	metered or restricted
Major Roads Network	person mobility / regional and local service	Sidewalk & Blvd (or grade separated)	bike lanes or separate path	regular; articulated	< 8,000	veh. access restricted	restricted

*on designated routes

To serve transit and local trips, streets have been designated in a hierarchy to reflect various levels of access and mobility. This level of classification ensures that facilities for pedestrians, cyclists, transit and vehicle/service use will be addressed appropriately, and on-street parking managed accordingly.

FIGURE 23. STREET CLASSIFICATIONS



The street network is intended to improve the pedestrian, cycling and transit environment to offset the reliance on private automobiles and reduce demand for increased road capacity.

FIGURE 24. KEY STREET IMPROVEMENTS (2031)



10.2 Walking



A neighbourhood's walkability is a critical measure of the quality of its public realm, and of its health and vitality. All residents, visitors, and employees are pedestrians at some point in their day. Enhancing the pedestrian environment must be at the core of all transportation planning for Downtown New Westminster. Currently, there are a number of gaps in Downtown's pedestrian system.

CHALLENGES

- Inadequate connections to the waterfront and Quayside, particularly for individuals with mobility challenges.
- Poor air quality, excessive noise and insufficient light (natural and man-made) from a hostile environment along Front Street.
- Steep north-south grades make walking challenging for children, parents with strollers, seniors and those with mobility challenges.
- Many sidewalks are uneven, angled and generally in poor condition.
- A lack of designated pedestrian treatment along side streets (e.g., Cunningham Street, Dickenson Street, Victoria Street).
- Inadequate lighting, signage and a lack of wayfinding.
- High volume and goods movement routes, particularly at locations along Royal Avenue and Front Street.

OPPORTUNITIES

Downtown New Westminster is transitioning into a highly walkable neighbourhood. The urban street grid system with small blocks offers frequent intersections and easy connections to any destination. Columbia Street's generous sidewalks, planting, street furniture and 'high street' retail environment make for excellent walking conditions. Other positive features include:

- Mixed-use, high density development that supports having jobs, services and amenities within a comfortable walking distance.
- Potential for encapsulation of the regional goods movement route along Front Street, which would significantly improve pedestrian safety and access to the waterfront.

Strategies	Actions
10b Support a culture of walking that allows people to move in comfort, safety, and dignity.	<ul style="list-style-type: none"> • Improve pedestrian infrastructure, focusing on major routes, intersections and narrow streets: <ul style="list-style-type: none"> • Targeted interventions on sidewalks and crosswalks connecting major destinations. • Strategic public realm improvements (street trees, neckdowns, street furniture, street lighting), especially along greenways and pedestrian connections to SkyTrain stations and schools. • Ensure safe, scenic and simple routes connecting other areas of the City with Downtown. • Ensure improvements are designed to accommodate the needs of individuals with cognitive and physical disabilities. • Continue to encourage compact, mixed-use development that aligns with the principles around Transit Oriented Development. • Retain and improve upon Downtown's excellent street connectivity by maintaining the fine-grained street grid system, with small blocks and frequent intersections. • Review practices, regulations and designs to ensure that a high priority is placed on pedestrian accessibility and that the potential for conflicts is minimized.

FIGURE 25. PEDESTRIAN CONNECTORS AND ENHANCED ROUTES



10.3 Cycling



Encouraging cycling as a healthy and convenient transportation choice is an integral part of the City's community and transport system. Making Downtown a more cyclist-friendly neighbourhood will involve a variety of interventions, including strategic improvements to the cycling route network and the provision of high quality end-of-trip facilities.

CHALLENGES

While Downtown's dramatic slopes provide scenic vistas, they can be difficult for cyclists to navigate. Other barriers for cyclists include:

- Higher volume roadways and lack of dedicated space for cycling.
- Use of bike lanes for other activities (e.g., servicing, unloading).
- Lack of connections to the waterfront and gaps in waterfront trails.
- Lack of bicycle parking and end-of-trip facilities (e.g., lockers, showers, change rooms).

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OPPORTUNITIES

Downtown New Westminster is the junction between two important regional cycling routes, the BC Parkway and the Central Valley Greenway (CVG), which together form over 50 km of multi-use trail. In addition, its proximity to the Fraser River and planned regional greenway ("Experience the Fraser") further enhances the importance of cycling in the Downtown. Expected improvements to these significant infrastructure investments will serve to make cycling a more attractive option for moving around Downtown, throughout the City and the region. Bicycle parking and end-of-trip facilities now required for new developments further supports the Downtown as a cyclist-friendly community.

Strategies	Actions
10c Provide a cohesive, attractive, convenient, and safe inter-modal cycling environment that links Downtown and surrounding areas.	<ul style="list-style-type: none"> • Improve cycling infrastructure, ensuring local routes are well connected, harmonized with greenways and integrated with regional routes. • Ensure safe, scenic and "stepped" routes that connect the City to Downtown's two SkyTrain stations and the waterfront, with a focus on linking strategic high density and growth areas (e.g., Quayside, Victoria Hill and Queensborough). • Where feasible, provide separate cycling facilities in areas with high pedestrian volumes (e.g., Quayside Esplanade) and/or roads with higher traffic volumes. • In cooperation with Metro Vancouver and TransLink, promote development of the Waterfront Greenway, Central Valley Greenway and upgrades to the BC Parkway. • Link cycling to transit, local services and amenities by providing secure bicycle parking at key locations (e.g., near SkyTrain stations, civic facilities, schools, along Columbia Street and the waterfront). • Assess feasibility of installing a "bicycle lift" system on Fourth Street from Columbia Street to Royal Avenue. • Work with TransLink to improve wayfinding and signage for cyclists using the Patullo Bridge. • Offer cyclists rest points or pull-outs at scenic locations.

"Stepped" refers to dog-legging the route along local streets across the steep terrain between Columbia Street and Royal Avenue.

FIGURE 26. CYCLING NETWORK AND KEY CONNECTORS



10.4 Transit

A convenient and well-integrated transit network enables transit to become a viable and preferred travel choice for medium to long distance trips in the City.

Transit Oriented Development (TOD) is compact, mixed-use development near new or existing public transportation infrastructure that serves housing, transportation and neighbourhood goals. Its pedestrian-oriented design encourages residents and workers to drive their cars less and ride mass transit more.

OPPORTUNITIES

There is a high share of transit use in New Westminster, especially in the Downtown with a mode share split comprising 36% transit use for work trips (26% transit use for all trips). The two Downtown SkyTrain stations, New Westminster and Columbia, and existing bus routes, play a key role in the transportation network. Columbia Station is a major transfer point between the Expo and Millennium lines (travelling to Burnaby/Vancouver and Surrey respectively), while New Westminster is the focal point for buses and access to surrounding higher density developments and the City's waterfront.

The Downtown's transit infrastructure also supports reduced parking standards for Transit Oriented Developments (TOD), further promoting increased transit use and reduced housing costs.

CHALLENGES

Transit-related challenges for the Downtown include:

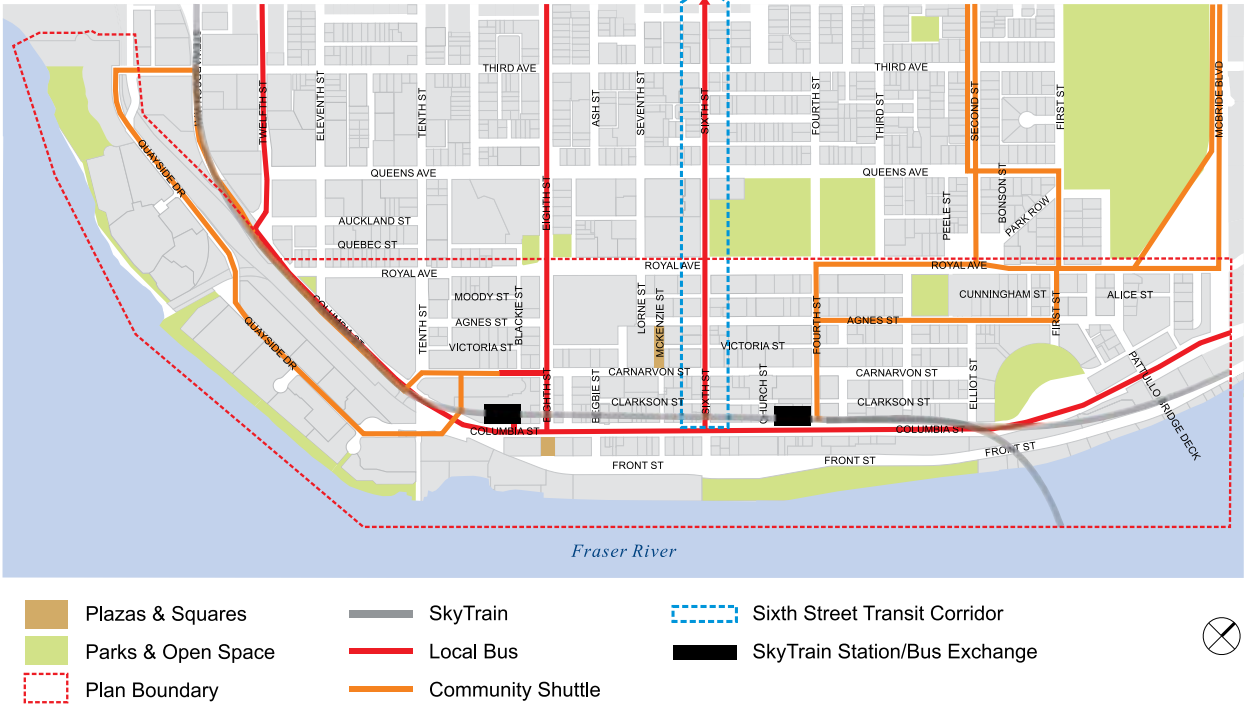
- A traditional reliance on the private automobile for travel purposes.
- The fixed nature of SkyTrain infrastructure, which cannot be easily modified and forms a barrier in the street network.
- Poor integration of the Columbia SkyTrain station into the Downtown fabric.

- Steep topography and limitations with transit equipment mean not all transit stops are fully accessible.
- While the transit service is considered frequent, it is not always reliable due to congested conditions on the road network.

Strategies	Actions
10d Promote a convenient, safe and well-integrated transit network, making transit an attractive mobility option for Downtown residents, employees and visitors.	<ul style="list-style-type: none"> • Implement a strong incentive-based TOD policy, encouraging high residential densities and a mix of uses near transit stations (e.g., increased density, reduced parking standards). • Work with developers and employers to support transit use: <ul style="list-style-type: none"> • Provide education and information pertaining to sustainable commute measures (e.g., Transportation Demand Management (TDM)). • Encourage developers and property owners to unbundle parking from the purchase or rental price of a dwelling or office space. • Provide end-of-trip facilities for employees. • Ensure the preservation of direct routes to SkyTrain stations. • Where topography permits, upgrade all transit stops to be fully accessible and provide shelter either through adjacent land use (e.g., awnings) or installation of transit shelters. • Work with local employers and institutions to encourage use of TransLink Faresaver Passes and Employer Passes. • Partner with TransLink, senior levels of government and private sector to improve transit network: <ul style="list-style-type: none"> • Plan and prioritize improvements to Sixth Street, similar to Vancouver's Main Street Transit and Pedestrian Priority Corridor Plan. • Prioritize improvements to both New Westminster and Columbia SkyTrain stations. • Explore potential for transit priority measures to facilitate improved transit service. • Explore feasibility of Uptown/Downtown shuttle service.

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FIGURE 27. TRANSIT NETWORK



10.5 Driving and Managing Demand

Located in the centre of Metro Vancouver and in close proximity to both the Pattullo and Queensborough bridges, Downtown New Westminster is subjected to considerable traffic pressures. Increased vehicle traffic, resulting from growth in the Downtown as well as growth in regional flows of both passengers and goods, is a major concern for Downtown residents, workers, and visitors. Increased vehicle traffic poses health and safety risks, and conflicts with the City's sustainability objectives. The need to balance regional demand without compromising Downtown's livability and role as an urban Regional City Centre will be Downtown's greatest transportation challenge.

CHALLENGES

Key traffic issues include:

Heavy through traffic - model data from 2003 indicated that 82% of the 8,436 cars entering Downtown New Westminster during the a.m. peak period continued on as through traffic. High traffic, congestion hot spots in New Westminster are Royal Avenue, Columbia Street and Stewardson Way, and Front Street.

Traditional reliance on private vehicles for travel – 57% of journey-to-work trips and 53% of all trips Downtown are via private automobile.

Safety – increased traffic competes and conflicts with other modes of travel, such as walking and cycling which presents a safety risk for all modes.

Barriers to the waterfront – there are limited access points for automobiles to gain entry to the waterfront.

Strategies	Actions
10e Manage and safely accommodate vehicular traffic related to population and employment growth Downtown, without encouraging additional through traffic.	<ul style="list-style-type: none"> • Ensure road network connections between regional facilities (NFPR, Pattullo Bridge) and Downtown's street system provide safe, direct, convenient and comfortable pedestrian and cyclist facilities. • Implement traffic calming measures to indicate transition from arterial to a city-centre environment. • Improve safety and efficiency of major roads by: <ul style="list-style-type: none"> • Using traffic signal progression. • Restricting access to local streets and driveways to properties. • Emphasize education, communication and the development of incentives to promote sustainable modes of travel and to discourage the use of private vehicles. • Use Zoning Bylaw incentives to promote car-sharing, parking payment-in-lieu for improved sustainable transport infrastructure. • Work with regional stakeholders to reduce vehicle traffic: <ul style="list-style-type: none"> • Support road pricing and other transportation demand management (TDM) measures. • Support transit initiatives across the region. • Continue to work with all stakeholders to mitigate the impact of major regional projects on Downtown, including the North Fraser Perimeter Road and replacement of the Pattullo Bridge.

