



## **REPORT**

### *Development Services*

**To:** Mayor Wright and Members of Council    **Date:** 9/8/2014  
Committee of the Whole Meeting

**From:** Beverly Grieve    **File:** REZ00102  
Director of Development Services

**Report #:** 251/2014

**Subject:** **660 Quayside Drive - The Larco Development - Comprehensive Development Master Plan for Mixed Use Development - Bylaw for Consideration of First and Second Reading**

---

#### **RECOMMENDATION:**

*THAT Council consider Zoning Amendment Bylaw No. 7675, 2014 for First and Second Readings and that the Bylaw be forwarded to a Public Hearing on September 29, 2014.*

---

#### **PURPOSE**

The purpose of this report is to seek Council consideration of a zoning amendment to establish a Comprehensive Development zoning district (CD - 55) for the Larco site at 660 Quayside Drive in order to establish a Master Plan which will guide future development of the site.

#### **SUMMARY**

This rezoning application has been initiated in order to respond to changing community values and to move forward with implementing the City's waterfront vision. The proposed Comprehensive Development rezoning would provide a Master Plan for the development of 660 Quayside Drive, also known as the Larco site. The new Master Plan proposed in this rezoning is the result of a collaborative effort with the City, the property owner and a consultant team jointly retained by the City and the property owner. The Master Plan provides for expanded views of the Fraser River, greater open space and a new park site of approximately 0.8 hectares (2 acres). Other features of the proposed Master Plan include three high rise towers rather than the previous five towers, all

parking to be provided underground, an extended waterfront esplanade and a mix of residential and commercial land uses, including child care and provision for a 100 to 200 room hotel. The objective of this collaborative approach was to provide benefits to the City while creating a development plan which is economically viable to the property owner.

This report provides more details of the Comprehensive Development Master Plan, discusses access and transportation, as well as railway issues, the amenities and servicing to be provided and the results of the consultation process. It is recommended that the attached Appendix “B” Comprehensive Development zoning district be considered for First and Second Reading and be advanced to a Public Hearing.

### **BACKGROUND**

Applicant:	City of New Westminster
Current Zoning:	Central Business Districts (Restricted) (C-4A )
Proposed Zoning:	CD Comprehensive Development District (CD-55)
OCP land use designation:	Mixed Use High Density
OCP Development Permit Area:	Downtown Development Permit Area #1
Site Characteristics:	Frontage: 923 feet (281.5 metres) Depth: 176 feet (53.7 metres) Site Area: 176,743 sq. ft. (16,420 sq. m.)

On June 17, 2013 staff presented a report to Council outlining the current state of development along the waterfront and the need to reassess and examine the density and scale of an approved development plan at 660 Quayside Drive (formerly known as 660 Front Street), which is owned by Larco Investments Ltd. (“Larco”). Staff outlined a process to achieve a new development concept that would reflect changes in community values and, ultimately, lead to a new zone and special development permit for a more compatible built form. The concept includes greater open space and views of the Fraser River at a scale that is sympathetic with the neighbouring Westminster Pier Park.

On December 2, 2013, a comprehensive report was presented to Council on the proposed Waterfront Vision Concept Plan. At that time Council directed staff to proceed with community consultation and technical analysis on the proposed waterfront vision concept plan.

On January 13, 2014, a preliminary report was presented to Council on the rezoning of the site. The report reviewed the Proposed Waterfront Concept Plan, provided access and transportation and zoning information and the next steps in the process. Council received that report for information at that time.

## **PROPOSAL**

A Master Plan, which is attached as Appendix A, has been developed. Its main elements are outlined below:

1. Three tall, slender towers would be located in the western portion of the site. The total number of units would be approximately 820. The towers would be located to protect view corridors from street ends and would vary between 29 and 47 storeys in height. The height of the towers has been adjusted so that the central tower, at 47 storeys, will clearly be the signature building of the development, with the tower closest to the park being set at 29 storeys to reduce potential shadowing impacts on the park land and the remaining western tower being set at 38 storeys to complete the proposed development capacity.
2. Family-friendly units would be incorporated into each tower. These could include townhouses which would have their “front door” on the esplanade, provide “eyes” on these public spaces and create an attractive edge to the park and waterfront esplanade.
3. Towers 1 and 2 would have commercial uses in the podium and would be sited to maintain views from Begbie Street. The commercial uses would provide activity to help create a lively waterfront experience. Provision would be made for Tower 1 to potentially accommodate a 100 to 200 room hotel, which would act as a significant economic stimulus for the Downtown. As part of the gateway to the Waterfront, it would be synergistic with the conference and convention facility in the new Anvil Centre. If the hotel is included, the equivalent amount of floor area would be deducted from the square footage for apartment units.
4. A child care facility would be incorporated into the podium of Tower 3 at the edge of the park. This use would help address the projected future child care needs in the Downtown.
5. Clustering the residential towers at the west end of the site would allow the eastern portion of the site to be conveyed to the City as new park land (Figure 2), which would be an extension of Westminster Pier Park. The park space would be approximately 1/3 of the Larco site and add about 0.8 hectares (2 acres) to Westminster Pier Park.

