



ADVISORY PLANNING COMMISSION

Tuesday, June 16, 2015 **5:30 p.m.**
Committee Room No. 2

AGENDA

	Page
1.0 ADDITIONS TO AGENDA	
2.0 ADOPTION OF MINUTES	5:30 pm
2.1 Adoption of the Minutes of May 19, 2015	2
3.0 INFORMATION PRESENTATIONS	
3.1 OUR CITY 2041: Official Community Plan Update <i>(oral presentation)</i> Lynn Roxburgh, Planner, will present an update of the Official Community Plan review process.	
3.2 129 Tenth Street REZ00085 DPB00019	8
An application has been received to rezone the property at 129 Tenth St from Single Detached Dwelling District (RS-2) to Multiple Dwelling Districts (Low Rise)(RM-2A) in order to order to allow an eight unit townhouse development.	
4.0 REZONING	6:30 pm
5.0 NEW BUSINESS	
6.0 REPORTS AND INFORMATION	
7.0 CORRESPONDENCE	
8.0 NEXT MEETING	
July 21, 2015 (in Committee Room No. 2)	
9.0 ADJOURNMENT	



ADVISORY PLANNING COMMISSION

**Tuesday, May 19, 2015 6:30 p.m.
Committee Room No. 2**

MINUTES

VOTING MEMBERS PRESENT:

- | | |
|----------------------|--------------------|
| Ken Williams | - Chair |
| Richard Carswell | - Community Member |
| Margaret Fairweather | - Community Member |
| Peter Goodwin | - Community Member |
| Bart Slotman | - Community Member |
| Alex Sweezey | - Community Member |

VOTING MEMBERS REGRETS:

- | | |
|-----------------|--------------------|
| Agnes Cerajeski | - Community Member |
| Peter Hall | - Community Member |
| Brian Shigetomi | - Community Member |

GUESTS:

- | | |
|------------------|-------------|
| Maranatha Coulas | - Architect |
| Mike Degelder | - Developer |
| Graham McGarva | - Architect |

STAFF:

- | | |
|-----------------|-------------------|
| Barry Waitt | - Senior Planner |
| Alison Worsfold | - Committee Clerk |

The meeting was called to order at 6:31 p.m.

1.0 ADDITIONS TO AGENDA

There were no additions.

2.0 ADOPTION OF MINUTES

2.1 Adoption of the Minutes of April 21, 2015

MOVED and SECONDED

THAT the minutes of the April 21, 2015 Advisory Planning Commission meeting be adopted.

CARRIED.

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

3.0 INFORMATION PRESENTATIONS

There were no items.

4.0 REZONING

4.1 900 Carnarvon St (901 Columbia St)

REZ00072
SDP00190

Barry Waitt, Senior Planner, summarized the report dated May 19, 2015 regarding an application to rezone the air space parcel at 900 Carnarvon Street from Central Business Districts (Restricted) (C-4C) to Comprehensive Development District (900 Carnarvon Street) (CD-61) in order to allow 398 residential units and 4,548 square feet commercial in a 40 storey building.

Mr. Waitt advised that notification was sent to the following:

- The surrounding neighbourhood within 100 metres (1,981 notices);
- All Residents' Associations;
- The Board of School Trustees;
- Superintendent of Schools;
- The New Westminster Heritage Preservation Society; and,
- Port Metro Vancouver.

In response to questions from the Commission, Mr. Waitt noted the following information:

- The secured market rental housing would be guaranteed through a housing agreement under section 219 *covenant* of the Land Title Act, which would be established for either 60 years or for the life of the building;
- The development would not be stratified;
- Providing traffic lights at the 10th Street roundabout is not included as part of the development;
- The main vehicular access point for the development would be off Carnarvon Street;
- There have been no safety concerns expressed from the New Westminster Fire and Rescue Services with respect to the proposed density of the building;
- Although the Zoning Bylaw does not require the development to maintain a property line setback, there is a setback on the westerly side of the building due to the plaza. In addition, the City provided the applicant with requirements for the distance from the curb to the rear of the building in order to allow the development to complement the streetscape;

- The width of the tower has been minimized, and it would be specifically located on the property to minimize its shadow;
- The development would not be required to adhere to the Family Friendly Housing Policy if it is approved prior to the implementation of the Zoning Bylaw amendment; and,
- The total floor space ratio (6.5) does not include the parking podium.