10.6 Parking

Parking influences development Downtown, from efficient circulation to urban design, transit ridership, and economic development. Expansion of parking in general raises concerns about maintaining dependence on automobiles and diminishing people's motivation to use sustainable transport for local trips and commutes.

Vision and goals for parking construction and location sometimes compete when these issues merge. For example, above-grade parking structures are less costly to build, but the resulting bulky and sometimes unattractive buildings can impede views and negatively affect the pedestrian environment. The higher cost of underground parking can avoid these impacts but also deter prospective Downtown tenants and visitors who might be accustomed to suburban rates or even free parking.

The availability of, and requirements for parking are consistently a topic of debate in relation to the review of development projects, community planning and other policy initiatives. Parking is a particularly important issue at this time as it relates to two initiatives in Downtown New Westminster:

Sustainability Initiatives - the manner in which the supply of parking is regulated has a direct effect on the choices individuals make in terms of their mode of transportation, with the use of vehicles by single occupants being the least sustainable method.

Front Street Parkade – planning is underway with regard to the parkade and better linking of the waterfront with Columbia Street. A survey of the Front Street Parkade indicates that current parking demand is currently below the level of supply. It is recognized that the parkade is aging and would eventually need to be replaced.

CHALLENGES

As residential, commercial, and civic activity intensifies, the resulting traffic generation will coincide with greater need for parking. Carpooling and transit improvements, as well as enhancements to promote walking and cycling, could help to reduce the increased parking demand, but new parking will be required to continue Downtown's growth and evolution as a city centre. The Downtown Community Plan seeks to balance the diversity of these issues. Additionally, rather than simply accommodating additional parking, more efficient use of available spaces is essential.



Front Street Parkade

Several challenges in managing parking in the Downtown include:

- An expectation of drivers to be able to find off-site parking a short distance from their destination, even in a dense, highly urbanized environment.
- Physical and financial constraints of developing below-grade parking in most of Downtown due to floodplain and soil conditions.
- Lack of sufficient on-street parking to accommodate future parking needs.
- Residents desire to maintain car ownership and parking spaces even if they are using sustainable transportation modes for the majority of their trips.

OPPORTUNITIES

The City has an important role in its ability to influence modes of transportation and better support more sustainable alternatives to the private automobile. This can be done through:

- land use planning that supports a mix of uses within walking distance.
- use of regulatory measures for parking supply intervention.
- use of Provincial legislation enabling cities to accept payment-in-lieu of parking for the purpose of funding improved pedestrian and cycling infrastructure.
- support and education promoting sustainable transportation (Transportation Demand Management measures).

Strategies	Actions
10f Encourage efficiency and sustainability by managing demand for and supply of parking.	<p>On-Street</p> <ul style="list-style-type: none"> • Price on-street parking for cost recovery, varying by length of stay, location, level of demand and other factors. • Prioritize use of road space for sustainable modes and local service. <p>Off-Street</p> <ul style="list-style-type: none"> • Limit the supply of long-stay parking. • Work with developers to add additional public parking in their developments in exchange for density increases. <p>General</p> <ul style="list-style-type: none"> • Lobby Provincial government to amend legislation in regard to parking regulations (e.g., “unbundled” parking requirements for new developments). • Install signage providing location of on and off-street parking, of space available in off-street parking facilities and directions to off-street parking facilities.

“Unbundling” - rent or sell parking spaces separately, rather than automatically including them with building space.

A piece of infrastructure also affecting the Downtown is the Front Street Parkade. It is recognized that public parking is needed in the Downtown to help promote businesses, especially along Columbia Street where historic buildings do not have typical onsite parking for their customers.

Downtown’s Front Street Parkade is approximately 487 m (1,600 ft) long and was built over Front Street in two phases. The 1959 phase consists of two levels suspended over Front Street between Begbie and Sixth Streets. The 1965 phase consists of three levels suspended over Front Street between Sixth and Fourth Streets. The entire parkade includes approximately 800 parking stalls.

At this time, the City is looking at options for the replacement of the parkade. This is the subject of further study that will be undertaken by the City in consultation with TransLink who are currently reviewing this in conjunction with planning work for the North Fraser Perimeter Road.

10.7 Goods Movement, Rail and Emergency Services

The regional movement of goods is one of the most significant issues for the future of Downtown. Downtown is home to two truck routes of regional importance: Royal Avenue, part of the region's Major Road Network (MRN) forming Downtown's northern boundary, and the route formed by Stewardson Way, Front Street, and East Columbia Street, which is known as the North Fraser Perimeter Road (NFPR), currently under review by TransLink. Downtown is also a crossroads for regional rail transportation and has three rail lines running parallel and adjacent to the NFPR. Issues regarding rail operations and heavy flows of through traffic (e.g., noise, diesel fumes/particulate matter, waterfront access), passenger and commercial, have a significant impact on the quality of life for Downtown residents, merchants, employees, and visitors.

Currently, New Westminster's waterfront is cut off from Columbia Street and the rest of Downtown by a major regional truck route and three rail lines. Federal, Provincial and regional initiatives currently underway will lead to an increase in goods movement activities through this corridor (i.e., both road and rail) in the future. Mitigating the negative impacts of this goods movement corridor is the single most important transportation issue facing Downtown. The City will only consider support for the NFPR if:

- It is demonstrated that the corridor supports the City's economic, social and environmental goals.
- The NFPR does not compromise the livability of the Downtown.
- The NFPR is designed in a manner that seamlessly connects the Downtown with the waterfront.

Further mitigation measures for rail include review of current operations, possibility of consolidation of tracks, crossings above the rail corridor to reduce the need for trains to stop and/or whistle, and ultimately encapsulation of the rail corridor. In addition, it will also be important that new development in the Downtown recognize these issues and adopt building standards to help address rail operation impacts.

Ensuring the vitality of Downtown New Westminster as a Regional City Centre also means providing access for locally-oriented goods movement such as pick-ups, deliveries, and loading services. In addition, routes and access needs for emergency service vehicles must be provided.

CHALLENGES

While the City recognizes the importance of goods movement, mitigating the negative impacts of the regional goods movement corridor on Downtown's livability is imperative. In moving forward with this, there are several major challenges:

Regional growth designation – Downtown New Westminster is a designated Regional City Centre. This means it is supposed to accommodate a large share of the region's future higher density commercial and residential growth with a high level of transit access and interconnection. There are health (noise, air quality), safety, and overall livability concerns having an open, unenclosed major goods movement corridor running through a designated high density growth area.

Downtown and its waterfront – the waterfront is one of the City’s greatest, most valued assets. It has historical and aesthetic importance and serves as a defining feature, setting Downtown apart from other areas in the City. The location of the goods movement corridor acts as a barrier, disconnecting the waterfront from the rest of the Downtown neighbourhood.

However a balance must be struck to ensure that there is sufficient access and mobility on the local network to service local serving goods movement activities and emergency service needs while mitigating the impacts associated with the regional route and rail corridor.

OPPORTUNITIES

Currently, the Federal Government, as part of the Asia Pacific Gateway initiatives, has committed significant project funding for portions of the NFPR. In addition, the TransLink Board has decided to replace the Pattullo Bridge with a new tolled facility. Together the NFPR and the Pattullo Bridge projects present an opportunity for the City to partner with the stakeholders to mitigate current issues and address local as well as regional objectives.

Strategies	Actions
<p>10g Mitigate the negative impacts of the regional goods movement corridor on the livability of Downtown, and only accommodate increased capacity if it does not detract from the objectives and function of a Regional City Centre.</p>	<ul style="list-style-type: none"> • Provide appropriate road network and grade separated urban connections between regional NFPR, Pattullo Bridge, the railways and Downtown’s street system to improve efficiencies and safety. • Mitigate the acoustic and air quality impacts of the NFPR through intensive planting, fencing, encapsulation and decking. • Improve the safety and efficiency of railway corridors through: <ul style="list-style-type: none"> • Urban design and landscape considerations. • Improved pedestrian facilities, enhanced lighting, signalization, and signage at railway crossings. • Working with railway operators to provide acoustic mitigation and enhanced rights-of-way.
<p>10h Ensure local serving goods movement and emergency access is convenient and is maintained as the Downtown grows.</p>	<ul style="list-style-type: none"> • Ensure that the future NFPR includes a service road on Front Street between Columbia and Fourth Streets for local deliveries, and access for emergency services. • Retain laneways as viable facilities for urban services (i.e. deliveries, recycling). • Provide for truck access to local Downtown businesses via Eighth, Front, Royal, Stewardson, East Columbia and McBride.

11.0 Parks and Recreation



TABLE 8. DOWNTOWN PARK SPACE INVENTORY

Downtown Parks and Open Spaces	
Downtown Waterfront Park (to be constructed)	3.20 ha (8 acres)
Waterfront Esplanade	3.08 ha (7.6 acres)
Albert Crescent Park	1.82 ha (4.5 acres)
Quayside Park	0.37 ha (0.9 acres)
Begbie Plaza	0.21 ha (0.5 acres)
Hyack Square	0.15 ha (0.37 acres)
Stewardson @ Royal Rose Garden	0.08 ha (0.2 acres)
McInnes Street Triangle	0.03 ha (0.07 acres)
Muni Evers Park	Approximately 1.50 ha (3.7 acres)
Total	10.44 ha (25.84 acres)

CONTEXT

The City of New Westminster is characterized by a strong sense of heritage and an appreciation of parks and open space. Throughout the 1970s and 1980s, as parks systems across the province underwent major growth, New Westminster was known as a leader in playground design, urban horticulture and landscape architecture within City planning.

As the Downtown's residential population grows over the next 30 years, providing recreational services and ensuring quality connections between parks and open space systems becomes increasingly important.

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PARKS AND OPEN SPACE



Park and open space created on a plinth as Freeway Park, Seattle, WA

Adequate green space is important for maintaining and improving livability levels in a community, especially in high density neighbourhoods where access to private outdoor space is limited. Green space helps reduce greenhouse gases, capture air pollution, act as a water filtration system and moderate the heat-island effect caused by paved areas. Research shows that natural spaces have restorative effects that improve mental health and can benefit children's development.

New Westminster's park system includes over 140 hectares (345 acres) of park land, trails and greenways. Downtown has a total of approximately 7.25 hectares (18 acres) of existing park land and open space. Given the type and scale of growth that is expected in the Downtown, this will be insufficient to meet the needs of this growing neighbourhood. This increased population density will require strategic planning for acquiring future park space and innovative design of park space in order to maximize its use. The 2009 purchase of Westminster Pier will create an additional 3.2 hectares (8 acres) of City-serving park space within the Downtown, adding considerably to the availability of outdoor recreational opportunities in the neighbourhood. Creating good access to this park will be key since steep slopes, rail lines and limited vehicular and pedestrian crossings currently make it difficult to access the Downtown waterfront.

LEISURE AND RECREATION FACILITIES



New Westminster has a total of 47 sports fields and outdoor athletic facilities including baseball diamonds, lacrosse boxes, tennis courts and multi-use sports courts. None of these are located in the Downtown so residents currently rely on facilities provided elsewhere in the City to meet these recreational needs. The City also has a variety of indoor recreational facilities including an aquatic centre, two community centres, a community gymnasium, two arenas, a stadium and a senior's centre.

Today, many of the City's facilities built 20 to 40 years ago are nearing the end of their lifecycle and are in need of significant upgrading or replacement.

There is currently no indoor recreational facility Downtown, although planning for a multi-use civic facility in the Downtown is currently underway. This facility, set to be under construction in 2011, will be designed to include space for arts and culture as well as multi-purpose fitness rooms for activities such as yoga, dance and fitness classes.

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CHALLENGES AND OPPORTUNITIES

Downtown has a significant lack of green space which is of concern for a growth concentration area that is expected to absorb the majority of the City's growth in coming decades. The type of development that is slated to take place will be apartment and townhouse developments, accommodating, as trends indicate, young urban singles, couples, families, and empty nesters. These residents will need to rely on access to parks and open space to meet their outdoor recreational needs.

The 2008 Parks and Recreation Comprehensive Plan found that Downtown was notably deficient in all parks classifications, in terms of total land area and spatial distribution of park space. A number of additional challenges include:

Topography – steep grades make it particularly difficult for children, parents with strollers, seniors and those with mobility challenges to get around their own neighbourhood and access park space.

Inadequate linkages – trails that link to transit and off leash dog areas are especially important in the Downtown area. Further development of trails, walking and cycling routes would help alleviate current park deficiencies and provide much needed connectivity between Downtown and the rest of the City. Enhancing the connections between the Downtown and the waterfront will help bridge this dense neighbourhood with its waterfront and provide easier access to open space.

Land availability – Downtown is highly urbanized, with a limited land base and few sites available for dedication as park land.

Service model delivery – New Westminster is relatively small and compact, and in the past has been able to deliver recreation services on a City-wide, or “centralized” basis. With increasing population growth, and higher concentrations of people at the edges of the City’s boundaries (Downtown included), the challenging topography, and cost and/or time constraints of transportation choices for families and those with limited incomes, there will be a need for a shift in the service delivery model, with some services being decentralized.

Underutilized park space – Downtown’s 1.82 hectare Albert Crescent Park has spectacular river views and is well-located in the Albert Crescent Precinct, but is seldom occupied. Existing residents have identified this park as an untapped park resource that could be better programmed to meet the community’s needs.

Over the next 5 years, Downtown will see several significant parks and recreation investments, making it one of the City’s most vibrant, livable neighbourhoods with first rate amenities. A new waterfront park and state-of-the-art civic facility will provide a legacy for the Downtown. In addition to these unrivaled amenities, Downtown is also looking forward to:

- Park improvements for Muni Evers Park, formerly known as Poplar Landing.
- A new school at the former Saint Mary’s Hospital site, providing field space and a playground that will be available during non-school hours, in addition to a neighbourhood park.

In a built-out neighbourhood such as Downtown, where it is not feasible for the City to acquire large tracts of land for park, creative solutions for adding land to the parks inventory are required. This includes improving streetscapes and boulevards, creating accessible green roofs, and capitalizing on redevelopment opportunities to secure more outdoor space.