**Figure 2: Proposed new park**



6. New Westminster's public waterfront esplanade would be completed along the Fraser River frontage, connecting the River Market and Fraser River Discovery Centre to the new development and Westminster Pier Park. Marine infrastructure could be added to the park's wharf to facilitate future visits by exhibition ships.
7. The park and esplanade would be conveyed to the City prior to the issuance of the Special Development Permit for Phase 1. The park would be designed to the same urban design standard as Westminster Pier Park as part of Phase 3. Larco would fund the construction of the esplanade and a portion of the park.
8. Quayside Drive would be realigned to create a waterfront drive that ends in a mixed-use plaza between Towers 2 and 3 (the eastern buildings). The development would be organized along this drive, creating an attractive and lively public waterfront.
9. Begbie Street would extend south to meet Quayside Drive in a "T" intersection, providing direct connection between Columbia Street and the waterfront, as well as clear views to the river for those arriving to the neighbourhood. This street configuration is also key to supporting whistle cessation.
10. A secondary pedestrian and bike greenway would follow adjacent to the railway lines and connect from the mixed-use plaza at the end of Quayside Drive to the park, also providing maintenance-vehicle access to the park.
11. Begbie Street where it intersects the railway lines would be maintained as an at-grade, accessible crossing for cars, pedestrians, bicycles and other modes of transport.
12. Pedestrians and bicycles, as well as emergency vehicles, would have at-grade access to Westminster Pier Park from Sixth Street. A new elevated pedestrian walkway would also connect the Front Street Parkade to the park.
13. All parking, including resident parking and 80 publically-accessible parking stalls would be located in an underground parkade accessed from Quayside Drive. All parking would be below grade to maintain visual connectivity between Front Street and the waterfront. A limited amount of on-street parking will be considered on the extended Quayside Drive adjacent to the new retail spaces. A limited number of drop-off spaces would be considered in the mixed use plaza to serve the childcare space and park.
14. The site would be designed to create flood protection for the waterfront. However, the entire site would function at grade, thereby removing the large imposing podium which was included in the previously approved scheme.

## **SITE CONTEXT**

The subject site is currently being used as a tolled surface parking lot. Westminster Pier Park is to the east, with the Fraser River Discovery Centre and River Market to the west. The Fraser River is to the south, while largely older commercial and mixed use buildings are located across the rail lines, along Front Street.

The site is within the Fraser River flood plain, and is separated from the remainder of Downtown by the railway lines with limited, controlled access points.

### **Proximity to Transit Service**

<b>Transit Facility</b>	<b>Service Level (min)</b>	<b>Distance</b>
<b>Skytrain Station</b>		200 meters
<b>Frequent Transit Network</b>		200 meters
<b>Transit Stop</b>		200 meters

The site is within a short walking distance of both the rapid and frequent transit networks.

### **Previous Development Approvals**

The original Larco development was approved through a rezoning application which commenced in 1994 and completed in 1996. In 2004, Larco approached the City wanting to proceed with the development. The City requested they comply with the new principles developed from a Station Area planning process and then submitted a rezoning and special development permit application. This second application was approved in 2005.

Both the 1996 and the 2005 approved development plans permitted 1,000 residential units in five high rise towers built over an above-grade three- to four-storey parking podium.

## **POLICY CONTEXT**

The proposal is in conformance with the OCP land use designation of Mixed-Use High Density and is within the Downtown Development Permit Area. The subject site is within the Waterfront Precinct in the Downtown Community Plan. 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. The Comprehensive Development Master Plan for this site is supportive of the intent of the Waterfront Precinct.