Maranatha Coulas, Architect, provided a PowerPoint presentation outlining further details as summarized in the report dated May 19, 2015.

In response to questions from the Commission, Ms. Coulas, Mike Degelder, Developer, and Graham McGarva, Architect, provided the following information:

- The site is considered to be contaminated as an automobile dealership was previously located on the lot;
- It was suggested that some businesses have expressed interest in leasing the commercial space;
- That parking podium would be concealed to reduce its visibility from the streetscape;
- The development adheres to the Iconic Building Guidelines;
- The mechanical and storage areas are included in the residential square footage calculation;
- Approximately 50% of the studio units are 350 square feet and 50% are 450 square feet; and,
- There would be two loading bays provided within the development to reduce disruptions to the neighbourhood when renters are moving in and out of the building.

Diane Butler, Resident, expressed concerns regarding the construction phase of the project exacerbating vehicular congestion along Columbia Street.

In response to Ms. Butler's concern, Mr. Degelder advised that the applicant would be required to submit a traffic management plan to the City prior to construction commencing.

Jason Shanks, Resident, expressed concerns with respect to the project exacerbating vehicular congestion in the downtown area due to the possibility that construction of both the development and the lower dog park site could commence at the same time, as well as the main vehicular access point for the development being off Carnarvon Street. Mr. Shanks commended the applicant for the amended shape of the development, as well as the angles of the architecture.

Oliver Demuth, Resident, expressed the following concerns:

- That a market rental building would attract transients to the downtown area, resulting in a lack of community;
- The high density of the building;
- That the development could result in an unlivable and unattractive streetscape; and,
- That the development could exacerbate traffic congestion in the downtown area.

Sheila Sullivan, Resident, expressed concerns with respect to the development negatively impacting community livability, as well as a market rental building contributing to increased public disturbances, mischief and noise complaints.

Amith Jenandes, Resident, expressed the following concerns:

- That a market rental building would attract transients to the downtown area, resulting in a lack of community;
- That individuals moving in and out of the building could exacerbate traffic congestion in the downtown area; and,
- That providing three elevators may not be sufficient enough to support the proposed density.

Alicia Keilty, Resident, expressed the following concerns:

- That the development could exacerbate traffic congestion in the downtown area;
- That a market rental building could contribute to increased mischief;
- That noise pollution caused by construction of the development, combined with the nighttime construction of the New Westminster SkyTrain station improvements could negatively impact adjacent homeowners' health; and,
- That the development could result in a lack of community in the downtown area.

Jason Smith, Resident, suggested that providing only three elevators may not be sufficient enough to support the proposed density. Mr. Smith expressed concerns regarding the development resulting in the value of adjacent properties to depreciate.

Howard Hunter, Resident, expressed concerns regarding the viability of the traffic study, and suggested that the development could exacerbate traffic congestion in the downtown area. Mr. Hunter commended the applicant for providing two loading bays within the development to alleviate congestion on public streets.

Discussion ensued, and the Commission noted the following comments:

- It was suggested that increasing the commercial space beyond what is proposed could benefit the downtown area;
- It was suggested that the plaza area is a strong aspect of the proposal;
- Concerns were expressed regarding the visitor parking for the development being inconveniently located in towers one, two and three;
- It was suggested that individuals moving in and out of the building could exacerbate traffic congestion in the downtown area;
- Concerns were expressed regarding the main vehicular access point for the development being off Carnarvon Street;
- It was suggested that the loading bays and elevator use be regulated when tenants move in and out of the development to avoid elevator congestion;
- It was suggested that providing three elevators may not be sufficient enough to support the proposed density;
- It was suggested that the city could benefit from the addition of a market rental building, as the demand for rentals continues to increase;
- It was suggested that the proposed density is appropriate, as the development is located in close proximity to the SkyTrain;
- The applicant was commended for minimizing the width of the tower;
- The applicant was commended for the design of the six storey concrete parking podium;
- It was suggested that the proposed density is too high for the size of the lot and does not complement the neighbourhood;
- It was suggested that there is an inadequate unit mix, and that the percentage of studio and one bedroom units is too high; and,
- Although concerns were expressed regarding a market rental building attracting transients to the downtown area, and resulting in a lack of community, it was suggested that the city could become more vibrant if the development attracts student as tenants.