Muni Evers Park, yet to be designed and developed

Key Goal: Downtown has a comprehensive system of parks, open spaces and facilities that provide recreational opportunities and other aesthetic and environmental benefits.

Strategies	Actions
11a Build on the Downtown's premier amenity - its waterfront.	<ul style="list-style-type: none"> • Create a long-term (25-years plus) park plan that is concentrated on the Fraser River waterfront between Sixth Street and Elliot Street. • Acquire strategic waterfront parcels for park land and trails as they become available. • Promote water activities on the waterfront by constructing amenities such as marinas and piers, and natural places along the foreshore for boating and kayaking. • Create places where people can interact with the river.
11b Ensure Downtown has sufficient parks and open space to meet the needs of residents, employees and visitors.	<ul style="list-style-type: none"> • As sites become available, suitable properties should be acquired by the City for park space. • Encourage new multi-family developments to incorporate shared garden plots, roof-top gardens and other types of private green space that can be accessed for outdoor enjoyment and gardening experiences.
11c Ensure that Downtown's leisure and recreational assets are safe, socially inclusive and support the various needs of a diverse community, focusing on current servicing gaps.	<ul style="list-style-type: none"> • Encourage and support community gardens, including properties held by not-for-profit organizations and possible railway corridor right-of-way lands. • Plan and construct a multi-use civic facility in the Downtown that will be welcoming and accessible to all, by location and physical design. • Target younger adults (20-34 years of age) in the Downtown area as parks and facilities are developed. • Develop parks Downtown that encourage use by all age groups by accommodating a range of activities. • Ensure all parks and recreation facilities incorporate Crime Prevention Through Environmental Design (CPTED) strategies, including adequate lighting, access, visibility, and maintenance.
11d Maximize use of existing parks and recreational assets and opportunities.	<ul style="list-style-type: none"> • Create a plan for Albert Crescent Park, expanding play opportunities for children. • Make better use of school sites in their ability to provide local recreational programming.
11e Ensure that the system of parks and open spaces is highly accessible and well-connected.	<ul style="list-style-type: none"> • Mitigate obstacles to the new waterfront park through highly visible and accessible pedestrian and bicycle crossings over Front Street and the rail lines. • Maintain permeability throughout Downtown, and ensure good pedestrian, barrier-free access to all City parks, plazas and outdoor spaces.
11f Explore creative/innovative ways of creating green space.	<ul style="list-style-type: none"> • Maximize green space opportunities on all future structures by constructing to bridge between Columbia Street and the waterfront. • Maximize use of Downtown streets through the planting of trees and planted/community garden curb bulges.
11g Promote Downtown's parks and recreation assets as a showpiece of environmental sustainability.	<ul style="list-style-type: none"> • Promote improved air quality and reduce stormwater runoff by preserving and expanding existing green spaces and promoting green roofs and roof-top gardens in new developments. • Support biodiversity by careful planning of habitat, riparian areas, green spaces and corridors: <ul style="list-style-type: none"> • Enhance natural habitat for wildlife, especially along the City's waterfront park area. • Green the Downtown where possible by implementing a "green streets program" throughout all City sidewalks. • In order to minimize environmental impacts (e.g., energy consumption, water use and runoff, greenhouse gas emissions, waste production), recreation facilities will be designed to exemplify progressive green building performance.

12.0 Arts and Culture

“Could we ever know each other in the slightest without the arts?”

– Gabrielle Roy (1909-1983)



Public art on the streets of Seattle, WA



*Irving House, 302 Royal Avenue,
Source: Cynthia Bronaugh*

CONTEXT

Arts and culture are integral to a vibrant and sustainable urban community, by promoting:

Healthy communities – arts and culture are the soul of a community adding energy, variety, movement and colour.

Identity and pride – the arts provide a sense of beautification, attractiveness and pride for the community, adding personality and depth to the public realm. They bring a sense of safety to a community as positive art participation diminishes negative social behaviour such as tagging and graffiti.

Community understanding – arts and culture contribute to a community’s cohesion, bringing together a diversity of people, cultures, and languages. They are an avenue for self expression, recognizing diversity, practicing tolerance and developing caring relationships.

Economic opportunities – arts and culture initiatives provide employment opportunities for residents and can draw people from great distances leading to spin-off investments for local businesses in the surrounding area.

The arts help us express ourselves and understand others. Arts and cultural capital is an empowering force that encourages interaction, coexistence, cooperation and acceptance.

New Westminster has had a long tradition in arts and culture with numerous community arts organizations that have been operating in the City for decades. Arts and culture in New Westminster includes recreational and professional endeavours. According to the most recent census, New Westminster has 11.3 artists per 1,000 persons in the labour force.

Arts and culture activities, programs and artist’s creations are offered throughout the City, making use of both public and private facilities. One of the City’s and Downtown’s largest facilities is Douglas College, a community college that offers an extensive selection of educational programs including a Theatre Arts program, Music program, services and facilities including a full gymnasium, an art gallery and a 350-seat Performing Arts Theatre. Downtown is also home to the New Westminster Museum and Archives – one of the oldest community heritage sites in the province.

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“One can endlessly cite statistics to prove employment, economic impact and tourist magnetism. What the arts—given a chance—bring to a city is something in addition to all these material rewards. They give a great city an image of its soul.”

— Tom Hendry, Playwright, Arts Policy Advisor and Officer of the Order of Canada

CHALLENGES AND OPPORTUNITIES

Arts and culture is evolving as an area of municipal government service delivery for the City, and the Downtown has long been established as the City’s cultural hub. It supports a diverse selection of arts and culture events and festivals such as Hyack Festival, the Santa Claus Parade, Show and Shine, New Westminster Multicultural Festival and Fraserfest. However, there are number of challenges that face the success of the arts and culture sector, such as:

- general lack of funding for arts and culture programs
- lack of community identity and pride in civic arts
- entertainment dollars leaving the City because of competition from neighbouring municipalities (e.g., Burnaby’s Shadbolt Centre and Metrotown theatres, Coquitlam’s Red Robinson Theatre)

It is expected that further commercial and residential growth in the Downtown will help stimulate arts and culture investments. It is envisioned that Downtown will have a key celebration and festival focus, by building on the potential of the new multi-use civic facility, the outdoor performance space at Hyack Square, the waterfront parks and other Downtown gathering places. Downtown is an attractive location for arts and cultural facilities and events, drawing on a number of assets:

Good access – Downtown’s two SkyTrain stations and Eighth Street transit hub can attract people from the City and the region.

Availability of space - the heritage character area offers a unique atmosphere for arts activities and the area’s underutilized ground floor retail space provides opportunities for arts and culture related activities.



Hyack Square

Affordability - lower rents in character buildings can help meet some of the affordability challenges faced by arts and culture operators.

Historical collection - The City’s Museum and Archives, located next to Irving House on Royal Avenue, has a collection that is touted as second only to the Royal BC Museum in Victoria!



Fraser River Discovery Centre, Source: FRDC

Renewed investment – renovations on the Fraser River Discovery Centre and River Market at the Quay, one of the City’s most popular destinations, contributes to a renewed sense of energy and offers synergistic opportunities with the cultural creative sector.

New civic facilities – the newly renovated Hyack Square features public art, an outdoor stage, tiered seating and a children’s play feature that makes space family friendly and attractive to the young adult population moving into the Downtown core.

The City’s new state-of-the-art multi-use civic facility will be constructed on Columbia Street; it is planned to provide a 300 - 400 seat non-proscenium theatre, arts studios, gallery space, multi-purpose space, banquet space, and museum and archives space.

Key Goal: Downtown is a vibrant arts and cultural hub of the City.

Strategies	Actions
12a Facilitate access to arts and culture opportunities for all affordability levels, age groups, and mobility levels.	<ul style="list-style-type: none"> • Foster a sufficient amount and diversity of appropriate facility space, programming, and services for youth, seniors, children and families, and people from different cultural backgrounds to meet present and future needs. • Ensure the new multi-use civic centre is designed to meet the needs of Downtown's diverse and changing population, through physical design, programming, and service provision (e.g., youth, children, seniors). • Encourage the creation of affordable and appropriate meeting space for small arts and culture groups. • Promote and support free arts events accessible for the entire community. • Create a flexible, affordable performance space that will support independent artists with little financial risk. • All civic arts and culture facilities will be universally accessible and inclusive and welcoming.
12b Identify the Downtown as the preferred location for City-serving arts and cultural facilities to maximize public access and spin-off benefits for nearby businesses.	<ul style="list-style-type: none"> • Construct a state-of-the-art facility to support performing and visual arts, gathering and interaction, and play. • Fill the regional gap by creating a well-equipped medium sized non-proscenium theatre with flexible seating that allows performances, conferences and celebratory events combined with appropriate food service supply. • Include flexible studio spaces (dance, art, drama, pottery, music) to create an animated centre that supports growth and development of local arts organizations. • Create appropriate facility space for the City's Museum and Archives that allows for permanent and temporary display of the City's treasures.
12c Continue to have Downtown distinguished as an artistic community.	<ul style="list-style-type: none"> • Provide space for artists to connect and build synergistic relationships. • Provide opportunities for art businesses, galleries and art entrepreneurs. • Encourage collaboration/partnerships between relevant stakeholders. • Develop programs to increase the awareness of the benefit of the arts for businesses and other key stakeholder groups. • Encourage street artists as a way of bringing a sense of vibrancy and creativity to the Downtown. • Provide opportunities for live/work studios and displays for artists.
12d Incorporate art into public spaces and private developments in the Downtown.	<ul style="list-style-type: none"> • Develop and implement a Public Art Policy, supporting guidelines and a funding strategy that leads to New West becoming a place noted for art locally, regionally and nationally. • Include public art, where appropriate, inside and outside civic facilities, as well as in parks, on streets and as part of neighbourhood beautification projects. • Support public art that is whimsical and fun. • Encourage developers to contribute to public art with new development.
12e Create a vibrant, active pedestrian experience along the commercial corridors of Downtown.	<ul style="list-style-type: none"> • Encourage unique and locally-based retail shops, restaurants, bistros, lounges, art galleries, and neighbourhood-oriented entertainment to locate on Columbia Street, the Quay, and other retail corridors. This will create street-level energy, drawing residents in to spend their leisure and entertainment dollars within the City. • Designate Columbia Street as a "special area" and use Design Guidelines to distinguish it from the rest of the Downtown with greater focus on public art and the use of colour.

13.0 Public Realm

CONTEXT

Public spaces such as streets, parks, sidewalks and plazas make up a large part of our urban experience – this is called the public realm. The public realm is an open stage where the community can come together to celebrate within their neighbourhood through activities such as street festivals, sidewalk fares, and ceremonies, or gather through informal meetings and get-togethers in parks and plazas.



Public art, Denver, CO

A vibrant and lively public life is key to a successful Downtown. There is a renewed recognition of the important role of a high quality public realm in contributing towards a healthy, engaged community. Careful consideration should be given to the design of the public realm, ensuring it supports an urban fabric that is:

- Connected and walkable
- Pleasant and attractive
- Safe and comfortable
- Engaging and interactive

Due to its historical influences, Downtown New Westminster is fortunate to have an urban framework that integrates a diverse mix of land uses, has a fine grained street system tailored to the pedestrian, and includes a rich inventory of unique heritage buildings.

CHALLENGES

While New Westminster's central geographic location offers a competitive advantage for the City in terms of trade, transportation and proximity to the region's metropolitan core, the Downtown has endured significant negative impacts as a result. The side effects of several major infrastructure investments pose the greatest challenge for Downtown's public realm:

Pattullo Bridge – these bridge connections interrupt pedestrian access, and the uncertainty surrounding the potential relocation of the bridgehead presents other challenges.

North Fraser Perimeter Road (NFPR) – this goods movement corridor, which is part of the region's Major Road Network system, dissects the Downtown cutting the waterfront off from the rest of the City.

Rail lines – the three rail lines accessed by Canadian Pacific Railway, Canadian National Railway and Southern Railway, run parallel to the NFPR through the Downtown.

The combined result of the NFPR and the rail lines is a severing of the Downtown, interrupting pedestrian connections and access to the waterfront. Excessive noise, emissions and traffic and train speed present health and safety concerns, especially for children, seniors and those with mobility limitations.

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Other challenges for Downtown's public realm include:

- steep north-south grades that make walking and cycling difficult.
- gradual closure of streets, eroding the original fine grained grid system.
- insufficient or inadequate pedestrian pathways.
- lack of street trees and plants.
- lack of park and open space for informal and formal gatherings.
- safety concerns around the street presence of homelessness and drug activity, particularly along Columbia Street and the SkyTrain stations.
- inadequate street lighting.
- Front Street Parkade visually acting as a barrier to the waterfront.

OPPORTUNITIES

Downtown has unique, special places unmatched in character and prestige elsewhere in the City:

- Columbia Street with its rich history and heritage character
- Riverfront Esplanade
- The River Market at the Quay

Through the use of design guidelines that promote human-scale developments, the City can ensure newer buildings are well-integrated and enhance the public realm through thoughtful consideration of safety, comfort, views, light and air penetration.



Public art, Quebec City, QC



Newport Village, Port Moody, BC



"Green" streetscape, Seattle, WA

Making use of the City's Financing Growth initiatives, future growth means additional opportunities to help secure public realm investments, including:

- sidewalk upgrades and improved pedestrian connections.
- streetscape enhancements - street greening and street lights.
- Central Valley Greenway improvements and Waterfront Greenway connections.
- a waterfront park at the Westminster Pier site.
- plinth or other mitigating measures to address NFPR and rail line issues.

Growth means more people living Downtown, therefore more "eyes on the street," street activity, energy and vibrancy. The result will be a safer, more active street life in the Downtown.

Key Goal: Downtown is a walkable, well-connected neighbourhood that is safe and pleasant for the pedestrian with a public realm that sets the stage for a vibrant and engaging community life.