## **DISCUSSION**

### **Access and Transportation**

An important consideration related to new waterfront residential development has been the ability of the Downtown street network to accommodate additional local trips generated by new development, other developments in the area and anticipated background traffic. Modelling done to date for the surrounding neighbourhood indicates that the existing street network would not be significantly impacted by the proposed development, even with all anticipated future development in the study area. An analysis of the transportation and access issues has been conducted, with the following findings:

1. At completion, the development is predicted to add approximately 300 vehicle trips during the weekday PM peak hour traffic period, or approximately five vehicles per minute to the area road network.
2. With relatively minor localized capacity improvements, the existing network intersections will have adequate capacity to provide an acceptable level of service (LOS) at Downtown intersections after build out of the developments projected in the area.
3. Based on future traffic capacity analysis of the Downtown street system, it is concluded that the planned future Sixth Street overpass will not be required.
4. A traffic signal will be required at the intersection of Carnarvon Street and the McInnis Overpass.
5. The area would benefit from Advanced Traveler Information (ATI) messaging to inform of train crossings at the Begbie crossing in advance of the Quayside Drive intersection with the McInnis Overpass.
6. At build out of the proposed developments in the area, traffic operations at the Stewardson Way and Third Avenue intersection will result in pressured LOS E. It is noted that the model indicates that this will occur with or without the proposed development.

### **Railway Issues**

As the site is separated from Downtown by the railway lines development will need to take railway issues into consideration, including:

- Achieving train whistle cessation in the Downtown. Staff is in the final stages of completing detailed designs for cessation measures to satisfy railway requirements for the crossings of Fourth Street, Sixth Street and Begbie Street. The future development of the site would have to consider and support these measures.

- Meeting the intent of the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) “railway proximity guidelines” to help reduce conflicts between rail and urban uses. Staff has investigated how FCM’s guidelines could be applied to the proposed concept plan. Opportunities exist primarily related to vibration and noise mitigation, which will be integrated into the project in future more detailed design stages.

A key design principle for the development of the Master Plan is to maintain as much physical and visual connection to the River as possible from Front Street. Separately from this application, staff is working with transportation consultants to also identify elements of Front Street from Fourth Street to Begbie Street that reinforce the vision and will create an attractive and economically viable commercial street.

### **Servicing**

The property owner will be required to enter into a Development Agreement covering the servicing requirements and a no build covenant would be registered on title prior to final adoption of the rezoning. The no build covenant would stipulate that no development could take place on the site prior to the park land being conveyed and the property owner entering into a detailed servicing agreement with the City, based on a specific proposal for the site that would include posting bonding. This would include bonding for construction of the park in connection with phase three of the development. Detailed servicing would be determined as part of the development permit process. Once engineering design drawings have been submitted and the Development Agreement is approved by Council and the appropriate monies deposited for each phase, the no build covenant would be satisfied and a Special Development Permit issued for the pertinent phase.

Servicing and amenities the developer would be responsible for include:

1. The extension of Begbie Street, including intersection improvements at the railway crossing.
2. The realignment of Quayside Drive, complete with two roundabouts.
3. Construction of the esplanade from the Fraser River Discovery Centre to the existing Waterfront Pier Park.
4. An at grade crossing for pedestrians, cyclists and emergency vehicles at Sixth Street, as well as a temporary pedestrian crossing during construction.
5. Conveyance of the extension of the Waterfront Pier Park, funding of the public consultation process and design for the park development and funds for construction of the park.
6. Implementation of an Advanced Traveler Information (ATI) system, alerting drivers to train crossing events.
7. The undergrounding of existing overhead wires abutting the site.



8. The developer to contribute to the following related offsite projects;
  - a) The design and construction of a new or relocated replacement pedestrian overpass at Sixth Street, upon the demolition of the west portion of the parkade.
  - b) The widening of the existing sidewalk on the McInnes Street overpass.
  - c) The provision of elevator access from Hyack Square to the River Market.

### **PROJECT REVIEW PROCESS**

Presentations on this rezoning were made to the following committees and community groups:

- Advisory Planning Commission;
- New Westminster Design Panel;
- Downtown Residents Association;
- Quayside Community Board;
- Tourism New Westminster;
- Advisory Committee on Transit, Bicycles and Pedestrians (ACTBiped);
- Parks and Recreation Committee;
- Economic Development Advisory Committee;
- Special Services and Access Committee;
- Community and Social Issues Committee;
- Child Care Action Team; and
- Neighbourhood Traffic Committee.

The Downtown Business Improvement Association did not have a meeting in the consultation time frame, however a link to the presentation and project webpage was sent to the Executive Director to distribute to members. No comments were received.