MOVED and SECONDED

THAT the following correspondence re: 900 Carnarvon Street be received for information:

- *E-mail dated May 15, 2015 from Marian Toft;*
- *E-mail dated May 15, 2015 from Hunter Howard;*
- *E-mail dated May 14, 2015 from Jim Hiscock;*
- *E-mail dated May 15, 2015 from Erwin Tang;*
- *Letter dated May 14, 2015 from Bob McCulloch;*
- *E-mail dated May 13, 2015 from Marli Wakeling;*
- *E-mail dated May 13, 2015 from Bert and Gisela Jansen;*
- *E-mail dated May 13, 2015 from Erwin Tang;*
- *Letter dated May 12, 2015 from Julio Robayo and Rosemary Rivera;*
- *E-mail dated May 8, 2015 from Richard Awender; and,*

- Letter dated May 10, 2015 from Marcus and Laura McKenna.

CARRIED.

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

MOVED and SECONDED

THAT the application to rezone the air space parcel at 900 Carnarvon Street from Central Business Districts (Restricted) (C-4C) to Comprehensive Development District (900 Carnarvon Street) (CD-61) not be supported in its current format.

CARRIED.

Alex Sweezey and Peter Goodwin voted in opposition.

5.0 NEW BUSINESS

There were no items.

6.0 REPORTS AND INFORMATION

There were no items.

7.0 CORRESPONDENCE

There were no items.

8.0 NEXT MEETING

June 16, 2015 (in Committee Room No. 2)

9.0 ADJOURNMENT

ON MOTION, the meeting adjourned at 8:15 p.m.

Certified Correct,

Ken Williams
Chair

Alison Worsfold
Committee Clerk

APPENDICES ATTACHED TO THIS REPORT

	Title		Title
1	Location Map	3	Official Community Plan Designations
2	Project Plans		

PROPOSAL

The applicant proposes to rezone the site from Single Detached Dwelling Districts (RS-2) to Multiple Dwelling Districts (Low Rise)(RM-2A) in order to develop an eight unit townhouse development. The townhouses would be three storey, three bedroom units. The floor space ratio would be 1.15 and the project would have a density of 36.7 units per acre (14.85 units per hectare). The project requires and provides 14 parking spaces. The project would require variances for the location of the two buildings. The variances proposed are:

Variance	Bylaw	Proposed	Required
Front Yard - McInnes	431.13	10 feet (3.05 metres)	25.0 feet (7.62 metres)
Rear Yard - 10 th St.	431.14	12.75 feet (3.89 metres)	25.0 feet (7.62 metres)
Side Yard - North	431.15	10 feet (3.05 metres)	17.5 feet (5.33 metres)
Side Yard - South	431.15	10 feet (3.05 metres)	17.5 feet (5.33 metres)
Between Buildings	431.16	20.33 feet (6.2 metres)	34 feet (10.36 metres)

CONTEXT

The site has been vacant since 1989.

To the south of the site is the Royal Vista apartment building which is a 19 storey building with 108 units constructed in 1990. The site is zoned Multiple Dwelling Districts (High Rise)(RM-4). The site has a floor space ratio of 3.8 and a density of 127 units per acre (51.42 units per hectare). To the south of the Royal Vista is the Landgro Apartment, a 3 storey apartment building constructed in 1982 with 29 units. It is zoned Multiple Dwelling Districts(Low Rise)(RM-2). It has a Floor Space Ratio of 1.4 and a density of 59 units per acre (23.9 units per hectare).

To the east are the 3.2 acre Simcoe Park site and the adjacent 3.3 acre Fraser River Middle School site.