Strategies	Actions
13a Support a connected and accessible Downtown.	<ul style="list-style-type: none"> • Implement the recommendations for pedestrian connections and improvements identified in the Transportation Chapter. • Foster the development of streets, plazas, parks and public spaces that are accessible and welcoming to all through physical design, location, use of benches and resting areas. Consider protection from wind and noise and exposure to sunlight and views. • Require all sidewalks and access/entry points to new buildings to be universally accessible. • Develop a "Wayfinding Strategy" identifying significant locations, landmarks, and focal points within the Downtown. • Maintain Downtown's fine grained grid system by avoiding further street closures, unless it is demonstrated as necessary. This contributes to greater permeability and access throughout the Downtown. • Leverage new development and infrastructure projects to secure strong pedestrian pathways and connections adjacent to, or part of, subject projects. • Support the continued implementation of the 2000 Trail and Greenway Master Plan in the Downtown. • Ensure there are sufficient barrier-free pedestrian and bicycle connections to the waterfront, with special attention to the waterfront park. These should include well-designed, well-lit crossings over Front Street and the rail lines.

Strategies	Actions
13b Ensure a safe and comfortable experience for enjoying Downtown's public spaces.	<ul style="list-style-type: none"> • Apply the principles of Crime Prevention Through Environmental Design (CPTED) for all new development and public spaces. • Maximize the use the Subdivision and Development Control Bylaw and the Streetlight Improvement Strategy to ensure high quality streetscape enhancements and improved pedestrian safety (e.g., street trees, traffic calming, street lights). • Ensure Downtown sidewalks and new buildings are universally accessible. • Through the use of Design Guidelines, require new developments to provide high quality, safe, pedestrian-oriented streetscapes (e.g., appropriate scale, landscaping, air and light penetration at street level). • Require that street redevelopment and maintenance activities give specific attention to increasing pedestrian interest, comfort and safety, with sufficient lighting, public art, paving treatment and outdoor furniture. • Ensure that the Downtown is, and appears well-maintained through street-litter control programs and the implementation of regulations and enforcement regarding unsightly premises, graffiti removal and maintenance standards. • Examine ways to enhance pedestrian facilities and lighting along Royal Avenue. • Maintain active drug enforcement programs in relation to street level drug activities. • Implement Homelessness Action Plan to reduce visible homelessness and to provide proper services for individuals in need.
13c Provide for a vibrant and pleasurable public life.	<ul style="list-style-type: none"> • Continue to accommodate a range of land uses (residential, retail, office, and institutional), that are compatible with each other, to generate positive street-level activity throughout the day. • Use design guidelines to achieve active, people-oriented street fronts. • Encourage businesses to contribute to an active street life through outdoor cafes, displays, seating, interesting signage and weather protection for pedestrians such as awnings. • Patios and seating areas on sidewalks are encouraged on Downtown streets. • Incorporate colourful banners, public art and street furniture into the public realm. Priority areas include Columbia Street, Lorne Street, Begbie Street and Carnarvon Street. • Provide for a wide range of activities, accessible to individuals of all ages and abilities, in the programming of the waterfront park. • Protect street-end view corridors and key public views through building design and siting requirements in the Zoning Bylaw and design guidelines.
13d Support a connection between people and the environment.	<ul style="list-style-type: none"> • Use design guidelines to support biodiversity through encouraging developments to use a variety of native plant materials and species that are a food source for birds. • Require developments to use landscaping to soften street appearance, create interest and unique spaces, and screen unsightly uses. • Improve drainage and reduce street-level heat impacts through maximizing use of the Subdivision and Development Control Bylaw to require the installation of street trees. • Preserve and enhance view corridors. • Support pedestrian and bicycle connections to the river.

14.0 Community Infrastructure

CONTEXT

In New Westminster, basic City services include roads and streets (discussed in the Transportation Chapter), water distribution, stormwater drainage, sanitary sewers, solid waste collection, flood protection and electricity. Other utility services such as natural gas and telephone are provided by private companies. As the Downtown neighbourhood continues to grow, the demand on the City's services and utilities will increase. The existing systems are capable of handling the anticipated future growth, however upgrades will be needed. The City is currently developing an *Asset Management Plan* in order to systematically address the challenges related to all of New Westminster's aging infrastructure. To help offset the costs of these upgrades, the City collects development cost charges (DCCs) from development.

WATER, SEWER AND STORM SYSTEMS

The objective of the City is to service the existing customers and future growth in a cost-effective, socially responsible and environmentally sound manner. The City is currently implementing several regionally mandated initiatives including the sewer separation program and recently completed the construction of a Combined Sewer Overflow (CSO) tank. Water consumption reduction, source reduction of storm run off and sewer separation are regional objectives the City is pursuing through existing and new developments. Opportunities to coordinate the rehabilitation of existing infrastructure with new development will be sought whenever feasible.



Combined Sewer Outflow tank located at Muni Evers Park

SOLID WASTE AND RECYCLING SERVICES

Solid waste management becomes increasingly more important as the City grows as there are large economic and environmental costs associated with handling waste. Downtown is almost exclusively comprised of multi-family residential and commercial sectors. The City has supported recycling by offering contracted recycling services to multi-family residents. Garbage and recycling pick-up for businesses is independently arranged with private waste hauling companies.

In order to reduce the amount of solid waste produced and transported, a number of waste reduction initiatives are promoted. New Westminster participates in Metro Vancouver's regional Zero Waste Challenge which aims to minimize waste generation and maximize reuse and recycling. The City offers subsidized composting programs, including apartment sized worm composting bins which are available to those living in homes with limited outdoor space. As development continues throughout Downtown, greater emphasis will be put on building design to create compost and recycling areas that are safe and easy to use and maintain.

ENGINEERING STRUCTURES

New Westminster's Downtown has many transportation system-related engineering structures (e.g., bridges, retaining walls, parking structures). These structures form an integral part of the City's broader infrastructure and are critical to the functioning of the overall transportation system. They face many of the same issues other infrastructure components face:

- The cost of maintenance and repairs required by the age of these structures is high and rapidly escalating.
- Their critical role in the transportation network makes maintenance, repairs or upgrading work difficult and expensive.
- Upgrades and expansion of the City's engineering structures often means demolition and reconstruction to meet today's standards.

The potential construction/reconstruction of major infrastructure projects in the Downtown that are not under City jurisdiction presents opportunities to rehabilitate or reconstruct related City structures and other utilities. Examples include:

- Pattullo Bridge reconstruction (TransLink).
- Potential reconstruction of the New Westminster Rail Bridge (Federal).
- The North Fraser Perimeter Road (TransLink).



Dyke management in Queensborough

FLOODPLAIN

Situated on the banks of the Fraser River, parts of the Downtown are located within the River's natural floodplain boundaries (see Schedule E). Over the recent years floodplain management has changed as the Provincial Government transferred the responsibility for establishing regulations for development to local municipalities.

The Fraser River experiences an annual increase in water levels called a Freshet. The Freshet is a result of the snow which has accumulated in the mountains melting and contributing runoff to the River's natural flow. The level of rise is predicted through closely monitoring the amount of snow accumulation in the mountains and spring weather patterns. The river rise is predicted by a computer model released by the Ministry of Environment and confirmed by river gauges located along the Fraser River including Hope, Mission and the New Westminster Quay.

The Downtown does not currently have a system of provincially registered dykes and relies on an emergency plan which identifies mitigation works and procedures to follow in the event the river levels are expected to result in flooding. The City is in the process of developing a Floodplain Management Strategy. Identification of a proposed dyke alignment was recently completed and work has commenced on a feasibility study to produce preliminary designs for each of the dyke segments.

The *Floodplain Management Strategy* will provide guidance for the dyking implications to development projects; however, the City faces a challenge in establishing design standards, which balance government guidelines, architectural design, historic retention, and economics. The City is also in the process of developing floodplain building and development standards which will consider the floodplain requirements while referencing the issues related to accessibility, parking and transportation, physical constraints and environmental impacts.

Many City amenities have been constructed within the floodplain including the waterfront Esplanade. The Esplanade is composed of two sections: a wooden boardwalk directly over the Fraser River and a brick walking path on the shoreline. Under the freshet emergency plan, the wooden portion has the potential to be submerged and would be closed for public access. The brick pathway has been identified in the Floodplain Management Strategy to be raised and included as a component to the proposed dyke alignment. This will allow continued enjoyment of the riverfront while offering an increased level of protection to Downtown residents and businesses.

ELECTRICAL UTILITY

New Westminster Electric Utility is a municipally owned electric distribution utility whose purpose is to provide reliable electrical power and related services to residents and businesses in New Westminster. In partnership with the community, the utility strives to enhance quality of life, support sustainable development and protect the environment. The Electric Utility achieves its mission through the utilization of a governance structure and business model that is intended to make the enterprise appropriately businesslike, industry-aware and accountable to the citizens of New Westminster.

CHALLENGES

The steep topography of the Downtown provides challenges for effective and efficient servicing. The City's aging infrastructure also means that some utilities are in need of replacement. There are many overhead utility lines (electrical, telephone and cable-television) that run throughout the Downtown, which will be relocated underground as redevelopment occurs (as outlined in the Subdivision & Development Control Bylaw and the City Electrical Bylaw).

Another continuing challenge is the coordination of City utilities (water, sewer, storm sewers and electrical) with those of external agencies (gas and telecom). There is limited space under streets, lanes and other rights of ways which requires coordination in locating utility lines in a manner which doesn't create interruptions in service or an increase in costs.




Key Goal: Downtown has infrastructure services and utilities that efficiently and adequately meet the neighbourhood's needs.

Strategies	Actions
14a Co-ordinate service & utility upgrades to support development.	<ul style="list-style-type: none"> • Coordinate service and utility upgrades to coincide with and support public and private development construction. • All existing and future infrastructure related work must be done in concordance with the <i>New Westminster Asset Management Plan</i>.
14b Minimize impact of City infrastructure on surrounding neighbourhood.	<ul style="list-style-type: none"> • Develop, construct and operate City services to minimize impacts on local livability and to complement the urban character of the Downtown.
14c Implement the <i>Floodplain Management Strategy</i> .	<ul style="list-style-type: none"> • Encourage a policy of continuous dyke improvements following the recommendations from the <i>Floodplain Management Strategy</i>. • Explore alternative measures to flood proofing of redevelopment projects.
14d Explore creative/innovative ways of advancing environmentally sustainable servicing.	<ul style="list-style-type: none"> • Explore demand-side management opportunities to reduce the pressure on City infrastructure, utilities and natural resources. • Incorporate the concept of sustainability into the development and implementation of capital projects whenever possible. • Minimize water consumption. • Reduce peak wet weather flows through onsite stormwater management solutions. • Require at source sewer separation with redevelopment.



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15.0 Land Use Designations

(Land use map, see Schedule F)

Land Uses	Storeys*	Details
Columbia Historic Mixed-Use 	<ul style="list-style-type: none"> Non-heritage sites over 1,214 m² (13,067 ft²) up to 12 storeys 	<ul style="list-style-type: none"> mixed-use (commercial and/or residential) along Columbia Street retail, office, service, restaurant, entertainment, arts and culture, recreation at street level identified heritage sites will be protected. all development on non-heritage sites must respect adjacent heritage façade retention will be encouraged over full demolition of a heritage building
Commercial Waterfront	See Zoning Bylaw	<ul style="list-style-type: none"> commercial only: retail, service, office, restaurant, entertainment, hotel, arts and culture
Mixed-Use High Density 	See Zoning Bylaw 660 Front Street Up to 30 storeys (Bylaw No.6951, 2005)	<ul style="list-style-type: none"> mixed-use (commercial and/or residential) throughout Downtown, outside of Columbia Historic Mixed-Use retail, office, service or residential any combination of the above (can be one use or multiple uses)
Irving House Cultural Commercial	See Zoning Bylaw	<ul style="list-style-type: none"> small retail, restaurant, service that will be synergistic with Irving House
Parks and Open Space	n/a	<ul style="list-style-type: none"> parks and open space limited commercial, food service, retail
Muni Evers Residential/Park	See Zoning Bylaw	<ul style="list-style-type: none"> residential townhouses, stacked townhouses, row houses, low rise apartments, mid rise apartments, towers park and/or open space
Residential – Tower Apartment 	See Zoning Bylaw	<ul style="list-style-type: none"> targeted for residential intended for residential towers also may include mid-rise apartments, low rise apartments, townhouses, stacked townhouses, row houses community amenities such as churches, child care, libraries or community space small-scale, corner store type retail, restaurant, and service uses permitted

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Land Uses	Storeys*	Details
Residential – Mid Rise Apartment 	See Zoning Bylaw	<ul style="list-style-type: none"> • targeted for residential • intended for mid-rise apartments • also may include low rise apartments, townhouses, stacked townhouses, row houses • community amenities such as churches, child care, libraries or community space • small-scale, corner store type retail, restaurant, and service uses permitted
Residential – Low Rise Apartment 	See Zoning Bylaw	<ul style="list-style-type: none"> • targeted for residential • intended for low rise apartments • also may include townhouses, stacked townhouses, row houses • community amenities such as churches, child care, libraries or community space • small-scale, corner store type retail, restaurant, and service uses permitted
School/Institution	n/a	<ul style="list-style-type: none"> • public, private and post-secondary schools • public institutional uses, such as libraries, law courts and civic facilities • park
Comprehensive Development	n/a	<ul style="list-style-type: none"> • further study is anticipated which may affect the mix and type of land use • uses permitted under the existing zoning will continue to be allowed
Transportation infrastructure	n/a	<ul style="list-style-type: none"> • major rail, road, and other transportation infrastructure
Pattullo Bridge Realignment Study	n/a	<ul style="list-style-type: none"> • further study is required regarding the Pattullo Bridge realignment study • uses permitted under the existing zoning will continue to be allowed

***Note:** Properties on the Heritage Register, and sites adjacent, are subject to further guidelines that may limit allowable heights.