Of the groups to whom presentations were made, response to the project ranged from supportive to neutral to expressing specific concerns. In general, most responses to the proposed rezoning were either supportive or neutral. The following comments were received in favor of the proposal:

- Additional people and activities in the surrounding area will have many benefits – Tourism New Westminster and Parks and Recreation Committee.
- Committees were pleased with the expansion of the Westminster Pier Park and the potential for completing the esplanade between FRDC and the park – Parks and Recreation Committee and Community and Social Issues.



- Committee was pleased with number of units suitable for families – Community and Social Issues Committee.
- Committee was pleased with additional daycare space to be provided – Community and Social Issues Committee.

Some of the concerns expressed were:

- Additional traffic in the area – Downtown Residents Association, Traffic Committee and Economic Development.
- Plan is too auto-oriented (road should be behind the towers, road should be narrower) – Special Services and Access Committee, New Westminster Design Panel.
- Child care space should be secured by some means for only a non-profit provider – Child Care Action Team.
- No dedicated rental or affordable units in the proposal – Community & Social Issues.
- Ensure the Central Valley Greenway would connect to the Brunette Fraser Regional Greenway and BC Parkway - ACTBiped.
- Accessibility for all users, particularly during construction – Community and Social Issues and ACTBiped.

In addition to the above input through City committees, Open Houses were held on December 11, 2013 and March 18, 2014 and feedback forms were made available at both Open Houses and on the City website. A total of 21 surveys were received in March, with two additional e-mails sent with residents' comments. Of the surveys received, 52% (11) were in support of the concept plan and 48% (10) were not in support. Improved green / park space was the most mentioned feature of the plan that respondents liked, followed by increased support for businesses, more commercial spaces, having the parking hidden below grade and generally beautifying the area. The most frequently mentioned concern with the plan was that the towers are considered to be too tall and out of context with surrounding development. This was followed by concerns of increased traffic congestion in the area and that the development is too dense. Several respondents mentioned that the need for more family friendly units and need for an additional access point, such as a Sixth Street overpass.

### **Zoning – Development Site**

The attached Comprehensive Development District zoning for the site indicates:

1. A site plan showing the general location of the buildings, the open spaces (including the park), roads, esplanade and other walkways.

2. Maximum lot coverage.
3. The maximum height of each of the three towers.
4. Minimum commercial square footage.
5. Maximum commercial square footage.
6. Maximum gross floor area.
7. Potential for 200 hotel rooms.
8. Provision for child care facility for 40 children.
9. Minimum number of family oriented units.
10. Parking requirements, including 80 publically-accessible parking spaces.
11. Permitted uses.

In order to maintain the economic feasibility of the development, the height of tower two has increased by two stories and the height of towers one and three have increased by one storey each over what was presented to the Advisory Planning Commission and New Westminster Design Panel. The Comprehensive Development District is still considered in keeping with the overall Master Plan for the site and the change should not make a significant impact on neighbouring properties.

### **Zoning – Park Site**

As discussed above, roughly one third of the site will be conveyed to the City in Phase 1 and become a functional addition to Westminster Pier Park in Phase 3.

After the portion of this property is conveyed to the City for park purposes, the park land portion, together with the remainder of Westminster Pier Park, would be rezoned to a parks zone. An Official Community Plan amendment would be required for the proposed park that is currently part of the subject site, as it is designated Mixed Use High Density.

### **Construction and Phasing**

The construction and phasing plan anticipates that the towers would be built from west to east in three phases:

**Phase 1.** Tower 1, the western tower, would include the provision of a minimum of 30 publically- accessible parking stalls, commercial uses at grade and the potential to include the 200 room hotel. The overall square footage of the building will not increase if the hotel is included. Site improvements would include an extension of Begbie Street to the waterfront, and the realignment of Quayside Drive with a roundabout in front of the FRDC and an extension of the adjacent esplanade. The conveyancing of the park land would be a condition of the issuance of the Special Development Permit for tower 1. The tower would be a maximum of 38 storeys tall.

**Phase 2.** Tower 2, the centre tower, would be a maximum of 47 storeys tall, with commercial uses at grade, would include the extension of Quayside Drive to a new mixed-use plaza between towers 2 and 3, and the extension of the waterfront

esplanade. Any difference between the minimum 30 publically-accessible parking stalls to be constructed in phase 1 and the 80 public parking stalls to be provided overall would be provided in phase 2.