To the north are four properties. These properties are summarized in the following table:

Address	Site Area	Land Use	Zoning
135 Tenth Street	4,095 square feet (380.4 square metres)	1896 house with 1 unit	RS-2
137 Tenth Street	5,758 square feet (534.9 square metres)	1944 store and 1 residential unit	RS-3
124 McInnes Street	3,018 square feet (280.4 square metres)	1897 house with 2 units	RS-2
912 Queens Avenue	4,244 square feet (394.3 square metres)	1958 apartment building with 4 units	RS-2

To the west across Tenth Street are three properties. At 134/136 Tenth Street is the Queens Court Housing Cooperative constructed in 1986 with 31 housing units. That site is zoned Multiple Dwelling Districts(Low Rise)(RM-2). It has a floor space ratio of 1.07 and a density of 39 units per acre (15.8 units per hectare). At 126 Tenth Street is the 8,686 square foot (807 square metre) parking lot for Kingdom Hall of the Jehovah’s Witnesses at 120 Tenth Street. Both 120 and 126 Tenth Street are zoned Single Detached Dwelling Districts (RS-1).

Site Constraints

The subject property has two frontages, Tenth Street and McInnes Street. The property is rectangular and has a cross slope of 15 feet (4.57 metres) from the north east to the south west corners of the site. The design of the project would benefit from taking vehicular access from Tenth Street; however due to the slope of Tenth Street and the function of Tenth Street as a collector street access the parking garage for vehicles has been restricted by the City to McInnes Street.

Proximity to Transit Service

Transit Facility	Frequency	Distance (m)
Skytrain Station		650 metres
Frequent Transit Network		
Transit Stop		

The site is within walking distance of the New Westminster Sky Train station.

OFFICIAL COMMUNITY PLAN CONSIDERATIONS

The site is designated in the Official Community Plan as **(RBH) Residential - Brow of the Hill**. The Plan describes these designations as:

(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, such as row houses and stacked townhouses, which would result in the loss of single detached sites, will be considered in compliance with the Brow of the Hill Action Plan.

This site is designated as part of the Brow of the Hill Development Permit Area.

Development Permit Area: The Brow of the Hill

The *Brow of the Hill Action Plan* and the *Official Community Plan* designate the Brow of the Hill area as Development Permit Area #1 (please refer to the Brow of the Hill Development permit Area map on the page over for the boundaries). The Brow of the Hill Multi-family area is designated to provide a framework for multi-family residential development excluding single detached homes where 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.

BROW OF THE HILL DEVELOPMENT POLICY

On page 25 the Brow of the Hill Action Plan States:

Goal: Any new multi-family projects will revitalize the area and enhance the community's vision for the Brow of the Hill.

Recommendations:

Short Term

The City will not encourage proposals for multi-family projects which would result in the loss of single detached sites unless the following conditions are met:

- the proposal is surrounded partially or wholly by multi-family developments;
- and,

- the proposal is located on a busy street (i.e. carrying greater than 3,000 vehicles per weekday) and is located on or close to the “edge” streets of the neighbourhood (e.g. Sixth Avenue, Queen’s Avenue, Eighth Street or Twelfth Street); and,
- the building design is high quality and emphasizes the area’s traditional character in its landscaping, materials and building design (e.g. Cobblestone Walk on Tenth Street); and,
- the provision of features that encourage the project residents to interact with each other and with other members of the area (e.g. garden plots, common kitchen and meeting space for residents, child care, outdoor seating with a view, public art).

When considering proposals for multi-family projects, the City will take into account any existing building(s) on the site which are structurally unsound or are not economically feasible to operate. While it is recognized that some buildings will eventually reach the end of their usefulness, the City does not support poor property management that allows or hastens a building’s decline.

DISCUSSION

The proposed project conforms to the land use designation as it is a medium density, ground oriented townhouse development on a site that is vacant. The proposed project also conforms to the Brow of the Hill short term development policy in that it is located Tenth Street which carries a high volume of traffic, near the edge of the neighbourhood on a site is surrounded partially by multi-family developments. The family oriented project has yard and garden areas on all sides to provide opportunities for residents to interact with each other and other local residents.