16.0 Design Guidelines

OBJECTIVES

The City of New Westminster will ensure that new development supports a vibrant, pleasant, and people oriented downtown. The guidelines for Downtown are based upon the following objectives for development:

- Reflect the context of New Westminster and unique characteristics such as history, views and topography.
- If building in the Columbia Street Historic District, form, height and character will be evaluated based on adjacencies to heritage assets. If building outside the historic district but next to a heritage asset, factors such as sympathetic design and materials must be considered.
- Support the protection and revitalization of heritage buildings and the neighbourhood's heritage character.
- Provide safe and pleasant streets and public spaces where pedestrians feel comfortable and welcome.
- Create a positive, people oriented connection between new buildings and the street, between public and private spaces.
- Promote excellence in architectural design and creativity in the architectural form, massing and character of new development.
- Protect important public views, and ensure light and air penetration to the street.
- Promote a vibrant and diverse local economy through the encouragement of attractive and functional commercial areas.
- Guide the development of new buildings which conserve energy, materials and water.
- Encourage new habitat and a greened built environment which supports ecological cycles and reconnects people with nature.
- Minimize negative impacts on air quality and the water quality of the Fraser River.
- Maximize opportunities for rooftop features which generate energy, minimize runoff and create multi-purpose green spaces.
- Promote sustainable modes of transport (e.g., walking, cycling, transit).

GUIDELINES

1. BUILDING FORM AND MASSING

The massing and form of buildings should showcase high level design and creativity, respecting the pedestrian scale and heritage assets of the Downtown.

- a. Vary the shape, massing, and exterior finishes of buildings in order to avoid a repetitive appearance when the development is viewed as a whole. Extra attention should be paid to doorways and corners.
- b. Create focal points and prominence in building design at the corners of street intersections. Gateway elements are encouraged at visually prominent intersections.
- c. Design the building with continuity throughout. Design elements or key proportions from the tower may extend through the podium and be reflected at street level.
- d. Provide a consistent and cohesive colour palette utilizing colours appropriate to a New Westminster context. Consider the heritage colour palette in the older buildings of New Westminster.
- e. Quality, natural materials that are historic to New Westminster are encouraged.
- f. Contribute to the unique character of the city through clear architectural references. While it is important not to mimic heritage buildings, the use of traditional materials, proportions and details that help reinforce New Westminster as a historic place are encouraged.
- g. Buildings located adjacent to heritage assets must ensure the form, massing and design of the building is sympathetic to the heritage building.
- h. The spacing of towers and units should be staggered so that private views are directed past neighbouring high-rise developments.
- i. Locate the portion of commercial buildings below 12 metres (40 feet) in height close to the edge of the sidewalk. Special attention should be given to the first 3 or 4 storeys to reinforce the pedestrian scale.
- j. Provide a minimum 4.5 metre (15 foot) setback from the edge of the top of a podium fronting a pedestrian oriented street. This does not apply to lanes or narrow streets intended primarily for access, utilities and servicing.

- k. Reinforce the scale and character of heritage buildings through ensuring the top edge of the heritage façade forms the edge of the podium of the building. The setback from the edge of a street front heritage façade should be at least 4.5 metres (15 feet).
- l. When designing point towers:
 - Integrate the design of the podium with the tower.
 - Shape buildings above the 7th storey as tall and slender towers that respect views, and provide for light and air penetration to the street.
- m. Reinforce the conclusion of the building design through special consideration of the form, massing and detail of the top several floors and roof of the building. Provide organized rooftops that are attractive when seen from above as well as the street. Rooftop mechanical and service equipment should be screened in a way that incorporates it as an integral part of the building's architectural design.
- n. Provide some variety and unique characteristics of each building where there are multiple buildings in one development to reinforce individual building identity.
- o. Creativity in the design of the building and landscaping is encouraged to promote interest and whimsy in the Downtown.
- p. Interior sidewalls, created as a result of construction/redevelopment phasing, should be designed to complement the overall appearance of development, and should not appear temporary or unfinished.

2. COLUMBIA STREET HERITAGE DISTRICT

These guidelines are based on the conservation and enhancement of heritage buildings along Columbia Street. The intent is to provide appropriately rehabilitated heritage buildings, while providing guidelines for new development that adds to the ambience of the Columbia Street Heritage District.

- a. Original materials should be left in place and new materials should be sympathetic and compatible.
- b. New development will respect the scale and historic street pattern.
- c. The saw-tooth profile of the historic streetscape must be maintained.
- d. New construction will be compatible with adjacent heritage assets and complement the overall Columbia Street Historic District.
- e. New buildings should provide an appropriate transition between differing scales and heights of neighbouring buildings.
- f. New construction will respect and enhance the horizontal alignments on neighbouring heritage buildings.
- g. The first storey will maintain a similar articulation to the heritage buildings on either side and upper storeys should respect or continue the decorative details and articulation of neighbouring heritage buildings.
- h. Storefronts should respect the existing pattern of building widths along the street.

- i. A new building that is wider than 20 metres (66 feet) should maintain the rhythm of the streetfront building pattern, such as using strong vertical design elements at the centre and sides of the new building.
- j. Display windows should reflect the repetitive and vertical pattern of display windows in adjacent heritage buildings.
- k. Upper storey windows should reflect the fenestration pattern of neighbouring heritage buildings and may be of punched design.
- l. Signs should add to the interest of the building and respect the historic character of the area, and not create visual clutter.
- m. Signs and awnings on heritage buildings will follow the HARP design guidelines for size, colour and material.
- n. New awnings should have a traditional profile, with sloped awnings being preferred. Material should be of high quality canvas or glass.
- o. Where structurally possible, awnings should align horizontally with neighbouring canopies.

3. SOLAR ORIENTATION AND ENERGY EFFICIENCY OF BUILDINGS

The intent is to maximize energy conservation opportunities through application of passive design principles. These principles lead to buildings designed to require less energy input to cool in hotter months and heat in colder months. Further, the intent is also to limit the energy consumed by buildings by encouraging use of alternative energy sources and the use of high quality durable materials with a long lifespan.

- a. Orient and mass buildings to maximize opportunities for passive solar heating and cooling, solar hot water and photovoltaics, and natural lighting and ventilation. Where possible, situate the long axis of major building elements in the east-west direction.
- b. Site and orient buildings to take advantage of prevailing winds for cross ventilation. Buildings should have units with exterior ventilation (operable windows) on two sides to encourage passive cooling through cross ventilation.
- c. Building massing that promotes units with potential for exterior ventilation on two sides is strongly encouraged.
- d. Incorporate the use of roofing materials and colours with a high “albedo” (e.g., materials that reflect heat energy from the sun) to reduce the absorption of heat into the building and reduce the “heat island effect.”
- e. Use exterior shading devices to manage heat gain from solar exposure. These may be adjustable, such as fixed awnings or retractable canopies, or fixed, such as projecting roofs, deep balconies, light shelves, fixed fins and similar features into building design to shade during the summer but provide solar access in winter.

- f. Limit the amount of glazing, especially on west and southwest exposures, where mid-afternoon summer sun is difficult to shade effectively. Maximize glazing on building facings with limited sunlight exposure. For mid- and low-rise facades, a maximum of 50% glazing is permitted. Above 3 storeys, glazing of less than 60% is encouraged.
- g. Encourage glazing technologies that allow daylight penetration into buildings and minimize heat conduction.
- h. Produce 10% of the building's annual energy demand from on-site renewable sources (solar, geo-exchange [earth energy]). "Solar ready" design is encouraged to extend energy production later.
- i. Select exterior materials with low embodied energy and long lifespan to minimize energy used in building construction.

4. COMMERCIAL STREET FRONT

The orientation and design of commercial buildings should add to the street vitality and safety by promoting active, street level uses and informal surveillance of the area.

- a. Locate uses to reinforce a vibrant, safe pedestrian experience. Encourage retail and service activity on the first floor immediately adjacent to the sidewalk on important commercial streets.
- b. Ensure a direct relationship between commercial activities and the pedestrian. Where commercial activities front the street level there should be:
 - Clear or tinted (not reflective or opaque) windows on the street
 - Prominent doorways
 - Architectural building detail at the pedestrian eye level
 - Visual interest including lighting, awnings, landscaping containers, and/or creative use of colour
 - Varied store fronts (large storefronts without fenestration detailing are strongly discouraged)
- c. Signage should not create visual clutter.
- d. Outdoor seating, cafes, tables or outdoor displays are encouraged to promote street activity, where possible.
- e. Provide a separate, safe, covered entrance for residents where residential and commercial uses are in the same building. The residential entrance should be located on the less prominent street if possible and not interrupt a continuous commercial street front.
- f. Large blank walls that front streets, including retaining walls, are strongly discouraged. If unavoidable, they should be mitigated by:
 - Using different textures, materials and colours on the wall to articulate the surface and make it more visually appealing.
 - Murals or other forms of public art.
 - Installing a trellis or living, green wall.
 - Providing a raised or terraced planter bed with adequate area to plant landscaping that can grow to screen the wall.
 - Incorporating the wall into a patio or sidewalk café area.

5. RESIDENTIAL STREET FRONT

Residential buildings should be oriented and designed to balance a sense of community and neighbourliness while still allowing privacy of individual units.

- a. Emphasize residential scale and street orientation through changes in architecture and articulation of building form.
- b. For medium density developments, reduce the building's bulk and volumetric impact on the street by setting back upper portions of the building.
- c. Provide a comfortable separation between residences and the street to allow for landscaped front yards, porches or patios. A set back of at least 3 metres (10 feet) from the property line should be included.
- d. Ensure a relationship between residential activities and the sidewalk through building and site design. There should be:
 - Expression of individual units reflected in the overall form of the building as well as at street level;
 - A visual and physical connection between residences (townhouse or apartment) and the street with ground level units having individual front doors that are directly accessible and visible from the street;
 - large windows facing the street and useable outdoor space;
 - Oversight of the street from the building; and
 - Design of walking areas, patios, retaining walls, lighting and fences that are detailed, decorative and reflective of the individual precinct.
- e. Where patios are located along the street front, they should be elevated slightly to provide a degree of privacy while still allowing street surveillance.
- f. If the building has a main pedestrian entrance, it should be clearly evident, directly connected to the street and integrated within the design of the building. There should be direct sight-line into the elevator lobby from the street.
- g. If the building has a main pedestrian entrance, provide a gateway transition feature for walkways which are intended for use by residents, thereby delineating the private property. Locate the feature near the sidewalk and integrate it with the design of the development.
- h. Large blank walls fronting streets, including retaining walls, are strongly discouraged. If unavoidable, they should be mitigated by:
 - Using different textures, materials and colours on the wall to articulate the surface and make it more visually appealing.
 - Using murals or other forms of public art.
 - Installing a trellis or living, green wall.
 - Providing a raised or terraced planter bed with adequate area to plant landscaping that can grow to screen the wall.
 - Incorporating the wall into a patio or sidewalk café area.

6. THE PUBLIC RIVERFRONT

The public riverfront will promote active and recreational uses along the Fraser River and encourage high quality open space and development that improves public access and views of the river.

- a. Apply guidelines regarding pedestrian comfort and circulation (Section 8) and public open spaces (Section 9) to important pedestrian and public riverfront places.
- b. Commercial buildings located adjacent to the Esplanade are encouraged to have outdoor seating areas that open onto the walkway and contribute to the activity of the space.
- c. Buildings are to reflect the marine character of the Fraser River.
- d. Suitable space for entertainment and tourism uses that contribute to the vitality and activity along the riverfront are strongly encouraged.

7. PEDESTRIAN COMFORT AND CIRCULATION

These guidelines aim to create a high quality, comfortable and pleasant experience for pedestrians in the Downtown.

- a. Provide for the comfort and interest of pedestrians on the sidewalk and in public spaces through lighting, signage, seating and continuous weather protection such as canopies and awnings.
- b. Provide high quality and pleasant public streetscapes with sidewalk details such as interesting tree grates, paving inlays, stamps, or colour, and are consistent with existing sidewalk patterns.
- c. Provide easy access that is suitable for all ages and abilities from the street to building entrances and for important walkways within the development. Provide smooth, non-skid walking surfaces and gentle grades. There may be changes in the grade of walkways from individual units to the public street.
- d. Provide shielded, down lighting to ensure the safety and comfort of pedestrians on the public sidewalk. Provide for security and ambient lighting but minimize light pollution. Energy efficient lighting such as LED or solar powered lighting should be used where ever possible.
- e. Ensure safe circulation by distinguishing areas for walking and cycling from parking and traffic.
- f. Provide street trees in public right-of-ways along streets to soften the urban environment and reduce the scale of the street to a more human level.
- g. Ensure lanes and narrow streets are pleasantly designed and safe by indicating an edge between the public street and private land. Consider interesting paving details that delineate pedestrian circulation and drainage patterns. Provide opportunities for visual oversight and lighting from buildings onto narrow streets or lanes.

- h. Incorporate the principles of Crime Prevention Through Environmental Design (CPTED) such as lighting, visibility or natural surveillance, control of trespass, prevention of blind spots or hiding places, clear access, and safe parking garages. Seek professional evaluation for large or complicated proposals.
- i. Within CPTED guidelines, minimize exterior lighting energy demand by minimizing lighting and using high-efficiency luminaires and bulbs such as LEDs.

8. OUTDOOR SPACES

Open spaces should be thoughtfully designed to maximize daylight and provide functional space that is comfortable for a variety of ages and users.

- a. Accessible, outdoor public spaces are encouraged in all developments, including commercial and institutional buildings.
- b. Provide high quality, interesting, and durable outdoor spaces. Coordinate the design of all elements including lighting, paving, outdoor furniture, and garbage receptacles. The design of the gathering area should be integrated with the site and building.
- c. Incorporate public art in all open spaces where ever possible.
- d. Provide for pedestrian permeability with multiple opportunities to access and move through public open space.
- e. Locate outdoor spaces to capture the sun and create an inviting gathering space. Suitable overhangs, canopies and trees for shade and rain protection should be incorporated.
- f. Spaces should be designed to be programmable for inter-generational activities and uses. They could include:
 - a playground suitable for a variety of ages and that is visible from residential units
 - benches and/or tables
 - landscaping
 - a patio to encourage social interaction
- g. Lower flat roofs should be structurally and architecturally designed to accommodate forms of rooftop landscaping and outdoor activity.