**Phase 3.** Tower 3, the eastern tower, potentially featuring townhouses at the base and a maximum of 29 storeys tall, would be completed with the owner to provide bonding for the completion of the esplanade, the child care and the park improvements.

### **ADOPTION REQUIREMENTS**

**Legal Assurances.** While the above describes the anticipated approach to the development of this site, including the construction of the expanded Westminster Pier Park, legal agreements will be entered into which will address potential uncertainty related to the project proceeding in the future. Prior to final adoption of this rezoning, the developer will enter into an option to purchase which will grant the City the right to purchase the future park site for \$10.00 if the site has not been conveyed to the City by December 31, 2030, thus safeguarding the conveyancing of the park land to the City. In exchange, it is recommended that the City and the developer enter into a Phased Development Agreement for a period of ten years. The Phased Development Agreement would guarantee the zoning proposed in the attached Comprehensive Development District (CD 55) bylaw for the specified period of the agreement, thus safeguarding the developer from any future loss of development rights. A report on the Phased Development Agreement appears elsewhere on this agenda.

### **INTERDEPARTMENTAL LIAISON**

The Engineering Department, the Office of the Chief Administrative Officer, the Parks, Recreation and Cultural Services Department, the Electrical Department and the Fire Department have all been involved in the review of this project.

### **OPTIONS**

Two options are presented for Council's consideration; they are:

1. That Council consider Zoning Amendment Bylaw No. 7675, 2014 for First and Second Readings and that the Bylaw be forwarded to a Public Hearing on September 29, 2014; or
2. That Council provide staff with other direction.

***Staff recommends Option 1.***

**CONCLUSION**

This rezoning application has been initiated in order to respond to changing community values and to move forward with implementing the City's waterfront vision. The proposed Comprehensive Development rezoning would provide a Master Plan for the development of 660 Quayside Drive. The Master Plan provides for expanded views of the Fraser River, greater open space and a new park site of approximately 0.8 hectares (2 acres). Other features of the proposed Master Plan include three high rise towers rather than the previous five towers, all parking to be underground, an extended waterfront esplanade and a mix of residential and commercial land uses, including child care and provision for a 100 to 200 room hotel.

A package of amenities and related servicing requirements of benefit to the community has been determined while creating a development proposal which is viable. The rezoning has now gone through the public consultation process, including presentation to a number of City committees. Most responses received through consultation with the City committees were supportive or neutral with some concerns expressed about certain aspects, while slightly over one-half of community survey responses supported the proposal. It is recommended that this rezoning be advanced to a Public Hearing.

**ATTACHMENTS:**

Appendix A: Waterfront Concept Plan

Appendix B: Comprehensive Development District Bylaw

Appendix C: Advisory Planning Commission Report

Original Signed By:

Original Signed By:

---

Barry Waitt  
Senior Planner

---

Jackie Teed  
Manager of Planning

Approved for Presentation to Council



---

Beverly Grieve  
Development Services



---

Lisa Spitale  
Chief Administrative Officer

**APPENDIX A:**  
Waterfront Concept Plan



**APPENDIX B:**  
Comprehensive Development District Bylaw



**CORPORATION OF THE CITY OF NEW WESTMINSTER**

**BYLAW NO. 7675, 2014**

A Bylaw to Amend Zoning Bylaw No. 6680, 2001

WHEREAS the Local Government Act authorizes a local government to regulate the use of land, buildings and structures and to require the provision of off-street parking and loading spaces.

NOW THEREFORE THE CITY COUNCIL of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Zoning Amendment Bylaw No. 7675, 2014.”
2. Section 120 Definitions of Zoning Bylaw No. 6680, 2001 is amended by adding in appropriate alphabetical order the following definition:

**“RESIDENTIAL COMMUNITY LIVING** means the use of land and buildings for long term and independent residential living arrangements for up to four persons with mental or physical disabilities and up to two staff members, licensed under the *Community Care and Assisted Living Act*, and may include counselling and life skills training activities.”

3. Section 1000 Comprehensive Development Districts of Zoning Bylaw No, 6680, 2001 is amended by inserting as Section 1055 the regulations attached to this Bylaw as Schedule A.
4. The portions of certain parcels of land situated within the City of New Westminster, British Columbia and outlined in bold on the map attached to this Bylaw as Schedule B are rezoned from Central Business Districts (Restricted) (C-4A) to Comprehensive Development District (660 Quayside Drive) (CD-55), and the plan annexed as Schedule “A” to Zoning Bylaw No. 6680, 2001 is amended to reflect this rezoning.