The bylaw assessment for the project has been done using the (RS-2) to Multiple Dwelling Districts (Low Rise) (RM-2A) zone. That zone anticipates a three storey apartment building on a site. The project proposed is two buildings with four units in each building. The final identification of the zone to use for processing this application will be determined after the project has achieved support from the New Westminster Design Panel. The RM-2A zone was not developed for this type of project so the project may be best considered on its own merits under a Comprehensive Development Districts zone.

CONCLUSION

An application has been received to construct an eight unit townhouse development in the Brow of the Hill Neighbourhood. The Brow of the Hill Action Plan identifies this site for potential family oriented residential development. The application satisfies the Official

Community Plan land use designation and the Brow of the Hill Action Plan's Development Policy for location and family orientation.

James Hurst
Development Planner

JH:jd

APPENDIX # 1

LOCATION MAP



APPENDIX # 2

PROJECT PLANS

APPENDIX # 3

OFFICIAL COMMUNITY PLAN DESIGNATIONS

(RBH) RESIDENTIAL - BROW OF THE HILL

AND

DEVELOPMENT PERMIT AREA: THE BROW OF THE HILL

AND

BROW OF THE HILL DEVELOPMENT POLICY

The site is designated in the Official Community Plan as **(RBH) Residential - Brow of the Hill**. The Plan describes these designations as:

(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, such as row houses and stacked townhouses, which would result in the loss of single detached sites will be considered in compliance with the Brow of the Hill Action Plan.

This site is designated as part of the Brow of the Hill Development Permit Area.

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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 Development Permit Area #1 Brow of the Hill Multi-family shall be in accordance with the following guidelines:

- Locate building structures on the site to enhance views of the Fraser River;
- Ensure that the architectural design is compatible with the existing streetscape including the area's historic character and the existing single detached dwellings in terms of scale, massing, finish and landscaping;
- Incorporate landscaping that contributes to the green space and open space network in the neighbourhood;
- Encourage a pedestrian friendly streetscape which promotes a sense of community and encourages residents and community members to interact with each other;
- Incorporate noise attenuation measures into building construction on busy streets; Comply fully with the principles of Crime Prevention Through Environmental Design (C.P.T.E.D.); and
- Provide ground-oriented housing in a variety of housing unit sizes.

BROW OF THE HILL DEVELOPMENT POLICY

On page 25 the Brow of the Hill Action Plan States:

Goal: Any new multi-family projects will revitalize the area and enhance the community's vision for the Brow of the Hill.

Recommendations:

Short Term

The City will not encourage proposals for multi-family projects which would result in the loss of single detached sites unless the following conditions are met:

- the proposal is surrounded partially or wholly by multi-family developments; and,
- the proposal is located on a busy street (i.e. carrying greater than 3,000 vehicles per weekday) and is located on or close to the "edge" streets of the neighbourhood (e.g. Sixth Avenue, Queen's Avenue, Eighth Street or Twelfth Street); and,
- the building design is high quality and emphasizes the area's traditional character in its landscaping, materials and building design (e.g. Cobblestone Walk on Tenth Street); and,

- the provision of features that encourage the project residents to interact with each other and with other members of the area (e.g. garden plots, common kitchen and meeting space for residents, child care, outdoor seating with a view, public art).

When considering proposals for multi-family projects, the City will take into account any existing building(s) on the site which are structurally unsound or are not economically feasible to operate. While it is recognized that some buildings will eventually reach the end of their usefulness, the City does not support poor property management that allows or hastens a building's decline.

Medium Term

Examine the creation of a zone that would allow the construction of small scale multi-family projects (e.g. 6 to 12 units) that look like a large single detached house (e.g. the design of 425 Twelfth Street).

Ongoing

Continue to strive to ensure that all new projects are compliant with the *Building Bylaw* and other City regulations.

See the following Livability and Social Issues section recommendation:

- *Continue to meet with community members in a variety of formats and locations to discuss proposed projects or changes to City policies (e.g. open houses, charrettes, focus groups, informal meetings, attendance at resident association meetings).*