9. PUBLIC VIEW CORRIDORS

Care should be taken to avoid disrupting views to Downtown's primary element, the Fraser River, as well as to Mt. Baker.

- a. When a development occurs along a significant street (Fourth Street, Sixth Street and Eighth Street), the applicant will provide an view impact analysis evaluating how the proposal affects views to the Fraser River and Mt. Baker.

10. LIGHT AND AIR PENETRATION

Ensuring adequate light and air circulation of new development and minimizing its negative impact on existing buildings is important in the urban context of Downtown.

- a. Provide for light and air penetration through a minimum separation between towers of 27 metres (89 feet). For the purposes of the guidelines a tower is deemed as a building 7 storeys or higher.
- b. Shape towers so that views are maximized around and between them.
- c. Provide a shade/shadowing study and view analysis for all buildings.

11. NOISE

Due to the proximity to rail, SkyTrain and the truck route in the Downtown, new development needs to consider noise abatement techniques to enhance the livability of residential units.

- a. An array of design and construction techniques should be used to buffer residential units from noise, including:
 - orienting outdoor areas and bedrooms away from noise sources
 - using alternate ventilation (to provide an alternative to opening windows)
 - using concrete construction
 - using glass block walls or acoustically rated glazing
 - using sound absorptive materials and sound barriers on balconies
- b. Provide a report prepared by qualified persons trained in acoustics and current techniques of noise measurements demonstrating that the noise levels in residential units meet CMHC levels.

12. PLANTS AND LANDSCAPE

Abundant landscaping should be used to maximize the 'green-ness' of Downtown and soften the urban landscape.

- a. Make substantial use of landscaping and contribute to a green Downtown. Use landscaping in all areas including walkways, patios, public spaces or other hard surfaces, and include setbacks from the property line.
- b. Provide landscaped ("green") roofs on all concrete podiums to manage runoff, add visual appeal, improve energy efficiency and reduce heat island effects, and provide amenity value.
- c. Landscaping integrated into the building roofline, patio and podium edges, and along the building facade at grade is encouraged to soften building edges, provide a degree of privacy, and reduce summertime solar gain. Landscaping should provide only a partial screen to enable surveillance of the street, transparency of commercial frontages, and to provide for safety.

- d. Retain good quality existing landscaping where possible. Ensure any retained mature trees will be safe when construction is complete.
- e. Provide good quality plants and support long-term maintenance through using professional standards. Specify these or higher standards on the landscape plan:
 - Plant material in the specified container size must meet the BC Landscape Standard of the BC Nursery Trades Association
 - All trees shall be staked in accordance with the BC Landscape Standards.
- f. Mulch planting beds to a minimum depth of 50 mm to reduce evaporative losses and increase absorption of soils.
- g. Choose plants that are species native to the area and:
 - Provide complex multi-storey habitat through a combination of groundcover, shrubs and trees, and the use of species that provide nesting habitat, protection from predators, and food for songbirds;
 - Are hardy, drought-tolerant, perennial species, reducing the need for maintenance, pesticide use, and irrigation.
- h. Design and place landscaping to facilitate year round moderation of the internal building climate. Appropriate deciduous trees on the south and west side of buildings will shade in summer and allow sunlight through in winter.
- i. Communal gardens and private balcony or roof gardens are encouraged, to provide residents with space to garden and grow food. Edible decorative landscaping is also encouraged.
- j. Consider rainwater collection and storage in cisterns to use for landscape irrigation.
- k. Design landscapes, including planters and decorative landscape areas, to incorporate low-impact storm water features that retain and/or infiltrate run-off in order to treat it to storm water quality objectives set out in the applicable storm water management plan, or as required to meet Water Quality Objectives for the receiving water body.

13. PARKING

The location and design of parking structures should avoid negative impacts on the pedestrian environment and to adjacent properties.

- a. Development should support vibrant, safe streets by ensuring people oriented uses in buildings front prominent sidewalks where substantial pedestrian use is expected. Parking structures and parking lots will be designed to be unobtrusive to the pedestrian environment.
- b. Above ground open air parking lots will be strongly discouraged.
- c. Parking structures are strongly encouraged to be located below ground. Where below ground structures are not possible, above ground parking structures should be located behind active, street level uses.
- d. Above ground parking structures that dominate the pedestrian environment are not permitted. Attention and detail should be given to the design of the structure, including:
 - Decorative grating applied to any face of the structure fronting a street
 - Creative use of colour
 - Colourful landscaping
- e. Soften the views and reduce the visual scale of parking from the sidewalk and street with landscaping. Ensure that landscaping supports public safety through allowing visual surveillance of parking areas.
- f. Provide access to parking and utilities from a lane or narrow street and ensure a continuous pedestrian interface and neighbourhood quality on the primary street. Where lane access is available, access to parking areas or structures from a street will generally not be permitted.
- g. Integrate the access to parking with the design of the building. Minimize the number of sidewalk crossings and impacts upon pedestrians.
- h. Provide secure and separate parking for residential and commercial activities where both share a parking structure.
- i. Ensure underground parking for commercial uses is readily accessible, well signed and easily used by customers.
- j. Support transportation options such as carpools, cooperative car use, parking for people with disabilities through providing appropriately sized and conveniently located parking spaces.

- k. Plant trees and shrubs throughout any surface parking areas to intercept precipitation, reduce surface heating, enhance appearance and protect pedestrians from the elements. The use of native plants is preferred.
- l. Design parking and other paved areas to minimize negative impacts on surface runoff volume and quality. Use an appropriate selection of strategies such as the following:
 - Install oil/water separators for high traffic areas.
 - Direct runoff to landscaped filter strips, bio-swales, and bio-filtration strips.

14. RECYCLING, GARBAGE AND COMPOST RECEPTACLES

The location of recycling, garbage and compost receptacles should be given thoughtful design to encourage the reduction of solid waste and promote sustainability within individual developments.

- a. Encourage the installation or provision of space for a 3-stream (compost, recyclable, waste) collection facility in all residential units and food service establishments, and/or in common areas in buildings to ensure that centralized organics collection facilities are in-place once organics collection is mandatory in the coming years.
- b. Ensure the 3-stream collection facility is located in a secure, well designed, screened area that is safely accessible by both residents and service trucks.
- c. Encourage the incorporation of 3-stream separation into kitchen areas to make recycling convenient.
- d. Reduce the impact of odor from compost bins through careful location and an enclosed design complementary to the design of the building.
- e. Access to waste should be located off of lanes or secondary streets.

17.0 Measuring Progress

As part of Downtown Community Plan implementation, Plan monitoring will be done at regular intervals (e.g., bi-annual or every 5 years) to track and measure performance. The basis for monitoring will be the selection of key performance measures related to strategic goals in the Plan. This will be the first time New Westminster has integrated monitoring into one of its land use plans.

Performance measures are pieces of information that generate a picture of what is happening in a local system. They provide insight into the overall direction of a community: whether it is improving, declining, staying the same, or is a mix of all three. Indicators provide a measuring system about past trends, current realities, and future direction in order to aid decision-making.

Performance Measures for the Downtown Community Plan

Table 9 shows a set of measures related to the 10 policy areas of the Plan.

TABLE 9. PERFORMANCE MEASURES FOR THE DOWNTOWN COMMUNITY PLAN

Downtown Community Plan Policy Area	Performance Measures
Environment	<ul style="list-style-type: none"> • Percentage of new developments with landscaped roofs • Net new street trees planted • Inventory of community garden space • Air quality at Front Street mobile test sites (Metro Vancouver) • Energy & Emissions Inventory (Province) • Percentage of new buildings achieving LEED Silver or above or equivalent
Economy	<ul style="list-style-type: none"> • Commercial, industrial, and institutional vacancy rates • Amount of new office floorspace • Amount of new retail floorspace • Percentage of City's office growth occurring in the Downtown • Total number of growth in jobs
Housing	<ul style="list-style-type: none"> • Number of new housing units by type (e.g., townhouse, apartment) and bedroom count • Number of purpose-built rental units (net additional) • Number and percentage of renter households who paid 30% or more of their household income on rent
Community Well-Being	<ul style="list-style-type: none"> • Number of licensed child care spaces per 100 children aged 0-12 • Number of Criminal Code offences • Number of sheltered and unsheltered homeless • Percentage of intersections with curb ramps at all four corners
Heritage Management	<ul style="list-style-type: none"> • Value of building permits for building upgrades and building redevelopment/retention on identified heritage sites
Transportation	<ul style="list-style-type: none"> • Pedestrian traffic counts on key routes or points of connectivity • Percentage of trips made by transit • Number of cyclists • Number pedestrians along Columbia Street • Number of wheelchair accessible transit stops (where grade permits)
Parks and Recreation	<ul style="list-style-type: none"> • Amount of developed/usable park space per 1,000 residents
Arts and Culture	<ul style="list-style-type: none"> • Number of free and accessible public event days • Amount of rentable space for community arts events
Public Realm and Community Infrastructure	<ul style="list-style-type: none"> • Length of greenways completed • Length of frontage of new public and private pedestrian-oriented street improvements

Appendix No. 1

Strategies, Policies, Plans and Programs

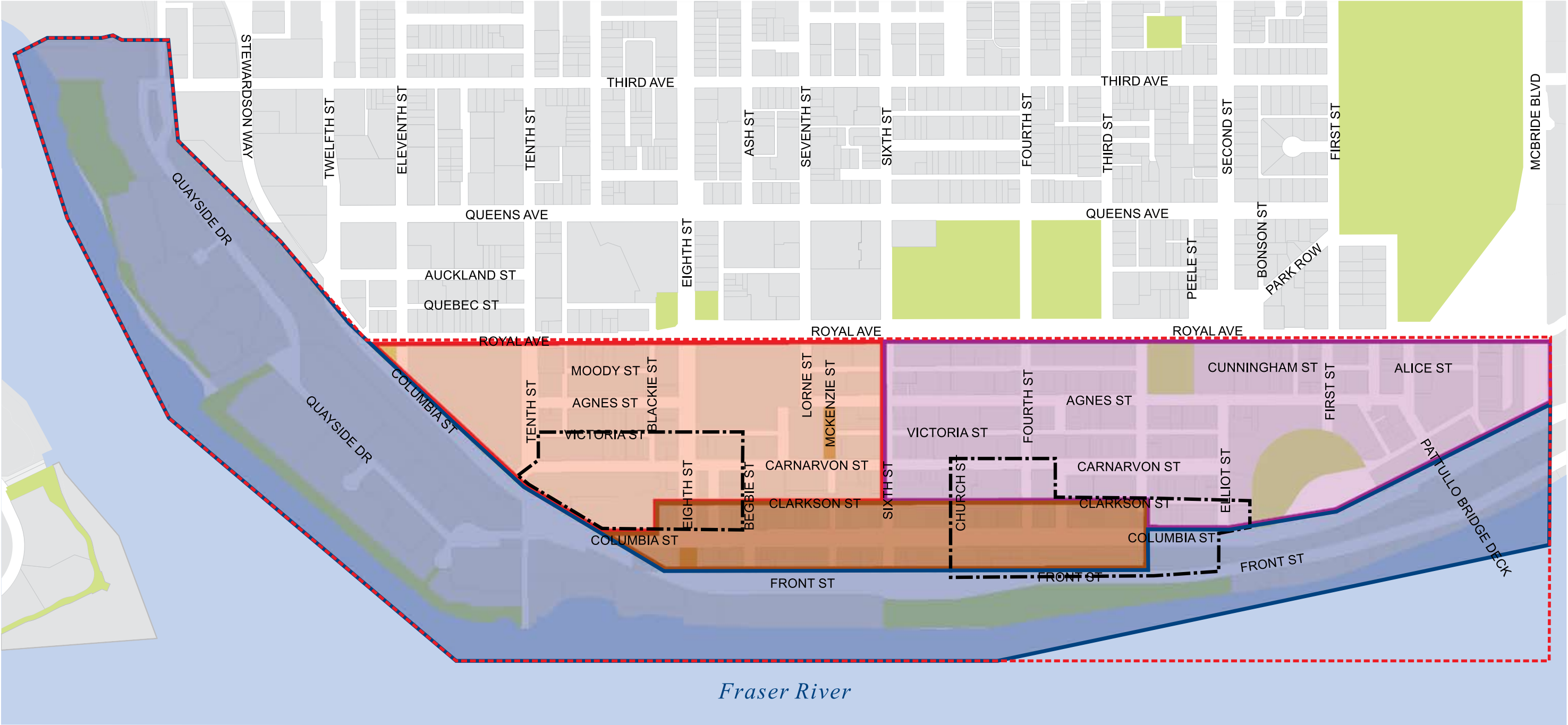
Housing	Economic Development
<p>Official Community Plan Adopted in 1998, the OCP establishes 11 housing goals and 9 related policies and priorities.</p> <p>Affordable Housing Strategy Adopted in April 2009, this strategy contains 9 strategic directions related to facilitating the provision of affordable housing.</p> <p>Studies and initiatives:</p> <ul style="list-style-type: none"> • Moratorium on strata conversions (1978) • Secondary suites program (1998) 	<p>Official Community Plan Adopted in 1998, the OCP establishes 18 goals and 5 policies related to commercial revitalization and the economy.</p> <p>Livable City Strategy Adopted in 2008, this document sets out a plan to improve the economic base of the City of New Westminster.</p> <p>Industrial Lands Strategy Adopted in February 2008, this document is a supportive document to the Livable City Strategy. It is an inventory of existing industrial lands in the City, and offers strategies for maximizing the potential of these lands.</p>
Public Realm	Heritage
<p>Official Community Plan The Official Community Plan provides goals and policies about Parks and Open Space and Urban Design. Development permits areas set out specific guidelines for the form, character and landscaping for new development.</p> <p>Parks and Recreation Comprehensive Plan, 2008 The Parks and Recreation Comprehensive Plan states priorities and strategies around the acquisition and development of parks.</p> <p>Livable City Strategy, 2008 The Livable City Strategy is the economic development strategy for the City of New Westminster. It contains strategies in support of a high quality public realm and a vibrant Downtown.</p> <p>City of New Westminster Five Year Capital Plan The Capital Plan outlines projects, priorities, and capital expenditures that the City will undertake in the next five years including parks, streetscape, and infrastructure upgrades.</p> <p>City of New Westminster Trail and Greenway Master Plan, 2000 This plan identifies major greenways for combination bike and pedestrian routes.</p> <p>Subdivision and Development Control Bylaw #7142 and Amendment #7286 New development must install streets and sidewalks according to the standards and design details set out in the Subdivision and Development Control Bylaw.</p> <p>Studies and Initiatives:</p> <ul style="list-style-type: none"> • Downtown Public Realm Inventory and Analysis (2009). • Downtown New Westminster Urban Plan (1991). • City Wide Review of Streetlighting Illumination Levels (2009). • View Analysis from the Development Analysis Technical Memorandum (2007). 	<p>Official Community Plan The OCP recognizes the importance of heritage in creating a distinctive neighbourhood in the Downtown. It identifies heritage issues and provides goals, policies and priorities for the conservation of the City's heritage resources.</p> <p>Heritage Management Plan Adopted in 1993, this Plan specifies policies, standards, procedures and tools for the City's management of its heritage resources.</p> <p>Columbia Street HARP Guidelines (Heritage Area Revitalization Program 1990) were developed as part of the HARP program – a voluntary cost-sharing program initiated by the provincial government that benefited building owners and tenants of 27 historic buildings along a portion of Columbia Street. Over a three year period, the program provided 50% funding for sympathetic façade upgrades. The guidelines remain as a voluntary guide to assist design decisions for heritage buildings along Columbia Street.</p> <p>Downtown New Westminster Action Plan Adopted in 1996 identifies heritage conservation and historic interpretation strategies as being important to the Downtown, and provides goals and objectives for the conservation of neighbourhood heritage resources.</p>