GIVEN FIRST READING this \_\_\_\_\_ day of \_\_\_\_\_ 2014.

GIVEN SECOND READING this \_\_\_\_\_ day of \_\_\_\_\_ 2014.

PUBLIC HEARING held this \_\_\_\_\_ day of \_\_\_\_\_ 2014.

GIVEN THIRD READING this \_\_\_\_\_ day of \_\_\_\_\_ 2014.

ADOPTED and the Seal of the Corporation of the City of New Westminster affixed  
this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

**SCHEDULE A: to Zoning Amendment Bylaw 7675, 2014:**

**Comprehensive Development District (660 Quayside Drive) (CD-55)**

1055      **Comprehensive Development District (660 Quayside Drive) (CD-55)**

1055.1      The intent of this district is to provide for the development of residential dwelling units and pedestrian-oriented commercial uses in three towers, with motor vehicle parking provided underground, in accordance with a site plan that forms part of these regulations.

**Permitted Uses**

1055.2      The following uses and no others shall be permitted in the CD-55 zone:

1055.3      Artist studios;

1055.4      Business and professional offices;

1055.5      Restaurants, excluding drive-in restaurants and drive-through restaurants;

1055.6      Child care facility providing care for children zero to five years of age;

1055.7      Commercial schools;

1055.8      Commercial storage;

1055.9      Fitness facilities;

1055.10     Home based businesses;

1055.11     Hotels;

1055.12     Live-work units;

1055.13     Multiple dwellings subject to section 1055.18;

1055.14     Personal service establishments;

1055.15     Residential community living;

1055.16     Retail stores;

1055.17     Public utilities;

**Family Oriented Units**

1055.18 A minimum of ten dwelling units provided in each sub-area shown on the site plan shall be either townhouse units or 3 bedroom apartment units with a minimum floor area of 1,050 square feet.

### **Building Siting**

1055.19 The siting of buildings shall be in accordance with the site plan.

### **Distance between Buildings**

1055.20 The minimum distance between buildings measured above the third storey is 36 metres (118 feet).

### **Density: Commercial Uses**

1055.21 The maximum gross floor area for all commercial uses permitted under subsections 1055.3, 1055.4, 1055.5, 1055.7, 1055.10, 1055.15 and 1055.17 is 1,393.6 square metres (15,000 square feet).

1055.22 At least 603.9 square metres (6,500 square feet) of commercial floor area described in Section 1055.6 must be constructed by or before the completion of the building in Sub-area two shown on the site plan.

### **Density: All Uses**

1055.23 The gross floor area for all uses shall not exceed 24,650 square metres (265,333 square feet) for Sub-area 1, as shown on the site plan.

1055.24 The gross floor area for all uses shall not exceed 29,708 square metres (309,771 square feet) for Sub-area 2, as shown on the site plan.

1055.25 The gross floor area for all uses shall not exceed 20,811 square metres (224,005 square feet) for Sub-area 3, as shown on the site plan.

### **Density: Hotel Units**

1055.26 If a hotel is included in the development, the number of accommodation units in a hotel shall not be less than 100 or more than 200. For certainty, a hotel use permitted by this Bylaw does not include the occupancy of accommodation units under tenancy agreements as described in the *Residential Tenancy Act*.

### **Building Footprints**

- 1055.27 The maximum building footprint shall not exceed 789 square metres (8,500 square feet) for Sub-area 1.
- 1055.28 The maximum building footprint shall not exceed 975 square metres (10,500 square feet) for Sub-area 2.
- 1055.29 The maximum building footprint shall not exceed 1,022 square metres (11,000 square feet) for Sub-area 3.

### **Tower Footprints above Second Storey**

- 1055.30 The maximum tower footprint shall not exceed 789 square metres (8,500 square feet) for the second storey and 650 square metres (7,000 square feet) for the third storey and above for Sub-area 1.
- 1055.31 The maximum tower footprint shall not exceed 604 square metres (6,500 square feet) for Sub-area 2.
- 1055.32 The maximum tower footprint shall not exceed 697 square metres (7,500 square feet) for Sub-area 3.

### **Height of Buildings**

- 1055.33 The height of a building shall not exceed the height indicated on the site plan.
- 1055.34 Where a building height is indicated in both storeys and distance from height datum, the lower limit shall apply.