Transportation	Arts and Culture
<p>Official Community Plan Adopted in 1998, the OCP establishes 4 transportation goals and 9 related policies and priorities.</p> <p>Bicycle Plan, 1997 Established City of New Westminster Bicycle Network and standards, including routes through Downtown.</p> <p>New Westminster Trail and Greenway Plan, 2001 Established Greenway network and designs, including 5 greenways through Downtown.</p> <p>Council adopted policy on Transit Oriented Developments, 2008 This policy defines what a Transit Oriented Development (TOD) is and how parking reductions would be considered in the context of a TOD.</p> <p>Studies and initiatives:</p> <ul style="list-style-type: none"> • Transportation Input to the Downtown New Westminster Community Plan, Halcrow Consulting Inc. (2009). 	<p>Official Community Plan Adopted in 1998, the OCP establishes goals and related policies and priorities and in section 2.2 Community Social Issues.</p> <p>New Westminster Tourism Plan Adopted in 2007, this plan provides a vision and guiding principles and specific strategies for developing tourism in New Westminster.</p> <p>New Westminster Arts Strategy Adopted in 2008, this strategy is a plan for the arts in New Westminster over the next five years. It develops desired outcomes and recommended strategies for the City and the arts community to consider when addressing the issues.</p> <p>Studies and initiatives:</p> <ul style="list-style-type: none"> • Museum and Archives Study (2004) • New Westminster Theatre Study (2008)
Parks and Recreation	Community Well-Being
<p>Official Community Plan Adopted in 1998, the OCP establishes 6 Parks and Open Space goals and 6 related policies and priorities.</p> <p>Parks and Recreation Comprehensive Plan Adopted in 2009, this plan provides direction on the meeting the parks, recreation and cultural needs of current and future City residents, organizations and businesses.</p> <p>Trail & Greenway Master Plan Adopted in 2000, this document provides a design plan for a comprehensive trail/greenway system that can be completed as opportunities arise. Eleven greenway segments were identified across the City, five of which include connections with the Downtown.</p>	<p>Official Community Plan Adopted in 1998, the plan establishes 18 goals related to quality of life, neighbourhood livability, safety and social issues and 22 related policies and priorities.</p> <p>Child Care Strategy Adopted on February 16, 2009, the strategy contains a child care policy and recommends 21 actions to create a comprehensive child care system.</p> <p>Affordable Housing Strategy Adopted in April 2009, the strategy contains nine strategic directions related to facilitating the provision of affordable housing.</p> <p>Homelessness Action Strategy and Implementation Plan for New Westminster Adopted in December 2006, the strategy and plan make 25 recommendations in support of a continuum of housing, income and support.</p> <p>New Westminster Multicultural Policy Adopted in September 2008, the policy recognizes diversity as a source of enrichment and strength and promotes understanding, sensitivity and positive attitudes towards people of different ethno-cultural backgrounds.</p> <p>Studies and initiatives:</p> <ul style="list-style-type: none"> • The Uptown/Downtown Early Childhood Development Hub Project (2008). • Uptown/Downtown Built Environment and Active Transportation Study (in Process - 2009). • Child Care Needs Assessment (2008).

Environment	Community Infrastructure
<p>Official Community Plan Adopted in 1998, the OCP establishes policies and priorities on air quality, water quality, habitat resources, and energy efficiency in section 2.5 Environment and the Riverfront.</p> <p>New Westminster Green Action Plan In January 2007, Council directed staff to use this broad plan to guide development of environmental sustainability policies related to transportation, energy, and recycling in order to fulfill the goals of the Kyoto Protocol.</p> <p>Corporate Greenhouse Gas Reduction Plan Adopted in 2008, the Plan outlines a set of specific energy-related initiatives for the City to undertake in order to reduce its Green House Gas emissions by 15% by 2017.</p> <p>City Green Building Policy Effective August 2009, all new civic facilities in New Westminster will need to achieve a LEED-Gold rating in environmental performance.</p> <p>Smart Growth Development Checklist Adopted in 2004, the City uses this tool to assess the proposed environmental performance of all development permit and rezoning applications.</p> <p>Livable City Strategy Adopted in 2008, this economic development strategy calls for the City to become a leading sustainable community in the region, through initiatives related to recycling and green design, as well as encouraging geothermal and district energy systems.</p> <p>Studies and Initiatives:</p> <ul style="list-style-type: none"> • Partners for Climate Protection member. • BC Climate Action Charter signatory (2008). • At the Crossroads: An Environmental Sustainability Strategy for Downtown New Westminster, HB Lanarc Consultants Ltd. (2009). 	<p>City Utility Development Cost Charge Program A five-year update to the program was approved by Council in 2009, with new rates taking effect in 2011 and 2012. The revised program reflects updated City infrastructure priorities, forecasts infrastructure costs related to new development, and sets adjusted rates to match these costs.</p> <p>Floodplain Management Strategy A first-stage Conceptual Study was completed in 2009 and established a preferred dyke alignment. It will be followed in 2010 by a second-stage Feasibility Study, which will produce preliminary designs for each of the Downtown dyke segments.</p> <p>City 10-Year Capital Works Program Adopted in 2009, the program integrates and prioritizes water, sewer, and road infrastructure projects identified through the 2009 New Westminster Asset Management Plan.</p> <p>Metro Vancouver Solid Waste Management Plan A draft update to the 1995 Plan was released in November 2009 and is anticipated to be adopted in early 2010. The draft Plan commits the City to reducing material waste to a minimum by achieving a 70% diversion rate by 2015.</p> <p>5-Year Integrated Energy Management Plan Adopted by the New Westminster Electric Utility Commission in 2009, the Plan identifies energy savings opportunities and provides a schedule for the investment and implementation of energy efficiency projects in the City.</p> <p>City of New Westminster & BC Hydro Power Smart Memorandum of Agreement signed February 2007 making all BC Hydro Power Smart Energy Efficient Programs available to all City of New Westminster customers.</p>

SCHEDULE A

Land Use Precincts



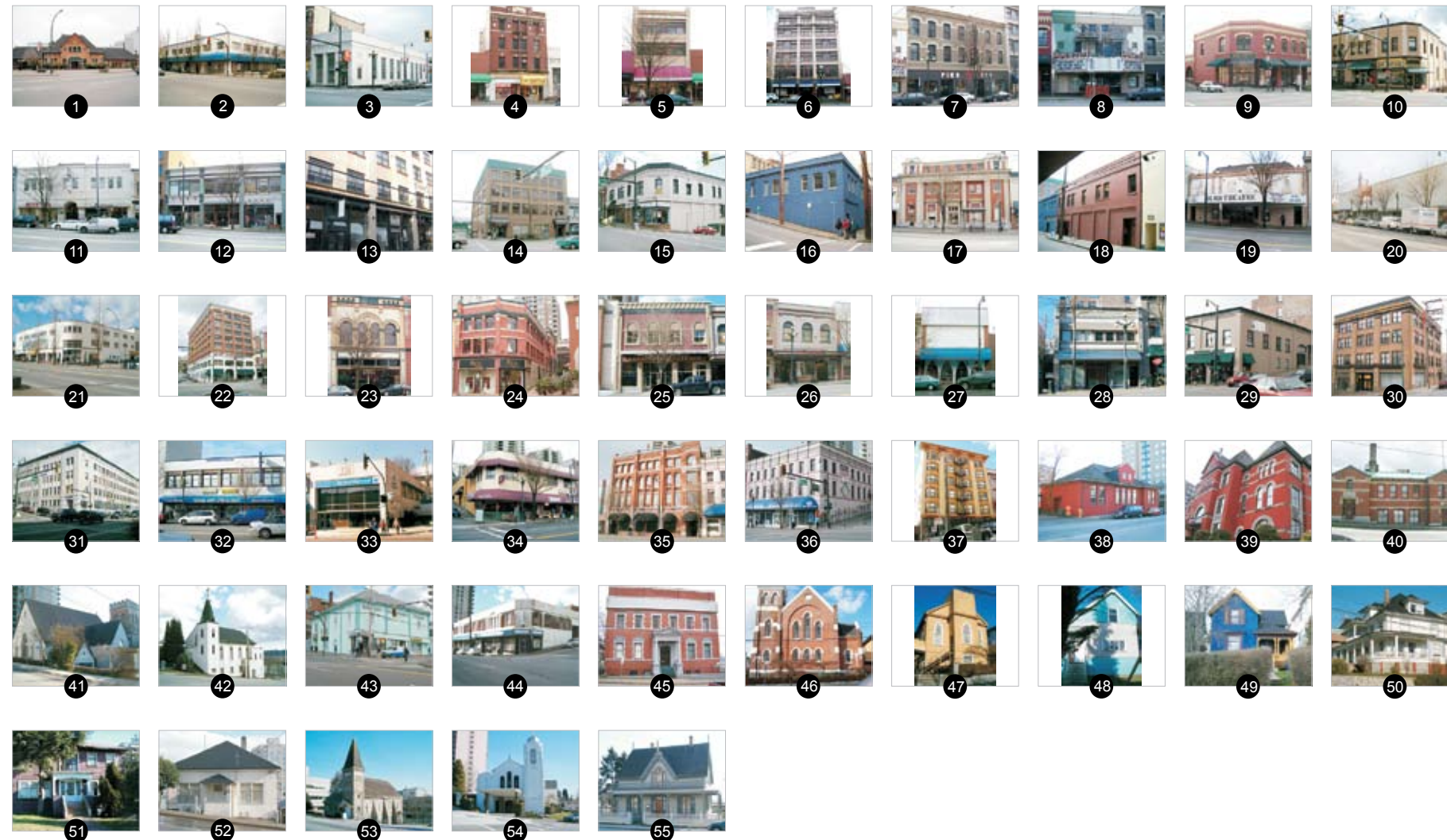
- Plazas & Squares
- Parks & Open Space
- Plan Boundary
- Waterfront Precinct
- Albert Crescent Precinct
- Tower Precinct
- Historic Precinct
- SkyTrain Precinct



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SCHEDULE B

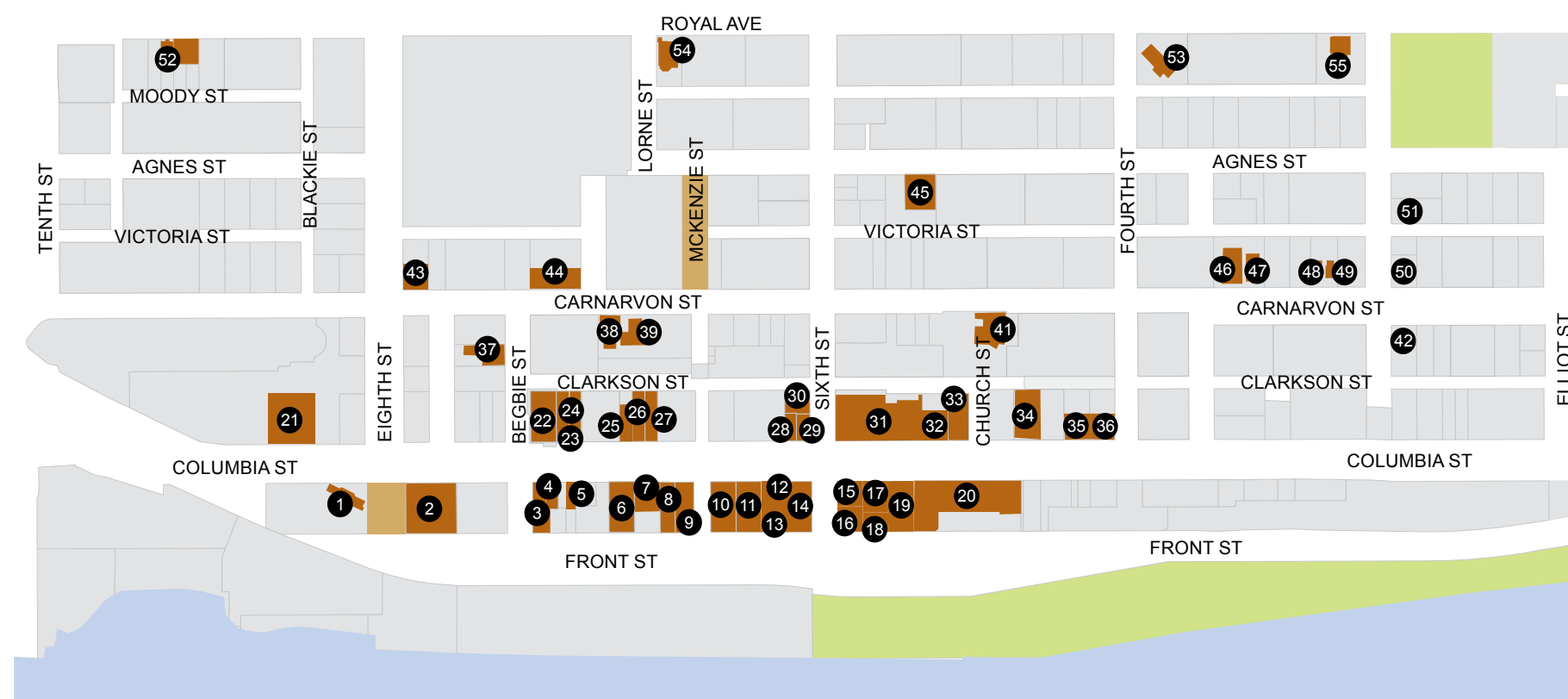
Heritage Register Buildings



1. The Station, 814 Columbia Street
2. B.C. Electric Railway Building, 774 Columbia Street
3. Bank of Nova Scotia, 728 Columbia Street
4. Occidental Hotel Block, 716 Columbia Street
5. Bryson Block, 710 Columbia Street
6. Trapp Block (Army & Navy), 668 Columbia Street
7. The Windjammer Hotel, 660 Columbia Street
8. Edison Block - Paramount Theatre, 652 Columbia Street
9. Dupont Block, 642 Columbia Street
10. Lewis Block (Crescent Block), 630 Columbia Street
11. Hambley Block, 624 Columbia Street
12. Cunningham Block, 612 Columbia Street
13. Chess Block, 611 Front Street
14. Dominion Trust Block, 600 Columbia Street
15. Ellis Block, Columbia Street, 548 Columbia Street
16. Ellis Block, Front Street, 553 Front Street
17. Bank of Commerce, 544 Columbia Street
18. Malins Block, 535 Front Street
19. Burr Theatre - Columbia Cinemas, 530 Columbia Street
20. Army & Navy Department Store, 502 Columbia Street
21. Mc and Mc Block, 811 Columbia Street
22. Westminster Trust Block Westminster Club, 713 Columbia Street
23. Adams Block, 705 Columbia Street
24. Hart Block, 701 Columbia Street
25. James Armstrong Block, 671 Columbia Street
26. Benjamin Young Block, 665 Columbia Street
27. Curtis Block, 659 Columbia Street
28. Coulthard-Sutherland Block, 607 Columbia Street

29. Ellard Block, 601 Columbia Street
30. Cliff Block, 28 Sixth Street
31. New Westminster Police Department, 555 Columbia Street
32. Clifford Block (Hall-Lavery Block) 513 Columbia Street
33. Bank of Montreal, 511 Columbia Street
34. Evans B. Dean Block, 445 Columbia Street
35. Columbia Stn Inn (Burr Block) Met Hotel, 415 Columbia Street
36. Gutcheon Block, 401 Columbia Street
37. Arundal Mansions, 48 Begbie Street
38. Begbie Court - Land Registry Office, 608 Carnarvon Street
39. Begbie Court - NW Court House, 668 Carnarvon Street
40. Fisheries Building, 636 Carnarvon Street
41. Holy Trinity Cathedral, 514 Carnarvon Street
42. Nidarose Lutheran Church, 47 Merivale Street

43. Oddfellows' Block, 55 Eighth Street
44. Hill Block (Royal City Glass Building), 711 Carnarvon Street
45. Masonic Hall, 508 Agnes Street
46. Emmanuel Pentecostal Church, 321 Carnarvon Street
47. St. Andrew's Hall, 317 Carnarvon Street
48. Maria Keary Cottage, 307 Carnarvon Street
49. Keary House, 305 Carnarvon Street
50. Bilodeau House, 219 Carnarvon Street
51. Catherine Armstrong House, 63 Merivale Street
52. Alex Ferguson House, 832 Royal Avenue
53. Saint Peter's Church, 330 Royal Avenue
54. Saint Paul's Reformed Episcopal Church, 628 Royal Avenue
55. Irving House, 302 Royal Avenue



SCHEDULE C

Parks & Open Space



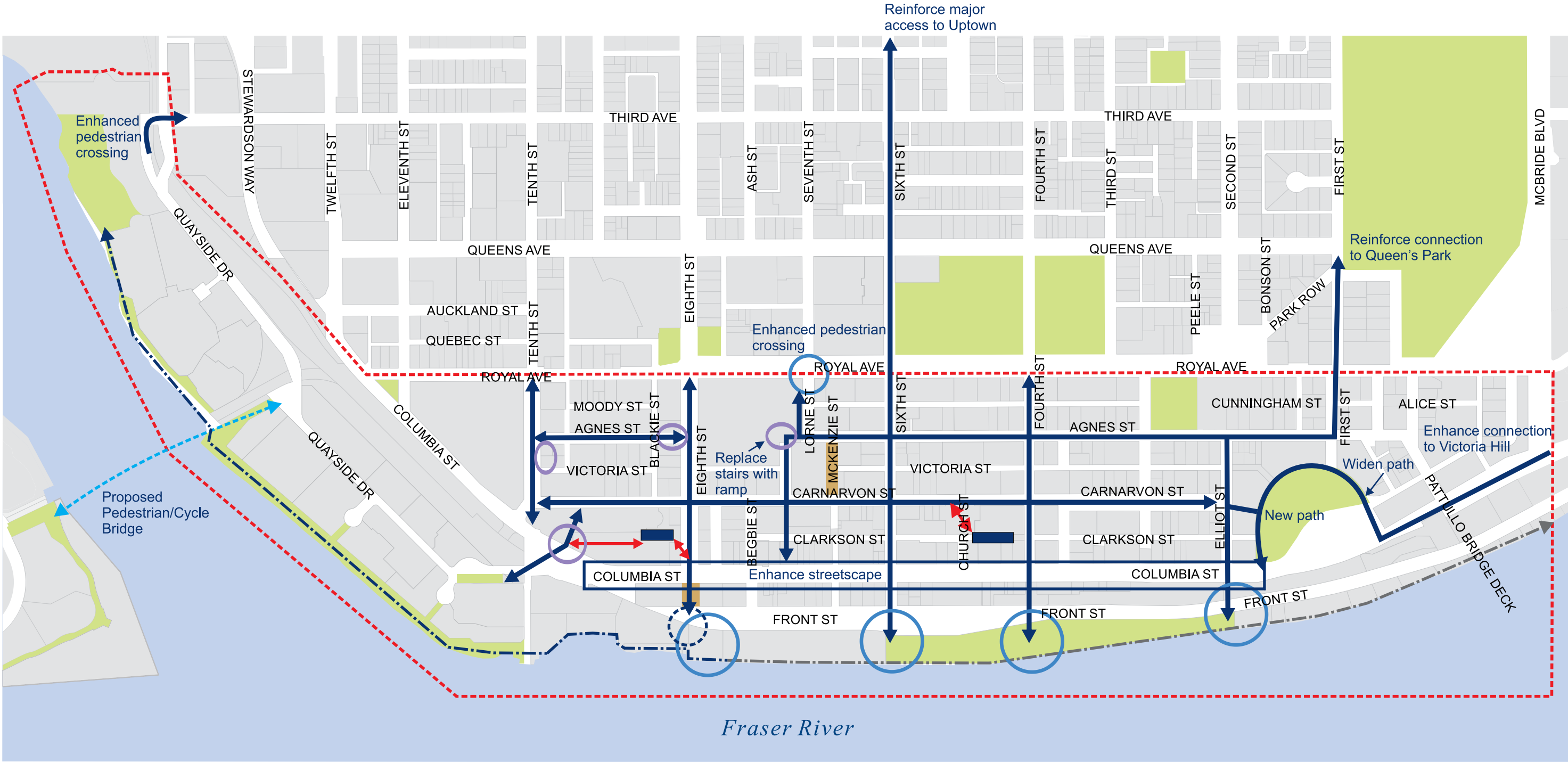
- Plazas & Squares
- Plan Boundary
- Waterfront Esplanade
- Future Waterfront Esplanade
- Community Park
- Neighbourhood Park
- City Park
- Planning in Progress



Not to scale

SCHEDULE D

Public Realm



- Plazas & Squares
- Parks & Open Space
- Plan Boundary
- Enhanced Pedestrian Streets
- Pedestrian Activity Node
- Enhanced access to SkyTrain
- Improved waterfront connection
- Widen sidewalks
- Proposed pedestrian cycle/bridge
- Esplanade
- Future Esplanade



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SCHEDULE E

Floodplain Boundary



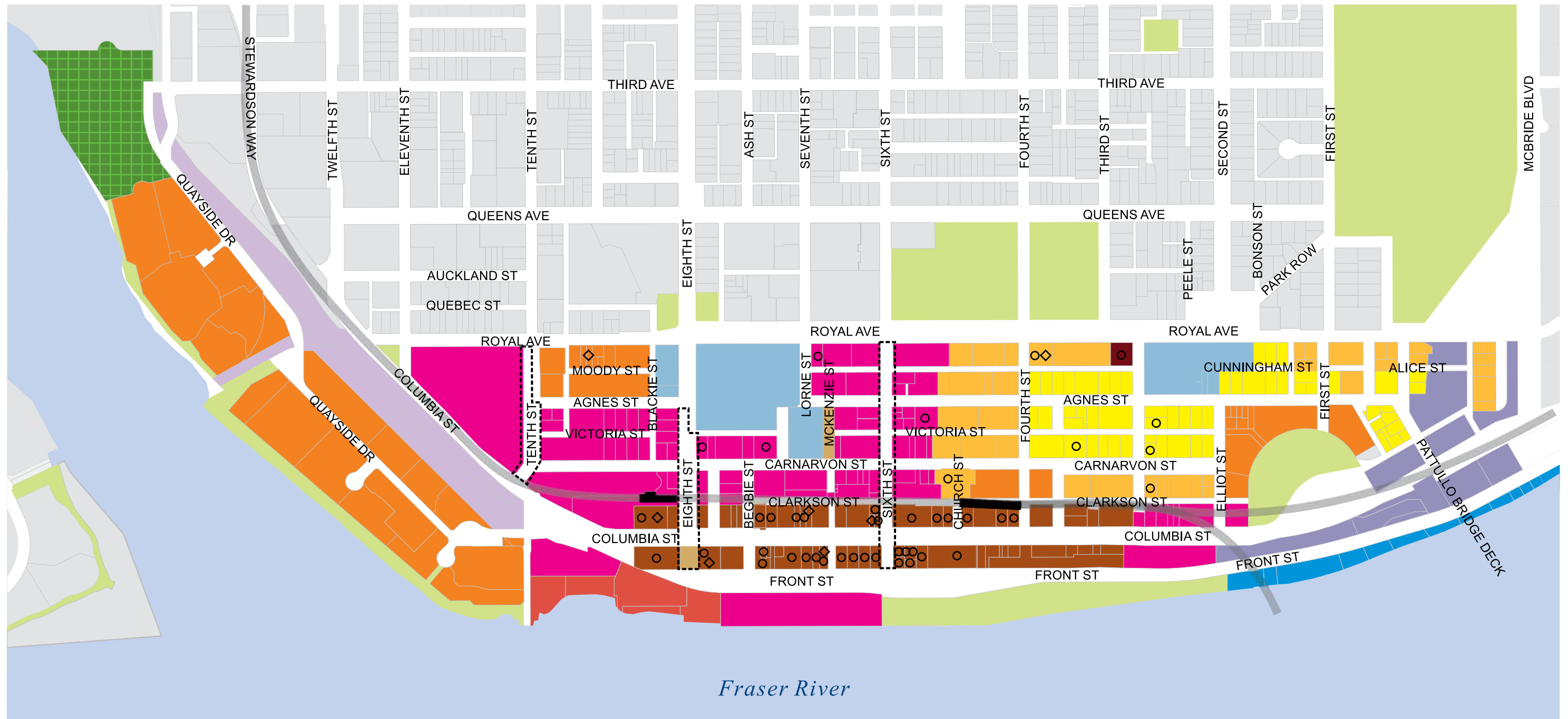
- Plazas & Squares
- Parks & Open Space
- Plan Boundary
- Floodplain Area



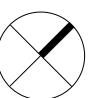
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SCHEDULE F

Land Use Map



- | | | | |
|--------------------|----------------------------------|-----------------------------------|-------------------------------|
| Plazas & Squares | Columbia Historic Mixed-Use | Muni Evers Residential / Park | Commercial at Street Level |
| Parks & Open Space | Commercial Waterfront | Pattullo Bridge Realignment Study | Transportation Infrastructure |
| | Comprehensive Development | Residential - Low Rise Apartment | Heritage - Register |
| | Irving House Cultural Commercial | Residential - Mid Rise Apartment | Heritage - Designated & HRA |
| | Mixed-Use High Density | Residential - Tower Apartment | SkyTrain Stations |
| | | School / Institution | SkyTrain Lines |



Not to scale



NEW WESTMINSTER

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DOWNTOWN COMMUNITY PLAN

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