### **Shelters**

- 1055.35 All hotels and other commercial uses described in Section 1055.6 require, along the full length of their street frontage, rain shelters not less than 1.83 metres (6 feet) in width in the form of a canopy or an arcade forming an uninterrupted weather shelter.

### **Off-Street Parking Spaces**

- 1055.36 Off-street motor vehicle parking spaces shall be provided in accordance with Section 150 of this Bylaw in addition to public parking spaces provided in accordance with the terms of any s. 219 covenant in favour of the City, except that notwithstanding Section 150:

- a) 0.92 parking spaces shall be provided for each bachelor or one-bedroom dwelling unit;
- b) 1.24 parking spaces shall be provided for each two or three bedroom dwelling unit;
- c) 4 parking spaces shall be provided for each child care facility;
- d) 0.092 visitor parking spaces shall be provided for each dwelling unit;
- e) one parking space or loading space shall be provided for each 929 square metres (10,000 square feet) of commercial storage;
- f) 80 public parking spaces shall be provided; and
- g) all parking spaces required by this bylaw shall be within one or more underground parking structures constructed completely below finished grade.

### **Site Plan**

1055.37 References in this zone to a site plan are references to the following:





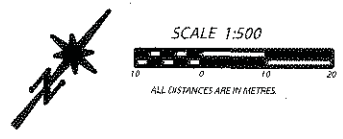
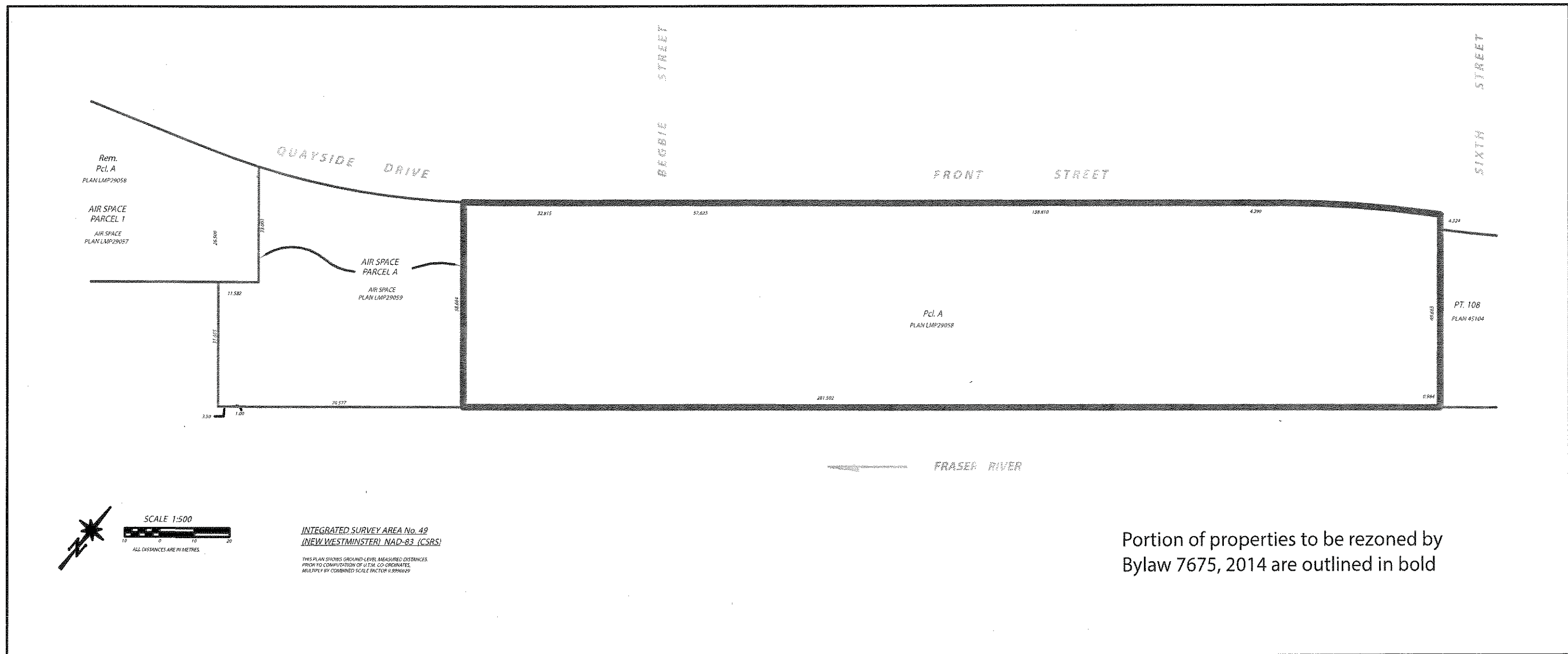
Note: This Plan only to be used in reference to the Comprehensive Development District (660 Quayside Drive) (CD-55) District

**Maximum Height of Buildings:**

- Sub-area 1: 38 storeys (128 meters geodetic)
- Sub-area 2: 47 storeys (156 meters geodetic)
- Sub-area 3: 29 storeys (103 meters geodetic)

**SCHEDULE B: to Zoning Amendment Bylaw 7675, 2014:**

**Comprehensive Development District (660 Quayside Drive) (CD-55)**



INTEGRATED SURVEY AREA No. 49  
(NEW WESTMINSTER) NAD-83 (CSRS)

THIS PLAN SHOWS GROUND-LEVEL MEASURED DISTANCES  
PRIOR TO COMPUTATION OF UTM CO-ORDINATES.  
MULTIPLY BY COMBINED SCALE FACTOR 0.999649

Portion of properties to be rezoned by  
Bylaw 7675, 2014 are outlined in bold

**APPENDIX C:**  
Advisory Planning Commission Report

## **R E P O R T**

### *ADVISORY PLANNING COMMISSION*

To: Mayor W. Wright and Members of Council in Committee of the Whole      Date: 2014 September 8

From: Advisory Planning Commission      File: REZ00102

Subject: **660 Quayside Drive - Results of March 18, 2014 Meeting**

---

---

### **RECOMMENDATION**

**THAT** Council receive for information the Advisory Planning Commission's recommendations namely:

**MOVED and SECONDED**

***THAT** the application to rezone the site from Central Business Districts (Restricted) (C-4a) to Comprehensive Development District (CD -55) in order to establish a Comprehensive Development Master Plan to guide future development of the site be supported with consideration to include the marine wharf.*

---

### **BACKGROUND**

Barry Waitt, Senior Planner, summarized the report dated March 18, 2014 regarding an application that has been initiated by the City to rezone the site from Central Business Districts (Restricted) (C-4a) to Comprehensive Development District (CD -55) in order to establish a Comprehensive Development Master Plan to guide future development of the site. Mr. Waitt provided a PowerPoint presentation outlining the details of the application.

Discussion ensued, and the Commission noted the following comments:

- It was questioned if the applicant has investigated the idea of including office space as part of the proposal;
- Providing office space would positively affect the city;
- Concerns were expressed regarding parking with respect to ease of access for members of the public wanting to access Westminster Pier Park;
- It was questioned if there will be improved pedestrian access to Westminster Pier Park from the parkade;
- It was suggested that the marine wharf be implemented;
- The new park land, which would be an extension of Westminster Pier Park, is an attractive aspect of the application; and,
- It was suggested that the proposal has improved since the initial application.

Art Phillips, Larco Investments, provided the following details regarding the application:

- The “office component” of the application is the hotel, which will aim to accommodate Anvil Centre patrons;
- Stairs will be implemented at the parkade to improve pedestrian access to Westminster Pier Park;
- The childcare facility is included in tower 3 as it will be situated adjacent to Westminster Pier Park;
- The construction of the towers are divided into three phases to accommodate the implementation of sheet piling for underground parking, and due to the fact that construction cannot block Quayside Drive or Front Street; and,
- The goal is for all three phases to be completed between 2021 and 2023.

Jason Sherin, resident, suggested that the development could contribute to traffic congestion in the area, specifically with respect to congestion at the train crossing. Mr. Sherin expressed concerns regarding neighbouring property owners’ views being obstructed from the development.

Peter Joyce, Bunt & Associates, offered the following points in response to the raised concerns:

- The traffic regulation strategy includes the utilization of the Begbie Street level crossing;
- The traffic analysis investigated existing traffic conditions around the site area and compared it to nearby developments;
- A Traffic Simulation Model examined the effects of a train crossing on traffic during an average 17 minute train closure; and,
- Signal devices would be imposed to warn drivers in the area that there is a train crossing so that they can take an alternate route.

### **EXISTING POLICY/PRACTICE**

The Advisory Planning Commission reviews applications for rezoning and makes recommendations in a report to City Council for its consideration. This report is based on the March 18, 2014 minutes of the Advisory Planning Commission.

***This report has been prepared for the Advisory Planning Commission by:***

Julia Dykstra,  
Planning Assistant